Appendix G: Noise

Table G-1
Noise Monitoring Locations and Adjacent Land Use

Site	Site Location	2008 Land Use	Expected Land Use in 2019	Year of Development
1	Eleventh Ave between West 34th and West 35th Streets	Under Construction	Mixed Use Residential, Office and Retail	By 2019
2	West 34th Street between Tenth and Eleventh Avenues	Vacant Building	(Future is Hudson Park & Blvd)	By 2019
3	West 35th Street between Tenth and Dyer Avenues	Existing Residential	Existing Residential	Existing
4	West 33rd Street between Eleventh and Twelfth Avenues	Western Rail Yard (Industrial)	Mixed Use Residential, Office, and Retail	By 2019
5	West 33rd Street between Tenth and Eleventh Avenues	Vacant Building	Hudson Park & Boulevard	By 2019
6	Twelfth Avenue between West 30th and West 33rd Streets	River Side (Open Space)	Outdoor Recreation	Existing
7	Twelfth Avenue between West 30th and West 33rd Streets	Western Rail Yard (Industrial)	Outdoor Recreation	By 2019
8	Eleventh Avenue between West 30th and West 33rd Streets	Eastern Rail Yard (Industrial)	Mixed Use Residential, Office and Retail	By 2019
9	West 30th Street between Eleventh and Twelfth Avenues	Western Rail Yard (Industrial)	Mixed Use Residential, Office and Retail	By 2019
10	West 30th Street between Tenth and Eleventh Avenues	Eastern Rail Yard (Industrial)	Mixed Use Hotel and Retail	By 2019
11	Tenth Avenue between West 30th and West 31st Streets	Under Construction	Mixed Use Hotel and Residential	By 2019
12	Eleventh Ave between West 29th and West 30th Streets	Under Construction (Industrial)	Mixed Use Residential and Retail	By 2019
13	Eleventh Ave between West 28th and West 29th Streets	Transportation & Utility (Industrial)	Mixed Use Residential and Retail	By 2019
14	West 49th Street between Tenth and Eleventh Avenues	Industrial (Amtrak rail cut)	Mixed Use Residential and Retail	By 2019
15	Tenth Avenue between West 48th and West 49th Streets	Industrial (Amtrak rail cut)	Mixed Use Residential and Retail	By 2019
16	West 48th Street between Tenth and Eleventh Avenue	Industrial (Amtrak rail cut)	Mixed Use Residential and Retail	By 2019
17	Ninth Avenue between West 53rd and West 54th Streets	MTA Employee Active Parking Lot	Mixed Use Residential, Office and Retail	By 2019
18	West 54th Street between Eighth and Ninth Avenues	MTA Employee Active Parking Lot	Mixed Use Residential, Office and Retail	By 2019

Table G-2
Noise Analysis using the CEQR Propotionality Equation - Peak AM Time Period

Site #	Direction	Existing						No Build						Build					
		Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE
1	SouthBound	1020	832.2	1638.2	813.1	782.2	4509	1500	1300.6	1735.6	861.5	828.7	5206	1671	1467.6	1770.5	878.8	845.4	5471
	NorthBound	120	97.6	270.4	0.0	75.2		134	109.6	289.7	0.0	80.6		148	122.6	301.8	0.0	83.9	
2	WestBound	505	346.0	1155.0	757.5	1318.6	4167	535	373.0	1176.9	771.9	1343.6	4774	555	388.0	1213.2	795.7	1385.1	5005
	EastBound	210	188.8	110.3	190.9	99.7		321	277.0	228.8	396.0	206.8		346	297.0	254.8	441.0	230.3	
3	WestBound	325	295.1	294.6	86.4	112.8	789	513	473.0	394.6	115.7	151.1	1134	588	547.0	404.5	118.6	154.8	1225
4	WestBound	120	106.3	139.5	17.6	91.7	355	191	168.6	228.3	28.7	150.1	576	276	246.9	297.2	37.4	195.3	777
5	WestBound	255	226.0	296.5	37.3	194.9	755	564	498.0	674.1	84.9	443.1	1700	721	645.0	776.3	97.7	510.3	2029
6	SouthBound	2570	2461.9	365.3	1283.9	406.4	4517	2829	2712.0	395.5	1390.0	439.9	4937	2844	2725.0	402.2	1413.7	447.4	4988
7	NorthBound	1975	1797.5	1168.4	746.7	2166.3	5879	2256	2058.6	1297.1	828.9	2404.9	6590	2303	2102.6	1316.9	841.6	2441.6	6703
8	SouthBound	1190	893.7	3346.6	218.6	1255.6	5714	1842	1491.0	3964.6	258.9	1487.4	7202	2044	1684.0	4066.2	265.6	1525.6	7541
9	EastBound	310	266.0	451.1	124.9	108.7	951	510	455.7	554.2	153.5	133.6	1297	632	574.7	585.0	162.0	141.0	1463
10	EastBound	375	326.9	468.8	0.0	564.9	1361	794	705.7	858.0	0.0	1034.0	2598	976	880.7	926.3	0.0	1116.3	2923
11	NorthBound	1340	1131.9	1557.6	908.0	1778.3	5376	1846	1605.4	1803.8	1051.6	2059.5	6520	1969	1722.4	1848.8	1077.8	2110.7	6760
12	SouthBound	1125	928.2	2041.5	238.3	1248.1	4456	1421	1203.0	2261.0	263.9	1382.3	5110	1545	1322.0	2312.9	270.0	1414.0	5319
13	SouthBound	1205	994.2	2186.7	255.3	1336.9	4773	1514	1284.0	2385.5	278.5	1458.4	5406	1606	1371.0	2437.3	284.5	1490.1	5583

Site #	Total PCE		
	Exist	No Build	Build
1	4509	5206	5471
2	4167	4774	5005
3	789	1134	1225
4	355	576	777
5	755	1700	2029
6	4517	4937	4988
7	5879	6590	6703
8	5714	7202	7541
9	951	1297	1463
10	1361	2598	2923
11	5376	6520	6760
12	4456	5110	5319
13	4773	5406	5583

Site #	Noise Prediction		
	Exist	No Build	Build
1	72.1	72.7	72.9
2	73.9	74.5	74.7
3	71.8	73.4	73.7
4	70.4	72.5	73.8
5	69.6	73.1	73.9
6	77.4	77.8	77.8
7	78.2	78.7	78.8
8	73.0	74.0	74.2
9	68.7	70.0	70.6
10	70.1	72.9	73.4
11	76.0	76.8	77.0
12	74.6	75.2	75.4
13	74.6	75.1	75.3

EXISTING VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		81.6%	12.4%	4.4%	1.6%	100.0%
	NorthBound		81.3%	17.3%	0.0%	1.3%	100.0%
2	WestBound		68.5%	17.6%	8.3%	5.6%	100.0%
	EastBound		89.9%	4.0%	5.1%	1.0%	100.0%
3	WestBound		90.8%	7.0%	1.5%	0.7%	100.0%
4	WestBound		88.6%	8.9%	0.8%	1.6%	100.0%
5	WestBound		88.6%	8.9%	0.8%	1.6%	100.0%
6	SouthBound		95.8%	1.1%	2.8%	0.3%	100.0%
7	NorthBound		91.0%	4.6%	2.1%	2.3%	100.0%
8	SouthBound		75.1%	21.6%	1.0%	2.2%	100.0%
9	EastBound		85.8%	11.2%	2.2%	0.7%	100.0%
10	EastBound		87.2%	9.6%	0.0%	3.2%	100.0%
11	NorthBound		84.5%	8.9%	3.8%	2.8%	100.0%
12	SouthBound		82.5%	14.0%	1.2%	2.4%	100.0%
13	SouthBound		82.5%	14.0%	1.2%	2.4%	100.0%

NO BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		86.7%	8.9%	3.2%	1.2%	100.0%
	NorthBound		82.0%	16.7%	0.0%	1.3%	100.0%
2	WestBound		69.7%	16.9%	8.0%	5.3%	100.0%
	EastBound		86.3%	5.5%	6.9%	1.4%	100.0%
3	WestBound		92.2%	5.9%	1.3%	0.6%	100.0%
4	WestBound		88.3%	9.2%	0.8%	1.7%	100.0%
5	WestBound		88.3%	9.2%	0.8%	1.7%	100.0%
6	SouthBound		95.9%	1.1%	2.7%	0.3%	100.0%
7	NorthBound		91.3%	4.4%	2.0%	2.3%	100.0%
8	SouthBound		80.9%	16.6%	0.8%	1.7%	100.0%
9	EastBound		89.4%	8.4%	1.7%	0.6%	100.0%
10	EastBound		88.9%	8.3%	0.0%	2.8%	100.0%
11	NorthBound		86.9%	7.5%	3.2%	2.4%	100.0%
12	SouthBound		84.7%	12.2%	1.0%	2.1%	100.0%
13	SouthBound		84.8%	12.1%	1.0%	2.0%	100.0%

BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		87.8%	8.2%	2.9%	1.1%	100.0%
	NorthBound		83.1%	15.7%	0.0%	1.2%	100.0%
2	WestBound		69.9%	16.8%	8.0%	5.3%	100.0%
	EastBound		85.8%	5.7%	7.1%	1.4%	100.0%
3	WestBound		93.0%	5.3%	1.1%	0.6%	100.0%
4	WestBound		89.5%	8.3%	0.8%	1.5%	100.0%
5	WestBound		89.5%	8.3%	0.8%	1.5%	100.0%
6	SouthBound		95.8%	1.1%	2.8%	0.3%	100.0%
7	NorthBound		91.3%	4.4%	2.0%	2.3%	100.0%
8	SouthBound		82.4%	15.3%	0.7%	1.6%	100.0%
9	EastBound		91.0%	7.1%	1.4%	0.5%	100.0%
10	EastBound		90.3%	7.3%	0.0%	2.4%	100.0%
11	NorthBound		87.5%	7.2%	3.0%	2.3%	100.0%
12	SouthBound		85.6%	11.5%	1.0%	1.9%	100.0%
13	SouthBound		85.4%	11.7%	1.0%	2.0%	100.0%

Table G-3
Noise Analysis using the CEQR Propotionality Equation - Peak Midday Time Period

Site #	Direction	Existing						No Build						Build					
		Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE
1	SouthBound	865	745.9	884.4	656.0	685.2	3620	1588	1452.5	1010.3	749.4	782.7	4676	1722	1583.5	1032.6	765.9	800.0	4900
	NorthBound	140	115.9	195.7	54.2	283.0		153	127.9	203.1	56.3	293.8		169	142.9	211.3	58.5	305.5	
2	WestBound	550	505.7	328.7	113.8	594.3	2312	594	547.9	341.7	118.3	617.7	3032	616	564.9	378.9	131.1	684.9	3287
	EastBound	235	208.9	123.4	213.6	223.1		343	291.0	245.8	425.5	444.4		361	304.0	269.5	466.4	487.1	
3	WestBound	230	202.1	257.1	117.4	76.7	653	433	393.0	368.2	168.2	109.8	1039	480	439.0	377.4	172.4	112.5	1101
4	WestBound	140	132.6	58.1	0.0	140.0	331	251	229.9	164.4	0.0	396.2	791	344	315.6	221.6	0.0	534.1	1071
5	WestBound	240	227.2	99.6	0.0	240.0	567	655	600.0	429.0	0.0	1034.0	2063	775	711.0	499.2	0.0	1203.2	2413
6	SouthBound	2280	2185.2	566.2	599.5	842.8	4194	2560	2454.0	633.1	670.4	942.5	4700	2579	2471.0	645.1	683.0	960.3	4759
7	NorthBound	1720	1570.0	911.6	1016.8	1098.6	4597	1995	1821.6	1051.5	1172.8	1267.2	5313	2023	1846.6	1069.7	1193.1	1289.1	5399
8	SouthBound	945	767.3	1606.8	463.5	1331.2	4169	1948	1716.0	2098.1	605.2	1738.3	6158	2164	1923.0	2179.5	628.7	1805.8	6537
9	EastBound	385	345.6	354.7	218.3	0.0	919	609	558.2	459.0	282.5	0.0	1300	680	626.2	486.0	299.1	0.0	1411
10	EastBound	415	362.2	523.2	181.1	118.2	1185	1073	977.2	950.9	329.1	214.9	2472	1248	1145.2	1020.2	353.1	230.5	2749
11	NorthBound	1470	1255.0	1924.7	824.9	994.1	4999	2184	1934.4	2237.7	959.0	1155.7	6287	2284	2028.4	2291.4	982.0	1183.5	6485
12	SouthBound	915	787.7	1095.4	308.9	1218.5	3410	1476	1328.0	1273.0	359.0	1416.1	4376	1589	1436.0	1316.0	371.2	1463.9	4587
13	SouthBound	1020	878.0	1221.1	344.4	1358.3	3802	1597	1355.1	2080.5	586.8	2314.3	6337	1684	1438.4	2112.2	595.7	2349.5	6496

Site #	Total PCE		
	Exist	No Build	Build
1	3620	4676	4900
2	2312	3032	3287
3	653	1039	1101
4	331	791	1071
5	567	2063	2413
6	4194	4700	4759
7	4597	5313	5399
8	4169	6158	6537
9	919	1300	1411
10	1185	2472	2749
11	4999	6287	6485
12	3410	4376	4587
13	3802	6337	6496

Site #	Noise Prediction		
	Exist	No Build	Build
1	75.8	76.9	77.1
2	71.9	73.1	73.4
3	73.6	75.6	75.9
4	72.3	76.1	77.4
5	67.4	73.0	73.7
6	80.9	81.4	81.4
7	76.2	76.8	76.9
8	74.5	76.2	76.5
9	67.9	69.4	69.8
10	71.9	75.1	75.6
11	75.2	76.2	76.3
12	72.2	73.3	73.5
13	71.6	73.8	73.9

EXISTING VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		86.2%	7.9%	4.2%	1.7%	100%
	NorthBound		82.8%	10.8%	2.2%	4.3%	100%
2	WestBound		92.0%	4.6%	1.1%	2.3%	100%
	EastBound		88.9%	4.0%	5.1%	2.0%	100%
3	WestBound		87.9%	8.6%	2.8%	0.7%	100%
4	WestBound		94.7%	3.2%	0.0%	2.1%	100%
5	WestBound		94.7%	3.2%	0.0%	2.1%	100%
6	SouthBound		95.8%	1.9%	1.5%	0.8%	100%
7	NorthBound		91.3%	4.1%	3.3%	1.4%	100%
8	SouthBound		81.2%	13.1%	2.7%	3.0%	100%
9	EastBound		89.8%	7.1%	3.1%	0.0%	100%
10	EastBound		87.3%	9.7%	2.4%	0.6%	100%
11	NorthBound		85.4%	10.1%	3.1%	1.4%	100%
12	SouthBound		86.1%	9.2%	1.9%	2.8%	100%
13	SouthBound		86.1%	9.2%	1.9%	2.8%	100%

NO BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		91.4%	4.9%	2.6%	1.0%	100%
	NorthBound		83.6%	10.2%	2.0%	4.1%	100%
2	WestBound		92.3%	4.4%	1.1%	2.2%	100%
	EastBound		84.8%	5.5%	6.9%	2.8%	100%
3	WestBound		90.8%	6.5%	2.2%	0.5%	100%
4	WestBound		91.6%	5.0%	0.0%	3.4%	100%
5	WestBound		91.6%	5.0%	0.0%	3.4%	100%
6	SouthBound		95.9%	1.9%	1.5%	0.8%	100%
7	NorthBound		91.3%	4.1%	3.3%	1.4%	100%
8	SouthBound		88.1%	8.3%	1.7%	1.9%	100%
9	EastBound		91.6%	5.8%	2.6%	0.0%	100%
10	EastBound		91.1%	6.8%	1.7%	0.4%	100%
11	NorthBound		88.6%	7.9%	2.4%	1.1%	100%
12	SouthBound		90.0%	6.5%	1.4%	2.0%	100%
13	SouthBound		84.9%	10.0%	2.0%	3.1%	100%

BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		91.9%	4.6%	2.5%	1.0%	100%
	NorthBound		84.6%	9.6%	1.9%	3.8%	100%
2	WestBound		91.7%	4.7%	1.2%	2.4%	100%
	EastBound		84.2%	5.7%	7.2%	2.9%	100%
3	WestBound		91.5%	6.0%	2.0%	0.5%	100%
4	WestBound		91.7%	5.0%	0.0%	3.3%	100%
5	WestBound		91.7%	5.0%	0.0%	3.3%	100%
6	SouthBound		95.8%	1.9%	1.5%	0.8%	100%
7	NorthBound		91.3%	4.1%	3.3%	1.4%	100%
8	SouthBound		88.9%	7.7%	1.6%	1.8%	100%
9	EastBound		92.1%	5.5%	2.4%	0.0%	100%
10	EastBound		91.7%	6.3%	1.6%	0.4%	100%
11	NorthBound		88.8%	7.7%	2.4%	1.1%	100%
12	SouthBound		90.4%	6.4%	1.3%	2.0%	100%
13	SouthBound		85.4%	9.6%	2.0%	3.0%	100%

Table G-4
Noise Analysis using the CEQR Propotionality Equation - Peak PM Time Period

Site #	Direction	Existing						No Build						Build					
		Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE
1	SouthBound	920	857.5	73.8	1022.2	0.0	2863	1591	1524.9	78.0	1080.0	0.0	3631	1747	1679.9	79.2	1096.4	0.0	3845
	NorthBound	245	220.5	95.6	132.3	460.6		270	245.4	97.5	135.0	470.0		312	287.4	97.5	135.0	470.0	
2	WestBound	550	409.0	570.8	1580.7	434.5	3510	670	521.4	603.3	1670.8	459.2	3905	704	554.4	607.4	1682.0	462.3	4019
	EastBound	245	228.5	26.8	259.4	0.0		356	338.0	29.3	283.5	0.0		402	383.0	30.9	299.3	0.0	
3	WestBound	185	167.0	200.4	46.3	0.0	414	376	357.0	211.7	48.9	0.0	618	436	417.0	211.7	48.9	0.0	678
4	WestBound	185	173.4	100.2	69.4	0.0	343	302	293.2	76.4	52.9	0.0	422	540	524.7	132.9	92.0	0.0	749
5	WestBound	275	257.8	149.0	103.1	0.0	510	651	632.0	164.7	114.0	0.0	911	775	753.0	190.7	132.0	0.0	1076
6	SouthBound	2355	2311.5	242.1	409.7	97.3	3061	2693	2644.0	273.0	462.0	109.7	3489	2737	2688.0	273.0	462.0	109.7	3533
7	NorthBound	2625	2506.3	703.6	1086.6	195.7	4492	2960	2824.2	806.5	1245.5	224.3	5100	2993	2856.2	812.4	1254.6	225.9	5149
8	SouthBound	985	930.7	481.4	222.2	232.1	1866	1925	1863.0	549.5	253.6	264.9	2931	2203	2139.0	567.3	261.8	273.5	3242
9	EastBound	295	264.6	139.5	321.8	84.0	810	506	475.4	142.2	328.2	85.7	1032	586	554.4	146.8	338.8	88.5	1129
10	EastBound	460	424.8	242.4	261.1	97.4	1026	1219	1180.4	268.4	289.1	107.8	1846	1441	1401.4	275.3	296.5	110.6	2084
11	NorthBound	1180	1066.3	998.7	608.4	144.4	2818	1910	1785.8	1089.2	663.6	157.5	3696	2022	1895.8	1106.8	674.3	160.1	3837
12	SouthBound	820	779.2	346.9	201.7	137.3	1465	1395	1353.0	357.0	207.6	141.3	2059	1551	1508.0	365.5	212.5	144.7	2231
13	SouthBound	915	869.5	387.1	225.1	153.2	1635	1517	1469.0	408.0	237.2	161.5	2276	1637	1588.0	416.5	242.2	164.9	2412

Site #	Total PCE		
	Exist	No Build	Build
1	2863	3631	3845
2	3510	3905	4019
3	414	618	678
4	343	422	749
5	510	911	1076
6	3061	3489	3533
7	4492	5100	5149
8	1866	2931	3242
9	810	1032	1129
10	1026	1846	2084
11	2818	3696	3837
12	1465	2059	2231
13	1635	2276	2412

Site #	Noise Prediction		
	Exist	No Build	Build
1	71.9	72.9	73.2
2	73.9	74.4	74.5
3	76.0	77.7	78.1
4	70.6	71.5	74.0
5	67.2	69.7	70.4
6	78.9	79.5	79.5
7	80.4	81.0	81.0
8	74.7	76.7	77.1
9	67.0	68.1	68.4
10	74.0	76.6	77.1
11	75.6	76.8	76.9
12	70.0	71.5	71.8
13	69.0	70.4	70.7

EXISTING VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		93.2%	0.6%	6.2%	0.0%	100.0%
	NorthBound		90.0%	3.0%	3.0%	4.0%	100.0%
2	WestBound		74.4%	8.0%	16.0%	1.7%	100.0%
	EastBound		93.3%	0.8%	5.9%	0.0%	100.0%
3	WestBound		90.3%	8.3%	1.4%	0.0%	100.0%
4	WestBound		93.8%	4.2%	2.1%	0.0%	100.0%
5	WestBound		93.8%	4.2%	2.1%	0.0%	100.0%
6	SouthBound		98.2%	0.8%	1.0%	0.1%	100.0%
7	NorthBound		95.5%	2.1%	2.3%	0.2%	100.0%
8	SouthBound		94.5%	3.8%	1.3%	0.5%	100.0%
9	EastBound		89.7%	3.6%	6.1%	0.6%	100.0%
10	EastBound		92.3%	4.1%	3.2%	0.5%	100.0%
11	NorthBound		90.4%	6.5%	2.9%	0.3%	100.0%
12	SouthBound		95.0%	3.3%	1.4%	0.4%	100.0%
13	SouthBound		95.0%	3.3%	1.4%	0.4%	100.0%

NO BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		95.9%	0.4%	3.8%	0.0%	100.0%
	NorthBound		90.8%	2.8%	2.8%	3.7%	100.0%
2	WestBound		77.8%	6.9%	13.8%	1.5%	100.0%
	EastBound		94.9%	0.6%	4.4%	0.0%	100.0%
3	WestBound		94.9%	4.3%	0.7%	0.0%	100.0%
4	WestBound		97.1%	1.9%	1.0%	0.0%	100.0%
5	WestBound		97.1%	1.9%	1.0%	0.0%	100.0%
6	SouthBound		98.2%	0.8%	1.0%	0.1%	100.0%
7	NorthBound		95.4%	2.1%	2.3%	0.2%	100.0%
8	SouthBound		96.8%	2.2%	0.7%	0.3%	100.0%
9	EastBound		93.9%	2.2%	3.6%	0.4%	100.0%
10	EastBound		96.8%	1.7%	1.3%	0.2%	100.0%
11	NorthBound		93.5%	4.4%	1.9%	0.2%	100.0%
12	SouthBound		97.0%	2.0%	0.8%	0.2%	100.0%
13	SouthBound		96.8%	2.1%	0.9%	0.2%	100.0%

BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		96.2%	0.3%	3.5%	0.0%	100.0%
	NorthBound		92.0%	2.4%	2.4%	3.2%	100.0%
2	WestBound		78.7%	6.6%	13.3%	1.4%	100.0%
	EastBound		95.3%	0.6%	4.1%	0.0%	100.0%
3	WestBound		95.6%	3.7%	0.6%	0.0%	100.0%
4	WestBound		97.2%	1.9%	0.9%	0.0%	100.0%
5	WestBound		97.2%	1.9%	0.9%	0.0%	100.0%
6	SouthBound		98.2%	0.8%	0.9%	0.1%	100.0%
7	NorthBound		95.4%	2.1%	2.3%	0.2%	100.0%
8	SouthBound		97.1%	2.0%	0.7%	0.3%	100.0%
9	EastBound		94.5%	1.9%	3.2%	0.3%	100.0%
10	EastBound		97.2%	1.5%	1.1%	0.2%	100.0%
11	NorthBound		93.8%	4.2%	1.9%	0.2%	100.0%
12	SouthBound		97.2%	1.8%	0.8%	0.2%	100.0%
13	SouthBound		97.0%	2.0%	0.8%	0.2%	100.0%

Table G-5
Noise Analysis using the CEQR Propotionality Equation - Peak Saturday Midday Time Period

Site #	Direction	Existing						No Build						Build					
		Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE	Volume	Auto PCE (1)	Medim Truck PCE (13)	Bus PCE (18)	Heavy Truck PCE (47)	Total PCE
1	SouthBound	785	739.0	258.8	403.1	175.4	1970	1237	1187.8	275.5	429.1	186.7	2503	1364	1313.8	281.1	437.8	190.5	2684
	NorthBound	180	169.8	57.6	65.1	101.5		193	182.3	62.0	70.2	109.4		209	197.3	67.7	76.6	119.4	
2	WestBound	345	312.5	186.4	275.2	134.8	1415	379	346.9	183.5	271.1	132.7	1512	401	366.9	195.0	288.0	141.0	1636
	EastBound	335	325.0	0.0	180.7	0.0		408	398.0	0.0	180.0	0.0		424	411.0	0.0	234.0	0.0	
3	WestBound	205	196.9	45.6	65.3	47.3	355	355	347.0	44.8	64.2	46.5	502	403	395.0	44.8	64.2	46.5	550
4	WestBound	100	93.8	26.9	65.3	24.4	210	181	176.2	20.6	49.9	18.6	265	267	259.2	33.8	81.9	30.6	405
5	WestBound	185	173.5	49.8	120.8	45.1	389	495	482.0	56.3	136.5	50.9	726	616	598.0	78.0	189.0	70.5	936
6	SouthBound	2280	2232.6	159.8	147.5	1264.2	3804	2567	2520.0	158.5	146.3	1254.0	4079	2597	2549.0	161.9	149.4	1280.6	4141
7	NorthBound	2225	2181.3	181.9	535.3	0.0	2898	2496	2449.9	191.4	563.0	0.0	3204	2527	2479.9	195.5	575.3	0.0	3251
8	SouthBound	795	731.6	374.5	414.8	541.5	2062	1454	1387.0	395.9	438.5	572.5	2794	1661	1588.0	431.4	477.8	623.8	3121
9	EastBound	270	243.2	188.6	140.6	209.8	782	478	449.5	197.2	147.0	219.3	1013	575	545.5	204.2	152.3	227.2	1129
10	EastBound	270	247.9	130.5	108.4	283.0	770	741	717.5	135.9	112.9	294.8	1261	921	893.5	159.5	132.5	346.1	1532
11	NorthBound	1215	1172.2	289.6	231.3	362.4	2056	1699	1648.1	344.8	275.4	431.5	2700	1808	1754.1	365.0	291.6	456.8	2868
12	SouthBound	795	742.9	297.5	386.9	364.5	1792	1177	1123.0	308.1	400.8	377.6	2209	1300	1243.0	325.2	423.1	398.6	2390
13	SouthBound	830	775.6	310.5	404.0	380.6	1871	1225	1169.0	319.5	415.6	391.6	2296	1316	1258.0	330.9	430.5	405.5	2425

Site #	Total PCE		
	Exist	No Build	Build
1	1970	2503	2684
2	1415	1512	1636
3	355	502	550
4	210	265	405
5	389	726	936
6	3804	4079	4141
7	2898	3204	3251
8	2062	2794	3121
9	782	1013	1129
10	770	1261	1532
11	2056	2700	2868
12	1792	2209	2390
13	1871	2296	2425

Site #	Noise Prediction		
	Exist	No Build	Build
1	71.0	72.0	72.3
2	70.2	70.5	70.8
3	69.1	70.6	71.0
4	66.7	67.7	69.6
5	65.4	68.1	69.2
6	71.8	72.1	72.2
7	78.0	78.4	78.5
8	71.8	73.1	73.6
9	71.3	72.4	72.9
10	68.0	70.1	71.0
11	74.5	75.7	75.9
12	71.5	72.4	72.8
13	68.1	69.0	69.2

EXISTING VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		94.1%	2.5%	2.9%	0.5%	100.0%
	NorthBound		94.3%	2.5%	2.0%	1.2%	100.0%
2	WestBound		90.6%	4.2%	4.4%	0.8%	100.0%
	EastBound		97.0%	0.0%	3.0%	0.0%	100.0%
3	WestBound		96.0%	1.7%	1.8%	0.5%	100.0%
4	WestBound		93.8%	2.1%	3.6%	0.5%	100.0%
5	WestBound		93.8%	2.1%	3.6%	0.5%	100.0%
6	SouthBound		97.9%	0.5%	0.4%	1.2%	100.0%
7	NorthBound		98.0%	0.6%	1.3%	0.0%	100.0%
8	SouthBound		92.0%	3.6%	2.9%	1.4%	100.0%
9	EastBound		90.1%	5.4%	2.9%	1.7%	100.0%
10	EastBound		91.8%	3.7%	2.2%	2.2%	100.0%
11	NorthBound		96.5%	1.8%	1.1%	0.6%	100.0%
12	SouthBound		93.4%	2.9%	2.7%	1.0%	100.0%
13	SouthBound		93.4%	2.9%	2.7%	1.0%	100.0%

NO BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		96.0%	1.7%	1.9%	0.3%	100.0%
	NorthBound		94.3%	2.5%	2.0%	1.2%	100.0%
2	WestBound		91.6%	3.7%	4.0%	0.7%	100.0%
	EastBound		97.5%	0.0%	2.5%	0.0%	100.0%
3	WestBound		97.7%	1.0%	1.0%	0.3%	100.0%
4	WestBound		97.4%	0.9%	1.5%	0.2%	100.0%
5	WestBound		97.4%	0.9%	1.5%	0.2%	100.0%
6	SouthBound		98.2%	0.5%	0.3%	1.0%	100.0%
7	NorthBound		98.2%	0.6%	1.3%	0.0%	100.0%
8	SouthBound		95.4%	2.1%	1.7%	0.8%	100.0%
9	EastBound		94.1%	3.2%	1.7%	1.0%	100.0%
10	EastBound		96.9%	1.4%	0.8%	0.8%	100.0%
11	NorthBound		97.0%	1.6%	0.9%	0.5%	100.0%
12	SouthBound		95.4%	2.0%	1.9%	0.7%	100.0%
13	SouthBound		95.4%	2.0%	1.9%	0.7%	100.0%

BUILD VEHICLE CLASSIFICATION

Site #	Direction	Intersection	AUTO	MEDIUM TUCK	BUS	HEAVY TRUCK	TOTAL
1	SouthBound		96.3%	1.6%	1.8%	0.3%	100.0%
	NorthBound		94.3%	2.5%	2.0%	1.2%	100.0%
2	WestBound		91.5%	3.7%	4.0%	0.7%	100.0%
	EastBound		96.9%	0.0%	3.1%	0.0%	100.0%
3	WestBound		98.0%	0.9%	0.9%	0.2%	100.0%
4	WestBound		97.1%	1.0%	1.7%	0.2%	100.0%
5	WestBound		97.1%	1.0%	1.7%	0.2%	100.0%
6	SouthBound		98.2%	0.5%	0.3%	1.0%	100.0%
7	NorthBound		98.1%	0.6%	1.3%	0.0%	100.0%
8	SouthBound		95.6%	2.0%	1.6%	0.8%	100.0%
9	EastBound		95.0%	2.7%	1.5%	0.8%	100.0%
10	EastBound		97.1%	1.3%	0.8%	0.8%	100.0%
11	NorthBound		97.0%	1.6%	0.9%	0.5%	100.0%
12	SouthBound		95.6%	1.9%	1.8%	0.7%	100.0%
13	SouthBound		95.6%	1.9%	1.8%	0.7%	100.0%

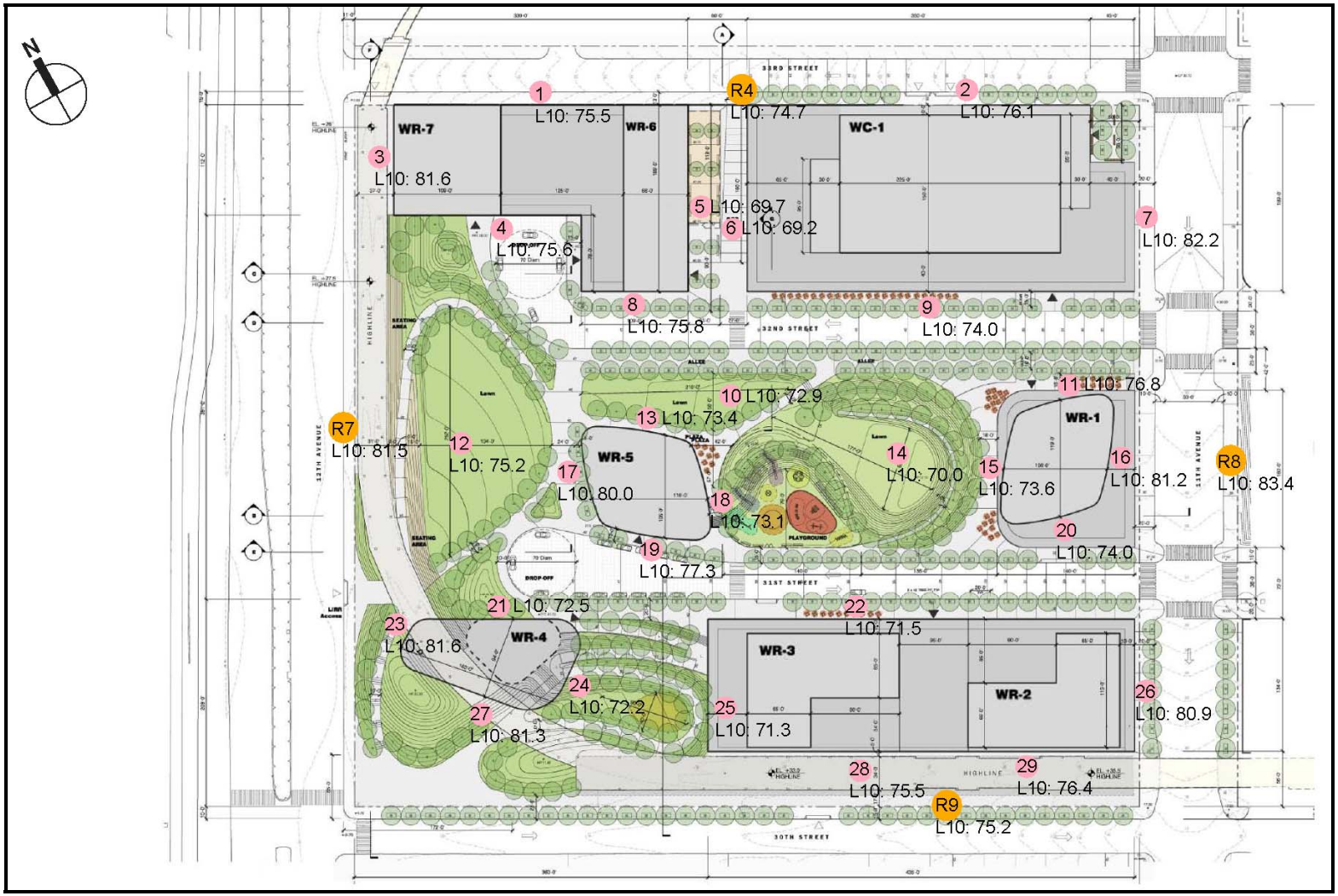


Figure G-1: 2019 Proposed Actions Cumulative Noise Level Estimates (L10 dBA) by Building Façade