

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)

4	resures					
	Start		Stop			
	Date	Time	Date	Time	LAeq	
	[YYYY-MM-D	[hh:mm:ss]	[YYYY-MM-D	[hh:mm:ss]	[dB]	
	11/17/23	10:37:56	11/17/23	11:00:00	7	1
	11/17/23	11:00:00	11/17/23	12:00:00	7	0
	11/17/23	12:00:00	11/17/23	13:00:00	7.	2
	11/17/23	13:00:00	11/17/23	14:00:00	7	0
	11/17/23	14:00:00	11/17/23	15:00:00	6	9
	11/17/23	15:00:00	11/17/23	16:00:00	7	0
	11/17/23	16:00:00	11/17/23	17:00:00	7	0
	11/17/23	17:00:00	11/17/23	18:00:00	7	0
	11/17/23	18:00:00	11/17/23	19:00:00	6	9
	11/17/23	19:00:00	11/17/23	20:00:00	6	8
	11/17/23	20:00:00	11/17/23	21:00:00	6	6
	11/17/23	21:00:00	11/17/23	22:00:00	6	6
	11/17/23	22:00:00	11/17/23	23:00:00	6	7
	11/17/23	23:00:00	11/18/23	0:00:00	6	3
	11/18/23	0:00:00	11/18/23	1:00:00	6	2
	11/18/23	1:00:00	11/18/23	2:00:00	5	9
	11/18/23	2:00:00	11/18/23	3:00:00	5	8
	11/18/23	3:00:00	11/18/23	4:00:00	5	9
	11/18/23	4:00:00	11/18/23	5:00:00	6	0
	11/18/23	5:00:00	11/18/23	6:00:00	6	3
	11/18/23	6:00:00	11/18/23	7:00:00	6	6
	11/18/23	7:00:00	11/18/23	8:00:00	6	8
	11/18/23	8:00:00	11/18/23	9:00:00	6	8
	11/18/23	9:00:00	11/18/23	10:00:00	6	9
	11/18/23	10:00:00	11/18/23	11:00:00	6	9
	11/18/23	11:00:00	11/18/23	12:00:00	6	9
	11/18/23	12:00:00	11/18/23	13:00:00	7	0
	11/18/23	13:00:00	11/18/23	14:00:00	6	9
	11/18/23	14:00:00	11/18/23	15:00:00	6	
	11/18/23	15:00:00	11/18/23	16:00:00	6	
	11/18/23	16:00:00	11/18/23	17:00:00	6	9

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)

4	resures					
	Start		Stop			
	Date	Time	Date	Time	LAeq	
	[YYYY-MM-D	[hh:mm:ss]	[YYYY-MM-D	[hh:mm:ss]	[dB]	
	11/17/23	10:12:08	11/17/23	11:00:00	6	64
	11/17/23	11:00:00	11/17/23	12:00:00	6	64
	11/17/23	12:00:00	11/17/23	13:00:00	6	6
	11/17/23	13:00:00	11/17/23	14:00:00	6	55
	11/17/23	14:00:00	11/17/23	15:00:00	6	54
	11/17/23	15:00:00	11/17/23	16:00:00	6	6
	11/17/23	16:00:00	11/17/23	17:00:00	6	57
	11/17/23	17:00:00	11/17/23	18:00:00	6	57
	11/17/23	18:00:00	11/17/23	19:00:00	6	54
	11/17/23	19:00:00	11/17/23	20:00:00	6	3
	11/17/23	20:00:00	11/17/23	21:00:00	6	52
	11/17/23	21:00:00	11/17/23	22:00:00	6	52
	11/17/23	22:00:00	11/17/23	23:00:00	6	0
	11/17/23	23:00:00	11/18/23	0:00:00	5	8
	11/18/23	0:00:00	11/18/23	1:00:00	5	8
	11/18/23	1:00:00	11/18/23	2:00:00	5	5
	11/18/23	2:00:00	11/18/23	3:00:00	5	6
	11/18/23	3:00:00	11/18/23	4:00:00	5	4
	11/18/23	4:00:00	11/18/23	5:00:00	5	3
	11/18/23	5:00:00	11/18/23	6:00:00	5	7
	11/18/23	6:00:00	11/18/23	7:00:00	5	8
	11/18/23	7:00:00	11/18/23	8:00:00	6	51
	11/18/23	8:00:00	11/18/23	9:00:00	6	52
	11/18/23	9:00:00	11/18/23	10:00:00	6	52
	11/18/23	10:00:00	11/18/23	11:00:00	6	52
	11/18/23	11:00:00	11/18/23	12:00:00	6	52
	11/18/23	12:00:00	11/18/23	13:00:00	6	52
	11/18/23	13:00:00	11/18/23	14:00:00	6	52
	11/18/23	14:00:00	11/18/23	15:00:00	6	64
	11/18/23	15:00:00	11/18/23	16:00:00	6	52
	11/18/23	16:00:00	11/18/23	17:00:00	6	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)

^		- 1
•	Tη	rT
. 1	10	

Date	Time	LAeq		LAeq
[YYYY-MM-	D [hh:mm:ss]	[dB]		[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	3 20:00:00	11/17/23	21:00:00	71
11/17/23	3 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	3 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		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 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)

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Date	Time	LAeq		LAeq
[YYYY-MM-D	[hh:mm:ss]	[dB]		[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)

Date	Time	LAeq		LAeq
[YYYY-MM-	D [hh:mm:ss]	[dB]		[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	3 20:00:00	11/17/23	21:00:00	58
11/17/23	3 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	3 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		11/18/23	14:00:00	57
11/18/23		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)

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Date	Time	LAeq		LAeq
[YYYY-MM-	D [hh:mm:ss]	[dB]		[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	3 20:00:00	11/17/23	21:00:00	65
11/17/23	3 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	3 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		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)

•	+-	~

Date	Time	LAeq		LAeq
[YYYY-MM-D	[hh:mm:ss]	[dB]		[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 End Date Wednesday, September 13, 2023 7:00 AM Wednesday, September 13, 2023 11:00 PM

Site Code															PCEs
Road Volum	es													Cars	1
														Light Goods	14
TMV	Movement		_	thbod	Machhaus I			locth over d. T	Nouthbound			o et b b o	CrondTab	Buses	18 47
Interval	Southbou L	nd T	U Sc	outhbound Io	Westbound L	U	R W	estbound Io	Northbound T	U	R N	orthbound To	Grand Iotal	Single Unit 8	47
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	1108	
Cars Light Goods Vehicles	0	59 1	0	59 1	0	0	0	0	93 14	0	0	93 14	152 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 Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	2 0	4693	
9/13/23 7:15	0	103	0	103	0	0	0	0	146	0	0	146	249	1033	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars Light Goods Vehicles	0	88 7	0	88 7	0	0	0	0	122 11	0	0	122 11	210 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		
9/13/23 7:30	0	0 155	0	0 155	0	0	0	0	240	0	0	240	0 395	- 1	7:30-8:30
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		7.50 0.50
Cars	0	125	0	125	0	0	0	0	211	0	0	211	336		1345
Light Goods Vehicles Buses	0	15 9	0	15 9	0	0	0	0	17 10	0	0	17 10	32 19		87 54
Single-Unit Trucks	0	5	0	5	0	0	0	0	2	0	0	2	7		28
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1		5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0		5086
9/13/23 7:45 Motorcycles	0	184 0	0	184 0	0	0	0	0	269 0	0	0	269 0	453 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 Single-Unit Trucks	0	9	0	9 2	0	0	0	0	5 3	0	0	5 3	14 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		i
9/13/23 8:00 Motorcycles	0	175 0	0	175 0	0	0	0	0	221 0	0	0	221 0	396 0	8:00-9:00	
Motorcycles 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 Articulated Trucks	0	1	0	1 1	0	0	0	0	8 1	0	0	8 1	9	30 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 Cars	0	0 101	0	0 101	0	0	0	0	0 142	0	0	0 142	0 243		
Light Goods Vehicles	0	101 2	0	101	0	0	0	0	142	0	0	142	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 Bicycles on Road	0	0	0	0	0 0	0	0	0	2 0	0	0	2	2 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 Light Goods Vehicles	0	83 5	0	83 5	0	0	0	0	148 10	0	0	148 10	231 15		
Buses	0	3	0	3	0	0	0	0	2	0	0	2	15 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		
9/13/23 8:45	0	0 114	0	0 114	0	0	0	0	0 195	0	0	195	0 309	-	
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 Buses	0	6 3	0	6 3	0	0	0	0	10 2	0	0	10 2	16 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	0.00 40.00	1
9/13/23 9:00 Motorcycles	0	132 0	0	132 0	0	0	0 0	0	204 0	0	0	204 0	336 0	9:00-10:00	
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 Single-Unit Trucks	0	1 6	0	1 6	0	0	0	0	1 5	0	0	1 5	2 11	12 59	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	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 Cars	0	0 160	0	0 160	0	0	0	0	0 196	0	0	0 196	0 356		
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 Articulated Trucks	0	20 0	0	20 0	0 0	0	0	0	5 2	0	0	5 2	25 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 Light Goods Vehicles	0	139 12	0	139 12	0	0	0	0	144 8	0	0	144 8	283 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 Bicycles on Road	0	0	0	0	0	0	0	0	4 0	0	0	4 0	4 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 7	0	98	0	0	0	0	120	0	0	120	218		
Light Goods Vehicles Buses	0	7 1	0	7	0	0	0	0	3	0	0	2 3	9 4		
					-	-	-								

ingle-Unit Trucks Articulated Trucks	0 0	4 0	0	4 0	0	0	0	0	5 0	0	0 0	5 0	9	
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	0	165 0	0	0	165 0	309	15:00-16:00
Motorcycles Cars	0	0 128	0	128	0	0	0	0	147	0	0	147	0 275	1388
ight 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
ingle-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
9/13/23 15:15	0	0 256	0	0 256	0	0	0	0	0 166	0	0	0 166	0 422	4203 15:15-16:15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	15.15-16.13
Cars	0	239	0	239	l ő	0	0	0	145	0	0	145	384	1490
ight 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
ingle-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
9/13/23 15:30	0	206	0	206	0	0	0	0	0 196	0	0	0 196	0 402	4681
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	
ight 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	
ingle-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 Motorcycles	0	235	0	235	0	0	0	0	169	0	0	169	404	
Motorcycles Cars	0	0 218	0	0 218	0	0	0	0	0 147	0	0	0 147	0 365	
ight 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	
ingle-Unit Trucks	ō	ō	0	ő	ő	0	0	0	2	0	0	2	2	
rticulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
icycles 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	1477
Cars	0	243	0	243	0	0	0	0	134	0	0	134	377	1477
ight Goods Vehicles Buses	0	18 6	0	18 6	0	0	0	0	4 6	0	0	4 6	22 12	82 32
ingle-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	
ight Goods Vehicles	0	17 6	0	17 6	0	0	0	0	4 6	0	0	6	21 12	
Buses ingle-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	
ight Goods Vehicles	0	12	0	12	0	0	0	0	3	0	0	3	15	
Buses ingle-Unit Trucks	0	3 2	0	3 2	0	0	0	0	4 3	0	0	3	7 5	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
icycles 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	
ight 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	
ingle-Unit Trucks	0	0 1	0	0	0	0	0	0	1 0	0	0	1	1 1	
rticulated Trucks licycles 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
ight 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
ingle-Unit Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4	12
rticulated Trucks licycles on Road	0	1 1	0	1 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	5155
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	
ight 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	
ingle-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	208	0	0 208	0	0	0	0	0 139	0	0	0 139	0 347	
9/13/23 17:30 Motorcycles	0	208 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	
ight 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	
ingle-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
rticulated 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	
ight 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	
lingle-Unit Trucks Articulated Trucks	0	1 1	0	1 1	0	0	0	0	1 0	0	0	1 0	2 1	
Articulated Trucks Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	207	0	207	0	0	0	0	165	0	0	165	372	18:00-19:00
			-											
9/13/23 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1 1
9/13/23 18:00 Motorcycles Cars		0 196	0	0 196	0	0	0	0	0 155	0	0	0 155	0 351	1210

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
9/13/23 18:15	0	0 195	0	195	0	0	0	0	0 142	0	0	142	0 337	2488
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	
9/13/23 18:30	0	183	0	183	0	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	
9/13/23 18:45	0	0 119	0	0 119	0	0	0	0	0 110	0	0	110	0 229	_
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	10.00.20.00
9/13/23 19:00 Motorcycles	0	144 0	0	144	0	0	0	0	122 0	0	0	122	266 0	19:00-20:00
Motorcycles 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 Motorcycles	0	131	0	131	0	0	0	0	103	0	0	103	234	
Motorcycles Cars	0	0 122	0	0 122	0	0	0	0	0 91	0	0	0 91	0 213	
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 Light Goods Vehicles	0	127 3	0	127	0	0	0	0	85 3	0	0	85 3	212 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 Single-Unit Trucks	0	0 1	0	0	0	0	0	0	0 2	0	0	0 2	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 20:00	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 Single-Unit Trucks	0	1 1	0	1 1	0	0	0	0	1 0	0	0	0	2 1	8
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	0	0	1 0	
Single-Unit Trucks 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 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	
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	1.00 22.00
Cars	o	74	0	74	0	0	Ö	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	761
9/13/23 21:15	0	107	0	107	0	0	0	0	0 54	0	0	54	0 161	761
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	o	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	l ő	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	l	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	
	0	60	0	60	0	0	0	0	28	0	0	28	88	_
9/13/23 21:45														
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	Ö	0	0	Ö	ő	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	l ő	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	
	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	
Articulated Trucks										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	o	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	
	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road														

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

Site Code															PCEs
Road Volum	es													Cars	1
														Light Goods	14
TMV	Movement		_	thbod	Machhaus I			locth over d. T	Nouthbound			o et b b o	CrondTab	Buses	18 47
Interval	Southbou L	nd T	U Sc	outnbound Io	Westbound L	U	R W	estbound Io	Northbound T	U	R N	orthbound To	Grand Iotal	Single Unit 8	47
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	1108	
Cars Light Goods Vehicles	0	59 1	0	59 1	0	0	0	0	93 14	0	0	93 14	152 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 Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	2	2 0	4693	
9/13/23 7:15	0	103	0	103	0	0	0	0	146	0	0	146	249	1033	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars Light Goods Vehicles	0	88 7	0	88 7	0	0	0	0	122 11	0	0	122 11	210 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		
9/13/23 7:30	0	0 155	0	0 155	0	0	0	0	240	0	0	240	0 395	- 1	7:30-8:30
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		7.50 0.50
Cars	0	125	0	125	0	0	0	0	211	0	0	211	336		1345
Light Goods Vehicles Buses	0	15 9	0	15 9	0	0	0	0	17 10	0	0	17 10	32 19		87 54
Single-Unit Trucks	0	5	0	5	0	0	0	0	2	0	0	2	7		28
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1		5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0		5086
9/13/23 7:45 Motorcycles	0	184 0	0	184 0	0	0	0	0	269 0	0	0	269 0	453 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 Single-Unit Trucks	0	9	0	9 2	0	0	0	0	5 3	0	0	5 3	14 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		i
9/13/23 8:00 Motorcycles	0	175 0	0	175 0	0	0	0	0	221 0	0	0	221 0	396 0	8:00-9:00	
Motorcycles 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 Articulated Trucks	0	1	0	1 1	0	0	0	0	8 1	0	0	8 1	9	30 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 Cars	0	0 101	0	0 101	0	0	0	0	0 142	0	0	0 142	0 243		
Light Goods Vehicles	0	101 2	0	101	0	0	0	0	142	0	0	142	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 Bicycles on Road	0	0	0	0	0 0	0	0	0	2 0	0	0	2	2 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 Light Goods Vehicles	0	83 5	0	83 5	0	0	0	0	148 10	0	0	148 10	231 15		
Buses	0	3	0	3	0	0	0	0	2	0	0	2	15 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		
9/13/23 8:45	0	0 114	0	0 114	0	0	0	0	0 195	0	0	195	0 309	-	
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 Buses	0	6 3	0	6 3	0	0	0	0	10 2	0	0	10 2	16 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	0.00 40.00	1
9/13/23 9:00 Motorcycles	0	132 0	0	132 0	0	0	0 0	0	204 0	0	0	204 0	336 0	9:00-10:00	
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 Single-Unit Trucks	0	1 6	0	1 6	0	0	0	0	1 5	0	0	1 5	2 11	12 59	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	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 Cars	0	0 160	0	0 160	0	0	0	0	0 196	0	0	0 196	0 356		
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 Articulated Trucks	0	20 0	0	20 0	0 0	0	0	0	5 2	0	0	5 2	25 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 Light Goods Vehicles	0	139 12	0	139 12	0	0	0	0	144 8	0	0	144 8	283 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 Bicycles on Road	0	0	0	0	0	0	0	0	4 0	0	0	4 0	4 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 7	0	98	0	0	0	0	120	0	0	120	218		
Light Goods Vehicles Buses	0	7 1	0	7	0	0	0	0	3	0	0	2 3	9 4		
					-	-	-								

ingle-Unit Trucks Articulated Trucks	0 0	4 0	0	4 0	0	0	0	0	5 0	0	0 0	5 0	9	
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	0	165 0	0	0	165 0	309	15:00-16:00
Motorcycles Cars	0	0 128	0	128	0	0	0	0	147	0	0	147	0 275	1388
ight 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
ingle-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
9/13/23 15:15	0	0 256	0	0 256	0	0	0	0	0 166	0	0	0 166	0 422	4203 15:15-16:15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	15.15-16.13
Cars	0	239	0	239	l ő	0	0	0	145	0	0	145	384	1490
ight 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
ingle-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
9/13/23 15:30	0	206	0	206	0	0	0	0	0 196	0	0	0 196	0 402	4681
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	
ight 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	
ingle-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 Motorcycles	0	235	0	235	0	0	0	0	169	0	0	169	404	
Motorcycles Cars	0	0 218	0	0 218	0	0	0	0	0 147	0	0	0 147	0 365	
ight 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	
ingle-Unit Trucks	ō	ō	0	ő	ő	0	0	0	2	0	0	2	2	
rticulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
icycles 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	1477
Cars	0	243	0	243	0	0	0	0	134	0	0	134	377	1477
ight Goods Vehicles Buses	0	18 6	0	18 6	0	0	0	0	4 6	0	0	4 6	22 12	82 32
ingle-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	
ight Goods Vehicles	0	17 6	0	17 6	0	0	0	0	4 6	0	0	6	21 12	
Buses ingle-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	
ight Goods Vehicles	0	12	0	12	0	0	0	0	3	0	0	3	15	
Buses ingle-Unit Trucks	0	3 2	0	3 2	0	0	0	0	4 3	0	0	3	7 5	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1	
icycles 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	
ight 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	
ingle-Unit Trucks	0	0 1	0	0	0	0	0	0	1 0	0	0	1	1 1	
rticulated Trucks licycles 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
ight 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
ingle-Unit Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4	12
rticulated Trucks licycles on Road	0	1 1	0	1 1	0	0	0	0	0	0	0	0	1 1	3135
9/13/23 17:15	0	250	0	250	0	0	0	0	126	0	0	126	376	5155
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	
ight 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	
ingle-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	208	0	0 208	0	0	0	0	0 139	0	0	0 139	0 347	
9/13/23 17:30 Motorcycles	0	208 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	
ight 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	
ingle-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4	
rticulated 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	
ight 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	
lingle-Unit Trucks Articulated Trucks	0	1 1	0	1 1	0	0	0	0	1 0	0	0	1 0	2 1	
Articulated Trucks Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	207	0	207	0	0	0	0	165	0	0	165	372	18:00-19:00
			-											
9/13/23 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1 1
9/13/23 18:00 Motorcycles Cars		0 196	0	0 196	0	0	0	0	0 155	0	0	0 155	0 351	1210

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
9/13/23 18:15	0	0 195	0	195	0	0	0	0	0 142	0	0	142	0 337	2488
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	
9/13/23 18:30	0	183	0	183	0	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	
9/13/23 18:45	0	0 119	0	0 119	0	0	0	0	0 110	0	0	110	0 229	_
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	10.00.20.00
9/13/23 19:00 Motorcycles	0	144 0	0	144	0	0	0	0	122 0	0	0	122	266 0	19:00-20:00
Motorcycles 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 Motorcycles	0	131	0	131	0	0	0	0	103	0	0	103	234	
Motorcycles Cars	0	0 122	0	0 122	0	0	0	0	0 91	0	0	0 91	0 213	
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 Light Goods Vehicles	0	127 3	0	127	0	0	0	0	85 3	0	0	85 3	212 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 Single-Unit Trucks	0	0 1	0	0	0	0	0	0	0 2	0	0	0 2	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 20:00	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 Single-Unit Trucks	0	1 1	0	1 1	0	0	0	0	1 0	0	0	0	2 1	8
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	0	0	1 0	
Single-Unit Trucks 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 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	
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	1.00 22.00
Cars	o	74	0	74	0	0	Ö	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	761
9/13/23 21:15	0	107	0	107	0	0	0	0	0 54	0	0	54	0 161	761
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	o	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	l ő	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	1	l	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	
	0	60	0	60	0	0	0	0	28	0	0	28	88	_
9/13/23 21:45														
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	Ö	0	0	Ö	Ö	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	l ő	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	
	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	
Articulated Trucks										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	o	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	
	0	1	0	1	0	0	0	0	0	0	0	0	1	
Bicycles on Road														

Leg Direction	CHARLES LINDBERGH BLVD Eastbound	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 RU RR App Ped* Int
2023-09-12 7:00AM	0 0 0 0 0	39 91 15 0 2 147 0	61 12 0 1 74 0	0 8 10 2 11 0 232
7:15AM	0 0 0 0 0 0 1	63 138 8 0 5 214 0 84 185 11 0 9 289 0	105 13 0 4 122 0 160 33 0 3 196 0	0 0 20 0 0 0
7:30AM 7:45AM	0 0 0 0 0 0 1	84 185 11 0 9 289 0 110 193 40 0 6 349 0	160 33 0 3 196 0 159 63 0 5 227 0	0 9 10 0 10 0 495
/:45AM Hourly Total	0 0 0 0 0 0 2	296 607 74 0 22 999 0	485 121 0 13 619 0	0 21 00 2 23 0 399
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 00 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 00 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	103 174 19 0 10 306 0	76 36 1 7 120 0	0 6 00 2 8 0 434
9:15AM	0 0 0 0 0	94 161 12 0 7 274 0	67 32 0 8 107 0	0 7 10 3 11 0 392
9:30AM 9:45AM	0 0 0 0 0 0	84 139 58 0 25 306 1 79 154 79 0 39 351 0	72 82 0 6 160 0 80 87 0 2 169 0	0 25 0 0 2 27 0 493 0 86 6 0 7 99 0 619
Hourly Total	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	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 00 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 20 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 65 79 4 0 4 152 1	57 20 0 1 78 0 75 16 0 4 95 0	0 26 3 0 3 32 0 258
4:30PM 4:45PM	0 0 0 0 0 0	65 79 4 0 4 152 1 86 101 9 0 2 198 1	75 16 0 4 95 0 84 16 0 2 102 0	0 14 0 0 0 14 0 261 0 39 0 0 0 39 0 339
4:45PM Hourly Total	0 0 0 0 0 0 2	299 322 35 0 21 677 2	308 83 0 11 402 0	0 39 00 0 39 0 339 0 339 0 339
5:00PM	0 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 0 2	102 103 21 0 6 232 0	76 45 0 2 123 0	0 58 50 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 00 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 00 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 10 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 10 1 5 0 295
6:30PM	0 0 0 0 0 0	58 107 9 0 1 175 0 49 92 7 0 0 148 0	69 15 0 0 84 0 91 18 0 4 113 0	0 15 0 0 3 18 1 277 0 18 1 0 4 23 0 284
6:45PM Hourly Total	0 0 0 0 0 0	307 405 28 0 5 745 0	326 53 0 10 389 0	0 18 1 0 4 23 0 284
7:00PM	0 0 0 0 0 0	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 00 0 15 2 193
Leg	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 7:45PM	0 0 0 0 0	65 86 0 0 3 154 0 48 67 3 0 1 119 0	43 6 0 7 56 0 46 8 0 3 57 0	0 26 1 0 0 27 0 237
/:45PM Hourly Total	0 0 0 0 0 0	48 67 3 0 1 119 0 229 304 13 0 4 550 0	46 8 0 3 57 0 201 24 0 18 243 0	0 13 0 0 0 13 0 189 0 72 2 0 0 74 2 867
8:00PM	0 0 0 0 0 0 1	229 304 13 0 4 330 0 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	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	14 39 1 0 0 54 0	26 2 0 0 28 0	0 6 1 0 0 7 0 89
9:45PM Hourly Total	0 0 0 0 0 0	22 24 0 0 0 46 0 101 106 4 1 0 212 1	17 1 0 0 18 0 98 13 0 0 111 0	0 3 0 0 0 3 0 67 0 41 1 0 2 44 1 367
Hourly Total	0 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
10:00FM	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	13 25 0 0 0 38 0	12 0 0 0 12 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 0 - 19
% Motorcycles	0.0 0.0 0.0			
Cars % Cars	0 0 0 0 0 -	2637 4172 678 1 250 7738 - 91.2% 93.0% 98.7% 100% 98.8% 93.0% -	2931 1145 1 129 4206 - 91.2% 96.1% 100% 94.9% 92.6% -	0 966 46 0 73 1085 - 13029 0% 97.6% 95.8% 0% 98.6% 97.6% - 93.3%
Light Goods Vehicles	0 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% -	2 1 0 0 3 -	0% 0.6% 0% 0% 0% 0.5% - 1.1%
Bicycles on Road % Bicycles on Road	0 0 0 0 0 -	0 3 0 0 0 3 -	2 1 0 0 3 - 0.1% 0.1% 0% 0% 0.1% -	0 1 0 0 0 1 - 7 0% 0.1% 0% 0% 0% 0.1% - 0.1%
% Bicycles on Road Pedestrians	10	070 0.170 U70 U70 U70 U70 U70 -	U.170 U.170 U70 U70 U.170 -	0.170 0.170 070 070 070 0.170 - 0.170
% Pedestrians	63.3%	83.3%		
Bicycles on Crosswalk	11	1	2	2
% Bicycles on Crosswalk	36.7%	16.7%	66.7%	40.0%
		RR: Right on red. T: Thru. U: U-Turn	<u> </u>	

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

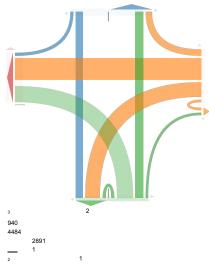
[N] EARLE OVINGTON BLVD

Total: 3244 In: 1112 Out: 2132 PCEs

Cars 1

Light Goo 14

Buses 18



Out: 4017 In: 4542 Total: 8559 [S] EARLE OVINGTON BLVD

[O] EX WEEL OVINGS						_									
Leg	CHARLES LINDBERGH BLVD	CHARLES LINDBERGH BLVD	EARLE OVINGTON BLVD	EARLE OVINGTON BLVI)										
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									
2023-09-12 7:30AN	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 49	5									
7:45AN	0 0 0 0 0 2	2 110 193 40 0 6 349 0	159 63 0 5 227 0	0 21 0 0	2 23 0 59	9									
8:00AM	1 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 68	3									
8:15AN	1 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 83	4									
Tota	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 0 261	1									
% 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%	7									
% Tota	1 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% -	-					T				T
PHI		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 - 0.78	2			Earle Ovi	ngton Blyd	N&S		Charles I	indbergh F	Blvd E&W
Motorcycles	0 0 0 0 0 -	- 0 0 0 0 0 0 -	0 1 0 0 1 -	0 0 0 0	0 0 -	1 1	Forced Peak (7	:30 AM - 8:30 A	N I		T		0	1	T
% Motorcycles	s 0% 0% 0% 0%	- 0% 0% 0% 0% 0% -	0% 0.3% 0% 0% 0.1% -	0% 0% 0% 0%	0% 0% - 04	6					1				
Cars	00000 -	329 757 239 0 58 1383 -	559 374 0 19 952 -	0 91 2 0	6 99 - 243	4 2434			1051		1		1383		
% Cars	s 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% - 93.29	6				T					1
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 - 9	9 1386			672		T		714		T
% Light Goods Vehicles	s 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% - 3.89	6					T			1	
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 - 2	6 1222			376		T		846	1	
% Single-Unit Trucks	s 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% - 1.09	6					1				
Articulated Trucks	00000 -	7 0 0 0 0 7 -	2 0 0 0 2 -	0 0 0 0	0 0 -	9 423			94		1		329		
% Articulated Trucks	s 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% - 0.39	6					1				
Buses	00000 -	5 12 0 0 0 17 -	18 3 0 0 21 -	0 3 0 0	0 3 - 4	1 738			432		1		306		
% Buses	s 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% - 1.69	6	6204 Tot	al PCEs		2626	Total PCEs	s		3578	Total PCF
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	1 0% 0% 0% 0%	- 0% 0% 0% 0% 0% 0% -	0% 0% 0% 0% 0% -	0% 1.0% 0% 0%	0% 0.9% - 09	6									
Pedestrians	6	5 0	0		0										
% Pedestrians	60.0%					1									

 % Pedestrians
 60.0%

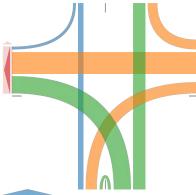
 Bicycles on Crosswalk
 4

 % Bicycles on Crosswalk
 40.0%

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

[N] EARLE OVINGTON BLVD

Total: 799
In: 106 Out: 693



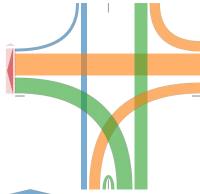
303 808 365

Out: 483 In: 1029 Total: 1512 [S] EARLE OVINGTON BLVD

[O] EX WILL OVING	ON DEVE					
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 P	d* L T R U App Ped	L T R U RR App Ped* I	nt	
2023-09-12 7:45A1	4 0 0 0 0 0	2 110 193 40 0 6 349	0 159 63 0 5 227	0 21 0 0 2 23 0	599	
8:00A1	4 0 0 0 0 0	3 86 188 61 0 18 353	0 166 125 0 7 298	0 29 1 0 2 32 0	683	
8:15A1	4 0 0 0 0 0	4 85 242 132 0 26 485	0 134 169 0 5 308	0 39 0 0 2 41 0	834	
8:30A1	0 0 0 0 0	0 83 222 38 0 22 365	0 121 68 0 8 197	0 33 3 0 1 37 0	599	
Tot	1 0 0 0 0 0	9 364 845 271 0 72 1552	0 580 425 0 25 1030	0 122 4 0 7 133 0	2715	
% Approac	h 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%	-	
% Tot	il 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% -	-	
PH	F	- 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	
Motorcycle	s 0 0 0 0 0	- 0 0 0 0 0 0	- 0 0 0 0 0	0 0 0 0 0 0 -	0	AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
% Motorcycle	s 0% 0% 0% 0% -	- 0% 0% 0% 0% 0% 0%	- 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% -	0%	
Ca	s 0 0 0 0 0	- 340 796 266 0 70 1472	- 537 411 0 24 972	0 117 3 0 7 127 -	2571 2571	
% Ca	s 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 Vehicle	s 0 0 0 0 0	- 11 30 3 0 1 45	- 28 12 0 1 41	0 2 1 0 0 3 -	89 1246	
% Light Goods Vehicle	s 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 Trucl	s 0 0 0 0 0	- 6 8 2 0 1 17	- 6 0 0 0 6	0 0 0 0 0 0 -	23 1081	
% Single-Unit Trucl	s 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% -	0.8%	
Articulated Trucl	s 0 0 0 0 0	- 3 1 0 0 0 4	- 0 0 0 0 0	0 0 0 0 0 0 -	4 188	
% Articulated Truck	s 0% 0% 0% 0% -	- 0.8% 0.1% 0% 0% 0% 0.3%	- 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% -	0.1%	
Buse	s 0 0 0 0 0	- 4 10 0 0 0 14	- 9 2 0 0 11	0 3 00 0 3 -	28 504	
% Buse	s 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%	5590 Total PCEs
Bicycles on Roa		- 0 0 0 0 0 0	- 0 0 0 0 0	0 0 0 0 0 -	0	
% Bicycles on Roa	d 0% 0% 0% 0% -	- 0% 0% 0% 0% 0% 0%	- 0% 0% 0% 0% 0%	0% 0% 0% 0% 0% -	0%	
Pedestria	ıs	6	0	0		
% Pedestria:		66.7%			-1	

[N] EARLE OVINGTON BLVD

Total: 901 In: 133 Out: 768



343 845 364

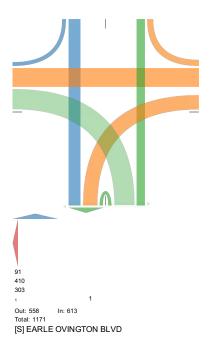
Out: 511 In: 1030 Total: 1541 [S] EARLE OVINGTON BLVD

[S] EA	RLE OVINGT	ON BLV)																								
Leg		CHARLES LINDBERGH BLVD CHARLES LINDBERGH E						BERGH BLV	.VD EARLE OVINGTON BLVD							EARLE OVINGTON BLVD							1				
Direction		Eastbound				Westboun	d				Northbour	nd				South	oound										
Time		L T	R	U App	p Ped	* L	T	R U	RR	App Ped*	l L	T R	U	App	Ped*	L	T	R	U !	RR	App Ped	* Int	1				
	2023-09-12 3:15PM	0 0	0	0 (0 (73	80	11 0	4	168 (107	27 0	4	138	1	0	27	0	0	2	29	0 335					
	3:30PM	0 0	0	0 (0 (67	114	15 0	6	202 (127	40 0	1	168	0	0	39	2	0	8	49	0 419					
	3:45PM	0 0	0	0 (0 (85	133	23 0	14	255 (131	43 0	6	180	1	0	122	13	0	2	137	0 572					
	4:00PM	0 0	0	0 (0 (78	83	13 0	5	179 (92	31 0	4	127	0	0	52	3	0	2	57	0 363					
	Total	0 0	0	0 (0 (303	410	62 0	29	804 (457	141 0	15	613	2	0	240	18	0	14	272	0 1689	ī				
	% 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% 09	% 5.1	1%	-	-	1				
	% Total	1 0% 0%	0%	0% 0%	6	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% 09	% 0.8	3% 16	.1%		1				
	PHF		-		-	0.891	0.771	0.674 -	0.518	0.788	0.872	0.820 -	0.625	0.851	-	-	0.492	0.346	- 0.4	38 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	3	PM Peak	(3:15 PM	- 4:15 PM)	
	% Motorcycles	s 0% 0%	0%	0%	-	0.3%	0.5%	0% 0%	0%	0.4%	- 0%	0% 0%	0%	0%	-	0%	0%	0% 09	% ()%	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	1583				
	% Cars	s 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% 09	% 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	714				
%	Light Goods Vehicles		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% 09	% ()% (.4%	- 3.0%					
	Single-Unit Trucks		0	0 (0	- 8	5	0 0	0	13 -	- 0	0 0	0	0	-	- 0	1	0	0	0	1	- 14	658				
	% Single-Unit Trucks	s 0% 0%	0%	0%	-	2.6%	1.2%	0% 0%	0%	1.6%	- 0%	0% 0%	0%	0%	-	0%	0.4%	0% 09	% ()% (.4%	- 0.8%					
	Articulated Trucks	s 0 0	0	0 (0	- 0	1	0 0	0	1 -	- 0	0 0	0	0	-	. 0	0	0	0	0	0	- 1	47				
	% Articulated Trucks	s 0% 0%	0%	0%	-	- 0%	0.2%	0% 0%	0%	0.1%	- 0%	0% 0%	0%	0%	-	0%	0%	0% 09	% ()%	0%	- 0.1%					
	Buses	s 0 0	0	0 (0	- 3	5	0 0	0	8 -	- 28	0 0	0	28	-	. 0	1	0	0	0	1	- 31	666				
	% Buses	s 0% 0%	0%	0%	-	1.0%	1.2%	0% 0%	0%	1.0%	6.1%	0% 0%	0%	4.6%	-	0%	0.4%	0% 09	% ()% (.4%	- 2.2%		3671	Total PC	Es	
	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	- (
	% Bicycles on Road	0% 0%	0%	0%	-	- 0%	0%	0% 0%	0%	0%	- 0%	0% 0%	0%	0%	-	0%	0%	0% 09	% ()%	0%	- 0%	4				
	Pedestrians	s	-	-	- (-		-	- (-	-	1	-	-	-	-	-	-	0	_				

% Bleycles on Crosswalk . . . Left, R: Right, RR: Right on red, T: Thru, U: U-Tum

[N] EARLE OVINGTON BLVD

Total: 504 In: 272 Out: 232



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



	716	S 6tl				Traffic I				
	Earle Oving	ton Blv	d							
	Southbound									
ed*	L	T	R	U	RR	App	Ped*	Int		
0	- 1	59	0	4	0	64	0		258	

Leg	Charles I	Lindbergh Blvc	1 FR			Nassau Co	liceum 4	Access				Earle (Ovington E	Blod				Farle Ox	rington Bl	n Ave	nue, mi ve	rnon, NY, 1	10550, US
Direction	Eastboun	ad				Westbound	l	teeess				Northb		, ru				Southbox		· u			
Time	L		t 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 11:15AM			0 0	113 84	0	0	0	4	0	4	0	0	77 108	0	0	0	77 0	0	59 52	0	4 0 7 0	64 59	0 258
11:15AM 11:30AM			3 0	113	0	2	0	5	0	7	0	0	84	0	0	0	84 0	0	64	0	3 0	67	0 262
11:45AM			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			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		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			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		0 78		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 Hourly Tota			7 0	126 527	0	0	0	12	0	12	0	0	151 521	3	0	0	154 0 528 0	1 4	39 245	0	8 0	48 269	0 329
Hourly I ola			0 0	120	0	0	0	12	0	12	- 2	0	125	2	0	0	127 0	1	59	0	4 0	64	0 1336
1:15PM	1 55		0 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		0 65		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			0 (133	0	1	0	4	0	5	0		116	3	0	0	119 0	2	82	1	11 0	96	0 353
Hourly Total			5 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			0 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 2:30PM	1 45	0 75	0	120	0	1 2	0	4	0	5	0	0	121	4	0	0	125 0	3	56 44	0	7 0	62 54	0 312
2:45PM	1 39		0 0	108	0	0	0	1	0	1	0	0	99	2	0	0	101 0	3	49	0	6 0	58	0 269
Hourly Total			5 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		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		3 71		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			7 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	1 39		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 5:00PM			0	462 112	0	8	0	18	0	22 15	1	0	397 96	17	0	0	417 0 103 0	20	221	0	19 0 8 0	260	0 1161 0 303
5:00PM			7 0	112	- 1	6	0	7	0	15	- 1	0	96	11	0	1	103 0	7	63 56	0	2 0	73 65	0 303
5:30PM	1 55		2 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			7 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			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			5 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			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 6:45PM			0	77 90	0	0	0	0 4	0	1 4	0	0	82 98	6 18	0	0	88 0 116 0	2 16	55 41	0	3 0	60	1 226 0 270
Hourly Total		18 193		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			0 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	1 26	11 48	8 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 I	Lindbergh Blvc	d EB			Nassau Co		Access					Ovington E	Blvd				Earle Ov	vington Bl	vd			
Direction Time	Eastboun	ad T D	t U	App	Ped*	Westbound	T	R	U	App	Ped*	Northb L	ound T	R	U	RR	App Ped*	Southbox	and T	R	U RR	App Ped	* Int
7:30PM	1 16	4 27			0	0	0	0	0	0	0	0	55	0	0	0	55 ()	3	37	0	0 0	40	0 142
7:45PM	1 11	1 36	5 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		29 151			0	1	0	7	- 1	9	0	0	280	16	0	1	297 0	21	150	0	5 0	176	0 732
8:00PM		0 42			0	2	0	7	1	10	0	0	55	2	0	0	57 0	0	28	0	5 0	33	0 175
8:15PM 8:30PM	1 12 1 16	0 37			0	6	0	4	0	3	0	0	83 78	0	0	0	83 0	0	26	0	2 0	28 25	1 163
8:30PM 8:45PM					- 0			- 4		10	- 0				0			0	23	0			0 161
		1 31					0	20		26					- 0		78 0	0		0			0 162
Hourly Tota	1 9	0 36	6 0	45	0	6	0	20	0	26 49	0	0	70	2	0	0	70 0	0	21 98	0	1 0	22	0 163 1 662
Hourly Total 9:00PM	1 9 1 70	0 36 1 146	5 0 5 0	45	0		0	20 33 6	0	26 49 7	0	0	70 286		0	0	70 0 288 0	0		0			1 662
Hourly Total 9:00PM 9:15PM	9 1 70 1 17	0 36 1 146 0 44 1 31	5 0 5 0 1 0	45 217 61 50	0 0	6 15 1	0	33 6 6	0	49 7 7	0 0	0	70 286 50 48	2	0	0	70 0	0 0	98 25 27	0	1 0 10 0	22 108 26 29	1 662 0 145 0 134
9:00PM 9:15PM 9:30PM	9 1 70 1 17 1 18 1 16	0 36 1 146 0 44 1 31 0 38	6 0 6 0 1 0	45 217 61 50	0 0 1 1	6 15 1 1 2	0 0 0	33 6 6 13	0 1 0 0	7 7 7 15	0 0 0	0 0 0 0	70 286 50 48 35	2 1 0	0 0 0	0 0 0 0	70 0 288 0 51 0 48 0 36 0	0 0 0	98 25 27 23	0 0 0	1 0 10 0 1 0 2 0 1 0	22 108 26 29 24	1 662 0 145 0 134 0 129
9:00PM 9:15PM 9:30PM 9:34PM	1 9 1 70 1 17 1 18 1 16 1 20	0 36 1 146 0 44 1 31 0 38 0 36	5 0 5 0 1 0 1 0 8 0	45 217 61 50 54 56	0 0 0 1 1	6 15 1 1 2 6	0	33 6 6 13 3	0 1 0 0 0	7 7 7 15	0 0 0 0	0 0 0 0 0	70 286 50 48 35 27	2 1 0 1	0 0 0 0	0 0 0 0	70 0 288 0 51 0 48 0 36 0 27 0	0 0 0 0	98 25 27 23 19	0 0	1 0 10 0 1 0 2 0 1 0 0 0	22 108 26 29 24 22	1 662 0 145 0 134 0 129 0 115
9:00PM 9:15PM 9:30PM 9:45PM Hourly Total	1 9 1 70 1 17 1 18 1 16 1 20 1 71	0 36 1 146 0 44 1 31 0 38 0 36 1 149	5 0 5 0 1 0 1 0 8 0 5 0	45 217 61 50 54 56 221	0 0 1 1 0 2	6 15 1 1 2 6	0 0 0 0 1	33 6 6 13 3 28	0 1 0 0 0 0	49 7 7 15 10 39	0 0 0 0 0 0	0 0 0 0 0 0	70 286 50 48 35 27 160	2 1 0 1 0 2	0 0 0 0	0 0 0 0 0	70 0 288 0 51 0 48 0 36 0 27 0 162 0	0 0 0 0 2 2	98 25 27 23 19	0 0 0 0 1	1 0 10 0 1 0 2 0 1 0 0 0 4 0	22 108 26 29 24 22 101	1 662 0 145 0 134 0 129 0 115 0 523
9:00PM 9:15PM 9:30PM 9:45PM Hourly Total 10:00PM	9 70 1 70 1 17 1 18 1 16 1 20 1 71 1 13	0 36 1 146 0 44 1 31 0 38 0 36 1 149 1 44	5 0 5 0 1 0 1 0 8 0 5 0 0 0	45 1 217 1 61 1 50 1 54 1 56 1 221 1 58	0 0 0 1 1 1 0 2	6 15 1 1 2 6 10	0 0 0	33 6 6 13 3 28 99	0 1 0 0 0	7 7 7 15	0 0 0 0 0 0 0	0 0 0 0 0 0	70 286 50 48 35 27	2 1 0 1	0 0 0 0	0 0 0 0 0 0	70 0 288 0 51 0 48 0 36 0 27 0 162 0 36 0	0 0 0 0	98 25 27 23 19 94	0 0 0	1 0 10 0 1 0 2 0 1 0 0 0	22 108 26 29 24 22 101 18	1 662 0 145 0 134 0 129 0 115 0 523 0 229
9:00PM 9:15PM 9:30PM 9:45PM Hourly Total	4 9 1 70 4 17 4 18 4 16 4 20 1 71 4 13 4 12	0 36 1 146 0 44 1 31 0 38 0 36 1 149	5 0 5 0 1 0 1 0 8 0 5 0 0 0 1 0	45 1 217 1 61 1 50 1 54 1 56 1 221 1 58 1 38	0 0 1 1 0 2 0 0 0	6 15 1 1 2 6	0 0 0 0 1 1	33 6 6 13 3 28	0 1 0 0 0 0 0	49 7 7 15 10 39	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	70 286 50 48 35 27 160 35	2 1 0 1 0 2	0 0 0 0 0	0 0 0 0 0	70 0 288 0 51 0 48 0 36 0 27 0 162 0	0 0 0 0 2 2	98 25 27 23 19	0 0 0 0 1 1	1 0 10 0 1 0 2 0 1 0 0 0 4 0	22 108 26 29 24 22 101	1 662 0 145 0 134 0 129 0 115 0 523
9:00PM 9:15PM 9:35PM 9:45PM Hourly Total 10:00PM 10:15PM 10:35PM 10:45PM	1 9 1 70 1 17 1 18 1 16 1 20 1 71 1 13 1 12 1 6	0 36 1 146 0 44 1 31 0 38 0 36 1 149 1 44 0 26 0 23 0 21	5 0 5 0 1 0 8 0 5 0 0 0 1 0 5 0 1 0	45 1 217 61 50 54 56 1 221 58 1 38 1 29 1 26	0 0 1 1 0 2 0 0 0	6 15 1 1 2 6 10 18 21 19 8	0 0 0 0 1 1 0 0	33 6 6 13 3 28 99 69 35 33	0 1 0 0 0 0 0 0 0	49 7 7 15 10 39 117 90 54 41	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	70 286 50 48 35 27 160 35 34 28	2 1 0 1 0 2 1 4 2	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	70 0 288 0 51 0 48 0 27 0 162 0 36 0 38 0 39 0 24 0	0 0 0 0 2 2 2 0	98 25 27 23 19 94 18 18 27	0 0 0 0 1 1 1 0 0	1 0 10 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22 108 26 29 24 22 101 18 20 27	1 662 0 145 0 134 0 129 0 115 0 523 0 229 0 186 0 140
9:00PM 9:15PM 9:30PM 9-45PM Hourly Tota 10:10PM 10:30PM 10:30PM 10:45PM Hourly Tota	4 9 1 70 4 17 4 18 4 16 4 20 1 71 1 13 1 12 1 6 1 5	0 36 1 146 0 44 1 31 0 38 0 36 1 149 1 44 0 26 0 23 0 21 1 114	5 0 5 0 1 0 8 0 5 0 9 0 1 0 5 0 8 0	45 217 61 50 54 56 221 58 38 29 26	0 0 1 1 1 0 2 0 0 0 0	6 15 1 1 2 6 10 18 21 19 8	0 0 0 0 1 1 1 0 0 0	33 6 6 13 3 28 99 69 35 33 236	0 1 0 0 0 0 0 0 0 0	49 7 7 15 10 39 117 90 54 41 302	0 0 0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0	70 286 50 48 35 27 160 35 34 28 23	2 1 0 1 0 2 1 4 2 1 8	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	70 0 0 288 0 51 0 48 0 0 27 0 0 162 0 36 38 0 30 0 0 128 0 0 128 0 0	0 0 0 0 2 2 2 0 1 1 0 0	98 25 27 23 19 94 18 18 27 19	0 0 0 0 1 1 1 0 0	1 0 10 0 1 0 2 0 1 0 0 0 4 0 0 0 1 0 0 0 0 0 1 0	22 108 26 29 24 22 101 18 20 27 19 84	1 662 0 145 0 134 0 129 0 115 0 523 0 229 0 186 0 140 0 110
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9.00/mV 9.015/mV 9.15/mV 9.15/mV 9.15/mV 9.15/mV 9.15/mV 10.15/mV 10.15/	\$\frac{1}{2}\$ \text{1}\$ \text{2}\$ \text{2}\$	0 36 0 44 4 1 31 1 4 4 4 4 1 4 1 4 1 4 1 4 1 4	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	45 217 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	6 15 1 1 1 1 2 2 6 6 10 10 11 18 8 6 6 11 19 8 6 6 11 19 9 7 5 9 6 11 19 9 7 5 9 6 0 0 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33 6 6 6 13 3 28 99 69 35 33 236 403 76,3% 1 2 3.0% 1 0 0 0 0 0 0 5 1 1 0 0 1 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49 7 7 7 115 10 39 90 54 4 13 302 528 - 4.9% 0 0% 0% 0.0% 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70 286 50 48 35 5 50 160 160 35 5 160 160 35 5 34 48 23 120 150 150 150 150 150 150 150 150 150 15	2 1 0 1 1 0 2 2 1 1 4 4 2 2 1 1 8 8 160 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70 0 0 288 0 51 0 6 48 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	98 8 25 27 27 28 28 28 29 20 29 20 29 20 29 20 20 20 20 20 20 20 20 20 20 20 20 20	0 0 0 0 1 1 1 0 0 0 0 0 2 2 0.1% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22 22 108 26 27 27 27 27 27 27 27	11 6626 1 455 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
9.00MW 19.15MW	1 0 0 1 1 1 1 1 1 1	0 36 0 44 4 1 31 1 4 4 4 4 1 4 1 4 1 4 1 4 1 4	55 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	45 217 217 218 217 218	0 0 0 0 1 1 1 1 1 1 2 2 2 0 0 0 0 0 0 0	6 15 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33 6 6 6 13 3 28 99 69 35 33 236 403 76,3% 1 2 3.0% 1 0 0 0 0 0 0 5 1 1 0 0 1 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	49 7 7 7 115 10 39 90 54 4 13 302 528 - 4.9% 0 0% 0% 0.0% 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70 286 50 48 35 5 50 160 160 35 5 160 160 35 5 34 48 23 120 150 150 150 150 150 150 150 150 150 15	2 1 0 1 1 0 2 2 1 1 4 4 2 2 1 1 8 8 160 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70 0 0 288 0 51 0 6 48 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	98 8 25 27 27 28 28 28 29 20 29 20 29 20 29 20 20 20 20 20 20 20 20 20 20 20 20 20	0 0 0 0 1 1 1 0 0 0 0 0 2 2 0.1% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	22 22 108 26 27 27 27 27 27 27 27	11 6626 1 455 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

*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

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

																				venue, ivit	vernon, ivi	., 105	750, 05	4		
Leg	Charles Lin	adberg	th Blvd E	В			Nassau Colis	eum Acce	ess		Earle	Ovington E	šlvd				Earle Ovi	ngton Blv	d			Т		1		
Direction	Eastbound						Westbound				North	bound					Southbour	ıd				\perp		j		
Time	L	Γ	R	U	App	Ped*	L T	R	U	App Ped*	L	T	R	U RR	App	Ped	L	T	R	U RR	App	Ped* I	nt	1		
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	j		
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		
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	j		
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	1		
Tota	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	ĺ		
% Approach	42.2% 0	J% :	57.8% 0)%	-	-	9.1% 0%	90.9%	0%		0%	98.4%	1.6% 0	0% 0%	-	-	2.5%	89.2%	0.3%	8.0% 0%		\neg		ĺ		
% Total	16.0% 0	J% 2	22.0% 0)% :	38.1%	-	0.1% 0%	0.7%	0%	0.8% -	0%	36.3%	0.6% 0	0% 0%	36.9%		0.6%	21.6%	0.1%	1.9% 0%	24.2%	-	-	ĺ		
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	1		
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		7
% Motorcycles	0.5% 0	J%	0% 0)%	0.2%	-	0% 0%	0%	0%	0% -	0%	0%	0% 0	0% 0%	0%		0%	0%	0%	0% 0%	0%	-	0.1%			T
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	J% 9	95.3% 0	y% 9	94.5%	-	100% 0%	100%	0%	100% -	0%	95.3%	100% 0	0% 0%	95.4%		100%	95.5%	100%	100% 0%	96.0%	-	95.2%			T
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% (J%	2.0% 0)%	3.1%	-	0% 0%	0%	0%	0% -	0%	2.7%	0% 0	0% 0%	2.6%		0%	4.2%	0%	0% 0%	3.7%	-	3.1%			T
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		T
% Single-Unit Trucks	0.5% 0	J%	2.0% 0)%	1.4%	-	0% 0%	0%	0%	0% -	0%	1.6%	0% 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	\neg	- 2	94		1
% Articulated Trucks	0% 0	J%	0.3% 0)%	0.2%	-	0% 0%	0%	0%	0% -	0%	0%	0% 0	0% 0%	0%		0%	0.3%	0%	0% 0%	0.3%	-	0.1%			7
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		T
% Buses	0.9% 0	J%	0.3% 0)%	0.6%	-	0% 0%	0%	0%	0% -	0%	0.4%	0% 0	0% 0%	0.4%		0%	0%	0%	0% 0%	0%	-	0.4%		2740	PCE Tota
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	\neg	0			
% Bicycles on Road	0% 0	J%	0% 0	y%	0%	-	0% 0%	0%	0%	0% -	0%	0%	0% 0	0% 0%	0%		0%	0%	0%	0% 0%	0%	\neg	0%	ĺ		
Pedestrians	-	-	-	-	-	0		-	-	- 0	-	-	-		-	0		-	-			0	\neg	1		
% Pedestrians	-	-	-	-	-	-		-	-	- 0%	-	-			-	-	-	-	-		-	\neg		ĺ		
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	- 2		-	-		-	0		-	-			0	\neg	ĺ		
% Bicycles on Crosswalk		_		-	-			-	-	- 100%			-					-	-		-		$\overline{}$	1		

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

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

% Bicycles on Road



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

harles Lindbergh Blvd EB sau Coliseum Access Earle Ovington Blvd Eastbound L Westbound L T Northbound L T Southbound 1 324 0 546 221 0 478 % Approach 40.5% 0.2% 59.3% 0% -% Total 16.1% 0.1% 23.6% 0% 39.9% 28.6% 0% 71.4% 0% -0.1% 0% 0.4% 0% 0.5% - 0% 98.0% 1.6% 0.2% 0.2% -- 0% 34.9% 0.6% 0.1% 0.1% 35.6% 3.3% 86.6% 0.3% 9.7% 0% 0.8% 20.8% 0.1% 2.3% 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% 0% 0% 0.2% 1 308 0 515 0% 0% 0% 5 0 7 % Cars 93.2% 100% 95.1% 0% 94.3% 100% 0% 100% 0% 100% - 0% 94.1% 100% 100% 100% 94.3% % Light Goods Vehicles 5.0% 0% 2.5% 0% 3.5% 0% 0% 0% 0% 0% Single-Unit Trucks 0% 1.5% 0% 1.3% % Single-Unit Trucks 0% 0% 0% % Articulated Trucks 0% 0% 0% 0% 0%

*Pedestrians and	Bicycles on	Crosswalk.	L: Left,	R: Right,	RR: Right	on red, '	T: Thru,	U: U	J-Tun

0	vington Bly	
783		
350		
376		
47		
36		
	1592	PCE To

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

Nassau	Coliseum	Access Westbou
0		
11		
_	_	_
0	_	_
0		
0	+	-
0	-	-
0		1
	11	PCE Total

Earle O	vington Bly	/d N&S
1		
773		
434		
376		
47		
54		
	1685	PCE Tot

Charles 1	Lindbergh	Rlvd FR
1		
515		
266	-	
329		
94		
36	1241	PCE Total

liseum Ao

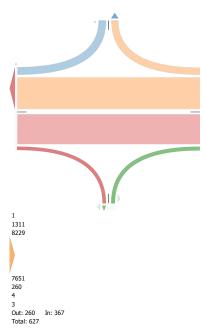
Leg Direction	CHARI	LES LIND	BERGH	BLVE)	CHARLE		ERGH BLVD			IES DOOI	ITTLE BLVD			PERIM Southb	METER RE)			
Time	L	T	R	U	App Ped*	L	T	R U	App Pe	_	T	R U	App	Ped*	L	T	R	U A	pp Peo	* Int
2023-09-12 7:00AM	0	72		0	76 (0	162	32 0	194	0 0	0	10 0	10	0	0	0		0	8	0 288
7:15AM	0	85	3	0	88 1	0	204	20 0	224	0 0	0	8 0	8	2	0	0			10	0 330
7:30AM	0	129	4	0	133 (0	291	45 0	336	0 0	0	11 0	11	- 1	0	0		0	8	0 488
7:45AM Hourly Total		116 402	4 15		120 (417 1	0	344 1001	73 0 170 0	417 1171	0 0	0	11 0 40 0	11 40	1	0	0	14 40		14 40	0 562 0 1668
8:00AM		120		0	129 (0	368	99 0	467	0 0	0	16 0	16	0	0	0			23	0 635
8:15AM	0	145	7	0	152 (0	473	203 0	676	0 0	0	10 0	10	0	0	0			40	0 878
8:30AM	0	119	10	0	129 (0	370	76 0	446	0 0	0	13 0	13	0	0	0	24		24	0 612
8:45AM	0	107	10		117 (0	402	39 0	441	0 0	0	13 0	13	0	0	0		0	5	0 576
Hourly Total		491	36		527 (0	1613	417 0	2030	0 0	0	52 0	52	0	0	0	92		92	0 2701
9:00AM 9:15AM	0	85 81	6	0	91 (87 (0 0	311 278	31 0 41 0	342 319	0 0	0	11 0	11 4	1	0	0		0	5	0 449 0 425
9:15AM 9:30AM	0	108	6	0	111 (0	314	106 0	420	0 0	0	6.0	6	0	0	0			15	0 570
9:45AM	0	185	7		192 (0	324	163 0	487	0 0	0	8 0	- 8	0	0	0			04	0 791
Hourly Total	0	459	22		481 (0	1227	341 0	1568	0 0	0	29 0	29	1	0	0	157	0 1	57	0 2235
3:00PM	0	214	3	0	217 (0	140	9 0	149	0 0	0	7 0	7	0	0	0			50	0 423
3:15PM	0	207	5	0	212 (0	171	18 0	189	0 0	0	6 0	6	- 1	0	0			50	0 457
3:30PM 3:45PM	0	228 382	9		237 (384 (0 0	199 249	33 0 29 0	232 278	0 0	0	8 0 15 0	8 15	0	0	0			74 61	0 551
Hourly Total	0	1031	19		1050	0	759	89 0	278 848	0 0	0	36 0	36	1	0	0		-	35	0 2269
4:00PM	0	350	7	0	357 (0	167	20 0	187	0 0	0	11 0	11	0	0	0			66	0 621
4:15PM	0	344	5	0	349 (0	143	12 0	155	0 0	0	8 0	8	0	0	0			32	0 544
4:30PM		334		0	340 (0	157	22 0	179	0 0	0	8 0	8	0	0	0	19	0	19	0 546
4:45PM	0	380	15		395 (0	201	14 0	215	0 0	0	8 0	8	1	0	0			43	0 661
Hourly Total		1408	33		1441 (0	668	68 0	736	0 0	0	35 0	35	1	0	0	160		60	0 2372
5:00PM 5:15PM	0	479 426	6	0	485 (430 (0 0	239 195	29 0 50 0	268 245	0 0	0	8 0 6 0	6	0	0	0			75 91	0 836
5:30PM	0	320	10		330 (0	206	24 0	245	0 0	0	12 0	12	0	0	0			42	0 614
5:45PM	0	245		0	251 (0	260	9 0	269	0 0	0	21 0	21	0	0	0	9		9	0 550
Hourly Total	0	1470	26		1496 (0	900	112 0	1012	0 0	0	47 0	47	0	0	0	217	0 2	17	0 2772
6:00PM		253	7	0	260 (0	214	18 0	232	0 0	0	7 0	7	0	0	0			10	0 509
6:15PM	0	187	9		196 (0	206	14 0	220	0 0	0	11 0	11	0	0	0			12	0 439
6:30PM 6:45PM	0	196 182	2		198 (193 (0	170 140	11 0 16 0	181 156	0 0	0	14 0 12 0	14 12	0	0	0			40 45	0 433 0 406
6:45PM Hourly Total	0	818	29		847 (0	730	59 0	789	0 0	0	44 0	44	0	0	0			45 07	0 1787
7:00PM	0	138	6	0	144 (0	154	9 0	163	0 0	0	9 0	9	0	0	0			26	0 342
7:15PM		142	1	0	143 (0	128	2 0	130	0 0	0	9 0	9	0	0	0		0	16	1 298
Leg	CHARI	ES LIND	BERGH	BLVE)	CHARLE	ES LINDE	ERGH BLVD		JAM		ITTLE BLVD			PERIM	TETER RE)			
Direction	Eastbou					Westbou					hbound			70 40	Southb					
Time	L	T	R	U	App Ped ⁴	L	T	R U		d* I	L T	R U		Ped*	L	T		U	App Pec	
Time 7:30PM				U 0	App Ped*	Westbou L 0		R U	162	d* I		R U 7 0	App 7	Ped*			37	U 0	37	1* Int 0 371 0 308
Time	L 0	T 156	R 9	0	165 (L 0	T 162	0 0	162 134	d* I	L T	7 0	7	Ped* 0 0	L 0	T 0		0		0 371
Time 7:30PM 7:45PM Hourly Total 8:00PM	0 0 0	T 156 133 569 171	R 9 6 22 9	0 0 0	165 (139 (591 (180 (L 0 0 0 0 0 0 0 0	T 162 122 566 92	0 0 12 0 23 0 7 0	162 134 589 99	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0	7 12 37 3	Ped* 0 0 0 0	0 0 0	T 0 0 0	37 23 102 37	0 0 0	37 23 102 37	0 371 0 308 1 1319 0 319
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM	0 0 0 0 0	T 156 133 569 171 155	R 9 6 22 9	0 0 0 0	165 (139 (591 (180 (162 (L 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93	0 0 12 0 23 0 7 0 10 0	162 134 589 99 103	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0	7 12 37 3 4	Ped* 0 0 0 0 0	L 0 0 0 0	T 0 0 0 0	37 23 102 37 75	0 0 0 0	37 23 102 37 75	0 371 0 308 1 1319 0 319 0 344
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM 8:30PM 8:30PM	0 0 0 0 0	T 156 133 569 171 155 148	R 9 6 22 9 7 5	0 0 0 0	165 (139 (591 (180 (162 (153 (L 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97	0 0 12 0 23 0 7 0 10 0 2 0	162 134 589 99 103 99	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 3 0	7 12 37 3 4 3	Ped* 0 0 0 0 0 0 0	L 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41	0 0 0 0 0	37 23 102 37 75 41	0 371 0 308 1 1319 0 319 0 344 0 296
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM 8:30PM 8:34FM 8:34F	0 0 0 0 0 0 0	T 156 133 569 171 155 148 91	R 9 6 22 9 7 5 6	0 0 0 0 0	165 (139 (591 (180 (162 (153 (97 (L 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96	0 0 12 0 23 0 7 0 10 0 2 0 7 0	162 134 589 99 103 99	d* I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0	7 12 37 3 4 3 7	Ped* 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22	0 0 0 0 0 0	37 23 102 37 75 41 22	0 371 0 308 1 1319 0 319 0 344 0 296 0 229
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM 8:30PM 8:30PM	0 0 0 0 0 0 0 0	T 156 133 569 171 155 148	R 9 6 22 9 7 5	0 0 0 0 0 0	165 (139 (591 (180 (162 (153 (97 (592 (L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96	0 0 12 0 23 0 7 0 10 0 2 0 7 0 26 0	162 134 589 99 103 99 103 404	d* I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0	7 12 37 3 4 3 7	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175	0 0 0 0 0	37 23 102 37 75 41 22 175	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188
Time 7.30PM 7.45PM Hourly Total 8.00PM 8.15PM 8.30PM 8.45PM Hourly Total 9.44PM	0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565	R 9 6 22 9 7 5 6 27	0 0 0 0 0	165 (139 (591 (180 (162 (153 (97 (L 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96	0 0 12 0 23 0 7 0 10 0 2 0 7 0	162 134 589 99 103 99 103 404 57	d* I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0	7 12 37 3 4 3 7	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22	0 0 0 0 0 0	37 23 102 37 75 41 22	0 371 0 308 1 1319 0 319 0 344 0 296 0 229
Time 7-30PM 7-45PM 7-45PM 10-45PM 10-45PM 10-45PM 10-45PM 18-15PM 18-15PM 18-45PM 18-45PM 18-45PM 19-15PM 19-1	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82	R 9 6 22 9 7 5 6 27 1 6	0 0 0 0 0 0 0 0	165 (C) 139 (C) 139 (C) 180 (C) 180 (C) 153 (C) 153 (C) 157 (C) 1592 (C) 100 (C)	0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96 378 55 58	0 0 0 12 0 12 0 12 0 10 10 0 10 10 10 10 10 10 10 10 10 10	162 134 589 99 103 99 103 404 57 59	d* I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T T O O O O O O O O O O O O O O O O O O	7 0 12 0 37 0 3 0 4 0 3 0 7 0 17 0 6 0 2 0	7 12 37 3 4 3 7 17 7 6	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9	0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188 0 184 0 141
Time 7:30PM 7-45PM 7-45PM 8:00PM 8:00PM 8:35PM 8:35PM 8:45PM 9:00PM 9:30PM 9:35PM 9:30PM 9:30PM 9:30PM	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82	R 9 6 22 9 7 5 6 27 1 6 3	0 0 0 0 0 0 0 0 0	165 (139 (159 (159 (159 (159 (159 (159 (159 (15	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96 378 55 58	0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 12	162 134 589 99 103 99 103 404 57 59 58	d* I 0	L T 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0 17 0 6 0 2 0 4 0	7 12 37 3 4 3 7 17 7 6 2	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5	0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188 0 184 0 141 0 150
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM 8:15PM 9:30PM 9:00PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82 57	R 9 6 22 9 7 5 6 27 1 6 3 4	0 0 0 0 0 0 0 0 0 0	165 (139 (150 (150 (150 (150 (150 (150 (150 (150	L 0	T 162 122 566 92 93 97 96 378 55 58 57 48	0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 12	162 134 589 99 103 99 103 404 57 59 59 49 223	d* I 0	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 7 0 17 0 7 0 6 0 2 0 4 0	7 12 37 3 4 3 7 17 7 6 2 4	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5	0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5 17	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188 0 184 0 141 0 150
Time 7-30PM 7-45PM 17-45PM 18-10PM 8-00PM 8-15PM 8-15PM 8-35PM 8-35PM 9-00PM 9-35PM 9-35PM 9-35PM 19-35PM 19-35PM 19-35PM 10-30PM 10-3	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82 57 299	R 9 6 22 9 7 5 6 27 1 6 3 4	0 0 0 0 0 0 0 0 0 0 0	165 (139 (159 (159 (159 (159 (159 (159 (159 (15	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 97 96 378 55 58 57 48 218	0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 12	162 134 589 99 103 99 103 404 57 59 58 49 223 51	d* I	L T 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0 17 0 6 0 2 0 4 0	7 12 37 3 4 3 7 17 7 6 2 4 19	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5 17	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188 0 184 0 141 0 150 0 131 0 606 0 117
Time 7:30PM 7:45PM Hourly Total 8:00PM 8:15PM 8:15PM 9:30PM 9:00PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM 9:25PM	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82 57	R 9 6 22 9 7 5 6 27 1 6 3 4	0 0 0 0 0 0 0 0 0 0	165 (139 (150 (150 (150 (150 (150 (150 (150 (150	L 0	T 162 122 566 92 93 97 96 378 55 58 57 48	0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 12	162 134 589 99 103 99 103 404 57 59 58 49 223 41	d* I	L T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 12 0 37 0 3 0 4 0 7 0 17 0 7 0 6 0 2 0 4 0	7 12 37 3 4 3 7 17 7 6 2 4	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5	0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5 17	0 371 0 308 1 1319 0 319 0 344 0 296 0 229 0 1188 0 184 0 141 0 150
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Time 7:30PM 7-45PM 7-45PM Hourly Toll 8:00PM 8:15PM 8:15PM 8:35PM 9:00PM 9:00PM 9:00PM 9:00PM 9:00PM 10:00PM	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 156 133 569 171 155 148 91 565 99 61 82 25 25	R 9 6 22 9 7 5 6 27 1 6 3 4 14 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 (197) 180 (197) 180 (197) 180 (197) 180 (197) 180 (197) 190 (1	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 162 122 566 92 93 378 55 58 57 48 218 41 40	0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 12	162 134 589 99 103 404 57 59 58 49 223 51 40 38	d* II 0 4 0 4 0 6	L T 0	7 0 12 0 37 0 3 0 4 0 3 0 7 0 17 0 6 0 2 0 4 0 19 0 1 0 4 0 3 0	7 12 37 3 4 3 7 17 7 6 6 2 4 19 1	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5 17 51 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 175 20 9 5 17 51 6 3 0	0 371 0 308 1 1319 0 3199 0 3199 0 296 0 229 0 1188 0 1188 0 141 0 150 0 0 131 0 606 0 0 174 0 74 0 74
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Time	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 156 133 3 569 9 171 155 5 148 8 171 171 155 5 148 8 171 171 155 5 148 171 171 171 171 171 171 171 171 171 17	R 9 9 6 6 22 2 9 9 7 7 5 5 6 6 6 6 6 3 3 3 4 4 14 7 7 260 0 0 0 0 6 23 1.3% 239 9 9 1.3% 240 1.3% 250 1.3% 250 270 270 270 270 270 270 270 270 270 27	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 (159 165	L L C C C C C C C C	T 1 162 122 122 122 122 122 122 122 122 1	0 0 0 0 12 0 0 23 0 0 7 0 0 10 0 0 2 0 0 7 0 0 10 0 0 11 0 0 0 1 0 0 0 1 0 0 0 0 0 11 0	162 134 589 99 99 103 99 103 404 57 59 58 49 223 51 41 40 9540 170 9540 141 49,5% 144 9829 93,6% 387 4,1% 4,1% 4,2% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1		L T T	7 0 37 0 37 0 3 0 4 0 3 0 4 0 17 0 6 0 6 0 2 0 4 0 4 0 19 0 4 0 3 0 11 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6	77 33 34 4 33 77 17 7 6 6 6 19 19 11 4 4 4 3 3 3 3 3 3 1 1 1 1 1 1 1 1 1	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 20 9 5 5 17 51 10 1447 100% (1412 97.6% (8 0.6% (0 0% (2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 37 32 32 32 32 37 37 37 41 41 22 22 20 9 9 5 17 17 16 6 3 0 2 11 1447 1 1442 24 1 1442 24 24 8 8 8 8 8 0.05 0.05 0.05 0.05 0.05 0.05	0 3710 3710 3710 3710 3710 3710 3710 371
Time	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 156 133 569 171 155 156 156 157 157 157 157 157 157 157 157 157 157	R 9 9 6 6 22 7 7 7 5 6 6 6 27 27 6 6 6 6 1 1 4 1 1 1 7 260 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 0 165 0 165 0 167	L L C C C C C C C C	T 1 162 172 172 173 174 175 175 175 175 175 175 175 175 175 175	0 0 0 0 0 12 0 12 0 10 0 10 0 10 0 10 0	162 134 589 99 103 99 103 99 103 404 57 59 58 49 223 51 41 40 38 170 9540 144 0.1½ 8929 93.6% 1387 4.1% 123 387 4.1% 123 366 4.2% 4.1% 4.1% 4.2% 4.5% 4.4% 4.4% 4.5% 4.4% 4.9% 4.9% 4.9%		L T T	7 0 12 0 37 0 37 0 3 0 4 0 3 0 17 0 6 0 17 0 6 0 2 0 19 0 1 0 3 0 3 0 11 0 0 0 10% 0% 1,5% 0% 0 0 1,6% 0% 0 0 1,6% 0% 0 0 1,5% 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 12 12 37 3 3 4 4 3 3 4 117 7 7 6 6 6 2 4 4 4 3 3 3 3 7 7 117 119 19 11 11 11 11 11 11 11 11 11 11 11	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 20 9 5 17 5 16 6 3 3 0 0 2 2 11 1447 100% (1412 17,5% (1412 1417 1417 1417 1417 1417 1417 1417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 210 22 23 21 210 23 27 75 41 41 20 20 175 5 175 5 10 10 11 11 11 11 11 11 11 11 11 11 11	0 371 308 1 1319 0 308 1 1319 0 0 344 4 4 0 296 0 1299 0 1188 0 150 10 131 0 666 0 174 0 175 0 1
Time	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 156 133 3 569 9 171 155 5 148 8 171 171 155 5 148 8 171 171 155 5 148 171 171 171 171 171 171 171 171 171 17	R 9 9 6 6 22 2 9 9 7 7 5 5 6 6 6 6 6 3 3 3 4 4 14 7 7 260 0 0 0 0 6 23 1.3% 239 9 9 1.3% 240 1.3% 250 1.3% 250 270 270 270 270 270 270 270 270 270 27	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 (155 15	L L C C C C C C C C	T 1 162 122 122 122 122 122 122 122 122 1	0 0 0 0 12 0 0 23 0 0 7 0 0 10 0 0 2 0 0 7 0 0 10 0 0 11 0 0 0 1 0 0 0 1 0 0 0 0 0 11 0	162 134 589 99 99 103 99 103 404 57 59 58 49 223 51 41 40 9540 170 9540 141 49,5% 144 9829 93,6% 387 4,1% 4,1% 4,2% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1		L T T	7 0 37 0 37 0 3 0 4 0 3 0 4 0 17 0 6 0 6 0 2 0 4 0 4 0 19 0 4 0 3 0 11 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 20 9 5 5 17 51 10 1447 100% (1412 97.6% (8 0.6% (0 0% (2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 37 37 31 32 32 31 102 37 75 41 41 22 22 175 66 63 3 66 3 67 75 51 11 1447 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-	0 3711 371
Time	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 156 133 3 569 9 171 155 5 148 8 171 171 155 5 148 8 171 171 155 5 148 171 171 171 171 171 171 171 171 171 17	R 9 9 6 6 22 2 9 9 7 7 5 5 6 6 6 6 6 3 3 3 4 4 14 7 7 260 0 0 0 0 6 23 1.3% 239 9 9 1.3% 240 1.3% 250 1.3% 250 270 270 270 270 270 270 270 270 270 27	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 (159 165	L L C C C C C C C C	T 1 162 122 122 122 122 122 122 122 123 162 162 122 123 162 162 122 123 132 132 132 132 132 132 132 13	0 0 0 0 12 0 0 23 0 0 7 0 0 10 0 0 2 0 0 7 0 0 10 0 0 11 0 0 0 1 0 0 0 1 0 0 0 0 0 11 0	162 134 589 99 99 103 99 103 404 57 59 58 49 223 51 41 40 9540 170 9540 141 49,5% 144 9829 93,6% 387 4,1% 4,1% 4,2% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1		L T T	7 0 37 0 37 0 3 0 4 0 3 0 4 0 17 0 6 0 6 0 2 0 4 0 4 0 19 0 4 0 3 0 11 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 20 9 5 5 17 51 10 1447 100% (1412 97.6% (8 0.6% (0 0% (2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 37 32 32 32 32 37 37 37 41 41 22 22 20 9 9 5 17 17 16 6 3 0 2 11 1447 1 1442 24 1 1442 24 24 8 8 8 8 8 0.05 0.05 0.05 0.05 0.05 0.05	0 3711 371
Time	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 156 133 3 569 9 171 155 5 148 8 171 171 155 5 148 8 171 171 155 5 148 171 171 171 171 171 171 171 171 171 17	R 9 9 6 6 22 2 9 9 7 7 5 5 6 6 6 6 6 3 3 3 4 4 14 7 7 260 0 0 0 0 6 23 1.3% 239 9 9 1.3% 240 1.3% 250 1.3% 250 270 270 270 270 270 270 270 270 270 27	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	165 (155 15	L L C C C C C C C C	T 1 162 122 122 122 122 122 122 122 123 162 162 122 123 162 162 122 123 132 132 132 132 132 132 132 13	0 0 0 0 12 0 0 23 0 0 7 0 0 10 0 0 2 0 0 7 0 0 10 0 0 11 0 0 0 1 0 0 0 1 0 0 0 0 0 11 0	162 134 589 99 99 103 99 103 404 57 59 58 49 223 51 41 40 9540 170 9540 141 49,5% 144 9829 93,6% 387 4,1% 4,1% 4,2% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1% 4,1		L T T	7 0 37 0 37 0 3 0 4 0 3 0 4 0 17 0 6 0 6 0 2 0 4 0 4 0 19 0 4 0 3 0 11 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 23 102 37 75 41 22 20 9 5 5 17 51 10 1447 100% (1412 97.6% (8 0.6% (0 0% (2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 37 37 31 32 32 31 102 37 75 41 41 22 22 175 66 63 3 66 3 67 75 51 11 1447 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-	0 3711 371

PCEs

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

[N] PERIMETER RD

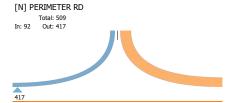
Total: 2758 In: 1447 Out: 1311

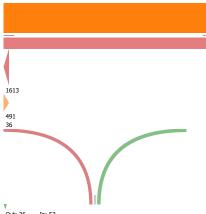


[S] JAMES DOOLITTLE BLVD

Leg	CHARI	ES LINDB	ERGH BL	.VD		CHAR	LES LINDB	BERGH BLVD		JA	AMES DOC	LITTLE BLVI)	PER	IMETER	RD														
Direction	Eastbou	ınd				Westbo	ound			N-	orthbound			Sout	hbound															
Time	L	T	R	U	App Ped*	L	T	R U	App P	ed*	L T	R U	App Pec	1* L	T	R U	App Po	d* Int	_											
2023-09-12 8:00AN	4 0	120	9	0	129 (0	368	99 0	467	0	0 0	16 0	16	0 0	0	23 0	23	0 (635											
8:15AN	4 0	145	7	0	152 (0	473	203 0	676	0	0 0	10 0	10	0 0	0	40 0	40	0 8	878											
8:30AN	A 0	119	10	0	129 (0	370	76 0	446	0	0 0	13 0	13	0 0	0	24 0	24	0 (612											
8:45AN	4 0	107	10	0	117 (0	402	39 0	441	0	0 0	13 0	13	0 0	0	5 0	5	0 5	576											
Tota	1 0	491	36	0	527 (0	1613	417 0	2030	0	0 0	52 0	52	0 0	0	92 0	92	0 27	701											
% Approac	h 0%	93.2%	6.8%	0%		- 0%	79.5%	20.5% 0%	-	-	0% 0%	100% 0%	-	- 0%	0%	100% 0%	-	-	-											
% Tota	1 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%	-	-											
PH	F -	0.847	0.900	-	0.867 -	-	0.853	0.514 -	0.751	-		0.813 -	0.813		-	0.575 -	0.575	- 0.7	769			Charles Li	ndbergh B	lvd E&W	James Doo	little Blvd	Northbound	Perimeter	Rd Southbo	ound
Motorcycle	s 0	0	0	0	0 -	- 0	1	0 0	1	-	0 0	0 0	0	- 0	0	0 0	0	-	1 1	1		1			0			0		
% Motorcycle	s 0%	0%	0%	0%	0% -	- 0%	0.1%	0% 0%	0%	-	0% 0%	0% 0%	0%	- 0%	0%	0% 0%	0%	- (0%										1	
Car	s 0	442	35	0	477 -	- 0	1535	401 0	1936	-	0 0	52 0	52	- 0	0	92 0	92			2557		2413			52			92	1	
	s 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.												
Light Goods Vehicle		21	- 0	0	21 -	- 0	48	15 0	63	-	0 0	0 0	0	- 0	0	0 0	0	-		1176		1176			0			0		
% Light Goods Vehicle		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%										1	
Single-Unit Truck		15	0	0	15 -	- 0	17	1 0	18	-	0 0	0 0	0	- 0	0	0 0	0	-	33 1	1551		1551			0			0		
% Single-Unit Truck		3.1%	0%	0%	2.8%	- 0%	1.1%	0.2% 0%	0.9%	-	0% 0%	0% 0%	0%	- 0%	0%	0% 0%	0%	- 1.1	.2%											
Articulated Truck	s 0	4	0	0	4 -	- 0	5	0 0	5	-	0 0	0 0	0	- 0	0	0 0	0	-	9 4	123		423			0			0	1	
% Articulated Truck		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%						└	↓			ldot	
Buse		9	1	0	10	- 0	7	0 0	7	-	0 0	0 0	0	- 0	0	0 0	0	-		306		306			0			0		
% Buse		1.8%	2.8%	0%	1.9%	- 0%	0.4%	0% 0%	0.3%	-	0% 0%	0% 0%	0%	- 0%	0%	0% 0%	0%	- 0.0	.6% F	PCE Total	6014	PCE Total	5870	_	PCE Total	52]	PCE Total	92	
Bicycles on Roa		0	0	0	0 -	- 0	0	0 0	0	-	0 0	0 0	0	- 0	0	0 0	0	-	0											
% Bicycles on Roa	d 0%	0%	0%	0%	0% -	- 0%	0%	0% 0%	0%	-	0% 0%	0% 0%	0%	- 0%	0%	0% 0%	0%	- (0%											

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



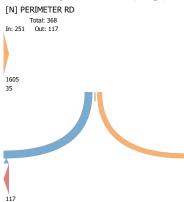


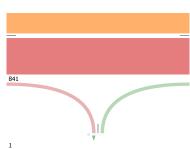
Out: 36 In: 52 Total: 88

[S] JAMES DOOLITTLE BLVD

[5] 3/4 ILS DOOLT I'LL																																
Leg	CHAR	LES LIN	DBERGH	BLVD		CHARL	ES LINDBI	ERGH BL	.VD		JAMES I	DOOLIT	TLE BLVI)		PERIME	ETER RD															
Direction	Eastbo	und				Westbou	ınd				Northbou	ınd				Southbou	and															
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* In	t											
2023-09-12 4:45PM	1 0	380	15	0	395	0 0	201	14	0	215 (0 0	0	8 0	8	1	0 0	,	43 () 43	0	661											
5:00PM	1 0	479	6	0	485	0 0	239	29	0	268	0 0	0	8 0	8	0	0 0	,	75 (75	0	836											
5:15PM	1 0	426	4	0	430	0 0	195	50	0	245 (0 0	0	6 0	6	0	0 0	,	91 (91	0	772											
5:30PM	1 0	320	10	0	330	0 0	206	24	0	230 (0 0	0	12 0	12	0	0 0	,	42 () 42	0	614											
Tota	1 0	1605	35	0	1640	0 0	841	117	0	958 (0 0	0	34 0	34	1	0 0	-	251 (251	0	2883											
% Approach	0%	97.9%	2.1%	0%	-	- 0%	87.8%	12.2%	0%	-	- 0%	0% 1	100% 0%	-		0% 0%	% 1C	00% 0%	-		-											
% Tota	1 0%	55.7%	1.2%	0%	56.9%	- 0%	29.2%	4.1%	0%	33.2%	- 0%	0%	1.2% 0%	1.2%	-	0% 09	% 8.	.7% 0%	8.7%	-	-											
PHI	F -	0.838	0.583	-	0.845	-	0.880	0.585	-	0.894	-	- (0.708 -	0.708	-		0.	690	0.690		0.862			Charles 1	indbergh F	Rlvd F&W	James Doo	olittle Blvd	Northbound	Perimeter	Rd South	nound
Motorcycle	s 0	1	0	0	1	- 0	1	1	0	2	- 0	0	0 0	0		0 0	,	0 (0		3	3		3			0	T	Г ,	0		1
% Motorcycle	s 0%	0.1%	0%	0%	0.1%	- 0%	0.1%	0.9%	0%	0.2%	- 0%	0%	0% 0%	0%	-	0% 09	1/6	0% 0%	0%	-	0.1%											
Can	s 0	1566	30	0	1596	- 0	768	109	0	877	- 0	0	31 0	31	-	0 0		248 (248	-	2752	2752		2473			31			248		
% Can	s 0%	97.6%	85.7%	0%	97.3%	- 0%	91.3%	93.2%	0%	91.5%	- 0%	0% 9	1.2% 0%	91.2%	-	0% 09	% 98.	.8% 0%	98.8%	-	95.5%						T	T	Γ,			T
Light Goods Vehicle	s 0	24	2	0	26	- 0	60	4	0	64	- 0	0	1 0	1	-	0 0	,	0 (0		91	1274		1260			14	T	Γ,	0		T
% Light Goods Vehicle	s 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%	/6	0% 0%	0%		3.2%						T	T	Ţ ,			1
Single-Unit Truck	s 0	10	1	0	11	- 0	7	3	0	10	- 0	0	2 0	2	-	0 0	,	3 () 3		26	1222		987			94		,	141	ì	
% Single-Unit Truck	s 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%	/o 1.	.2% 0%	1.2%		0.9%						T	T	Γ,			T
Articulated Truck	s 0	1	0	0	1	- 0	2	0	0	2	- 0	0	0 0	0	-	0 0	-	0 (0		3	141		141			0	T	Ţ ,	0		1
% Articulated Truck	s 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%											
Buse	s 0	3	2	0	5	- 0	3	0	0	3 -	- 0	0	0 0	0	-	0 0	,	0 (0	-	8	144		144			0			0		
% Buse	s 0%	0.2%	5.7%	0%	0.3%	- 0%	0.4%	0%	0%	0.3%	- 0%	0%	0% 0%	0%	-	0% 0%	/6	0% 0%	0%	-	0.3%		5536		5008	PCE Tot	al	139	PCE Total		389	PCE Tota
Bicycles on Road	1 0	0	0	0	0	- 0	0	0	0	0	- 0	0	0 0	0		0 0		0 (, ,	-	0	·						· · · · · ·				
% Bicycles on Road	1 0%	0%	0%	0%	0%	- 0%	0%	0%	0%	0%	- 0%	0%	0% 0%	0%		0% 09	/6	0% 0%	0%	-	0%											
Pedestrian	s -	-	-		-	- 0	-	-	-	- (0 -	-		-	1			-		0												

% Bicycles on Crosswalk . L: Left, R: Right, T: Thru, U: U-Tum



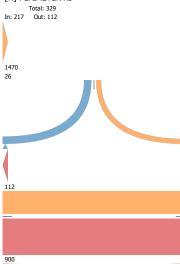


Out: 35 In: 34 Total: 69 [S] JAMES DOOLITTLE BLVD

Leg	CHAI	LES LINE	BERGH	BLVD		CHARLI	ES LINDE	BERGH BLVI)	JAM	ES DOO	LITTLE BLVE)		PERIMETER	RD			1								
Direction	Eastbo	und				Westbou	nd			North	nbound				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	1								
2023-09-12 5:00Pl	4 0	479	6	0	485	0 0	239	29 0	268 (0	0	8 0	8	0	0 0	75 0	75	0 836									
5:15Pl	A 0	426	4	0	430	0 0	195	50 0	245 (0	0	6 0	6	0	0 0	91 0	91	0 772									
5:30Pl	A 0	320	10	0	330	0 0	206	24 0	230 (0	0	12 0	12	0	0 0	42 0	42	0 614									
5:45Pl	4 0	245	6	0	251	0 0	260	9 0	269	0	0	21 0	21	0	0 0	9 0	9	0 550									
Tot	1 0	1470	26	0	1496	0 0	900	112 0	1012	0	0	47 0	47	0	0 0	217 0	217	0 2772	1								
% Approac	h 0%	98.3%	1.7%	0%	-	- 0%	88.9%	11.1% 0%	-	0%	0%	100% 0%	-		0% 0%	100% 0%	-		1								
% Tot	1 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%		1								
PH	F -	0.767	0.650	-	0.771	-	0.865	0.560 -	0.941	-	-	0.560 -	0.560	-		0.596 -	0.596	- 0.829			Charles L.	indbergh B	lvd F&W	James Doo	little Blvd	Northbour	nd
Motorcycle	s 0	1	0	0	1	- 0	1	1 0	2	- 0	0	0 0	0	-	0 0	0 0	0	- 3	3		3			0			
% Motorcycle	s 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%									П
Ca	s 0	1431			1453	- 0	833	105 0	938	- 0	0	43 0	43	-	0 0	214 0	214		2648		2391			43			П
% Ca		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 Vehicle	s 0	19	1	0	20	- 0	51	3 0	54	- 0	0	1 0	1	-	0 0	0 0	0	- 75	1050		1036			14			
% Light Goods Vehicle	s 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%									П
Single-Unit Trucl		14		-	15	- 0	11	3 0	14	- 0	0	3 0	3	-	0 0	3 0	3		1645		1363			141			
% Single-Unit Trucl		1.0%	3.8%	0%	1.0%	- 0%	1.2%		1.4%	- 0%	0%	6.4% 0%	6.4%	-	0% 0%	1.4% 0%	1.4%	- 1.3%									
Articulated Trucl	s 0	1	0	0	1	- 0	2	0 0	2 -	- 0	0	0 0	0	-	0 0	0 0	0	- 3	141		141			0			
% Articulated Trucl	s 0%	0.1%			0.1%	- 0%	0.2%	0% 0%	0.2%	- 0%	0%	0% 0%	0%	-	0% 0%	0% 0%	0%	- 0.1%									
Buse	s 0	4	2		6	- 0	2	0 0	2 -	- 0	0	0 0	0	-	0 0	0 0	0		144		144			0			
% Buse	s 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%		5631		5078	PCE Tota	1	198	PCE Tot	ıal
Bicycles on Ros		0	0		0	- 0	0	0 0	0	- 0	0	0 0	0	-	0 0	0 0	0	- (
% Bicycles on Ros	d 0%	0%	0%	0%	0%	- 0%	0%	0% 0%	0%	- 0%	0%	0% 0%	0%		0% 0%	0% 0%	0%	- 0%	1								
Pedestrian		-	-	-	-	0 -	-		- (-	-			0			-	0	1								
% Pedestrian	ıs -	-	-	-	-		-		-		-		-	-			-		l								

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

[N] PERIMETER RD





Out: 26 In: 47
Total: 73

[S] JAMES DOOLITTLE BLVD

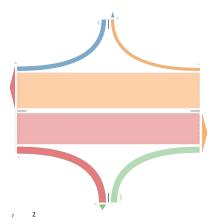
Leg	CHARLES LIN	DBERGH B	LVD		CHARLES LINE	DBERGH BL	VD		JAMES DOOLIT	TLE BLVD		PERIMETER R	D		
Direction	Eastbound				Westbound		-		Northbound			Southbound	_		
Time	T	R	App	Ped*	T	R	App	Ped*	R	U App	Ped*	R U		Ped*	
2023-09-09 11:00AM	76	6	82	1	103	4	107	1	20	0 20	0	7 (0	216
11:15AM	66	3	69 93	0	107	1	108	0	9	0 9		3 (1	189
11:30AM 11:45AM	78	7	93 83	1	115	3	118	0	9	0 9	0	13 C		0	233
Hourly Total	306	21	327	2	428	11	439	1	44	0 44	0	39 (1	849
12:00PM	78	6	84	0	115	2	117	0	10	0 10	0	13 (0	224
12:15PM	102	4	106	0	105	1	106	0	9	0 9	1	15 (15	0	236
12:30PM	102	20	122	0		2	112	0		0 14	0	19 (0	267
12:45PM	98	11	109	0	119	5	124	0	17	0 17	0	12 (0	262
Hourly Total	380	41	421	0	449	10	459	0	50	0 50	1	59 (0	989
1:00PM 1:15PM	91	7 9	98 105	0	111	2	113 110	0	11 11	0 11	0	17 C		0	239 235
1:30PM	106	12	118	1	126	3	129	0	5	0 5	0	13 0		1	265
1:45PM	77	9	86	0	135	2	137	0	18	0 18	1	16 0		0	257
Hourly Total	370	37	407	1	480	9	489	0		0 45	1	55 0		1	996
2:00PM	71	7	78	0	93	1	94	0	5	0 5	0	21 0		0	198
2:15PM	87	9	96	0	119	2	120	0		0 13	0	5 (0	234
2:30PM 2:45PM	94	8	102 107	- 0	101 106	1	103 107	0	12 10	0 12	0	5 C		0	222 227
Hourly Total	348	35	383	0	419	5	424	0	40	0 40	0	34 (0	881
4:00PM	132	9	141	0	106	1	107	0	12	0 12	0	5 (0	265
4:15PM	87	6	93	0	110	0	110	0	14	0 14	1	4 () 4	0	221
4:30PM	92	5	97	0	108	2	110	0	14	0 14	0	6 0		0	227
4:45PM	77	5	82	0	130	0	130	0	20	0 20	0	1 (0	233
Hourly Total 5:00PM	388	25	413	0	454	3	457 129	0	60	0 60	1	16 0		0	946 221
5:00PM	69	6	78 90	0		1	134	0		0 12	1	4 (0	221
5:30PM	82	16	98	0	158	2	160	0	17	0 17	- 1	4 (0	279
5:45PM	68	17	85	0		0	194	0		0 19	0			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	300
6:15PM	78	46	124	0	196	1	197	0	12	0 12	6	1 (1	334
6:30PM	87	61 66	148	0	176 140	2	177	0	11	0 11 0 14	0	5 (0	341 300
6:45PM Hourly Total	309	205	514	0	696	4	700	0	52	0 52	7	9 (1	1275
7:00PM	72	84	156	0	198	0	198	0		0 13	,	4 0		0	371
7:15PM		48	114	0	176	2	178	0	14	0 14	0	2 0		3	308
Leg	CHARLES LIN	DDEDGU D	LVD		CHARLES LINI	DEDCH DI			* - * *** * * * * * * * * * *			PERIMETER R	D.		
		DDLRGII	LVD			JDLKGII DL	· V D		JAMES DOOLIT	TLE BLVD			D		
Direction	Eastbound				Westbound				Northbound			Southbound			
Direction Time	Eastbound T	R	App	Ped*	Westbound T	R	App	Ped*	Northbound R	U App	Ped*	Southbound R U	App	Ped*	
Direction Time 7:30PM	Eastbound T 56	R 23	App 79	Ped*	Westbound T 107	R 1	App 108	Ped*	Northbound R 12	U App 0 12	Ped*	Southbound R U 4 0	App 4	Ped*	203
Direction Time 7:30PM 7:45PM	Eastbound T 56 53	R 23 13	App 79 66		Westbound T 107 93	R	App 108 93		Northbound R 12 6	U App 0 12 0 6	Ped* 1 0	Southbound R U 4 0 3 0	App 4 3	Ped* 0 0	203 168
Direction Time 7:30PM	Eastbound T 56	R 23	App 79		Westbound T 107	R 1	App 108		Northbound R 12	U App 0 12	Ped* 1 0 1 0	Southbound R U 4 0	App 4 3 13	Ped* 0 0 3	203
Direction Time 7-30PM 7-45PM Hourly Total 8:00PM 8:15PM 10-10PM 10-1	Eastbound T 56 53 247 43	R 23 13 168 5	App 79 66 415 48		Westbound T 107 93 574 91 86	R 1 0	App 108 93 577 91 87		Northbound R 12 6 45	U App 0 12 0 6 0 45	1 0 1	R U 4 0 3 0 13 0 2 0 4 0	App 4 3 13 2 4	Ped* 0 0 3 0 0	203 168 1050 150 182
Direction Time 7:30PM 7:35PM 7:35PM 7:45PM Hourly Total to 8:00PM 8:15PM 8:35PM 8:	Eastbound T 56 53 247 43 72 70	R 23 13 168 5 7	App 79 66 415 48 79 82		Westbound T 107 93 574 91 86	R 1 0 3 0	App 108 93 577 91 87		Northbound R 12 6 45 9 12	U App 0 12 0 6 0 45 0 9 0 12 0 3	1 0 1	Southbound R U 4 0 3 0 13 0 2 0 4 0 3 0 4 0 3	App 4 3 13 2 4 3	Ped* 0 0 3 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183
Direction	Eastbound T 56 53 247 43 72 70 66	R 23 13 168 5 7 12 8	App 79 66 415 48 79 82 74	0 0 0 0	Westbound T 107 93 574 91 86 94	R 1 0 3 0 1 1	App 108 93 577 91 87 95 61	0 0 0 0	Northbound R 12 6 45 9 12 3 5	U App 0 12 0 6 0 45 0 9 0 12 0 3 0 5	1 0 1 0 0	Southbound R U 4 0 3 0 13 0 2 0 4 0 3 0 2 0 4 0 3 0 2 0	App 4 3 13 2 4 3 2	Ped* 0 0 3 0 0 0 0 0 0 0	203 168 1050 150 182 183 142
Direction	Eastbound T 56 53 247 43 72 70 66 251	R 23 13 168 5 7 12 8 32	App 79 66 415 48 79 82 74 283	0 0 0 0	Westbound T 107 93 574 91 86 94 60 331	R 1 0 3 0 1 1 1 1 3	App 108 93 577 91 87 95 61	0 0 0 0	Northbound R 12 6 45 9 12 3 5 29	U App 0 12 0 6 0 45 0 9 0 12 0 3 0 5 0 29	1 0 1 0 0	Southbound R U 4 0	App 4 3 13 2 4 3 2 11	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183 142 657
Direction	Eastbound T 56 53 247 43 72 70 66 251	R 23 13 168 5 7 12 8 32	App 79 66 415 48 79 82 74 283	0 0 0 0	Westbound T 107 93 574 91 86 94 60 331	R 1 0 3 0 1 1 1 3	App 108 93 577 91 87 95 61 334	0 0 0 0	Northbound R 12 6 45 9 12 3 5 29 4	U App 0 12 0 6 0 45 0 9 0 12 0 3 0 5 0 29 0 4	1 0 1 0 0 0 0 0	Southbound R U 4 0 0 11 0 0 11 0 0 0 0 0 0 0 0 0 0 0	App 4 3 13 2 4 3 2 11 4	Ped* 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183 142 657
Direction	Eastbound T 56 53 247 43 72 70 66 251	R 23 13 168 5 7 12 8 32	App 79 66 415 48 79 82 74 283	000000000000000000000000000000000000000	Westbound T 107 93 574 91 86 94 60 331 81	R 1 0 3 0 1 1 1 1 3	App 108 93 577 91 87 95 61	0 0 0 0	Northbound R 12 6 45 9 12 3 5 29	U App 0 12 0 6 0 45 0 9 0 12 0 3 0 5 0 29	1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U 4 0	App 4 3 13 2 4 3 2 11 4 0	Ped* 0 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183 142 657
Direction	Eastbound T 56 53 247 43 72 70 66 251 87 89 55	R 23 13 168 5 7 12 8 32 7 6	App 79 66 415 48 79 82 74 283 94 95 60 117	000000000000000000000000000000000000000	Westbound T 107 93 574 91 86 94 60 331 81 55 51	R 1 0 3 0 1 1 1 1 0 0 0 0 0 0 0	App 108 93 577 91 87 95 61 334 82 55 51	0 0 0 0 0 0 0 0 0 0	Northbound R 12 6 45 9 12 3 5 29 4 8 8 9	U App 0 122 0 6 6 0 455 0 9 0 122 0 5 6 0 45 0 9 0 122 0 3 0 5 0 29 0 4 0 8	1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U	App 4 3 13 2 4 3 2 11 4 0 2 2	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	203 168 1050 150 182 183 142 657 184 158 122
Direction	Eastbound T 56 53 247 43 72 70 66 551 87 89 55 115	R 23 13 168 5 7 12 8 32 7 6 5 5	App 79 66 415 48 79 82 74 283 94 95 60 117 366	000000000000000000000000000000000000000	Westbound T 107 93 574 91 86 60 331 81 55 51 38 2225	R 1 0 3 0 1 1 1 1 3 1 0 0 0 1	App 108 93 577 91 87 95 61 334 82 55 51 38	0 0 0 0 0 0 0 0 0 0	Northbound R 12 6 6 45 9 12 3 5 29 4 8 9 8 29 8 29	U App 0 12 0 6 0 45 0 9 0 12 0 0 6 0 45 0 9 0 12 0 3 0 5 0 29 0 4 0 8 0 9 0 8	1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U U 4 0 0 3 0 0 13 0 0 2 0 0 11 0 0 0 0 2 0 0 2 0 0 2 0 0 8 8 0 0 8 8 0 0 8 8 0 8 0 0 8 8 0 0 8 8 0 0 8 8 0 0 8 8 0 0 8 8 0 0 8 8 0 0 8 8 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0	App 4 3 13 2 4 4 3 2 11 4 0 0 2 2 8	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1	203 168 1050 150 182 183 142 657 184 158 122 165 629
Direction Time 7-30PM 7-45PM 7-45PM 7-45PM 8-00PM	Eastbound T 56 53 247 43 72 70 66 251 87 89 55 115 346 541	R 23 13 168 5 7 12 8 8 8 7 6 5 2 2 0 8	App 79 66 415 48 79 82 74 283 94 95 60 117 366 549	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 93 574 91 86 94 60 331 81 55 51 38 225	R 1 0 3 3 0 1 1 1 1 0 0 0 1 1 1 1 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R	U App 0 12 0 6 0 45 0 9 0 12 0 3 0 5 0 29 0 4 0 8 0 9 0 8 0 29 0 16	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U	App 4 4 3 3 2 4 4 3 3 2 2 111 4 4 0 0 2 2 2 8 8 5 5	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0	203 168 1050 150 182 183 142 657 184 158 122 165 629
Direction	Eastbound T 56 53 247 43 72 70 66 251 87 89 55 115 346 541	R 23 13 168 5 7 7 12 8 32 7 6 6 5 5	App 79 66 415 48 79 82 74 283 94 95 60 117 366 549	000000000000000000000000000000000000000	Westbound T 107 93 574 91 86 94 60 331 81 55 51 38 225 65	R 1 0 3 0 1 1 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 0	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R	U App 0 12 0 6 0 45 0 9 0 12 0 5 0 9 0 12 0 8 0 9 0 12 0 3 0 5 0 29 0 48 0 29 0 16 0 22	1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U 4	App 4 4 3 3 3 13 2 2 4 4 4 4 4 4 4 4 4 4 5 2 2 2 8 8 5 5 2 2	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0	203 168 1050 150 182 183 142 657 184 158 122 165 629 636
Direction Time 7-30PM 7-45PM 7-45PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 9-00PM	Eastbound T 56 53 247 43 72 70 66 251 87 89 555 115 346 541 270 124	R 23 13 168 5 7 12 8 8 8 7 6 5 2 2 0 8	App 79 66 415 48 79 82 74 283 94 95 60 117 366 549 287	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 93 574 91 86 94 60 331 81 55 51 38 225 65 64	R 1 0 3 3 0 1 1 1 1 0 0 0 1 1 1 1 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66 64	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R 12 6 6 45 9 12 3 5 5 29 4 4 8 9 8 8 29 16 22 21 21 21 21	U App 0 12 0 6 0 45 0 9 0 12 0 0 3 0 5 0 9 0 12 0 3 0 5 0 29 0 4 0 8 0 9 0 16 0 22 0 21	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U	App 4 3 3 13 2 2 4 4 9 0 0 0 2 2 2 8 8 5 5 2 2 2 2	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0	203 168 1050 182 183 142 657 158 122 165 629 629 637 541
Direction Time 7-30PM 7-45FM 10-15FM 10-15FM	Eastbound T 56 53 247 43 72 70 66 251 87 89 55 115 346 541 270 124	R 23 13 168 5 7 7 7 12 8 8 32 7 7 6 6 5 5 8 8 12 8 8 12 8 8 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	App 79 66 415 48 79 82 74 4 283 94 95 60 1117 366 549 287 131	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 93 574 91 86 94 60 331 81 55 51 38 225 65	R 1 0 3 1 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1	App 108 93 577 91 87 95 61 1334 82 55 55 51 38 226 66 64 60 46	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R 12 6 45 9 12 3 5 5 29 4 8 9 16 22 21 11 10	U App 0 12 0 6 0 45 0 9 0 12 0 8 0 9 0 12 0 8 0 29 0 8 0 9 0 12 0 20 0 20 0 12 0 20 0 12 0 16	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound	App 4 4 3 3 13 2 2 4 4 4 3 3 2 2 2 11 1 5 5 5 2 2 1 1	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183 142 1657 184 158 122 1655 629 636 375 214 4123
Direction Time 7-30PM 7-45PM 7-45PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 8-00PM 9-00PM	Eastbound T 56 53 247 43 72 70 66 251 87 89 555 115 346 541 270 124	R. 23 13 168 5 7 12 8 32 7 6 6 5 2 20 8	App 79 66 415 48 79 82 74 283 94 95 60 117 366 549 287	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 93 574 91 86 94 60 331 81 555 51 38 225 65 64 59 45	R 1 0 3 3 0 1 1 1 1 0 0 1 1 1 1 0 0 0 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66 64	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R 12 6 6 45 9 12 3 5 5 29 4 4 8 9 8 8 29 16 22 21 21 21 21	U App 0 12 0 6 0 45 0 9 0 12 0 0 3 0 5 0 9 0 12 0 3 0 5 0 29 0 4 0 8 0 9 0 16 0 22 0 21	11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U	App 4 3 3 13 2 2 4 4 3 3 2 2 11 1 4 4 5 5 5 5 2 2 1 1	Ped* 0 0 0 0 3 3 0 0 0 0 0 0 1 1 1 0 0 0 0 0	203 168 1050 182 183 142 657 158 122 165 629 629 637 541
Direction Time 7-30PM 7-45PM 1-7-45PM 1-7-4	Eastbound T 56 53 247 43 72 70 66 251 87 89 55 115 346 541 270 124 64	R 23 13 168 5 7 7 12 8 32 7 6 5 5 2 2 20 8 17 7 2	App 79 66 415 48 79 82 82 74 283 94 49 5 60 549 117 366 549 131 66	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 93 574 91 86 94 60 331 81 55 51 38 225 65 64 59 45	R 1 0 3 0 1 1 1 1 0 0 0 1 1 1 1 1 0 0 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 64 60 46 60 236	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R 12 6 45 9 12 3 5 29 4 8 9 16 16 22 21 10 69 520	U App 0 12 0 6 0 45 0 9 0 12 0 0 6 0 45 0 9 0 12 0 0 3 0 5 0 9 0 4 0 8 0 9 0 16 0 8 0 9 0 16 0 22 0 21 0 10 0 60	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound	App 4 3 3 13 2 4 4 3 3 2 11 11 12 2 2 2 2 8 8 5 2 2 1 10	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 150 182 183 142 657 184 158 122 165 636 375 214 123 1348
Direction Time 7-30PM 7-45PM 1-7-45PM 1-7-45PM 8-00PM 9-00PM 9-00PM 9-00PM 9-00PM 9-00PM 9-00PM 9-00PM 10-00PM 10	Eastbound 56 56 58 33 247 43 72 70 66 62 251 87 89 55 55 115 346 64 64 999 4247 86,4%	R 23 13 168 5 7 12 8 8 32 7 6 6 5 5 2 2 20 8 17 7 7 2 2 3 3 4 6 6 6 6 6 6 6 6 6 6 7 7 7 7 8 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9	App 79 66 64 415 48 79 82 74 48 95 60 1117 366 549 287 131 1033 4913	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 93 93 574 91 96 96 94 600 3331 811 55 51 88 225 66 64 45 59 9 45 400 98.9%	R 1 0 3 3 0 1 1 1 1 0 0 1 1 1 1 3 1 0 0 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66 64 46 4958	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R. R	U App D 12 0 12 0 0 6 0 12 0 0 12 0 12 0 12 0 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound	App 4 4 3 3 13 2 2 4 4 4 0 0 2 2 8 8 5 5 2 2 1 1 10 0 269 - 2.5%	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 1150 182 183 142 657 184 158 122 165 629 636 375 214 123 1348 10660
Direction	Eastbound	R 23 13 168 5 7 7 12 8 32 7 6 6 5 5 2 2 20 8 8 17 7 7 6 6 5 5 5 7 7 7 7 7 7 7 7 7 7 7 7	App 79 66 415 48 79 82 27 74 283 94 95 60 01 117 366 549 287 131 131 4013 4013 4015 4016 4016 4016 4016 4016 4016 4016 4016	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 93 574 91 80 60 94 96 93 11 81 15 15 15 15 15 225 65 64 49 223 4902 98,99, 46,0%	R 1 0 3 0 1 1 1 1 0 0 1 1 1 1 3 1 1 0 0 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66 64 60 46 236 4958	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R R R R 12 6 6 45 7 9 9 12 29 4 8 8 9 16 22 21 10 6 69 520 1005 69 1005 6 4 4 8 8 8 8 8 8 8 8 8 9 9 16 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	U App D 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound	App 4 3 3 3 2 4 4 4 0 0 6 5 5 5 2 2 2 2 2 6 6 9 5 6 6 0 0 0 0 6 6 6 6 6 6 6 6 6 6 6 6 6	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 168 1050 1150 182 183 142 657 184 1158 122 636 629 636 375 214 123 1348 10660
Direction	Eastbound 56 56 53 247 43 72 70 66 2251 89 15 346 41 270 44 44 64 4999 4247 86,4% 15	R 23 13 168 5 7 7 12 2 8 32 7 6 5 5 2 20 8 17 7 2 34 666 62% 0 0%	App 79 66 64 415 48 82 74 48 82 74 49 49 95 560 60 117 660 549 287 131 66 60 14 61% 15 0.3%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 107 574 91 86 94 94 155 55 51 88 225 64 49 49 45 59 4002 88 4002 88 16 60 338	R 1 0 3 3 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1	App 108 93 577 91 87 95 61 334 82 55 51 38 226 66 64 46 46 4958 46.5%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R	U App D 12 0 12 0 0 6 0 12 0 0 12 0 12 0 12 0 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound	App 4 3 13 13 2 4 4 0 0 2 11 10 2 2 8 8 5 1 10 2 6 2 6 0 0 0%	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1050 150 182 183 142 158 158 122 165 629 636 375 214 10660 1060 1070 1070 1070 1070 1070 107
Direction	Eastbound 56 53 33 247 43 43 72 70 66 2251 87 89 115 446 44 9999 4247 86,494 39,8% 155 0,4%	R 23 13 168 5 7 12 8 32 7 7 6 6 5 5 2 2 20 8 8 17 7 7 2 2 2 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	App 79 66 66 48 79 82 283 94 283 95 60 117 366 66 60 117 366 66 66 66 66 66 66 66 66 66 66 66 66	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 1 107 107 93 574 91 80 60 94 96 93 11 81 15 15 15 15 225 65 64 49 223 4902 4902 4902 456 606 0336 454 454 4548	R 1 0 0 3 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 3 3 5 6 1 1 1 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1	App 108 93 108 93 157 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R R 12 6 6 45 7 9 9 12 2 9 14 8 8 9 16 16 22 21 10 69 520 100% 69 540 69 500 60% 64 60% 64 60% 64 60% 64 64 64 64 64 64 64 64 64 64 64 64 64	U App D 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Ru U	App 4 3 3 13 3 2 2 4 4 4 0 0 2 5 5 5 2 2 1 1 10 0 26 9 0 0 0 0 % 6 26 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1050 150 150 182 183 142 657 184 122 165 629 636 375 214 123 1348 10660
Direction	Eastbound 56 56 56 43 247 43 72 70 66 68 251 115 346 41 270 44 64 464 64 4247 4247 58 884% 39.8% 39.8%	R 23 13 168 5 7 12 8 32 7 6 5 5 2 2 20 8 17 7 7 7 7 2 34 6666 662% 6266 6276 6286 6356 6466 6466 6466 6466 6466 6466 646	App 79 66 66 48 82 74 48 82 74 94 95 60 60 117 366 549 131 66 6 1033 4913 4913 5 15 0.3% 4567 95.0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 107 108 574 91 96 60 00 331 81 11 55 55 65 64 45 59 94 46.0% 46.0% 46.0% 46.0%	R 1 0 3 3 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1	App 108 93 93 95 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound 12 12 3 45 9 12 3 5 9 4 8 8 9 9 8 8 10 29 10 10 22 21 10 10 99 520 10 10 05 4 498 498	U App D 122	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southboard	App 4 3 3 2 2 4 4 5 5 5 5 2 2 2 1 1 10 269 269 265 98.5%	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1050 150 182 183 142 1657 184 158 122 165, 629 636 375 214 123 1348 10660 1060 1070 1070 1070 1070 1070 107
Direction	Eastbound 56 53 33 247 43 43 72 70 66 2251 87 89 115 446 44 9999 4247 86,494 39,8% 155 0,4%	R 23 13 168 5 7 12 8 32 7 7 6 6 5 5 2 2 20 8 8 17 7 7 2 2 2 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	App 79 66 66 48 79 82 283 94 283 95 60 117 366 66 60 117 366 66 66 66 66 66 66 66 66 66 66 66 66	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 1 107 107 93 574 91 80 60 94 96 93 11 81 15 15 15 15 225 65 64 49 223 4902 4902 4902 456 606 0336 454 454 4548	R 1 0 0 3 3 0 1 1 1 1 1 0 0 0 1 1 1 1 3 3 1 1 0 0 0 0	App 108 93 108 93 157 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R R R 12 6 6 45 9 9 12 23 3 5 12 29 4 8 8 9 16 12 22 21 10 0 69 69 520 100% 4 45% 6 45% 6 45% 6 45% 6 45% 6 45% 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	U App D 12	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Ru U	App 4 3 3 2 2 4 4 5 5 5 5 2 2 2 1 1 10 269 269 265 98.5%	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1050 150 150 182 183 142 657 184 122 165 629 636 375 214 123 1348 10660
Direction	Eastbound 56 53 33 247 70 66 62 251 87 89 155 115 446 999 124 86,4% 39,8% 39,8% 39,2% 229 26% 229 5,6%	R 23 13 168 5 7 7 12 8 8 32 7 6 5 5 2 20 8 8 17 7 6 6 5 5 2 0 0 0 6 6 13.6% 6 6.2% 6 635 95.3% 6 2.4%	App 79 79 79 79 79 79 79 79 79 79 79 79 79	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound 107 107 93 574 566 94 60 331 555 61 38 105 55 65 64 40 22 98.9% 46.0% 455 233 4002 98.9% 46.0% 454 458 2255 555 655 664 660 675 680 680 680 680 680 680 680 680 680 680	R 1 0 0 3 0 1 1 1 1 1 0 0 0 1 1 1 1 3 1 1 1 1	App 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R 12 6 6 45 7 9 9 12 23 3 5 12 29 4 8 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	U App D 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Routh	App 4 3 3 3 2 2 4 4 3 3 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 150 150 182 183 184 1588 122 657 214 1588 10660 311 0.3% 9924 93.1% 548 5.1%
Direction	Eastbound 56 53 247 43 43 72 70 66 68 251 87 89 115 515 64 541 64 64 59 99 4247 64 39.8% 555 60 566 66 66 666 667 667 668 668 668 668 668	R 23 13 168 5 5 7 12 2 8 8 8 5 5 7 7 2 2 20 8 8 17 7 2 2 34 34 666 613.6% 6.2% 0% 6.2% 0% 6.2% 10 0% 10 10 10 10 10 10 10 10 10 10 10 10 10	App 79 79 79 66 6415 48 87 79 79 82 74 48 95 60 01 117 66 66 549 287 131 16 66 19 10 33 49 13 15 15 15 20 3% 45 77 87 87 87 87 87 87 87 87 87 87 87 87	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 107 108 574 91 96 96 94 96 9331 81 138 155 56 64 45 59 45 98 98 46 60 0338 4002 98 98 46 60 60 60 60 60 60 60 60 60 60 60 60 60	R 1 0 0 3 3 0 1 1 1 1 1 1 0 0 0 0 1 1 1 1	App 108 93 93 93 95 95 96 96 97 97 99 95 95 96 96 96 96 96 96 96 96 96 96 96 96 96	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound 12 12 3 4 5 9 12 3 3 5 9 4 8 8 9 9 16 6 22 21 10 6 9 5 20 10 6 4 9 5 7 1 1 1 1 1 20 6 6 1 1 1 1 1 20 6 6 1 1 1 1 1 20 6 6 1 1 1 1 1 1 20 6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	U App D 12	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U U	App 4 4 3 3 3 13 3 2 2 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 150 150 182 183 1422 657 184 158 122 1655 629 1656 375 214 123 311 0.3% 924 93.1% 5.1%
Direction	Eastbound	R. 23 13 13 168 5 5 7 7 12 8 8 32 2 7 6 6 5 5 2 20 8 17 7 7 6 6 62% 6 635 5 16 62.4% 16 62.4% 16 62.4% 16 62.4% 16 62.4% 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App 79 79 79 79 66 6 415 415 415 415 415 415 415 415 415 415	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound 107 107 93 574 574 94 66 60 331 81 15 55 51 38 65 65 64 40 225 88 46,0% 46,0% 48 92,3% 46,0% 60 00,0%	R 1 0 3 3 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 3 5 6 1 1 1 6 2 7 1 2 5 6 7 1 1 5 6 7 1 1 1 8 8 7 1 1 8 8 8 1 8 8 8 8 8 8 8	App 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R R R R R R R R R R R R R R	U App 0 12 2 0 12 0 12 0 12 0 12 0 12 0 12	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Ru U	App 4 3 3 3 3 3 3 3 2 2 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 182 183 1422 6557 1844 1588 1222 1655 629 6366 375 2144 123 1318 10660 311 0.356 9924 93.156 548 5.156 59 0.956
Direction	Eastbound 56 533 247 43 72 70 66 68 2251 89 115 115 240 444 64 999 4247 541 558 0.4% 39.8% 15 0.4% 66 239.2% 66 66 66 66 66 66	R 23 32 13 34 65 666 666 635 595.3% 625% 20 20 20 20 20 20 20 20 20 20 20 20 20	App 79 79 66 415 48 79 79 82 283 94 47 131 1.0% 456 47 92.0% 47 1.0% 66 6.0% 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 107 108 574 91 96 96 94 96 9331 81 138 155 56 64 45 59 45 98 98 46 60 0338 4002 98 98 46 60 60 60 60 60 60 60 60 60 60 60 60 60	R 1 0 3 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 1 0 0 0 0	App 108 93 577 91 87 95 61 1334 82 25 55 51 38 226 66 64 46 236 4958 455 455 455 455 455 455 455 455 455 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound 12 12 45 9 112 3 3 5 5 29 4 8 8 9 16 16 22 21 11 10 69 5 30 10% 4 9 5 5 10% 6	U App D 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Ru U	App 4 4 3 3 13 2 4 4 3 3 2 11 4 0 0 2 2 2 2 1 1 0 0 6 6 7 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1080 1590 182 183 1422 6557 1844 158 122 1655 629 636 636 375 124 123 1348 10660 10660 1067 107 1088 109924 10992 10995 188 5.1%
Direction Time 7-30PM 7-45PM 7-45PM 7-45PM 8-00PM	Eastbound	R 2 23 1 13 1 13 1 14 1 16 1 16 1 16 1 16 1 1	App 79 79 79 79 79 79 79 79 79 79 79 79 79	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound 107 107 93 35 574 94 94 96 96 331 15 15 15 38 225 65 64 49 40 298,96 40 40 40 40 40 40 40 40 40 40 40 40 40	R 1 0 3 3 0 1 1 1 1 1 3 1 0 0 0 0 1 1 1 1	App 108 108 108 108 108 108 108 108 108 108	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R R R R R R R R R R R R R R R R R R	U App 0 12 2 0 12 0 12 0 12 0 12 0 12 0 12	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U U 4 0 0 3 0 0 13 0 0 13 0 0 2 0 0 4 0 0 10 10 0 11 0 0 2 0 0 5 0 0 5 0 0 10 0 0 98.5% 0% 4 0 0 98.5% 0% 10 0 0 98.5% 0% 10 0 0 10 0	App 4 3 3 13 2 4 4 0 0 11 11 10 0 2 2 2 8 8 5 5 2 2 1 10 0 0 0 0 0 0 0 0 0 0	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 1802 1833 1422 6557 1844 1588 1222 1655 6299 1375 2144 123 1348 10660 311 0,3% 9924 93,1% 548 5,1% 5,1% 5,1% 5,1% 5,1% 6,2% 444
Direction	Eastbound 56 53 33 247 43 72 70 66 68 2251 89 115 515 416 541 64 999 4247 599 4247 599 4247 598 555 664 66 67 686 686 686 686 686 686 686 686 6	R 2 23 3 1168 8 5 5 7 7 7 122 5 8 8 8 7 7 7 7 2 2 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	App 79 79 66 415 48 48 48 79 82 74 49 95 66 60 117 60 95 95 95 95 95 95 95 95 95 95 95 95 95	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T 107 107 193 574 91 86 94 96 93 181 11 38 155 11 38 225 65 64 49 92 98 98 46 09 400 0 33 400 0 33 400 0 0 0 0 0 0 0 0 0	R 1 0 3 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1	App 108 93 577 91 87 95 61 1334 82 25 55 51 138 226 66 64 46 226 46 46 46 46 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound 12 6 45 9 12 3 3 5 5 29 4 8 8 9 16 10 10 10 10 10 5 20 22 21 11 10 10 69 9 5 30 10 10 10 10 10 10 10 10 10 10 10 10 10	U App D 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound Ru U	App 4 4 3 3 3 2 11 4 0 0 2 2 2 8 5 5 2 2 2 2 2 1 1 10 0 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1080 1590 182 183 1422 6557 1844 158 122 1655 629 636 636 375 124 123 1348 10660 10660 1067 107 1088 109924 10992 10995 188 5.1%
Direction	Eastbound 56 56 58 58 72 70 66 251 87 89 155 115 346 444 64 644 699 4247 4247 645 3988 598 466 66 60 0156	R 2 23 3 13 8 168 8 5 7 7 7 12 2 8 8 7 7 7 7 2 2 8 13 14 666 66 62% 6 13 6% 62% 6 16 10 10 10 10 10 10 10 10 10 10 10 10 10	App 79 79 79 79 79 79 79 79 79 79 79 79 79	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T T 1 107 107 107 3 574 91 91 86 94 94 95 11 181 11 188 225 55 64 44 97 45 400 16 00 16 00 16 00 17 16 00 18 18 11 18 11 18 18 11 18 18 18 18 18	R 1 0 0 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 1	App 108 93 108 93 1577 91 161 161 161 161 161 161 161 161 161	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R 212 6 6 6 7 9 9 122 3 3 5 9 125 8 8 9 9 8 8 8 29 16 6 16 16 16 16 16 16 16 16 16 16 16 1	U App D 12	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound R U U 4 0 0 3 0 0 13 0 0 13 0 0 2 0 0 4 0 0 10 10 0 11 0 0 2 0 0 5 0 0 5 0 0 10 0 0 98.5% 0% 4 0 0 98.5% 0% 10 0 0 98.5% 0% 10 0 0 10 0	App 4 3 3 3 2 11 4 0 0 2 2 2 8 8 5 5 2 1 1 0 0 6 6 0 0 0 6 6 0 0 0 6 6 6 6 6 6	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 1822 1833 1422 6557 1844 1588 1222 165 6299 636 3755 2214 10660 313 0.3% 9204 93.1% 5.1% 9204 93.1% 5.1% 648 5.1% 659 648 659 648 659 659 659 659 659 659 659 659 659 659
Direction Time 7-30PM 7-45PM 7-45PM 8-00PM	Eastbound 56 53 33 247 43 72 70 66 68 2251 89 115 515 416 541 64 999 4247 599 4247 599 4247 598 555 664 66 67 686 686 686 686 686 686 686 686 6	R 2 23 3 1168 8 5 5 7 7 7 122 5 8 8 8 7 7 7 7 2 2 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	App 799 66 415 48 48 48 283 494 417 366 66 193 4913 4913 4567 4567 456 255 52% 456 8 8 0.2% 21 0.4% 0 0		Westbound T 107 107 193 574 91 86 94 96 93 181 11 38 155 11 38 225 65 64 49 92 98 98 46 09 400 0 334 400 0 0 0 0 0 0 0 0 0 0 0 0 0	R 1 0 3 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1	App 108 93 577 91 87 95 61 1334 82 25 55 51 138 226 66 64 46 226 46 46 46 46 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound 12 6 45 9 12 3 3 5 5 29 4 8 8 9 16 10 10 10 10 10 5 20 22 21 11 10 10 69 9 5 30 10 10 10 10 10 10 10 10 10 10 10 10 10	U App D 12	1	Southboard	App 4 4 3 3 3 2 11 4 0 0 2 2 2 8 5 5 2 2 2 2 2 1 1 10 0 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 1590 1822 1833 1422 165 1827 1844 1558 1629 636 3755 2144 1233 1348 10660 10600 1070 1070 1070 1070 1070 10
Direction	Eastbound 56 56 58 58 72 70 66 251 87 89 155 115 346 444 64 644 699 4247 4247 645 3988 598 466 66 60 0156	R 2 23 3 13 8 168 8 5 7 7 7 12 2 8 8 7 7 7 7 2 2 8 13 14 666 66 62% 6 13 6% 62% 6 16 10 10 10 10 10 10 10 10 10 10 10 10 10	App 799 66 415 48 48 48 283 494 417 366 66 193 4913 4913 4567 4567 456 255 52% 456 8 8 0.2% 21 0.4% 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound T T 1 107 107 107 3 574 91 91 86 94 94 95 11 181 11 188 225 55 64 44 97 45 400 16 00 16 00 16 00 17 16 00 18 18 11 18 11 18 18 11 18 18 18 18 18	R 1 0 0 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 1	App 108 93 108 93 1577 91 161 161 161 161 161 161 161 161 161	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R 212 6 6 6 7 9 9 122 3 3 5 9 125 8 8 9 9 8 8 8 29 16 6 16 16 16 16 16 16 16 16 16 16 16 1	U App D 12	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Southboard	App 4 3 3 3 2 11 4 0 0 2 2 2 8 8 5 5 2 1 1 0 0 6 6 0 0 0 6 6 0 0 0 6 6 6 6 6 6	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 1590 1822 1833 1422 165 1827 1844 1558 1629 636 3755 2144 1233 1348 10660 10600 1070 1070 1070 1070 1070 10
Direction Time 7-30PM 7-45PM 7-45PM 8-00PM	Eastbound 56 56 58 58 72 70 66 251 87 89 155 115 346 444 64 644 699 4247 4247 645 3988 598 466 66 60 0156	R 2 23 3 13 8 168 8 5 7 7 7 12 2 8 8 7 7 7 7 2 2 8 13 14 666 66 62% 6 13 6% 62% 6 16 10 10 10 10 10 10 10 10 10 10 10 10 10	App 799 66 415 48 48 48 283 494 417 366 66 193 4913 4913 4567 4567 456 255 52% 456 8 8 0.2% 21 0.4% 0 0		Westbound T T 1 107 107 107 3 574 91 91 86 94 94 95 11 181 11 188 225 55 64 44 97 45 400 16 00 16 00 16 00 17 16 00 18 18 11 18 11 18 18 11 18 18 18 18 18	R 1 0 0 3 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 1	App 108 93 108 93 1577 91 161 161 161 161 161 161 161 161 161	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbound R 212 6 6 6 7 9 9 122 3 3 5 9 125 8 8 9 9 8 8 8 29 16 6 16 16 16 16 16 16 16 16 16 16 16 1	U App D 12	1	Southboard	App 4 3 3 3 2 11 4 0 0 2 2 2 8 8 5 5 2 1 1 0 0 6 6 0 0 0 6 6 0 0 0 6 6 6 6 6 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	203 1688 1050 1500 1590 1822 1833 1422 165 1827 1844 1558 1629 636 3755 2144 1233 1348 10660 10600 1070 1070 1070 1070 1070 10

PCEs

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

[N] PERIMETER RD

Total: 325 In: 269 Out: 56



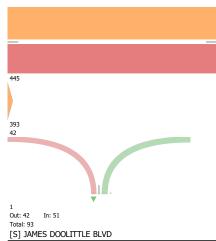
Out: 666 In: 520 Total: 1186 [S] JAMES DOOLITTLE BLVD

[S] JAMI	S DOOLITTLE BL	.VD																							
Leg		CHARLES LINE	BERGH BLVE)		CHARLES LINI	DBERGH BLV	D		JAMES DOOLITTLE I	BLVD		PERIMETER RD				1								
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 12:15PM		4	106	0	105	1	106	0	9 0	9	1	15 0	15	0	236	6								
	12:30PM		20	122	0	110	2	112	0	14 0	14	0	19 0	19	0	267	<u> </u>								
	12:45PM	98	11	109	0	119	5	124	0	17 0	17	0	12 0	12	0	262	2								
	1:00PM	91	7	98	0	111	2	113	0	11 0	11	0	17 0	17	0	239	9								
	Total	393	42	435	0	445	10	455	0	51 0	51	1	63 0	63	0	1004	4								
	% 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	0	Charles 1	indbergh B	lvd F&W	James Do	olittle Blvd	Northbound	Perimeter 1	Rd Southbound
	Motorcycles	1	0	1	-	2	0	2	-	0 0	0	-	0 0	0	-		3 3	3			0			0	
	% Motorcycles		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	7 927	814			50			63	
	% Cars		85.7%	92.0%	-	91.0%	90.0%	91.0%	-	98.0% 0%	98.0%	-	100% 0%	100%	-	92.3%	6								
	Light Goods Vehicles	14	3	17	-	28	1	29	-	1 0	1	-	0 0	0	-	47	7 658	644			14			0	
	% 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%	6								
	Single-Unit Trucks	8	0	8	-	8	0	8	-	0 0	0	-	0 0	0	-	16	6 752	752			0			0	
	% Single-Unit Trucks	2.0%	0%	1.8%	-	1.8%	0%	1.8%	-	0% 0%	0%	-	0% 0%	0%	-	1.6%	6								
	Articulated Trucks		0	3	-	1	0	1	-	0 0	0	-	0 0	0	-	4	4 188	188			0			0	
	% Articulated Trucks	0.8%	0%	0.7%	-	0.2%	0%	0.2%	-	0% 0%	0%	-	0% 0%	0%	-	0.4%	6								
	Buses	3	3	6	-	1	0	1	-	0 0	0	-	0 0	0	-	7	7 126	126			0			0	
	% Buses	0.8%	7.1%	1.4%		0.2%	0%	0.2%		0% 0%	0%		0% 0%	0%	-	0.7%	PCE Total 2654	PCE Tot	al 2527		PCE Tota	164	1	PCE Total	63
	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%	6								
	Pedestrians	-	-	-	0	-	-	-	0		-	1		-	- 0										

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

[N] PERIMETER RD

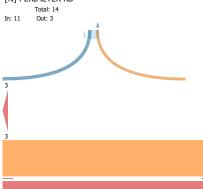
Total: 73 In: 63 Out: 10



Leg Direction	CHARLES LIN Eastbound	DBERGH BLV	D		CHARLES LINE Westbound	BERGH BLV	D		JAMES DOOLI Northbound	TTLE E	LVD		PERIMET				ĺ
Time	T	R	App	Ped*		R	App	Ped*		U	App	Ped*		U	App	Ped*	
2023-09-09 7:15PM		48	114	0	176	2	178	0	14	0	14	0	2	0	2	3	30
7:30PM		23	79	0	107	1	108	0	12	0	12	1	4	0	4	0	20:
7:45PM		13	66	0	93	0	93	0	6	0	6	0	3	0	3	0	16
8:00PM	43	5	48	0	91	0	91	0	9	0	9	0	2	0	2	0	15
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		10.7%	37.0%	-	56.3%	0.4%	56.7%	-	4.9%	0%	4.9%	-	1.3%	0%	1.3%	-	
PHI	0.826	0.464	0.673	-	0.663	0.375	0.660	-	0.732	-	0.732	-	0.688	-	0.688		0.67
Motorcycles	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%	-	09
Cars	209	85	294	-	440	2	442	-	39	0	39	-	10	0	10	-	78
% Cars	95.9%	95.5%	95.8%	-	94.2%	66.7%	94.0%	-	95.1%	0%	95.1%	-	90.9%	0%	90.9%	-	94.79
Light Goods Vehicles	9	2	11	-	21	1	22	-	1	0	1	-	1	0	1	-	3
% 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%	-	4.29
Single-Unit Trucks	0	0	0	-	4	0	4	-	0	0	0	-	0	0	0	-	
% 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	-	
% Articulated Trucks	0%	1.1%	0.3%	-	0.4%	0%	0.4%	-	0%	0%	0%	-	0%	0%	0%	-	0.49
Buses	0	1	1	-	0	0	0	-	1	0	1	-	0	0	0	-	
% Buses	0%	1.1%	0.3%	-	0%	0%	0%	-	2.4%	0%	2.4%	-	0%	0%	0%	-	0.29
Bicycles on Road	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%	-	09
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

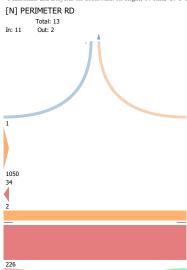




Out: 89 In: 41 Total: 130 [S] JAMES DOOLITTLE BLVD

Leg	CHARLES LIN	DBERGH BLV	/D		CHARLES LIND	BERGH BLV	D		JAMES DOOL	ITTLE	BLVD		PERIMETER F	:D					
Direction	Eastbound				Westbound				Northbound				Southbound						
Time	T	R	App	Ped*	T	R	App	Ped*	R	U	App	Ped*	R I	J App	Ped*	Int			
2023-09-09 9:45PM	1 115	2	117	0	38	0	38	(8	0	8	0	2	0 2	1	165			
10:00PM		8	549	0	65	1	66	(16	0	16	0	5	0 5	0	636			
10:15PM	1 270	17	287	0	64	0	64	(22	0	22	0	2	0 2	0	375			
10:30PM	1 124	7	131	0	59	1	60	(21	0	21	0	2	0 2	0	214			
Total	1 1050	34	1084	0	226	2	228	(67	0	67	0	11	0 11	1	1390			
% Approach	n 96.9%	3.1%	-	-	99.1%	0.9%	-		100%	0%	-	-	100% 09	6 -	-	-			
% Total	1 75.5%	2.4%	78.0%	-	16.3%	0.1%	16.4%		4.8%	0%	4.8%	-	0.8% 09	6 0.8%	-	-			
PHI		0.500	0.494	-	0.869	0.500	0.864		0.761	-	0.761	-	0.550	- 0.550	-	0.546			Charles 1
Motorcycles	s 0	0	0	-	0	0	0		0	0	0	-	0	0 0	-	0	0		0
% Motorcycles	s 0%	0%	0%	-	0%	0%	0%		0%	0%	0%	-	0% 09	6 0%	-	0%			
Cars		33	1037	-	217	2	219		64	0	64	-	- 11		-		1331		1256
% Cars		97.1%	95.7%	-	96.0%	100%	96.1%		95.5%	0%	95.5%	-	100% 09		-	95.8%			
Light Goods Vehicles		0	43	-	8	0	8		3	0	3	-	0		-		756		714
% Light Goods Vehicles		0%	4.0%	-	3.5%	0%	3.5%		4.5%	0%	4.5%	-	0% 09		-	3.9%			
Single-Unit Trucks		0	2	-	1	0	1		- 0	0	0	-	0		-	3	141		141
% Single-Unit Trucks		0%	0.2%	-	0.4%	0%	0.4%			0%	0%	-	0% 09		-	0.2%			
Articulated Trucks		1	1	-	0	0	0		- 0	0	0	-	0		-		47	 <u> </u>	47
% Articulated Trucks		2.9%	0.1%	-	0%	0%	0%			0%	0%	-	0% 09		-	0.1%		 <u> </u>	
Buses		0	1	-	0	0	0		- 0	0	0	-	0		-	1	18		18
% Buses		0%	0.1%	-	0%	0%	0%			0%	0%	-	0% 0%		-	0.1%		2293	
Bicycles on Road		0	0	-	0	0	0		0	0	0	-	0		-	0			
% Bicycles on Road		0%	0%	-	0%	0%	0%		0%	0%	0%	-	0% 09	6 0%	-	0%			
Pedestrians		-	-	0	-	-	-	(-	-	-	0	-		- 1				
% Pedestrians		-	-	-	-	-	-		-	-	-	-	-		- 100%	-			
Bicycles on Crosswalk	e -			0		_	_	()I -	-		0			- 0	1	l		

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





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



Leg		ARLES LIN	NDBERGI	H BLV	/D			LES LINI	OBERGH	BLV	D				LITTLE	E BLV	D		PERIM		RD				
Direction	East	bound					Westbo						Northb	oound					Southb	ound					
Time	L		R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-09-12 7:00AM	C	72	4	0	76	0	0	162	32	0	194	0	0	0	10	0	10	0	0	0	8	0	8	0	
7:15AM	C	85	3	0	88	1	. 0	204	20	0	224	0	0	0	8	0	8	2	0	0	10	0	10	0	
7:30AM	C	129	4	0	133	0	0	291	45	0	336	0	0	0	11	0	11	1	0	0	8	0	8	0	
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	C	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	C	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	C	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	C	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		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	C	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	C	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	C	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	C	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		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	C	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	C	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	C	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	C	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		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	C	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	C	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		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		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		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	C	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		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	C	245	6	0	251	0	0	260	9	0	269	0	0	0	21	0	21	0	0	0	9	0	9	0	_
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	_
6:00PM	C		7	0	260	0	0	214	18	0	232	0	0	0	7	0	7	0	0	0	10	0	10	0	
6:15PM	C		9	0	196	0	0	206	14	0	220	0	0	0	11	0	11	0	0	0	12	0	12	0	
6:30PM	C		2	0	198	0	0	170	11	0	181	0	0	0	14	0	14	0	0	0	40	0	40	0	
6:45PM	C	182	11	0	193	0	0	140	16	0	156	0	0	0	12	0	12	0	0	0	45	0	45	0	
Hourly Total	C	818	29	0	847	0	0	730	59	0	789	0	0	0	44	0	44	0	0	0	107	0	107	0	_
7:00PM	C		6	0	144	0	_	154	9	0	163	0	0	0	9	0	9	0	0	0	26	0	26	0	
7:15PM	0		1	0	143	0	0	128	2	0	130	0	0	0	9	0	9	0	0	0	16	0	16	1	298

Leg	CHAI	RLES LIN	IDBERGI	H BLV	VD		CHAR	LES LIN	DBERGI	I BLV	D T		JAME	ES DO	OLITTLE	E BLV	/D		PERI	ИЕТЕ	ER RD				
Direction	Eastb	ound					Westb	ound					North	bound	l				South	oound	1				
Time	L	T	R	U	Арр	Ped*	L	T	R	U	App	Ped*	L	T	R	U	Арр	Ped*	L	T	R	U	Арр	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	
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	
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	
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%	0.1%	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%		0%	4.1%	-	0%	0%		0%	1.6%	-		0%		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%	1.3%	-	0%	0%		0%	1.9%	-		0%		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%			0.5%	-	0%	0.4%	0%		0.4%	-	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%	0.3%	-		0%		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%	-	0%	0%	0.1%		0%	-	0%	0%		0%	0%	-	_	0%	0%		0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	7	-	-		-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%		-	-	-	-	0%	
	1	_	_	_	_	0		_	_	_	_	0	_	_	_	_	_	0		_	_	_	_	1	
Bicycles on Crosswalk % Bicycles on Crosswalk	-					0%	_					U	_					0%	_					100%	

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

Tue Sep 12, 2023

Full Length (7 AM-10 AM, 3 PM-11 PM)

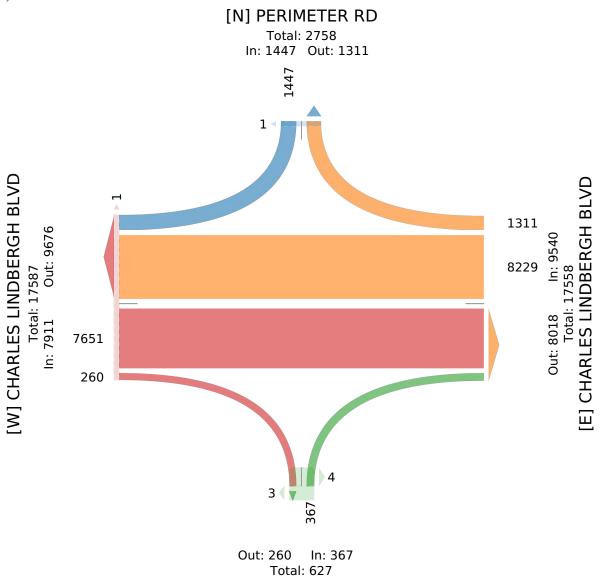
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1107199, Location: 40.726058, -73.58737



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



[S] JAMES DOOLITTLE BLVD

3 of 9

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



Leg		RLES LIN	DBERG	H BL	VD			RLES LIN	DBERGH	BLV	D		1		OLITTLI	E BLV	D		PERIN						
Direction	Eastbo						Westb						North						Southl						
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

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

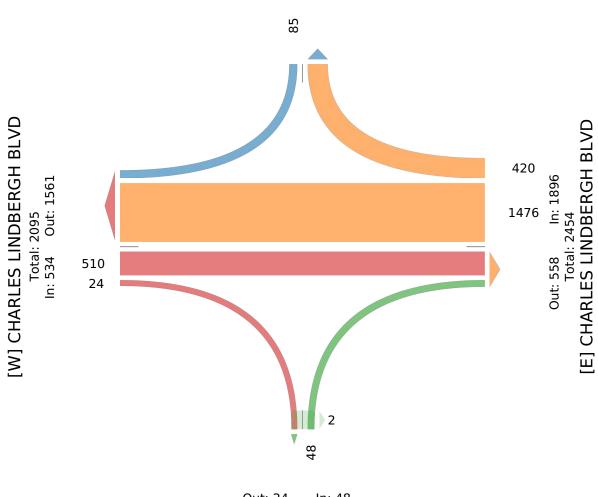
ID: 1107199, Location: 40.726058, -73.58737



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



Total: 505 In: 85 Out: 420



Out: 24 In: 48 Total: 72

[S] JAMES DOOLITTLE BLVD

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



Leg	CHAF	RLES LIN	DBERGH	I BLV	D		CHAF	RLES LIN	DBERGH	BLV	D		JAME	S DO	OLITTLE	BLV	/D		PERIN	METE:	R RD				
Direction	Eastbo	ound					Westb	ound					North	oound					Southl	oound					
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

Tue Sep 12, 2023

AM Peak (8 AM - 9 AM)

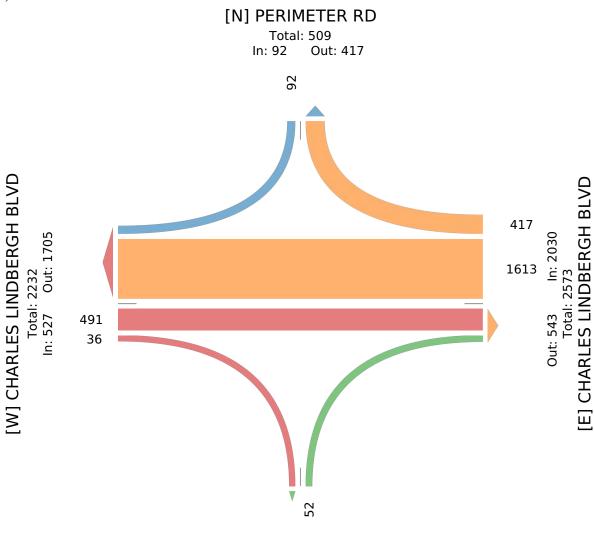
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1107199, Location: 40.726058, -73.58737



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



Out: 36 In: 52 Total: 88

[S] JAMES DOOLITTLE BLVD

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



Leg	CHAI	RLES LIN	IDBERG	H BLV	/D		CHAF	RLES LIN	DBERGE	I BLV	D		JAME	S DO	OLITTLI	E BLV	D		PERI	METE	R RD				
Direction	Eastb	ound					Westb	ound					Northl	bound					South	bound					'
Time	L	T	R	U	Арр	Ped*	L	T	R	U	Арр	Ped*	L	T	R	U	Арр	Ped*	L	T	R	U	Арр	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

Tue Sep 12, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

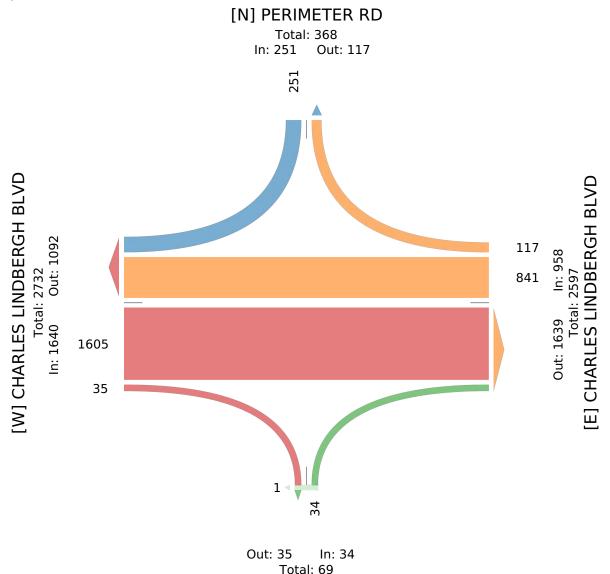
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1107199, Location: 40.726058, -73.58737



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



[S] JAMES DOOLITTLE BLVD

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



Leg Direction	CHARLES L.	INDBERGH	BLVD		CHARLES LI Westbound	INDBERGH	BLVD		JAMES DOC	LITTLI	E BLVD		PERIMETE Southbound				
Time	T	R	Арр	Ped*	T	R	Арр	Ped*	R	U	Арр	Ped*	R	U	Арр	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		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		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 LI	NDBERGH I	BLVD		CHARLES L	INDBERGH	BLVD		JAMES DO	OLITTL	E BLVD		PERIMET	ER RD)		
Direction	Eastbound				Westbound				Northbound				Southboun	d			
Time	T	R	App	Ped*	T	R	Арр	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	
Hourly Total	251	32	283	0	331	3	334	0	29	0	29	0	11	0	11	0	
9:00PM	87	7	94	0	81	1	82	0	4	0	4	3	4	0	4	0	184
9:15PM	1 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	
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	
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		666	4913	3		56	4958	1	520	0	520	15	269	0	269	9	10660
% Approach	+	13.6%	-	-	98.9%	1.1%	-	-	100%	0%	-	-	100%	0%	-	-	
% Total		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		635	4567	-	4548	46	4594	-	498	0	498	-	265	0	265	-	9924
% Cars		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		1	47	-	46	1	47	-	1	0	1	-	0	0	0	-	95
% Single-Unit Trucks		0.2%	1.0%	-	0.9%	1.8%	0.9%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0.9%
Articulated Trucks		2	8	-	10	0	10	-	0	0	0	-	0	0	0	-	18
% Articulated Trucks		0.3%	0.2%	-	0.2%	0%	0.2%	-	0%	0%	0%	-	0%	0%	0%	-	0.2%
Buses		12	21	-	7	2	9	-	14	0	14	-	0	0	0	-	4/
% Buses		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	-	(
% Bicycles on Road		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	
Dicycles on Crosswark				0%				0%				80.0%				77.8%	

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

Sat Sep 9, 2023

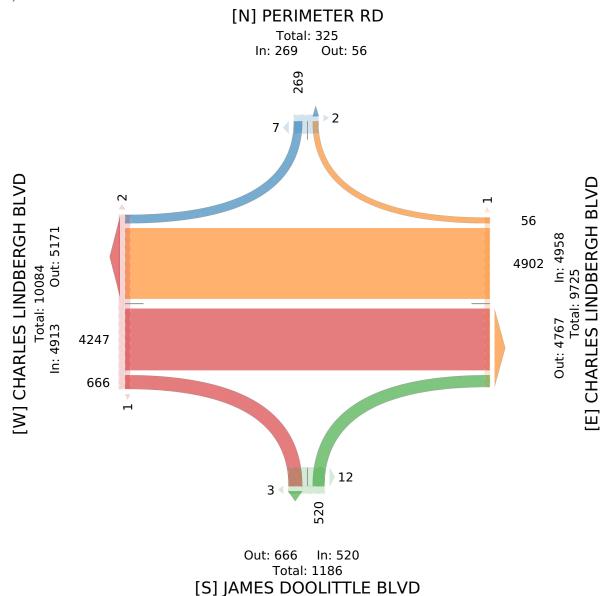
Full Length (11 AM-3 PM, 4 PM-11 PM)

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





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



Leg	CHARLES LI	NDBERGH B	BLVD		CHARLES LIN	IDBERGH B	LVD		JAMES DOO	LITTLE	E BLVD		PERIMET)		
Direction	Eastbound				Westbound				Northbound				Southbour				
Time	T	R	Арр	Ped*	Т	R	Арр	Ped*	R	U	App	Ped*	R	U	App	Ped*	
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	0/
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

Sat Sep 9, 2023

Midday Peak (WKND) (12:15 PM - 1:15 PM)

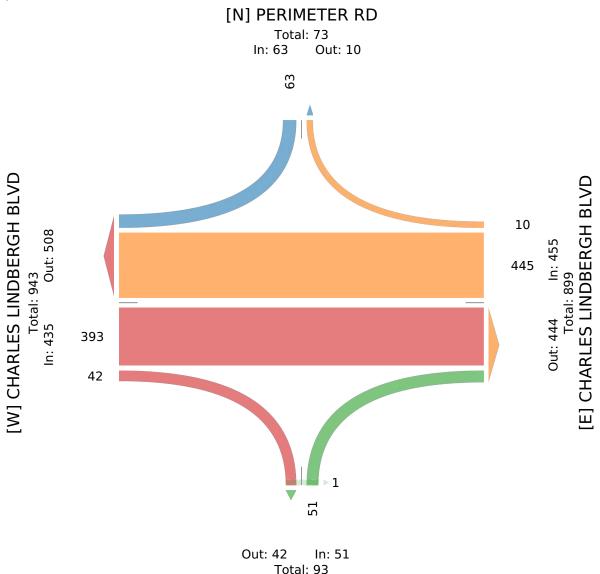
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1104546, Location: 40.725986, -73.587454



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



[S] JAMES DOOLITTLE BLVD

5 of 9

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



Leg	CHARLES L	INDBERGH I	BLVD		CHARLES LII	NDBERGH E	BLVD		JAMES DOC	LITTLE	BLVD		PERIMETE	ER RD			
Direction	Eastbound				Westbound				Northbound				Southbound	d		l	1
Time	T	R	Арр	Ped*	T	R	Арр	Ped*	R	U	Арр	Ped*	R	U	Арр	Ped*	Int
2023-09-09 7:15PM	м 66	48	114	0	176	2	178	0	14	0	14	0	2	0	2	3	308
7:30PM	м 56	23	79	0	107	1	108	0	12	0	12	1	4	0	4	0	203
7:45PM	M 53	13	66	0	93	0	93	0	6	0	6	0	3	0	3	0	168
8:00PM	И 43	5	48	0	91	0	91	0	9	0	9	0	2	0	2	0	150
Tota	al 218	89	307	0	467	3	470	0	41	0	41	1	11	0	11	3	829
% Approac	h 71.0%	29.0%	-	-	99.4%	0.6%	-	-	100%	0%	-	-	100%	0%	-	_	
% Tota	al 26.3%	10.7%	37.0%	-	56.3%	0.4%	56.7%	-	4.9%	0%	4.9%	-	1.3%	0%	1.3%	_	
PH	F 0.826	0.464	0.673	-	0.663	0.375	0.660	-	0.732	-	0.732	-	0.688	-	0.688	_	0.673
Motorcycle	es 0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	_	(
% Motorcycle	es 0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	_	0%
Car	rs 209	85	294	-	440	2	442	-	39	0	39	-	10	0	10	_	785
% Car	rs 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 Vehicle	s 9	2	11	-	21	1	22	-	1	0	1	-	1	0	1	_	35
% Light Goods Vehicle	s 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 Truck	s 0	0	0	-	4	0	4	-	0	0	0	-	0	0	0	_	
% Single-Unit Truck	s 0%	0%	0%	-	0.9%	0%	0.9%	-	0%	0%	0%	-	0%	0%	0%	_	0.5%
Articulated Truck	s 0	1	1	-	2	0	2	-	0	0	0	-	0	0	0	_	3
% Articulated Truck	s 0%	1.1%	0.3%	-	0.4%	0%	0.4%	-	0%	0%	0%	-	0%	0%	0%	-	0.4%
Buse	es 0	1	1	-	0	0	0	-	1	0	1	-	0	0	0	-	2
% Buse	es 0%	1.1%	0.3%	-	0%	0%	0%	-	2.4%	0%	2.4%	-	0%	0%	0%	-	0.2%
Bicycles on Roa	d 0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	C
% Bicycles on Roa	d 0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	_	0%
Pedestrian	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
% Pedestrian		-	-	-	-	-	-	-	-	-	-	0%	-	-	-	0%	
Bicycles on Crosswal	k -	-	-	0	-	-	-	0	-	-	-	1	-	-	-	3	
% Bicycles on Crosswal	k -	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	100%	

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

Sat Sep 9, 2023

Forced Peak (7:15 PM - 8:15 PM)

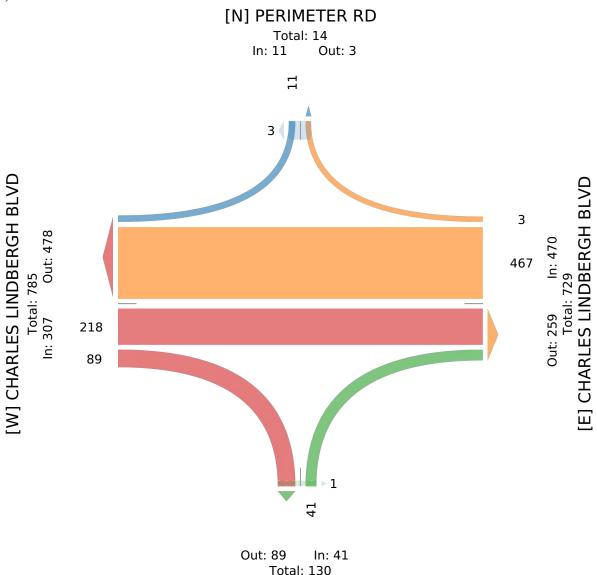
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1104546, Location: 40.725986, -73.587454



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



[S] JAMES DOOLITTLE BLVD

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



Leg Direction	CHARLES LI Eastbound	INDBERGH E	BLVD		CHARLES LIN Westbound	DBERGH B	BLVD		JAMES DOOI Northbound	LITTLE	BLVD		PERIMET Southbou)		
	Eastboullu	R	A ===	Ped*	T	R	A ===	Ped*	R	U	A	Ped*		U	A	Ped*	Tot
Time			App	Ped*			App	Ped*			App	Ped*	R		App	Ped*	
2023-09-09 9:45PM		2	117	0	38	0	38	0	8	0	8	0	2		2	1	165
10:00PM		8	549	0	65	1	66	0	16	0	16	0	5	0	5	0	636
10:15PM		17	287	0	64	0	64	0	22	0	22	0	2	0	2	0	375
10:30PM	1 124	7	131	0	59	1	60	0	21	0	21	0	2	0	2	0	214
Tota		34	1084	0	226	2	228	0	67	0	67	0	11	0	11	1	1390
% Approach	n 96.9%	3.1%	-	-	99.1%	0.9%	-	-	100%	0%	-	-	100%	0%	-	-	-
% Total	1 75.5%	2.4%	78.0%	-	16.3%	0.1%	16.4%	-	4.8%	0%	4.8%	-	0.8%	0%	0.8%	-	-
PHI	F 0.485	0.500	0.494	-	0.869	0.500	0.864	-	0.761	-	0.761	-	0.550	-	0.550	-	0.546
Motorcycles	s 0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0
% Motorcycles	s 0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Cars	s 1004	33	1037	-	217	2	219	-	64	0	64	-	11	0	11	-	1331
% Cars	s 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	s 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	s 1	0	1	-	0	0	0	-	0	0	0	-	0	0	0	-	1
% Buses	s 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	l 0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	s -	-	-	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

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

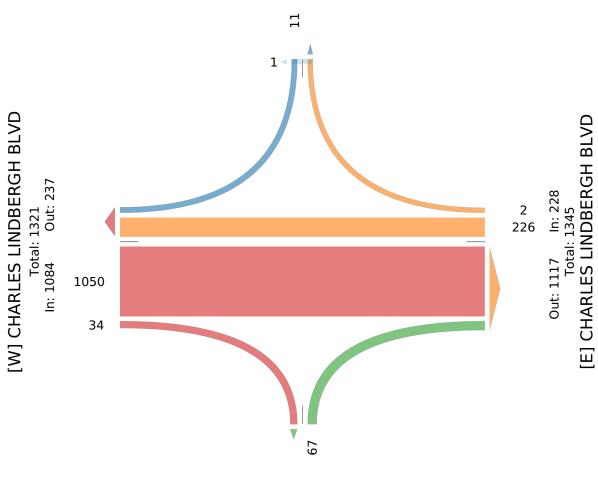
ID: 1104546, Location: 40.725986, -73.587454



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



Total: 13 In: 11 Out: 2



Out: 34 In: 67 Total: 101

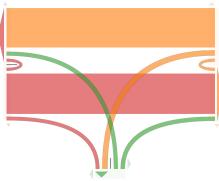
[S] JAMES DOOLITTLE BLVD

Leg	Hempstead T	Грkе					Hempstead	Tpke				Cunningham A	Ave						
Direction	Eastbound	r					Westbound					Northbound							
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*		Cars
2023-02-14 7:00AM		7	1	0	364	0	20	251	0	271	0	6	3	0	7	16	0	651	Light Goods
7:15AM		9	3	0	360	- 0	16	359 384	0	375	1	16	14	0	3 2	33	0	768	Buses
7:30AM 7:45AM		9	0	0	472 423	- 1	15	500	1	400 517	0	19 18	17 8	0	2	38 28	1	910 968	Single Unit &
Hourly Total		34	5	1	1619	1	67	1494	2	1563	1	59	42	0	14	115	3	3297	
8:00AM		6	1	0	318	0	11	363	3	377	3	15	16	0	4	35	2	730	
8:15AM		9	2	0	318	- 0	12	423	2	437	1	10	12	0	3	25	1	780	
8:30AM		8	2	0	355	0	13	414	2	429	0	16	13	0	8	37 27	0	821	
8:45AM Hourly Total		27	5	0	341 1332	- 0	14	459 1659	7	473 1716	- 0	12 53	12 53	0	18	124	1	841 3172	
9:00AM		9	1	0	294	- 0	13	503	0	516	0	9	4	0	4	17	4	827	
9:15AM		12	0	0	252	- 0	16	496	1	513	0	17	11	0	4	32	1	797	
9:30AM		7	0	1	349	0	12	357	1	370	0	14	9	0	3	26	0	745	
9:45AM		8	1	0	271	0	10	324	2	336	1	13	4	0	6	23	1	630	
Hourly Total		36 9	2	1	1166	0	51	1680	4 1	1735	1	53	28	0	17 7	98	6	2999	
3:00PM 3:15PM		6	1 2	1	406 334	- 1	31	336 405	3	359 439	1	22	11 8	0	2	25 32	0	790 805	
3:30PM		3	2	0	453	- 0	30	320	0	350	1	14	9	0	1	24	0	827	
3:45PM		5	0	0	404	0		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		13	2	0	567	0	26	408	3	435	1	19	9	0	3	31	5 11	1033	
4:30PM 4:45PM		8 7	1 2	0	400 433	0	34	355 369	3	392 403	2	12	14	0	4	30 22	11	822 858	
Hourly Total		38	6	0	1892	- 0	118	1542	7	1667	5	56	37	0	14	107	31	3666	
5:00PM		9	0	0	504	- 0	34	379	0	413	1	11	11	0	6	28	8	945	
5:15PM		13	0	1	471	- 0	33	386	0	419	1	13	7	0	6	26	1	916	
5:30PM		9	2	4	395	0	38	385	0	423	2	9	4	0	5	18	6	836	
5:45PM		8	2	1	416	- 0	41	445	0	486	0	17	13	0	7	37	2	939	
Hourly Total		39	4	6	1786	0	146	1595	0	1741	4	50	35	0	24	109	17	3636	
6:00PM 6:15PM		8 12	0	0	416 422	0	36	356 375	0	393 395	0	9	14	0	6	24 14	2	833 831	
6:30PM		7	3	1	359		29	348	0	377	2	13	12	0	4	29	- 4	765	
6:45PM		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		4	0	0	343	0	10	251	0	267	0	9	8	0	2	19	0	629	
7:15PM		12	0	0	281	0	24	238	0	262	2	8	3	0	4	15	0	558	
Leg	Hempstead T Eastbound	pke					Hempstead					Cunningham A Northbound	Ave						
Direction Time	T	R	U	RR	App	Ped*	Westbound	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int	
7:30PM		1	4	0	263	0	24	232	0	256	1	8	4		3	15	1	534	
7:45PM		7	1	0	294	2	21	194	1	216	0	5	12	0	1	18	1	528	
Hourly Total		24	5	0	1181	2	85	915	1	1001	3	30	27		10	67	2	2249	
8:00PM		8	0	0	328	- 0	19	202	0	221	0	10	8		0	18	2	567	
8:15PM 8:30PM		7	3	0	355	- 0	20	187 157	0	208 185	0	5 10	10		3	18	3 0	581 428	
8:45PM		9	5	0	226 170		28	177	0	201	0	6		0	4	19	0	390	
Hourly Total		31	9	0	1079	0	91	723	1	815	1	31		0	10	72	5	1966	
9:00PM		2	3	0	176	- 0	28	158	0	186	0	3		0	6	12	0	374	
9:15PM		3	2	0	151	0	14	156	0	170	0	3	9		3	15	0	336	
9:30PM		0	2	0	164	- 0	12	129	0	141	0	6	4		2	12	0	317	
9:45PM Hourly Total		9	1 8	0	158 649	0	13	135 578	0	148 645	0	5 17	20		3 14	12 51	0	318 1345	
Hourly Total 10:00PM		4	0	0	133	0	19	151	0	170	0	1/		0	3	6	0	309	
10:15PM		5	0	0	166	- 0	13	162	0	175	0	3		0	7	10	1	351	
10:30PM		2	1	0	139	1	13	120	0	133	0	6	0		2	8	0	280	
10:45PM		1	2	0	120	0	12	122	0	134	0	4		0	0	5	0	259	
Hourly Total		12	3	0	558	1	57	555	0	612	0	14	3		12	29	1	1199	
Total		314	56	12	14364	5	965	13598	27	14590	27	450	353		159	962	82	29916	
% Approach		2.2%	0.4%	0.1%	-		6.6%	93.2%	0.2%		-	46.8%	36.7% 0		6.5%	-	-	-	
% Total Motorcycles		1.0%	0.2%	0%	48.0%		3.2%	45.5%	0.1%	48.8%		1.5%	1.2% 0		0.5%	3.2%		7	
% Motorcycles		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		8.7%	95.7%		92.5%	
Light Goods Vehicles		6	1	0	634		31	660	1	692	-	16	6		2	24	-	1350	
% Light Goods Vehicles		1.9%	1.8%	0%	4.4% 239		3.2%	4.9%	3.7%	4.7%	-	3.6%	1.7% 0		1.3%	2.5%	-	4.5% 476	
Single-Unit Trucks % Single-Unit Trucks		0.6%	1.8%	0%	1.7%		0	230	0%	1.6%		0.9%	0.8% 0		0%	0.7%	-	1.6%	
Articulated Trucks		0.078	0	0 / 8	51		0 0	42	0 0	42		0.978	0.876 0		0	0.776		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	10	-	329	
% Buses		0.6%	0%	0%	1.1%		0.3%	1.1%	0%	1.1%	-	1.1%	1.4% 0		0%	1.0%	-	1.1%	
	ll 1	0	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1	I
Bicycles on Road	00/		001	00/	00/		001		00/			00/			00/		_	00/	
Bicycles on Road % Bicycles on Road Pedestrians	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	26	0%	0% 0		0%	0%	- 81	0%	

PCEs

% 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

27

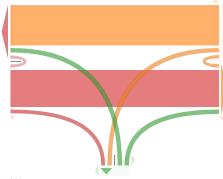
41

41 Out: 1291 In: 962 Total: 2253

[S] Cunningham Ave

Leg		Hempstead Tp	ke					Hempstead T	nke				Cunningham	Ave					1						
Direction		Eastbound						Westbound					Northbound												
Time		T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R U	RR	App	Ped* I	nt	1						
	2023-02-14 7:30AM	462	9	0	1	472	1	15	384	1	400	0	19	17 0	2	38	2	910	1						
	7:45AM	413	9	1	0	423	0	16	500	1	517	0	18	8 0	2	28	1	968	1						
	8:00AM	311	6	1	0	318	0	11	363	3	377	3	15	16 0	4	35	2	730	1						
	8:15AM	307	9	2	0	318	0	12	423	2	437	1	10	12 0	3	25	1	780	1						
	Total	1493	33	4	1	1531	1	54	1670	7	1731	4	62	53 0	11	126	6	3388	1						
	% Approach	97.5%	2.2%	0.3%	0.1%	-	-	3.1%	96.5%	0.4%	-	-	49.2%	42.1% 0%	8.7%	-	-	-	1						
	% 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%	-	-	1						
	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			Hempstea	d Tpke E&W	Cunningha	m Ave No	rthboun
	Motorcycles	1	0	0	0	1	-	0	0	0	0		0	0 0	0	0	-	1	1		1		0		
	% 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	3045		2926		119		
	% 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	2772		2716		56		
	% 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	2538		2491		47		
	% 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	752		752		0		
	% 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	1332		1296		36		
	% 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%	PCE Total	10440	PCE Tota	10182	PCE Total	258	
	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%	1						

Pedestrians % Pedestrians Bicycles on Crosswalk



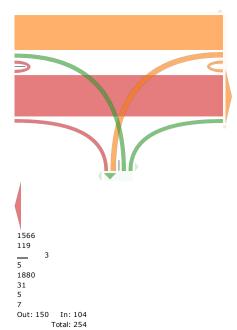
Out: 88 In: 126 Total: 214

[S] Cunningham Ave

Leg	Hempstead T	pke				Hempstead T	pke				Cunningham A	ve											
Direction	Eastbound					Westbound	•				Northbound												
Time	T	R	U R	R A	App Ped	* L	T	U	App	Ped*	L	R U	RR	App	Ped* Ir	nt							
2023-02-14 3:30PM	448	3			453 (30	320	0	350	1	14	9 0	1	24	0	827							
3:45PM	399	5	0	0 4	404 (38	428	0	466	2	12	13 0	0	25	1	895							
4:00PM	481	10	1	0 4	492 (25	410	2	437	1	14	4 0	6	24	6	953							
4:15PM	552	13	2	0 :	567 (26	408	1	435	1	19	9 0	3	31	5	1033							
Total	1880	31	5	0 19	916 (119	1566	3	1688	5	59	35 0	10	104	12	3708							
% Approach	98.1%	1.6%	0.3% 09	%	-	- 7.0%	92.8%	0.2%	-	-	56.7%	33.7% 0%	9.6%	-	-	-							
% Total	50.7%	0.8%	0.1% 09	% 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	- 0.8	845	- 0.783	0.915	0.375	0.906	-	0.776	0.673 -	0.417	0.839	-	0.897			Hemnstea	d Toke F&W	Cunningh	am Ave No	rthbound
Motorcycles	1	0	0	0	1 .	- 0	0	0	0	-	0	0 0	0	0	-	1	1		1		0		
% Motorcycles	0.1%	0%	0% 09	% 0.	.1%	- 0%	0%	0%	0%	-	0%	0% 0%	0%	0%	-	0%							
Cars	1722	30			757	- 115	1425	3	1543	-	55	33 0	10	98	-	3398	3398		3300		98		
% Cars		96.8%	100% 09	% 91.	.7%	- 96.6%	91.0%	100%	91.4%	-	93.2%	94.3% 0%	100%	94.2%	-	91.6%						<u> </u>	
Light Goods Vehicles	101	1	0		102	- 4	101	0	105	-	1	1 0	0	2	-		2926		2898		28	<u> </u>	
% Light Goods Vehicles			0% 09	% 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	1974		1974		0		
% Single-Unit Trucks	1.5%	0%	0% 09	% 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	376		376		0		
% Articulated Trucks	0.3%	0%	0% 09		.3%	- 0%	0.2%	0%	0.2%	-	0%	0% 0%	0%	0%	-	0.2%						<u> </u>	
Buses	23	0			23	- 0	23	0	23	-	3	1 0	0	4	-		900		828		72	<u> </u>	
% Buses	1.2%	0%	0% 09	% 1.:	.2%	- 0%	1.5%	0%	1.4%	-	5.1%	2.9% 0%	0%	3.8%	-	1.3%	PCE Total	9575	PCE Tota	19377	PCE Total	198	<u> </u>
Bicycles on Road		0	0	0	0	- 0	0	0	0	-	0	0 0	0	0	-	0							
% Bicycles on Road		0%	0% 09	%	0%	- 0%	0%	0%	0%	-	0%	0% 0%	0%	0%	-	0%							
Pedestrians	1				- (0 -				5					12								

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

% Pedestrians

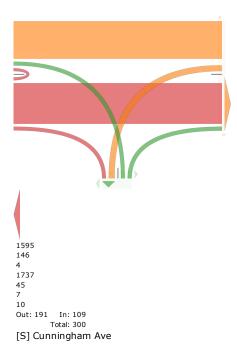


[S] Cunningham Ave

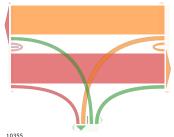
[e] carringnam ///c																								
Leg	Hempstead T	pke					Hempstead T	oke				Cunningham Ave	:											
Direction	Eastbound						Westbound					Northbound												
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R U	RR	App	Ped* Int		1						
2023-02-14 5:00PM	495	9	0	0	504	0	34	379	0	413	1	11	11 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	1 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%	-	-	-	1						
% 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%	-	-	1						
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			Hempstead	d Toke F&W	Cunningha	ım Ave Noı	thbound
Motorcycles	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%							
Cars	1640	39	4	6	1689	-	142	1497	0	1639	-	- 46	33 0	23	102	-	3430	3430		3328		102		
% 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	1904		1848		56		
% 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		0	0	0	20	-	0	16	0	16	-	- 1	1 0	0	2	-	38	1786		1692		94		
% Single-Unit Trucks		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	188		188		0		
% 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	486		468		18		
% Buses		0%	0%	0%	0.8%	-	0%	0.8%	0%	0.7%	-	2.0%	0% 0%	0%	0.9%	-	0.7%	PCE Total	7794	PCE Tota	7524	PCE Total	270	
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	1 -		-	-	17								

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

Bicycles on Crosswalk % Bicycles on Crosswalk

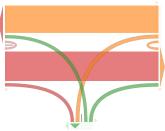


Leg	Hempstead T	pke					Hempstead 7	pke				Cunningham A	ive					F	,
Direction	Eastbound						Westbound					Northbound							
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U RR	App	Ped*		Cars 1	
2023-02-11 11:00AM	289	10	2	0	301	- 0	10	234	1	245	(11	8	0 6	25	1	571	Light Goods 1	
11:15AM		8	1	0	251	0	24	223	2	249	(9	8	0 3	20	1	520		
11:30AM		10	2	0	284	0	21	239	0	260 240		11	. 5	0 4	20	1	564	Single Unit & Articl4	17
11:45AM	241	34	6	1	249 1085	0	14	226 922	3	240 994	- 6	20	14 35	0 1	35 100	7	524 2179	1	
Hourly Total 12:00PM	1 288	10	- 6	0	299	0	21	244	2	267		5 12	5	0 14	23	10	589		
12:15PM		11	- i	1	299	0	15	274	2	291		10	14	0 0	26		612	1	
12:15PW 12:30PM	1 286	13	0	0	293	- 0	17	262	0	279		15	12	0 1	28	3	606	1	
12:45PM	310	12	2	0	324	- 0	21	248	0	269	_	9	17	0 0	26	1	619		
Hourly Total	1 1166	46	4	1	1217	0	74	1028	4	1106	-	46	48	0 9	103	0	2426	1	
1:00PM		14	6	<u>.</u>	317	0	20	241	1	262		14	14	0 4	32	1	611	1	
1:15PM		17	2	0	372	- 1	26	300	1	327	(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	
1:45PM	289	12	0	0	301	0	16	320	3	339	(15	14	0 4	33	2	673	1	
Hourly Total		54	9	1	1343	- 1	79	1182	7	1268	- 4	49	50	0 18	117	9	2728]	
2:00PM	1 290	13	2	0	305	- 1	15	279	2	296	(9	8	0 5	22	1	623		
2:15PM	1 277	14	2	0	293	0	19	326	0	345	(15	9	0 8	32	5	670		
2:30PM	265	9	3	1	278	0	18	227	0	245	(10	3	0 5	18	2	541		
2:45PM	278	5	2	0	285	0	24	289	2	315		4	10	0 3	17	0	617		
Hourly Total	1 1110	41	9	1	1161	- 1	76	1121	4	1201		38	30	0 21	89	8	2451		
4:00PM	287	6	0	0	293	- 0	19	265	2	286		6	6	0 2	14	- 0	593 755	l .	
4:15PM 4:30PM	400	8	0	0	408 345	2	13	303 302	3	319	-	8 7	12	0 8	28 25	2	692		
4:30PM 4:45PM		4	3 1	1	345	0	21	259	- 2	281	- (8	16	0 2	15	- 2	602		
4:43PW Hourly Total		26	4	2	1352	2	71	1129	8	1208	- 2	29	39	0 14	87	3	2642	1	
5:00PM	1 298	10	2	0	310		31	263	0	294	-	6	39	0 8	17	2	621	1	
5:15PM		10	1	1	313	0	20	280	1	301	-	12	6	0 1	19	0	633	1	
5:30PM		10		i	282	0	21	313	0	334	-	9	9	0 4	22	1	638		
5:45PM	251	10	0	0	261	0	25	319	1	345	-	7	3	0 7	17	2	623	1	
Hourly Total	1 1120	40	4	2	1166	0	97	1175	2	1274	2	34	21	0 20	75	6	2515	1	
6:00PM	1 280	7	0	0	287	0	31	254	0	285	1	- 11	6	0 7	24	1	596	1	
6:15PM	274	6	3	0	283	0	16	301	0	317	2	10	6	0 4	20	2	620	1	
6:30PM	267	8	- 1	0	276	0	22	252	1	275	- 4	15	12	0 3	30	5	581	1	
6:45PM	1 236	6	0	0	242	0	18	246	0	264	3	9	8	0 1	18	3	524]	
Hourly Total	1 1057	27	4	0	1088	0	87	1053	1	1141	10	45	32	0 15	92	11	2321		
7:00PM		1	3	2	243	0	19	247	0	266	(8	7	0 4	19	0	528		
7:15PM		5	3	0	223	0	14	209	0	223		- 11	6	0 3	20	0	466	1	
Leg	Hempstead T	pke					Hempstead 7	pke				Cunningham A	ive						
Direction	Eastbound					- 10	Westbound					Northbound							
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U RR	App	Ped*	Int		
Time 7:30PM	T 1 191	8	2	0	201	Ped*	L 14	226	3	243	Ped*	L 3	3 0) 9	15	Ped*	459		
Time 7:30PM 7:45PM	T 1 191 1 181	8 7	2	0	201 190	Ped* 3 0	L 14 16	226 176	3 0	243 192	Ped*	L 3	3 0 7 0	9	15 18	Ped* 0 0	459		
Time 7:30PM 7:45PM Hourly Total	T 191 181 1 824	8 7 21	2 2 10	0 0 2	201 190 857	Ped* 3 0	L 14 16 63	226 176 858	3 0 3	243 192 924	Ped*	L 3 9 1 31	3 0 7 0 23 0	9 2 18	15 18 72	Ped* 0 0 0	459 400 1853	1	
Time 7:30PM 7:45PM Hourly Total 8:00PM	T 191 181 1824 1 190	8 7 21 7	2 2 10 2	0 0 2 1	201 190 857 200	Ped* 3 0 3 0	L 14 16 63 18	226 176 858 171	3 0 3 0	243 192 924 189	Ped*	L 3 9 31 7	3 0 7 0 23 0 13 0	9) 2) 18) 2	15 18 72 22	Ped* 0 0 0 0 0	459 400 1853 411		
Time 7:30PM 7:45PM Hourly Total	T 191 181 1 824 1 190 230	8 7 21	2 2 10	0 0 2	201 190 857 200 236	Ped* 3 0 3 0 0 0 0	L 14 16 63	226 176 858	3 0 3	243 192 924	Ped*	L 3 9 1 31	3 0 7 0 23 0	9 0 2 0 18 0 2	15 18 72	Ped* 0 0 0 0 0 0 0	459 400 1853		
Time 7:30PM 7:45PM 10:45PM 10:	T 191 181 181 1 824 1 190 1 230 205	8 7 21 7 3 5	2 2 10 2 3 3	0 0 2 1 0	201 190 857 200 236 213	Ped* 3 0 3 0 0 0 0 0	L 14 16 63 18 14	226 176 858 171 183 165	3 0 3 0 0	243 192 924 189 197 180	Ped* (L 3 9 31 7 5 8	3 0 7 0 23 0 13 0 2 0 8 0	9 0 2 0 18 0 2 0 2	15 18 72 22 9 23	Ped* 0 0 0 0 0 0 0 2	459 400 1853 411 442 416		
Time 7-30PM 7-45FM 7-45FM 10-10 10-1	T 191 181 181 1824 190 1 230 1 205 1 211	8 7 21 7 3 5 6	2 2 10 2 3 3 2	0 0 2 1 0 0	201 190 857 200 236 213 219	Ped* 3 0 3 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21	226 176 858 171 183 165 146	3 0 3 0	243 192 924 189 197 180 168	Ped* (L 3 9 31 7 5 8 5 5	3 0 7 0 23 0 13 0 2 0 8 0 5 0	9 2 0 18 0 2 0 2 0 2 0 7	15 18 72 22 9 23 10	Ped* 0 0 0 0 0 0 0 2 2	459 400 1853 411 442 416 397		
Time 7:30PM 7:45PM 10:10PM 10:10PM 10:10PM 10:10PM 10:10PM 10:10PM 10:15PM 8:30PM 8:30PM 10:10PM 10:10	T 191 181 1824 190 230 205 211 836	8 7 21 7 3 5	2 2 10 2 3 3	0 0 2 1 0	201 190 857 200 236 213	Ped* 3 0 3 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14	226 176 858 171 183 165	3 0 3 0 0 0	243 192 924 189 197 180	Ped* () () () () () () () () () ()	L 3 9 31 7 5 8	3 0 7 0 23 0 13 0 2 0 8 0	9 2 0 18 0 2 0 2 0 2 0 7 0 0	15 18 72 22 9 23 10	Ped* 0 0 0 0 0 0 0 2 2	459 400 1853 411 442 416		
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Time 7-30PM 7-45PM 7-45PM 10-10-10-10-10-10-10-10-10-10-10-10-10-1	T 191 181 1824 1 190 230 1 205 1 211 1 836 162	8 7 21 7 3 5 6 21	2 2 10 2 3 3 2 10 2	0 0 2 1 0 0 0	201 190 857 200 236 213 219 868 168	Ped* 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21 68 14	226 176 858 171 183 165 146 665	3 0 3 0 0 0 1 1	243 192 924 189 197 180 168 734	Ped** (((((((((((((((((((L 3 9 9 31 7 5 8 9 5 9 25 4	3 0 7 0 23 0 13 0 2 0 8 0 5 0 28 0 4 0	9 9 18 18 2 2 3 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	15 18 72 22 9 23 10 64 9	Ped* 0 0 0 0 0 0 0 2 2 0 1	459 400 1853 411 442 416 397 1666 326 316		
Time 7-30FM 7-31FM 7-31	T 191 181 1 824 1 190 230 1 205 1 211 1 836 1 162 1 142	8 7 21 7 3 5 6 21	2 2 10 2 3 3 2 10 2 3	0 0 2 1 0 0 0 1	201 190 857 200 236 213 219 868 168	Ped** 3 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21 68 14 5	226 176 858 171 183 165 146 665 134	3 0 3 0 0 0 1 1 1	243 192 924 189 197 180 168 734 149	Ped** (((((((((((((((((((L 3 9 31 7 5 8 5 5 4 5 5	3 0 7 0 23 0 13 0 2 0 8 0 5 0 28 0 4 0	9 9 2 18 2 2 2 2 7 0 0 11 1 1 1 1 5 5 1 1 1	15 18 72 22 9 23 10 64 9	Ped** 0 0 0 0 0 0 0 0 2 2 0 1 1 0 0 0 0 0 0 0	459 400 1853 411 442 416 397 1666 326 316 313 254		
Time 7:30PM 7:45PM 18-00PM 7:45PM 18-00PM 18-0	T 191 181 1 824 1 190 1 230 1 205 211 1 836 1 162 1 142 1 128 1 110 1 542	8 7 21 7 3 5 6 21 4 6	2 2 10 2 3 3 2 10 2 3 5	0 0 2 1 0 0 0 1 0 0	201 190 857 200 236 213 219 868 168 151 135 117	Ped** 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21 68 14 5 11 9 39	226 176 858 171 183 165 146 665 134 148	3 0 3 0 0 0 1 1 1 1	243 192 924 189 197 180 168 734 149 154 169 129	Ped* (((((((((((((((((((L 3 9 9 31 7 7 5 8 5 25 4 4 5 5 5	3 0 7 0 23 0 13 0 2 0 8 0 5 0 28 0 4 0 1 0 3 0 0 1 0	9 9 18 18 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1	15 18 72 22 9 23 10 64 9 11	Ped** 0 0 0 0 0 0 0 0 2 2 2 0 1 1 0 0 1	459 400 1853 411 442 416 397 1666 326 316 313 254		
Time 7:30UPM 7:45TM-10 Hearly Told 8:00UPM 8:00UPM 8:30UPM Hearly Told 9:00UPM 10:00UPM Hearly Told 9:00UPM 9:00UPM 10:00UPM 10:0	T 191 181 1824 1990 1 230 1 205 211 1 836 162 1 142 128 1 110 1 542 1 143	8 7 21 7 3 5 6 21 4 6 2 4 16	2 2 10 2 3 3 2 10 2 3 5 5 3 13	0 0 2 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 236 213 219 868 168 151 135 117 571 148	Ped** 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21 68 14 5 11 9 39 22	226 176 858 171 183 165 146 665 134 148 158 120 560	3 0 3 0 0 0 1 1 1 1 0 0 0	243 192 924 189 197 180 168 734 149 154 169 29 601	Ped* (((((((((((((((((((L 3 9 31 7 5 8 5 1 25 4 5 5 1 5 1 1 9 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 7 0 23 0 13 0 8 0 5 0 28 0 4 0 1 0 3 0 1 0 9 0	9 9 2 1 18 18 19 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 18 72 22 9 23 10 64 9 11 9 8 37	Ped* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	459 400 1853 411 442 416 397 1666 326 316 313 254 1209		
Time 7:30PM 7:45PM 18-00PM 7:45PM 18-00PM 18-0	T 191 181 1824 199 1 230 205 1 211 1 836 1 162 1 142 1 128 1 110 1 542 1 143 1 137	8 7 21 7 3 5 6 21 4 6 2 4 16	2 10 2 3 3 2 10 2 3 5 3 13 13	0 0 2 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 236 213 219 868 168 151 135 117 571	Ped** 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 16 63 18 14 15 21 68 14 5 5 11 9 9 39 22 15	226 176 858 171 183 165 146 665 134 148 158 120 560 167	3 0 3 0 0 0 1 1 1 1 1 0 0 0 2 1	243 192 924 189 197 180 168 734 149 154 169 129 601 190	Ped* () () () () () () () () () (L 3 9 31 7 5 8 8 5 4 5 5 7 5 9 3 7 5 7 5 7 7 7 7 7 7 7 7 7 7 7 8 8 7 7 7 7	3 0 7 0 23 0 8 0 8 0 5 0 28 0 4 0 1 0 3 0 1 0 9 0 5 0	9 9 2 1 188 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 18 72 22 9 23 10 64 9 11 9 8 37	Ped* 0 0 0 0 0 0 0 2 2 2 0 0 1 1 0 0 0 0 0 0	459 400 1853 4111 442 416 3397 1666 326 313 313 313 313 313 313 313 313 314 314		
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Time 7:300M0 7:445M1 Resp. Total 8:007M1 8:007M1 8:007M1 8:007M1 8:30M1 8:30M1 9:00M1 9:00M1 9:00M1 10:00M1	T 191 1 181 1 824 1 190 1 230 1 205 211 1 836 1 162 1 142 1 128 1 110 1 542 1 143 1 137 1 120	8 7 21 7 7 3 5 6 6 4 6 2 2 4 4 16 3 3 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 10 2 3 3 3 2 10 2 3 5 3 3 13 11 1	0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 236 213 219 868 168 151 137 571 148 143 142 124	Ped* 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 14 14 16 63 18 14 15 21 68 11 11 11 9 22 15 13 10	226 176 858 171 183 165 146 665 134 148 158 120 560 167 183	3 0 3 0 0 0 0 1 1 1 1 1 0 0 0 2 1 1 0 0 0 0 0	243 192 924 189 197 180 168 734 149 154 169 129 601 190 190 178	Ped* () () () () () () () () () (L 3 9 31 7 5 8 5 25 4 5 5 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	3 0 7 0 13 0 2 2 0 8 0 8 0 2 8 0 4 0 1 0 1 0 9 0 3 0 5 0 5 0 5 0 6 0 7	9 9 2 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	15 18 72 22 9 23 10 64 9 11 9 8 37 10 14	Ped** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0	4599 4000 4000 4010 4010 4010 4010 4010 40		
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Time 7:300M 7:451M 1000M 7:451M 1000M 8:000M 8:000M 8:000M 9:300M 9:300M 9:300M 9:300M 9:300M 1000M 10	T 191 181 181 181 1824 4 190 190 190 190 190 190 190 190 190 190	8 8 7 7 7 7 2 11 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 10 10 2 2 3 3 3 3 2 2 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 216 213 219 219 868 151 117 148 143 142 124 1557 11265 48.3% 4.5% 99 0.9% 0.2% 37 0.3%	Ped*** 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1. 14 16 16 63 18 18 18 14 15 22 1 15 20 22 21 15 30 22 22 15 30 20 20 30 20 20 30 00 00 00 00 00 00	226 858 858 171 171 171 171 171 171 171 171 171 17	3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	243 3 4 192 192 192 192 192 192 192 192 192 192	Ped* () () () () () () () () () (L 3 9 31 7 7 8 8 5 8 5 25 4 5 5 5 19 3 3 1,25 4 4 43,45 44 43,45 43,45 43 44 43,45 60 00 00 00 00 00 00 00 00 00 00 00 00	3 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	155 72 22 22 23 9 10 10 64 4 9 9 11 11 9 9 8 8 7 10 10 14 4 8 8 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 2 2 2 0 0 0 0 0 0 0 0	4593 4593 4593 4593 4593 4593 4593 4593		
Time 7:30IPM 7:45TM Hearly Told 8:00TM 8:00TM 8:15TM Hearly Told 9:15TM Hearly Told 9:15TM Hearly Told 10:15TM	T 191 181 1 181 1 181 1 190 1 181 1 190 1	8 7 7 21 3 3 5 6 6 6 21 4 4 6 6 2 4 4 16 6 3 3 12 2 4 4 3 3 12 3 3 8 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6	2 2 2 2 3 3 3 5 5 5 5 6 7 9 7 9 8 7 9 6 6 7 9 9 8 7 9 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 236 213 219 868 151 17 17 181 148 142 124 142 124 145 557 11265 48.3% 6% 10597 94.1% 599 90 0.2% 0.2%	Ped** 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	L. 14 16 16 33 18 18 14 15 11 19 21 21 16 68 14 15 11 19 22 15 11 10 60 60 783 70% 3.4% 63 63 63 70% 63 63 63 63 63 63 63 63 63 60 60 60 60 60 60 60 60 60 60 60 60 60	226 6 858 858 171 1 1 1.1% 40 0.1% 44 44 44 40 1.1% 1.1% 1.1% 1.1% 1.1% 1.1% 1.1% 1.1	3 3 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	243 3 192 192 192 192 192 192 192 192 192 192	Ped* (L 3 9 131 7 7 5 8 5 25 4 5 5 19 3 5 17 384 4 41 17 384 4 3.6% 1.6% 0 0 0 15 18% 1.77 7 1.8% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 18 8 8 9 18 9 9 9 9 18 9 18 9	155 72 22 22 23 9 10 10 64 4 9 9 11 11 9 9 8 8 7 10 10 14 4 8 8 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 2 2 2 0 0 0 0 0 0 0 0	459 4000 4001 41853 4111 4121 4161 41666 3161 3161 3162 254 355 296 21825		
Time	T 191 181 181 181 1824 4 190 190 190 190 190 190 190 190 190 190	8 8 7 7 7 7 2 11 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 10 10 2 2 3 3 3 3 2 2 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 216 213 219 219 868 151 117 148 143 142 124 1557 11265 48.3% 4.5% 99 0.9% 0.2% 37 0.3%	Ped* 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1. 14 16 16 63 18 18 18 14 15 22 1 15 20 22 21 15 30 22 22 15 30 20 20 30 20 20 30 00 00 00 00 00 00	226 858 858 171 171 171 171 171 171 171 171 171 17	3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	243 3 4 192 192 192 192 192 192 192 192 192 192		L 3 9 31 7 7 8 8 5 8 5 25 4 5 5 5 19 3 3 1,25 4 4 43,45 44 43,45 43,45 43 44 43,45 60 00 00 00 00 00 00 00 00 00 00 00 00	3 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 18 8 8 9 18 9 9 9 9 18 9 18 9	155 72 22 22 23 9 10 10 64 4 9 9 11 11 9 9 8 8 7 10 10 14 4 8 8 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4593 4593 4593 4593 4593 4593 4593 4593		
Time 7:300M 7:451M 1000F 7:451M 1000F 8:000M 8:000M 8:000M 8:000M 8:000M 8:000M 9:000M	T 191 181 181 181 1824 4 190 190 190 190 190 190 190 190 190 190	8 8 7 7 7 7 2 11 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 10 10 2 2 3 3 3 3 2 2 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	201 190 857 200 216 213 219 219 868 151 117 148 143 142 124 1557 11265 48.3% 4.5% 99 0.9% 0.2% 37 0.3%	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1. 14 16 16 63 18 18 18 14 15 22 1 15 20 22 21 15 30 22 22 15 30 20 20 30 20 20 30 00 00 00 00 00 00	226 858 858 171 171 171 171 171 171 171 171 171 17	3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	243 3 4 192 192 192 192 192 192 192 192 192 192		L 3 9 31 7 7 8 8 5 8 5 25 4 5 5 5 19 3 3 1,25 4 4 43,45 44 43,45 43,45 43 44 43,45 60 00 00 00 00 00 00 00 00 00 00 00 00	3 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 18 8 8 9 18 9 9 9 9 18 9 18 9	155 72 22 22 23 9 10 10 64 4 9 9 11 11 9 9 8 8 7 10 10 14 4 8 8 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4593 4593 4593 4593 4593 4593 4593 4593		

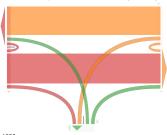


[S] Cunningham Ave																							
Leg Direction	Hempstead Tp Eastbound	ke				Hempstead Westbound	Грке				Cunningham Ave Northbound	e											
Time	T	R	U	RR	App Peo	i* L	T	U	App	Ped*	L	R U	RR	App	Ped*	Int							
2023-02-11 1:001		14	6	- 1	317	0 20	241	1	262	- 1	14	14 0	- 4	32	1	611							
1:151		17	2	0	372	1 26	300	1	327	(7	7 0	- 4	18	1	717							
1:301		- 11	1	0	353	0 17	321	2	340	3	13	15 0	6	34	5	727							
1:451	M 289	12	0	0	301	0 16	320	3	339	(15	14 0	4	33	2	673							
To	tal 1279	54	9	1	1343	1 79	1182	7	1268	- 4	49	50 0	18	117	9	2728							
% Approa	ch 95.2%	4.0%	0.7%	0.1%		- 6.2%	93.2%	0.6%			41.9%	42.7% **	15.4%		-								
% To	tal 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%	-								
PI		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			Hemnstea	d Toke F&W	Cunningh	am Ave No	rthbound
Motorcyc		0	0	0	0	- 0	0	0	0	_	0	0 0	0	0	-	0	0		0		0		
% Motorcyc		0%	0%	0%	0%	- 0%	0%	0%	0%	_	0%	0% "	0%	0%	-	0%							
C		52	9	1	1237	- 71	1086	7	1164	_	47	48 0	18	113	-		2514		2401		113	L	
% C		96.3%	100%	100%	92.1%	- 89.9%	91.9%	100%	91.8%	_	95.9%	96.0% "	100%		-	92.2%							
Light Goods Vehic		1	0	0	80	- 8	79	0	87	_	0	2 0	0	2	-		2366		2338		28	L	
% Light Goods Vehic		1.9%	0%	0%	6.0%	- 10.1%	6.7%	0%	6.9%	_	0%	4.0% "		1.7%	-	6.2%							
Single-Unit Truc		1	0	0	19	- 0	14	0	14	_	2	0 0	0	2	-		1645		1551		94		
% Single-Unit Truc		1.9%	0%	0%	1.4%	- 0%	1.2%	0%	1.1%	_	4.1%	0% "	0%		-	1.3%						L	
Articulated True		0	0	0	3	- 0	0	0	0	_	0	0.0	0	0	-	3	141		141		0		
% Articulated True		0%	0%	0%	0.2%	- 0%	0%	0%	0%	_	0%	0% **	0%	0%	-	0.1%						L	
Bu		0	0	0	4	- 0	2	0		_	0	0 0	0	0	-		108		108		0		
% Bu		0%	0%	0%	0.3%	- 0%	0.2%	0%	0.2%	_	0%	0% "	0%	0%	-	0.2%	PCE Total	6774	PCE Tota	6539	PCE Tota	235	
Bicycles on Ro		0	0	0	0	- 0	1	0	1	_	0	0 0	0	0	-	1							
% Bicycles on Ro		0%	0%	0%	0%	- 0%	0.1%	0%	0.1%	_	0%	0% "	0%	0%		0%							
Pedestria	ns -	-				1 -	-	-	-	4	-		-	-	9								

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

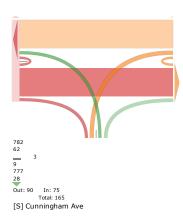


Leg Direction	Hempstead T ₁ Eastbound	ske				Hempstead T Westbound	pke				Cunningham . Northbound	Ave											
Time	т	D	U RI	t App	Ped*		т.	11	App	Ped*		R U	RR	App	Ped*	Test							
2023-02-11 1:15PM	353	17	2 K		rea-	26	300		7.pp 327	rea-	L	7 O	KK.	18	Ped*	717							
2023-02-11 1:15PM		17	1 1		- 1	17	321	- 1	340	- 0	13	15 0	- 4	34	- 1	727							
		- 11																					
1:45PM		12	0 (- (16	320	3	339	- 0	15	14 0	4	33	2	673							
2:00PM		13	2 (15	279	2	296	- 0	9	8 0	5	22	- 1	623							
Tota		53	5 (74	1220	8	1302	3	44	44 0	19	107	9	2740							
% Approach		4.0%	0.4% 0%			5.7%	93.7%	0.6%			41.1%	41.1% 0%	17.8%										
% Tota	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%									
PHI	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			Hempstead	l Toke F&W	Cunningha	am Ave No	athbound
Motorcycles	. 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%							
Cars	1169	51	5 (1225		68	1115	8	1191		43	43 0	19	105	-	2521	2521		2416		105		
% Care	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 (74		6	85	0	91		0	1 0	0	1	-	166	2324		2310		14		
% 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 (25		0	16	0	16		1	0 0	0	1	-	42	1974		1927		47		
% 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%	12//						†
Articulated Trucks	3	0	0 () 3		0	1	0	1		0	0 0	0	0		4	188		188		0		†
% Articulated Trucks	0.2%	0%	0% 0%	0.2%		0%	0.1%	0%	0.1%		0%	0% 0%	0%	0%		0.1%							†
Buse		0	0 1		_	0	2	0	2		0	0 0	0	0			108		108		0		
% Buses	0.3%	0%	0% 0%	0.3%		0%	0.2%	0%	0.2%		0%	0% 0%	0%	0%		0.2%	PCE Total	7115	PCE Total	6040	PCE Total	166	†
Bicycles on Road		0	0 1		_	0	1	0	1		0	0 0	0	0		1	rvas midi			111747			
% Bicycles on Road		0%	0% 0%	0%		0%	0.1%	0%	0.1%		0%	0% 0%	0%	0%		0%							
Pedestriane	-				- 2	-				3	-				9								
% Pedestrians			-		100%					100%					100%								
Biovoles on Crosswell															.0074								



Leg		Hempstead Tp	ke					Hempstead T	pke				Cunningham A	ve											
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 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			Hempstea	d Tpke E&W	Cunningha	ım Ave Nor	rthbound
	Motorcycles	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%							
	Cars	744	26	9	1	780	-	61	748	3	812	-	29	29 0	16	74	-	1666	1666		1592		74		
	% 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	742.		728		14		
	% 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%							1
	Single-Unit Trucks	2	0	0	0	2	-	0	3	0	3	-	0	0 0	0	0	-	5	235		235		0		
	% 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	188		188		0		
	% 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	144		144		0		
	% Buses	0.4%	0%	0%	0%	0.4%		0%	0.6%	0%	0.6%		0%	0% 0%	0%	0%	-	0.5%	PCE Total	2975	PCE Tota	2887	PCE Total	88	
	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%							
	p 1						- 1					- 1													

k - 0 0 0% swalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



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

PCEs

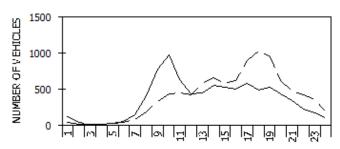
CR CRC63 ROAD NAME: E OVINGTON BLVD YEAR: 2019 STATION: COUNTY NAME: ROAD #: REGION CODE: Light Goods Ω FROM: NY 24 DIRECTION North TOTAL South TO: C LINBURGH BLVD NUMBER OF VEHICLES Single Unit & A 47 REF-MARKER: NUMBER OF AXLES END MILEPOINT: NO. OF LANES: % HEAVY VEHICLES (F4-F13) 4.16% 3.62% 3.87% FUNC-CLASS: HPMS NO: % TRUCKS AND BUSES (F3-F13) 13.38% 9.99% 11.58% STATION NO: LION#: AXLE CORRECTION FACTOR 0.99 0.99 0.99 COUNT TAKEN BY: ORG CODE: TTG INITIALS: AD PROCESSED BY: ORG CODE: DOT INITIALS: DW BATCH ID: DOT-R10C31bTTG5196 VEHICLE CLASS F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12 F13 TOTAL NO. OF AXLES Light Goods Buses 2.5 3.5 8.75 Car ENDING HOUR 1:00 2:00 3:00 4:00 Ω Ω n 5:00 6:00 7:00 Λ 8:00 9:00 10:00 DIRECTION 11:00 Ω North 12:00 Ω n 13:00 14:00 15:00 Λ 16:00 ٩n 17:00 n 18:00 19:00 Ω Ω 20:00 21:00 22:00 Λ 23:00 24:00 TOTAL VEHICLES **TOTAL AXLES** 1:00 Ω Ω ENDING HOUR 2:00 3:00 Λ Λ 4:00 5:00 6:00 7:00 Ω Ω Ω Ω 8:00 9:00 10:00 11:00 DIRECTION 12:00 13:00 14:00 Ω Ω Ω 15:00 16:00 17:00 18:00 19:00 20:00 21:00 Ω Ω 22:00 Ω 23:00 24:00

TOTAL VEHICLES

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



ENDING HOUR

- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes* F4. Buses
- F5. 2 Axle. 6-Tire Sinale Unit Trucks F6. 3 Axle Sinale 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

11 PRINCIPAL ARTERIAL-INTERSTATE 01 02 12 PRINCIPAL ARTERIAL-EXPRESSWAY

02 14 PRINCIPAL ARTERIAL-OTHER

06 16 MINOR ARTERIAL

07 17 MAJOR COLLECTOR

08 17 MINOR COLLECTOR

19 LOCAL SYSTEM 09

SOURCE: NYSDOT DATA SERVICES BUREAU

DIRECTION	HOUR C	OUNI	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 assessment

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 No Build No Build and Future With Action/2030 Build No Build and Future With Action/2030 Build No B

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

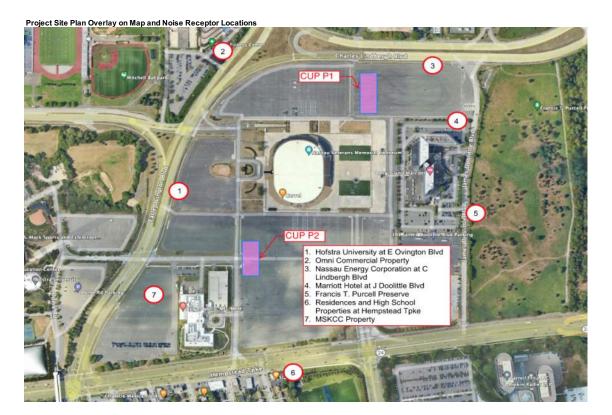
PCEs are calculated as follows:

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





Average Existing Weekday Noise Receptor (Baseline) Sound Levels

	Average Existing Weekday Sound	Levels
	Average Weekday Daytime (7AM	Average Weekday Nighttime
	– 10PM)	(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	d Levels
	Average Weekend Daytime	Average Weekend Nighttime
	(7AM – 10PM)	(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



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

83

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)

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)

Arterage recited buy and building incomment Equipment bound Ecreto (abril				
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



Air Source Heat Pumps

Equipment Cut Sheets with Sound Levels Data/Testing

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		
	Btu/h	1,055,396
Capacity	kW	
Input power		143.1
Input current COP	A kW/kW	218
	°F	
Dry bulb ambient air temperature	°F	10.0
Wet bulb ambient air temperature	°F	93.0
Inlet water temperature	°F	
Outlet water temperature	<u>г</u> %	105.0
Propylene glycol Water flow rate		190.5
	gpm	
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

As specified in the conditions of use, the technical data shown are not binding; Aermec reserves the right to make changes for improvements or corrections at any time.

Inlet water temperature

Propylene glycol

Water flow rate

Pressure drops

Fouling factor

Outlet water temperature

°F

°F

%

gpm

ft H2O

(h ft² °F)/Btu

Heating

84.4

105.0

190.8

3.81

0

40

Cooling

51.8

40.0

261.3

40

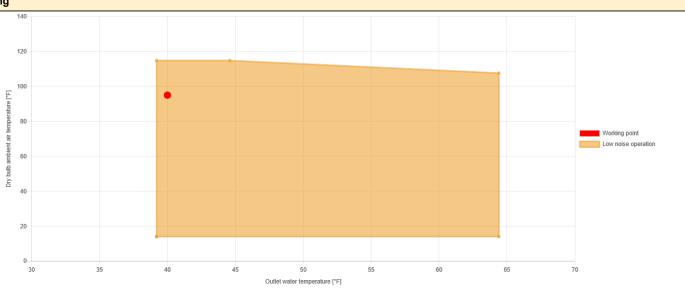
8.6

0

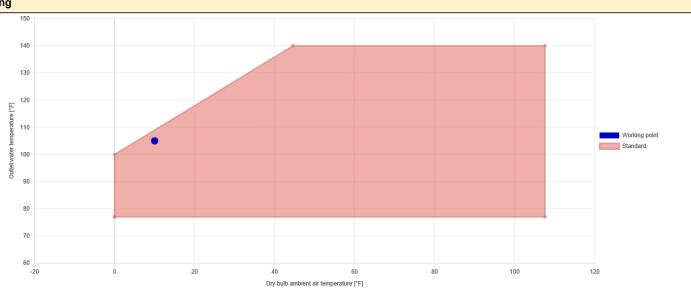


Working field

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

As specified in the conditions of use, the technical data shown are not binding; Aermec reserves the right to make changes for improvements or corrections at any time.



Refrigerant gas charge	C1	lb	110.23
	C2	lb	110.23
	C1	US gal	3
Oil charge	C2	US gal	3
Ean group data (Cooling)			

Fan group data (Cooling)

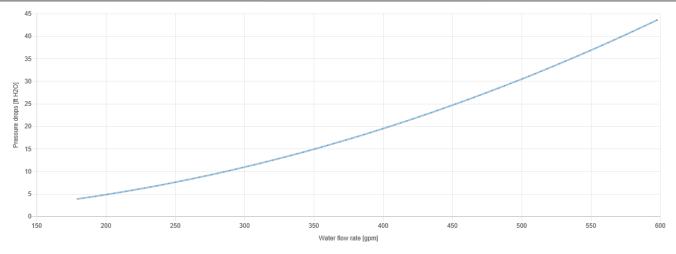
Driver		Inverter modulation
Fan type		Axial
Number of fans	n.	10
Air flow rate	cfm	111,829.8

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

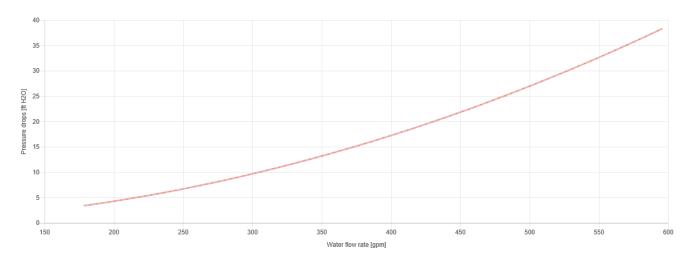
Exchanger type			Plate
Number of exchangers		n.	1
Connections type			Grooved joints
Water connections	inlet	Ø	3"
vvaler connections	outlet	Ø	3"



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"

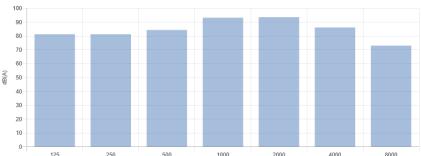
As specified in the conditions of use, the technical data shown are not binding; Aermec reserves the right to make changes for improvements or corrections at any time.





Sound data (no	minal cooling data	a)		
Sound power - L	-W		dB(A)	97.3
Sound pressure	at 32.81 ft		dB(A)	64.7
Hz	Lw [dB]	Lw [dB(A)]	100	
125	97.4	81.3	90	
250	89.9	81.3	70	

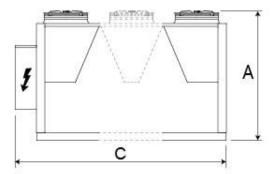
Hz	Lw [dB]	Lw [dB(A)]
125	97.4	81.3
250	89.9	81.3
500	87.6	84.4
1000	93.2	93.2
2000	92.4	93.6
4000	85.2	86.2
8000	74.2	73.1

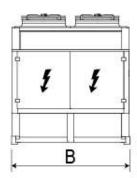


The sound levels are given at full load, without pumps (if available) and at nominal conditions (air temperature: 95.0 °F, water temperature (in/out): 54.0/44.0 °F).

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

Job: FossilX-LT8

Engineer:

Air Source Heat Pumps

Equipment Cut Sheets with Sound Levels Data/Testing

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-Weiahted Sound Power Frequency (Hz)										
<u>63</u>	<u>125</u>	<u>250</u>	<u>500</u>	<u>1000</u>	<u>2000</u>	<u>4000</u>	<u>8000</u>	<u>Total</u>		
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





PR: 142771

4/28/2022

Account Managers:

Project Engineer:



Gil-Bar Industries Kelley Krueger Sara Sinclair



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.



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.

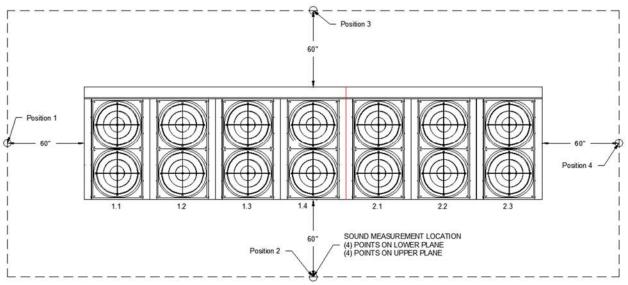


Figure 4: Plan View Acoustical Measurement Location



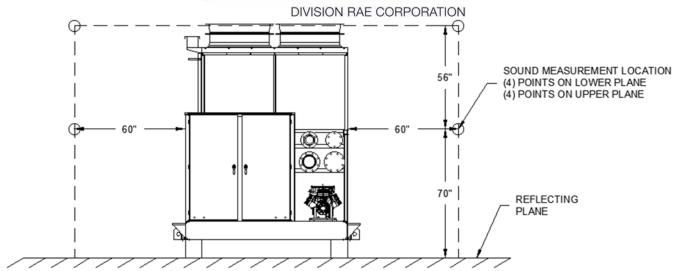


Figure 5: Elevation View Acoustical Measurement Location



Factory Witness Test Verification Checklist

Project Name:

30A5-350-7

Unit Model:

Unit Serial Number: 14

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.



 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:

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.



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 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, ☑ No	
1.3	✓ Yes	□ Yes, Z No	
1.4		☐ Yes, ☑ No	
2.1	✓ Yes	☐ Yes, ☑ No	
2.2	✓ Yes	☐ Yes, Ø No	
2.3	☑ Yes	☐ Yes, Ø 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.



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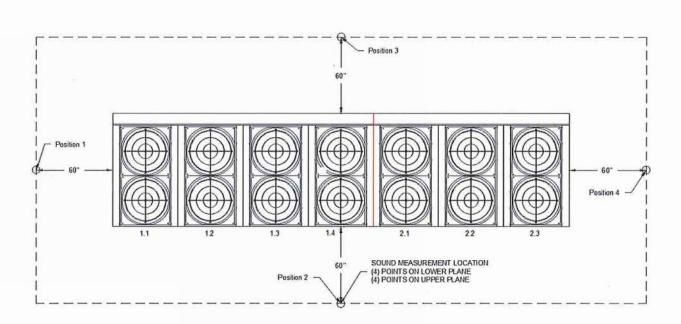
 Record sound pressure using calibrated sound meter in full octave format in dBa. Each position includes two measurement points, Elevation 1 and elevation 2.

Measurement Checklist

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

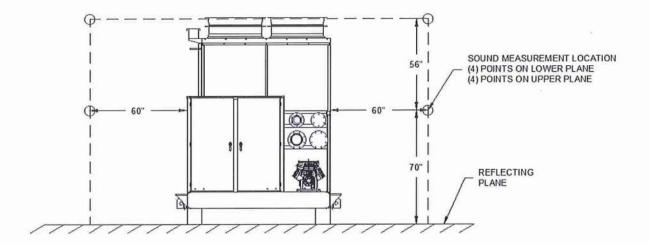
Acoustical test complete

Supervising Technician: _





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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				Amb	ient Corr	ected "A	" Weight	ed Sound	d Pressur	e 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

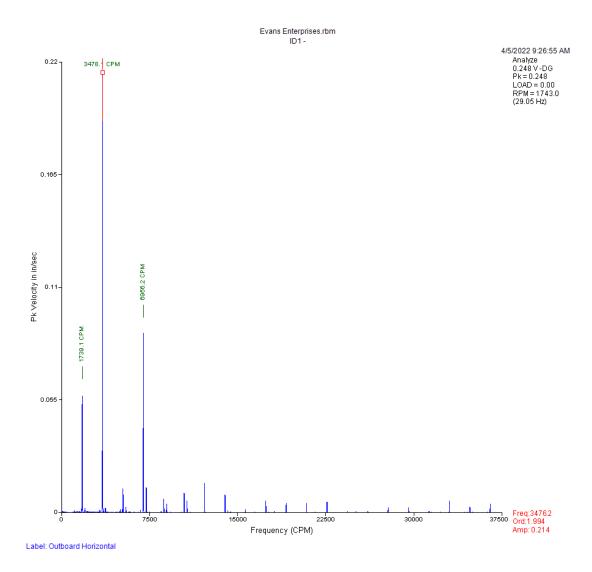
2015 Tulsa, OK 74107

918-587-1566

WWW.GOEVANS.COM

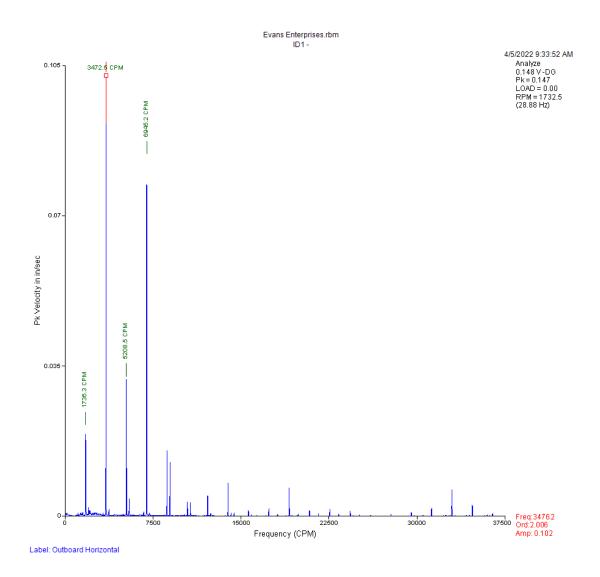


Compressor C1 2.1.1	
Point Identification	Measured Velocity
	(IPS Peak)
Motor Outboard Horizontal	0.248 IPS
Motor Outboard Vertical	0.105 IPS
Motor Outboard Axial	0.035 IPS

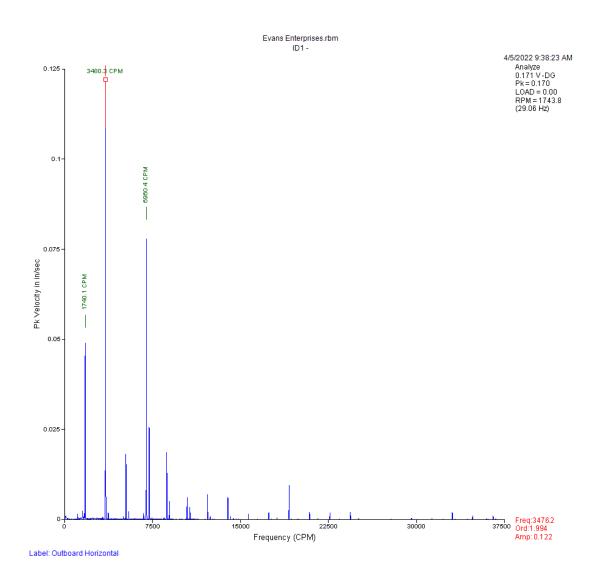


Vibration data was collected on the outboard end of the unit while the compressor was loaded. The vibration in the compressor is currently at a warning level with the dominant peak in the spectral data at 2x the running speed.

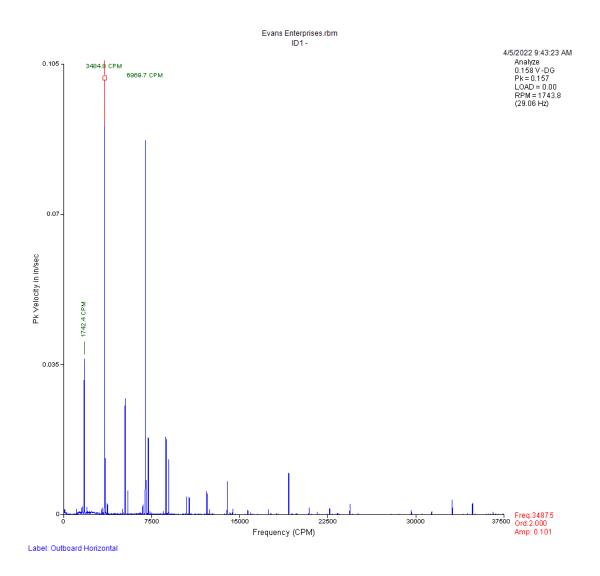
Compressor C1 2.1.2	
Point Identification	Measured Velocity
	(IPS Peak)
Motor Outboard Horizontal	0.148 IPS
Motor Outboard Vertical	0.124 IPS
Motor Outboard Axial	0.038 IPS



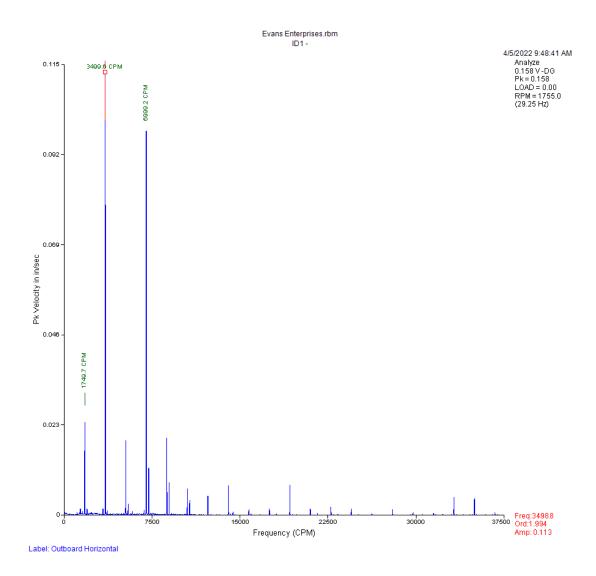
Compressor C1 2.1.3	
Point Identification	Measured Velocity
	(IPS Peak)
Motor Outboard Horizontal	0.171 IPS
Motor Outboard Vertical	0.094 IPS
Motor Outboard Axial	0.026 IPS



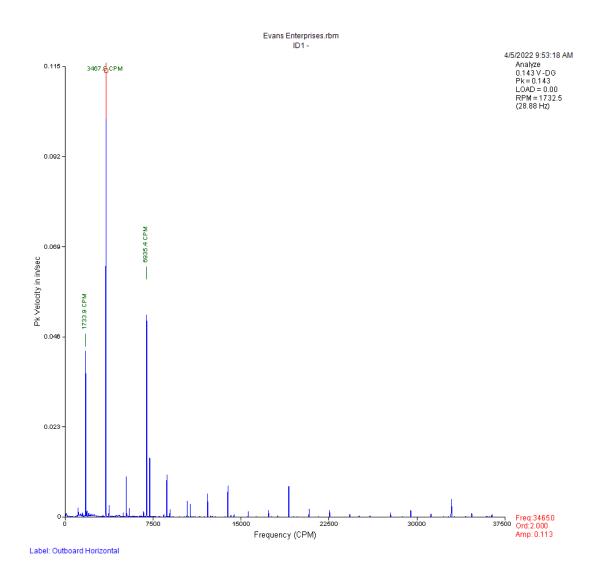
Compressor C1 2.1.4	
Point Identification	Measured Velocity
	(IPS Peak)
Motor Outboard Horizontal	0.158 IPS
Motor Outboard Vertical	0.118 IPS
Motor Outboard Axial	0.032 IPS



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



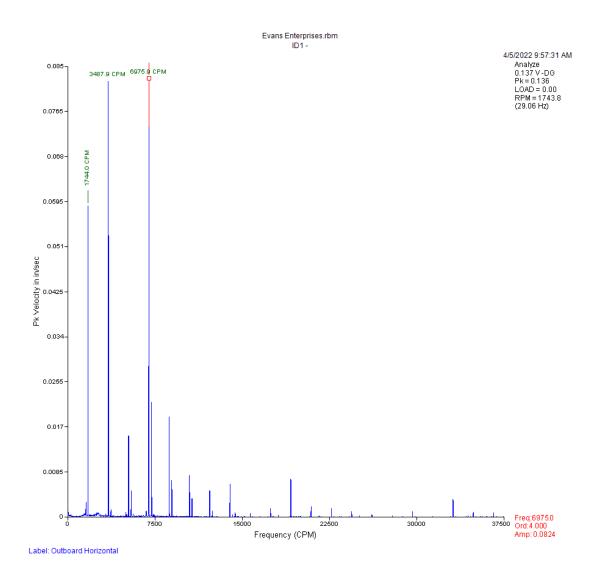
Compressor C1 2.2.2						
Point Identification Measured Velocity						
(IPS Peak)						
Motor Outboard Horizontal	0.143 IPS					
Motor Outboard Vertical	0.072 IPS					
Motor Outboard Axial	0.029 IPS					



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.



Calibration Certificates

TEZZCO

こうかん ラント・コートー・アートリアファール

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

B21401205513 Software Ver: 1.3.12.3

Rev: 09

	CHA	CH B	CHC	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

Apthony 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



The Calibration Laboratory Skodsborgvej 307, DK-2850 Nærum, Denmark





CERTIFICATE OF CALIBRATION

No: CDK2105749

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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 $23^{\circ}C \pm 3^{\circ}C$

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

Mikail Önder

Calibration Technician

2 8/17

Approved Signatory

Reproduction of the complete certificate is allowed. Parts of the certificate may only be reproduced after written permission.



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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.



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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

No: CDK2105749

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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	



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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		Body Influence	Expected	Measured	Accept - Limit	Accept + Limit	Deviation	Uncertainty	4
	[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



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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	



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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	



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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	N. W.
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	LA	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	



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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	



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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	New-All
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)

						The same of the sa	
	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	



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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	



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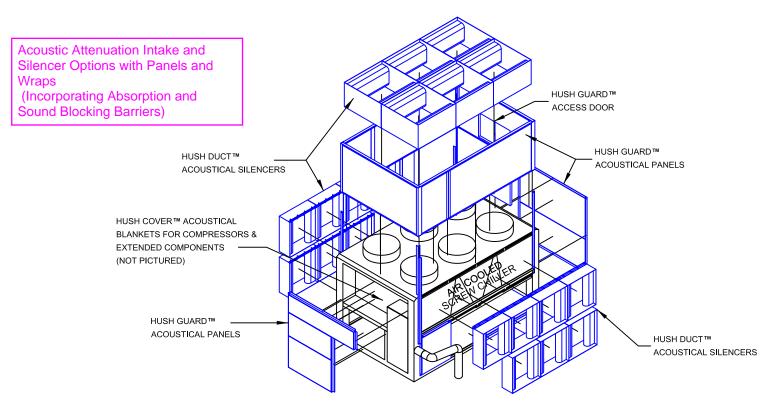
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DANAK

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.



CHILLER NOISE REDUCTION SYSTEM

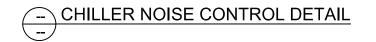
HUSHCORE[®] SUMMIT™ HDE 3I-2E Chiller Noise Reduction System:

- a. Shall consist of HUSH GUARD™ Acoustical Panels, HUSH DUCT™ Acoustical Silencers & HUSH COVER™ Acoustical Blankets
 - 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 DUCTTM 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)	<u>63</u>	<u>125</u>	<u>250</u>	<u>500</u>	<u>1000</u>	<u>2000</u>	<u>4000</u>	<u>8000</u>
Sound Power (Lw)	[]	[]	[]	[]	[]	[]	[]	[]



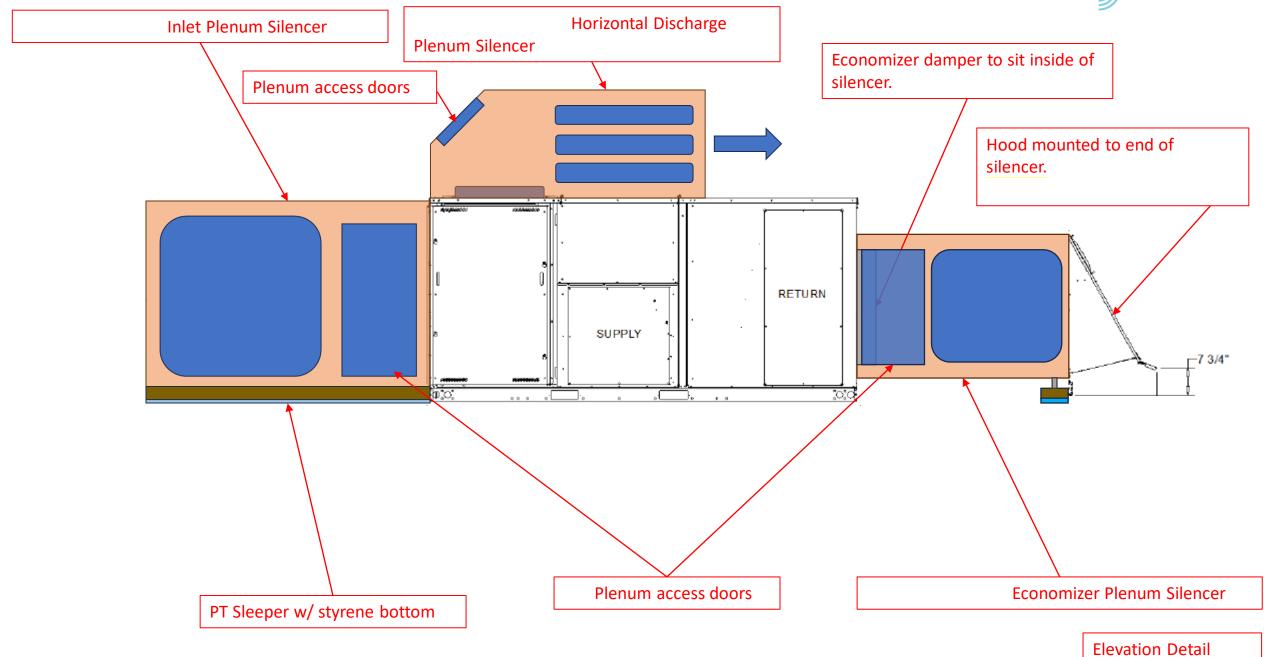
Acoustic Attenuation Intake and Silencer Options with Panels and Wraps (Incorporating Absorption and Sound Blocking Barriers)



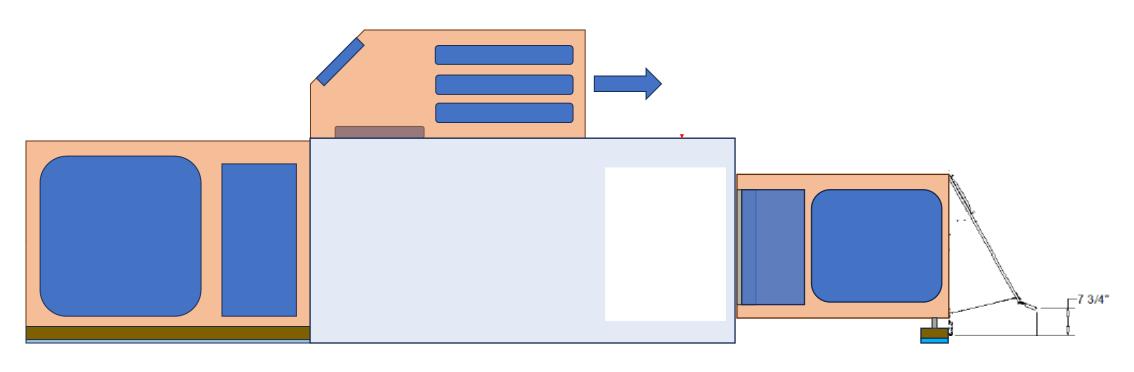
Concept Design

Rev. August 18, 2023





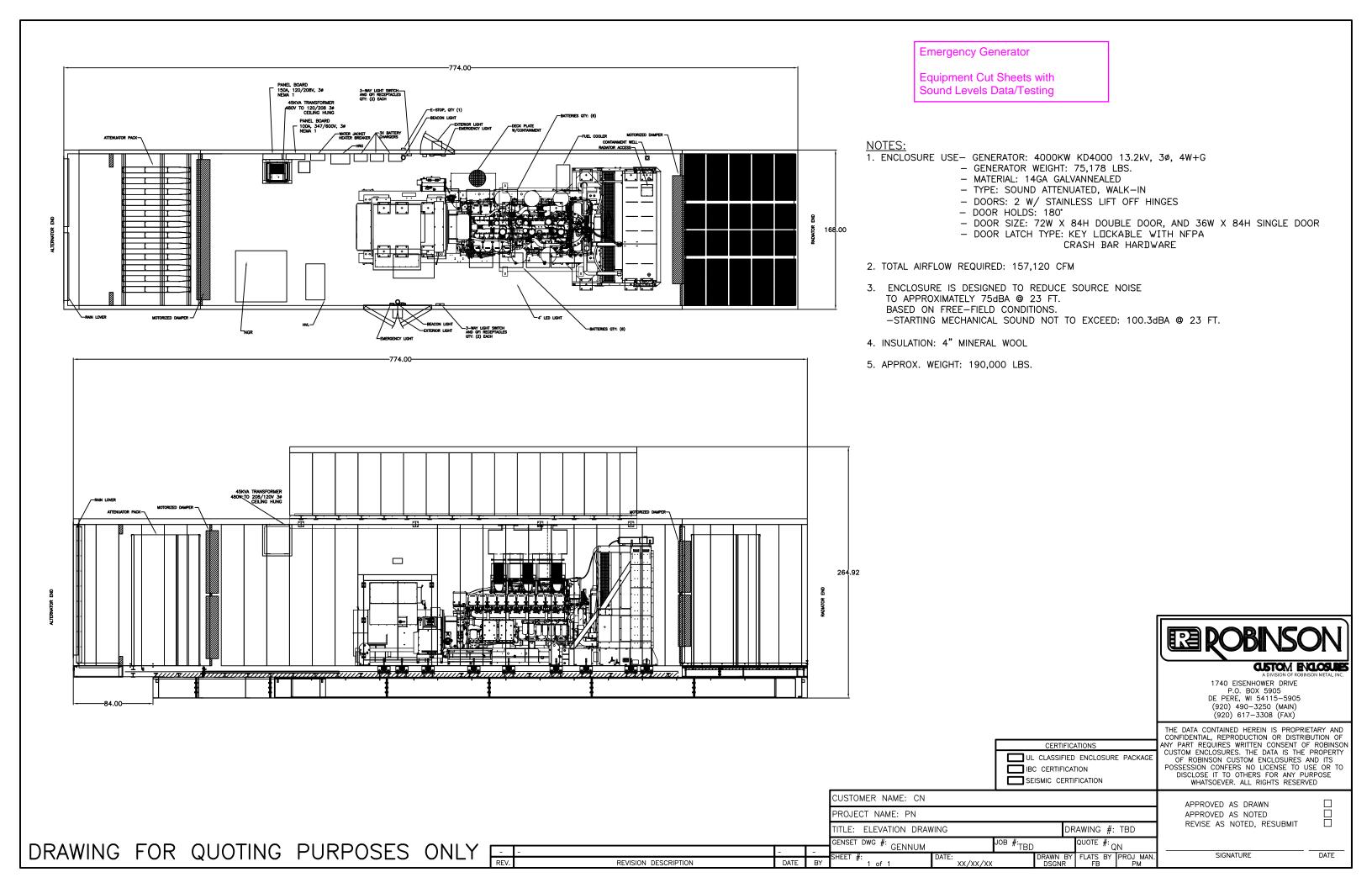






Solution Example

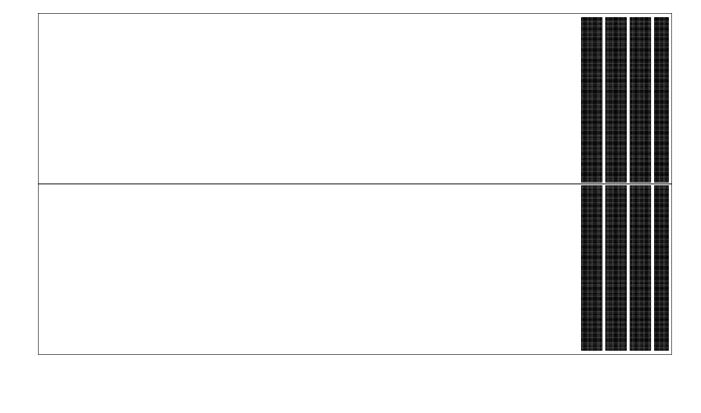


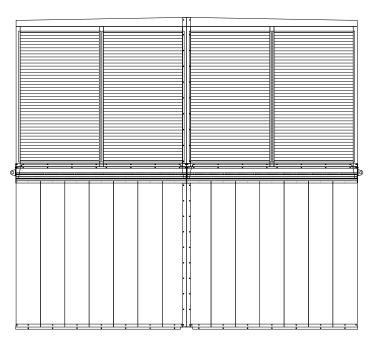


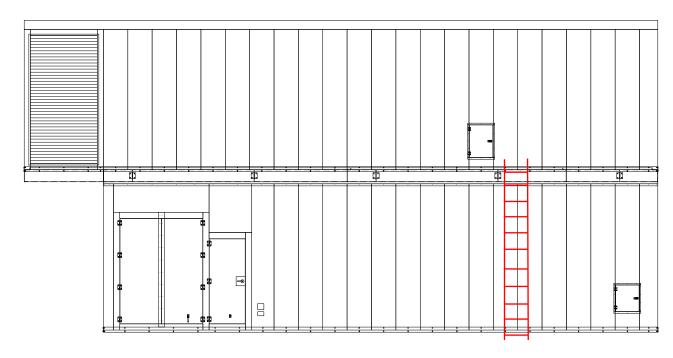
Emergency Generator

Equipment Cut Sheets with Sound Levels Data/Testing

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1651-E	PAD LAYOUT	2	
1651-E	ASSEMBLY DRAWING	3	
	ASSEMBLY DRAWING #2	4	
1651-E	ELEVATION DRAWING	5	
1651-E	WALL/TRUSS DETAIL	6	
1651-E	ENCLOSURE ASSEMBLY	7	
1651-E	ASSEMBLY UNIT #1	8	
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	GENSET	31	
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5/7/14 HB

4/28/14 HB

4/15/14 HB

3/20/14 HB

2/21/14 HB

DATE BY

E MISC. REV PER 5/5 EMAIL

REV.

D MISC. REV PER 4/24 MEETING

B1 CLARIFY EQUIPMENT LABELING

C RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS

A MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING

REVISION DESCRIPTION

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 THE DATA CONTAINED HEREIN IS PROPRIETARY AND CONFIDENTIAL,
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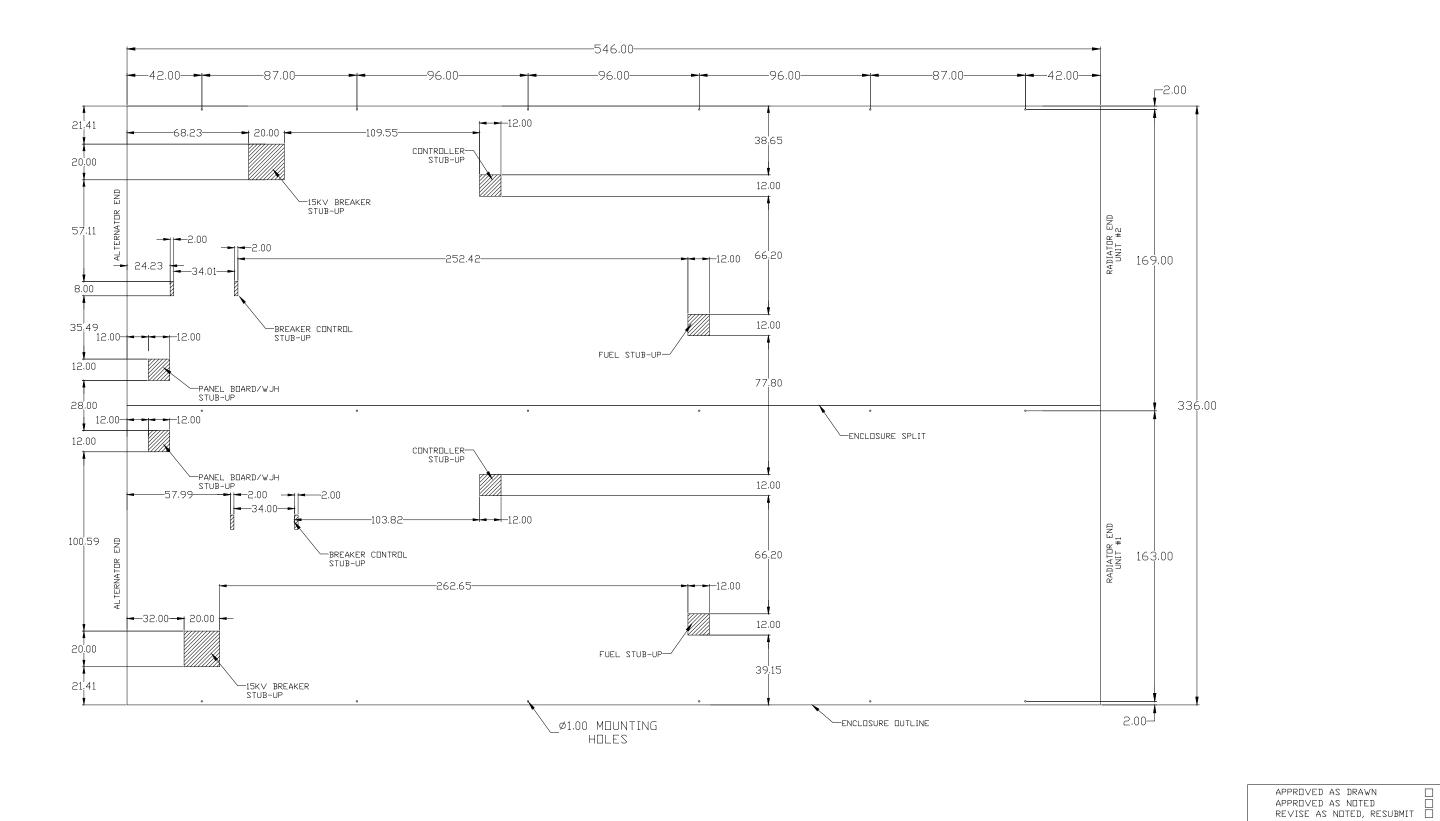
SIGNATURE DATE

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1740 EIGENHOWER DRIVE

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

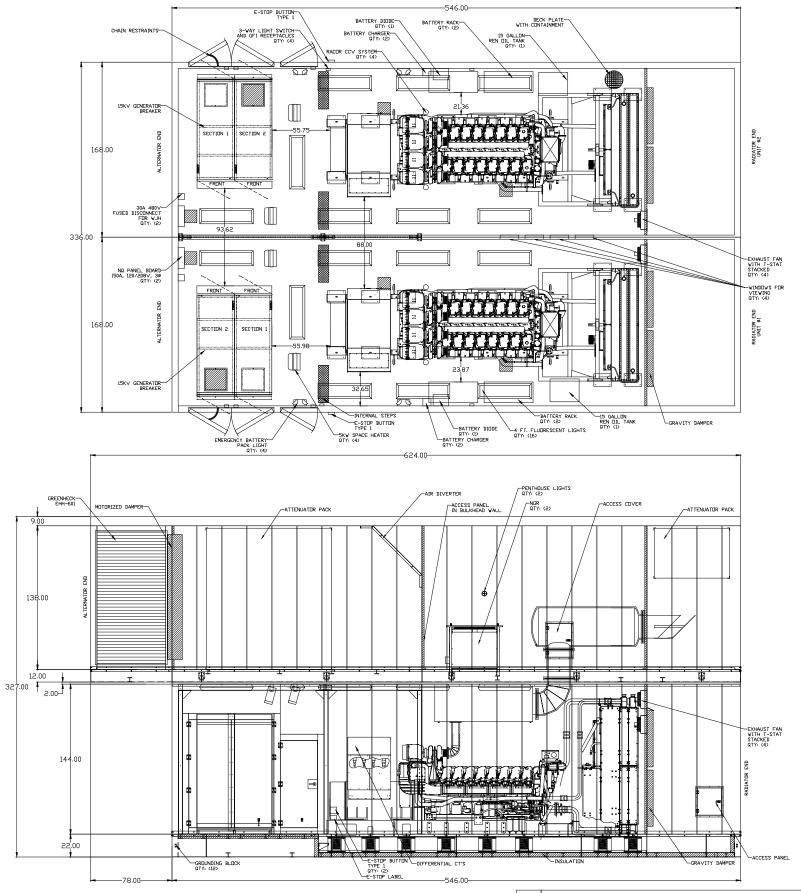


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Ε	MISC. REV PER 5/5 EMAIL	5/7/14	НВ
D	MISC. REV PER 4/24 MEETING	4/28/14	НВ
C	RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS	4/15/14	НВ
B1	CLARIFY EQUIPMENT LABELING	3/20/14	НВ
Α	MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING	2/21/14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

1. ENCLOSURE USE- GENERATOR: (2) 2725KW PRIME C175
- GENERATOR WEIGHT: 54,700 LBS. EACH

- MATERIAL: 125" 3003 ALUMINUM

TYPE: SOUND ATTENUATED, WALK-IN

DOURS: 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 750BA 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: 1010BA 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 -MDDEL: 516-C2-6120-2-FM-60035 A205-5122-2-61604

10. ISOLATORS (RCE SUPPLIED)
-MAKE: VMC GROUP -MDDEL: MSS-4D-5210N1 -QTY: 16

INTERNAL EQUIPMENT: RCF CUSTOMER SUPPLY SUPPLY MOLINIZ/WIRE __4_ BATTERY CHARGER
_WIRE __X WATER JACKET HEATER
MOLINIZ/WIRE __2 BATTERY DIDDE ALTERNATOR HEATER _WIRE_ ___X___ NO PANEL BUARD 150A, 120/208V, 3Ø
INTERIOR LIGHTS 4 FT. FLUORESCENT
VAPOR PROOF INCANDESCENT LIGHT IN PENTHOUSE ___2___ -----__2__ EMERGENCY BATTERY PACK LIGHTS (#ELM654) 3-WAY LIGHT SWITCHES IN W.P BOXES GFI RECEPTACLES IN W.P BOXES ___4___ ___4___ _____ __4__ 12" EXHAUST FAN WITH T-STAT E-STOP BUTTON (TYPE 1) ___4__ _____ ____ E-STUP BUTTON (TYPE I)
__2_ FREE-STANDING 15KV BREAKER, NEMA 3R MQUNT/WIRE ALL WIRING IN RIGID CONDUIT

12 CAT FWS FUEL/WATER SEPARATOR MOUNT/PIPE RACOR CCV SYSTEM
NEUTRAL GROUNDING RESISTORS ___X___ ---------FIRE LINK VALVES
24VDC NORMALLY CLOSED SOLENOID VALVES (MAGNATROL)
BALL VALVES WITH POSITION CONTACTS _____

30 AMP 480V FUSED DISCONNECT DIFFERENTIAL CT'S __6__ MOUNT/WIRE 5KW SPACE HEATERS 15 GAL. REN DIL TANKS SINGLE SWITCH IN PENTHOUSE -----

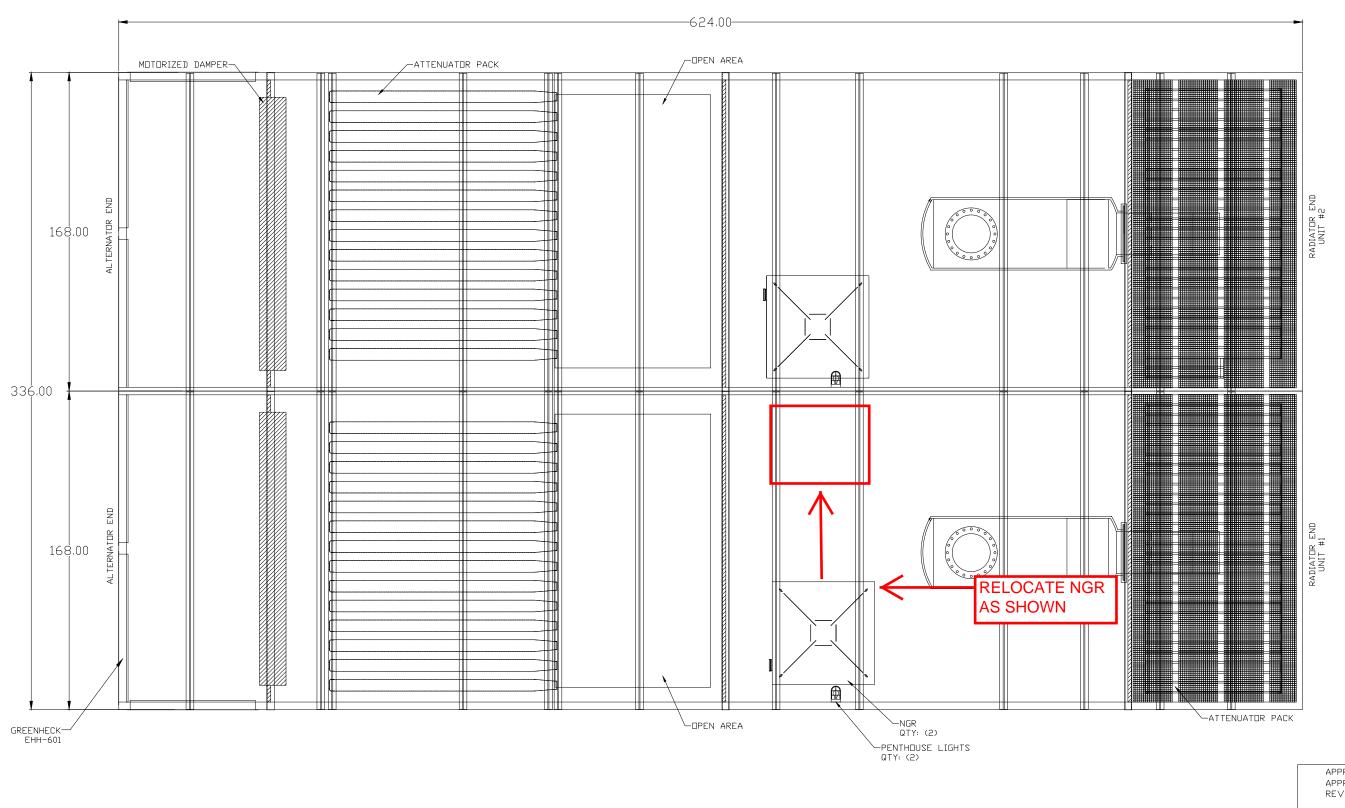
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SIGNATURE
DATE

CUSTOM ENCLOSURE

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

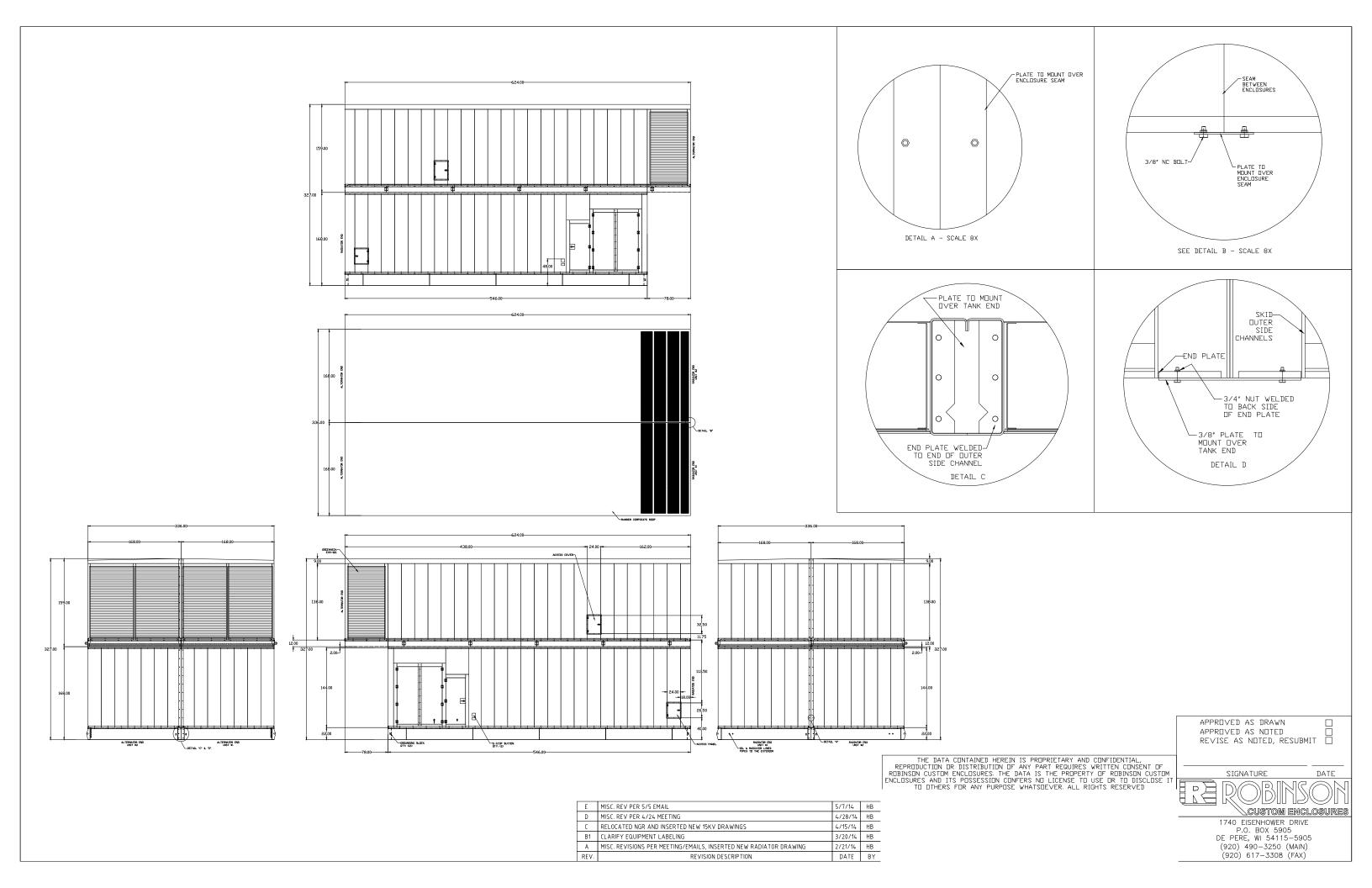
APPROVED AS DRAWN

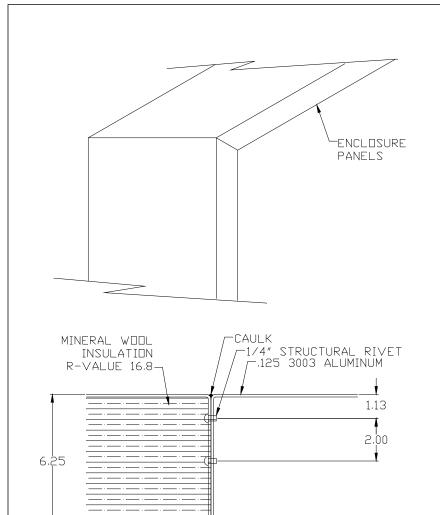
APPROVED AS NOTED

REVISE AS NOTED, RESUBMIT



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





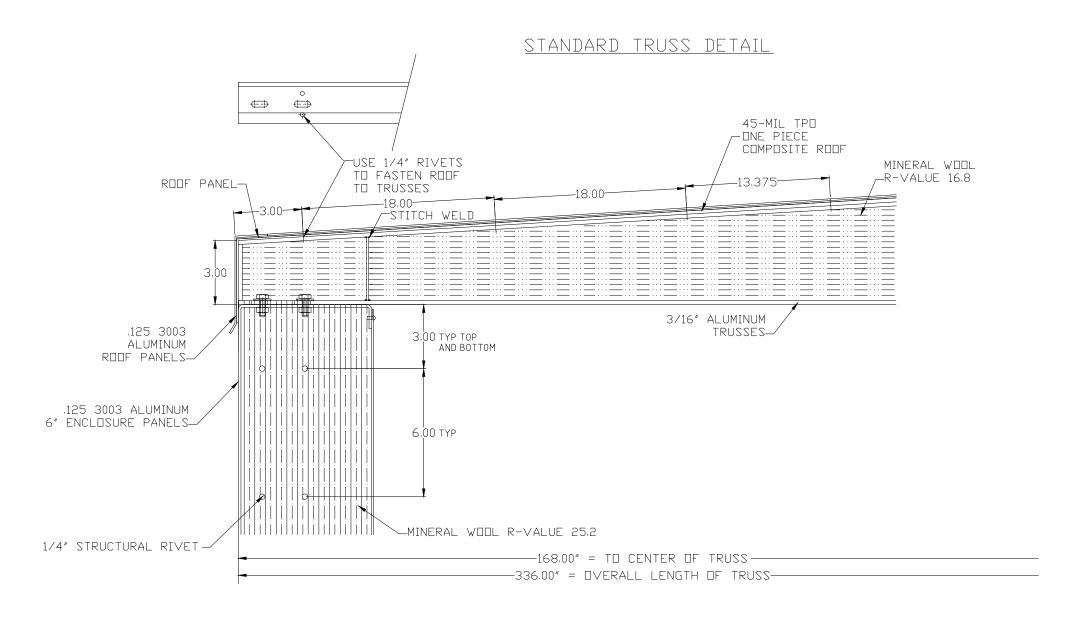
ENCLOSURE 6" WALL DETAIL (.125 3003 ALUMINUM)

-PERFORATED

MATERIAL

SHEET METAL

SCREW



DATE BY

ENCLOSURE 6" WALL DETAIL (.125 3003 ALUMINUM)

TRUSSES ARE LOCATED 24" ON CENTER MAX.

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APPROVED AS DRAWN
APPROVED AS NOTED
REVISE AS NOTED, RESUBMIT

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

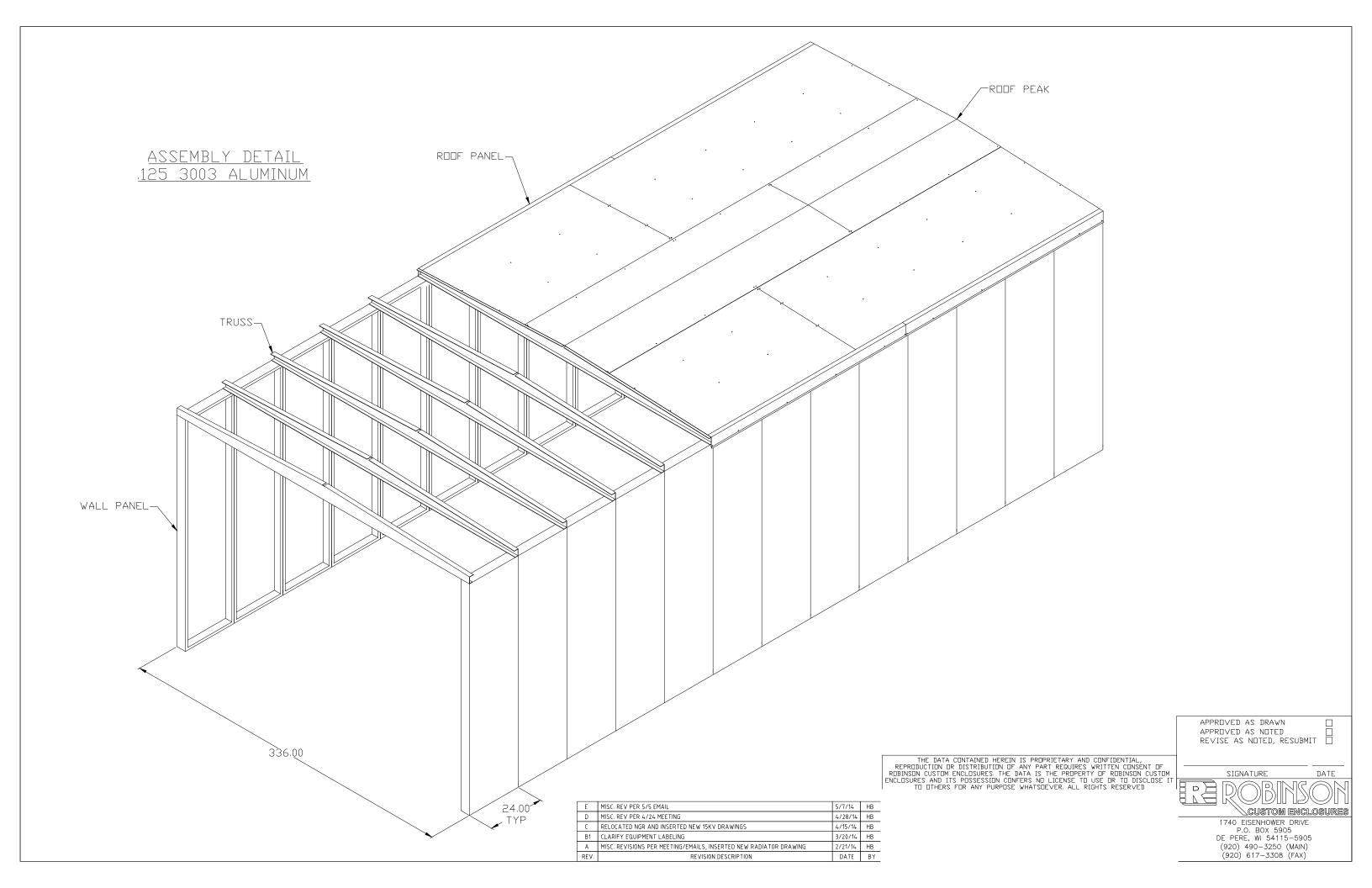
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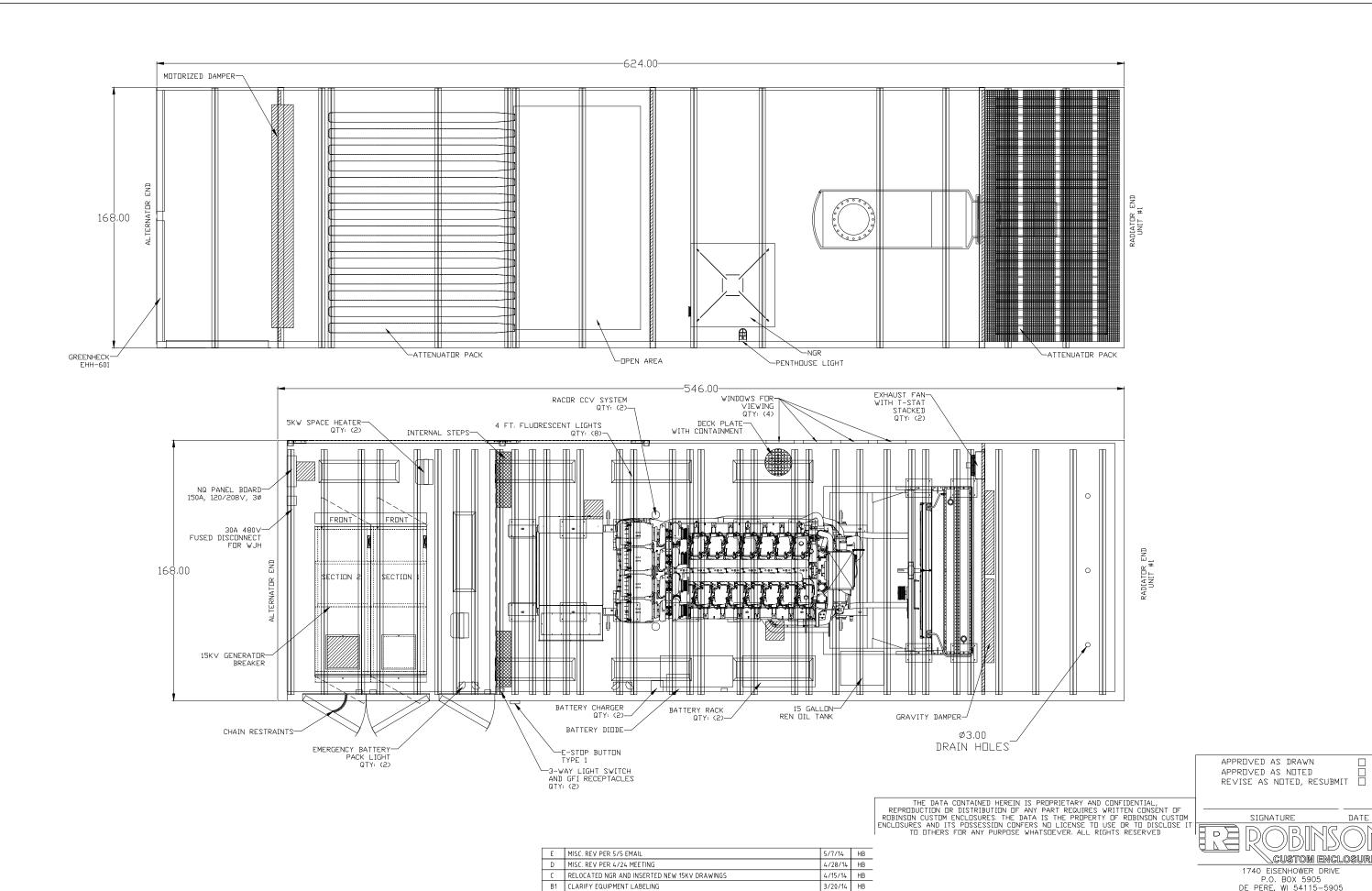
REV.

CUSTOM ENCLOSURES

1740 EISENHOWER DRIVE
P.O. BOX 5905

DE PERE, WI 54115-5905
(920) 490-3250 (Main)
(920) 617-3308 (FAX)





A MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING

REVISION DESCRIPTION

REV.

2/21/14 HB

DATE BY

SIGNATURE

1740 EISENHOWER DRIVE

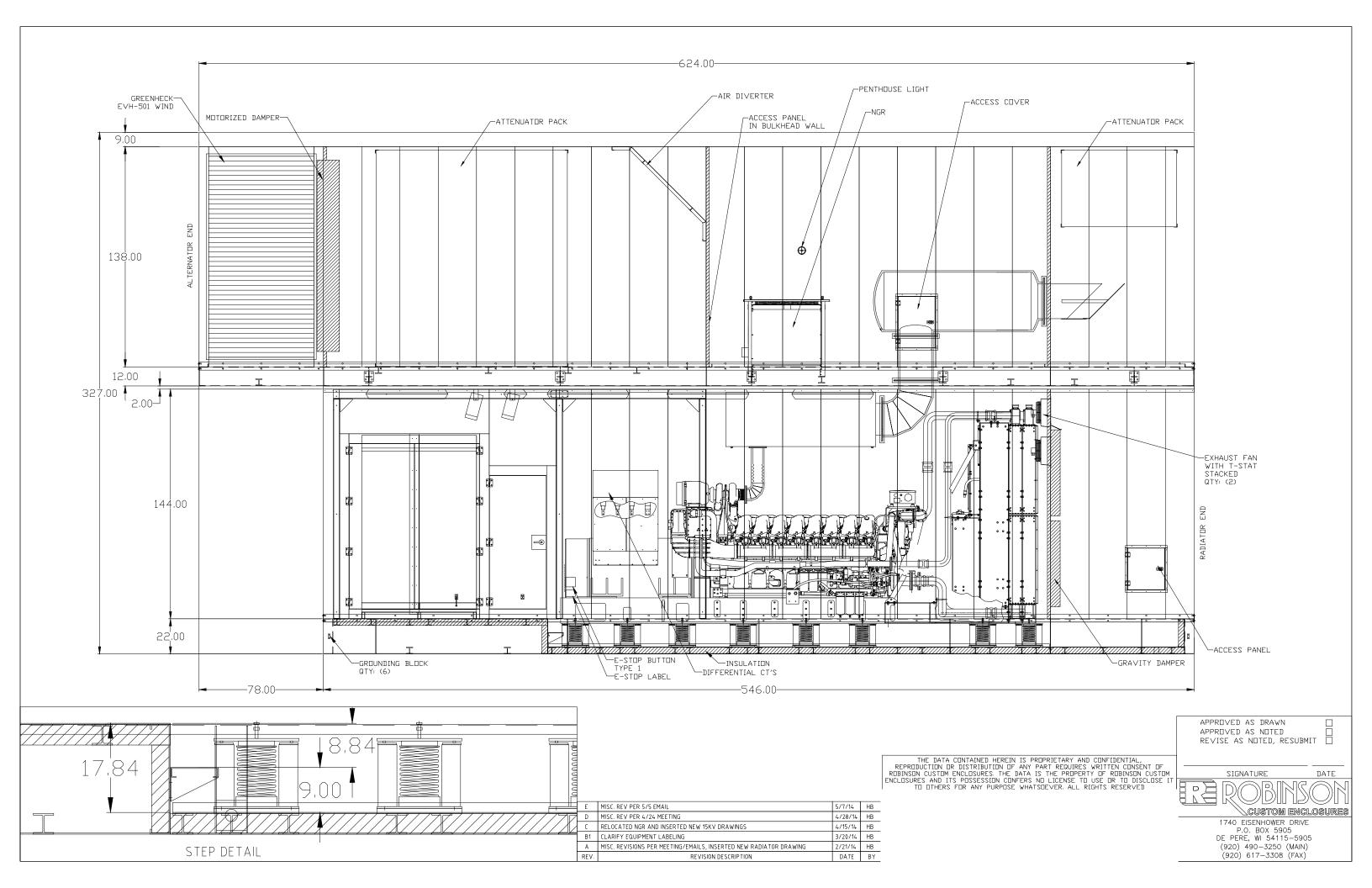
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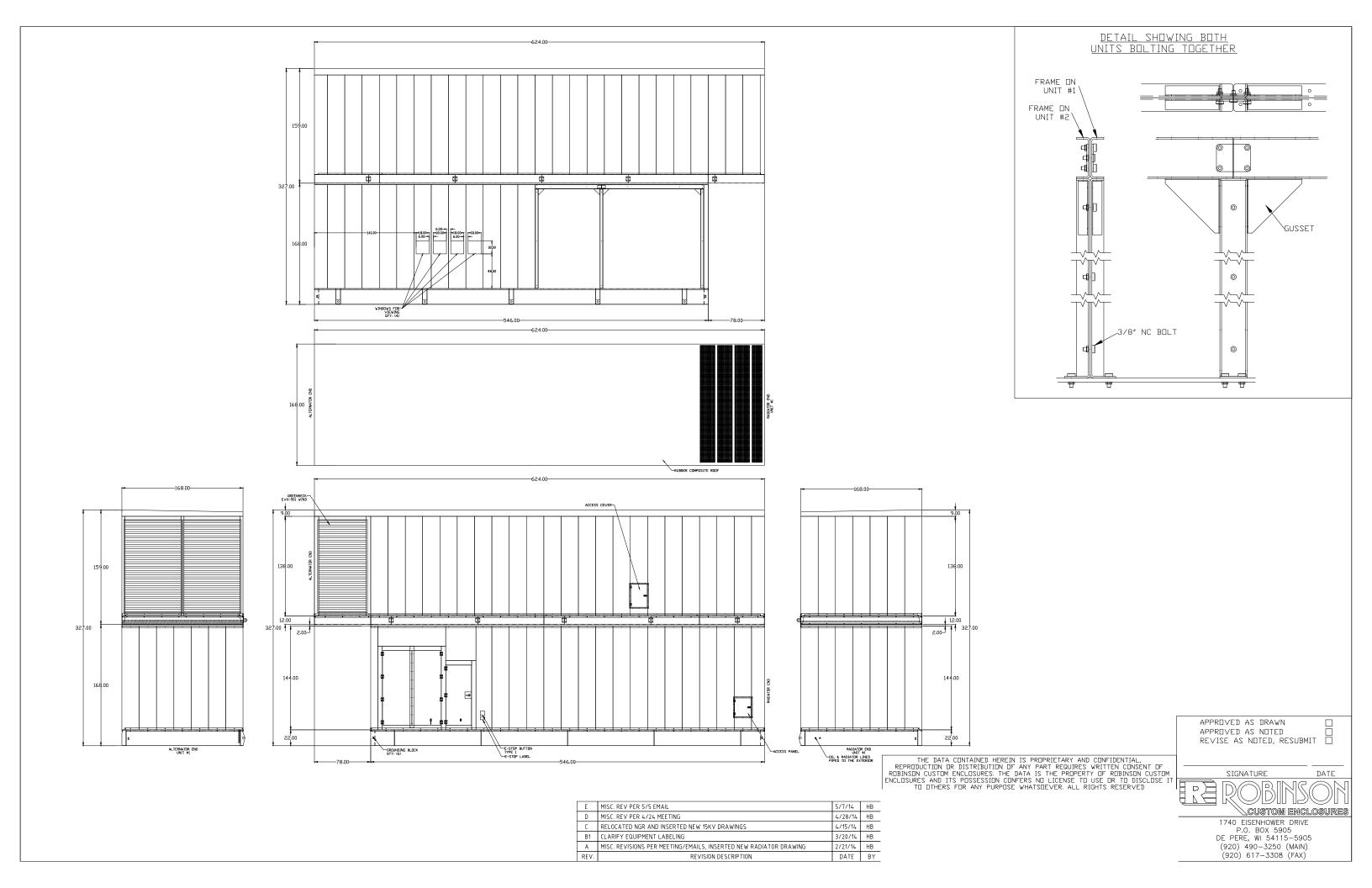
(920) 490-3250 (MAIN)

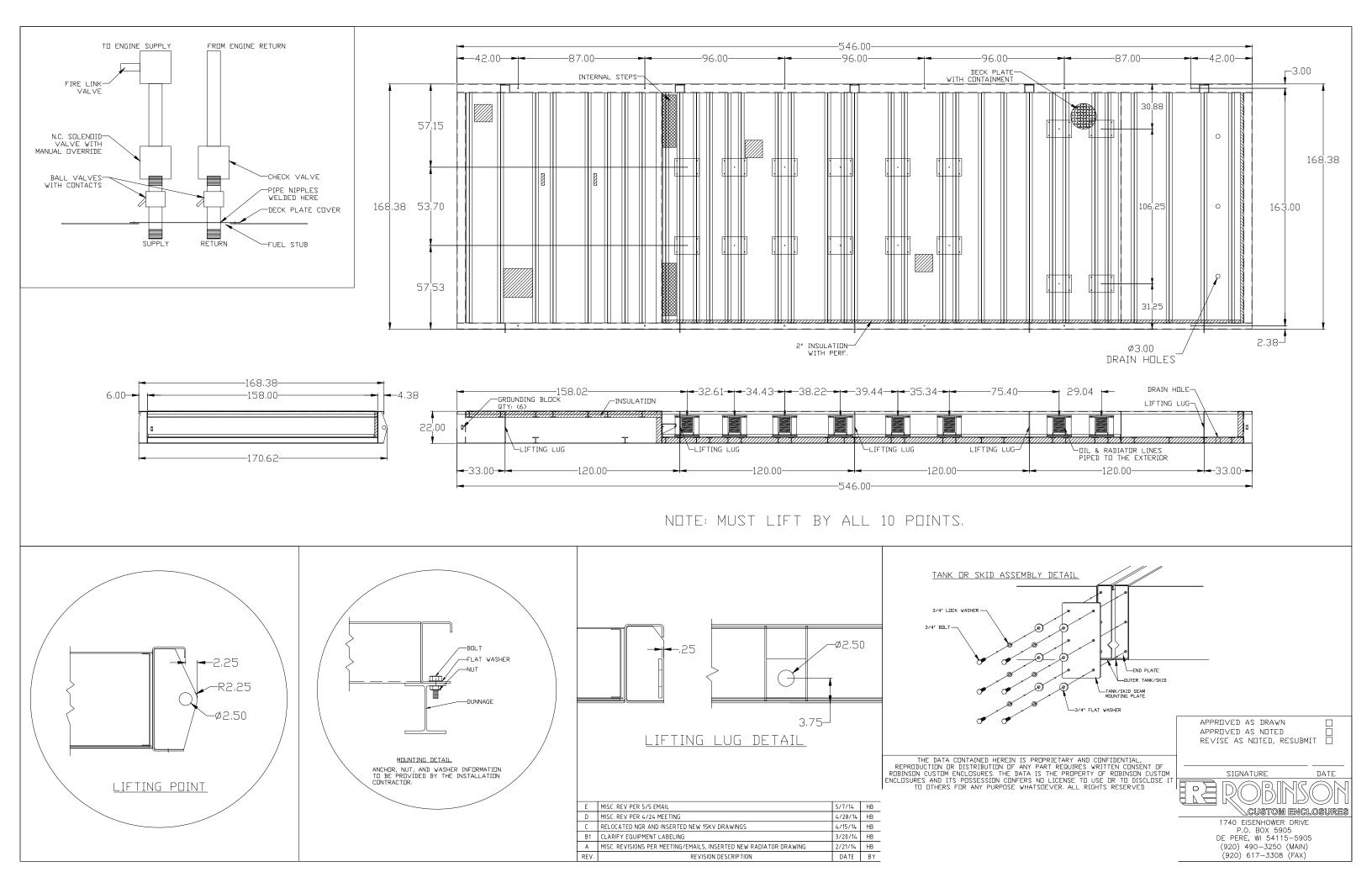
(920) 617-3308 (FAX)

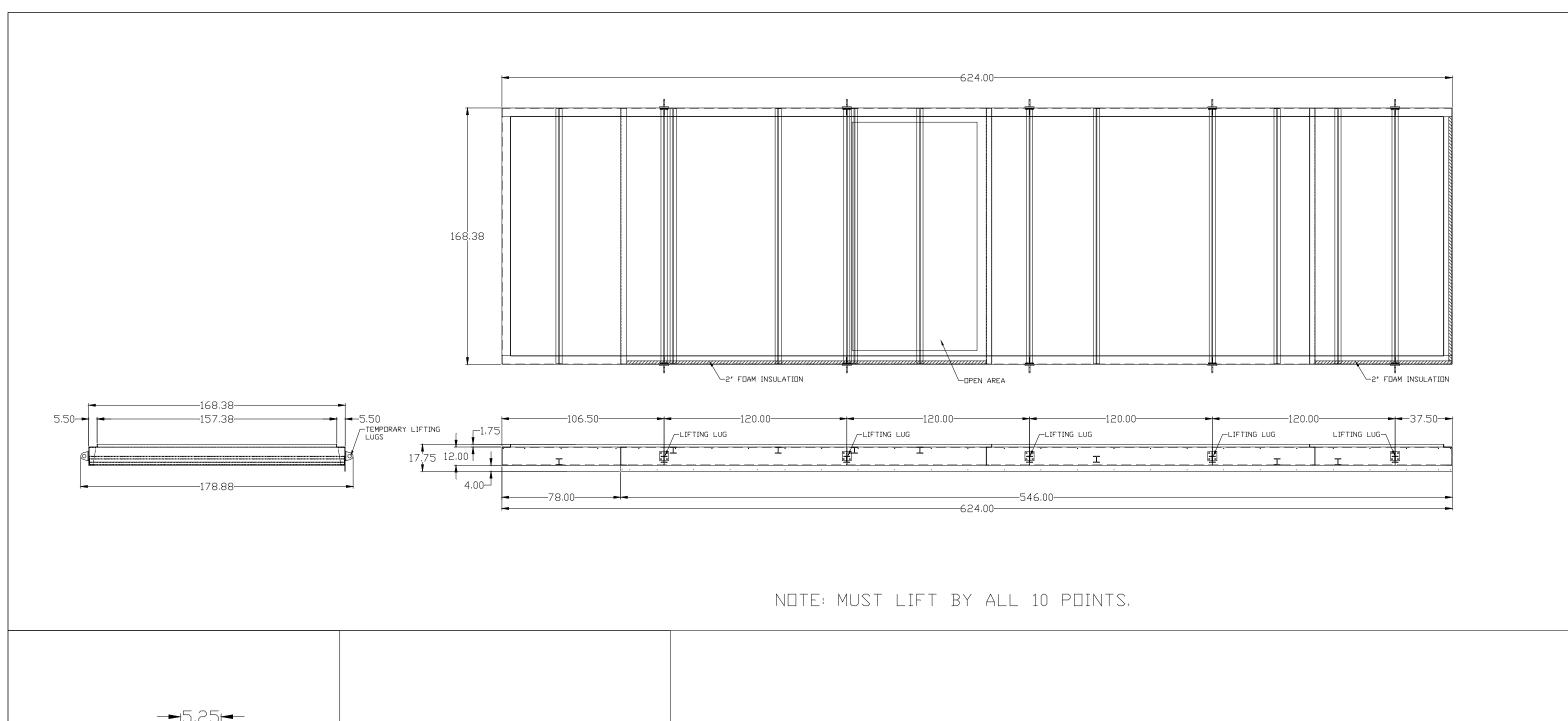
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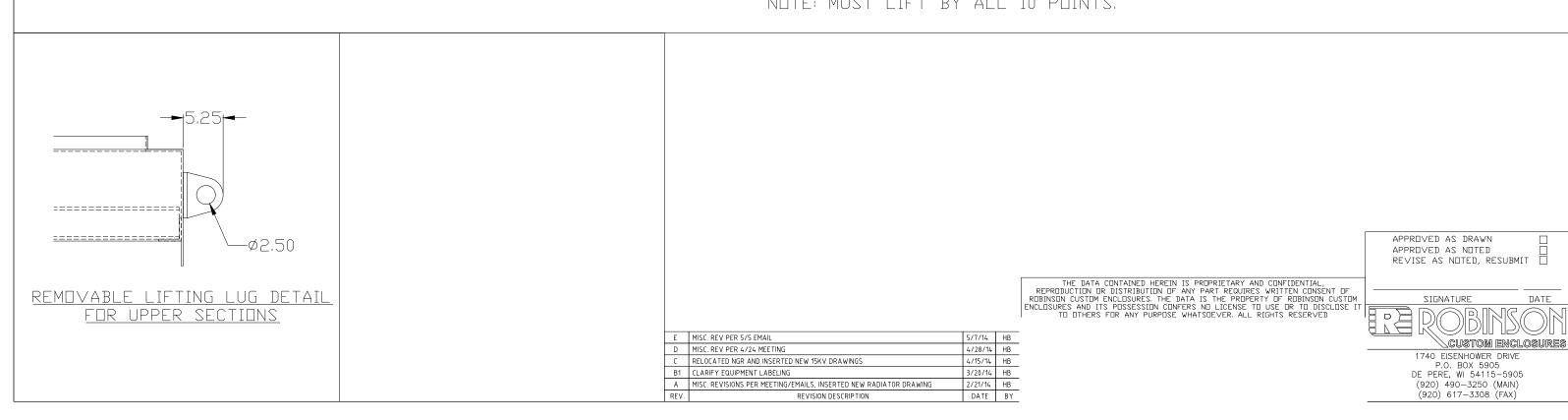
Custom enclosures

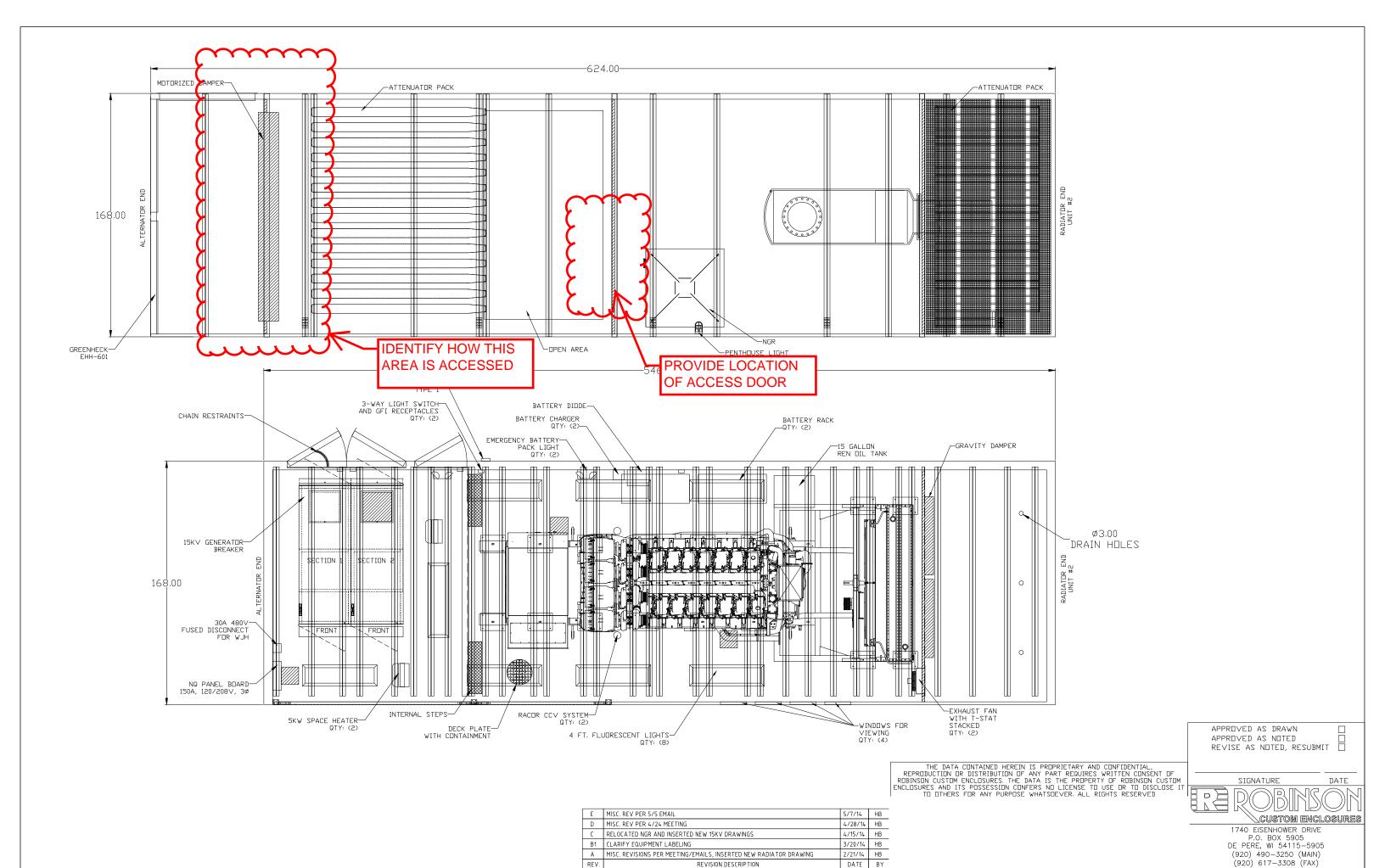


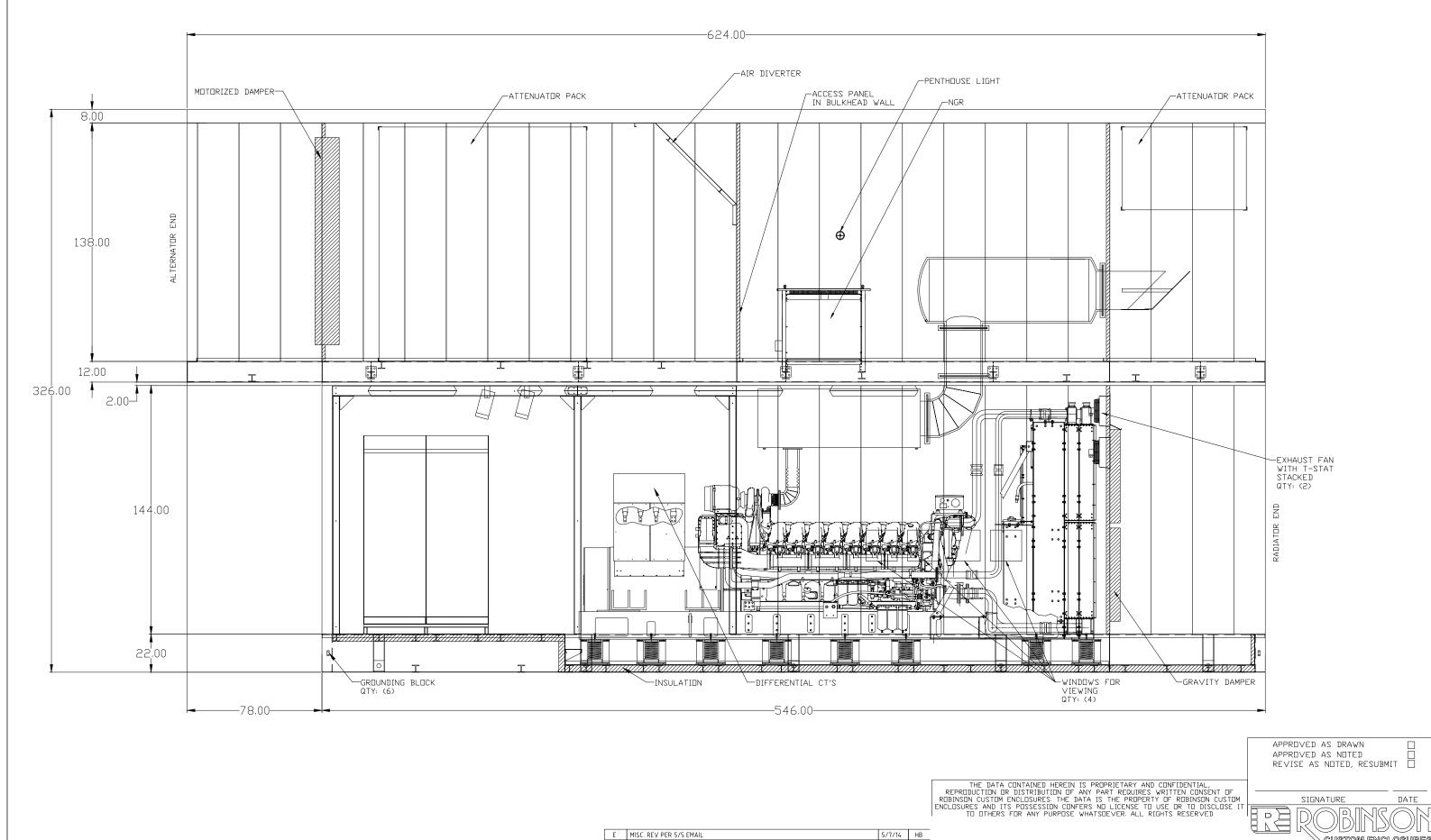








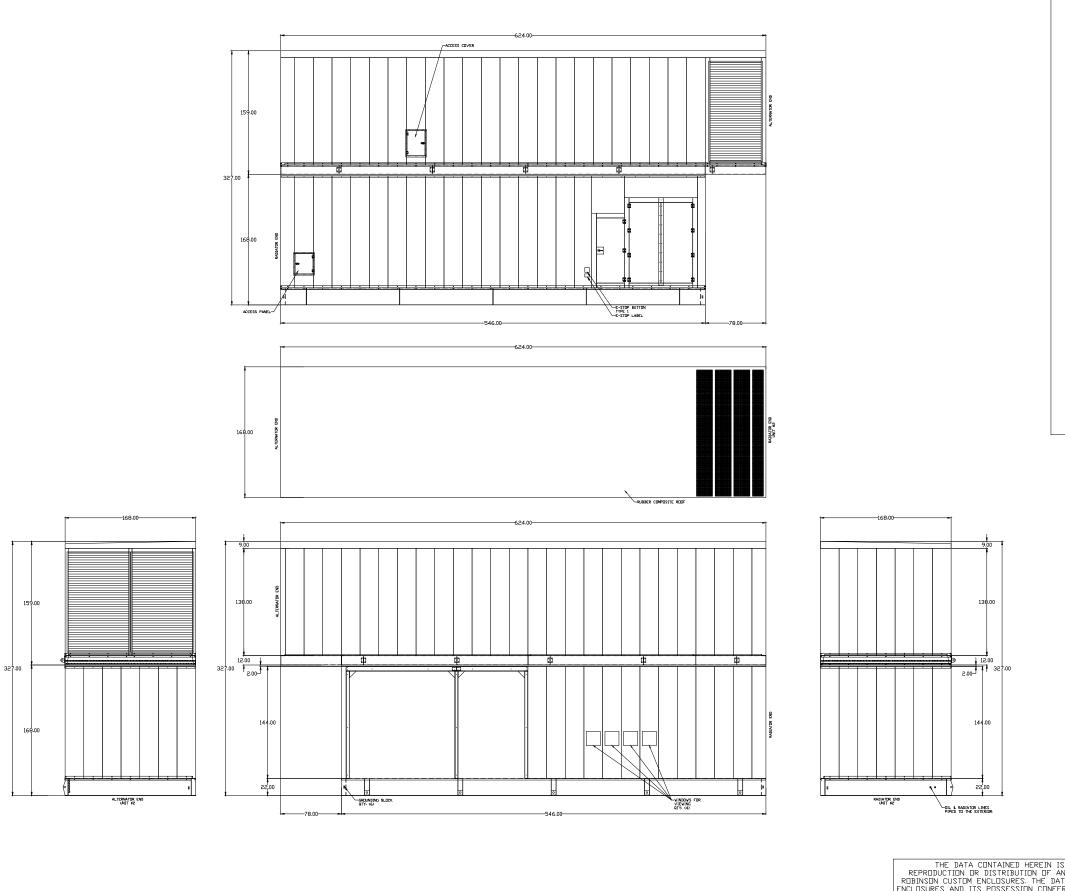




Custom enclosures

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

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



E MISC. REV PER 5/5 EMAIL

REV.

D MISC. REV PER 4/24 MEETING

B1 CLARIFY EQUIPMENT LABELING

C RELOCATED NGR AND INSERTED NEW 15KV DRAWINGS

A MISC. REVISIONS PER MEETING/EMAILS, INSERTED NEW RADIATOR DRAWING

REVISION DESCRIPTION

DETAIL SHOWING BOTH Units Bolting together FRAME ON UNIT #1\ FRAME ON
UNIT #2\ √3/8" NC B□LT 0 ₩ ₩

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5/7/14	НВ	

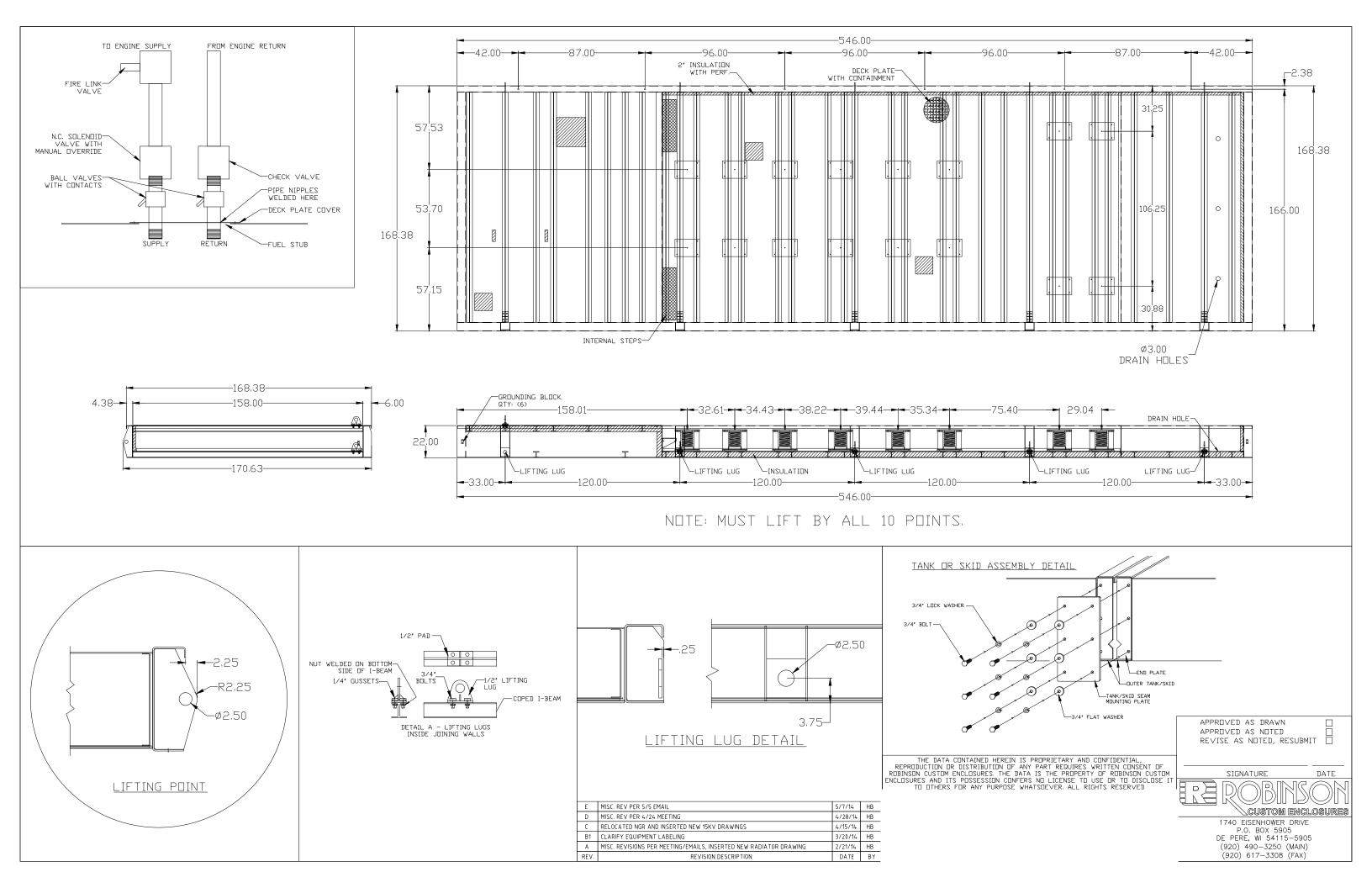
4/28/14 HB

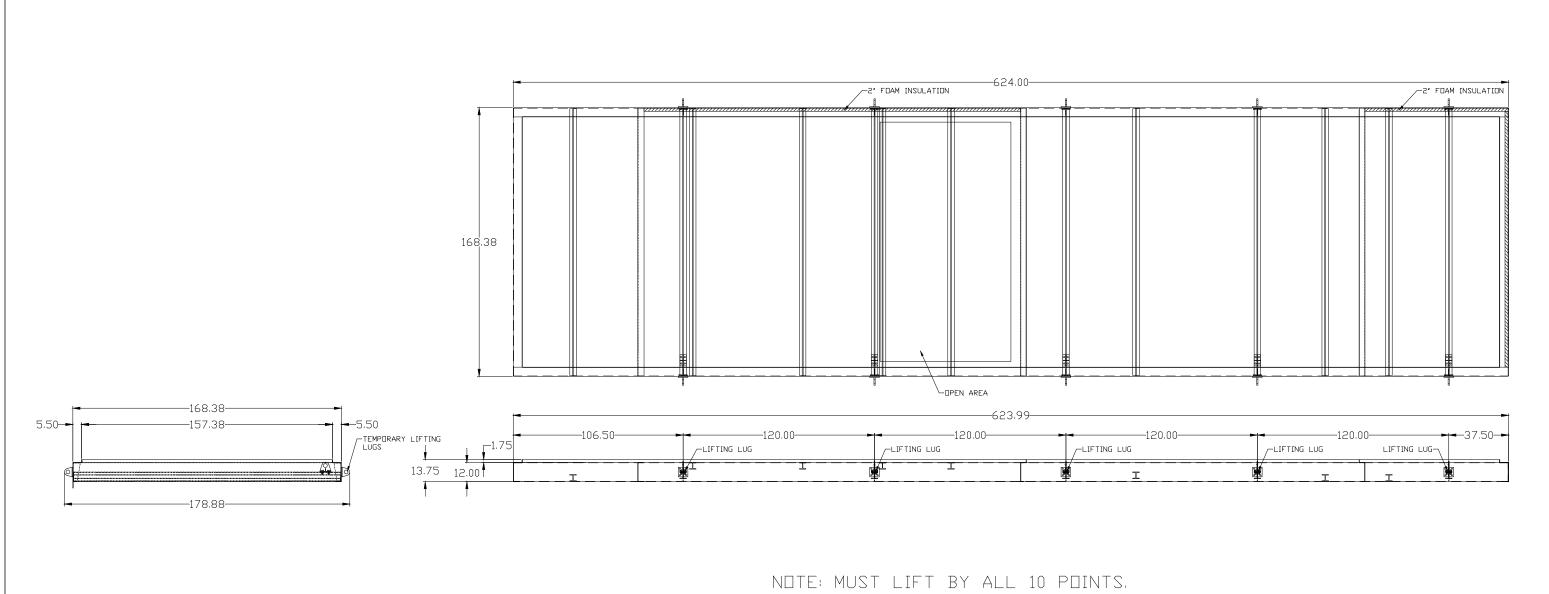
4/15/14 HB

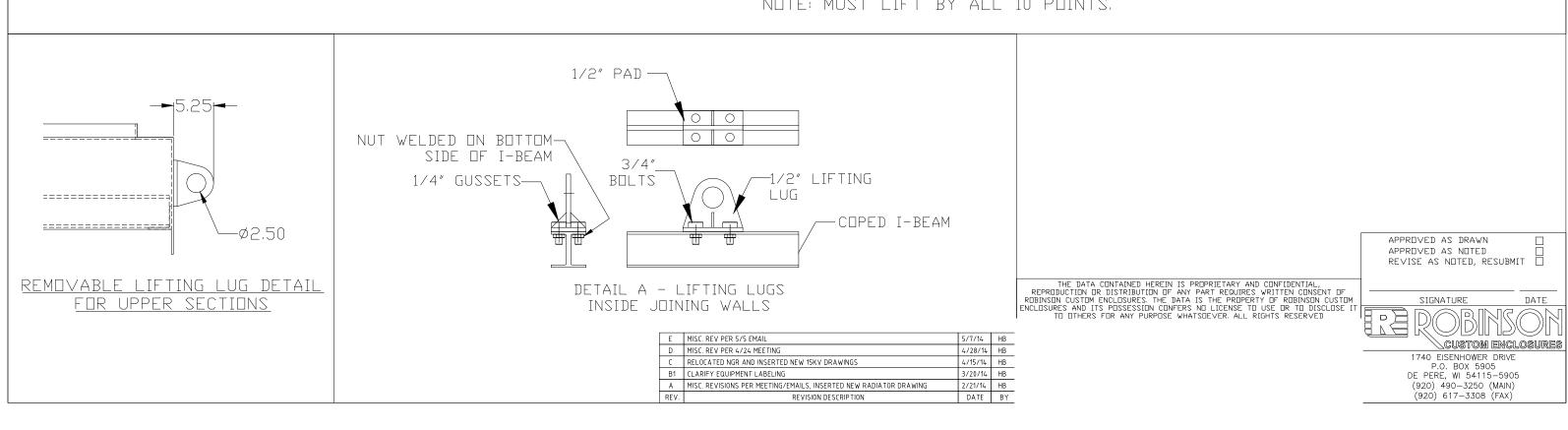
3/20/14 HB 2/21/14 HB DATE BY



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









Air Handling Units

Equipment Cut Sheets with Sound Levels Data/Testing

YORK® Solution™ Air Handling Unit Performance Report

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		Gauge and aterial	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material							
MB, RF, HC, XA-1, UV, XA-2, FS	2	None	_	Ga. G-90 /anized	STD Ga. G-90 Galvanized	2" Foam	Galvanized							
СС	2	None		Ga. G-90 /anized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel							
		Base	Details											
	Ba	se			Floor									
Segment(s)	Material	Paint	Gauge and Material	Paint	Insulation	Attachmen	t 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 #	Compo	onent(s)	V/Ph/	Full Load Amps (FLA)	Maximum Overcurrent Protection (MOP)									
1		or Control, Lights , UV-C Lamps	460/3,	21.7 27.2 30.0										
				Electrica	al Details									
Minimur	m Unit SCCR	5 kA rms Syn	nmetrical	ETL Label	(UL1995/NEC-2002)			Yes						
	U	nit Light Type				Unit Light Switch								
	Va	porproof 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			

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





Drive Type	Orive 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 Driv	re SWSI	Airfoil	Aluminum	Galvanized Stee	Back- Draft Counter Balance	Yes (K=910.00)	1" Spring	63.38	722	4,038	10.31		
	Motor Details												
Туре	Manufacturer	Motor Power (HP)	V/Ph/H	Z Quantity	Insulation Clas	Motor s Speed (RPM)	Frame Size	Full Load A	•	Efficiency	Location		
ODP	Baldor	7.5	460/3/6	50 2	F	3,600	184	8.70		Premium	Direct Drive		
				At Mo	tor Synchr	onous De	tails						
TSP (in w.g.)	Total A	ir Flow (CMF	F) Fa	an Speed (RPN	1)	Motor Corr	ection Factor(%)	Fan Powe	r (BHP)		
4	1.85		3,268		3,450			88.5		3.9	3		
					Note	es							

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)

								Per	forma	nce: D	etails									
Coil	Fluid Type	Rows	Fin Spacing (FPI)	ТРС	тмвн	SMBH	EAT DB	(°F) WB	LAT DB	(°F) WB	Airflow (CFM)	FV (ft/mi		ΔPD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
HC	Water	4	12	4	540	540	20.0	-	80.7	-	7,500	475	5 (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	5 (0.73	50.8	44.0	55.9	2.4	4.7	187
								Cor	struct	ion D	etails									
Coil	Location Coil				Offs	et (in)		ection	Co		on Rotatio	on	Cor	nectio	n Type		Supply Connection (Per Coil)		Coil Stac	k Rack
	Coil I	Coil Index ² Connection Material ³			(ucgrees)					Qt		Qt		y Si	ze (in)					
HC	C)	Let	ft		0	St	teel			0			MPT	-	1		2	-	
CC	C)	Let	ft		0	St	teel		0			MPT			1		2	-	
Coil	# of C		Face Type	Tota Heigh		Fin Lengt (in)		Face a (ft²)	Fin Mat	terial I	in Thickn (in)	ess	Fin T	Гуре	Tu Diame	be ter (in)	Tube M	aterial	Tube V Thicknes	
HC	1		Full	47.	50	48	1!	5.8	AL		.008	C	Corru	gated	1/	/2	Cop	oer	.016	5
CC	1		Full	47.	50	48	1!	5.8	AL		.010	C	Corru	gated	1/	/2	Cop	oer	.020)
Coil		Coil Co	oating	C	ry Weigh	it (lbs)	Fluid W (lbs	_	Fluid Vo	lume (f	t³) Heade	r Mate	erial (Casing N	/laterial		ediate [Materi		Fouling Fa hr.ft².°F/	
HC		Pher	nolic		200		65		1	L. 0	Co	opper		Galva	nized		-		-	
СС		Pher	nolic		327		89		1	1.4 Cop		Copper		r 304 Stainless Steel			304 Stainless Steel		-	

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





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

- ¹Performance is shown for the entire coil bank. Performance is not per coil.
- 2Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- 3Johnson 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.
- 1Performance is shown for the entire coil bank. Performance is not per coil.
- ²Coil 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											
Commont		Drain Pan									
Segment	Liner Material	Connection Location	Liner Coating								
СС	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)

				Det	ails			
Segment	Туре	Depth	Filter Loading	Media/	MERV	# of Spares	Spare Filter Media	Frame Material
RF	Pre-Filter	2"	Side	Pleated 30%	6 (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				F	ilter Gauge Details	
Segment	Filter	1 st Fi	lter Size H x W (in)	1st Qty	Location		Туре	Range (in w.g)
RF	Pre-Filt	er	24x24	4	Door		Magnehelic with Flag	0 - 1
RF	Primary F	ilter	24x24	4	Door		Magnehelic with Flag	0 - 1

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





YORK[®] Solution[™] Air Handling Unit Performance Report

Damper(s)

	Details														
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)		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	-	-	
МВ	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
МВ	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	-	-	-	-	-
СС	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	Туре	ММР	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	

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





	Details										
Segment	Туре	ММР	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

	Summ	nary				
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	Length¹ (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						

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1 Johnson Controls



Notes

¹The length includes bottom tier segments only

²The 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.

³Unit 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.

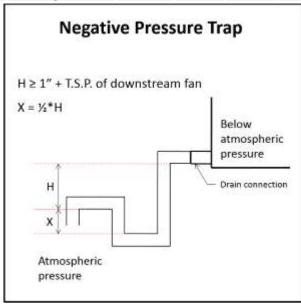
Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





Recommended Trap Height

Details										
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculat	ed Dimensi	ons (in)	Recommended Di	Base Rail Height (in)		
		***8*/		Н	Х	H + X	Н	H + X	ricigit (iii)	
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.

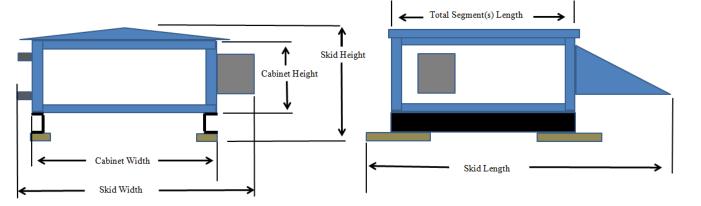
Component locations are listed as Segment Hand (Unit Hand): ex. Left (Right). See SubmittalDrawing for additional details
Air handling unit parameters vary depending on conditions. Parameters such as airflows, air pressure drops, and coil capacities are shown for design conditions.

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1 Johnson Controls



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).

Project Name:(JBB) Sand Unit Folder:AHU-7500_R2 Unit Tag(s): AHU-1





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

YORK® Solution™ Air Handling Unit Performance Report



Segment Sequence

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

Unit Construction

Casing Details										
Segment(s)	Thickness (in)	Exterior Paint		r Gauge and aterial	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material			
MB, RF, HC, XA-1, UV, XA-2, FS	2	None		Ga. G-90 vanized	STD Ga. G-90 Galvanized	2" Foam	Galvanized			
СС	2	None		Ga. G-90 vanized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel			
		Base	Details							
	Ва	se			Floor					
Segment(s)	Material	Paint	Gauge and Material	Paint	Insulation	Attachmen	t Tread Plate			
MB, RF, HC, XA-1, CC, UV, XA-2 FS	Structural Steel	Standard Base Paint	16 Ga. G-90 Galvanized	None	N/A	-	None			

Unit Electrical

	Circuit Details											
Circuit #	Comp	onent(s)	V/Ph/	'Hz	Full Load Amps (FLA)	Minimum Current Ampacity (MCA)		m Overcurrent ction (MOP)				
1		tor Control, Lights s, UV-C Lamps	460/3	/60	21.7	27.2		30.0				
				Electrica	al Details							
Mini	mum Unit SCCR	5 kA rms Syn	nmetrical	ETL Label	(UL1995/NEC-2002)			Yes				
	l	Jnit Light Type				Unit Light Switch						
	V	aporproof LED				External						

Supply Fan(s)

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

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





Drive Type	Wheel Type	Blade Type	Wheel Material	Base Material	Fan Flow Isolation	AirFlow Monitoring	Isolation Type	Total Eficiency (%)	Outlet Velocity (ft/s)	Max Spee (RPM)	FEP (kW)
Direct Driv	re SWSI	Airfoil	Aluminum	Galvanized Stee	Back- Draft Counter Balance	Yes (K=910.00)	1" Spring	63.71	665	4,038	10.66
					Motor D	etails					
Туре	Manufacturer	Motor Power (HP)	V/Ph/H	z Quantity I	Insulation Clas	Motor s Speed (RPM)	Frame Size	Full Load A		Efficiency	Location
ODP	Baldor	7.5	460/3/6	50 2	F	3,600	184	8.70		Premium	Direct Drive
				At Mo	tor Synchr	onous De	etails				
TSP (in w.g.)	Total A	ir Flow (CMF	:) Fa	an Speed (RPM	1)	Motor Corr	ection Factor(%)	Fan Powe	r (BHP)
Ţ	5.16		3,644		3,450			88.5		4.6	4
					Note	es					

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)

								Per	forma	nce: D	etails								
Coil	Fluid Type	Rows	Fin Spacing (FPI)	ТРС	тмвн	SMBH	EAT DB	(°F) WB	LAT DB	(°F) WB	Airflow (CFM)	FV (ft/mi	n) APD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
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
								Cor	struct	ion D	etails								
Coil		Loc	cation		Offs	et (in)		ection terial³	Co		on Rotatio	on	Connec	tion Type	Supp	oly Conn (Per Co		Coil Stac	k Rack
	Coil II	ndex²	Conne	ction			IVIA	Cilai		(ue	grees,				Qt	y Si	ze (in)		
HC	C)	Let	ft		0	St	eel			0		N	IPT	1		2	-	
CC	C)	Let	ft		0	St	eel			0		N	IPT	1		2	-	
Coil	# of C		Face Type	Tota Heigh		Fin Lengt (in)		Face a (ft²)	Fin Mat	terial I	in Thickn (in)	ess	Fin Type	_	ube eter (in)	Tube M	aterial	Tube V Thicknes	
HC	1		Full	42.	50	60	1	7.7	AL		.008	С	orrugate	d 1	./2	Cop	per	.016	5
CC	1		Full	42.	50	60	1	7.7	AL		.008	С	orrugate	d 1	./2	Cop	per	.020)
Coil		Coil Co	oating	D	ry Weigh	it (lbs)	Fluid W (lbs	_	Fluid Vo	lume (f	t³) Heade	r Mate	rial Casir	g Materia	Y .	ediate I Materi		Fouling Fa hr.ft².°F/	
HC		Pher	nolic		224		70		1	.1	Co	opper	Ga	lvanized		-		-	
СС		Pher	nolic		315		96		1	l.5	Co	opper	304	Stainless Steel	304	Stainle Steel	!SS	-	

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





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)
						A1 - 1					

- ¹Performance is shown for the entire coil bank. Performance is not per coil.
- ²Coil 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.
- 1Performance is shown for the entire coil bank. Performance is not per coil.
- ²Coil 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)

	Det	tails	
Commont		Drain Pan	
Segment	Liner Material	Connection Location	Liner Coating
СС	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)

				Det	ails:			
Segment	Туре	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				F	ilter Gauge Details	
Segment	Filter	1st F	ilter Size H x W (in)	1st Qty	Location		Туре	Range (in w.g)
RF	Pre-Filt	er	20x20	6	Door	Door Magnehelic		0 - 1
RF	Primary F	ilter	20x20	6 Door			Magnehelic with Flag	0 - 1

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





YORK[®] Solution[™] Air Handling Unit Performance Report

Damper(s)

	Details													
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)		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	-	-
МВ	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			
МВ	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	-	-	-	-	-			
СС	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	Туре	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		

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





					Details					
Segment	Туре	ММР	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

	Summ	nary				
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	Length¹ (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

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





Notes

¹The length includes bottom tier segments only

²The 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.

³Unit level and other loose components may be excluded from segment weights and overall segment weights. For total unit weight reference Unit Overview.

Sound Summary

Uni	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.

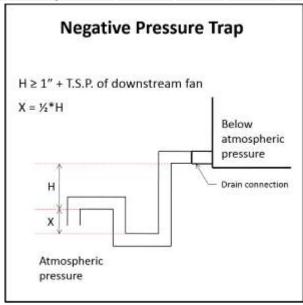
Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





Recommended Trap Height

	Details											
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculat	ed Dimensi	ons (in)	Recommended Dir	Base Rail Height (in)				
		***.6.7		Н	Х	H + X	Н	H + X	ricigiit (iii)			
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.

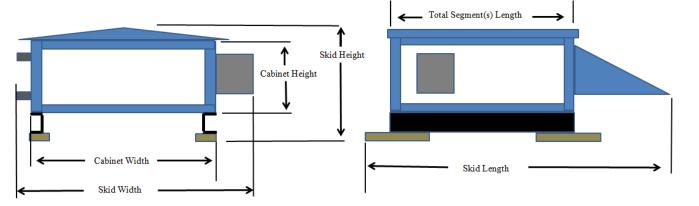
Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





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,

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).

Project Name:(JBB) Sand Unit Folder:AHU-8000_R2 Unit Tag(s): AHU-1





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

YORK® Solution™ Air Handling Unit Performance Report



Segment Sequence

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

Unit Construction

	Casing Details											
Segment(s)	Thickness (in)	Exterior Paint		r Gauge and aterial	Interior Gauge and Material	Insulation Thickness and Material	Bulkhead Material					
MB, RF, HC, XA-1, UV, XA-2, FS	2	None		Ga. G-90 vanized	STD Ga. G-90 Galvanized	2" Foam	Galvanized					
СС	2	2 None		Ga. G-90 vanized	STD Ga. G-90 Galvanized	2" Foam	Stainless Steel					
		Base	Details									
	Ва	se	Floor									
Segment(s)	Material	Paint	Gauge and Material	Paint	Insulation	Attachmen	t Tread Plate					
MB, RF, HC, XA-1, CC, UV, XA-5	2 , Standard Structural Steel	Standard Base Paint	16 Ga. G-90 Galvanized	None	N/A	-	None					

Unit Electrical

	Circuit Details											
Circuit #	Compo	V/Ph/Hz		Full Load Amps (FLA)	Minimum Current Ampacity (MCA)	Maximum Overcurren Protection (MOP)						
1		or Control, Lights , UV-C Lamps	460/3/60		39.9	49.9	60.0					
				Electrica	al Details							
Minimur	m Unit SCCR	5 kA rms Syn	nmetrical	ETL Label	(UL1995/NEC-2002)			Yes				
	U	nit Light Type				Unit Light Switch						
	Va	porproof LED				External						

Supply Fan(s)

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

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1





Drive Type	Wheel Type	Blade Type	Wheel Material	Base Material	Fan Flow Isolation	AirFlow Monitoring	Isolation Type	Total Eficiency (%)	Outlet Velocity (ft/s)	Max Spee (RPM)	FEP (kW)
Direct Driv	re SWSI	Airfoil	Aluminum	-	Back- Draft Counter Balance	Yes (K=1821.92)	1" Spring	0.73	0	3,767	16.50
	Motor Details										
Туре	Manufacturer	Motor Power (HP)	V/Ph/H	z Quantity	Insulation Clas	Motor ss Speed (RPM)	Frame Size	Full Load A		Efficiency	Location
ODP	TECO	15.0	460/3/6	0 2	F	3,600	215	17.80)	Premium	Direct Drive
				At Mo	tor Synchr	onous De	tails				
TSP (TSP (in w.g.) Total Air Flow (CMF)				an Speed (RPN	1)	Motor Corr	ection Factor(%)	Fan Powe	r (BHP)
1	0.77		7,798		3,450			90.2		18.9	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)

								Per	forma	nce: [etails								
Coil	Fluid Type	Rows	Fin Spacing (FPI)	трс	тмвн	SMBH	EAT DB	(°F) WB	LAT DB	(°F) WB	Airflow (CFM)	FV (ft/min) APD	Flow (GPM)	EWT (°F)	LWT (°F)	Fluid Vel. (ft/s)	WPD	Alt. (ft)
НС	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		Loc	cation		Offs	et (in)		ection	Co		on Rotatio	on	Connecti	on Type		ly Conn (Per Coi		Coil Stac	k Rack
	Coil I	ndex²	Conne	ction			IVIA	Material³		(degrees)					Qt	y Si	ze (in)		
HC	C)	Let	ft		0	St	eel			0		MF	PΤ	1	2	-1/2	-	
CC	()	Let	ft		0	St	eel			0		MF	PΤ	1	2	-1/2	-	
Coil	# of C		Face Type	Total Height		in Lengt (in)		Face a (ft²)	Fin Ma	terial	Fin Thickn (in)	ess I	in Type		be ter (in)	Tube M	aterial	Tube V Thicknes	
HC	1		Full	57.5	50	69	2	7.6	AL		.010	Co	rrugated	1,	/2	Cop	oer	.016	5
CC	1		Full	57.5	50	69	2	7.6	AL		.010	Co	rrugated	1,	/2	Cop	per	.020)
Coil		Coil Co	oating	D	ry Weigh	t (lbs)	Fluid W (lbs	_	Fluid Vo	lume (f	t³) Heade	r Materi	al Casing	Materia		ediate [Materi		ouling Fa	
HC		-			396	396		3	1.8		Co	Copper		r Galvanized		-		-	
СС		-	- 567			133	1	2.1		Co	Copper		tainless teel		Stainle Steel	SS	-		

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1





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)
	••										

NOL

- ¹Performance is shown for the entire coil bank. Performance is not per coil.
- 2Coil index indicates position in segment. Example: CC-1, index 0; Spacer, index 1; CC-2, index 2
- 3Johnson 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.
- 1Performance is shown for the entire coil bank. Performance is not per coil.
- ²Coil 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									
Commont	Drain Pan								
Segment	Liner Material	Connection Location	Liner Coating						
СС	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	Туре	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				F	ilter Gauge Details							
Segment	Filter	1 st F	ilter Size H x W (in)	1st Qty	1st Qty Location		Туре	Range (in w.g)						
RF	Pre-Filt	er	20x24	9	9 Door		Magnehelic with Flag	0 - 1						
RF	Primary F	ilter	20x24	9	9 Door		Magnehelic with Flag	0 - 1						

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1 Johnson Controls



Damper(s)

	Details													
Segment	Air Path	H x W (in)	Qty	Total Face Velocity (ft/min)		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	-	-
МВ	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			
МВ	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	-	-	-	-	-			
СС	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	Туре	ММР	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			

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1





					Details					
Segment	Туре	ММР	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

	Summ	nary				
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	Length¹ (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

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1





Notes

¹The length includes bottom tier segments only

²The 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.

³Unit level and other loose components may be excluded from segment weights and overall segment weights. For total unit weight reference Unit Overview.

Sound Summary

Uni	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.

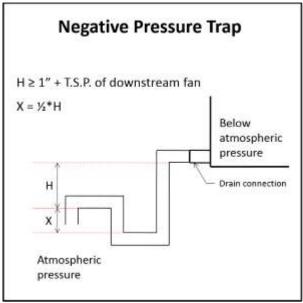
Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1





Recommended Trap Height

Details											
Segment	Applicable Fan	Fan TSP (in w.g.)	Positive or Negative	Calculat	ed Dimensi	ons (in)	Recommended Di	Base Rail Height (in)			
		***8*/		Н	Х	H + X	Н	H + X	ricigit (iii)		
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.

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3

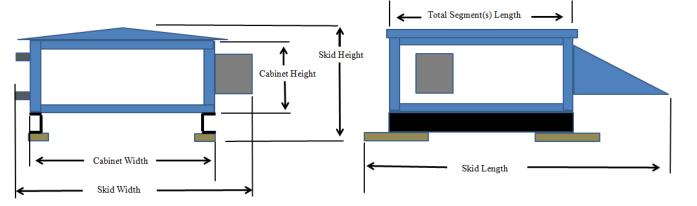
Unit Tag(s): AHU-1





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).

Project Name:(JBB) Sand Unit Folder:AHU-12500_R3 Unit Tag(s): AHU-1 Johnson Controls



Sound Calculation

Project name: Sands AHUs
Unit Tag: AHU-30A-1
Quotation no.: QN230512.01

Revision: V7.0.348.0 (16-Jun-2023) / V7.0.348.0 (16-Jun-2023)

Inlet/outlet sound po	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													

Air Handling Units

Equipment Cut Sheets with Sound Levels Data/Testing



Sound Calculation

Project name: Sands AHUs
Unit Tag: AHU-30B-3
Quotation no.: QN230512.01

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			



Sound Calculation

Project name: Sands AHUs
Unit Tag: AHU-30D-3
Quotation no.: QN230512.01

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 L							LwA			
Supply Inlet	84	81	92	96	89	88	84	82	96	
Supply Outlet	101	91	90	99	96	94	88	85	101	



Sound Calculation

Project name: Sands AHUs
Unit Tag: AHU-30D-4
Quotation no.: QN230512.01

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	

Job Name:



Tag: N/A Customer: Job ID:

Date: January 30, 2024

Description

Quantity
Model TSL
Size 660
Width SWSI
Arrangement 9
Class
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 (ft²) 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 N

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/ft³) 0.075

Motor Data

N/A

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.

Job Name: SNY

Tag: C1-RF-50C-4 Customer:

Job ID: 13303

Date: January 30, 2024



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 (ft²) 29.36 Outlet Velocity (FPM) 1090 Max RPM for Class 728 Static Efficiency 72.32% Total Efficiency 74.46% 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/ft³) 0.075

Motor Data

N/A

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.

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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.

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 (ft²) 65.17 Outlet Velocity (FPM) 1228 Max RPM for Class 489 Static Efficiency 72.66% Total Efficiency 74.76% 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/ft³) 0.075

Motor Data

N/A

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.