APPENDIX E
OFF-SITE NOISE ANALYSIS TNM RESULTS

Table E-1
Off-site Noise Analysis TNM Results
91st Street Converted MTS

Location	Hour	Existing Background Noise Level[1] (Measured)	TNM Predicted Noise Level for Existing Traffic	TNM Future No-Build Noise Level	Collection Vehicles	Employee Vehicles	TNM Future Build Noise Level	Impact (Noise Level Difference)
York Avenue between East 90th & East 91st Streets	3:00 a.m.	60.3	65.6	58.9	19	0	58.9	Yes (6.7)
East 90th Street between 1st Avenue & York Avenue	3:00 a.m.	57.1	62.3	57.5	7	0	57.5	Yes (4.8)
East 90th Street between 1st Avenue & York Avenue	9:00 a.m.	64.4	67.7	65.4	14	0	65.4	No (2.3)
East 91st Street between 1st Avenue & York Avenue	2:00 a.m.	60.9	63.8	61.1	4	0	61.1	No (2.7)

Note:
[1] Existing noise level and traffic count used for input into TNM was recorded on May 14, 2003 and May 15, 2003.

Table E-2
East 91st Street Converted MTS
Off-site Noise Analysis Truck Simulation Results

Location	Hour	Existing Background Noise Level [1] (Measured)	Collection Vehicles	Truck Simulation Noise Level for Existing Traffic plus Collection Vehicles	Simulation Impact (Noise Level Difference)	TNM Predicted Noise Level for Existing Traffic	TNM Predicted Noise Level for Existing Traffic plus Collection Vehicles	TNM Impact (Noise Level Difference)	Noise Level Difference between TNM and Truck Simulation [2]
York Avenue between East 90th & East 91st Street	3:00 a.m.	62.9	19	66.5	Yes (3.6)	59.3	66.2	Yes (6.9)	3.3

Notes:
[1] Existing noise level and traffic count used for input into TNM was recorded on August 12, 2003.
[2] The difference between simulation Impact and TNM Impact demonstrates that TNM over-predicts results.

TableE-3
Off-site Noise Analysis TNM Results
West 135th Street Converted MTS

Location	Hour	Existing Background Noise Level[1] (Measured)	TNM Predicted Noise Level for Existing Traffic	TNM Future No-Build Noise Level	Collection Vehicles	Employee Vehicles	TNM Future Build Noise Level	Impact (Noise Level Difference)
132nd Street between 12th Avenue and Broadway	2:00 a.m.	61.6	49.8	49.8	6	0	60.2	10.4
132nd Street between 12th Avenue and Broadway	8:00 a.m.	74.2	60.6	60.7	13	0	65.1	4.4
133rd Street between 12th Avenue and Broadway	2:00 a.m.	63.2	53.9	54.0	5	0	60.2	6.2
133rd Street between 12th Avenue and Broadway	10:00 a.m.	70.7	62.5	62.6	15	0	66.2	3.6

Note:
[1] Existing noise level and traffic count used for input into TNM was recorded on May 9, 2003.

Table E-4
Off-site Noise Screening Results
West 135th Street Converted MTS

Location	Hour	Existing Background Noise Level (Measured)	Collection Vehicles	Truck Simulation[1] Noise Level for Existing Traffic plus Collection Vehicles	Simulation Impact (Noise Level Difference)	TNM Predicted Existing Noise Level	TNM Predicted Noise Level for Build Condition	TNM Impact (Noise Level Difference)	Noise Level Difference between TNM and Truck Simulation[1]
132nd Street between 12th Avenue and Broadway	2:00 a.m.	61.6	6	65.0	Yes (3.4)	49.8	60.2	Yes (10.4)	7.0

Note:
[1] Simulation noise levels are based on the Truck Simulations performed on July 31, 2003 at 133rd Street between Broadway and 12th Street.

Table E-5
Off-site Noise Analysis TNM Results
North Shore Converted MTS

Location	Hour	Existing Background Noise Level[1] (Measured)	TNM Predicted Noise Level for Existing Traffic	TNM Future No-Build Noise Level	Collection Vehicles	Employee Vehicles	TNM Future Build Noise Level	Impact (Noise Level Difference)
College Point Boulevard North of Roosevelt Avenue	3:00 a.m.	60.5	65.2	60.6	26	0	66.4	Yes (5.8)
College Point Boulevard South of Sanford Avenue	3:00 a.m.	68.0	71.1	68.2	26	0	71.7	Yes (3.5)

Note:
Existing noise level and traffic count used for input into TNM was recorded on May 14, 2003 and May 15, 2003.

Table E-6
Off-site Noise Analysis – Comparison of Truck Simulation and TNM Results
North Shore Converted MTS

Location	Hour	Existing Background Noise Level[1] (Measured)	Collection Vehicles	Truck Simulation Noise Level for Existing Traffic plus Collection Vehicles	Simulation Impact (Noise Level Difference)	TNM Predicted Noise Level for Existing Traffic	TNM Predicted Noise Level for Build Condition	TNM Impact (Noise Level Difference)	Noise Level Difference between TNM and Truck Simulation[2]
College Point Boulevard North of Roosevelt Avenue	1:00 a.m.	65.7	31	69.3	Yes (3.6)	64.0	71.4	Yes (7.4)	3.8
College Point Boulevard North of Roosevelt Avenue	2:00 a.m.	64.9	22	68.0	Yes (3.1)	64.6	70.4	Yes (5.8)	2.7
College Point Boulevard South of Sanford Avenue	3:00 a.m.	66.0	26	69.9	Yes (3.9)	70.5	74.5	Yes (4.0)	0.1
College Point Boulevard South of Sanford Avenue	4:00 a.m.	67.3	24	70.5	Yes (3.2)	70.8	74.4	Yes (3.6)	0.4

Notes:
[1] Existing noise level and traffic count used for input into TNM was recorded on August 12, 2003 and August 13, 2003.
[2] The difference between Simulation Impact and TNM Impact demonstrates that TNM overpredicts results.

Table E-7
Off-site Noise Analysis TNM Results
Hamilton Avenue Converted MTS

Location	Hour	Existing Background Noise Level[1] (Measured)	TNM Predicted Noise Level for Existing Traffic	TNM Future No-Build Noise Level	Collection Vehicles	Employee Vehicles	TNM Future Build Noise Level	Impact (Noise Level Difference)
20th Street West of 4th Avenue	2:00 a.m. to 3:00 a.m.	65.0	60.8	60.8	6	0	65.8	Yes (5)

Note:
[1] Existing noise level and traffic count used for input into TNM was recorded on May 15, 2003.

Table E-8
Hamilton Avenue Converted MTS
Off-site Noise Analysis – Comparison of Truck Simulation and TNM Results

Location	Hour	Existing Background Noise Level[1] (Measured)	Collection Vehicles	Truck Simulation Noise Level for Existing Traffic plus Collection Vehicles	Simulation Impact (Noise Level Difference)	TNM Predicted Existing Noise Level	TNM Predicted Noise Level for Build Condition	TNM Impact (Noise Level Difference)	Noise Level Difference between TNM and Truck Simulation[2]
20th Street West of 4th Avenue	2:00 a.m.	65.0	6	67.0	Yes (3.6)	60.8	65.8	Yes (5)	3.1

Notes:
[1] Existing noise level and traffic count used for input into TNM was recorded on August 19, 2003 and August 20, 2003.
[2] The difference between Simulation Impact and Calibrated TNM Impact demonstrates that TNM over-predicts results.