

# **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 120<sup>th</sup> 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.

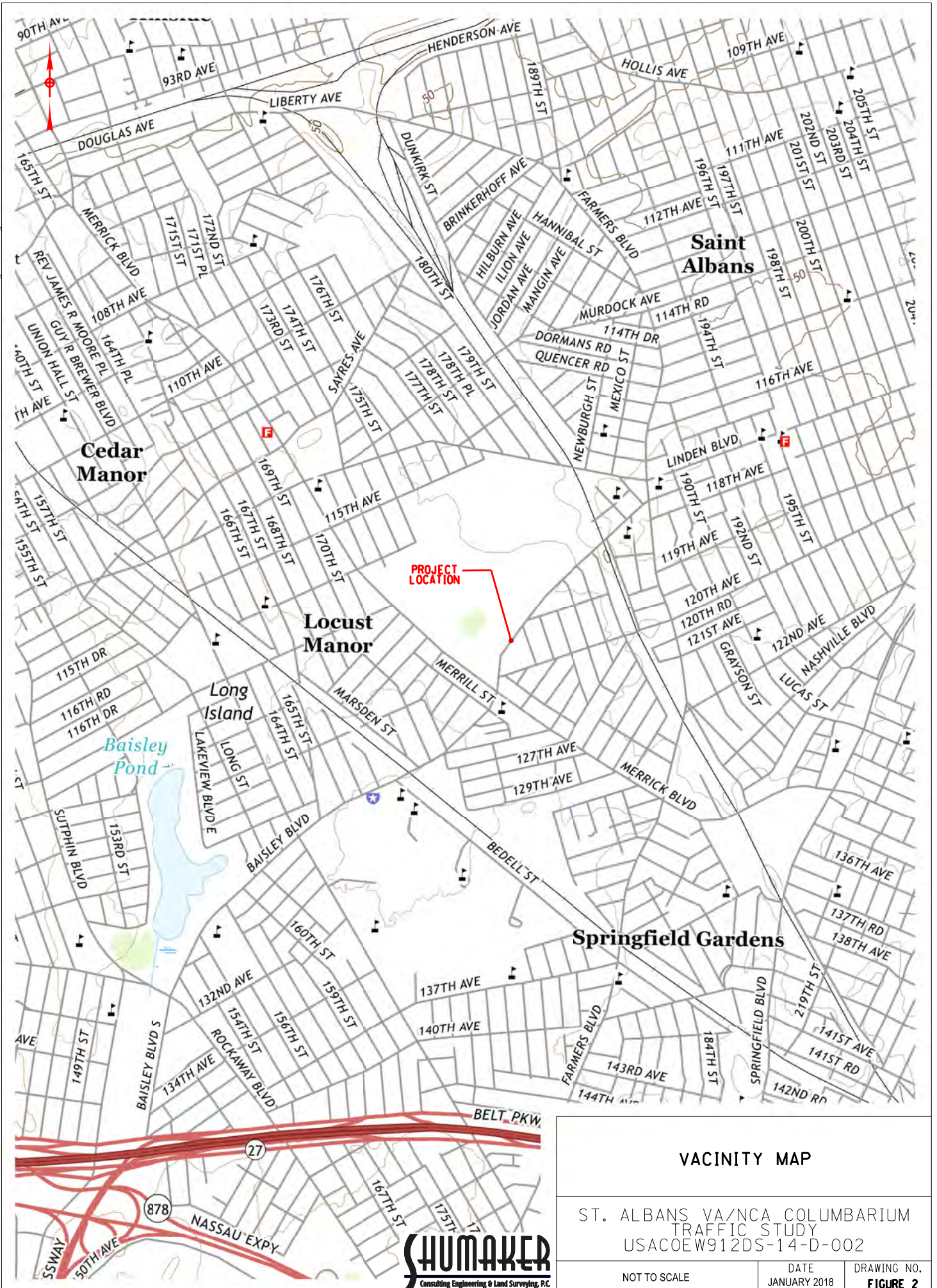
No left turns out from the Loop Road exit should be permitted onto Baisley Blvd.

## APPENDIX A – LOCATION AND VICINITY MAPS









## APPENDIX B – SITE CONCEPT PLANS







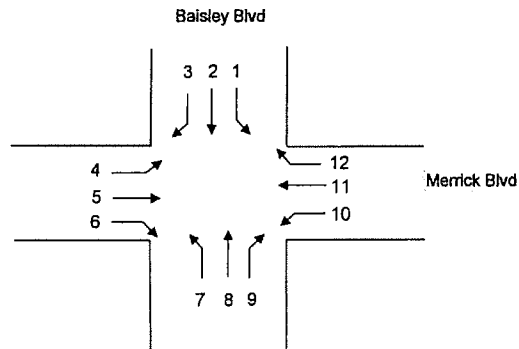




## APPENDIX C – TRAFFIC COUNT DATA

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

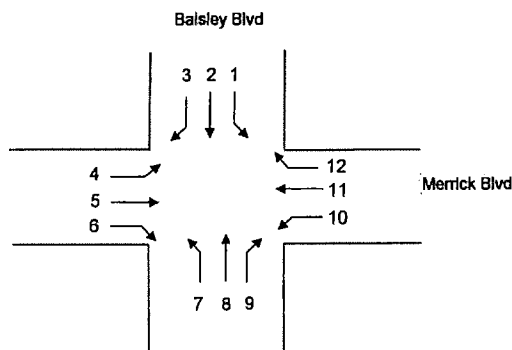


Vehicle Type	Heavy Vehicle
Car	Y
Truck	Y
Bus	Y
Bike	N
	N
	N

		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	2	1	0	0
		Bus	1	6	4	0	9	3	2	0	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	0	3	3	0	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  
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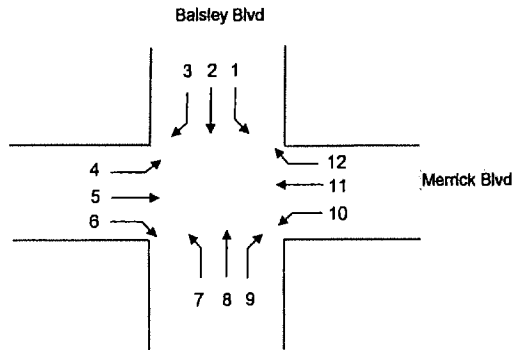
Vehicle Type	Heavy Vehicle
Car	Y
Truck	Y
Bus	Y
Bike	N
	N
	N

		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  
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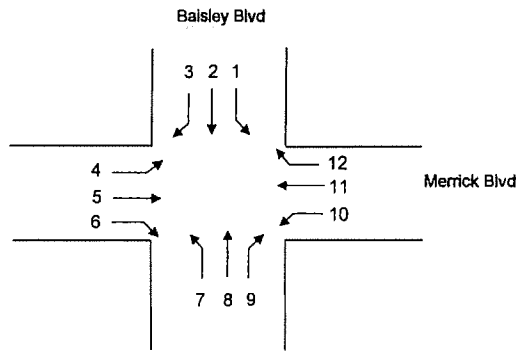


Vehicle Type	Heavy Vehicle
Car	Y
Truck	Y
Bus	Y
Bike	N
	N
	N

		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
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		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												
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		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

		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

		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	
12/17/2015	12:30 PM	48	} 76
12/17/2015	12:45 PM	44	
12/17/2015	01:00 PM	48	} 85
12/17/2015	01:15 PM	51	
12/17/2015	01:30 PM	40	
12/17/2015	01:45 PM	51	} 73
12/17/2015	02:00 PM	44	
12/17/2015	02:15 PM	66	}
12/17/2015	02:30 PM	70	
12/17/2015	02:45 PM	80	
12/17/2015	03:00 PM	56	}
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

	Date	Time	Channel 1
Mon	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

Bailey 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
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

Fri

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**





BAISLEY BLVD.  
AND  
FACILITY ENTRANCE

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

NOT TO SCALE

DATE  
MARCH 2020

DRAWING NO.  
**FIGURE 5**



DRAWING NO.  
**FIGURE 6**

## 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