

Appendix A

Photographs

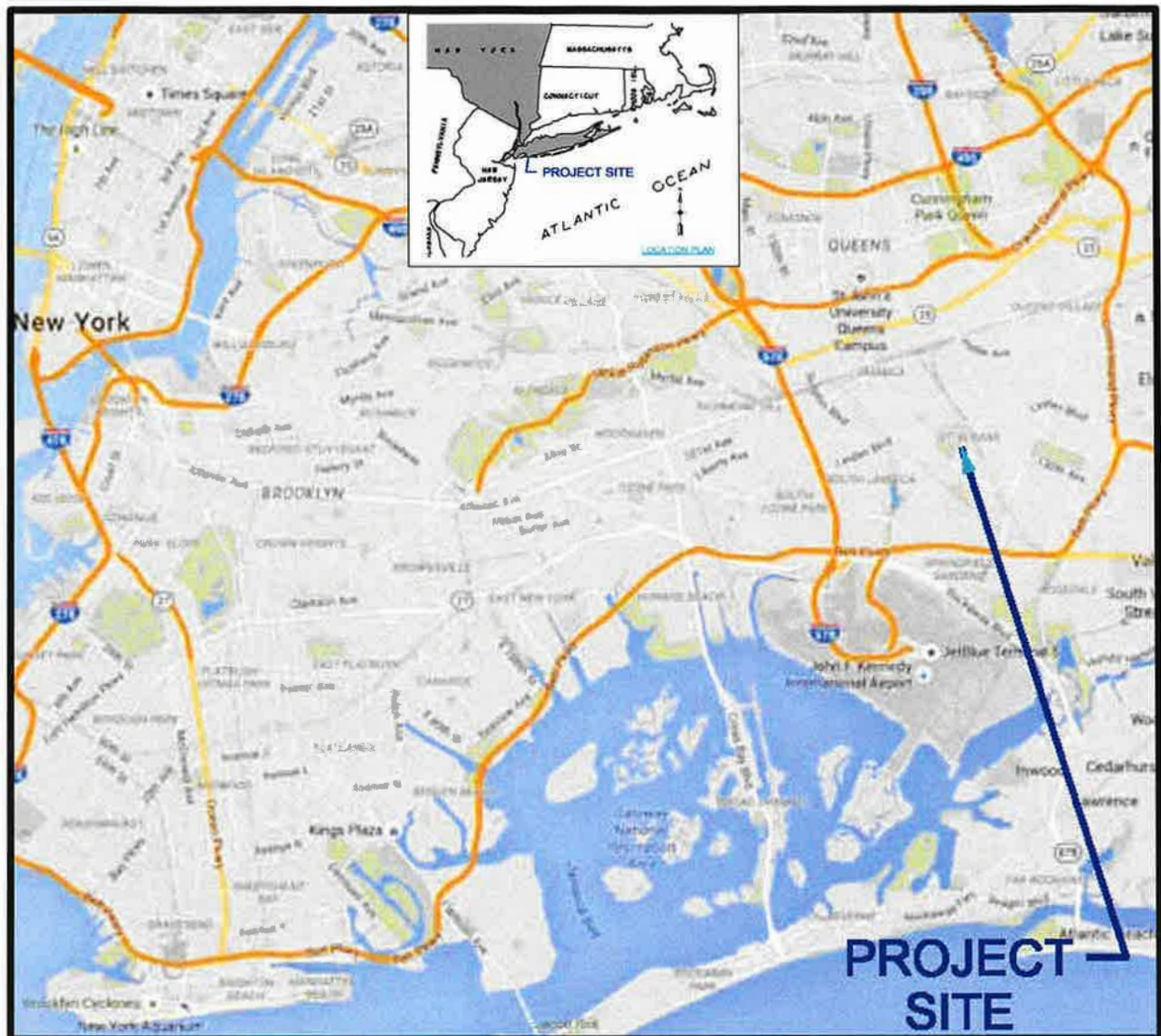


Figure 1: Vicinity Map, St Albans, Queens, New York



Figure 2: Aerial view of the St Albans Community Living Facility and the proposed location for the columbarium the lower center of the figure.



Master Site Plan – Niche Count Per Phase Site Plan – Niche Count Per Phase (all phases illustrated)

PHASING LEGEND: 35,920 NICHES

PHASE 1 - 6,560 NICHES TOTAL

PHASE 1 - 4,640 NICHES

PHASE 1 ALT - 1,920 NICHES

NOTE: MEMORIAL WALL PLAQUES - 548 TOTAL

OSUARY WALL - 140 PLAQUES

(4) MEMORIAL WALLS - 408 PLAQUES

PHASE 2 - 3,680 NICHES TOTAL

NOTE: MEMORIAL WALL PLAQUES - 204 TOTAL

PHASE 3 - 4,640 NICHES TOTAL

NOTE: MEMORIAL WALL PLAQUES - 204 TOTAL

PHASE 4 - 4,240 NICHES TOTAL

MEMORIAL GARDEN CONSTRUCTION

NOTE: MEMORIAL WALL PLAQUES - 102 TOTAL

PHASE 5 - 3,360 NICHES TOTAL

PHASE 6 - 5,040 NICHES TOTAL

PHASE 7 - 4,240 NICHES TOTAL

NOTE: MEMORIAL WALL PLAQUES - 102 TOTAL

PHASE 8 - 4,160 NICHES TOTAL

NOTE: MEMORIAL WALL PLAQUES - 102 TOTAL

Figure 3: Selected Columbarium Concept Master Plan (all phases).



Figure 4: Phase 1, Selected Columbarium Concept.



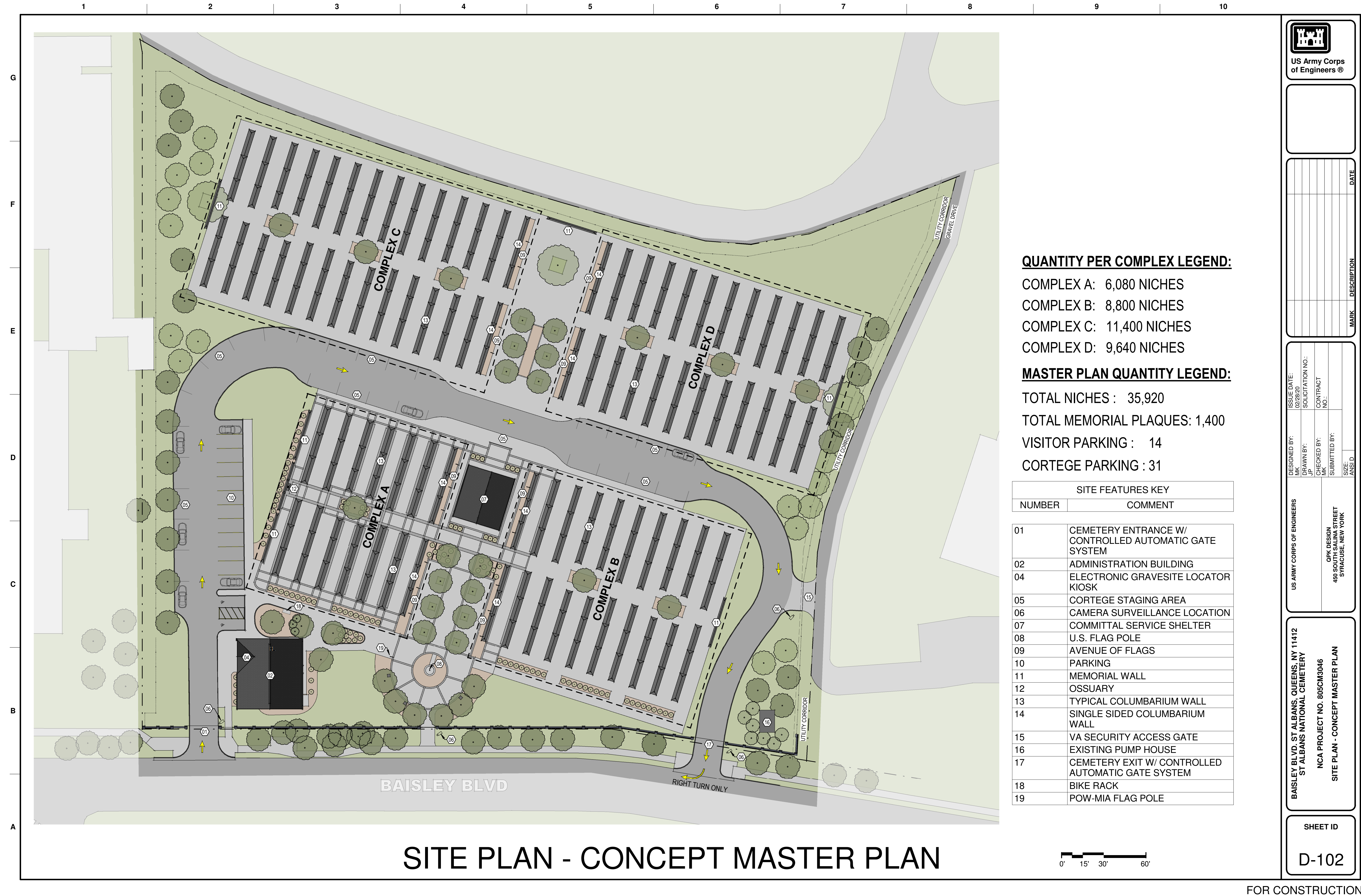
Figure 5: Conceptual drawing of the administration building/visitor center at entrance to columbarium.



Figure 6: Examples of niche walls and niches.

Appendix B

Site Plan



Alternatives

[illegible]

| | | | | |
|---|---------------|-------------------|---------------|------------|
| U.S. ARMY CORPS OF ENGINEERS NEW YORK DISTRICT NEW YORK CITY, NEW YORK 100 N. 6TH STREET PHILADELPHIA, PA 19106 | DESIGNED BY: | Designer | DATE: | 01/07/2016 |
| | DRAWN BY: | AutoCAD | CAD BY: | Checker |
| | SUBMITTED BY: | | CONTRACT NO.: | |
| | PLOT SCALE: | 1"=20' 0" (1:480) | FILE NUMBER: | 217555.00 |
| | SIZE: | 30" x 42" | FILE NAME: | |



BAISLEY BLVD.
ST ALBANS, QUEENS, NY 11412

SHEET
IDENTIFICATION
D-101
SHEET OF



CONCEPT - OPTION #1

PHASING LEGEND

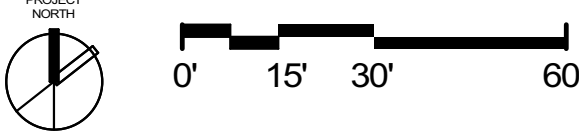
| | |
|---|---|
|  | PHASE-1 (INCLUDES ADMINISTRATION BUILDING & ROADWAY THROUGH THE SITE) |
|  | FUTURE PHASING |

TOTAL NICHES : 39,730
PHASE 1 NICHES : 4,080

| SITE FEATURES KEY | |
|-------------------|---|
| NUMBER | COMMENT |
| 01 | CEMETERY ENTRANCE W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |
| 02 | MAIN BUILDING |
| 03 | SERVICE GARAGE |
| 04 | ELECTRONIC GRAVESITE LOCATOR KIOSK |
| 05 | CORTEGE STAGING AREA |
| 06 | CAMERA SURVEILLANCE LOCATION |
| 07 | COMMITTAL SERVICE SHELTER |
| 08 | U.S. AND POW-MIA FLAG POLES |
| 09 | AVENUE OF FLAGS |
| 10 | PARKING |
| 11 | MEMORIAL WALL |
| 12 | OSSUARY |
| 13 | TYPICAL COLUMBARIUM WALL |
| 14 | VA ACCESS GATE |
| 15 | MEMORIAL GARDEN |
| 16 | EXISTING PUMP HOUSE |
| 17 | CEMETERY EXIT W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |



CONCEPT - OPTION #2



PHASING LEGEND

- PHASE-1 (INCLUDES ADMINISTRATION BUILDING & ROADWAY THROUGH THE SITE)
- FUTURE PHASING

TOTAL NICHES : 42,500
PHASE 1 NICHES : 3,980

| SITE FEATURES KEY | |
|-------------------|---|
| NUMBER | COMMENT |
| 01 | CEMETERY ENTRANCE W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |
| 02 | MAIN BUILDING |
| 03 | SERVICE GARAGE |
| 04 | ELECTRONIC GRAVESITE LOCATOR KIOSK |
| 05 | CORTEGE STAGING AREA |
| 06 | CAMERA SURVEILLANCE LOCATION |
| 07 | COMMITTAL SERVICE SHELTER |
| 08 | U.S. AND POW-MIA FLAG POLES |
| 09 | AVENUE OF FLAGS |
| 10 | PARKING |
| 11 | MEMORIAL WALL |
| 12 | OSSUARY |
| 13 | TYPICAL COLUMBARIUM WALL |
| 14 | VA ACCESS GATE |
| 15 | MEMORIAL GARDEN |
| 16 | EXISTING PUMP HOUSE |
| 17 | CEMETERY EXIT W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |



| MARK | DESCRIPTION | DATE | APPR | MARK | DESCRIPTION | DATE | APPR |
|------|-----------------------------|------------|------|------|-------------|------|------|
| | PRELIMINARY CONCEPT STUDIES | 11/03/2017 | | | | | |

| | | | | |
|--|--|--|----------------------------|--|
| DESIGNED BY: U.S. ARMY CORPS OF ENGINEERS | DRAWN BY: NEW YORK DISTRICT | CHECKED BY: NEW YORK CITY, NEW YORK | DATE: 10/1/14 | PROJECT NO.: 100 N. 6TH STREET PHILADELPHIA, PA 19106 |
| DATE: 10/1/14 | PROJECT NO.: 100 N. 6TH STREET PHILADELPHIA, PA 19106 | CONTRACT NO.: 217105.00 | FILE NAME: 307.4.47 | |

BAISLEY BLVD.
ST ALBANS, QUEENS, NY 11412
COLUMBARIUM
VANATIONAL CEMETERY
ASSOCIATION

SHEET
IDENTIFICATION
D-102
OF

[illegible]

| | | | |
|--|---------|--------------------------|--|
| NEW YORK DISTRICT NEW YORK CITY, NEW YORK | | SOLUTION NO.: | |
| DRAW BY: | CAD BY: | Check | |
| Author | | SUBMITTED BY: | |
| 100 N. 6TH STREET PHILADELPHIA, PA 19106 | | CONTRACT NO.: | |
| PLOT SCALE: AS SHOWN | | FILE NUMBER: 27155-00 | |
| SIZE: 30" x 42" | | FILE NAME: | |

ST ALBANS, QUEENS, NY 11412
COLUMBARIUM
VA/NATIONAL CEMETERY
ASSOCIATION

SHEET
IDENTIFICATION
D-103
SHEET OF



■ PHASE-1 (INCLUDES ADMINISTRATION BUILDING & ROADWAY THROUGH THE SITE)
 ■ FUTURE PHASING

TOTAL NICHES : 41,635
PHASE 1 NICHES : 5,370

| SITE FEATURES KEY | |
|-------------------|---|
| NUMBER | COMMENT |
| 01 | CEMETERY ENTRANCE W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |
| 02 | MAIN BUILDING |
| 03 | SERVICE GARAGE |
| 04 | ELECTRONIC GRAVESITE LOCATOR KIOSK |
| 05 | CORTEGE STAGING AREA |
| 06 | CAMERA SURVEILLANCE LOCATION |
| 07 | COMMITTAL SERVICE SHELTER |
| 08 | U.S. AND POW-MIA FLAG POLES |
| 09 | AVENUE OF FLAGS |
| 10 | PARKING |
| 11 | MEMORIAL WALL |
| 12 | OSSUARY |
| 13 | TYPICAL COLUMBARIUM WALL |
| 14 | VA ACCESS GATE |
| 15 | MEMORIAL GARDEN |
| 16 | EXISTING PUMP HOUSE |
| 17 | CEMETERY EXIT W/ TIMER CONTROLLED AUTOMATIC GATE SYSTEM |

Appendix C

Record of Non-Applicability

RECORD OF NON-APPLICABILITY

In Accordance with the Clean Air Act-General Conformity Rule
for the
Proposed Construction of a Columbarium
St Albans Community Living Center and Hospital
St Albans, Queens County, New York

July 15, 2019

The National Cemetery Administration proposes to construct and operate a columbarium located on its property at the St Albans Community Living Center. As a result of action, the construction and operation activities will generate new direct and indirect emissions. Queens County is designated as an "unclassifiable/attainment" area for the NAAQS of CO, Lead, NO₂, PM₁₀, PM_{2.5} and SO₂. Queens County is designated as moderate nonattainment for ozone (8-hour NAAQS) and is classified as a maintenance area for PM_{2.5} due to a previous non-attainment designation. The temporary construction emissions and long-term operation emissions of NO_x and VOC, as ozone precursors, and PM_{2.5} thresholds apply (GHD 2018).

General Conformity under the Clean Air Act, Section 176, has been evaluated according to the requirements of Title 40 of the Code of Federal Regulations, Part 93, Subpart B. The requirements of this rule are not applicable to this action because of the results of emissions calculations for both construction and operation, emissions from the Preferred Alternative has been estimated at below the applicability threshold values.

Queens County is in attainment for all other criteria pollutants and therefore not subject to a further general conformity analysis. Supporting documentation and emission estimates:

☒ (X) Are Attached

☐ () Appeared in the National Environmental Policy Act documentation

☐ () Other (not necessary)

Steve Davis, RLA
Design and Construction Services
National Cemetery Administration
Department of Veterans Affairs

Date

Emission Calculations

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List of Emission Calculation Tables
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Table No. | Table Title |
|------------------|--|
| Table A-1 | Project Emissions Summary |
| Table A-2 | Construction - Non-Road Equipment |
| Table A-3 | Construction - On-Road Vehicles |
| Table A-4 | Construction - Non-Road Equipment Emissions |
| Table A-5 | Construction - Fugitive Dust Emissions |
| Table A-6 | Construction - On-Road Vehicle Emissions |
| Table A-7 | Operations - Maintenance Equipment |
| Table A-8 | Operations - On-Road Vehicles |
| Table A-9 | Operations - Stationary Source and Maintenance Equipment Emissions |
| Table A-10 | Operations - On-Road Vehicle Emissions |
| Table A-11 | Non-Road Equipment Emission Factors |
| Table A-12 | On-Road Vehicle Emission Factors |
| Table A-13 | Fugitive Dust Emission Factors |
| Table A-14 | Stationary Source Emission Factors |

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Table A-1
Project Emissions Summary
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

Construction Emissions

| Location | Type | Emissions (tons) | | | | | | | Emissions (metric tons) |
|----------|---------------------------------|------------------|-----|------|-------|--------|------|-----|-------------------------|
| | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 | CO2 |
| On-Site | Non-Road Construction Equipment | 1.8 | 1.5 | 0.06 | 0.06 | 0.0012 | 0.14 | 177 | 161 |
| | Fugitive Dust | | | 0.23 | 0.02 | | | | |
| Off-Site | On-Road Vehicles | 2.6 | 1.1 | 0.30 | 0.09 | 0.0023 | 0.30 | 206 | 186 |
| TOTAL | | 4.4 | 2.6 | 0.59 | 0.18 | 0.0035 | 0.44 | 383 | 347 |

Operational Emissions

| Location | Type | Emissions (tons/yr) | | | | | | | Emissions (metric tons) |
|----------|-----------------------|---------------------|------|-------|-------|---------|------|-----|-------------------------|
| | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 | CO2 |
| On-Site | Stationary Sources | 0.2 | 0.2 | 0.015 | 0.015 | 0.001 | 0.01 | 235 | 213 |
| | Maintenance Equipment | 0.3 | 0.03 | 0.001 | 0.001 | 0.00003 | 0.01 | 4 | 3 |
| Off-Site | On-Road Vehicles | 11.6 | 1.0 | 1.1 | 0.27 | 0.006 | 1.3 | 486 | 441 |
| TOTAL | | 12.1 | 1.3 | 1.1 | 0.29 | 0.007 | 1.3 | 725 | 657 |

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Table A-2
Construction - Non-Road Equipment
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Construction Activity | Equipment Type | Equipment Size ¹ (hp) | Fuel Type | Operating Load ² (%) | No. of Units | Average Daily Operation ³ (hr/day) | Site Duration ³ (days) | Total Operation ³ (hr) |
|--|--|-------------------------------------|-----------|------------------------------------|--------------|--|--------------------------------------|--------------------------------------|
| Relocation/removal of underground utilities | Hoe ram (Bore/drill rig) | 209 | diesel | 75% | 1 | 7 | 20 | 140 |
| | Backhoe | 77 | diesel | 55% | 1 | 7 | 20 | 140 |
| | Generator Set | 22 | diesel | 74% | 1 | 7 | 20 | 140 |
| Top soil stocking | Power shovel (Excavator) | 183 | diesel | 57% | 1 | 7 | 30 | 210 |
| | Bulldozer (Crawler tractor) | 157 | diesel | 58% | 1 | 7 | 30 | 210 |
| | Front end loader (Rubber tired loader) | 158 | diesel | 54% | 1 | 7 | 30 | 210 |
| Rough Grading | Front end loader (Rubber tired loader) | 158 | diesel | 54% | 1 | 7 | 20 | 140 |
| | Grader | 172 | diesel | 61% | 1 | 7 | 20 | 140 |
| | Dump Truck (Off-highway trucks) | 489 | diesel | 57% | 1 | 7 | 20 | 140 |
| Road way base development | Dump Truck (Off-highway trucks) | 489 | diesel | 57% | 1 | 7 | 10 | 70 |
| | Grader | 172 | diesel | 61% | 1 | 7 | 10 | 70 |
| | Roller | 99 | diesel | 56% | 1 | 7 | 10 | 70 |
| Excavation | Power shovel (Excavator) | 183 | diesel | 57% | 1 | 7 | 20 | 140 |
| | Front end loader (Rubber tired loader) | 158 | diesel | 54% | 1 | 7 | 20 | 140 |
| | Dump Truck (Off-highway truck) | 489 | diesel | 57% | 1 | 7 | 20 | 140 |
| Concrete footings and foundations | Concrete truck (Off-highway truck) | 489 | diesel | 57% | 1 | 7 | 15 | 105 |
| | Concrete finisher (Concrete Paver) | 130 | diesel | 68% | 1 | 7 | 15 | 105 |
| Building construction/Columbarium installation | Concrete mixer | 11 | diesel | 56% | 1 | 7 | 15 | 105 |
| | Concrete saw | 13 | gasoline | 73% | 1 | 7 | 15 | 105 |
| Building and Columbarium cladding | Concrete mixer | 11 | diesel | 56% | 1 | 7 | 20 | 140 |
| | Concrete saw | 13 | gasoline | 73% | 1 | 7 | 20 | 140 |
| Final grading | Front end loader (Rubber tired loader) | 158 | diesel | 54% | 1 | 7 | 5 | 35 |
| | Grader | 172 | diesel | 61% | 1 | 7 | 5 | 35 |
| Road/parking paving | Roller | 99 | diesel | 56% | 1 | 7 | 10 | 70 |
| | Asphalt paver | 91 | diesel | 62% | 1 | 7 | 10 | 70 |

Notes:

1. Rated horsepower estimated from Table 2-04, *Nonroad Engine and Vehicle Emission Study Report* (EPA 460-3-91-02).
2. Operating load estimated from Table 2-05, *Nonroad Engine and Vehicle Emission Study Report* (EPA 460-3-91-02).
3. Preliminary engineering estimate

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Table A-3
Construction - On-Road Vehicles
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Vehicle Type | Fuel Type | Average Daily Vehicles (vehicles/day) | Average Daily Mileage¹ (miles/day) | Duration (days) | Total Mileage (miles) |
|---------------------|------------------|--|--|----------------------------|----------------------------------|
| Cars | Gasoline | 10 | 50 | 180 | 90,000 |
| Light Duty Trucks | Gasoline | 10 | 50 | 180 | 90,000 |
| Heavy Duty Trucks | Diesel | 8 | 60 | 180 | 86,400 |
| | Gasoline | 2 | 60 | 180 | 21,600 |

Notes:

1. Assumed average round-trip distance.

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Table A-4
Construction - Non-Road Equipment Emissions
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Construction Activity | Equipment Description | Fuel Type | Emissions (tons) | | | | | | |
|--|--|-----------|------------------|------------|-------------|-------------|--------------|------------|------------|
| | | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Relocation/removal of underground utilities | Hoe ram (Bore/drill rig) | diesel | 0.06 | 0.11 | 0.004 | 0.004 | 0.00009 | 0.010 | 13 |
| | Backhoe | diesel | 0.02 | 0.03 | 0.002 | 0.002 | 0.00002 | 0.003 | 3 |
| | Generator Set | diesel | 0.01 | 0.01 | 0.002 | 0.002 | 0.00001 | 0.002 | 1 |
| Top soil stocking | Power shovel (Excavator) | diesel | 0.06 | 0.11 | 0.004 | 0.004 | 0.00009 | 0.010 | 13 |
| | Bulldozer (Crawler tractor) | diesel | 0.08 | 0.09 | 0.005 | 0.005 | 0.00008 | 0.008 | 11 |
| | Front end loader (Rubber tired loader) | diesel | 0.07 | 0.09 | 0.004 | 0.004 | 0.00007 | 0.008 | 10 |
| Rough Grading | Front end loader (Rubber tired loader) | diesel | 0.05 | 0.06 | 0.003 | 0.003 | 0.00005 | 0.005 | 7 |
| | Grader | diesel | 0.06 | 0.07 | 0.004 | 0.004 | 0.00006 | 0.006 | 8 |
| | Dump Truck (Off-highway trucks) | diesel | 0.11 | 0.19 | 0.006 | 0.006 | 0.00016 | 0.013 | 22 |
| Road way base development | Dump Truck (Off-highway trucks) | diesel | 0.06 | 0.10 | 0.003 | 0.003 | 0.00008 | 0.006 | 11 |
| | Grader | diesel | 0.03 | 0.04 | 0.002 | 0.002 | 0.00003 | 0.003 | 4 |
| | Roller | diesel | 0.02 | 0.02 | 0.001 | 0.001 | 0.00002 | 0.002 | 2 |
| Excavation | Power shovel (Excavator) | diesel | 0.04 | 0.07 | 0.002 | 0.002 | 0.00006 | 0.006 | 8 |
| | Front end loader (Rubber tired loader) | diesel | 0.05 | 0.06 | 0.003 | 0.003 | 0.00005 | 0.005 | 7 |
| | Dump Truck (Off-highway truck) | diesel | 0.11 | 0.19 | 0.006 | 0.006 | 0.00016 | 0.013 | 22 |
| Concrete footings and foundations | Concrete truck (Off-highway truck) | diesel | 0.08 | 0.15 | 0.005 | 0.005 | 0.00012 | 0.010 | 17 |
| | Concrete finisher (Concrete Paver) | diesel | 0.04 | 0.05 | 0.002 | 0.002 | 0.00004 | 0.004 | 5 |
| Building construction/Columbarium installation | Concrete mixer | diesel | 0.003 | 0.004 | 0.0004 | 0.0004 | 0.000003 | 0.000 | 0.4 |
| | Concrete saw | gasoline | 0.32 | 0.003 | 0.000 | 0.000 | 0.00001 | 0.01 | 1 |
| Building and Columbarium cladding | Concrete mixer | diesel | 0.005 | 0.005 | 0.001 | 0.001 | 0.000003 | 0.001 | 0.5 |
| | Concrete saw | gasoline | 0.43 | 0.004 | 0.000 | 0.000 | 0.00001 | 0.01 | 1 |
| Final grading | Front end loader (Rubber tired loader) | diesel | 0.01 | 0.015 | 0.0007 | 0.0007 | 0.00001 | 0.001 | 2 |
| | Grader | diesel | 0.01 | 0.018 | 0.0009 | 0.0009 | 0.00001 | 0.002 | 2 |
| Road/parking paving | Roller | diesel | 0.02 | 0.019 | 0.0013 | 0.0013 | 0.00002 | 0.002 | 2 |
| | Asphalt paver | diesel | 0.02 | 0.020 | 0.0013 | 0.0013 | 0.00002 | 0.002 | 2 |
| TOTAL | | | 1.8 | 1.5 | 0.06 | 0.06 | 0.001 | 0.1 | 177 |

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Table A-5
Construction - Fugitive Dust Emissions
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Construction Activity | Average Daily Operation¹ (miles/day) | Site Duration¹ (days) | Total Operation¹ (miles) | Emissions (tons) | |
|------------------------------|--|---|--|-------------------------|--------------|
| | | | | PM10 | PM2.5 |
| Vehicles on Unpaved Surfaces | 10 | 180 | 190 | 0.180 | 0.018 |
| Grading | 1 | 30 | 31 | 0.047 | 0.006 |
| TOTAL | | | | 0.23 | 0.02 |

Notes:

1. Preliminary engineering estimate

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Table A-6
Construction - On-Road Vehicle Emissions
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Vehicle Type | Fuel Type | Emissions (tons) | | | | | | |
|-------------------|-----------|------------------|-------------|-------------|-------------|--------------|------------|------------|
| | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Cars | Gasoline | 0.93 | 0.07 | 0.088 | 0.022 | 0.0004 | 0.10 | 37 |
| Light Duty Trucks | Gasoline | 1.17 | 0.09 | 0.088 | 0.022 | 0.0006 | 0.12 | 51 |
| Heavy Duty Trucks | Diesel | 0.22 | 0.82 | 0.10 | 0.040 | 0.0010 | 0.04 | 97 |
| | Gasoline | 0.31 | 0.07 | 0.022 | 0.006 | 0.0002 | 0.04 | 21 |
| TOTAL | Gasoline | 2.64 | 1.05 | 0.30 | 0.09 | 0.002 | 0.3 | 206 |

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Table A-7
Operations - Maintenance Equipment
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Activity | Equipment Type | Equipment Size ¹ (hp) | Fuel Type | Operating Load ² (%) | No. of Units | Average Daily Operation ³ (hr/day) | Site Duration ³ (days) | Total Operation ³ (hr) |
|------------------|-------------------|-------------------------------------|-----------|------------------------------------|--------------|--|--------------------------------------|--------------------------------------|
| Lawn Maintenance | Rear Riding Mower | 9 | gasoline | 38% | 1 | 4 | 50 | 200 |
| Snow Removal | Off-highway truck | 489 | diesel | 57% | 1 | 2 | 10 | 20 |
| | Snowblower | 6 | diesel | 35% | 1 | 4 | 20 | 80 |

Notes:

1. Rated horsepower estimated from Table 2-04, *Nonroad Engine and Vehicle Emission Study Report* (EPA 460-3-91-02).
2. Operating load estimated from Table 2-05, *Nonroad Engine and Vehicle Emission Study Report* (EPA 460-3-91-02).
3. Preliminary engineering estimate

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Table A-8
Operations - On-Road Vehicles
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Vehicle Type | Fuel Type | Annual Vehicles^{1,2} (vehicles/year) | Average Travel per Vehicle (miles/vehicle) | Total Mileage (miles) |
|---------------------|------------------|--|---|--|
| Cars | Gasoline | 17500 | 50 | 875,000 |
| Light Duty Trucks | Gasoline | 3500 | 50 | 175,000 |
| Heavy Duty Trucks | Diesel | 250 | 60 | 15,000 |
| | Gasoline | 250 | 60 | 15,000 |

Notes:

1. No. of cars and light trucks is based on 700 inurnments per year.
2. No. of heavy duty trucks is based on 1 truck per day.

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Table A-9
Operations - Stationary Source and Maintenance Equipment Emissions
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Stationary Source Type | Capacity ¹ (MMBtu/hr) | Operation ¹ (hr/yr) | Emissions (tons) | | | | | | |
|------------------------|----------------------------------|-----------------------------------|------------------|-------------|-------------|-------------|-------------|-------------|------------|
| | | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Rooftop Gas Heaters | 1.0 | 4000 | 0.16 | 0.20 | 0.01 | 0.01 | 0.00 | 0.01 | 235 |
| TOTAL | | | 0.16 | 0.20 | 0.01 | 0.01 | 0.00 | 0.01 | 235 |

Notes:

1. Assumed size and operation

| Activity | Equipment Type | Fuel Type | Emissions (tons) | | | | | | |
|------------------|-------------------|-----------|------------------|-------------|---------------|---------------|----------------|--------------|----------|
| | | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Lawn Maintenance | Rear Riding Mower | diesel | 0.221 | 0.002 | 0.00003 | 0.00003 | 0.000004 | 0.005 | 0.4 |
| Snow Removal | Off-highway truck | diesel | 0.016 | 0.028 | 0.0009 | 0.0009 | 0.00002 | 0.002 | 3.2 |
| | Snowblower | diesel | 0.054 | 0.0005 | 0.00001 | 0.00001 | 0.000001 | 0.001 | 0.1 |
| TOTAL | | | 0.3 | 0.03 | 0.0010 | 0.0010 | 0.00003 | 0.008 | 4 |

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Table A-10
Operations - On-Road Vehicle Emissions
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Vehicle Type | Fuel Type | Emissions (tons) | | | | | | |
|-------------------|-----------|------------------|------------|------------|-------------|--------------|------------|------------|
| | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Cars | Gasoline | 9.07 | 0.67 | 0.85 | 0.22 | 0.00 | 1.00 | 355.32 |
| Light Duty Trucks | Gasoline | 2.28 | 0.18 | 0.17 | 0.043 | 0.00 | 0.24 | 99.05 |
| Heavy Duty Trucks | Diesel | 0.04 | 0.14 | 0.018 | 0.007 | 0.00 | 0.01 | 16.83 |
| | Gasoline | 0.22 | 0.05 | 0.015 | 0.004 | 0.00 | 0.03 | 14.69 |
| TOTAL | Gasoline | 11.6 | 1.0 | 1.1 | 0.27 | 0.006 | 1.3 | 486 |

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Table A-11
Non-Road Equipment Emission Factors
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Equipment Type | Fuel Type | Size Range | Emission Factor ^{1,2} (g/hp-hr) | | | | | | |
|---------------------|-----------|-------------|--|------|------|-------|--------|------|-----|
| | | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Bore/drill rig | Diesel | 175 to <300 | 2.6 | 4.5 | 0.15 | 0.15 | 0.0037 | 0.4 | 522 |
| Backhoe | diesel | 50 to <100 | 3.7 | 4.5 | 0.30 | 0.30 | 0.0037 | 0.4 | 522 |
| Generator Set | diesel | 11 to <25 | 4.9 | 5.0 | 0.60 | 0.60 | 0.0037 | 0.6 | 522 |
| Excavator | diesel | 175 to <300 | 2.6 | 4.5 | 0.15 | 0.15 | 0.0037 | 0.4 | 522 |
| Crawler tractor | diesel | 100 to <175 | 3.7 | 4.5 | 0.22 | 0.22 | 0.0037 | 0.4 | 522 |
| Rubber tired loader | diesel | 100 to <175 | 3.7 | 4.5 | 0.22 | 0.22 | 0.0037 | 0.4 | 522 |
| Grader | diesel | 100 to <175 | 3.7 | 4.5 | 0.22 | 0.22 | 0.0037 | 0.4 | 522 |
| Off-highway truck | diesel | 300 to <600 | 2.6 | 4.5 | 0.15 | 0.15 | 0.0037 | 0.3 | 522 |
| Roller | diesel | 50 to <100 | 3.7 | 4.5 | 0.30 | 0.30 | 0.0037 | 0.4 | 522 |
| Concrete Paver | diesel | 100 to <175 | 3.7 | 4.5 | 0.22 | 0.22 | 0.0037 | 0.4 | 522 |
| Concrete mixer | diesel | 11 to <25 | 4.9 | 5.0 | 0.60 | 0.60 | 0.0037 | 0.6 | 522 |
| Concrete saw | gasoline | 11 to <25 | 293.01 | 2.45 | 0.04 | 0.04 | 0.0047 | 6.51 | 490 |
| Asphalt paver | diesel | 50 to <100 | 3.7 | 4.5 | 0.30 | 0.30 | 0.0037 | 0.4 | 522 |
| Rear Riding Mower | gasoline | <11 | 293.01 | 2.45 | 0.04 | 0.04 | 0.0047 | 6.51 | 490 |
| Snowblower | gasoline | <11 | 293.01 | 2.45 | 0.04 | 0.04 | 0.0047 | 6.51 | 490 |

Notes:

- Emissions for diesel equipment from:
CO, PM10, PM2.5 : Table 1, *Exhaust & Crankcase Emission Factors for Nonroad Engine Modeling- Compression-Ignition* (EPA 420-R-10-018). Assume Tier 2.
NOx, VOC: Table 8, *Exhaust & Crankcase Emission Factors for Nonroad Engine - Compression-Ignition* (EPA 420-R-10-018). Assume Tier 2.
SO2: Table 3.3-1, AP-42 Section 3.3. Factor corrected to change from lb/hp-hr to g/hp-hr and S content from 2800 ppm to 11 ppm.
CO2: Table 3.3-1, AP-42 Section 3.3. Factor corrected to change from lb/hp-hr to g/hp-hr.
- Emissions for gasoline equipment from:
NOx, VOC, CO, PM10, PM2.5 : Table 4, *Exhaust Emission Factors for Nonroad Engine Modeling- Spark-Ignition* (EPA 420-R-10-019). Assume G4N1O2.
SO2: Table 3.3-1, AP-42 Section 3.3. Factor corrected to change from lb/hp-hr to g/hp-hr and S content from 850 ppm to 15 ppm.
CO2: Table 3.3-1, AP-42 Section 3.3. Factor corrected to change from lb/hp-hr to g/hp-hr.

DRAFT

Table A-12
On-Road Vehicle Emission Factors
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Vehicle Type | Fuel Type | Exhaust Emission Factor ^{1,2,3,4} (g/mile) | | | | | | |
|-------------------|-----------|---|-------|--------|--------|--------|-------|-------|
| | | CO | NOx | PM10 | PM2.5 | SO2 | VOC | CO2 |
| Cars | Gasoline | 9.400 | 0.693 | 0.0041 | 0.0044 | 0.0045 | 1.034 | 368.4 |
| Light Duty Trucks | Gasoline | 11.84 | 0.95 | 0.0045 | 0.0049 | 0.0063 | 1.224 | 513.5 |
| Heavy Duty Trucks | Diesel | 2.311 | 8.613 | 0.219 | 0.202 | 0.010 | 0.447 | 1018 |
| | Gasoline | 13.130 | 2.914 | 0.044 | 0.051 | 0.010 | 1.586 | 888.7 |

Notes:

1. CO₂, CO, PM₁₀, PM_{2.5}, NO_x, and VOC Emissions for Cars and Light Trucks: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks (EPA 420-F-08-024).
2. SO₂ emissions based on sulfur content of 15 ppm and typical fuel consumption rate.
3. CO, PM₁₀, PM_{2.5}, NO_x, and VOC Emissions for Heavy Duty Trucks: Table 1, Average In-Use Emissions from Heavy Duty Trucks (EPA 420-F-08-027).
4. CO₂ Truck Emissions from "Greenhouse Gas Emissions from a Typical Passenger Vehicle". Assume heavy duty trucks average 10 miles per gallon.

| Vehicle Type | Fuel Type | Fugitive Dust Emission Factor ⁵ (g/mile) | |
|--------------|-----------|---|-------|
| | | PM10 | PM2.5 |
| All | All | 0.88 | 0.22 |

Notes:

5. from AP-42 Section 13.2.1-Paved Roads, Equation 2.

DRAFT

Table A-13
Fugitive Dust Emission Factors
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Activity | Units | Emission Factor ^{1,2} | |
|------------------------------|--------|--------------------------------|-------|
| | | PM10 | PM2.5 |
| Vehicles on Unpaved Surfaces | lb/VMT | 1.89 | 0.19 |
| Grading | lb/VMT | 3.06 | 0.39 |

Notes:

1. Vehicle on Unpaved Surfaces Emission Factors from AP-42 Section 13.2.2, Equation 1a.
2. Grading Emission Factors from AP-42 Section 11.9, Table 11.9-1.

DRAFT

Table A-14
Stationary Source Emission Factors
Air Quality Study Report
Columbarium - VA/National Cemetery Administration - St. Albans, Queens, NY

| Stationary Source Type | Fuel Type | Emission Factor ¹ (lb/MMcf) | | | | | | |
|------------------------|-------------|--|-----------------|------------------|-------------------|-----------------|-----|-----------------|
| | | CO | NO _x | PM ₁₀ | PM _{2.5} | SO ₂ | VOC | CO ₂ |
| Heaters | Natural Gas | 84 | 100 | 7.6 | 7.6 | 0.6 | 5.5 | 120,000 |

Notes:

1. Emission Factors from AP-42 Section 1.4, Tables 1.4-1 and 1.4-2.

-

Appendix D

Distribution List with Agency Coordination

Public Venue Availability of the Draft EA / FNSI

This option is not currently available

If these repositories re-open during the comment period, print copies will be placed

| | |
|---|---|
| Queens Library at St Albans 191-05 Linden Blvd St Albans, New York 11412 Currently Not Open to Public | St Albans Community Living Center 179-00 Linden Boulevard and 179 th Street St Albans, New York Currently Not Open to Public |
|---|---|

Mailing List for Agency and Stakeholder Review of Draft EA / FNSI

Released by E-mail

| | |
|---|---|
| <i>United States Representative</i> | |
| <p>Congressman Gregory W. Meeks 153-01 Jamaica Avenue 2nd Floor Jamaica, New York 11432</p> <p>Joseph Edwards Executive Assistant 153-01 Jamaica Avenue 2nd Floor Jamaica, New York 11432</p> | |
| City, State, County, and Local Agencies | |
| <p>Andrew Arcese Borough Planner Queens Borough Commissioner's Office NYC Department of Transportation</p> <p>Rene Cheatham, Chair Queens Community Board 12 90-28 161st Street Jamaica, NY 11432</p> | <p>Gina Santucci Director Environmental Review Unit New York City Landmarks Preservation Commission Municipal Building 1 Centre Street, 9th Floor North New York, New York 10007</p> <p>Amanda Sutphin Director of Archaeology New York City Landmarks Preservation Commission Municipal Building 1 Centre Street, 9th Floor North New York, New York 10007</p> |
| <p>Vincent Sapienza Commissioner New York City Department of Environmental Protection 59-17 Junction Boulevard Flushing, New York 11373</p> | <p>Mr. Nicholas B. Conrad Information Services New York Natural Heritage Program 625 Broadway, 5th Floor. Albany, NY 12233-4757 (518) 402-8935</p> |

| | |
|--|---|
| <p>Olivia Brazee Office of Parks, Recreation and Historic Preservation New York State Office of Historic Preservation Field Services Bureau Peebles Island P.O. Box 189 Waterford, NY 12188-0189</p> <p>Jeffrey Zappieri Supervisor New York State Department of State Division of Coastal Resources 41 State Street Albany, NY 12231-0001</p> | <p>Steven Zahn Regional Director New York State Department of Environmental Conservation Region 2 1 Hunter's Point Plaza 47-40 21st Street Long Island City, New York 11101-5401</p> |
| Federal Agencies | |
| <p>Ms. Grace Musumeci, Chief Environmental Review Section Strategic Planning and Multi-Media Programs Branch USEPA-Region II 290 Broadway New York, NY 10007-1866 (212) 637-7343</p> | <p>Mr. David Stilwell Field Office Supervisory US Fish and Wildlife Service NY Field Office 3817 Luker Road Cortland, NY 13045</p> |
| Federally Recognized Tribes | |
| <p>Ms. Bonney Hartley and Nathan Allison Tribal Historic Preservation Officer Stockbridge Munsee Band of Mohican Indians 65 1st St Troy, NY 12180</p> | <p>Susan Bachor Delaware Tribe of Indians Historic Preservation Representative PO Box 64 100 Church St Pocono Lake, PA 18347</p> |
| <p>Bryan Politer Chairman Shinnecock Indian Nation Tribal Office. PO Box 5006 Southampton, New York 11968</p> | <p>Erin Thompson Paden Historic Preservation Director Delaware Nation 31604 SH 281 PO Box 825 Anadarko OK 73005</p> |
| State Recognized Tribes | |
| <p>Harry B. Wallace Chief Unkechaug Indian Nation 151 Poospatuck Lane Mastic, New York 11950</p> | |
| Interested Parties | |
| <p>Greater TriAngular Civic Association 177-01 Baisley Blvd Jamaica NY 11434 Lauretta Humphrey GTCA President</p> | <p>Octagon Neighborhood Association, Inc PO Box 340988 Jamaica, NY 11434 Lester Muse, President</p> |

| | |
|---|--|
| | |
| Addisleigh Park Civic Organization Michael Scotland, President Mscotland.apco@gmail.com | |

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



September 02, 2016

Nancy J. Brighton
U.S. Army Corps of Engineers, New York District
Jacob K. Javits Federal Building
New York, NY 10278

Re: Demolition of Buildings 165 and 166, St. Albans Community Living Center and VA Center
Town/City: City Of New York. County: Queens.

Dear Nancy J. Brighton:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at this site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage Database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 2 Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Conrad".

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

IPaC**U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Queens County, New York



Local office

Long Island Ecological Services Field Office

(631) 286-0485

(631) 286-4003

340 Smith Road

Shirley, NY 11967-2258

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

1 and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (**NOAA Fisheries**).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

| NAME | STATUS |
|---|------------|
| Piping Plover <i>Charadrius melodus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6039 | Threatened |
| Red Knot <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1864 | Threatened |
| Roseate Tern <i>Sterna dougallii dougallii</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2083 | Endangered |

Flowering Plants

| NAME | STATUS |
|---|------------|
| Seabeach Amaranth <i>Amaranthus pumilus</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8549 | Threatened |

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THEREARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

1 and the Bald and Golden Eagle Protection Act.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.

2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds. <http://www.fws.gov/birds/management/protect-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds. <http://www.fws.gov/migratorybirds/pdf/management/Nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Oct 15 to Aug 31

Black Skimmer *Rynchops niger*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5234>

Breeds May 20 to Sep 15

Black-billed Cuckoo *Coccyzus erythrophthalmus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9399>

Breeds May 15 to Oct 10

Canada Warbler *Cardellina canadensis*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 20 to Aug 10

Cerulean Warbler *Dendroica cerulea*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/2974>

Breeds Apr 29 to Jul 20

Clapper Rail *Rallus crepitans*

Breeds Apr 10 to Oct 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Dunlin *Calidris alpina arctica*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Evening Grosbeak *Coccothraustes vespertinus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Golden-winged Warbler *Vermivora chrysoptera*

Breeds May 1 to Jul 20

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8745>

Lesser Yellowlegs *Tringa flavipes*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9679>

Prairie Warbler *Dendroica discolor*

Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Red-headed Woodpecker *Melanerpes erythrocephalus*

Breeds May 10 to Sep 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Red-throated Loon *Gavia stellata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Ruddy Turnstone *Arenaria interpres morinella*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Rusty Blackbird *Euphagus carolinus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Saltmarsh Sparrow *Ammospiza caudacuta*

Breeds May 15 to Sep 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9719>

Seaside Sparrow *Ammodramus maritimus*

Breeds May 10 to Aug 20

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Semipalmated Sandpiper *Calidris pusilla*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Short-billed Dowitcher *Limnodromus griseus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Snowy Owl *Bubo scandiacus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Whimbrel *Numenius phaeopus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in **the** continental USA and Alaska .

Wood Thrush *Hylocichla mustelina*

Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska .

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence ()

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

probability of presence breeding season | survey effort - no data

SPECIES JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Bald Eagle

Non-BCC Vulnerable

(This is a Bird of Conservation Concern (BCC) In this area, but warrants attention because of the Eagle Act or for potential susceptibility in offshore areas from certain types of development or activities..)

**Black Skimmer**

BCC Rangewide

(CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Black-billed Cuckoo**

BC Rangewide

(CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Canada Warbler**

BCC Rangewide

(CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Cerulean Warbler**

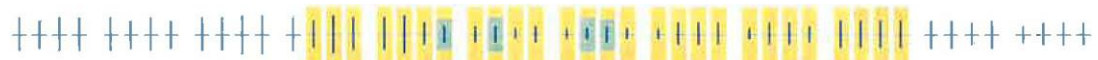
BCC Rangewide

(CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Clapper Rail**

BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

(This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Dunlin
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Evening Grosbeak
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Golden-winged Warbler
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

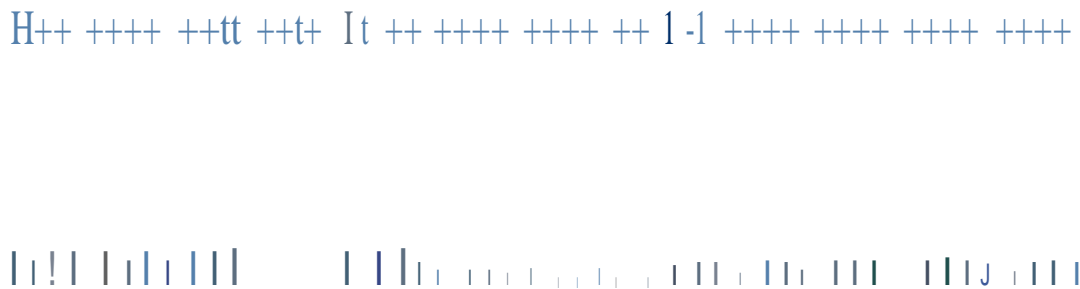
Lesser Yellowlegs
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

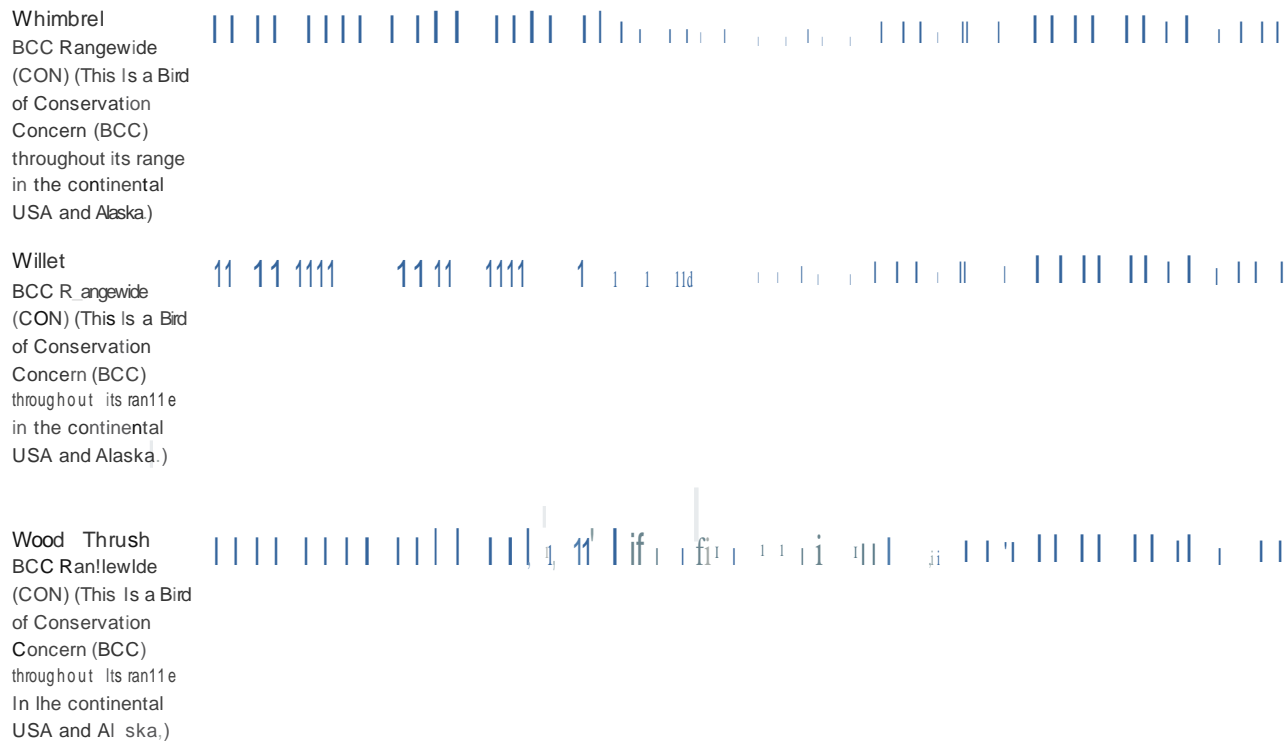
Prairie Warbler
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Red-headed Woodpecker
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

SPECIES JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Red-throated Loon
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, **view** the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources : [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern :

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegl](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area; please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE **NO KNOWN** WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

STATE OF NEW YORK
DEPARTMENT OF STATE

ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
WWW.DOS.NY.GOV

ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
SECRETARY OF STATE

August 29, 2019

Stephen Davis, RLA
Department of Veterans Affairs
National Cemetery Administration
Office of Design and Construction (43B)
425 I Street, NW, 5E.425
Washington, District of Columbia 20001

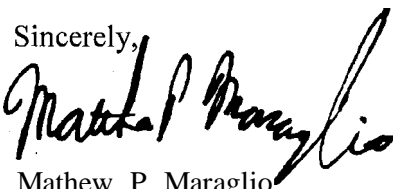
Re: F-2019-0832(DA)
U.S. Army Corps of Engineers/New York District
Permit Application - Department of Veterans Affairs
Construct a National Cemetery on VA property
within the St. Albans Community Living Center
campus.
City of New York (St. Albans), Queens County
No Jurisdiction-

Dear Mr. Davis:

The Department of State has reviewed the information for the above-referenced proposal.

The information provided indicates the proposal would not be undertaken in the State's designated coastal area and is not likely to affect land and water uses and natural resources within the State's coastal area. Therefore, it is not necessary for the Department of State to review this proposal pursuant to the consistency provisions of the federal Coastal Zone Management Act and the New York State Coastal Management Program.

If you have any questions or need any additional information regarding this matter, please contact me at (518) 474-6000 and refer to our file #F-2019-0832.

Sincerely,


Mathew P. Maraglio
Supervisor, Consistency Review Unit
Office of Planning, Development and
Community Infrastructure

MM/de

cc: COE/New York District - Steve Ryba
NYSDEC Region 2 - Stephen Watts

STATE OF NEW YORK
DEPARTMENT OF STATE

ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
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ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
SECRETARY OF STATE

August 01, 2019

Stephen Davis, RLA
Department of Veterans Affairs
National Cemetery Administration
Office of Design and Construction (43B)
425 I Street, NW, 5E. 425
Washington, D.C. 20001

Re: O-2019-0078
U.S. Department of Veterans Affairs –
Review of Consistency Determination
St. Albans Community Living Center campus
County of Queens, NY

*Construct National Cemetery/ columbaria on VA
property within the St. Albans Community Living
Center Campus.*

**No Jurisdiction –
Not in Coastal Area Boundary**

Dear Mr. Davis:

The Department of State has reviewed the submitted information for the above-referenced proposal.

The information provided indicates the proposal would not be undertaken in the State's designated coastal area (inclusive of the New York City Waterfront Revitalization Program's coastal area boundary) and is not likely to affect land and water uses and natural resources within the State's or NYC coastal area. Therefore, it is not necessary for the Department of State to review this proposal pursuant to the consistency provisions of the federal Coastal Zone Management Act and the New York State Coastal Management Program.

If you have any questions or need any additional information regarding this matter, please contact me at (518) 474-6000 and refer to our file #O-2019-0078.

Sincerely,

Terra M. Haight

Terra M. Haight
Federal Consistency Review Unit
Office of Planning, Development and
Community Infrastructure

Ecc: COE/ New York District – Jeffrey Fry; Nancy J. Brighton



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

August 29, 2019

Ms. Nancy Brighton
Supervisory Archaeologist
US Army Corps of Engineers, New York District
Room 2151
26 Federal Plaza
New York, NY 10278

Re: VA
National Cemetery Administration Master Plan St Albans Columbarium
Borough of Queens, Queens County, NY
19PR05072

Dear Ms. Brighton:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink that reads "R. Daniel Mackay".

R. Daniel Mackay
Deputy State Historic
Preservation Officer Division for
Historic Preservation



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

June 10, 2020

Ms. Carissa Scarpa Supervisory
Archaeologist
US Army Corps of Engineers, New York District 26 Federal
Plaza (17-421)
PSC Mail Center New York District, USACE New
York, NY 10278

Re: VA
National Cemetery Administration Master Plan St Albans Columbarium Borough of
Queens, Queens County, NY
19PR05072

Dear Ms. Scarpa:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy State Historic Preservation Officer Division for
Historic Preservation

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov

ENVIRONMENTAL REVIEW

Project number: 106.Q (US DEPT VETERANS AFFAIRS)
Project: ST. ALBANS COLUMBARIUM
Address: 180-20 LINDEN BOULEVARD BBL: 4124060100
Date Received: 7/31/2019

☒ **No architectural significance**

☒ **No archaeological significance**

☐ **Designated New York City Landmark or Within Designated Historic District**

☐ **Listed on National Register of Historic Places**

☐ **Appears to be eligible for National Register Listing and/or New York City Landmark Designation**

☐ **May be archaeologically significant; requesting additional materials**

Comments:

LPC is in receipt of the following report:
Phase 1 Cultural Resources Investigation, For The Columbarium Va / National Cemetery Administration, St. Albans, Queens County, New York New York State Historic Preservation Office # 17pr01450
Draft, January 2018, Panamerican Consultants, Inc. and concurs with the findings that there are no cultural resources present that are potentially eligible for listing in the State/National Register of Historic Places.
Cc:SHPO



8/8/2019

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name

Mr. Fry,

The US EPA has reviewed the FONSI/EA and have no comments at this time. Please know that we appreciate the opportunity to review these documents and for allowing us to assist the USACE with this project.

If there are any questions, please feel free to reach out to me.

Thanks again,
Mark

Mark Austin, Team Leader
US EPA Region II
Office of the Regional Administrator
Strategic Programs, Environmental Review Team
212.637.3954

-----Original Message-----

From: st_albans_nca <st_albans_nca@usace.army.mil>

Sent: Friday, May 22, 2020 2:33 PM

To: Austin, Mark <Austin.Mark@epa.gov>

Subject: St Albans NY National Cemetery Administration (NCA) Re-evaluated Finding of No Significant Impact (FONSI) & Environmental Assessment (EA) 22 May 2020

The attached files are for your review and comment. The U.S. Army Corps of Engineers, New York District has re-evaluated a FONSI & EA for the Veterans Administration, NCA. The project is a columbarium site in St Albans, NY on the grounds of the St Albans Community Living Center Campus. Complete project information is contained in the Cover Letter attachment. The comment period extends until 21 Jun 2020.

Jeffrey Fry
USACE New York District
St_albans_nca@usace.army.mil
917 790 8616

Appendix E

Traffic Study

TRAFFIC IMPACT STUDY

COLUMBARIUM
VA/National Cemetery Administration
St. Albans, Queens, NY

Borough of Queens
New York, New York

January 2018
Revised March 2020



Consulting Engineering & Land Surveying, D.P.C.

143 Court Street
Binghamton, NY 13901

Traffic Impact Study - St. Albans Columbarium

A. Introduction and Background

The purpose of this project is to provide enhanced service to veterans in the New York Metropolitan Area by providing a preferred burial option to eligible veterans nearer to the urban core. The expansion will accommodate cremated remains in columbaria and will be developed as a satellite facility to the existing Long Island National Cemetery located in Farmingdale, NY approximately 63 miles away. The Nations Cemetery Administration (NCA) has obtained five and a quarter (5 ¼) acres of developable land located at the VA St. Albans Community Living Center in Queens within the New York metropolitan area on which to develop this Urban Initiative columbaria cemetery. (See Figures 1 and 2 in Appendix A for location maps.) The overall Master Plan will be designed to accommodate approximately 36,000 niches over a one hundred (100) year period. The initial construction project will include columbarium walls providing a ten (10) year minimum capacity of 4,000 total niches and the necessary support facilities to provide for cemetery operations and maintenance.

Public access to the site will be off of a gated entrance from Baisley Boulevard. There will be an internal one way loop access road where the traffic will exit onto Baisley Boulevard at a separate gated access point. Refer to the site plan for the site in Appendix B. The facility operations staff has requested a separate entrance and exit.

Parking will be provided on site with a fourteen (14) space parking lot adjacent to the administration building and parallel parking along the access road accommodating 31 spaces for cortege parking..

The Long Island National Cemetery averages 475 columbarium internments per year. The projections for the St Albans site are an average of 450 internments per year an an \average of 9 per week..

B. Study Area and Existing Traffic Conditions

The entrance to the St. Albans Columbarium will be off of Baisley Blvd. Baisley Blvd. is a forty (40) feet wide, curb to curb, urban arterial street with two travel lanes and parking permitted on both sides of the street. There are standard five (5) feet wide sidewalks on both sides of the street and speed tables located along the road with one being located near the proposed exit which functions as a traffic calming device.

Baisley Blvd. has an Annual Average Daily Traffic (AADT) of approximately 9000 vehicles per day. The 8am to 9am morning peak hour in the vicinity of the proposed Columbarium entrance has been estimated at 350 vph SB and 300 vph NB. Traffic data was obtained from the New York City Department of Transportation (NYC DOT) Traffic Information System (TIMS) and is tabulated in Appendix C. There are five (5) signalized intersections on Baisley Blvd. in the vicinity of the Columbarium Entrance. The turning movement count at the Baisley Blvd. intersection with Merrick Blvd. which is the highest volume signalized intersection in the near-by area, is also located in Appendix C.

C. Trip Generation, Assignment and Distribution

The trip generation used was based on the existing operation at Farmingdale Cemetery site and how it would apply to the St. Albans site. The assumption by the operators of the Columbarium is that 60% of the internments will start at a funeral home and then have a ceremony at the site and 40% will just have a ceremony on the site. The intention is to intern people who lived in the vicinity of New York City so that the majority of the visitors (non-internment ceremony) will travel by mass transit. Internment ceremonies will include both people who drive and take mass transit.

It is anticipated that attendances at the interments at the St. Albans site will average between six (6) to ten (10) vehicles with a maximum of 30 vehicles per internment. On the extremely rare occasions where over 30 vehicles are anticipated, a police presence to direct traffic would be required. Internments will start at 9:00 am and the last one will begin at 2:00 pm. Thus the period of analysis was determined to be from 8:45 am to 2:15 pm. Both the average (10 vehicles) and maximum (30 vehicles) were analyzed. These vehicle estimates should be conservative since there is a likelihood of some visitors arriving via mass transit in Queens as opposed to Long Island. The direction by which vehicle enter the site is based on the variable locations of funeral homes and places of worship.

Thus the highest volume signalized intersection (Merrick Blvd / Baisley Blvd) in the vicinity of the Columbarium entrance was analyzed with 10 and 30 vehicles arriving from different directions. The Baisley Boulevard entrance to the St. Albans Columbarium site was analyzed with the worst conditions of left turns in. The traffic count volumes were obtained from access to the NYC DOT's TIMS and modified to account for seasonality. The turning movement volumes are shown on the figure in Appendix D.

D. Capacity and Level of Service Analysis

The assumption was made that the traditional operation of funeral processions would apply to the traffic operations analysis. *“A funeral procession is a convoy of friends, relatives and family members following the hearse from the funeral home or place of worship, to the burial site. Through the ages it has varied from people walking and carrying the deceased, to the modern entourage of limousines and automobiles. Quite often, all vehicles in the funeral will be marked with a purple flag issued by the funeral home. All drivers will be told to turn their headlights on. The hearse will be the first vehicle in the procession followed by the spouse, children, immediate family members and friends. In most states the lead vehicle must observe all traffic lights, but when the lead car has proceeded through an intersection, the rest of the procession may proceed without stopping. The procession is often accompanied by law enforcement vehicles to ensure the safety of the procession when running a red light. Cars traveling in the opposite direction are expected to yield out of respect.”*

Traffic Impact Study - St. Albans Columbarium

In New York State there are no state laws governing funeral processions. Moreover, the state's Vehicle and Traffic Laws do not provide any exceptions to following traffic control signals, except in the case of emergency vehicles. If a funeral procession is to be granted the ability to disobey traffic signals, there must be a traffic officer present to regulate traffic. *Vincy vs. Charney*, 80 N.Y.S.2d 521 (NY 1948).

The SYNCHRO/Simtraffic traffic modeling software was used to analyze the Merrick Blvd/Baisley Blvd. signalized intersection. This intersection is the highest volume signalized intersection in the near vicinity of the proposed St. Albans Columbarium site. It was considered that the operational analysis of this intersection would be reflective of all five near-by intersections, a worst case highest traffic volume condition, and the only intersection where the NYC data base had a recent turning movement count available.

The St Albans entrance and exit Loop Road stop condition intersections with Baisley Blvd. were also analyzed. Approach delay, level of service, and average and maximum queue lengths were calculated. Also overall intersection delay and level of service were determined. Both the average (10 vehicles) and maximum (30 vehicles) conditions were examined. See Exhibits 1 and 2 in Appendix E for a tabular depiction of the Synchro-SimTraffic results.

The analysis time frame was the 8am-9am morning peak hour which included the 8:45 am to 9:00 am time slot within the 8:45am to 2:15pm Columbarium internment time period. In the analyses the maximum Synchro peak hour factor of 0.25 was applied to the funeral procession movement. Since this factor implies that all of the traffic in the peak hour occurred in the peak 15 minutes; the 10 vehicle and 30 vehicle funeral procession movements were added to the seasonally adjusted 8:45am to 9:00am background normal traffic. See Figures 4-6 in Appendix D.

Examination of Exhibit 1 shows modest delay and queue increases for the 10 and 30 vph funeral processions. The worst case condition of a northbound left into the St. Albans Loop Entrance, which would put all the traffic through the Baisley Blvd / Merrick Blvd intersection, was analyzed. The total intersection delays at the Baisley Blvd / Merrick Blvd intersection do not deteriorate past the existing Level of Service C range. There were also only very minor delays, encountered at the intersections along Baisley Blvd from Merrick Blvd to the St. Albans Loop Roads entrances and exits. These very minor delays would not have an effect on the LOS of this section of Baisley Blvd..

From the City Environmental Quality Review (CEQR) Technical Manual, March 2014 Edition, Table 16-4 **Annual Background Growth Rates** the annual growth rate in the Queens Borough for 1 to 5 years is 0.50%. For Year 6 and beyond the annual growth is 0.25%.. Since the traffic capacity analysis is conservative, the background traffic growth rate is minor and the projected annual number of internments (450) remains steady for the next ten years it was assumed there was no need to perform a future traffic analysis.

Traffic Impact Study - St. Albans Columbarium

E. Pedestrian and Transit Concerns

The closest bus stops to the proposed St Albans Columbarium site are in the vicinity of the Merrick Blvd/Baisley Blvd and the Farmers Blvd/Linden Blvd intersections and along 120th Avenue. See the key map in Appendix D for the bus stop locations and the routes served. The Long Island RR station stop is between Linden Blvd. and Baisley Blvd. opposite the St. Albans Community Living Center site. It serves the Babylon and West Hempstead routes.

It is anticipated that the majority of the visitors (non-internment) to the St. Albans Columbarium site will access site via the adjacent mass transit station locations and the adjacent sidewalk system. The volume of new internment visitors is expected to be low, therefore, there was not any anticipated impacts to the existing mass transit system.

The sidewalks are in good shape, adequate width and located on both sides of Baisley Blvd.

F. Safety Considerations

Examination of the NYC DOT data base did not reveal any high accident locations, either vehicular or pedestrian related, within the project area.

To mitigate any potential conflicts with Baisley Blvd northbound traffic exiting traffic should be restricted to a right turn only maneuver.

There are two speed bumps on Baisley Blvd in the vicinity of the proposed St. Albans Loop Road exit and entrance. with warning signs restricting speeds to 20 mph. The northernmost speed bump is approximately thirty-five (35) feet north of the Loop Road exit. The other speed bump is approximately one hundred (100) feet north of the Loop Road entrance. These existing speed bumps along with the left turn out prohibition and right turn in recommendation should enhance safety.

G. Parking Needs

The administration building is where people check in with ashes and/or look up deceased people who have plaque locations or “Niches”. This building site will require one (1) administration employee spots and eight (8) for visitors. Two of the visitor spots should be signed as handicapped. The Long Island National Cemetery currently has 5000 Niches and typically sees a maximum number of ten (10) visitors at one time. There will also be parking for one (1) VA vehicle at the administration building.

The St. Albans facility will not be open from 5pm to 7am daily and will not be manned on weekends, but is open for visitors only during the day on weekdays. There will be one (1) full time operations staff who will work Monday through Friday. The entry gate will be set back from road, The gates will be open during hours that the facility is open. No parking will be allowed for visitors on city streets.

Traffic Impact Study - St. Albans Columbarium

See Appendix B for the site plan with the proposed parking spaces and traffic flow delineated.

H. Recommendations, Mitigations, and Conclusions

It is not anticipated that there will be any serious traffic impacts with the opening of the St Albans Columbarium. There will be minor delays along Baisley Blvd. on off peak hours of a very intermittent frequency.

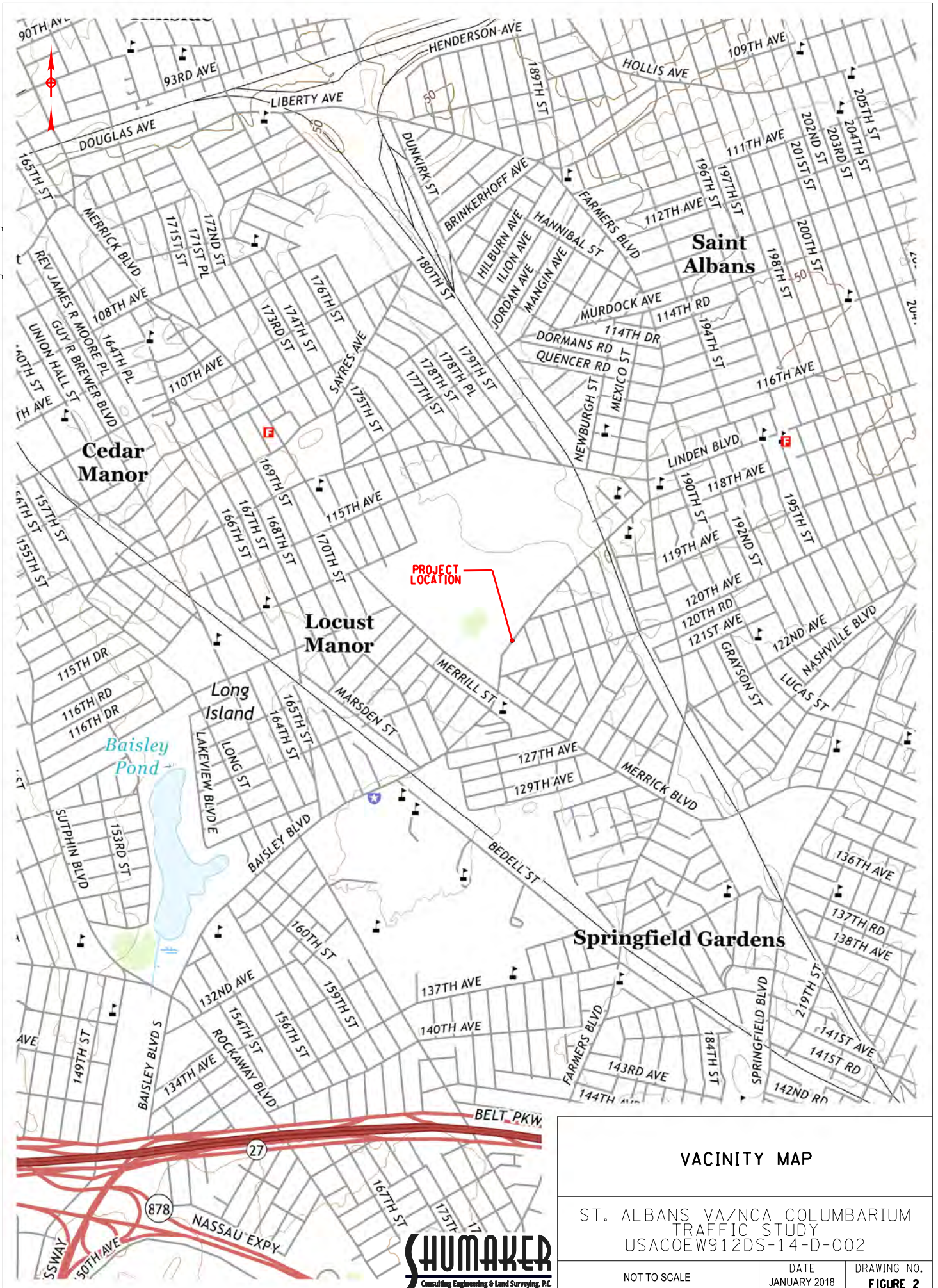
It is recommended that funeral processions be encouraged to enter the St Albans Loop Road from the north to allow unopposed right turns in. Access from south via Baisley Boulevard NB will require the conflicting southbound through traffic on Baisley Blvd to stop. Even in that case, the delays and queues at the entrance should be a relatively minor inconvenience.

In the case of large funeral processions (over 30 vehicles), it is required that a police officer be present to facilitate operational efficiency and safety.

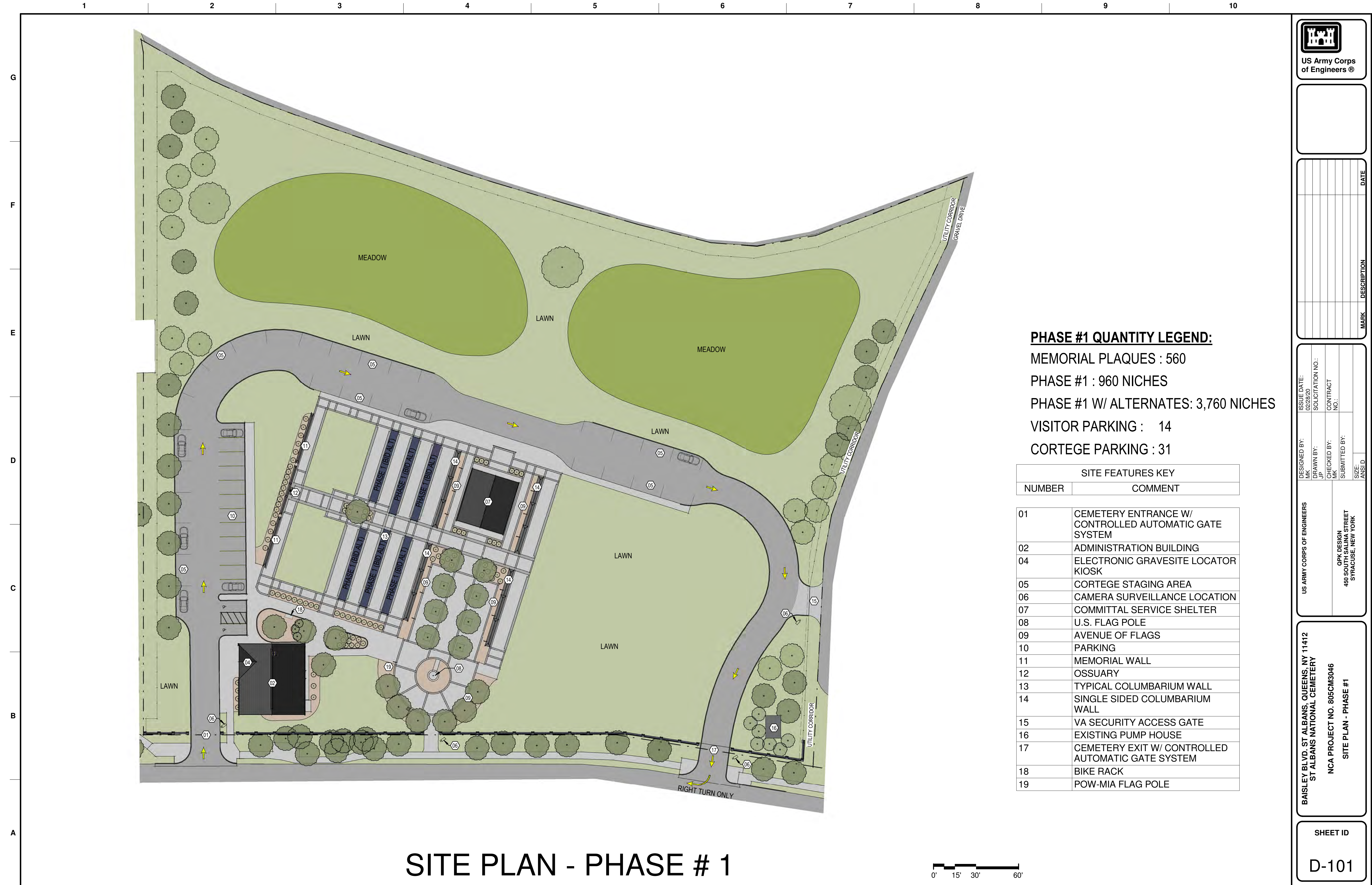
No left turns out from the Loop Road exit should be permitted onto Baisley Blvd.

APPENDIX A – LOCATION AND VICINITY MAPS





APPENDIX B – SITE CONCEPT PLANS



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|-----------------------------|--|---|--|-------------------|--|---------------------|--|------|--|
| US Army Corps of Engineers® | | ISSUE DATE: 02/28/20 | | SOLICITATION NO.: | | CONTRACT NO.: | | DATE | |
| DESIGNED BY: MK | | DRAWN BY: JP | | CHECKED BY: MK | | SUBMITTED BY: MK | | MARK | |
| US ARMY CORPS OF ENGINEERS | | QPK DESIGN 450 SOUTH SALINA STREET SYRACUSE, NEW YORK | | SIZE: ANSI D | | DESCRIPTION | | DATE | |

| | | | | | |
|--|--|---------------------------|--|----------------------|--|
| BASILY BLVD. ST ALBANS, QUEENS, NY 11412 | | NCA PROJECT NO. 805CM3046 | | SITE PLAN - PHASE #1 | |
| ST ALBANS NATIONAL CEMETERY | | | | | |

| | |
|----------|--|
| SHEET ID | |
| D-101 | |

PHASE #1 QUANTITY LEGEND:

MEMORIAL PLAQUES : 560

PHASE #1 : 960 NICHES

PHASE #1 W/ ALTERNATES: 3,760 NICHES

VISITOR PARKING : 14

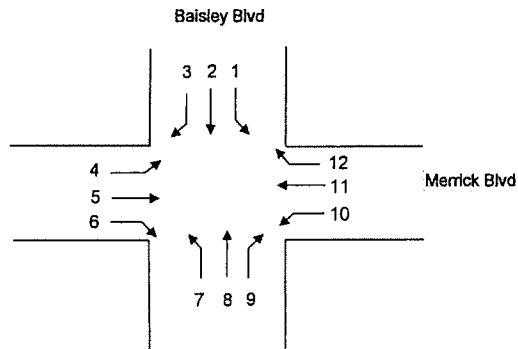
CORTEGE PARKING : 31

| SITE FEATURES KEY | |
|-------------------|---|
| NUMBER | COMMENT |
| 01 | CEMETERY ENTRANCE W/ CONTROLLED AUTOMATIC GATE SYSTEM |
| 02 | ADMINISTRATION BUILDING |
| 04 | ELECTRONIC GRAVESITE LOCATOR KIOSK |
| 05 | CORTEGE STAGING AREA |
| 06 | CAMERA SURVEILLANCE LOCATION |
| 07 | COMMITTAL SERVICE SHELTER |
| 08 | U.S. FLAG POLE |
| 09 | AVENUE OF FLAGS |
| 10 | PARKING |
| 11 | MEMORIAL WALL |
| 12 | OSSUARY |
| 13 | TYPICAL COLUMBARIUM WALL |
| 14 | SINGLE SIDED COLUMBARIUM WALL |
| 15 | VA SECURITY ACCESS GATE |
| 16 | EXISTING PUMP HOUSE |
| 17 | CEMETERY EXIT W/ CONTROLLED AUTOMATIC GATE SYSTEM |
| 18 | BIKE RACK |
| 19 | POW-MIA FLAG POLE |

APPENDIX C – TRAFFIC COUNT DATA

Count type: Turning movement
Node ID: 36845
Location 1 (N/S): Baisley Blvd
Location 2 (E/W): Merrick Blvd
Borough Code: 4
Collect Date: 9/26/2017
Period:
Interval (min): 15
Start Time: 7:00 AM
End Time: 6:00 PM

N

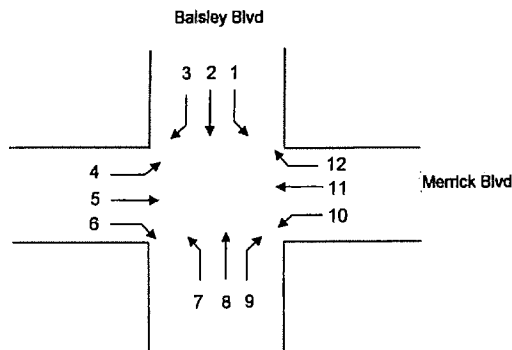


| Vehicle Type | Heavy Vehicle |
|--------------|---------------|
| Car | Y |
| Truck | Y |
| Bus | Y |
| Bike | N |
| | N |
| | N |

| | | DIR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---------|---------|---------------|----|----|----|----|-----|----|----|-----|----|----|-----|----|
| From | To | Vehicle Class | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 AM | 7:15 AM | Car | 2 | 66 | 74 | 9 | 57 | 8 | 12 | 59 | 0 | 16 | 291 | 0 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| | | Bus | 0 | 3 | 6 | 3 | 8 | 2 | 8 | 8 | 1 | 1 | 4 | 13 |
| | | Bike | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:15 AM | 7:30 AM | Car | 0 | 68 | 85 | 26 | 73 | 12 | 18 | 81 | 6 | 20 | 285 | 1 |
| | | Truck | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| | | Bus | 0 | 2 | 5 | 3 | 0 | 7 | 5 | 5 | 0 | 1 | 8 | 6 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:30 AM | 7:45 AM | Car | 4 | 75 | 63 | 45 | 113 | 9 | 20 | 90 | 2 | 41 | 305 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| | | Bus | 0 | 7 | 4 | 6 | 12 | 5 | 4 | 2 | 0 | 1 | 10 | 1 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:45 AM | 8:00 AM | Car | 2 | 80 | 73 | 27 | 142 | 18 | 16 | 121 | 5 | 23 | 334 | 4 |
| | | Truck | 0 | 2 | 0 | 2 | 7 | 1 | 0 | 2 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 3 | 3 | 2 | 12 | 3 | 3 | 0 | 0 | 0 | 9 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:00 AM | 8:15 AM | Car | 2 | 91 | 49 | 38 | 136 | 14 | 28 | 69 | 19 | 59 | 306 | 2 |
| | | Truck | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 2 | 1 | 0 |
| | | Bus | 1 | 6 | 4 | 0 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:15 AM | 8:30 AM | Car | 1 | 98 | 51 | 34 | 149 | 16 | 19 | 67 | 1 | 24 | 289 | 1 |
| | | Truck | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 3 | 0 |
| | | Bus | 0 | 1 | 2 | 5 | 10 | 4 | 6 | 3 | 0 | 1 | 4 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:30 AM | 8:45 AM | Car | 2 | 58 | 53 | 19 | 126 | 24 | 18 | 68 | 4 | 18 | 265 | 4 |
| | | Truck | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 0 | 2 | 3 | 9 | 3 | 4 | 0 | 0 | 0 | 10 | 0 |
| | | Bike | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:45 AM | 9:00 AM | Car | 0 | 65 | 26 | 31 | 122 | 22 | 12 | 53 | 5 | 23 | 207 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 1 | 2 | 8 | 0 |
| | | Bus | 0 | 2 | 2 | 2 | 8 | 5 | 3 | 0 | 0 | 1 | 9 | 1 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:00 PM | 4:15 PM | Car | 3 | 59 | 28 | 53 | 174 | 22 | 16 | 184 | 21 | 14 | 94 | 3 |
| | | Truck | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Bus | 0 | 2 | 1 | 1 | 6 | 4 | 0 | 8 | 2 | 0 | 1 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:15 PM | 4:30 PM | Car | 2 | 57 | 21 | 43 | 181 | 23 | 8 | 116 | 5 | 26 | 128 | 4 |
| | | Truck | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 1 | 2 | 0 |
| | | Bus | 1 | 3 | 3 | 2 | 5 | 4 | 3 | 2 | 0 | 0 | 11 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 0 | | | | | | | | | | | | |

Baisley/Merrick

Count type: Turning movement
 Node ID: 36845
 Location 1 (N/S): Baisley Blvd
 Location 2 (E/W): Merrick Blvd
 Borough Code: 4
 Collect Date: 9/26/2017
 Period:
 Interval (min): 15
 Start Time: 7:00 AM
 End Time: 6:00 PM

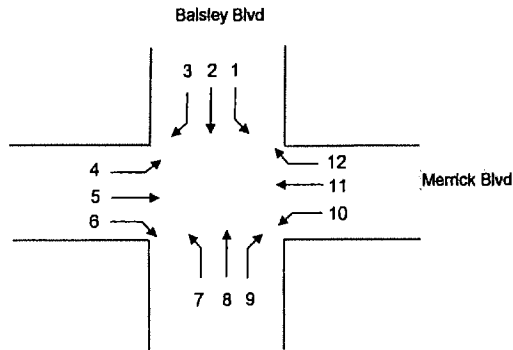


| Vehicle Type | Heavy Vehicle |
|--------------|---------------|
| Car | Y |
| Truck | Y |
| Bus | Y |
| Bike | N |
| | N |
| | N |

| | | DIR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---------|---------|---------------|----|----|----|----|-----|----|----|-----|----|----|-----|----|
| From | To | Vehicle Class | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 AM | 7:15 AM | Car | 2 | 66 | 74 | 9 | 57 | 8 | 12 | 59 | 0 | 16 | 291 | 0 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| | | Bus | 0 | 3 | 6 | 3 | 8 | 2 | 8 | 8 | 1 | 1 | 4 | 13 |
| | | Bike | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:15 AM | 7:30 AM | Car | 0 | 68 | 85 | 26 | 73 | 12 | 18 | 81 | 6 | 20 | 285 | 1 |
| | | Truck | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| | | Bus | 0 | 2 | 5 | 3 | 0 | 7 | 5 | 5 | 0 | 1 | 8 | 6 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:30 AM | 7:45 AM | Car | 4 | 75 | 63 | 45 | 113 | 9 | 20 | 90 | 2 | 41 | 305 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| | | Bus | 0 | 7 | 4 | 6 | 12 | 5 | 4 | 2 | 0 | 1 | 10 | 1 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:45 AM | 8:00 AM | Car | 2 | 80 | 73 | 27 | 142 | 18 | 16 | 121 | 5 | 23 | 334 | 4 |
| | | Truck | 0 | 2 | 0 | 2 | 7 | 1 | 0 | 2 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 3 | 3 | 2 | 12 | 3 | 3 | 0 | 0 | 0 | 9 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:00 AM | 8:15 AM | Car | 2 | 91 | 49 | 38 | 136 | 14 | 28 | 69 | 19 | 59 | 306 | 2 |
| | | Truck | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 2 | 1 | 0 |
| | | Bus | 1 | 6 | 4 | 0 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:15 AM | 8:30 AM | Car | 1 | 98 | 51 | 34 | 149 | 16 | 19 | 67 | 1 | 24 | 289 | 1 |
| | | Truck | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 3 | 0 |
| | | Bus | 0 | 1 | 2 | 5 | 10 | 4 | 6 | 3 | 0 | 1 | 4 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:30 AM | 8:45 AM | Car | 2 | 58 | 53 | 19 | 126 | 24 | 18 | 68 | 4 | 18 | 265 | 4 |
| | | Truck | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 0 | 2 | 3 | 9 | 3 | 4 | 0 | 0 | 0 | 10 | 0 |
| | | Bike | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:45 AM | 9:00 AM | Car | 0 | 65 | 26 | 31 | 122 | 22 | 12 | 53 | 5 | 23 | 207 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 1 | 2 | 8 | 0 |
| | | Bus | 0 | 2 | 2 | 2 | 8 | 5 | 3 | 0 | 0 | 1 | 9 | 1 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:00 PM | 4:15 PM | Car | 3 | 59 | 28 | 53 | 174 | 22 | 16 | 184 | 21 | 14 | 94 | 3 |
| | | Truck | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Bus | 0 | 2 | 1 | 1 | 6 | 4 | 0 | 8 | 2 | 0 | 1 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:15 PM | 4:30 PM | Car | 2 | 57 | 21 | 43 | 181 | 23 | 8 | 116 | 5 | 26 | 128 | 4 |
| | | Truck | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 1 | 2 | 0 |
| | | Bus | 1 | 3 | 3 | 2 | 5 | 4 | 3 | 2 | 0 | 0 | 11 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 0 | | | | | | | | | | | | |

Baisley/Merrick

Count type Turning movement
Node ID: 36845
Location 1 (N/S) Baisley Blvd
Location 2 (E/W) Merrick Blvd
Borough Code: 4
Collect Date: 9/26/2017
Period:
Interval (min): 15
Start Time: 7:00 AM
End Time: 6:00 PM

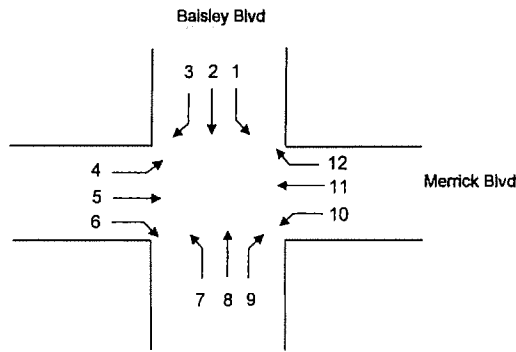


| Vehicle Type | Heavy Vehicle |
|--------------|---------------|
| Car | Y |
| Truck | Y |
| Bus | Y |
| Bike | N |
| | N |
| | N |

| | | DIR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---------|---------|---------------|----|----|----|----|-----|----|----|-----|----|----|-----|----|
| From | To | Vehicle Class | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| 7:00 AM | 7:15 AM | Car | 2 | 66 | 74 | 9 | 57 | 8 | 12 | 59 | 0 | 16 | 291 | 0 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| | | Bus | 0 | 3 | 6 | 3 | 8 | 2 | 8 | 8 | 1 | 1 | 4 | 13 |
| | | Bike | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:15 AM | 7:30 AM | Car | 0 | 68 | 85 | 26 | 73 | 12 | 18 | 81 | 6 | 20 | 285 | 1 |
| | | Truck | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| | | Bus | 0 | 2 | 5 | 3 | 0 | 7 | 5 | 5 | 0 | 1 | 8 | 6 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:30 AM | 7:45 AM | Car | 4 | 75 | 63 | 45 | 113 | 9 | 20 | 90 | 2 | 41 | 305 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | Bus | 0 | 7 | 4 | 6 | 12 | 5 | 4 | 2 | 0 | 1 | 10 | 1 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 7:45 AM | 8:00 AM | Car | 2 | 80 | 73 | 27 | 142 | 18 | 16 | 121 | 5 | 23 | 334 | 4 |
| | | Truck | 0 | 2 | 0 | 2 | 7 | 1 | 0 | 2 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 3 | 3 | 2 | 12 | 3 | 3 | 0 | 0 | 0 | 9 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:00 AM | 8:15 AM | Car | 2 | 91 | 49 | 38 | 136 | 14 | 28 | 69 | 19 | 59 | 306 | 2 |
| | | Truck | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 2 | 1 | 0 |
| | | Bus | 1 | 6 | 4 | 0 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:15 AM | 8:30 AM | Car | 1 | 98 | 51 | 34 | 149 | 16 | 19 | 67 | 1 | 24 | 289 | 1 |
| | | Truck | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 3 | 0 |
| | | Bus | 0 | 1 | 2 | 5 | 10 | 4 | 6 | 3 | 0 | 1 | 4 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:30 AM | 8:45 AM | Car | 2 | 58 | 53 | 19 | 126 | 24 | 18 | 68 | 4 | 18 | 265 | 4 |
| | | Truck | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 0 | 2 | 3 | 9 | 3 | 4 | 0 | 0 | 0 | 10 | 0 |
| | | Bike | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 8:45 AM | 9:00 AM | Car | 0 | 65 | 26 | 31 | 122 | 22 | 12 | 53 | 5 | 23 | 207 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 1 | 2 | 8 | 0 |
| | | Bus | 0 | 2 | 2 | 2 | 8 | 5 | 3 | 0 | 0 | 1 | 9 | 1 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:00 PM | 4:15 PM | Car | 3 | 59 | 28 | 53 | 174 | 22 | 16 | 184 | 21 | 14 | 94 | 3 |
| | | Truck | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Bus | 0 | 2 | 1 | 1 | 6 | 4 | 0 | 8 | 2 | 0 | 1 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| 4:15 PM | 4:30 PM | Car | 2 | 57 | 21 | 43 | 181 | 23 | 8 | 116 | 5 | 26 | 128 | 4 |
| | | Truck | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 1 | 2 | 0 |
| | | Bus | 1 | 3 | 3 | 2 | 5 | 4 | 3 | 2 | 0 | 0 | 11 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 0 | | | | | | | | | | | | |

Baisley/Merrick

Count type
Node ID: 36845
Location 1 (N/S) Baisley Blvd
Location 2 (E/W) Merrick Blvd
Borough Code: 4
Collect Date: 9/26/2017
Period:
Interval (min): 15
Start Time: 7:00 AM
End Time: 6:00 PM



| Vehicle Type | Heavy Vehicle |
|--------------|---------------|
| Car | Y |
| Truck | Y |
| Bus | Y |
| Bike | N |
| | N |
| | N |

| From | To | Vehicle Class | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
|---------|---------|---------------|----|----|----|----|-----|----|----|-----|----|----|-----|----|
| 7:00 AM | 7:15 AM | Car | 2 | 66 | 74 | 9 | 57 | 8 | 12 | 59 | 0 | 16 | 291 | 0 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| | | Bus | 0 | 3 | 6 | 3 | 8 | 2 | 8 | 8 | 1 | 1 | 4 | 13 |
| | | Bike | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 7:15 AM | 7:30 AM | Car | 0 | 68 | 85 | 26 | 73 | 12 | 18 | 81 | 6 | 20 | 285 | 1 |
| | | Truck | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| | | Bus | 0 | 2 | 5 | 3 | 0 | 7 | 5 | 5 | 0 | 1 | 8 | 6 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 7:30 AM | 7:45 AM | Car | 4 | 75 | 63 | 45 | 113 | 9 | 20 | 90 | 2 | 41 | 305 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| | | Bus | 0 | 7 | 4 | 6 | 12 | 5 | 4 | 2 | 0 | 1 | 10 | 1 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 7:45 AM | 8:00 AM | Car | 2 | 80 | 73 | 27 | 142 | 18 | 16 | 121 | 5 | 23 | 334 | 4 |
| | | Truck | 0 | 2 | 0 | 2 | 7 | 1 | 0 | 2 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 3 | 3 | 2 | 12 | 3 | 3 | 0 | 0 | 0 | 9 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 8:00 AM | 8:15 AM | Car | 2 | 91 | 49 | 38 | 136 | 14 | 28 | 69 | 19 | 59 | 306 | 2 |
| | | Truck | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 2 | 1 | 0 |
| | | Bus | 1 | 6 | 4 | 0 | 9 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| | | Bike | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 8:15 AM | 8:30 AM | Car | 1 | 98 | 51 | 34 | 149 | 16 | 19 | 67 | 1 | 24 | 289 | 1 |
| | | Truck | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 3 | 0 |
| | | Bus | 0 | 1 | 2 | 5 | 10 | 4 | 6 | 3 | 0 | 1 | 4 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 8:30 AM | 8:45 AM | Car | 2 | 58 | 53 | 19 | 126 | 24 | 18 | 68 | 4 | 18 | 265 | 4 |
| | | Truck | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| | | Bus | 0 | 0 | 2 | 3 | 9 | 3 | 4 | 0 | 0 | 0 | 10 | 0 |
| | | Bike | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 8:45 AM | 9:00 AM | Car | 0 | 65 | 26 | 31 | 122 | 22 | 12 | 53 | 5 | 23 | 207 | 2 |
| | | Truck | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 1 | 2 | 8 | 0 |
| | | Bus | 0 | 2 | 2 | 2 | 8 | 5 | 3 | 0 | 0 | 1 | 9 | 1 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 4:00 PM | 4:15 PM | Car | 3 | 59 | 28 | 53 | 174 | 22 | 16 | 184 | 21 | 14 | 94 | 3 |
| | | Truck | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Bus | 0 | 2 | 1 | 1 | 6 | 4 | 0 | 8 | 2 | 0 | 1 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 4:15 PM | 4:30 PM | Car | 2 | 57 | 21 | 43 | 181 | 23 | 8 | 116 | 5 | 26 | 128 | 4 |
| | | Truck | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 2 | 0 | 1 | 2 | 0 |
| | | Bus | 1 | 3 | 3 | 2 | 5 | 4 | 3 | 2 | 0 | 0 | 11 | 0 |
| | | Bike | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

Baisley / Merrick

| | | | | | | | | | | | | | | |
|---------|---------|-------|---|----|----|----|-----|----|----|----|----|----|-----|---|
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 4:30 PM | 4:45 PM | Car | 0 | 96 | 45 | 39 | 182 | 17 | 5 | 80 | 5 | 20 | 154 | 5 |
| | | Truck | 0 | 1 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 |
| | | Bus | 0 | 2 | 3 | 5 | 9 | 5 | 3 | 2 | 0 | 0 | 7 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 4:45 PM | 5:00 PM | Car | 2 | 73 | 34 | 55 | 161 | 9 | 12 | 83 | 7 | 22 | 156 | 5 |
| | | Truck | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 |
| | | Bus | 0 | 2 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 5:00 PM | 5:15 PM | Car | 1 | 65 | 22 | 47 | 188 | 15 | 12 | 84 | 21 | 21 | 170 | 3 |
| | | Truck | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 4 | 0 |
| | | Bus | 0 | 3 | 3 | 1 | 8 | 2 | 1 | 0 | 0 | 0 | 9 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 5:15 PM | 5:30 PM | Car | 2 | 65 | 46 | 53 | 188 | 23 | 26 | 88 | 5 | 27 | 158 | 1 |
| | | Truck | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 |
| | | Bus | 0 | 2 | 5 | 3 | 8 | 5 | 1 | 0 | 0 | 1 | 9 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 5:30 PM | 5:45 PM | Car | 6 | 44 | 45 | 42 | 198 | 26 | 16 | 79 | 8 | 31 | 181 | 5 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 |
| | | Bus | 1 | 0 | 3 | 5 | 9 | 5 | 3 | 0 | 0 | 0 | 5 | 0 |
| | | Bike | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |
| 5:45 PM | 6:00 PM | Car | 3 | 36 | 41 | 32 | 167 | 23 | 14 | 84 | 6 | 20 | 175 | 4 |
| | | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | | Bus | 0 | 1 | 0 | 3 | 6 | 4 | 3 | 0 | 0 | 0 | 5 | 0 |
| | | Bike | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | |

Baisley/Merrick

Version:
 Count Type: ATR
 Segment ID: 61345
 Station ID: 52027
 Location 1: BAISLEY BLVD
 Location 2: MONTAUK ST
 Location 3: LOVINGHAM PL
 Direction: EB
 FHWA code: 3 FHWA Numeric Code: 1 = NB, 3 = EB, 5 = SB, 7 = WB, 9 = N & S combined, 0
 Borough Code: 4 Borough Code: 1 = Manhattan, 2 = Bronx, 3 = Brooklyn, 4 = Queens, 5 = Staten
 Start Date: 12/14/2015
 Start Time: 9:00:00 AM
 End Date: 12/18/2015
 End Time: 07:45 AM
 Machine #: 374
 Interval (min): 15

| | Date | Time | Channel 1 |
|------------|------------|----------|-----------|
| <i>Mon</i> | 12/14/2015 | 09:00 AM | 5 |
| | 12/14/2015 | 09:15 AM | 35 |
| | 12/14/2015 | 09:30 AM | 50 |
| | 12/14/2015 | 09:45 AM | 40 |
| | 12/14/2015 | 10:00 AM | 50 |
| | 12/14/2015 | 10:15 AM | 58 |
| | 12/14/2015 | 10:30 AM | 37 |
| | 12/14/2015 | 10:45 AM | 38 |
| | 12/14/2015 | 11:00 AM | 31 |
| | 12/14/2015 | 11:15 AM | 46 |
| | 12/14/2015 | 11:30 AM | 49 |
| | 12/14/2015 | 11:45 AM | 36 |
| | 12/14/2015 | 12:00 PM | 48 |
| | 12/14/2015 | 12:15 PM | 49 |
| | 12/14/2015 | 12:30 PM | 43 |
| | 12/14/2015 | 12:45 PM | 48 |
| | 12/14/2015 | 01:00 PM | 46 |
| | 12/14/2015 | 01:15 PM | 40 |
| | 12/14/2015 | 01:30 PM | 52 |
| | 12/14/2015 | 01:45 PM | 55 |
| | 12/14/2015 | 02:00 PM | 60 |
| | 12/14/2015 | 02:15 PM | 47 |
| | 12/14/2015 | 02:30 PM | 78 |
| | 12/14/2015 | 02:45 PM | 77 |
| | 12/14/2015 | 03:00 PM | 78 |
| | 12/14/2015 | 03:15 PM | 94 |
| | 12/14/2015 | 03:30 PM | 67 |
| | 12/14/2015 | 03:45 PM | 63 |
| | 12/14/2015 | 04:00 PM | 86 |
| | 12/14/2015 | 04:15 PM | 95 |
| | 12/14/2015 | 04:30 PM | 68 |
| | 12/14/2015 | 04:45 PM | 75 |
| | 12/14/2015 | 05:00 PM | 86 |
| | 12/14/2015 | 05:15 PM | 85 |
| | 12/14/2015 | 05:30 PM | 81 |
| | 12/14/2015 | 05:45 PM | 101 |

Baisley EB (ATR)

| | | | |
|-----|------------|----------|-----|
| | 12/14/2015 | 06:00 PM | 83 |
| | 12/14/2015 | 06:15 PM | 92 |
| | 12/14/2015 | 06:30 PM | 82 |
| | 12/14/2015 | 06:45 PM | 69 |
| | 12/14/2015 | 07:00 PM | 75 |
| | 12/14/2015 | 07:15 PM | 62 |
| | 12/14/2015 | 07:30 PM | 55 |
| | 12/14/2015 | 07:45 PM | 38 |
| | 12/14/2015 | 08:00 PM | 52 |
| | 12/14/2015 | 08:15 PM | 54 |
| | 12/14/2015 | 08:30 PM | 36 |
| | 12/14/2015 | 08:45 PM | 32 |
| | 12/14/2015 | 09:00 PM | 24 |
| | 12/14/2015 | 09:15 PM | 35 |
| | 12/14/2015 | 09:30 PM | 35 |
| | 12/14/2015 | 09:45 PM | 35 |
| | 12/14/2015 | 10:00 PM | 32 |
| | 12/14/2015 | 10:15 PM | 32 |
| | 12/14/2015 | 10:30 PM | 18 |
| | 12/14/2015 | 10:45 PM | 29 |
| | 12/14/2015 | 11:00 PM | 22 |
| | 12/14/2015 | 11:15 PM | 13 |
| | 12/14/2015 | 11:30 PM | 23 |
| | 12/14/2015 | 11:45 PM | 25 |
| Tue | 12/15/2015 | 12:00 AM | 21 |
| | 12/15/2015 | 12:15 AM | 21 |
| | 12/15/2015 | 12:30 AM | 5 |
| | 12/15/2015 | 12:45 AM | 12 |
| | 12/15/2015 | 01:00 AM | 7 |
| | 12/15/2015 | 01:15 AM | 8 |
| | 12/15/2015 | 01:30 AM | 8 |
| | 12/15/2015 | 01:45 AM | 8 |
| | 12/15/2015 | 02:00 AM | 14 |
| | 12/15/2015 | 02:15 AM | 3 |
| | 12/15/2015 | 02:30 AM | 5 |
| | 12/15/2015 | 02:45 AM | 5 |
| | 12/15/2015 | 03:00 AM | 2 |
| | 12/15/2015 | 03:15 AM | 7 |
| | 12/15/2015 | 03:30 AM | 3 |
| | 12/15/2015 | 03:45 AM | 2 |
| | 12/15/2015 | 04:00 AM | 3 |
| | 12/15/2015 | 04:15 AM | 3 |
| | 12/15/2015 | 04:30 AM | 6 |
| | 12/15/2015 | 04:45 AM | 4 |
| | 12/15/2015 | 05:00 AM | 8 |
| | 12/15/2015 | 05:15 AM | 7 |
| | 12/15/2015 | 05:30 AM | 15 |
| | 12/15/2015 | 05:45 AM | 7 |
| | 12/15/2015 | 06:00 AM | 30 |
| | 12/15/2015 | 06:15 AM | 32 |
| | 12/15/2015 | 06:30 AM | 53 |
| | 12/15/2015 | 06:45 AM | 42 |
| | 12/15/2015 | 07:00 AM | 72 |
| | 12/15/2015 | 07:15 AM | 87 |
| | 12/15/2015 | 07:30 AM | 106 |
| | 12/15/2015 | 07:45 AM | 93 |

Baisley EB (ATR)

| | | |
|------------|----------|-----|
| 12/15/2015 | 08:00 AM | 110 |
| 12/15/2015 | 08:15 AM | 96 |
| 12/15/2015 | 08:30 AM | 62 |
| 12/15/2015 | 08:45 AM | 57 |
| 12/15/2015 | 09:00 AM | 63 |
| 12/15/2015 | 09:15 AM | 44 |
| 12/15/2015 | 09:30 AM | 49 |
| 12/15/2015 | 09:45 AM | 41 |
| 12/15/2015 | 10:00 AM | 39 |
| 12/15/2015 | 10:15 AM | 52 |
| 12/15/2015 | 10:30 AM | 30 |
| 12/15/2015 | 10:45 AM | 38 |
| 12/15/2015 | 11:00 AM | 34 |
| 12/15/2015 | 11:15 AM | 34 |
| 12/15/2015 | 11:30 AM | 36 |
| 12/15/2015 | 11:45 AM | 64 |
| 12/15/2015 | 12:00 PM | 35 |
| 12/15/2015 | 12:15 PM | 45 |
| 12/15/2015 | 12:30 PM | 61 |
| 12/15/2015 | 12:45 PM | 47 |
| 12/15/2015 | 01:00 PM | 55 |
| 12/15/2015 | 01:15 PM | 58 |
| 12/15/2015 | 01:30 PM | 49 |
| 12/15/2015 | 01:45 PM | 56 |
| 12/15/2015 | 02:00 PM | 50 |
| 12/15/2015 | 02:15 PM | 58 |
| 12/15/2015 | 02:30 PM | 74 |
| 12/15/2015 | 02:45 PM | 68 |
| 12/15/2015 | 03:00 PM | 85 |
| 12/15/2015 | 03:15 PM | 87 |
| 12/15/2015 | 03:30 PM | 67 |
| 12/15/2015 | 03:45 PM | 71 |
| 12/15/2015 | 04:00 PM | 83 |
| 12/15/2015 | 04:15 PM | 101 |
| 12/15/2015 | 04:30 PM | 91 |
| 12/15/2015 | 04:45 PM | 76 |
| 12/15/2015 | 05:00 PM | 94 |
| 12/15/2015 | 05:15 PM | 95 |
| 12/15/2015 | 05:30 PM | 91 |
| 12/15/2015 | 05:45 PM | 105 |
| 12/15/2015 | 06:00 PM | 88 |
| 12/15/2015 | 06:15 PM | 93 |
| 12/15/2015 | 06:30 PM | 72 |
| 12/15/2015 | 06:45 PM | 64 |
| 12/15/2015 | 07:00 PM | 71 |
| 12/15/2015 | 07:15 PM | 76 |
| 12/15/2015 | 07:30 PM | 68 |
| 12/15/2015 | 07:45 PM | 84 |
| 12/15/2015 | 08:00 PM | 57 |
| 12/15/2015 | 08:15 PM | 54 |
| 12/15/2015 | 08:30 PM | 48 |
| 12/15/2015 | 08:45 PM | 46 |
| 12/15/2015 | 09:00 PM | 43 |
| 12/15/2015 | 09:15 PM | 46 |
| 12/15/2015 | 09:30 PM | 39 |
| 12/15/2015 | 09:45 PM | 35 |

} 278

Baisley EB(ATR)

| | | | |
|-----|------------|----------|-----|
| | 12/15/2015 | 10:00 PM | 35 |
| | 12/15/2015 | 10:15 PM | 31 |
| | 12/15/2015 | 10:30 PM | 28 |
| | 12/15/2015 | 10:45 PM | 19 |
| | 12/15/2015 | 11:00 PM | 21 |
| | 12/15/2015 | 11:15 PM | 17 |
| | 12/15/2015 | 11:30 PM | 29 |
| | 12/15/2015 | 11:45 PM | 24 |
| Wed | 12/16/2015 | 12:00 AM | 33 |
| | 12/16/2015 | 12:15 AM | 22 |
| | 12/16/2015 | 12:30 AM | 9 |
| | 12/16/2015 | 12:45 AM | 11 |
| | 12/16/2015 | 01:00 AM | 12 |
| | 12/16/2015 | 01:15 AM | 15 |
| | 12/16/2015 | 01:30 AM | 14 |
| | 12/16/2015 | 01:45 AM | 11 |
| | 12/16/2015 | 02:00 AM | 8 |
| | 12/16/2015 | 02:15 AM | 3 |
| | 12/16/2015 | 02:30 AM | 5 |
| | 12/16/2015 | 02:45 AM | 6 |
| | 12/16/2015 | 03:00 AM | 3 |
| | 12/16/2015 | 03:15 AM | 6 |
| | 12/16/2015 | 03:30 AM | 4 |
| | 12/16/2015 | 03:45 AM | 8 |
| | 12/16/2015 | 04:00 AM | 3 |
| | 12/16/2015 | 04:15 AM | 8 |
| | 12/16/2015 | 04:30 AM | 14 |
| | 12/16/2015 | 04:45 AM | 9 |
| | 12/16/2015 | 05:00 AM | 8 |
| | 12/16/2015 | 05:15 AM | 8 |
| | 12/16/2015 | 05:30 AM | 18 |
| | 12/16/2015 | 05:45 AM | 14 |
| | 12/16/2015 | 06:00 AM | 25 |
| | 12/16/2015 | 06:15 AM | 33 |
| | 12/16/2015 | 06:30 AM | 71 |
| | 12/16/2015 | 06:45 AM | 44 |
| | 12/16/2015 | 07:00 AM | 15 |
| | 12/16/2015 | 07:15 AM | 8 |
| | 12/16/2015 | 07:30 AM | 64 |
| | 12/16/2015 | 07:45 AM | 80 |
| | 12/16/2015 | 08:00 AM | 87 |
| | 12/16/2015 | 08:15 AM | 100 |
| | 12/16/2015 | 08:30 AM | 51 |
| | 12/16/2015 | 08:45 AM | 39 |
| | 12/16/2015 | 09:00 AM | 32 |
| | 12/16/2015 | 09:15 AM | 35 |
| | 12/16/2015 | 09:30 AM | 23 |
| | 12/16/2015 | 09:45 AM | 28 |
| | 12/16/2015 | 10:00 AM | 27 |
| | 12/16/2015 | 10:15 AM | 16 |
| | 12/16/2015 | 10:30 AM | 18 |
| | 12/16/2015 | 10:45 AM | 22 |
| | 12/16/2015 | 11:00 AM | 14 |
| | 12/16/2015 | 11:15 AM | 27 |
| | 12/16/2015 | 11:30 AM | 22 |
| | 12/16/2015 | 11:45 AM | 18 |

Baisley EB (ATR)

| | | |
|----------------|----------|-----|
| 12/16/2015 | 12:00 PM | 22 |
| 12/16/2015 | 12:15 PM | 25 |
| 12/16/2015 | 12:30 PM | 27 |
| 12/16/2015 | 12:45 PM | 27 |
| 12/16/2015 | 01:00 PM | 11 |
| 12/16/2015 | 01:15 PM | 26 |
| 12/16/2015 | 01:30 PM | 64 |
| 12/16/2015 | 01:45 PM | 62 |
| 12/16/2015 | 02:00 PM | 51 |
| 12/16/2015 | 02:15 PM | 57 |
| 12/16/2015 | 02:30 PM | 71 |
| 12/16/2015 | 02:45 PM | 83 |
| 12/16/2015 | 03:00 PM | 94 |
| 12/16/2015 | 03:15 PM | 80 |
| 12/16/2015 | 03:30 PM | 71 |
| 12/16/2015 | 03:45 PM | 80 |
| 12/16/2015 | 04:00 PM | 64 |
| 12/16/2015 | 04:15 PM | 71 |
| 12/16/2015 | 04:30 PM | 94 |
| 12/16/2015 | 04:45 PM | 76 |
| 12/16/2015 | 05:00 PM | 84 |
| 12/16/2015 | 05:15 PM | 99 |
| 12/16/2015 | 05:30 PM | 82 |
| 12/16/2015 | 05:45 PM | 102 |
| 12/16/2015 | 06:00 PM | 84 |
| 12/16/2015 | 06:15 PM | 84 |
| 12/16/2015 | 06:30 PM | 98 |
| 12/16/2015 | 06:45 PM | 88 |
| 12/16/2015 | 07:00 PM | 62 |
| 12/16/2015 | 07:15 PM | 70 |
| 12/16/2015 | 07:30 PM | 56 |
| 12/16/2015 | 07:45 PM | 60 |
| 12/16/2015 | 08:00 PM | 51 |
| 12/16/2015 | 08:15 PM | 46 |
| 12/16/2015 | 08:30 PM | 60 |
| 12/16/2015 | 08:45 PM | 43 |
| 12/16/2015 | 09:00 PM | 32 |
| 12/16/2015 | 09:15 PM | 47 |
| 12/16/2015 | 09:30 PM | 45 |
| 12/16/2015 | 09:45 PM | 38 |
| 12/16/2015 | 10:00 PM | 31 |
| 12/16/2015 | 10:15 PM | 32 |
| 12/16/2015 | 10:30 PM | 41 |
| 12/16/2015 | 10:45 PM | 27 |
| 12/16/2015 | 11:00 PM | 23 |
| 12/16/2015 | 11:15 PM | 31 |
| 12/16/2015 | 11:30 PM | 9 |
| 12/16/2015 | 11:45 PM | 31 |
| Thu 12/17/2015 | 12:00 AM | 19 |
| 12/17/2015 | 12:15 AM | 23 |
| 12/17/2015 | 12:30 AM | 15 |
| 12/17/2015 | 12:45 AM | 14 |
| 12/17/2015 | 01:00 AM | 14 |
| 12/17/2015 | 01:15 AM | 12 |
| 12/17/2015 | 01:30 AM | 5 |
| 12/17/2015 | 01:45 AM | 9 |

Baisley EB (ATR)

| | | | |
|------------|----------|-----|-------|
| 12/17/2015 | 02:00 AM | 6 | } 27 |
| 12/17/2015 | 02:15 AM | 7 | |
| 12/17/2015 | 02:30 AM | 9 | } 26 |
| 12/17/2015 | 02:45 AM | 6 | |
| 12/17/2015 | 03:00 AM | 3 | } 21 |
| 12/17/2015 | 03:15 AM | 8 | |
| 12/17/2015 | 03:30 AM | 4 | |
| 12/17/2015 | 03:45 AM | 1 | } 8 |
| 12/17/2015 | 04:00 AM | 8 | |
| 12/17/2015 | 04:15 AM | 8 | } 38 |
| 12/17/2015 | 04:30 AM | 12 | |
| 12/17/2015 | 04:45 AM | 7 | |
| 12/17/2015 | 05:00 AM | 11 | } 62 |
| 12/17/2015 | 05:15 AM | 10 | |
| 12/17/2015 | 05:30 AM | 19 | |
| 12/17/2015 | 05:45 AM | 8 | } 25 |
| 12/17/2015 | 06:00 AM | 25 | |
| 12/17/2015 | 06:15 AM | 29 | } 164 |
| 12/17/2015 | 06:30 AM | 38 | |
| 12/17/2015 | 06:45 AM | 40 | |
| 12/17/2015 | 07:00 AM | 57 | } 398 |
| 12/17/2015 | 07:15 AM | 92 | |
| 12/17/2015 | 07:30 AM | 110 | |
| 12/17/2015 | 07:45 AM | 97 | } 279 |
| 12/17/2015 | 08:00 AM | 99 | |
| 12/17/2015 | 08:15 AM | 87 | |
| 12/17/2015 | 08:30 AM | 69 | } 180 |
| 12/17/2015 | 08:45 AM | 68 | |
| 12/17/2015 | 09:00 AM | 55 | } 139 |
| 12/17/2015 | 09:15 AM | 58 | |
| 12/17/2015 | 09:30 AM | 38 | |
| 12/17/2015 | 09:45 AM | 40 | } 188 |
| 12/17/2015 | 10:00 AM | 44 | |
| 12/17/2015 | 10:15 AM | 33 | } 199 |
| 12/17/2015 | 10:30 AM | 37 | |
| 12/17/2015 | 10:45 AM | 25 | |
| 12/17/2015 | 11:00 AM | 44 | } 186 |
| 12/17/2015 | 11:15 AM | 33 | |
| 12/17/2015 | 11:30 AM | 43 | |
| 12/17/2015 | 11:45 AM | 53 | } 272 |
| 12/17/2015 | 12:00 PM | 59 | |
| 12/17/2015 | 12:15 PM | 59 | } 199 |
| 12/17/2015 | 12:30 PM | 48 | |
| 12/17/2015 | 12:45 PM | 44 | |
| 12/17/2015 | 01:00 PM | 48 | } 186 |
| 12/17/2015 | 01:15 PM | 51 | |
| 12/17/2015 | 01:30 PM | 40 | |
| 12/17/2015 | 01:45 PM | 51 | } 272 |
| 12/17/2015 | 02:00 PM | 44 | |
| 12/17/2015 | 02:15 PM | 66 | } 272 |
| 12/17/2015 | 02:30 PM | 70 | |
| 12/17/2015 | 02:45 PM | 80 | |
| 12/17/2015 | 03:00 PM | 56 | } 73 |
| 12/17/2015 | 03:15 PM | 76 | |
| 12/17/2015 | 03:30 PM | 85 | |
| 12/17/2015 | 03:45 PM | 73 | |

Baisley EB (ATR)

| | | | |
|----------------|----------|-----|--------|
| 12/17/2015 | 04:00 PM | 67 | } 301 |
| 12/17/2015 | 04:15 PM | 75 | |
| 12/17/2015 | 04:30 PM | 83 | } 337 |
| 12/17/2015 | 04:45 PM | 106 | |
| 12/17/2015 | 05:00 PM | 93 | } 376 |
| 12/17/2015 | 05:15 PM | 94 | |
| 12/17/2015 | 05:30 PM | 95 | |
| 12/17/2015 | 05:45 PM | 85 | |
| 12/17/2015 | 06:00 PM | 102 | } 361 |
| 12/17/2015 | 06:15 PM | 100 | |
| 12/17/2015 | 06:30 PM | 89 | |
| 12/17/2015 | 06:45 PM | 98 | } 286 |
| 12/17/2015 | 07:00 PM | 74 | |
| 12/17/2015 | 07:15 PM | 68 | |
| 12/17/2015 | 07:30 PM | 66 | |
| 12/17/2015 | 07:45 PM | 77 | } 182 |
| 12/17/2015 | 08:00 PM | 55 | |
| 12/17/2015 | 08:15 PM | 51 | |
| 12/17/2015 | 08:30 PM | 29 | } 174 |
| 12/17/2015 | 08:45 PM | 50 | |
| 12/17/2015 | 09:00 PM | 52 | } 104 |
| 12/17/2015 | 09:15 PM | 51 | |
| 12/17/2015 | 09:30 PM | 44 | |
| 12/17/2015 | 09:45 PM | 46 | } 77 |
| 12/17/2015 | 10:00 PM | 33 | |
| 12/17/2015 | 10:15 PM | 30 | } 4462 |
| 12/17/2015 | 10:30 PM | 28 | |
| 12/17/2015 | 10:45 PM | 27 | |
| 12/17/2015 | 11:00 PM | 19 | } 4462 |
| 12/17/2015 | 11:15 PM | 24 | |
| 12/17/2015 | 11:30 PM | 24 | |
| 12/17/2015 | 11:45 PM | 24 | |
| Fri 12/18/2015 | 12:00 AM | 25 | |
| 12/18/2015 | 12:15 AM | 22 | |
| 12/18/2015 | 12:30 AM | 22 | |
| 12/18/2015 | 12:45 AM | 19 | |
| 12/18/2015 | 01:00 AM | 7 | |
| 12/18/2015 | 01:15 AM | 14 | |
| 12/18/2015 | 01:30 AM | 11 | |
| 12/18/2015 | 01:45 AM | 7 | |
| 12/18/2015 | 02:00 AM | 6 | |
| 12/18/2015 | 02:15 AM | 9 | |
| 12/18/2015 | 02:30 AM | 5 | |
| 12/18/2015 | 02:45 AM | 5 | |
| 12/18/2015 | 03:00 AM | 5 | |
| 12/18/2015 | 03:15 AM | 6 | |
| 12/18/2015 | 03:30 AM | 3 | |
| 12/18/2015 | 03:45 AM | 5 | |
| 12/18/2015 | 04:00 AM | 4 | |
| 12/18/2015 | 04:15 AM | 3 | |
| 12/18/2015 | 04:30 AM | 6 | |
| 12/18/2015 | 04:45 AM | 7 | |
| 12/18/2015 | 05:00 AM | 11 | |
| 12/18/2015 | 05:15 AM | 12 | |
| 12/18/2015 | 05:30 AM | 18 | |
| 12/18/2015 | 05:45 AM | 15 | |

Baisley EB (ATR)

| | | |
|------------|----------|-----|
| 12/18/2015 | 06:00 AM | 21 |
| 12/18/2015 | 06:15 AM | 28 |
| 12/18/2015 | 06:30 AM | 32 |
| 12/18/2015 | 06:45 AM | 37 |
| 12/18/2015 | 07:00 AM | 70 |
| 12/18/2015 | 07:15 AM | 87 |
| 12/18/2015 | 07:30 AM | 104 |
| 12/18/2015 | 07:45 AM | 93 |

= E & W combined
Island

Version:
 Count Type: ATR
 Segment ID: 61346
 Station ID: 52027
 Location 1: BAISLEY BLVD
 Location 2: EVERITT PL
 Location 3: LOVINGHAM PL
 Direction: WB
 FHWA code: 7 FHWA Numeric Code: 1 = NB, 3 = EB, 5 = SB, 7 = WB, 9 = N & S combined, 0
 Borough Code: 4 Borough Code: 1 = Manhattan, 2 = Bronx, 3 = Brooklyn, 4 = Queens, 5 = Staten
 Start Date: 12/14/2015
 Start Time: 9:15:00 AM
 End Date: 12/18/2015
 End Time: 07:45 AM
 Machine #: 367
 Interval (min): 15

Mon

| Date | Time | Channel 1 |
|------------|----------|-----------|
| 12/14/2015 | 09:15 AM | 10 |
| 12/14/2015 | 09:30 AM | 24 |
| 12/14/2015 | 09:45 AM | 36 |
| 12/14/2015 | 10:00 AM | 40 |
| 12/14/2015 | 10:15 AM | 35 |
| 12/14/2015 | 10:30 AM | 35 |
| 12/14/2015 | 10:45 AM | 18 |
| 12/14/2015 | 11:00 AM | 18 |
| 12/14/2015 | 11:15 AM | 15 |
| 12/14/2015 | 11:30 AM | 19 |
| 12/14/2015 | 11:45 AM | 23 |
| 12/14/2015 | 12:00 PM | 12 |
| 12/14/2015 | 12:15 PM | 4 |
| 12/14/2015 | 12:30 PM | 8 |
| 12/14/2015 | 12:45 PM | 5 |
| 12/14/2015 | 01:00 PM | 11 |
| 12/14/2015 | 01:15 PM | 2 |
| 12/14/2015 | 01:30 PM | 5 |
| 12/14/2015 | 01:45 PM | 2 |
| 12/14/2015 | 02:00 PM | 4 |
| 12/14/2015 | 02:15 PM | 9 |
| 12/14/2015 | 02:30 PM | 7 |
| 12/14/2015 | 02:45 PM | 9 |
| 12/14/2015 | 03:00 PM | 8 |
| 12/14/2015 | 03:15 PM | 0 |
| 12/14/2015 | 03:30 PM | 0 |
| 12/14/2015 | 03:45 PM | 2 |
| 12/14/2015 | 04:00 PM | 0 |
| 12/14/2015 | 04:15 PM | 1 |
| 12/14/2015 | 04:30 PM | 2 |
| 12/14/2015 | 04:45 PM | 0 |
| 12/14/2015 | 05:00 PM | 0 |
| 12/14/2015 | 05:15 PM | 1 |
| 12/14/2015 | 05:30 PM | 0 |
| 12/14/2015 | 05:45 PM | 1 |
| 12/14/2015 | 06:00 PM | 0 |

Baisley WB - (ATR)

| | | |
|----------------|----------|---|
| 12/14/2015 | 06:15 PM | 0 |
| 12/14/2015 | 06:30 PM | 0 |
| 12/14/2015 | 06:45 PM | 0 |
| 12/14/2015 | 07:00 PM | 1 |
| 12/14/2015 | 07:15 PM | 1 |
| 12/14/2015 | 07:30 PM | 0 |
| 12/14/2015 | 07:45 PM | 0 |
| 12/14/2015 | 08:00 PM | 0 |
| 12/14/2015 | 08:15 PM | 1 |
| 12/14/2015 | 08:30 PM | 1 |
| 12/14/2015 | 08:45 PM | 0 |
| 12/14/2015 | 09:00 PM | 0 |
| 12/14/2015 | 09:15 PM | 0 |
| 12/14/2015 | 09:30 PM | 0 |
| 12/14/2015 | 09:45 PM | 0 |
| 12/14/2015 | 10:00 PM | 0 |
| 12/14/2015 | 10:15 PM | 0 |
| 12/14/2015 | 10:30 PM | 0 |
| 12/14/2015 | 10:45 PM | 0 |
| 12/14/2015 | 11:00 PM | 0 |
| 12/14/2015 | 11:15 PM | 0 |
| 12/14/2015 | 11:30 PM | 0 |
| 12/14/2015 | 11:45 PM | 0 |
| Tue 12/15/2015 | 12:00 AM | 0 |
| 12/15/2015 | 12:15 AM | 0 |
| 12/15/2015 | 12:30 AM | 0 |
| 12/15/2015 | 12:45 AM | 0 |
| 12/15/2015 | 01:00 AM | 0 |
| 12/15/2015 | 01:15 AM | 0 |
| 12/15/2015 | 01:30 AM | 0 |
| 12/15/2015 | 01:45 AM | 0 |
| 12/15/2015 | 02:00 AM | 1 |
| 12/15/2015 | 02:15 AM | 0 |
| 12/15/2015 | 02:30 AM | 0 |
| 12/15/2015 | 02:45 AM | 0 |
| 12/15/2015 | 03:00 AM | 0 |
| 12/15/2015 | 03:15 AM | 0 |
| 12/15/2015 | 03:30 AM | 0 |
| 12/15/2015 | 03:45 AM | 0 |
| 12/15/2015 | 04:00 AM | 0 |
| 12/15/2015 | 04:15 AM | 0 |
| 12/15/2015 | 04:30 AM | 0 |
| 12/15/2015 | 04:45 AM | 0 |
| 12/15/2015 | 05:00 AM | 1 |
| 12/15/2015 | 05:15 AM | 0 |
| 12/15/2015 | 05:30 AM | 0 |
| 12/15/2015 | 05:45 AM | 0 |
| 12/15/2015 | 06:00 AM | 0 |
| 12/15/2015 | 06:15 AM | 0 |
| 12/15/2015 | 06:30 AM | 0 |
| 12/15/2015 | 06:45 AM | 2 |
| 12/15/2015 | 07:00 AM | 0 |
| 12/15/2015 | 07:15 AM | 0 |
| 12/15/2015 | 07:30 AM | 1 |
| 12/15/2015 | 07:45 AM | 0 |
| 12/15/2015 | 08:00 AM | 0 |

Baisley WB (ATR)

| | | |
|------------|----------|----|
| 12/15/2015 | 08:15 AM | 0 |
| 12/15/2015 | 08:30 AM | 0 |
| 12/15/2015 | 08:45 AM | 1 |
| 12/15/2015 | 09:00 AM | 0 |
| 12/15/2015 | 09:15 AM | 0 |
| 12/15/2015 | 09:30 AM | 1 |
| 12/15/2015 | 09:45 AM | 9 |
| 12/15/2015 | 10:00 AM | 32 |
| 12/15/2015 | 10:15 AM | 45 |
| 12/15/2015 | 10:30 AM | 46 |
| 12/15/2015 | 10:45 AM | 40 |
| 12/15/2015 | 11:00 AM | 50 |
| 12/15/2015 | 11:15 AM | 30 |
| 12/15/2015 | 11:30 AM | 43 |
| 12/15/2015 | 11:45 AM | 55 |
| 12/15/2015 | 12:00 PM | 44 |
| 12/15/2015 | 12:15 PM | 52 |
| 12/15/2015 | 12:30 PM | 29 |
| 12/15/2015 | 12:45 PM | 47 |
| 12/15/2015 | 01:00 PM | 46 |
| 12/15/2015 | 01:15 PM | 39 |
| 12/15/2015 | 01:30 PM | 37 |
| 12/15/2015 | 01:45 PM | 59 |
| 12/15/2015 | 02:00 PM | 53 |
| 12/15/2015 | 02:15 PM | 56 |
| 12/15/2015 | 02:30 PM | 79 |
| 12/15/2015 | 02:45 PM | 57 |
| 12/15/2015 | 03:00 PM | 53 |
| 12/15/2015 | 03:15 PM | 61 |
| 12/15/2015 | 03:30 PM | 70 |
| 12/15/2015 | 03:45 PM | 70 |
| 12/15/2015 | 04:00 PM | 69 |
| 12/15/2015 | 04:15 PM | 86 |
| 12/15/2015 | 04:30 PM | 74 |
| 12/15/2015 | 04:45 PM | 66 |
| 12/15/2015 | 05:00 PM | 77 |
| 12/15/2015 | 05:15 PM | 69 |
| 12/15/2015 | 05:30 PM | 59 |
| 12/15/2015 | 05:45 PM | 95 |
| 12/15/2015 | 06:00 PM | 68 |
| 12/15/2015 | 06:15 PM | 75 |
| 12/15/2015 | 06:30 PM | 65 |
| 12/15/2015 | 06:45 PM | 74 |
| 12/15/2015 | 07:00 PM | 65 |
| 12/15/2015 | 07:15 PM | 62 |
| 12/15/2015 | 07:30 PM | 61 |
| 12/15/2015 | 07:45 PM | 44 |
| 12/15/2015 | 08:00 PM | 40 |
| 12/15/2015 | 08:15 PM | 47 |
| 12/15/2015 | 08:30 PM | 49 |
| 12/15/2015 | 08:45 PM | 45 |
| 12/15/2015 | 09:00 PM | 45 |
| 12/15/2015 | 09:15 PM | 35 |
| 12/15/2015 | 09:30 PM | 44 |
| 12/15/2015 | 09:45 PM | 42 |
| 12/15/2015 | 10:00 PM | 27 |

Bailey WB (ATR)

Wed

| | | | |
|------------|----------|----|-----|
| 12/15/2015 | 10:15 PM | 41 | |
| 12/15/2015 | 10:30 PM | 32 | |
| 12/15/2015 | 10:45 PM | 29 | |
| 12/15/2015 | 11:00 PM | 33 | |
| 12/15/2015 | 11:15 PM | 25 | |
| 12/15/2015 | 11:30 PM | 32 | |
| 12/15/2015 | 11:45 PM | 15 | |
| 12/16/2015 | 12:00 AM | 18 | |
| 12/16/2015 | 12:15 AM | 12 | 44 |
| 12/16/2015 | 12:30 AM | 12 | |
| 12/16/2015 | 12:45 AM | 9 | |
| 12/16/2015 | 01:00 AM | 11 | |
| 12/16/2015 | 01:15 AM | 8 | 28 |
| 12/16/2015 | 01:30 AM | 12 | |
| 12/16/2015 | 01:45 AM | 4 | |
| 12/16/2015 | 02:00 AM | 4 | 20 |
| 12/16/2015 | 02:15 AM | 4 | |
| 12/16/2015 | 02:30 AM | 9 | |
| 12/16/2015 | 02:45 AM | 2 | 32 |
| 12/16/2015 | 03:00 AM | 5 | |
| 12/16/2015 | 03:15 AM | 12 | |
| 12/16/2015 | 03:30 AM | 7 | 35 |
| 12/16/2015 | 03:45 AM | 3 | |
| 12/16/2015 | 04:00 AM | 5 | |
| 12/16/2015 | 04:15 AM | 9 | 104 |
| 12/16/2015 | 04:30 AM | 7 | |
| 12/16/2015 | 04:45 AM | 10 | |
| 12/16/2015 | 05:00 AM | 9 | 228 |
| 12/16/2015 | 05:15 AM | 16 | |
| 12/16/2015 | 05:30 AM | 26 | |
| 12/16/2015 | 05:45 AM | 27 | 325 |
| 12/16/2015 | 06:00 AM | 35 | |
| 12/16/2015 | 06:15 AM | 38 | |
| 12/16/2015 | 06:30 AM | 71 | 242 |
| 12/16/2015 | 06:45 AM | 52 | |
| 12/16/2015 | 07:00 AM | 67 | |
| 12/16/2015 | 07:15 AM | 63 | 194 |
| 12/16/2015 | 07:30 AM | 78 | |
| 12/16/2015 | 07:45 AM | 88 | |
| 12/16/2015 | 08:00 AM | 96 | 174 |
| 12/16/2015 | 08:15 AM | 74 | |
| 12/16/2015 | 08:30 AM | 78 | |
| 12/16/2015 | 08:45 AM | 43 | 170 |
| 12/16/2015 | 09:00 AM | 47 | |
| 12/16/2015 | 09:15 AM | 59 | |
| 12/16/2015 | 09:30 AM | 51 | 40 |
| 12/16/2015 | 09:45 AM | 55 | |
| 12/16/2015 | 10:00 AM | 34 | |
| 12/16/2015 | 10:15 AM | 41 | 170 |
| 12/16/2015 | 10:30 AM | 43 | |
| 12/16/2015 | 10:45 AM | 37 | |
| 12/16/2015 | 11:00 AM | 53 | 170 |
| 12/16/2015 | 11:15 AM | 34 | |
| 12/16/2015 | 11:30 AM | 42 | |
| 12/16/2015 | 11:45 AM | 54 | 40 |
| 12/16/2015 | 12:00 PM | 40 | |

Baisley WB (ATR)

| | | | | |
|------------|----------|----|------------|------|
| 12/16/2015 | 12:15 PM | 49 | } 214 | 2592 |
| 12/16/2015 | 12:30 PM | 46 | | |
| 12/16/2015 | 12:45 PM | 55 | | |
| 12/16/2015 | 01:00 PM | 64 | | |
| 12/16/2015 | 01:15 PM | 51 | } 193 | |
| 12/16/2015 | 01:30 PM | 31 | | |
| 12/16/2015 | 01:45 PM | 61 | | |
| 12/16/2015 | 02:00 PM | 50 | | |
| 12/16/2015 | 02:15 PM | 65 | } 296 | |
| 12/16/2015 | 02:30 PM | 79 | | |
| 12/16/2015 | 02:45 PM | 74 | | |
| 12/16/2015 | 03:00 PM | 79 | | |
| 12/16/2015 | 03:15 PM | 66 | } 234 | |
| 12/16/2015 | 03:30 PM | 53 | | |
| 12/16/2015 | 03:45 PM | 54 | | |
| 12/16/2015 | 04:00 PM | 61 | | |
| 12/16/2015 | 04:15 PM | 60 | } 237 | |
| 12/16/2015 | 04:30 PM | 50 | | |
| 12/16/2015 | 04:45 PM | 75 | | |
| 12/16/2015 | 05:00 PM | 72 | | |
| 12/16/2015 | 05:15 PM | 76 | } 300 | |
| 12/16/2015 | 05:30 PM | 77 | | |
| 12/16/2015 | 05:45 PM | 70 | | |
| 12/16/2015 | 06:00 PM | 77 | | |
| 12/16/2015 | 06:15 PM | 83 | } 253 | |
| 12/16/2015 | 06:30 PM | 58 | | |
| 12/16/2015 | 06:45 PM | 66 | | |
| 12/16/2015 | 07:00 PM | 66 | | |
| 12/16/2015 | 07:15 PM | 67 | } 258 | |
| 12/16/2015 | 07:30 PM | 57 | | |
| 12/16/2015 | 07:45 PM | 67 | | |
| 12/16/2015 | 08:00 PM | 67 | | |
| 12/16/2015 | 08:15 PM | 60 | } 194 | |
| 12/16/2015 | 08:30 PM | 41 | | |
| 12/16/2015 | 08:45 PM | 39 | | |
| 12/16/2015 | 09:00 PM | 54 | | |
| 12/16/2015 | 09:15 PM | 60 | } 161 | |
| 12/16/2015 | 09:30 PM | 31 | | |
| 12/16/2015 | 09:45 PM | 35 | | |
| 12/16/2015 | 10:00 PM | 35 | | |
| 12/16/2015 | 10:15 PM | 33 | } 117 | |
| 12/16/2015 | 10:30 PM | 30 | | |
| 12/16/2015 | 10:45 PM | 32 | | |
| 12/16/2015 | 11:00 PM | 22 | | |
| 12/16/2015 | 11:15 PM | 26 | } 85 | |
| 12/16/2015 | 11:30 PM | 20 | | |
| 12/16/2015 | 11:45 PM | 15 | | |
| 12/17/2015 | 12:00 AM | 24 | | |
| 12/17/2015 | 12:15 AM | 19 | <hr/> 4143 | |
| 12/17/2015 | 12:30 AM | 15 | | |
| 12/17/2015 | 12:45 AM | 8 | | |
| 12/17/2015 | 01:00 AM | 6 | | |
| 12/17/2015 | 01:15 AM | 2 | | |
| 12/17/2015 | 01:30 AM | 5 | | |
| 12/17/2015 | 01:45 AM | 7 | | |
| 12/17/2015 | 02:00 AM | 8 | | |

Baisley WB (ATR)

| | | |
|------------|----------|----|
| 12/17/2015 | 02:15 AM | 5 |
| 12/17/2015 | 02:30 AM | 2 |
| 12/17/2015 | 02:45 AM | 3 |
| 12/17/2015 | 03:00 AM | 3 |
| 12/17/2015 | 03:15 AM | 3 |
| 12/17/2015 | 03:30 AM | 7 |
| 12/17/2015 | 03:45 AM | 8 |
| 12/17/2015 | 04:00 AM | 4 |
| 12/17/2015 | 04:15 AM | 5 |
| 12/17/2015 | 04:30 AM | 6 |
| 12/17/2015 | 04:45 AM | 17 |
| 12/17/2015 | 05:00 AM | 13 |
| 12/17/2015 | 05:15 AM | 16 |
| 12/17/2015 | 05:30 AM | 25 |
| 12/17/2015 | 05:45 AM | 30 |
| 12/17/2015 | 06:00 AM | 33 |
| 12/17/2015 | 06:15 AM | 45 |
| 12/17/2015 | 06:30 AM | 57 |
| 12/17/2015 | 06:45 AM | 64 |
| 12/17/2015 | 07:00 AM | 52 |
| 12/17/2015 | 07:15 AM | 72 |
| 12/17/2015 | 07:30 AM | 64 |
| 12/17/2015 | 07:45 AM | 82 |
| 12/17/2015 | 08:00 AM | 88 |
| 12/17/2015 | 08:15 AM | 78 |
| 12/17/2015 | 08:30 AM | 60 |
| 12/17/2015 | 08:45 AM | 51 |
| 12/17/2015 | 09:00 AM | 53 |
| 12/17/2015 | 09:15 AM | 48 |
| 12/17/2015 | 09:30 AM | 29 |
| 12/17/2015 | 09:45 AM | 47 |
| 12/17/2015 | 10:00 AM | 35 |
| 12/17/2015 | 10:15 AM | 38 |
| 12/17/2015 | 10:30 AM | 39 |
| 12/17/2015 | 10:45 AM | 49 |
| 12/17/2015 | 11:00 AM | 36 |
| 12/17/2015 | 11:15 AM | 36 |
| 12/17/2015 | 11:30 AM | 48 |
| 12/17/2015 | 11:45 AM | 50 |
| 12/17/2015 | 12:00 PM | 43 |
| 12/17/2015 | 12:15 PM | 42 |
| 12/17/2015 | 12:30 PM | 54 |
| 12/17/2015 | 12:45 PM | 42 |
| 12/17/2015 | 01:00 PM | 50 |
| 12/17/2015 | 01:15 PM | 41 |
| 12/17/2015 | 01:30 PM | 35 |
| 12/17/2015 | 01:45 PM | 49 |
| 12/17/2015 | 02:00 PM | 58 |
| 12/17/2015 | 02:15 PM | 58 |
| 12/17/2015 | 02:30 PM | 77 |
| 12/17/2015 | 02:45 PM | 86 |
| 12/17/2015 | 03:00 PM | 86 |
| 12/17/2015 | 03:15 PM | 66 |
| 12/17/2015 | 03:30 PM | 57 |
| 12/17/2015 | 03:45 PM | 61 |
| 12/17/2015 | 04:00 PM | 53 |

Baisley WB (ATR)

| | | |
|----------------|----------|----|
| 12/17/2015 | 04:15 PM | 56 |
| 12/17/2015 | 04:30 PM | 69 |
| 12/17/2015 | 04:45 PM | 73 |
| 12/17/2015 | 05:00 PM | 61 |
| 12/17/2015 | 05:15 PM | 72 |
| 12/17/2015 | 05:30 PM | 73 |
| 12/17/2015 | 05:45 PM | 72 |
| 12/17/2015 | 06:00 PM | 78 |
| 12/17/2015 | 06:15 PM | 70 |
| 12/17/2015 | 06:30 PM | 63 |
| 12/17/2015 | 06:45 PM | 54 |
| 12/17/2015 | 07:00 PM | 70 |
| 12/17/2015 | 07:15 PM | 58 |
| 12/17/2015 | 07:30 PM | 72 |
| 12/17/2015 | 07:45 PM | 55 |
| 12/17/2015 | 08:00 PM | 57 |
| 12/17/2015 | 08:15 PM | 53 |
| 12/17/2015 | 08:30 PM | 56 |
| 12/17/2015 | 08:45 PM | 38 |
| 12/17/2015 | 09:00 PM | 40 |
| 12/17/2015 | 09:15 PM | 42 |
| 12/17/2015 | 09:30 PM | 39 |
| 12/17/2015 | 09:45 PM | 40 |
| 12/17/2015 | 10:00 PM | 44 |
| 12/17/2015 | 10:15 PM | 40 |
| 12/17/2015 | 10:30 PM | 32 |
| 12/17/2015 | 10:45 PM | 19 |
| 12/17/2015 | 11:00 PM | 34 |
| 12/17/2015 | 11:15 PM | 18 |
| 12/17/2015 | 11:30 PM | 27 |
| 12/17/2015 | 11:45 PM | 17 |
| Fri 12/18/2015 | 12:00 AM | 25 |
| 12/18/2015 | 12:15 AM | 14 |
| 12/18/2015 | 12:30 AM | 12 |
| 12/18/2015 | 12:45 AM | 11 |
| 12/18/2015 | 01:00 AM | 6 |
| 12/18/2015 | 01:15 AM | 12 |
| 12/18/2015 | 01:30 AM | 5 |
| 12/18/2015 | 01:45 AM | 6 |
| 12/18/2015 | 02:00 AM | 6 |
| 12/18/2015 | 02:15 AM | 11 |
| 12/18/2015 | 02:30 AM | 9 |
| 12/18/2015 | 02:45 AM | 6 |
| 12/18/2015 | 03:00 AM | 2 |
| 12/18/2015 | 03:15 AM | 6 |
| 12/18/2015 | 03:30 AM | 12 |
| 12/18/2015 | 03:45 AM | 9 |
| 12/18/2015 | 04:00 AM | 9 |
| 12/18/2015 | 04:15 AM | 9 |
| 12/18/2015 | 04:30 AM | 11 |
| 12/18/2015 | 04:45 AM | 15 |
| 12/18/2015 | 05:00 AM | 14 |
| 12/18/2015 | 05:15 AM | 18 |
| 12/18/2015 | 05:30 AM | 22 |
| 12/18/2015 | 05:45 AM | 28 |
| 12/18/2015 | 06:00 AM | 32 |

Baisley WB (ATR)

| | | |
|------------|----------|----|
| 12/18/2015 | 06:15 AM | 42 |
| 12/18/2015 | 06:30 AM | 44 |
| 12/18/2015 | 06:45 AM | 45 |
| 12/18/2015 | 07:00 AM | 56 |
| 12/18/2015 | 07:15 AM | 74 |
| 12/18/2015 | 07:30 AM | 94 |
| 12/18/2015 | 07:45 AM | 77 |

Bailey WB(ATR)

APPENDIX D – INTERSECTION/TURNING MOVEMENT FIGURES



MTA BUS ROUTES

| | |
|----|-----------------------|
| B1 | Q5, Q84, Q85, X63 |
| B2 | Q5, N4, Q85, X63, N4X |
| B3 | Q84 |
| B4 | Q84 |
| B5 | Q3 |
| B6 | Q3, X64 |
| B7 | Q4 |
| B8 | Q3, X64 |
| B9 | Q4 |

KEY MAP

ST. ALBANS VA/NCA COLUMBARIUM
TRAFFIC STUDY
USACOE W912DS-14-D-002

NOT TO SCALE

DATE
JANUARY 2018

DRAWING NO.
FIGURE 3



MERRICK AVE AND BAISLEY BLVD.

ST. ALBANS VA/NCA COLUMBARIUM
TRAFFIC STUDY
USACOE W912DS-14-D-002

NOT TO SCALE

DATE
MARCH 2020

DRAWING NO.
FIGURE 4





APPENDIX E – SYNCRO-SIMTRAFFIC RESULT TABLES

Exhibit 1**Average Delay, Level of Service and Queue Lengths by Intersection Approach****8:45 am - 9:00 am Peak Hour Volumes**

| Intersection and Condition | NB | | Queue Length in feet | | SB | | Queue Length in feet | | SE | | Queue Length in feet | | NW | | Queue Length in feet | | TOTAL | |
|----------------------------------|--------------------|-----|-------------------------|------|--------------------|-----|-------------------------|------|--------------------|-----|-------------------------|------|--------------------|-----|-------------------------|------|--------------------|-----|
| | Delay (sec/veh) | LOS | percentile 50th | 95th | Delay (sec/veh) | LOS | percentile 50th | 95th | Delay (sec/veh) | LOS | percentile 50th | 95th | Delay (sec/veh) | LOS | percentile 50th | 95th | Delay (sec/veh) | LOS |
| <i>Year 2020</i> | | | | | | | | | | | | | | | | | | |
| Baisley / Merrick Null Existing | 12 | B | 16 | 35 | 12.1 | B | 44 | 44 | 24.2 | C | 110 | 110 | 35.8 | D | 190 | 190 | 26.6 | C |
| Baisley / Merrick 10 vph NB Thru | 12.2 | B | 17 | 37 | 12.1 | B | 44 | 44 | 24.2 | C | 110 | 110 | 35.8 | D | 190 | 190 | 26.6 | C |
| Baisley / Merrick 30 vph NB Thru | 12.6 | B | 21 | 41 | 12.1 | B | 44 | 44 | 24.2 | C | 110 | 110 | 35.8 | D | 190 | 190 | 26.6 | C |
| Baisley / Merrick 10 vph SE Lts | 12.8 | B | 17 | 36 | 13.1 | B | 46 | 46 | 24.9 | C | 105 | 105 | 35.8 | D | 190 | 190 | 27.1 | C |
| Baisley / Merrick 30 vph SE Lts | 13.2 | B | 17 | 37 | 13.6 | B | 47 | 47 | 30.1 | C | 103 | 103 | 49.6 | D | 198 | 198 | 34.8 | C |
| Baisley / Merrick 10 vph NW Rt | 12.7 | B | 17 | 36 | 12.9 | C | 46 | 46 | 23.3 | C | 106 | 106 | 33.5 | C | 194 | 194 | 25.6 | C |
| Baisley / Merrick 30 vph NW Rt | 12.9 | B | 17 | 36 | 13.2 | B | 47 | 47 | 22.9 | C | 105 | 105 | 39.4 | D | 210 | 210 | 28.6 | C |

APPENDIX F

Community Outreach

12/19/2017 met with Triangular and Octagonal Homeowner Associations - Demo plan

04/18/2018 met with Community Board 12 - Demo plan

06/19/2018 met with Triangular and Octagonal Homeowner Associations - Demo plan

09/11/2018 met with Addisleigh Park Community Group- Full site plan

12/18/2018 met with Triangular and Octagonal Homeowner Associations - Full site plan

07/19/2019 Mailed draft EA to CB12, Triangular and Octagonal Homeowner Associations for comment

09/17/2019 met with Triangular and Octagonal Homeowner Associations - Full site plan

12/17/2019 met with Triangular and Octagonal Homeowner Associations - Full site plan

02/19/2020 met with Community Board 12 - Full site plan

03/04/2020 met with Community Board 12's Land Use Committee - Full site plan

05/22/2020 EA posted on website and letter of availability e-mailed to distribution list. Comment period open until 21 Jun 2020

06/09/2020 virtual meeting with Octagonal Homeowner Association with Anthony Delvecchio

Appendix G

Public Comment

| | | | |
|------------------------------------|---|--|---|
| Public Citizen | Valerie Dinkins | On Tuesday, June 9, 2020, I participated in a zoom meeting with Mr. Anthony DeVecchio, of the US Army Corps of Engineers, members of the of the Greater TriAngular Civic Association as well as other surrounding block associations to discuss the construction of the proposed cemetery/columbarium on a portion of the St. Albans Community Center and Hospital. During this meeting it was indicated that there is a possibility that the construction will include putting an additional entrance and/or exist in the middle of the block directly opposite the residential address of 178-18 Baisley Blvd., Jamaica, New York and opposite the fire hydrant. I, as well as the other residents of this block are strongly opposed to an additional entrance. Baisley Blvd., from Merrick to Farmers Blvd. is a main through fare, with not only a constant flow of vehicular traffic, but pedestrian traffic as well. There are 2 schools in the area: One on Baisley Blvd. and Riverton Street (118-22 Riverton Street) and the other located at 187-01 Foch Blvd. There are 2 churches as well: one across the street from each other, (both being on Baisley Blvd. and Riverton Street). The construction of an additional entrance allowing for vehicular traffic to turn onto Baisley Blvd. presents a dangerous situation not only for school children but for other pedestrians travelling that route as well. Not to mention, it is already extremely hard to back out of our driveways. The addition of this entrance would most definitely exacerbate matters. Although speed bumps have been installed, Baisley Blvd is still used as a "speedway" for the many that choose to use it as such. Allowing an additional entrance will be the perfect recipe for vehicular and pedestrian accidents or worse yet fatalities. While having the columbarium will be a welcome addition to our community, enabling servicemen and their families to have a beautiful resting place, please consider the needs and the safety of the residents of the community as well. It is requested that the location that is presently planned as the entrance for the columbarium also serve as an exit with the addition of an additional exit/entrance. Your consideration in this matter is appreciated. | responses in section 3.11 and 3.15 |
| Public Citizen | K. Gittens Baptiste | We the residents of St Albans Queens do not want another egress installed on Baisley Blvd. We already have at least 4 exits on Baisley please utilize one of the existing exists. I live on 120 Avenue and 177 Place My family and I have lived here for over 65 years. We are aware of changes, but this change does not have our residents neighbors in mind. Think about tomorrow when this Columbarium is up and running, we have to deal with the traffic. No new exits on Baisley Boulevard. | responses in section 3.11 and 3.15 |
| Great TriAngular Civic Association | Item 1 Letter from Board: Lauretta Humphrey, Brian Williams, Felicia McNeil, Portia Lawson, Neil Gregory, Emily Jones, & 15 signed VA Protest form letter. Item 3 Quality of Life Petition with 53 signatures | Before I state the community's position on this issue, I'd like to direct your attention to the FONSI Report - Page 1 Impact Findings, where this association and community was unfairly referred to as "hyper local ... originating from a neighborhood association across Baisley Blvd". Please note, the Greater TriAngular Civic Association has been 501c3, 501c4 classified, since 2012. Our mission has always been to sustain an excellent quality of life, by working closely with the community and our elected government officials, for social, economical and environmental changes that continue to foster a healthy and thriving community. We effectively do this through participation in meetings, community letters/petitions, invoking legislative measures, active protests and any other means deemed by the United States of America. Your stated comments describing our association and community, were insulting and offensive and clearly do not reflect depict the passion, diligence and commitment of the Greater TriAngular Association, the community nor its' membership. We fervently request that the FONSI Report be changed to properly reflect the name of this organization, "The Greater TriAngular Civic Association" | Concur with comment. Hyper-Local removed from summary, FONSI and E.A. and accredited to "Greater TriAngular Civic Association. The civic association is also noted for their 'mission to sustain an excellent quality of life.'" |
| | | With regards to the No Significant Impact Finding, it reads that "members of the community were mailed a draft of the EA in July 2019." On the contrary, my research including a visit to the St. Albans Public Library in December 2019 where a review of this document revealed nowhere in that feasibility study, a draft or mention of an opening or "gate/egress." | In July 2019 a copy of the draft EA and FONSI were placed in the St Albans public library for a public comment period that closed on 24 Aug 2019. Appendix A: Figures and Appendix B: Plan Sheets does include two vehicle entrances and a pedestrian entrance. |
| | | At a public meeting requested by the through Community Board 12, the VA Planning Committee shared a copy of the draft or blueprint showing where the egress would be located. Many of the "homeowners" living directly across from this egress as well as other surrounding neighbors, expressed great displeasure at the location. Community members were afforded the opportunity to voice their opinion; each member conveyed feelings of inequality and undue burden to them and their quality of life, stemming from foreseen parking, traffic, walking issues if this proposal is passed. | Concur, based on attendance at this meeting; in a responsive accommodation, the NCA determined that it was in the public and agency interest to undertake a FONSI reevaluation process to determine if the neighborhood concerns would affect NCA's FONSI determination. It also represented an opportunity for additional on-the-record public involvement for the EA. |
| | | Pg. 18 3.4 Environmental Justice: This Greater TriAngular Community is a small niche community comprised of over 700 single-family and two-family homes starting at Baisley Blvd and 120th Avenue running through Farmers Blvd. and 120th Avenue with 177th Street & 119th Road in between. Baisley Blvd is a narrow roadway one-lane, with two-way traffic flow. Baisley Boulevard is already overburdened with heavy vehicular traffic between the hours of 7 am to 10 am hours and in the evenings between 2 2 pm until 6 pm. | responses in section 3.11 and 3.15 |
| | | Pg. 38: Public Involvement: Formal discussions were never held with the Greater Triangular Community; at no time during the 4 years of meeting with Long Island National Cemetery and/or the US Army Corps of Engineers was any mention of this proposal made. | As an interested party the Greater TriAngular Civic Association has been included and involved for the entire history of this Federal project on Federal Land |
| | | Pg.42 "No adverse effects" To date, there is no indication that an official study on the effects of traffic or parking conditions has been done. The community is asking for a new physical evaluation and feasibility study on Baisley Blvd. of regarding the traffic impact of vehicles and pedestrians. As this Columbarium grows, there will be a great increase in traffic flow on this already distressed roadway. If this statement is not factual, we request that you advise and provide a copy of this study to the community. | The traffic study was done in Jan 2018. It was incorporated by reference in the July 2019 Draft and Nov 2019 Final EA and FONSI. As a result of the Feb 2020 info meeting at CB 12 the VA was made aware of the importance of traffic to the neighborhood, and determined to re-evaluate the FONSI/E.A. In the July 2020 reevaluation, the revised traffic study is at Appendix E |
| Community Board 12 | Rene Hill | In conclusion, the community is asking that "no egress, no opening of any sort in the middle of the block impeding on the flow of traffic from the homeowners' property be completed. Alternatively, we request that this opening be placed at the intersection of 178th Place and Baisley Blvd. or Community Boards' Land Use Committee preferred suggestion. | CB 12 Land Use Committee's google earth conceptual drawing shows the proposed exits on land that is not part of land controlled by the NCA for the project. |
| | | The current site plans are an environmental injustice, regardless of your engineer's findings. The VA didn't take in account how it could and would destroy the value and the Quality of Life of the many private homes in this area that are directly opposite and near this Columbarium VA site. The Quality of Life would be diminished because their local landscapes would change with an additional entrance. This VA proposed entrance that does not line up with the existing community streets makes multiple intersections and confusion on a narrow street. Also, the proposed VA plan welcomes unwanted visitors that could possibly destroy the VA property with easy access and no security at the second entrance. I hope that you are aware that the Community Board does NOT agree with the VA's proposal for two entrances. The VA proposal does not enhance the block or the community and would affect the esthetics, lacks security and the traffic flow across from private homes, would be disruptive and unpredictable throughout the day. Please give me a response after carefully reviewing our attached proposal. This is a Community idea, but I'm sure your architects can make it work. We have dealt for years looking at this unkempt and neglected property that is owned by the VA. We should have input on what would enhance our community rather than diminish the block's beauty and value. We need enhancements not distractions for additional homeowners that would be affected by this current proposed Columbarium plan. | responses in section 3.11 and 3.15 |
| US EPA Region II | Mark Austin | The US EPA has reviewed the FONSI/EA and have no comments at this time. Please know that we appreciate the opportunity to review these documents and for allowing us to assist the USACE with this project. | Concur |
| NYC DOT Planning | Andrew Arcese | Please provide trip generation information/survey used from existing site in Farmingdale, as well as physical inventory, signal timings, pedestrian counts, etc. | Initial comments received 5 Jun 2020 Response/clarification to these comments sent, no follow-on comments returned prior to close of 30-day comment period. |
| | | Please provide Synchro analysis (executable) and all backup assumptions and observations for Existing, No-Action and With-Action conditions for all peak hours. | Initial comments received 5 Jun 2020 Response/clarification to these comments sent, no follow-on comments returned prior to close of 30-day comment period. |
| | | Please clarify why vehicles are only assigned to/from west of the project site, but not from the east of the project site. Will vehicles be originating from west side only? In addition, please clarify why other intersections along convoy routes are not considered for the traffic Level of Service (LOS) analysis. Also, please include project driveways in the LOS analysis. | Initial comments received 5 Jun 2020 Response/clarification to these comments sent, no follow-on comments returned prior to close of 30-day comment period. |
| | | Please clarify why new TMC and ATR data were not collected as part of this project. ATR data used are from 2015, which were installed along Baisley Boulevard close to the Farmers Boulevard (east of the project site). | Initial comments received 5 Jun 2020 Response/clarification to these comments sent, no follow-on comments returned prior to close of 30-day comment period. |
| | | Traffic study shows an impact at Northwest (SE LIs). Please clarify why mitigations are not proposed at this intersection. In addition, please include V/C ratios in the LOS table (please see sample below). | Initial comments received 5 Jun 2020 Response/clarification to these comments sent, no follow-on comments returned prior to close of 30-day comment period. |



Community Board 12
The City of New York
Borough of Queens

Jamaica, Hollis, St. Albans, South Ozone Park, and Springfield Gardens

90-28 161st Street
Jamaica, New York 11432
qn12@cb.nyc.gov
www.nyc.gov/qcb12

(718) 658-3308
Fax (718) 739-6997

Sharon Lee
BOROUGH PRESIDENT

Rene Hill
CHAIRPERSON

Vicky Morales Casella
DIRECTOR OF COMMUNITY BOARDS

Yvonne Reddick
DISTRICT MANAGER

LAND USE COMMITTEE

DATE: Tuesday, March 3, 2020
TIME: 7:00 p.m.
PLACE: Community Board 12
90-28 161st Street
Jamaica, NY 11432

Agenda

1. Anthony DelVecchio, Project Manager, US Army Corps of Engineers, NY District will discuss the St. Albans Columbarium site.
2. Andrew Arcese, Borough Planner, NYC Department of Transportation will discuss the traffic pattern for the project by USACE (St. Albans Columbarium).

Kenny Carter
Chairperson, Land Use Comm.

Members

| | |
|-----------------------|-------------------|
| Bishop Melvin Artis | Michele E. Keller |
| Jacqueline Boyce | Rev. Edward McKay |
| Barbara Duncan | Glenn Greenidge |
| Dora Griszell | Irv Poy |
| Vishal Hardowar, Esq. | Stephen Everett |
| Rene Hill | |



SITE PLAN - MASTER PLAN

ST ALBANS NATIONAL CEMETERY
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SEPTEMBER 2019



Subsequent to attending a meeting of the Community Board 12 land use committee on Tuesday March 3, 2020, Anthony Delvecchio received the enclosed attachment which represents the community idea for the Columbarium. Although this input was received prior to the release of the draft FONSI/EA in May 2020, this plan was cited in most comments received during the comment period. As required by NEPA, NCA and the project AE design firm duly considered and analyzed the rendering and made comparisons with the preferred plan. Responses in FONSI/EA at Para 3.11 and 3.15

Saint Albans Community Plans Review

Summary: The communities plan decreases **traffic safety** exiting and entering the site from Baisley Boulevard, decreases **pedestrian safety** along the front of the cemetery and within the site, removes the dedicated pedestrian access, eliminated **security** access and security visibility within the site. The plan reduces the number of **burials** that can be developed and decreases or eliminated most of the **landscaping** along the front of the property reducing the aesthetic improvement to the streetscape by introducing more road pavement to the Baisley Boulevard corridor.

Traffic safety: The community plan moves all of the traffic to a single point of exit/entry. The exit/entry traffic pattern shown on the plan is opposite the normal traffic flow that users would expect. This will cause confusion both entering and leaving the cemetery. This will lead to traffic disruption on Baisley Boulevard from the traffic flow entering and leaving the cemetery onto Baisley Boulevard. The configuration will cause conflicts which may lead to accidents on site at the intersection north of the gate. Furthermore, cars leaving the cemetery are not restricted in the direction they can turn increasing the potential for traffic conflicts. The existing entry point to the site only allows one car to enter at a time. In order to accommodate the community plan, this curb cut must be doubled in size to permit 2 lanes of traffic so cutting the curb is still required whether it is expanding the existing curb cut or providing a new curb cut at the opposite end of the site. Additionally, the community plan has a few tight turns that limit accessibility of limousines and emergency vehicles to navigate thru the site if needed. Lastly, the proposed community plan reduces the amount of roadway proposed. As a result, the amount of on-site parking that will be provided to the public will be reduced.

Pedestrian Access and Safety: There is no dedicated pedestrian access to the cemetery. [there is a man gate adjoining the west gate which could be characterized as a dedicated pedestrian access] The communities plan increases the likelihood that people will drive to the cemetery because pedestrian safety is compromised-entering the site due to the need to cross an internal road to access the cemetery. It is also compromised along the street walk in crossing the larger curb cut required by this plan which needs to be widened to accommodate turning movements for traffic exiting and entering the cemetery at the same location on Baisley Boulevard. Pedestrian traffic will need to consider vehicular traffic coming from multiple directions while trying to cross the in front of the cemetery. The proposed drive location further creates another internal pedestrian drive crossing in order to access the easterly section of the cemetery.

Security: The internal security access for the VA campus police has been eliminated (this is required as part of the land transfer agreement), decreasing the security at the cemetery. The road system and restricted internal access was designed to allow the VA security to readily access the site at all hours. The site design was laid out to maximize visibility of all areas of the site by security personnel from their patrol vehicle. The new lay out results in areas in the westerly portion of the site that are not visually

accessible for security personnel from the new drive location. [Do you want security to be able to exit and enter the site via the Baisley Boulevard gates during closed hours so they can include Baisley Boulevard as part of their circuit? Otherwise, there will be a dead end at the exit drive which will require a multiple point maneuver to turn around or backing up to the security entrance. The dead end at the entrance drive also requires a multiple point turn maneuver or backing up]

Landscaping: The community plan deletes most of the lawn and the landscaping along the front of the cemetery. Their plan introduces additional pavement impacting the quality of views into the cemetery. The additional pavement will visually segregate the cemetery from the community and impact the visual improvement that was introduced by adding trees and lawn within the view shed into the cemetery. The proposed drive also segregates the westerly portion of the cemetery creating a less cohesive looking facility.

Burial: The plan moves the building and assembly area decreasing the area that can be developed for future burials, which reduces the life of cemetery. The drive also cuts through the burial areas eliminating many of the burial sites which cannot be recovered due to site constraints.

Committal Service Interruption: Visitor parking has been added near the committal service shelter increasing the chance of interruption of service.