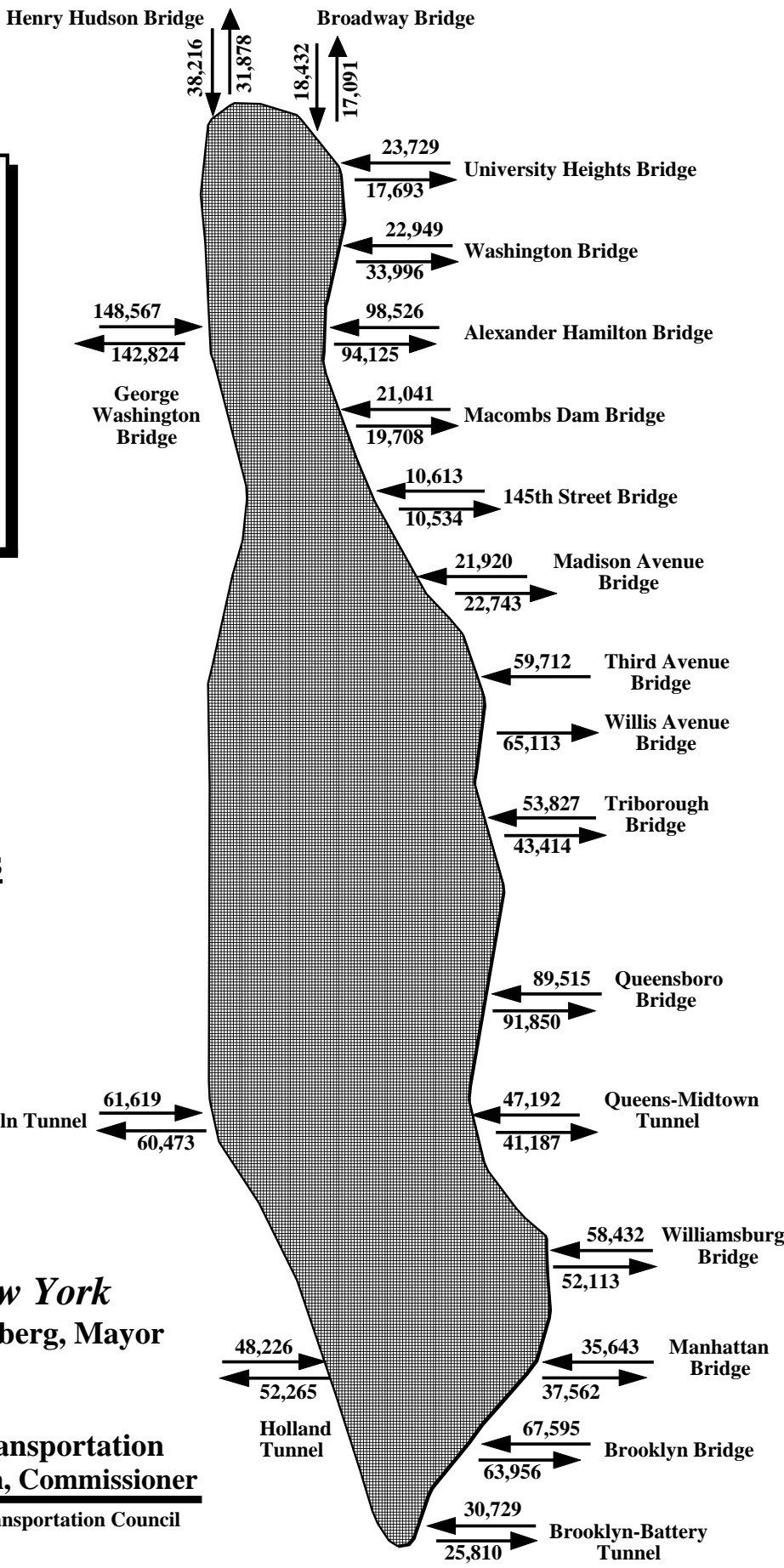


2007 Manhattan River Crossings



24 Hour Volumes
 Inbound = 956,483
 Outbound = 924,335



The City of New York
 Michael R. Bloomberg, Mayor



New York City
 Department of Transportation
 Janette Sadik-Khan, Commissioner

A member of the New York Metropolitan Transportation Council

Manhattan River Crossings 2007

Contract D000642

2007-2008: PTDT07P00.01 & PTDT07P00.02

2008-2009: PTDT08D00.P01 & PTDT08D00.P02

The preparation of this report was financed in part with funds from the U.S. Department of Transportation, Federal Highway Administration, under the Federal Highway Act of 1956, as amended, and the Urban Mass Transportation Act of 1964, as amended. This document is disseminated by the New York City Department of Transportation in the interest of information exchange. It reflects the views of the New York City Department of Transportation (NYCDOT), which is responsible for the facts and the accuracy of the data presented herein. The report does not necessarily reflect any official views or policies of the Federal Transit Administration, the Federal Highway Administration, or the State of New York. The report does not constitute a standard, specification, or regulation. NYCDOT is grateful to the Port Authority of New York and New Jersey (PANYNJ), the Metropolitan Transportation Authority Bridges and Tunnels (MTABT), the New York City Department of City Planning (NYC DCP), and the New York Metropolitan Transportation Council (NYMTC) for providing data used to develop this report.

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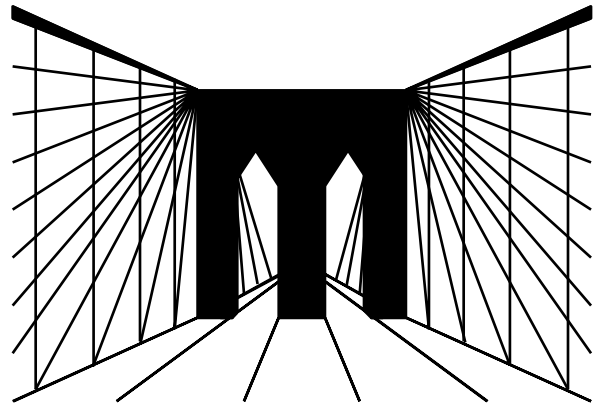
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INTRODUCTION



INTRODUCTION

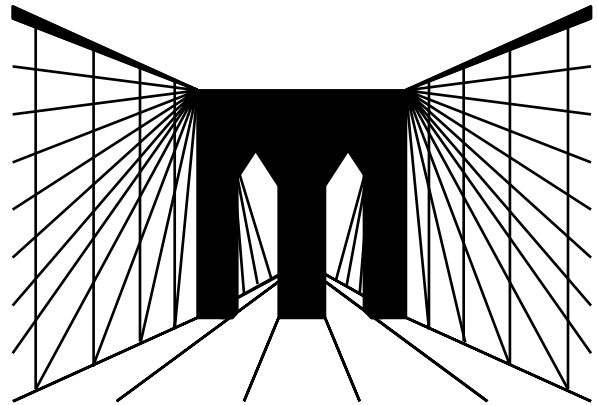
The 2007 *Manhattan River Crossings* report is an annual publication prepared by the New York City Department of Transportation (NYCDOT), and funded by the Unified Planning Work Program (UPWP), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy For Users (SAFETEA - LU).

Since 1948, the City of New York has been monitoring traffic flow over the 20 bridges and tunnels serving Manhattan. The *Manhattan River Crossings* report, published annually by the New York City Department of Transportation (NYCDOT) since 1972, presents vehicular volumes, classification, and trends for all bridge and tunnel facilities serving Manhattan. All toll-free bridges are monitored with automatic traffic recording (ATR) machines during the fall season.

The average hourly volumes by direction for 2007 are presented in histograms for each facility. Trends were developed from a regression analysis of volumes from 1948 to 2007. The annual growth rate was derived from the linear regression equation that reflects the best fitting straight line. The total vehicular flow to and from Manhattan has been summarized similarly with growth curves, hourly histograms, and a graph of vehicle accumulation in Manhattan. The statistical analysis presented in the report was performed by Subregional Transportation Planning Program staff of NYCDOT during the 2007-2008 and 2008-2009 program years.

NYCDOT extends its appreciation to the Port Authority of New York and New Jersey (PANYNJ), the Metropolitan Transportation Authority Bridges and Tunnels (MTABT), the New York City Department of City Planning (NYC DCP), and the New York Metropolitan Transportation Council (NYMTC) for their assistance in the data collection process.

SUMMARY



SUMMARY

2007 Daily Traffic

- Daily Manhattan river crossings decreased 1.4%, to 1,880,800 in fall 2007 from 1,907,100 in fall 2006, a decrease of 26,300 daily vehicles.
- During the 7-8 am morning peak hour, 67,100 vehicles entered Manhattan. During the 4-5pm evening peak hour, 62,200 vehicles exited.
- For the 46th consecutive year, the George Washington Bridge carried more traffic than any other river crossing serving Manhattan. Some 291,400 daily vehicles used this bridge in fall 2007, which was 6.6% fewer than the average daily volume of 312,100 in fall 2006.
- The Alexander Hamilton Bridge was the second busiest river crossing, serving 192,700 daily vehicles in fall 2007, which was 1.3% more than its fall 2006 daily volume of 190,200. The Queensboro Bridge was third busiest, although its daily volume decreased 2.5%, to 181,400 in fall 2007 from 186,100 in fall 2006.
- The average automobile entering Manhattan during the morning peak period carried 1.3 persons including the driver. A total of 78% of peak period automobiles were occupied only by the driver.
- The peak accumulation of motor vehicles in Manhattan on an average weekday occurred at about 1 pm when an estimated 386,800 vehicles were either moving or parked on the island. This includes vehicles operating only within Manhattan as well as those entering via the river crossings.

Recent Trends

- In 2007, Manhattan river crossings decreased 1.4%, to 1.881 million daily vehicles.
- The largest percentage increase occurred on the Broadway Bridge over the Harlem River between Manhattan and The Bronx, where daily traffic increased 5.9%, to 35,500 vehicles in 2007 from 33,600 in 2006 (+1,900 daily vehicles).
- The largest numerical increase was at the Brooklyn Bridge over the East River, where average daily volume increased by 4,800 daily trips (+3.7%), to 131,600 in fall 2007 from 126,800 in fall 2006.
- The largest numerical and percentage decrease occurred on the George Washington Bridge over the Hudson River between Manhattan and New Jersey, where daily volume decreased 6.6%, to 291,400 in fall 2007 from 312,100 in fall 2006.
- Annual subway ridership citywide increased 4.3% to 1.563 billion in 2007 from 1.499 billion in 2006. This was the highest level of subway ridership since 1952.

Ten-Year Trends (1997-2007)

- In the ten-year period from 1997 to 2007, Manhattan traffic volume has risen 1.9%, to 1,880,800 from 1,846,600, an increase of 34,200 daily vehicles.
- Daily vehicle trips entering Manhattan were 2.3% higher in 2007 than in 1997. The biggest increase in inbound trips occurred during the 4-7am period, which rose 19.8% during the decade. Trips leaving Manhattan increased 1.4% since 1997. The biggest outbound increase occurred during the 1-4am period (+22.3%).
- Vehicle trips on the 13 toll-free East and Harlem River bridges decreased at an average annual rate of 0.2% per year from 1997 to 2007. The greatest rate of decline was on the Third Avenue Bridge (-2.9% per year). The greatest volume decrease occurred on the Brooklyn Bridge (loss of 16,300 daily trips, to 131,600 in 2007 from 147,900 in 1997). The highest positive average annual growth rate was on the Madison Avenue Bridge: +3.4% per year. The greatest volume increase was on the Alexander Hamilton Bridge (16,500 more daily vehicles in fall 2007 than in fall 1997).
- Traffic volumes on the four MTA Bridges and Tunnels (MTABT) river crossings serving Manhattan increased at an average annual rate of 0.8% per year since 1997. The highest average annual growth rate was on the Henry Hudson Bridge (+2.0% per year), which also had the largest volume increase (+10,400 vehicles per day).
- Traffic volumes on the three trans-Hudson Port Authority of New York and New Jersey (PANYNJ) river crossings serving Manhattan increased 0.2% per year since 1997. The highest average annual growth rates were at the George Washington Bridge and the Holland Tunnel (+0.2% per year for each). The George Washington Bridge also had the biggest volume increase (+9,100 vehicles per day).
- New York City motor vehicle registrations decreased 0.6% per year. In Manhattan, registrations increased 0.2% per year.

Historical Trends

- During the 25 years following 1948, motor vehicle traffic to and from Manhattan increased 2.9% per year. By 1973 it had reached 1.493 million daily trips. Gasoline shortages arising from the first OPEC oil crisis contributed to traffic declining by 1.5% per year between 1973 and 1976. In 1977 and 1978, traffic growth resumed at 2.3% per year. Another OPEC crisis caused traffic to decline 2.4% in 1979. The 1980s brought new growth at 2.9% per year until 1987, when traffic volume declined by less than 1%. This slow downward trend continued through 1994. This was followed by increases of 3.0% in 1995, 0.4% in 1996, 4.4% in 1997, 2.9% in 1998, 1.7% in 1999, and 1.2% in 2000 (to an all time record of 1.956 million).
- In fall 2001, very shortly after the events of 9/11, daily volume decreased 12.4%, to 1.713 million. There were extensive restrictions on vehicle entries into Manhattan following the events of 9/11/2001. In fall 2002, daily volume rebounded by 8.4%, to 1.857 million. In fall 2003, daily volume rose an additional 2.2%, to 1.897 million. During fall 2004, daily volume rose another 0.6%, to 1.909 million. In fall 2005, daily Manhattan river crossings decreased 1.2%, to 1,885 million, but rebounded in fall 2006, rising 1.2% to 1.907 million. Fall 2007 yielded another small decrease of 1.4%, to 1.881 million.
- Between 1948 and 2007, daily vehicle trips to and from Manhattan rose 181%, to 1,880,800 from 670,000 (1,210,800 additional daily trips). The biggest growth was on the PANYNJ's three trans-Hudson facilities, where traffic climbed by 344%. Traffic

increased 95% on the four toll-free East River bridges, 169% on the nine toll-free Harlem River bridges, and 236% on the MTABT's four toll crossings.

- Between 1957 and 1967, daily traffic growth to and from Manhattan averaged 2.3% per year. The largest annual growth rates occurred on the Brooklyn Bridge (+9.0%), and on the George Washington Bridge (+7.0%). The largest annual decline was on the Macombs Dam Bridge, where daily traffic decreased 4.4% per year.
- Between 1967 and 1977, daily traffic growth to and from Manhattan averaged 0.9% per year. The largest annual growth rates occurred on the Washington Bridge over the Harlem River (+3.2%), and on the George Washington Bridge over the Hudson River (+2.3%). The biggest annual decline was on the Henry Hudson Bridge (-4.1% per year).
- Between 1977 and 1987, traffic growth on all Manhattan crossings averaged 2.3% per year, with positive growth rates at all twenty river crossings. The largest annual growth rates were on the Henry Hudson and Macombs Dam Bridges over the Harlem River (+4.9% and +4.3%, respectively).
- Between 1987 and 1997, traffic growth all Manhattan river crossings averaged a relatively modest 0.2% per year. The largest annual growth rates were at the Holland Tunnel (+2.5%), on the Henry Hudson and Washington Bridges over the Harlem River (+1.4% each), and on the Queensboro Bridge over the East River (also +1.4%). The largest annual declines were on the Madison Avenue Bridge over the Harlem River (-3.6% per year), and the Williamsburg Bridge over the East River (-2.0% per year).
- During the 59-year period from 1948 to 2007, average daily Manhattan vehicular river crossings rose 181%, to 1,880,800 from 670,000. During the same period, annual citywide subway ridership declined by 23%, to 1,563,000,000 from 2,031,000,000.

Origin-Destination

- According to the 2000 census data, 45% of all automobile work trips ending in Manhattan originated in the other four boroughs, 44% came from outside the city, and the remaining 11% originated within Manhattan.
- Origin and Destination (O & D) surveys conducted by PANYNJ in 1989 at its trans-Hudson crossings show that 43% of all automobiles entering Manhattan from New Jersey each day have final destinations outside Manhattan. Similar surveys conducted in 1991 show that 76% of the trucks entering from New Jersey have final destinations outside Manhattan. These figures indicate that 108,075 autos and trucks entering Manhattan from New Jersey in 2007 each day were simply passing through.
- PANYNJ's O & D surveys show that 79% (85,075 vehicles) of all daily "through-Manhattan" auto and truck trips from New Jersey use the George Washington Bridge and the Trans-Manhattan Expressway. The remaining 21% (23,175 vehicles) use the Lincoln and Holland Tunnels and proceed across Manhattan along congested City streets.
- PANYNJ reports show that 67% (29,500 automobiles) of morning peak period (7-10 am) automobiles entering from New Jersey have final destinations in Manhattan.

2007 Bridge and Tunnel Reconstruction

Brooklyn Bridge

Eastbound lane closures were in effect as follows:

All 2007:	1:00am–7:00am intermittently,	Mon–Fri	1 e/b lane closed
	10:00am–3:00pm intermittently,	Mon–Fri	1 e/b lane closed
	6:00am–2:00pm intermittently.	Sat–Sun	1 e/b lane closed

01/23–01/26:	2:00am–6:00am	Tue–Fri	2 e/b lanes closed.
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Westbound lane closures were in effect as follows:

All 2007:	11:00pm–6:00am intermittently,	Mon–Fri	1 w/b lane closed
	1:00am–7:00am intermittently,	Sat	1 w/b lane closed
	1:00am–9:00am intermittently.	Sun	1 w/b lane closed

07/23–09/10:	12:01am–5:00am	Mon–Fri	2 w/b lanes closed,
	2:00am–6:00am	Sat.	2 w/b lanes closed,
	11:00pm Sat. – 11:00am Sun.		2 w/b lanes closed.

The Tillary Street entrance to the westbound Brooklyn Bridge was closed from 11:00pm Friday, March 2, until 6:00am Saturday, March 3. Motorists were advised to use the Sands Street entrance, or use the Manhattan Bridge as an alternate.

One of two lanes on the FDR Drive ramp to the eastbound Brooklyn Bridge was closed from 10:00am until 2:00pm March 26–30 for tree trimming operations.

The bridge entrance from the eastbound Brooklyn–Queens expressway was closed from 12:01am to 5:00am on April 26 and April 27.

Manhattan Bridge

From January 1 to September 30, the **lower roadway** was completely closed round-the-clock (closed since October 15, 2006). During this period, there were two lanes in each direction on the upper roadways. In order to mitigate traffic disruptions, the south inner roadway of the Williamsburg Bridge was operated Manhattan-bound weekdays 6:00am – 10:00am for passenger cars only with access in Manhattan to Allen Street only.

From January 1 to August 5, the **north bikeway** was closed round-the-clock (closed since October 9, 2006). During that time, pedestrian and cyclist access to the bridge was maintained by sharing the south walkway.

As of October 1, the lower roadway was reopened.

Simultaneous with the lower roadway reopening, a **High Occupancy Vehicle (HOV) facility** was implemented in the left lane of the Manhattan-bound north upper

roadway between 6:00am and 10:00pm on weekdays. Operation of the bridge was as follows.

Manhattan Bridge Operation: January 1 – September 30, 2007.

- **All hours.**
 - Two lanes open Manhattan-bound on the north upper roadway for all vehicles.
 - Two lanes open Brooklyn-bound on the south upper roadway for all vehicles.

Lower Roadway closed round-the-clock.

Manhattan Bridge Operation: Effective October 1, 2007.

- **6:00am – 10:00am Weekdays.**
 - Four lanes open westbound: two lanes on the north upper roadway (no trucks), and two lanes on the lower roadway for all vehicle types.
 - Left lane of the north upper roadway reserved for **buses and HOVs**.
 - Two lanes open eastbound on the south upper roadway.
- **10:00am – 2:00pm Weekdays.**
 - Three lanes open westbound: one or two lanes on the north upper roadway (no trucks), and one or two lanes on the lower roadway for all vehicle types.
 - Two lanes open eastbound on the south upper roadway.
- **2:00pm – 3:00pm Weekdays.**
 - Two lanes open westbound on the north upper roadway.
 - Two lanes open eastbound on the south upper roadway.
 - Lower roadway closed for reversal.
- **3:00pm – 5:00am Weekdays.**
 - Two lanes open westbound on the north upper roadway.
 - Four lanes open eastbound: two lanes on the south upper roadway, and two lanes on the lower roadway.
- **9:00pm Friday – 5:00am Monday.**
 - Four lanes open westbound: two lanes on the north upper roadway, and two lanes on the lower roadway.
 - Two lanes open eastbound on the south upper roadway.
- **Lower Roadway.**
 - Available to all vehicle types at all times.
 - Manhattan-bound 5:00am – 2:00pm weekdays, and 9:00pm Friday to 5:00am Monday.
 - Closed for reversal approximately 2:00pm – 3:00pm weekdays.
 - Brooklyn-bound 3:00pm – 5:00am weekdays.
 - Manhattan-bound trucks required to use the lower roadway weekdays 5:00am – 2:00pm.
 - Access to westbound Canal Street in Manhattan.

- One of three lower roadway lanes closed round-the-clock.
- Additional overnight and weekend lane closures as needed on the lower roadway.
- **North Upper Roadway.**
 - Manhattan-bound all hours.
 - No trucks weekdays 5:00am – 2:00pm.
 - Left lane reserved for **buses and HOVs** weekdays 6:00am –10:00am. Access to the HOV lane is from Brooklyn–Queens Expressway eastbound exit 29A, from Nassau Street, and from Flatbush Avenue–Tillary Street.
 - Single-occupant cars permitted only in the right lane weekdays 6:00am–10:00am, with access from Brooklyn–Queens Expressway eastbound exit 29A and from Nassau Street. Single-occupant cars are not permitted to access the north upper roadway from Flatbush Avenue–Tillary Street during these hours.
 - When the lower roadway is Manhattan-bound, access in Manhattan from the north upper roadway is to northbound Chrystie Street and eastbound Canal Street only, with no access to westbound Canal Street from the north upper roadway during these hours. Drivers seeking access to westbound Canal Street during these hours must use the lower roadway.
 - Overnight and weekend lane closures as needed on the north upper roadway.
- **South Upper Roadway.**
 - Brooklyn-bound all hours for all vehicle types.
 - Overnight and weekend lane closures as needed on the south upper roadway.

Queensboro Bridge

Throughout 2007, **trucks** were permitted only on the two Lower Inner Roadways.

Throughout 2007, a **High Occupancy Vehicle (HOV) facility** was in effect on the Queensboro Bridge. The normally Queens-bound South Upper Roadway was reversed between 6:00am and 10:00am on weekdays to accommodate Manhattan-bound HOVs (no trucks) carrying two or more occupants.

Throughout 2007, the North Outer Roadway was reserved for **bicyclists and pedestrians**. From January 1 to October 31, this roadway was closed from 10:00pm to 5:00am (closure started May 29, 2006). During these hours, shuttle bus service was provided for bicyclists and pedestrians.

The North Inner Roadway was closed as follows:

01/09–01/13: 1:00am – 5:00am Tue–Sat.
Manhattan-bound trucks banned from the bridge during these hours.

The North Upper Roadway was closed intermittently as follows:

All 2007: 1:00am – 5:00am Mon–Fri,
 1:00am – 6:00am Sat,
 1:00am – 7:00am Sun.

The North Outer Roadway was closed as follows:

01/01–10/31: 10:00pm – 5:00am All Days.
Shuttle bus provided for pedestrians and bicyclists during these hours.

The North Outer Roadway was also closed intermittently as follows:

11/01–12/31: 10:00pm – 5:00am All Days.
Shuttle bus provided for pedestrians and bicyclists during closures.

The South Inner Roadway was closed as follows:

01/16–01/18: 1:00am – 5:00am Tue–Thu.
Queens-bound trucks banned from the bridge during these hours.

The South Upper Roadway was closed intermittently as follows:

All 2007: 1:00am – 5:30am Mon–Fri,
2:00am – 7:00am Sat,
2:00am – 8:00am Sun.

The South Outer Roadway was closed as follows:

01/19–01/20: 1:00am – 5:00am Fri–Sat.

The South Outer Roadway was also closed intermittently as follows:

All 2007: 1:00am – 6:00am Mon–Fri,
1:00am – 7:00am Sat.

Access to the 60th Street ramp from the Manhattan-bound north inner roadway was closed as follows:

07/23–08/03: 11:00pm – 5:00am Mon–Fri.

Queensboro Bridge Operation: All 2007.

North Inner Roadway: W/B all times; W/B trucks required to use this roadway.

South Inner Roadway: E/B all times; E/B trucks required to use this roadway.

North Upper Roadway: W/B all times.

South Upper Roadway: Closed for reversal 5:30–6:00am weekdays,
W/B HOVs 6:00–10:00am weekdays,
Closed for reversal 10:00–11:00am weekdays,
E/B all other times.

North Outer Roadway: Bicyclists and pedestrians all times.

South Outer Roadway: E/B all times (passenger cars only).

Throughout 2007, there were additional intermittent closings of single lanes on individual roadways of the Queensboro Bridge during off-peak hours.

Williamsburg Bridge

Throughout 2007, **trucks** were permitted only on the outer roadways.

From January 1 to February 16, the north foot walk was closed (had been closed since September 16, 2006), and the south foot walk was open for pedestrians and bicyclists, with access in Brooklyn from Bedford Street.

From July 14 to August 10, the south foot walk was open only on weekends from 3:00pm Fridays to 6:00am Mondays, with access in Brooklyn from Bedford Avenue.

From January 1 to October 12, the South Inner Roadway was reversed to Manhattan-bound between 6:00am and 10:00am on weekdays (no trucks or buses) with access to Allen Street only to assist with the Manhattan Bridge lower roadway reconstruction closure.

The South Inner Roadway was reversed to Manhattan-bound as follows:

01/01 – 10/12: 6:00am – 10:00am Mon–Fri.

The South Inner Roadway was closed as follows:

01/01 – 10/12: 10:00am – 3:00pm Mon–Fri.

10/13 – 12/31 6:00am – 3:00pm Mon–Fri.

Williamsburg Bridge Operation: January 1 – October 12, 2007.

- **Mon–Fri 6:00am – 10:00am.**
Manhattan-bound: 6 lanes.
Brooklyn-bound: 2 lanes.
- **Mon–Fri 10:00am – 3:00pm.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 2 lanes.
- **All other times.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 4 lanes.

Williamsburg Bridge Operation: October 13 – December 31, 2007.

- **Mon–Fri 6:00am – 3:00pm.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 2 lanes.
- **All other times.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 4 lanes.

Alexander Hamilton Bridge

Two of four eastbound lanes were closed as follows.

11/24–12/14: 11:00pm – 5:30am Weeknights,
12:01am – 9:00am Saturdays.

Macombs Dam Bridge

Full closures of the Macombs Dam Bridge occurred (as required) during the following times.

03/21–09/27: 12:01am – 5:00am Mon–Fri. *No closures within two hours*
1:00am – 6:00am Sat–Sun. *of Yankee home games.*

No full closures of this bridge during full closures of the 145th Street Bridge.

As of November 10, 2007, during all hours, only one lane in each direction was available on East 161st Street, Jerome Avenue, and the Macombs Dam Bridge approach roadway.

Throughout 2007, there were additional closures of single lanes in each direction on the Macombs Dam Bridge during off–peak hours.

Third Avenue Bridge (Harlem River)

The Third Avenue Bridge was completely closed according to the following schedule.

07/09: 1:00am – 5:00am Mon. *Bridge fully closed.*

Washington Bridge

The westbound exit ramp to southbound I–95 and the George Washington Bridge was closed as follows.

09/15–09/21: Midnight – 5:00am Weeknights.

Willis Avenue Bridge

One of four Bronx–bound lanes was closed as follows:

05/21–05/26: 11:00pm – 6:00am Weeknights.
12:01am – 7:00am Sat.

145th Street Bridge

The entire 145th Street Bridge was completely closed round–the–clock to vehicular traffic, pedestrians, and bicyclists from November 1, 2006, to March 21, 2007.

As of March 22, 2007, one lane in each direction, and one sidewalk, was open.

As of June 17, 2007, two lanes in each direction were open.

The entire bridge was also fully closed as follows:

06/01–06/03: 10:00pm Friday to 9:00am Sunday. Bridge totally closed.

The entire bridge was also closed intermittently as follows:

03/21–12/31: 10:00pm – 6:00am Weeknights. Bridge closed
intermittently.
12:01am – 7:00am Sat–Sun. Bridge closed
intermittently.

*No closures within two hours of Yankee home games.
No full closures of this bridge during full closures of the Macombs Dam
Bridge.*

From March 16 to March 23, the exit from the northbound Major Deegan Expressway to the 145th Street Bridge was closed round-the-clock.

Throughout 2007, there were additional closures of single lanes in each direction on the 145th Street Bridge and its approach ramps during off-peak hours.

Brooklyn-Battery Tunnel

Throughout 2007, the inbound **exit to Trinity Place** was closed weekdays between 6:00-10:00am, and between 3:00–7:00pm.

One of the two tubes was closed intermittently according to the following schedule.

All 2007: 9:00pm – 5:00am Sunday nights to Friday mornings,
*One tube closed intermittently.
Two-way traffic maintained in the other tube during these
closures.*

Effective November 26, 2007, on weekdays between 4:00pm and 7:00pm, there were two lanes outbound to Brooklyn in the south tube, plus one outbound contra-flow lane in the north tube.

Effective November 27, 2007, on weekdays between 4:00pm and 7:00pm, one outbound lane to Brooklyn in the south tube was for buses and trucks only.

Henry Hudson Bridge

One of four southbound (Manhattan-bound) lanes was closed as follows.

06/09–12/31: Round-the-clock All days. 1 Manhattan-bound lane
closed.
*2nd Manhattan-bound lane closed intermittently during off-
peak hours.*

Queens-Midtown Tunnel

Throughout 2007, there were intermittent closures of single lanes in both directions during off-peak hours.

Triborough Bridge

Lane closures were in effect on the Harlem River lift span according to the following schedule.

All 2007:	10:00am – 3:00pm	Mon–Fri	1 Manhattan-bound lane closed.
	7:00am – 3:00pm.	Mon–Fri	1 Brx/Qns-bound lane closed.

Lane closures were in effect on the main span according to the following schedule.

All 2007:	5:00am – 3:00pm	Mon–Fri	1 westbound lane closed.
	9:00pm – 5:00am.	Mon–Fri	2 westbound lanes closed.

One of two lanes on the southbound Bruckner Expressway approach to the bridge was closed as follows.

All 2007:	Round-the-clock	All days
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On Friday, February 9, 2007, between 12:30am and 5:00am, all approaches to the Manhattan span were closed for intermittent 20-minute periods for maintenance by the Metropolitan Transportation Authority (MTA).

George Washington Bridge

From September 29 to November 23, three of the four upper level lanes eastbound to New York were closed overnight on weekends from 10:00pm Friday to 10:00am Saturday, and from 10:00pm Saturday to 10:00am Sunday.

Throughout 2007, there were additional intermittent closures of single lanes during off-peak hours.

Holland Tunnel

Throughout 2007, all eastbound (to Manhattan) commercial traffic was banned from the tunnel.

Throughout 2007, the tunnel was open westbound to New Jersey for passenger cars, buses, and two-axle and three-axle single unit trucks. Tractor trailers, and single unit trucks with more than three axles, were not permitted.

Westbound (to New Jersey) lane closures were in effect in the Holland Tunnel as follows.

All 2007:	11:30pm – 5:30am	Mon–Fri.	1 w/b lane closed.
	12:01am – 8:00am	Sat.	1 w/b lane closed.

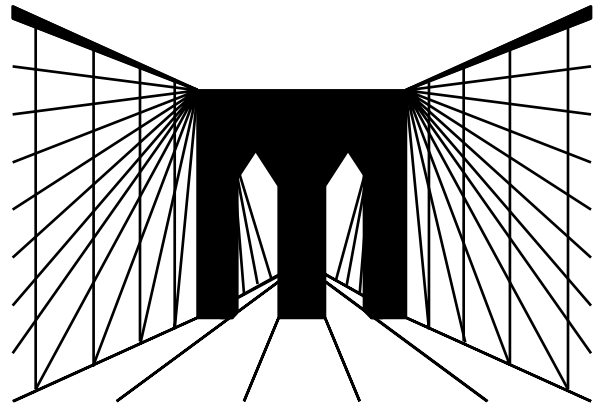
Throughout 2007, there were also intermittent closures of one eastbound lane during off-peak hours.

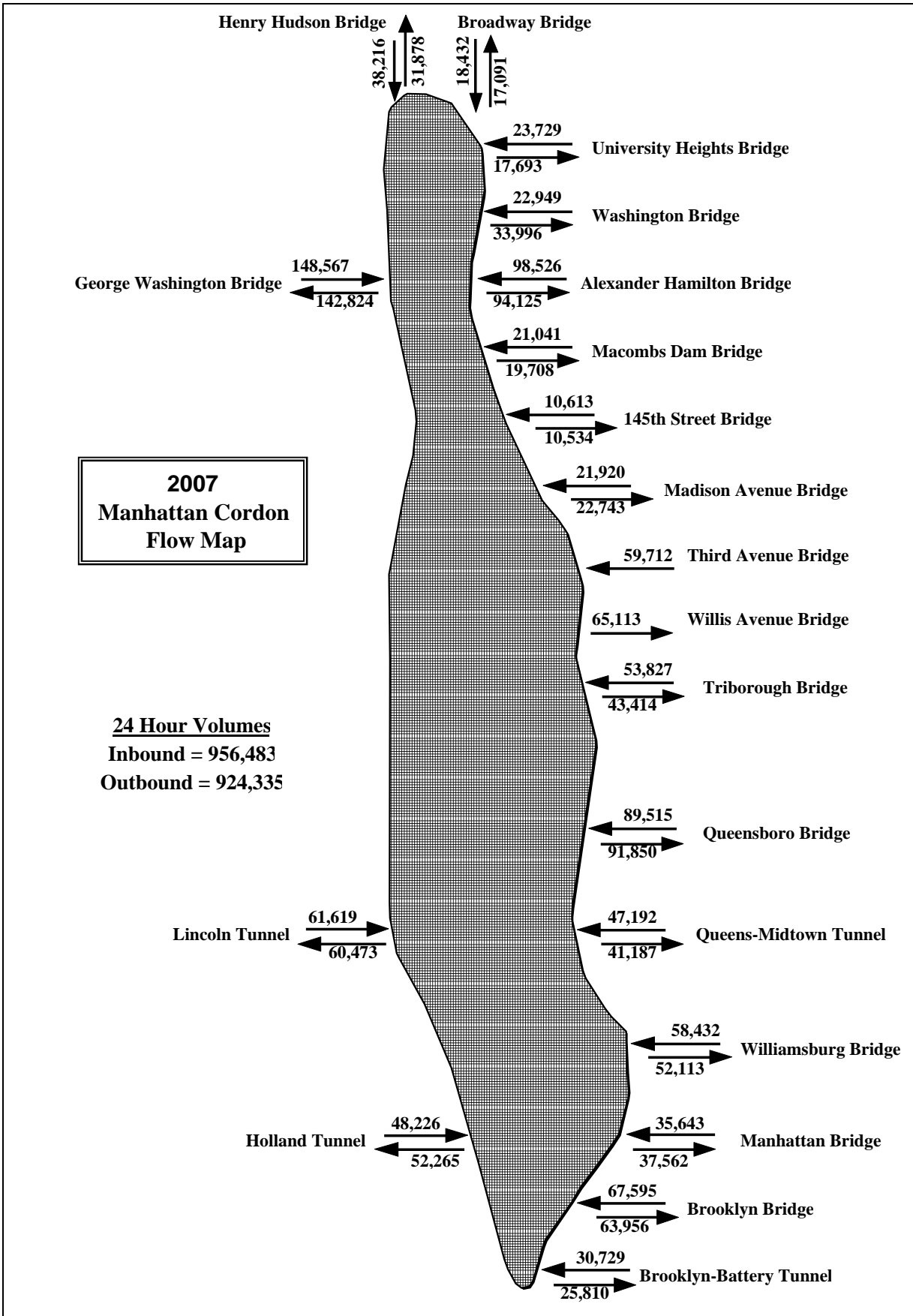
Lincoln Tunnel

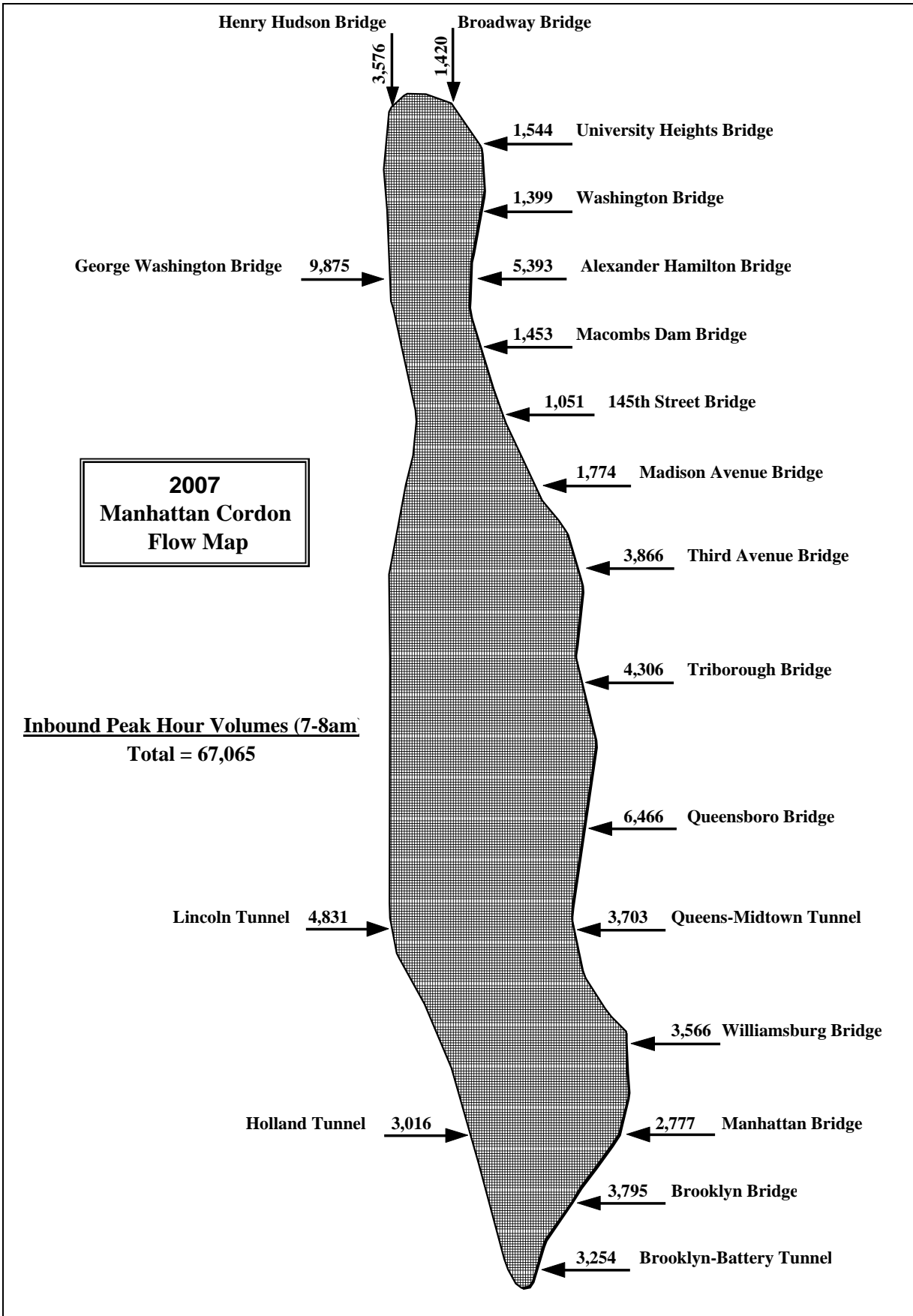
One of the three tubes of the Lincoln Tunnel was closed as follows.

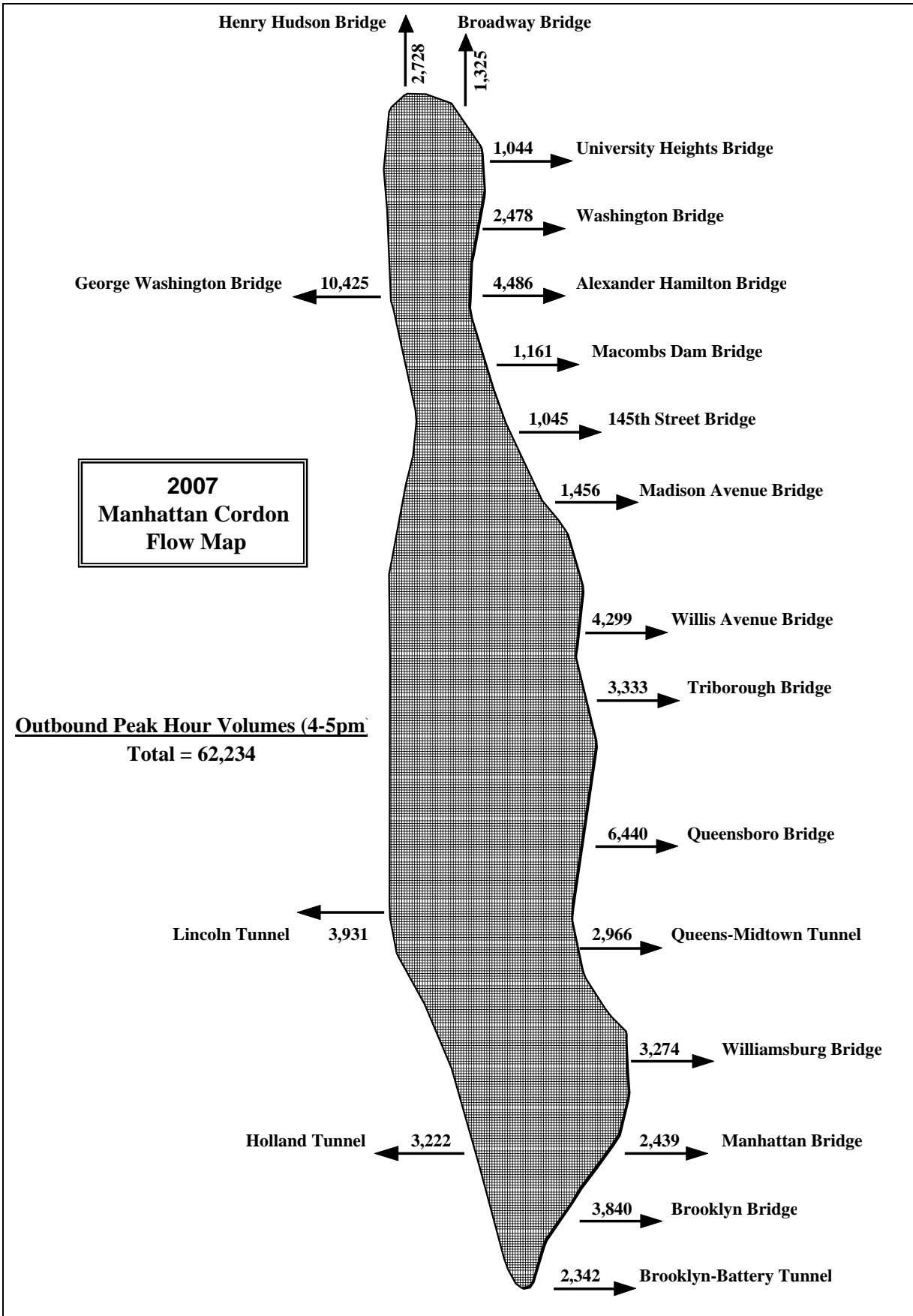
All 2007:	11:00pm – 5:00am	Mon–Fri.	<i>Two tubes open, providing two traffic lanes in each direction.</i>
	1:00am – 9:00am	Sat.	
	1:00am – 10:00am	Sun.	

*2007
Daily
Traffic*









**Manhattan Crossings
2006 Average Daily Traffic Volumes
To and From Manhattan**

<i>EAST RIVER BRIDGES</i>	To Manhattan	From Manhattan	2-way Total
Brooklyn Bridge	67,595	63,956	131,551
Manhattan Bridge	35,643	37,562	73,205
Queensboro Bridge	89,515	91,850	181,365
Williamsburg Bridge	58,432	52,113	110,545
Total East River	251,185	245,481	496,666

HARLEM RIVER BRIDGES

Alexander Hamilton Bridge	98,526	94,125	192,651
Broadway Bridge	18,432	17,091	35,523
Macombs Dam Bridge	21,041	19,708	40,749
Madison Avenue Bridge	21,920	22,743	44,663
Third Avenue Bridge	59,712	-----	59,712
University Heights Bridge	23,729	17,693	41,422
Washington Bridge	22,949	33,996	56,945
Willis Avenue Bridge	-----	65,113	65,113
145th Street Bridge	10,613	10,534	21,147
Total Harlem River	276,922	281,003	557,925

MTABT FACILITIES

Brooklyn-Battery Tunnel	30,729	25,810	56,539
Henry Hudson Bridge	38,216	31,878	70,094
Queens-Midtown Tunnel	47,192	41,187	88,379
Triborough Bridge	53,827	43,414	97,241
Total MTABT	169,964	142,289	312,253

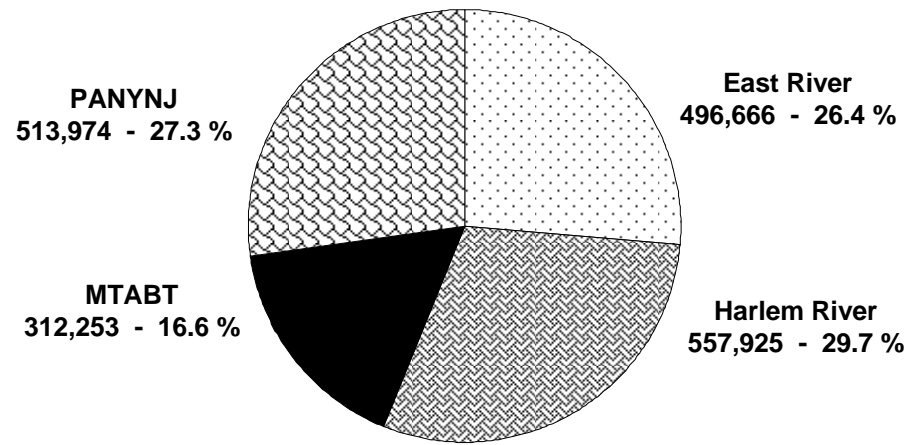
PANYNJ FACILITIES

George Washington Bridge	148,567	142,824	291,391
Holland Tunnel	48,226	52,265	100,491
Lincoln Tunnel	61,619	60,473	122,092
Total PANYNJ	258,412	255,562	513,974

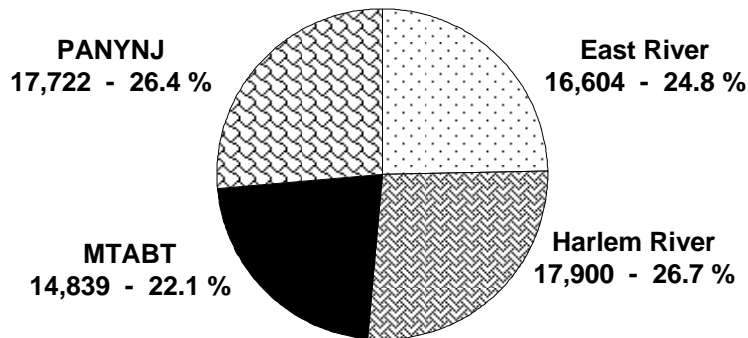
GRAND TOTAL	956,483	924,335	1,880,818
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Manhattan Crossings Vehicle Volumes

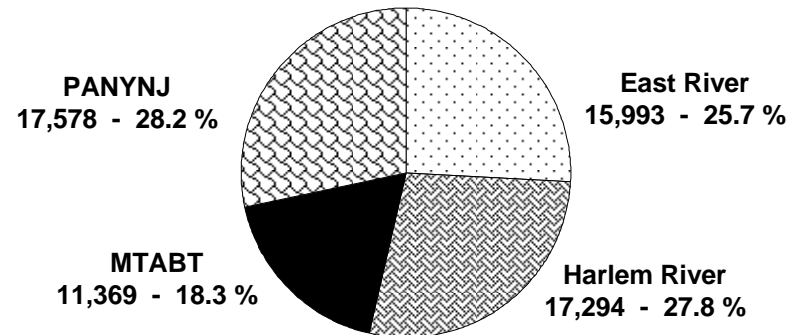
24-Hour Volumes – Both Directions



A.M. Peak Hour Volumes – Inbound 7-8 am



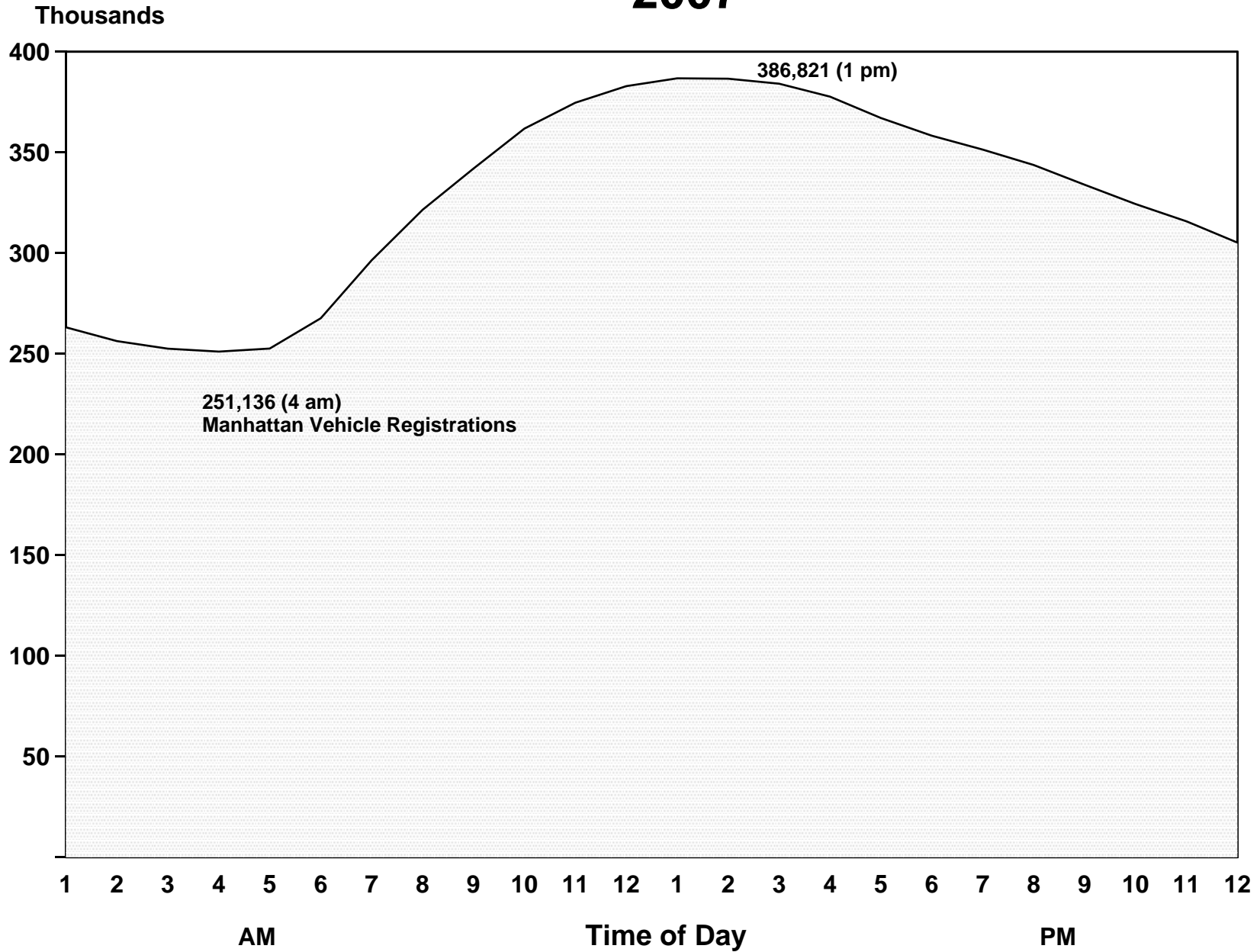
P.M. Peak Hour Volumes – Outbound 4-5 pm



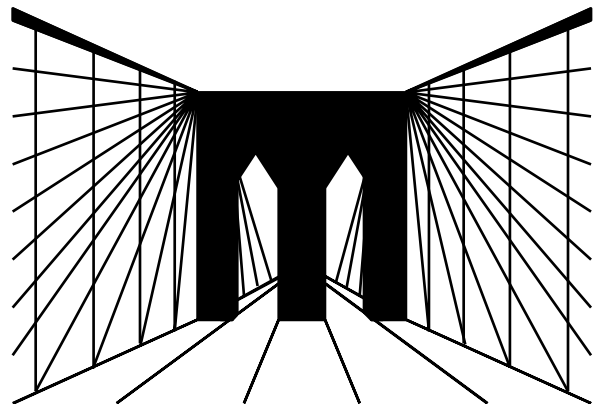
2007 Average Hourly Traffic Volumes To and From Manhattan (All Facilities)

	Entering Manhattan	Leaving Manhattan	2-Way Total
12-1am	16,391	26,335	42,726
1-2am	10,506	17,346	27,852
2-3am	8,451	12,228	20,679
3-4am	9,166	10,569	19,735
4-5am	14,888	13,377	28,265
5-6am	35,694	20,673	56,367
6-7am	62,611	33,853	96,464
7-8am	67,065 **	41,967	109,032
8-9am	63,113	42,678	105,791
9-10am	57,332	37,456	94,788
10-11am	49,401	36,572	85,973
11-12am	45,809	37,530	83,339
12-1pm	43,532	39,654	83,186
1-2pm	43,333	43,517	86,850
2-3pm	47,120	49,567	96,687
3-4pm	50,469	56,976	107,445
4-5pm	51,688	62,234 **	113,922
5-6pm	52,839	61,604	114,443
6-7pm	50,876	57,815	108,691
7-8pm	44,931	52,607	97,538
8-9pm	38,553	48,323	86,876
9-10pm	34,838	44,413	79,251
10-11pm	32,388	41,002	73,390
11-12pm	25,489	36,039	61,528
24 hrs	956,483	924,335	1,880,818
7-10am	187,510	122,101	309,611
10am-1pm	138,742	113,756	252,498
1-4pm	140,922	150,060	290,982
4-7pm	155,403	181,653	337,056
7am-7pm	622,577	567,570	1,190,147

Manhattan Vehicular Accumulation 2007



Trip Characteristics



ORIGINS AND DESTINATIONS OF MANHATTAN AUTO COMMUTERS

DESTINATIONS

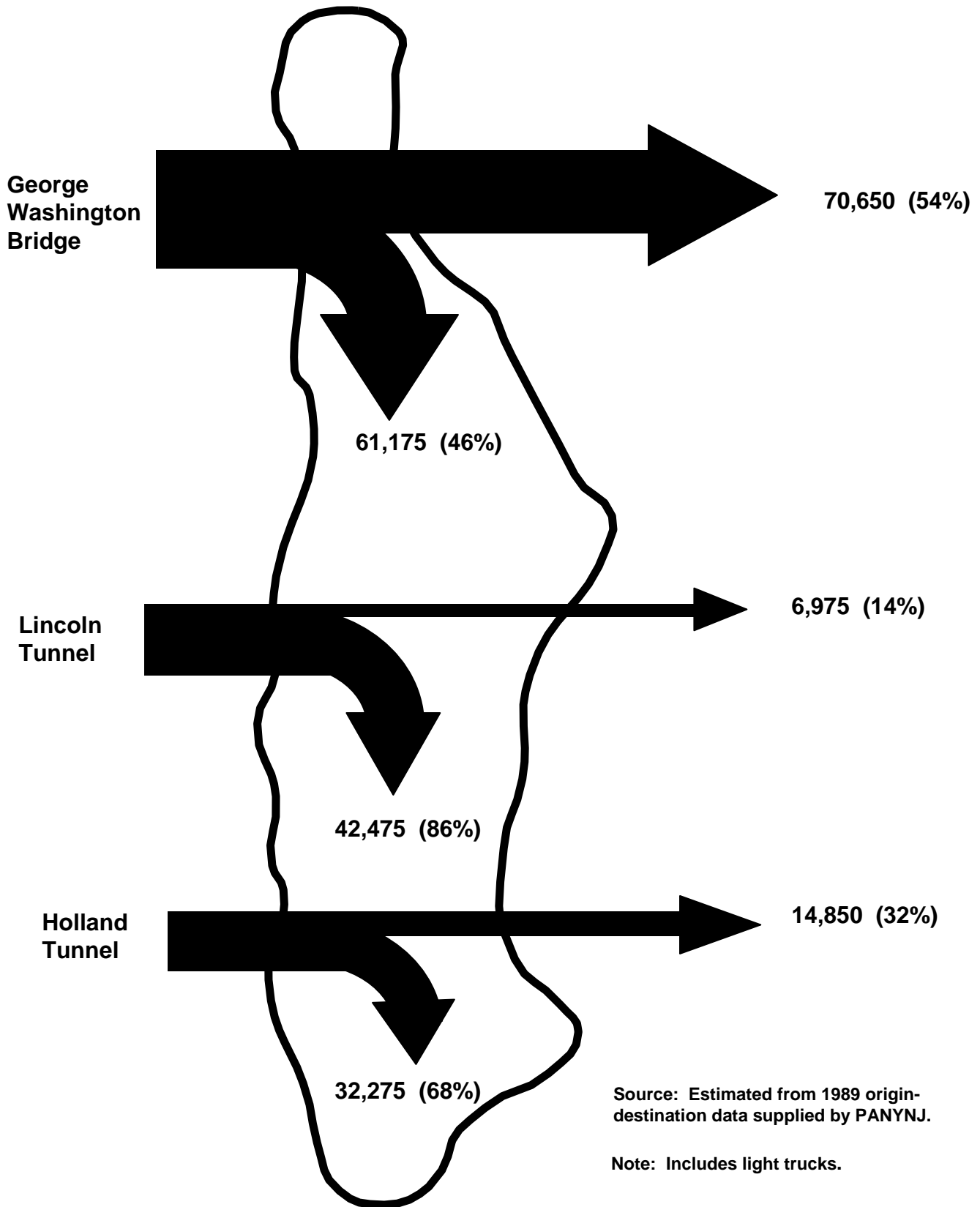
<i>ORIGINS</i>	Manhattan CBD	Upper Manhattan	Total
Bronx	6.5 %	16.5 %	9.0 %
Brooklyn	13.2 %	8.7 %	12.1 %
Manhattan	9.9 %	14.8 %	11.1 %
Queens	19.4 %	17.7 %	19.0 %
Staten Island	5.5 %	2.0 %	4.7 %
Subtotal NYC Origins	54.5 %	59.7 %	55.9 %
Long Island	10.7 %	7.1 %	9.8 %
Upstate NY	10.0 %	15.0 %	11.2 %
New Jersey	20.8 %	15.4 %	19.5 %
Connecticut	1.6 %	1.0 %	1.4 %
Pennsylvania	1.2 %	0.8 %	1.1 %
Other Origins	1.2 %	1.0 %	1.1 %
Subtotal Suburbs	45.5 %	40.3 %	44.1 %
GRAND TOTAL	100.0 %	100.0 %	100.0 %

Definitions: CBD - Manhattan Central Business District (area south of and including 60th Street).

Upper Manhattan - Area of Manhattan north of 60th Street.

Data Source: New York City Department of City Planning Website, 2000 U.S. Census Journey to Work Tables.

2007 Thru vs. Local E/B Auto Trips via Hudson River Crossings



DESTINATIONS OF HUDSON RIVER CROSSINGS EASTBOUND AUTO TRAFFIC

TOTAL OF HOLLAND TUNNEL, LINCOLN TUNNEL AND GEORGE WASHINGTON BRIDGE

Eastbound Auto Destinations	6-7 am	7-10 am	4-7 pm	5 am - 11 pm
Manhattan				
Midtown	19.9%	23.6%	11.0%	17.5%
Valley	13.1%	13.4%	11.5%	13.4%
Downtown	12.0%	9.9%	5.8%	8.4%
CBD Total	45.0%	46.9%	28.2%	39.3%
Upper Manhattan	18.7%	19.5%	19.7%	19.9%
Manhattan Total	63.6%	66.4%	47.9%	59.2%
Bronx	9.7%	11.1%	11.3%	10.1%
Brooklyn	7.6%	4.7%	7.9%	6.3%
Queens	10.9%	8.1%	14.3%	11.3%
Westchester	3.0%	3.8%	6.4%	4.4%
Long Island	3.5%	4.2%	8.0%	5.7%
Other	1.6%	1.8%	4.2%	3.0%
Thru Trip Total	36.4%	33.6%	52.1%	40.8%
GRAND TOTAL	100.0%	100.0%	100.0%	100.0%

Source: PANYNJ, Vehicular Origin and Destination Survey - 1989, May 1990.

DESTINATIONS OF HOLLAND TUNNEL EASTBOUND AUTO TRAFFIC

Eastbound Auto Destinations	6-7 am	7-10 am	4-7 pm	5 am - 11 pm
Manhattan				
Midtown	6.8%	10.6%	6.6%	8.9%
Valley	15.3%	19.8%	23.4%	22.7%
Downtown	40.9%	38.8%	22.1%	29.9%
CBD Total	63.0%	69.1%	52.1%	61.5%
Upper Manhattan	5.1%	5.2%	7.9%	7.0%
Manhattan Total	68.1%	74.3%	60.0%	68.5%
Bronx	1.4%	0.9%	1.1%	0.9%
Brooklyn	17.6%	16.2%	22.8%	18.0%
Queens	9.7%	6.5%	12.1%	9.4%
Westchester	0.3%	0.6%	0.1%	0.2%
Long Island	2.0%	1.4%	2.7%	2.4%
Other	0.9%	0.1%	1.2%	0.6%
Thru Trip Total	31.9%	25.7%	40.0%	31.5%
GRAND TOTAL	100.0%	100.0%	100.0%	100.0%

Source: PANYNJ, Vehicular Origin and Destination Survey - 1989, May 1990.

DESTINATIONS OF LINCOLN TUNNEL EASTBOUND AUTO TRAFFIC

Eastbound Auto Destinations	6-7 am	7-10 am	4-7 pm	5 am - 11 pm
Manhattan				
Midtown	37.8%	45.8%	30.8%	38.9%
Valley	23.0%	25.5%	22.6%	23.8%
Downtown	8.9%	7.3%	4.2%	6.7%
CBD Total	69.8%	78.6%	57.6%	69.4%
Upper Manhattan	11.7%	11.3%	22.0%	16.5%
Manhattan Total	81.5%	89.9%	79.6%	85.9%
Bronx	0.8%	1.0%	1.0%	0.8%
Brooklyn	5.8%	3.0%	5.9%	4.2%
Queens	9.6%	4.1%	10.7%	7.0%
Westchester	0.2%	0.5%	0.5%	0.3%
Long Island	1.3%	1.4%	1.9%	1.4%
Other	0.8%	0.2%	0.4%	0.4%
Thru Trip Total	18.5%	10.1%	20.4%	14.1%
GRAND TOTAL	100.0%	100.0%	100.0%	100.0%

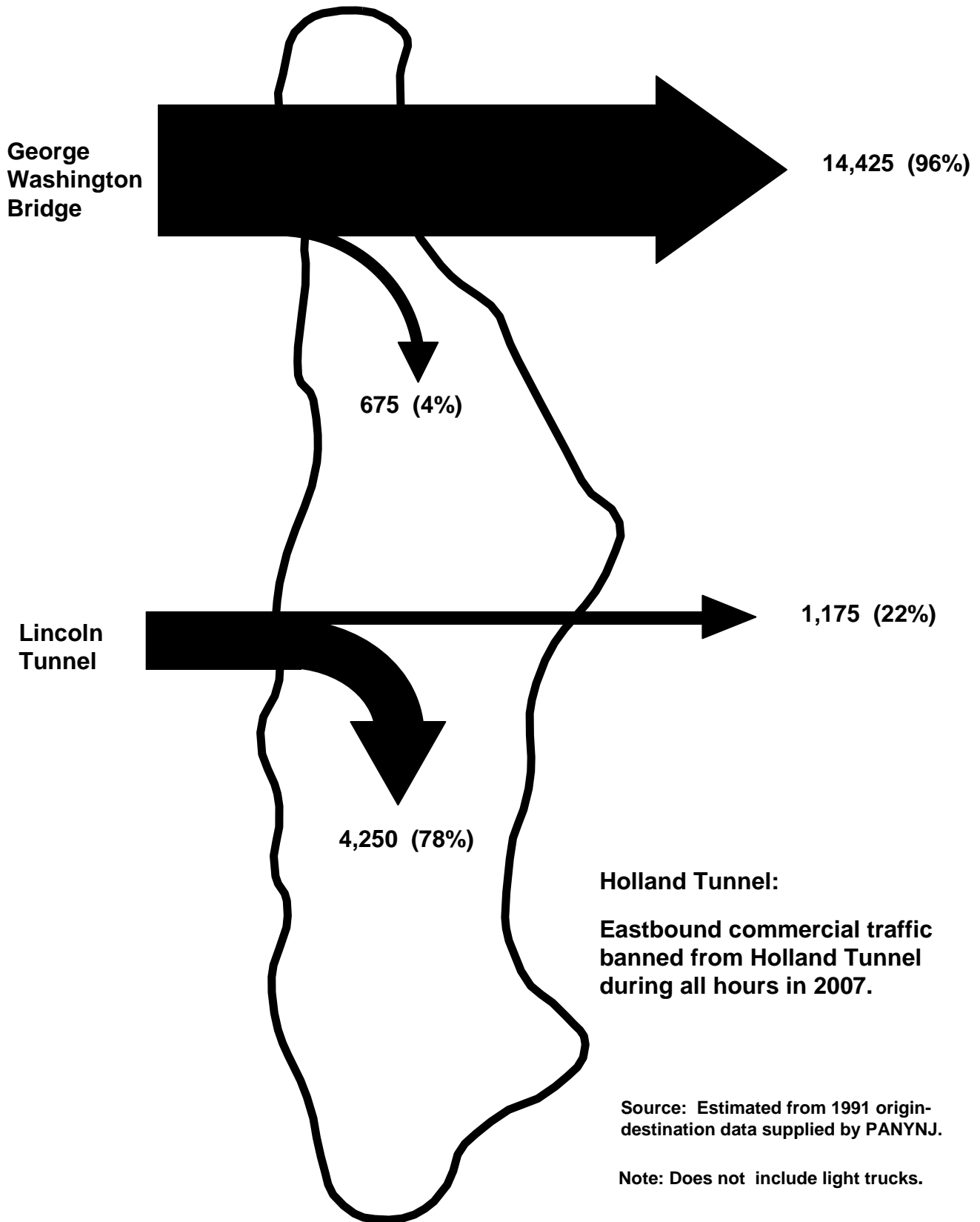
Source: PANYNJ, Vehicular Origin and Destination Survey - 1989, May 1990.

DESTINATIONS OF GEORGE WASHINGTON BRIDGE EASTBOUND AUTO TRAFFIC

Eastbound Auto Destinations	6-7 am	7-10 am	4-7 pm	5 am - 11 pm
Manhattan				
Midtown	15.6%	17.9%	7.3%	11.8%
Valley	8.5%	7.1%	5.6%	6.9%
Downtown	6.1%	4.2%	1.8%	3.0%
CBD Total	30.2%	29.2%	14.7%	21.7%
Upper Manhattan	24.9%	26.1%	22.2%	24.7%
Manhattan Total	55.1%	55.3%	36.9%	46.4%
Bronx	15.4%	17.4%	16.6%	16.2%
Brooklyn	5.9%	2.6%	4.5%	3.8%
Queens	11.8%	10.0%	15.8%	13.5%
Westchester	4.9%	5.9%	9.4%	7.2%
Long Island	4.7%	6.0%	10.9%	8.2%
Other	2.2%	2.8%	5.9%	4.7%
Thru Trip Total	44.9%	44.7%	63.1%	53.6%
GRAND TOTAL	100.0%	100.0%	100.0%	100.0%

Source: PANYNJ, Vehicular Origin and Destination Survey - 1989, May 1990.

2007 Thru vs. Local E/B Truck Trips via Hudson River Crossings



DESTINATIONS OF HUDSON RIVER WEEKDAY EASTBOUND TRUCK TRAFFIC

Destinations	Holland Tunnel	Lincoln Tunnel	G. Washington Bridge
Manhattan	38.91%	78.35%	4.46%
NY City outer boroughs			
Bronx	0.98%	0.29%	16.13%
Brooklyn	34.44%	9.20%	2.68%
Queens	16.67%	6.85%	10.96%
Staten Island	0.08%	0.00%	0.10%
Subtotal outer boroughs	52.18%	16.34%	29.87%
NY City Total	91.07%	94.69%	34.33%
Destinations outside NY City			
Long Island	8.32%	4.73%	17.26%
Westchester	0.21%	0.00%	7.62%
New England	0.23%	0.21%	37.87%
Other	0.16%	0.39%	2.92%
Subtotal outside NY City	8.93%	5.34%	65.67%
Thru Trips Total (non-Manhattan destinations)	61.09%	21.65%	95.54%
GRAND TOTAL	100.00%	100.00%	100.00%

Source: PANYNJ, 1991 Truck Origin-Destination Commodity Survey, March 1992.

VEHICLE OCCUPANCY -- INBOUND TO MANHATTAN

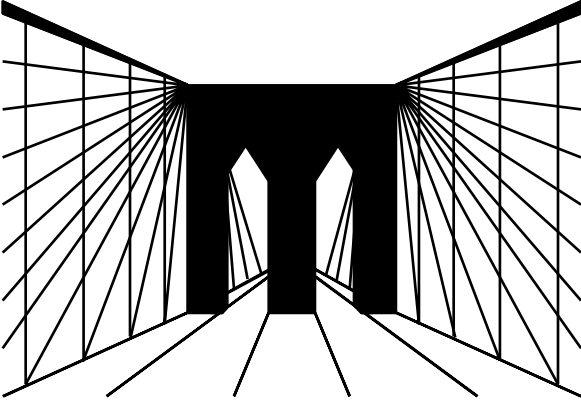
Average Number of Persons per Auto

	Peak Hour Persons Auto	7-10am Percent Autos with Driver Only
Brooklyn-Battery Tunnel	1.31	72.7 %
Brooklyn Bridge	1.22	80.5 %
Manhattan Bridge	1.25	80.0 %
Williamsburg Bridge	1.17	84.6 %
Holland Tunnel	1.67	65.8 %
5 Lower Manhattan Crossings	1.32	76.9 %
Queens-Midtown Tunnel	1.24	77.7 %
Queensboro Bridge	1.44	66.5 %
Lincoln Tunnel	1.40	73.1 %
3 Midtown Manhattan Crossings	1.38	71.5 %
Triborough Bridge	1.18	83.2 %
Alexander Hamilton Bridge	1.16	86.0 %
Broadway Bridge	1.19	84.8 %
Macombs Dam Bridge	1.32	72.3 %
Madison Avenue Bridge	1.28	77.1 %
Third Avenue Bridge	1.22	80.6 %
University Heights Bridge	1.23	82.9 %
Washington Bridge	1.38	72.9 %
145th Street Bridge	1.32	73.7 %
Henry Hudson Bridge	1.20	88.8 %
George Washington Bridge	1.74	79.6 %
11 Upper Manhattan Crossings	1.33	81.9 %
All 19 Inbound Manhattan Crossings	1.34	78.2 %

Sources:

1. Port Authority of New York & New Jersey: Annual Passengers per Vehicle surveys at the George Washington Bridge, Holland Tunnel, and Lincoln Tunnel.
2. New York City Department of Transportation: Fall 2005 Vehicle Occupancy surveys at all other bridges and tunnels.

***2006-2007
Trends***



Manhattan Crossings

2006-2007 Traffic Volume Trends

Both Directions

<i>EAST RIVER BRIDGES</i>	Highway Functional Classification	2006	2007	Percent Change
Brooklyn	Principal Arterial	126,805	131,551	3.7 %
Manhattan	Principal Arterial	74,621	73,205	- 1.9 %
Queensboro	Principal Arterial	186,110	181,365	- 2.5 %
Williamsburg	Principal Arterial	107,040	110,545	3.3 %
Total East River		494,576	496,666	0.4 %

HARLEM RIVER BRIDGES

Alexander Hamilton	Interstate	190,183	192,651	1.3 %
Broadway	Principal Arterial	33,551	35,523	5.9 %
Macombs Dam	Principal Arterial	39,878	40,749	2.2 %
Madison Avenue	Principal Arterial	43,805	44,663	2.0 %
Third Avenue	Principal Arterial	61,874	59,712	- 3.5 %
University Heights	Principal Arterial	42,118	41,422	- 1.7 %
Washington	Minor Arterial	57,689	56,945	- 1.3 %
Willis Avenue	Principal Arterial	66,212	65,113	- 1.7 %
145th Street	Minor Arterial	21,733	21,147	- 2.7 %
Total Harlem River		557,043	557,925	0.2 %

MTABT Manhattan Facilities

Brooklyn-Battery Tunnel	Interstate	57,436	56,539	- 1.6 %
Henry Hudson Bridge	Principal Arterial	71,761	70,094	- 2.3 %
Queens-Midtown Tunnel	Interstate	89,972	88,379	- 1.8 %
Triborough Bridge Manhattan Plaza	Principal Arterial	98,582	97,241	- 1.4 %
Total MTABT Manhattan		317,751	312,253	- 1.7 %

PANYNJ Manhattan Facilities

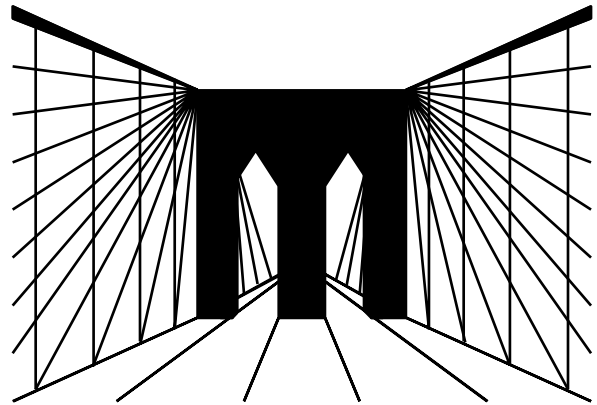
George Washington Bridge	Interstate	312,078	291,391	- 6.6 %
Holland Tunnel	Interstate	98,425	100,491	2.1 %
Lincoln Tunnel	Principal Arterial	127,245	122,092	- 4.0 %
Total Manhattan - New Jersey		537,748	513,974	- 4.4 %

GRAND TOTALS		1,907,118	1,880,818	- 1.4 %
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Manhattan Crossings Hourly Vehicular Volumes 2007 vs 2006

	<i>Inbound</i>			<i>Outbound</i>		
	2006	2007	Percent Change	2006	2007	Percent Change
Mid-1	16,324	16,391	0.4 %	27,096	26,335	-2.8 %
1-2 am	10,588	10,506	-0.8 %	17,911	17,346	-3.2 %
2-3 am	8,443	8,451	0.1 %	12,609	12,228	-3.0 %
3-4 am	9,014	9,166	1.7 %	10,784	10,569	-2.0 %
4-5 am	14,408	14,888	3.3 %	13,328	13,377	0.4 %
5-6 am	33,547	35,694	6.4 %	21,317	20,673	-3.0 %
6-7 am	61,130	62,611	2.4 %	35,615	33,853	-4.9 %
7-8 am	68,198	67,065	-1.7 %	43,227	41,967	-2.9 %
8-9 am	64,188	63,113	-1.7 %	44,008	42,678	-3.0 %
9-10 am	57,231	57,332	0.2 %	39,189	37,456	-4.4 %
10-11 a	49,527	49,401	-0.3 %	38,318	36,572	-4.6 %
11-Noon	46,099	45,809	-0.6 %	38,714	37,530	-3.1 %
Noon-1	44,220	43,532	-1.6 %	40,968	39,654	-3.2 %
1-2 pm	44,721	43,333	-3.1 %	44,445	43,517	-2.1 %
2-3 pm	48,353	47,120	-2.5 %	50,787	49,567	-2.4 %
3-4 pm	50,444	50,469	0.0 %	58,761	56,976	-3.0 %
4-5 pm	51,772	51,688	-0.2 %	63,294	62,234	-1.7 %
5-6 pm	53,050	52,839	-0.4 %	63,113	61,604	-2.4 %
6-7 pm	50,597	50,876	0.6 %	59,255	57,815	-2.4 %
7-8 pm	45,237	44,931	-0.7 %	54,997	52,607	-4.3 %
8-9 pm	37,660	38,553	2.4 %	50,276	48,323	-3.9 %
9-10 pm	34,404	34,838	1.3 %	45,518	44,413	-2.4 %
10-11 p	32,024	32,388	1.1 %	41,978	41,002	-2.3 %
11-Mid	24,483	25,489	4.1 %	35,948	36,039	0.3 %
Totals	955,662	956,483	0.1 %	951,456	924,335	-2.9 %
7-10am	189,617	187,510	-1.1 %	126,424	122,101	-3.4 %
10am-1pm	139,846	138,742	-0.8 %	118,000	113,756	-3.6 %
1-4pm	143,518	140,922	-1.8 %	153,993	150,060	-2.6 %
4-7pm	155,419	155,403	0.0 %	185,662	181,653	-2.2 %
7am-7pm	628,400	622,577	-0.9 %	584,079	567,570	-2.8 %

Ten-Year Trends



Manhattan Crossings

Hourly Vehicular Volumes

1997 vs 2007

	<i>Inbound</i>			<i>Outbound</i>		
	1997	2007	Percent Change	1997	2007	Percent Change
Mid-1	14,909	16,391	9.9 %	24,881	26,335	5.8 %
1-2 am	9,143	10,506	14.9 %	14,805	17,346	17.2 %
2-3 am	7,229	8,451	16.9 %	9,911	12,228	23.4 %
3-4 am	7,420	9,166	23.5 %	8,101	10,569	30.5 %
4-5 am	10,687	14,888	39.3 %	9,600	13,377	39.3 %
5-6 am	25,289	35,694	41.1 %	15,917	20,673	29.9 %
6-7 am	58,479	62,611	7.1 %	30,916	33,853	9.5 %
7-8 am	71,703	67,065	-6.5 %	41,557	41,967	1.0 %
8-9 am	69,611	63,113	-9.3 %	43,376	42,678	-1.6 %
9-10 am	61,032	57,332	-6.1 %	37,091	37,456	1.0 %
10-11 a	49,496	49,401	-0.2 %	35,864	36,572	2.0 %
11-Noon	44,328	45,809	3.3 %	36,527	37,530	2.7 %
Noon-1	42,175	43,532	3.2 %	38,494	39,654	3.0 %
1-2 pm	42,738	43,333	1.4 %	41,721	43,517	4.3 %
2-3 pm	46,558	47,120	1.2 %	48,925	49,567	1.3 %
3-4 pm	50,699	50,469	-0.5 %	58,940	56,976	-3.3 %
4-5 pm	51,886	51,688	-0.4 %	64,603	62,234	-3.7 %
5-6 pm	53,792	52,839	-1.8 %	65,259	61,604	-5.6 %
6-7 pm	49,356	50,876	3.1 %	62,212	57,815	-7.1 %
7-8 pm	44,403	44,931	1.2 %	55,935	52,607	-5.9 %
8-9 pm	34,797	38,553	10.8 %	49,643	48,323	-2.7 %
9-10 pm	32,295	34,838	7.9 %	43,308	44,413	2.6 %
10-11 p	31,602	32,388	2.5 %	39,157	41,002	4.7 %
11-Mid	25,093	25,489	1.6 %	35,171	36,039	2.5 %
Totals	934,720	956,483	2.3 %	911,914	924,335	1.4 %
7-10am	202,346	187,510	-7.3 %	122,024	122,101	0.1 %
10am-1pm	135,999	138,742	2.0 %	110,885	113,756	2.6 %
1-4pm	139,995	140,922	0.7 %	149,586	150,060	0.3 %
4-7pm	155,034	155,403	0.2 %	192,074	181,653	-5.4 %
7am-7pm	633,374	622,577	-1.7 %	574,569	567,570	-1.2 %

**Percent Difference by Period of Day
Manhattan Crossings
1997 - 2007**

<i>Time Period</i>	<i>To Manhattan</i>	<i>From Manhattan</i>
1am - 4am	18.2 %	22.3 %
4am - 7am	19.8 %	20.3 %
7am - 10am	- 7.3 %	0.1 %
10am - 1pm	2.0 %	2.6 %
1pm - 4pm	0.7 %	0.3 %
4pm - 7pm	0.2 %	- 5.4 %
7pm - 10pm	6.1 %	- 2.4 %
10pm - 1am	3.7 %	4.2 %
24 Hour Total	2.3 %	1.4 %

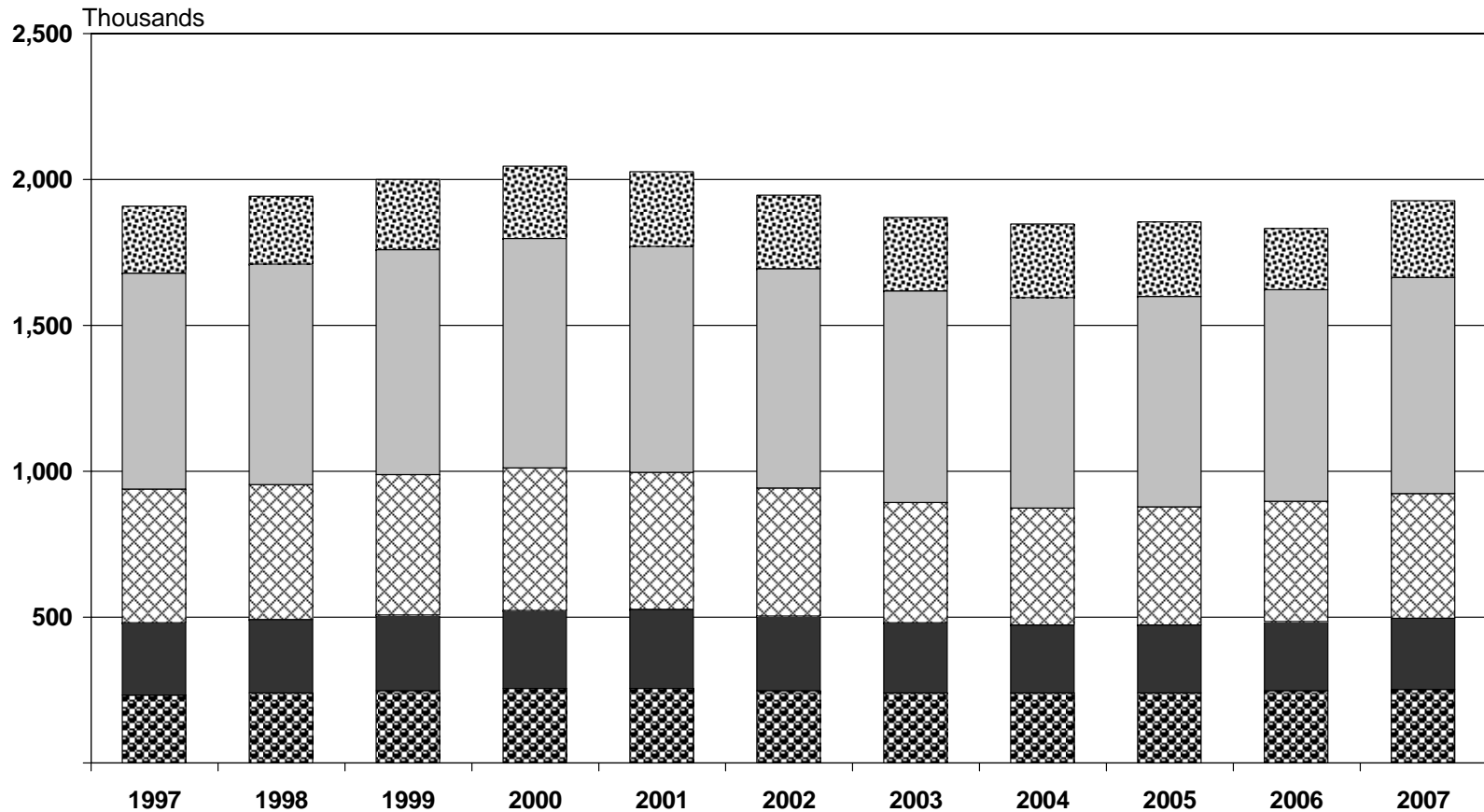
The Percent Difference by Period of Day compares the 2007 volume to the 1997 volume for each time period, with no consideration given to the volumes in the intervening years.

**Average Annual Growth Rate by Period of Day
Manhattan Crossings
1997 - 2007**

<i>Time Period</i>	<i>To Manhattan</i>	<i>From Manhattan</i>
1am - 4am	1.0 %	1.5 %
4am - 7am	1.3 %	1.4 %
7am - 10am	- 0.8 %	0.2 %
10am - 1pm	- 0.0 %	0.4 %
1pm - 4pm	0.1 %	0.2 %
4pm - 7pm	- 0.1 %	- 0.6 %
7pm - 10pm	0.4 %	- 0.4 %
10pm - 1am	- 0.0 %	0.0 %
24 Hour Total	0.0 %	0.1 %

The Average Annual Growth Rate for each time period is based on the volumes for all the years, 1997-2007, inclusive. For each period, the Average Annual Growth Rate is derived from the linear regression equation that reflects the best fitting straight line.

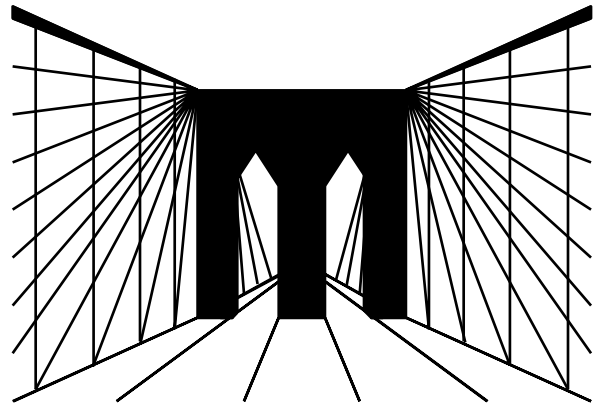
New York City Motor Vehicle Registrations 1997-2007



	Staten Is.	226,808	232,790	240,258	247,848	252,657	252,542	252,422	254,108	255,794	210,182	262,318
	Queens	742,288	754,729	773,921	784,848	774,887	749,146	723,400	719,289	723,534	726,623	741,226
	Brooklyn	455,177	463,637	479,118	486,987	470,290	439,716	410,742	401,795	402,807	413,141	427,633
	Bronx	248,191	252,189	260,742	268,910	269,577	255,087	240,592	232,990	232,189	236,468	243,523
	Manhattan	234,175	239,308	247,395	255,780	257,531	249,716	241,995	240,388	242,200	246,956	251,138
	NYC Total	1,906,639	1,942,653	2,001,434	2,044,373	2,024,942	1,946,207	1,869,151	1,848,570	1,856,524	1,833,370	1,925,836

NYC Annual Growth Rate = - 0.6%
Manhattan Annual Growth Rate = 0.2%

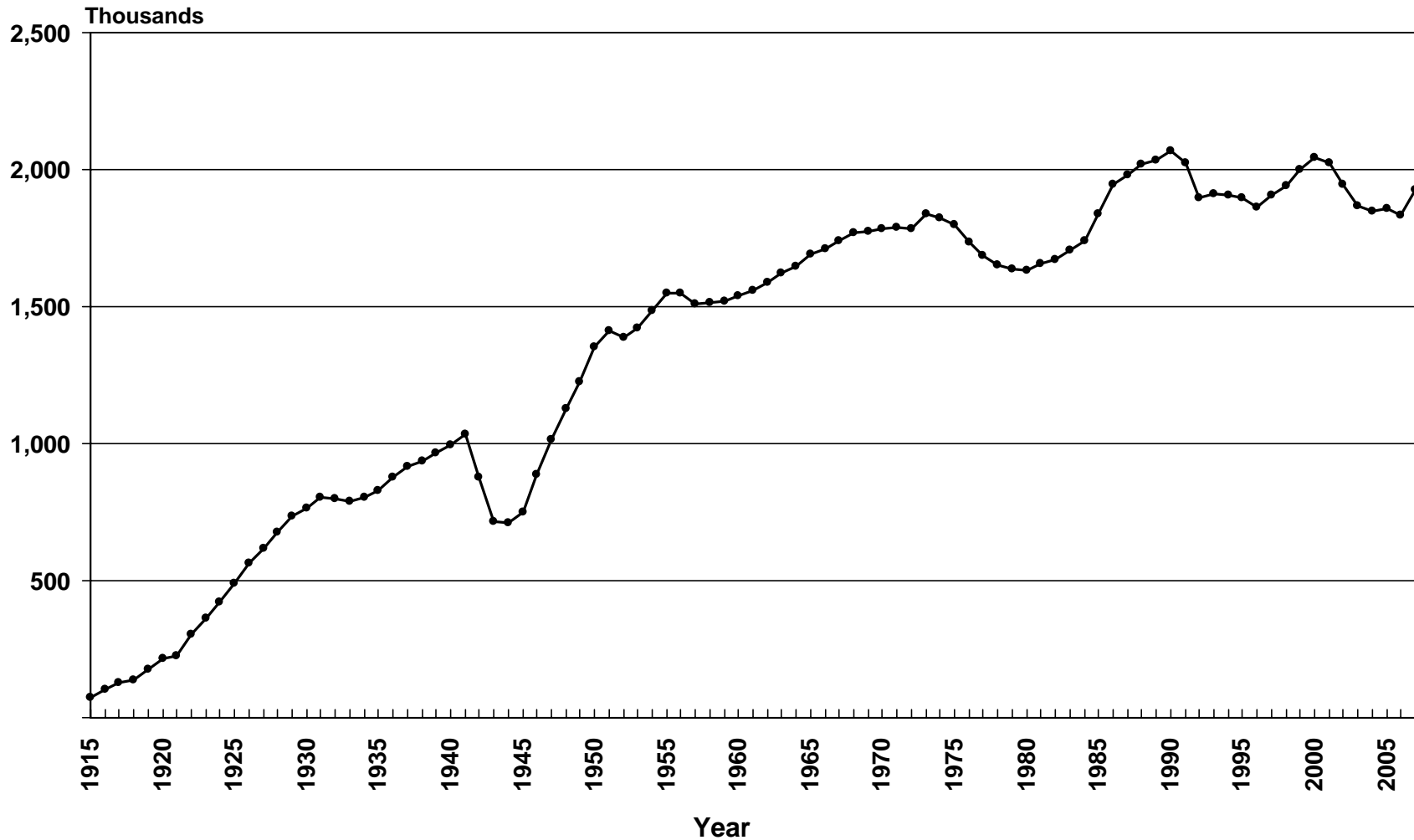
Historical Trends



Total Manhattan Crossings
Average Daily Traffic Volumes
1948 - 2007

Year	East River Bridges	Harlem River Bridges	M.T.A.B.T. Facilities	P.A.N.Y.N.J. Facilities	Totals
1948	254,068	207,177	92,977	115,785	670,007
1949	260,933	193,510	110,071	129,943	694,457
1950	240,227	222,671	161,856	146,653	771,407
1951	269,352	249,199	180,272	166,150	864,973
1952	261,704	222,196	194,327	181,253	859,480
1953	292,726	248,629	200,535	194,577	936,467
1954	297,903	236,056	204,616	202,394	940,969
1955	293,633	250,239	216,835	211,926	972,633
1956	297,866	266,781	231,535	213,088	1,009,270
1957	297,028	316,530	236,343	218,623	1,068,524
1958	304,470	329,747	232,413	221,494	1,088,124
1959	312,431	342,349	231,501	237,021	1,123,302
1960	322,660	345,199	230,768	239,620	1,138,247
1961	316,813	333,463	227,241	236,833	1,114,350
1962	318,170	313,230	233,010	250,646	1,115,056
1963	333,880	309,090	225,100	265,603	1,133,673
1964	341,030	407,680	236,513	285,824	1,271,047
1965	353,518	401,259	240,949	293,339	1,289,065
1966	355,745	402,487	243,107	303,981	1,305,320
1967	352,936	427,744	244,038	308,153	1,332,871
1968	357,232	362,095	247,924	320,292	1,287,543
1969	379,416	412,992	254,863	329,123	1,376,394
1970	371,743	429,690	271,063	347,838	1,420,334
1971	364,070	432,195	286,692	362,063	1,445,020
1972	390,292	422,364	252,871	378,620	1,444,147
1973	394,290	449,670	251,593	397,203	1,492,756
1974	394,631	439,112	242,846	376,547	1,453,136
1975	404,379	440,354	214,120	374,707	1,433,560
1976	398,248	429,629	217,207	381,250	1,426,334
1977	398,140	442,200	229,766	385,013	1,455,119
1978	400,146	450,758	241,125	399,512	1,491,541
1979	382,028	427,816	251,544	393,724	1,455,112
1980	392,460	446,292	255,858	404,734	1,499,344
1981	395,125	448,323	269,854	427,381	1,540,683
1982	414,984	470,785	253,499	433,744	1,573,012
1983	413,152	491,153	263,510	441,164	1,608,979
1984	428,541	496,949	262,985	453,775	1,642,250
1985	476,032	538,263	275,858	468,452	1,758,605
1986	469,711	546,896	274,693	485,751	1,777,051
1987	460,092	530,228	289,642	486,639	1,766,601
1988	460,858	520,282	293,550	490,179	1,764,869
1989	461,102	539,381	275,358	487,693	1,763,534
1990	448,713	539,563	289,066	482,243	1,759,585
1991	447,969	533,368	295,265	467,501	1,744,103
1992	443,145	537,353	300,203	476,872	1,757,573
1993	431,874	542,306	282,159	473,069	1,729,408
1994	448,263	526,044	263,351	473,799	1,711,457
1995	464,903	521,882	293,574	482,098	1,762,457
1996	463,482	530,950	281,116	493,194	1,768,742
1997	511,410	546,750	283,686	504,788	1,846,634
1998	523,690	560,062	293,990	522,512	1,900,254
1999	516,507	563,182	303,966	549,352	1,933,007
2000	514,767	578,770	313,504	548,465	1,955,506
2001	427,321	568,759	257,937	458,944	1,712,961
2002	467,080	551,831	305,300	532,839	1,857,050
2003	493,418	549,510	307,034	547,449	1,897,411
2004	507,589	552,421	312,159	536,396	1,908,565
2005	498,213	561,392	297,411	527,717	1,884,733
2006	494,576	557,043	317,751	537,748	1,907,118
2007	496,666	557,925	312,253	513,974	1,880,818

New York City Motor Vehicle Registrations 1915-2007



Note: As of 1992, registration data are not strictly comparable to earlier data because of a revised method adopted by NY State Department of Motor Vehicles.

10-Year Traffic Growth Rate Trends

Manhattan Crossings

1957-2007

East River Bridges	1957-1967	1967-1977	1977-1987	1987-1997	1997-2007
Brooklyn	9.0%	2.1%	2.4%	1.0%	- 0.8%
Manhattan	- 2.1%	- 1.1%	2.1%	1.1%	- 1.1%
Queensboro	2.7%	1.7%	1.1%	1.4%	- 0.3%
Williamsburg	- 1.3%	1.9%	3.4%	- 2.0%	0.7%
Total	1.9%	1.3%	2.1%	0.5%	- 0.4%

Harlem River Bridges

Alexander Hamilton	<i>Opened Jan. 1963</i>	2.1%	1.9%	- 0.3%	0.8%
Broadway	- 0.2%	1.8%	2.1%	1.0%	- 0.3%
Macombs Dam	- 4.4%	- 0.3%	4.3%	- 0.9%	0.3%
Madison Avenue	- 2.3%	1.1%	1.9%	- 3.6%	3.4%
Third Avenue	0.9%	1.6%	2.0%	1.2%	- 2.9%
University Heights	- 3.9%	1.6%	1.5%	- 0.2%	0.5%
Washington	- 4.1%	3.2%	3.7%	1.4%	- 0.1%
Willis Avenue	1.9%	- 2.3%	3.6%	1.0%	- 1.4%
145th Street	- 2.3%	- 1.4%	2.6%	0.2%	- 1.7%
Total	2.9%	1.0%	2.5%	0.1%	- 0.1%

MTABT Facilities

Brooklyn-Battery Tunnel	1.0%	- 2.4%	0.9%	- 1.1%	- 0.4%
Henry Hudson Bridge	- 3.4%	- 4.1%	4.9%	1.4%	2.0%
Queens-Midtown Tunnel	2.3%	- 0.2%	0.6%	- 0.2%	1.5%
Triborough (Manhattan Plz)	1.4%	- 0.7%	2.2%	- 0.8%	0.1%
Total	0.5%	- 1.5%	1.8%	- 0.3%	0.8%

PANYNJ Facilities

George Washington Bridge	7.0%	2.3%	2.7%	- 0.5%	0.2%
Holland Tunnel	- 0.3%	2.0%	2.1%	2.5%	0.2%
Lincoln Tunnel	2.2%	2.1%	2.4%	- 0.2%	0.1%
Total	3.8%	2.2%	2.5%	0.1%	0.2%

Grand Total	2.3%	0.9%	2.3%	0.2%	0.1%
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**Average Daily Manhattan River Motor Vehicle Crossings
vs.
Annual Subway Ridership**

Year	Daily Manhattan River Crossings	Annual Subway Ridership (millions)	Year	Daily Manhattan River Crossings	Annual Subway Ridership (millions)
1948	670,007	2,031			
1949	694,457	1,764			
1950	771,407	1,681			
1951	864,973	1,636	1981	1,540,683	1,011
1952	859,480	1,574	1982	1,573,012	989
1953	936,467	1,552	1983	1,608,979	1,005
1954	940,969	1,416	1984	1,642,250	997
1955	972,633	1,378	1985	1,758,605	1,010
1956	1,009,270	1,363	1986	1,777,051	1,030
1957	1,068,524	1,355	1987	1,766,601	1,058
1958	1,088,124	1,319	1988	1,764,869	1,074
1959	1,123,302	1,324	1989	1,763,534	1,073
1960	1,138,247	1,345	1990	1,759,585	1,028
1961	1,114,350	1,363	1991	1,744,103	995
1962	1,115,056	1,370	1992	1,757,573	997
1963	1,133,673	1,362	1993	1,729,408	1,030
1964	1,271,047	1,375	1994	1,711,457	1,081
1965	1,289,065	1,363	1995	1,762,457	1,093
1966	1,305,320	1,296	1996	1,768,742	1,110
1967	1,332,871	1,298	1997	1,846,634	1,130
1968	1,287,543	1,303	1998	1,900,254	1,199
1969	1,376,394	1,330	1999	1,933,007	1,283
1970	1,420,334	1,258	2000	1,955,506	1,381
1971	1,445,020	1,197	2001	1,712,961	1,405
1972	1,444,147	1,145	2002	1,857,050	1,413
1973	1,492,756	1,102	2003	1,897,411	1,384
1974	1,453,136	1,100	2004	1,908,565	1,426
1975	1,433,560	1,054	2005	1,884,733	1,449
1976	1,426,334	1,010	2006	1,907,118	1,499
1977	1,455,119	998	2007	1,880,818	1,563
1978	1,491,541	1,042			
1979	1,455,112	1,077			
1980	1,499,344	1,009			

Percent Changes	Average Daily Crossings	Annual Subway Ridership	Period	Average Daily Crossings	Annual Subway Ridership
	+ 47.6 %	- 20.0 %	1950-1960	+ 11.1 %	+ 34.3 %
	+ 24.8 %	- 6.5 %	1960-1970	- 3.8 %	+ 13.2 %
	+ 5.6 %	- 19.8 %	1970-1980	+180.7 %	- 23.0 %
	+ 17.4 %	+ 1.9 %	1980-1990		

Source for Annual Subway Ridership: MTA

PAST & PRESENT PASSENGER CAR TOLL STRUCTURES

MTA BRIDGES & TUNNELS FACILITIES

Tolls collected both directions

	Brooklyn Battery Tunnel	Queens Midtown Tunnel	Triborough Bridge	Henry Hudson Bridge
Prior 01/06/1972	\$ 0.35	\$ 0.25	\$ 0.25	\$ 0.10
Effective 01/06/1972	0.70	0.50	0.50	0.25
Effective 09/01/1975	0.75	0.75	0.75	0.50
Effective 05/19/1980	1.00	1.00	1.00	0.60
Effective 04/19/1982	1.25	1.25	1.25	0.90
Effective 01/03/1984	1.50	1.50	1.50	0.90
Effective 01/02/1986	1.75	1.75	1.75	1.00
Effective 02/07/1987	2.00	2.00	2.00	1.00
Effective 07/16/1989	2.50	2.50	2.50	1.25
Effective 01/31/1993	3.00	3.00	3.00	1.50
Effective 03/24/1996	3.50	3.50	3.50	1.75
Effective 05/18/2003	4.00	4.00	4.00	2.00
Effective 03/18/2005	4.50	4.50	4.50	2.25

\$ 0.50 discount on MTABT facilities with EZ Pass.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

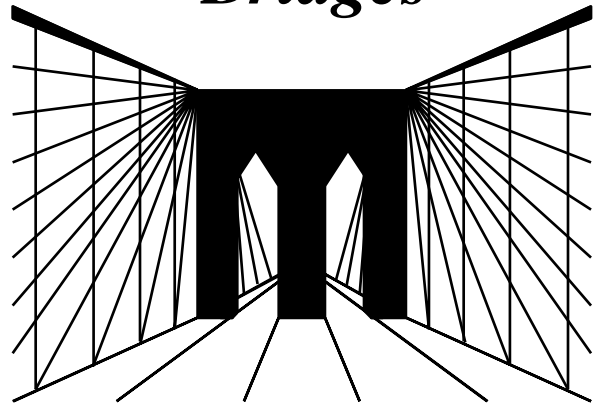
Tolls collected eastbound only

	George Washington Bridge	Holland Tunnel	Lincoln Tunnel
Effective 08/12/1970	\$ 1.00	\$ 1.00	\$ 1.00
Effective 05/05/1975	1.50	1.50	1.50
Effective 01/01/1984	2.00	2.00	2.00
Effective 04/12/1987	3.00	3.00	3.00
Effective 04/07/1991	4.00	4.00	4.00
Effective 03/25/2001	6.00	6.00	6.00

EZ-Pass discount \$ 1.00 during peak hours, \$ 2.00 during off-peak hours.

One way toll collection system initiated on PANYNJ facilities August 12, 1970. Prior to that, tolls of \$ 0.50 were collected each way from the date each facility opened.

*East
River
Bridges*



East River Bridges
Average Daily Traffic Volumes
1948 - 2007

<i>Year</i>	<i>Brooklyn Bridge</i>	<i>Manhattan Bridge</i>	<i>Queensboro Bridge</i>	<i>Williamsburg Bridge</i>	<i>Totals</i>
1948	37,011	86,717	83,201	47,139	254,068
1949	37,244	80,420	88,821	54,448	260,933
1950	13,397	84,027	84,863	57,940	240,227
1951	14,865	100,826	90,922	62,739	269,352
1952	16,907	96,476	85,748	62,573	261,704
1953	14,513	94,320	106,391	77,502	292,726
1954	42,455	77,698	101,285	76,465	297,903
1955	53,964	66,968	91,958	80,743	293,633
1956	54,981	69,656	90,786	82,443	297,866
1957	23,852	89,793	93,676	89,707	297,028
1958	43,089	82,128	100,555	78,698	304,470
1959	53,115	74,329	103,522	81,465	312,431
1960	73,486	60,481	107,536	81,157	322,660
1961	68,997	62,797	104,505	80,514	316,813
1962	78,850	51,450	105,930	81,940	318,170
1963	78,770	58,510	116,350	80,250	333,880
1964	80,230	59,250	120,900	80,650	341,030
1965	84,141	71,222	117,588	80,567	353,518
1966	89,124	63,693	122,896	80,032	355,745
1967	87,387	75,741	124,033	65,775	352,936
1968	72,475	79,906	130,777	74,074	357,232
1969	97,565	75,473	132,553	73,825	379,416
1970	100,050	72,077	126,554	73,062	371,743
1971	102,535	68,681	120,555	72,299	364,070
1972	103,815	73,803	136,455	76,219	390,292
1973	102,834	73,401	138,066	79,989	394,290
1974	99,959	77,198	138,560	78,914	394,631
1975	103,750	74,320	144,252	82,057	404,379
1976	102,590	68,057	145,130	82,471	398,248
1977	104,532	64,835	146,283	82,490	398,140
1978	104,848	74,257	138,415	82,626	400,146
1979	91,319	75,403	133,966	81,340	382,028
1980	103,954	77,914	127,929	82,663	392,460
1981	102,572	79,589	127,864	85,100	395,125
1982	110,991	87,760	136,864	79,369	414,984
1983	115,825	85,222	125,158	86,947	413,152
1984	110,432	89,104	134,107	94,898	428,541
1985	116,929	100,825	150,892	107,386	476,032
1986	126,555	77,784	158,191	107,181	469,711
1987	123,523	77,519	151,688	107,362	460,092
1988	129,153	75,221	153,841	102,643	460,858
1989	131,951	68,593	152,591	107,967	461,102
1990	129,626	69,550	140,063	109,474	448,713
1991	128,491	72,695	131,438	115,345	447,969
1992	125,643	78,117	141,078	98,307	443,145
1993	134,793	74,526	135,964	86,591	431,874
1994	134,837	78,418	151,483	83,525	448,263
1995	131,883	75,126	157,306	100,588	464,903
1996	131,872	81,075	161,965	88,570	463,482
1997	147,898	83,209	184,179	96,124	511,410
1998	144,131	78,172	192,119	109,268	523,690
1999	127,065	92,311	189,190	107,941	516,507
2000	147,767	75,684	182,940	108,376	514,767
2001	95,586	73,064	176,469	82,202	427,321
2002	121,145	66,152	176,419	103,364	467,080
2003	134,444	73,767	184,964	100,243	493,418
2004	137,563	79,129	180,369	110,528	507,589
2005	132,210	80,363	178,610	107,030	498,213
2006	126,805	74,621	186,110	107,040	494,576
2007	131,551	73,205	181,365	110,545	496,666

Hourly Vehicular Volumes Brooklyn Bridge - 2007

FHWA Classes ▶	<i>Eastbound to Brooklyn</i>						<i>Westbound to Manhattan</i>						2-Way Grand Totals
	Commuter Vans Commercial Vans		Single Unit Trucks	Tractor Trailers	Total Vehicles		Commuter Vans Commercial Vans		Single Unit Trucks	Tractor Trailers	Total Vehicles		
	Autos & Motorcycles	Pickups Large SUVs					Buses	Autos & Motorcycles					
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13		
12-1am	2,380	1	1	0	0	2,382	1,506	15	0	4	0	1,525	3,907
1-2am	1,365	5	1	0	0	1,371	806	5	0	0	0	811	2,182
2-3am	909	4	0	0	0	913	575	6	0	2	0	583	1,496
3-4am	674	6	1	0	0	681	642	9	0	2	0	653	1,334
4-5am	765	9	2	0	0	776	1,185	8	2	5	0	1,200	1,976
5-6am	1,143	14	1	0	0	1,158	2,770	49	36	8	0	2,863	4,021
6-7am	2,279	34	10	1	0	2,324	4,113	50	97	2	0	4,262	6,586
7-8am	2,695	35	21	2	0	2,753	3,727	25	40	3	0	3,795	6,548
8-9am	2,744	44	23	1	0	2,812	2,984	24	8	3	0	3,019	5,831
9-10am	2,496	46	28	1	0	2,571	2,960	24	10	6	0	3,000	5,571
10-11am	2,213	27	16	0	0	2,256	3,201	26	13	7	0	3,247	5,503
11-12am	2,363	45	24	0	0	2,432	2,872	37	15	8	0	2,932	5,364
12-1pm	2,449	44	23	0	0	2,516	2,856	25	26	2	0	2,909	5,425
1-2pm	2,693	40	30	1	0	2,764	2,794	37	51	10	0	2,892	5,656
2-3pm	3,004	41	44	2	0	3,091	3,199	33	32	3	0	3,267	6,358
3-4pm	3,651	39	42	0	0	3,732	3,084	35	36	1	0	3,156	6,888
4-5pm	3,773	39	27	1	0	3,840	3,512	37	19	2	0	3,570	7,410
5-6pm	3,897	43	23	0	0	3,963	3,832	26	18	2	0	3,878	7,841
6-7pm	3,743	57	17	1	0	3,818	3,545	28	14	2	0	3,589	7,407
7-8pm	3,608	39	6	0	0	3,653	3,367	16	6	1	0	3,390	7,043
8-9pm	3,666	17	3	0	0	3,686	3,391	23	2	2	0	3,418	7,104
9-10pm	3,705	16	1	0	0	3,722	3,461	28	3	1	0	3,493	7,215
10-11pm	3,461	7	1	0	0	3,469	3,424	25	0	4	0	3,453	6,922
11-12pm	3,265	6	2	0	0	3,273	2,663	22	1	4	0	2,690	5,963
Totals	62,941	658	347	10	0	63,956	66,469	613	429	84	0	67,595	131,551
7-10am	7,935	125	72	4	0	8,136	9,671	73	58	12	0	9,814	17,950
10am-1pm	7,025	116	63	0	0	7,204	8,929	88	54	17	0	9,088	16,292
1-4pm	9,348	120	116	3	0	9,587	9,077	105	119	14	0	9,315	18,902
4-7pm	11,413	139	67	2	0	11,621	10,889	91	51	6	0	11,037	22,658
7am-7pm	35,721	500	318	9	0	36,548	38,566	357	282	49	0	39,254	75,802

Based on March 2006 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Manhattan Bridge - 2007

FHWA Classes ▶	<i>Eastbound to Brooklyn</i>						<i>Westbound to Manhattan</i>						2-Way Grand Totals		
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	Total Vehicles	Commuter Vans		Commercial Vans		Single Unit Trucks		Tractor Trailers	Total Vehicles
	Autos & Motorcycles	Pickups Large SUVs	Buses					Autos & Motorcycles	Pickups Large SUVs	Buses					
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13				
12-1am	1,619	28	10	15	2	1,674	876	11	1	4	0	892	2,566		
1-2am	1,121	19	3	6	1	1,150	608	11	1	2	0	622	1,772		
2-3am	766	16	3	5	2	792	486	6	1	6	0	499	1,291		
3-4am	609	16	4	6	3	638	505	9	3	6	1	524	1,162		
4-5am	653	7	3	6	0	669	676	7	5	12	0	700	1,369		
5-6am	765	6	7	15	1	794	1,229	24	50	14	1	1,318	2,112		
6-7am	1,095	29	32	72	9	1,237	1,834	47	88	126	10	2,105	3,342		
7-8am	1,288	41	48	128	8	1,513	2,287	53	96	333	8	2,777 **	4,290		
8-9am	1,412	32	54	161	13	1,673	2,360	43	67	267	14	2,751	4,424 **		
9-10am	1,207	31	55	173	11	1,477	1,982	48	49	271	23	2,373	3,850		
10-11am	1,087	22	49	176	12	1,346	1,397	38	46	286	10	1,777	3,123		
11-12am	1,068	30	47	172	12	1,330	1,385	31	39	280	9	1,744	3,074		
12-1pm	1,136	38	50	224	12	1,460	1,279	41	55	316	11	1,702	3,162		
1-2pm	1,092	42	53	228	10	1,425	1,291	33	53	305	10	1,692	3,117		
2-3pm	1,251	32	51	200	14	1,549	1,440	41	44	227	11	1,763	3,312		
3-4pm	1,796	42	87	175	9	2,109	1,241	28	32	136	11	1,448	3,557		
4-5pm	2,203	47	72	105	11	2,439	1,205	28	33	147	7	1,420	3,859		
5-6pm	2,247	48	82	79	14	2,470 **	1,310	27	45	131	3	1,516	3,986		
6-7pm	2,117	36	64	59	8	2,283	1,251	13	59	106	3	1,432	3,715		
7-8pm	1,891	24	66	45	9	2,035	1,212	19	40	76	0	1,347	3,382		
8-9pm	1,838	28	46	42	5	1,959	1,211	13	21	67	2	1,314	3,273		
9-10pm	1,798	30	32	32	5	1,896	1,269	11	15	43	1	1,339	3,235		
10-11pm	1,791	25	23	26	3	1,868	1,283	12	8	33	0	1,336	3,204		
11-12pm	1,721	18	15	19	2	1,776	1,228	4	4	15	1	1,252	3,028		
Totals	33,573	688	957	2,168	175	37,562	30,845	598	855	3,209	136	35,643	73,205		
7-10am	3,908	105	157	462	31	4,663	6,629	144	212	871	45	7,901	12,564		
10am-1pm	3,292	90	147	572	36	4,136	4,061	110	140	882	30	5,223	9,359		
1-4pm	4,139	116	191	603	33	5,083	3,972	102	129	668	32	4,903	9,986		
4-7pm	6,567	131	218	243	33	7,192	3,766	68	137	384	13	4,368	11,560		
7am-7pm	17,906	442	712	1,880	133	21,074	18,428	424	618	2,805	120	22,395	43,469		

Based on May 2006 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Queensboro Bridge - 2007

FHWA Classes ▶	Eastbound to Queens						Westbound to Manhattan						2-Way Grand Totals		
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	Total Vehicles	Commuter Vans		Commercial Vans		Single Unit Trucks		Tractor Trailers	Total Vehicles
	Autos & Motorcycles	Pickups	Buses	Large SUVs				Autos & Motorcycles	Pickups	Buses	Large SUVs				
	1 & 2	3	4	5 - 7	8 - 13	1 & 2	3	4	5 - 7	8 - 13					
12-1am	4,192	50	16	49	0	4,307	1,712	16	12	10	1	1,751	6,058		
1-2am	3,204	23	10	29	1	3,267	1,127	13	6	13	1	1,160	4,427		
2-3am	2,142	9	4	32	1	2,188	1,025	11	5	40	0	1,081	3,269		
3-4am	1,600	6	2	46	0	1,654	1,247	8	14	73	1	1,343	2,997		
4-5am	2,008	15	14	65	0	2,102	2,010	26	20	137	1	2,194	4,296		
5-6am	2,412	40	17	102	1	2,572	4,103	54	29	236	25	4,447	7,019		
6-7am	2,962	32	25	177	1	3,197	6,142	80	38	250	16	6,526	9,723		
7-8am	2,733	49	26	199	4	3,011	6,022	71	52	288	33	6,466	9,477		
8-9am	2,330	45	34	190	6	2,605	5,364	75	60	276	27	5,802	8,407		
9-10am	2,121	36	33	192	5	2,387	4,408	75	47	223	37	4,790	7,177		
10-11am	2,789	58	52	261	10	3,170	3,536	66	34	220	33	3,889	7,059		
11-12am	3,048	54	39	253	5	3,399	3,582	62	29	209	41	3,923	7,322		
12-1pm	3,322	65	39	275	6	3,707	3,389	41	39	198	38	3,705	7,412		
1-2pm	3,626	83	47	296	5	4,057	3,714	53	36	143	41	3,987	8,044		
2-3pm	4,264	84	56	269	7	4,680	4,198	71	45	142	38	4,494	9,174		
3-4pm	5,115	85	58	285	8	5,551	4,324	54	44	149	23	4,594	10,145		
4-5pm	6,001	98	48	285	8	6,440	4,266	52	35	122	15	4,490	10,930		
5-6pm	5,354	77	45	247	11	5,734	4,463	39	37	76	23	4,638	10,372		
6-7pm	4,449	59	45	174	6	4,733	4,239	34	27	49	14	4,363	9,096		
7-8pm	4,405	76	56	154	9	4,700	3,650	26	29	37	12	3,754	8,454		
8-9pm	4,411	84	66	137	4	4,702	3,247	30	22	31	8	3,338	8,040		
9-10pm	4,255	66	52	120	3	4,496	2,943	25	16	34	4	3,022	7,518		
10-11pm	4,121	62	48	126	1	4,358	3,095	23	20	29	0	3,167	7,525		
11-12pm	4,677	58	29	67	2	4,833	2,538	14	16	22	1	2,591	7,424		
Totals	85,541	1,314	861	4,030	104	91,850	84,344	1,019	712	3,007	433	89,515	181,365		
7-10am	7,184	130	93	581	15	8,003	15,794	221	159	787	97	17,058	25,061		
10am-1pm	9,159	177	130	789	21	10,276	10,507	169	102	627	112	11,517	21,793		
1-4pm	13,005	252	161	850	20	14,288	12,236	178	125	434	102	13,075	27,363		
4-7pm	15,804	234	138	706	25	16,907	12,968	125	99	247	52	13,491	30,398		
7am-7pm	45,152	793	522	2,926	81	49,474	51,505	693	485	2,095	363	55,141	104,615		

Based on April 2006 Classification Survey Data

** Peak Volumes

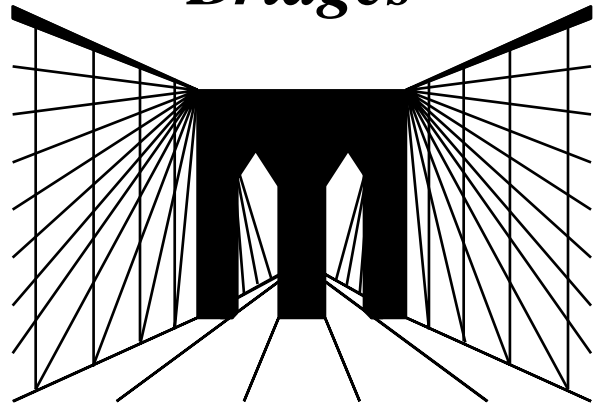
Hourly Vehicular Volumes Williamsburg Bridge - 2007

FHWA Classes ▶	<i>Eastbound to Brooklyn</i>						<i>Westbound to Manhattan</i>						2-Way Grand Totals	
	Commuter Vans		Commercial Vans		Single	Tractor	Commuter Vans		Commercial Vans		Single	Tractor		Total
	Autos & Motorcycles	Pickups Large SUVs	Buses	Unit Trucks	Trailers		Trucks	Trucks	Trucks	Trucks	Trucks			
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13			
12-1am	2,070	6	1	2	0	2,079	1,334	4	1	0	0	1,339	3,418	
1-2am	1,320	3	1	0	1	1,325	871	3	1	1	0	876	2,201	
2-3am	881	4	2	2	0	889	708	5	1	2	0	716	1,605	
3-4am	674	6	3	3	2	688	740	3	0	1	1	745	1,433	
4-5am	736	6	2	3	0	747	1,200	6	1	1	1	1,209	1,956	
5-6am	1,066	6	8	6	0	1,086	2,522	7	8	2	2	2,541	3,627	
6-7am	1,812	14	31	25	3	1,885	3,797	19	20	10	1	3,847	5,732	
7-8am	1,912	22	48	36	1	2,019	3,497	33	21	15	0	3,566	5,585	
8-9am	1,984	22	45	32	3	2,086	3,170	36	23	17	1	3,247	5,333	
9-10am	1,762	27	44	31	2	1,866	3,097	31	21	15	3	3,167	5,033	
10-11am	1,903	39	65	42	1	2,050	2,828	36	20	9	4	2,897	4,947	
11-12am	1,961	33	58	44	2	2,098	2,513	29	17	8	1	2,568	4,666	
12-1pm	2,017	56	25	56	2	2,156	2,457	36	17	18	1	2,529	4,685	
1-2pm	2,193	67	30	51	4	2,345	2,522	34	20	17	1	2,594	4,939	
2-3pm	2,394	55	37	44	3	2,533	2,796	34	17	18	2	2,867	5,400	
3-4pm	2,988	68	39	55	3	3,153	2,758	30	21	23	3	2,835	5,988	
4-5pm	3,120	62	38	48	6	3,274	2,744	39	20	20	1	2,824	6,098	
5-6pm	3,159	60	35	34	1	3,289	3,068	45	27	20	2	3,162	6,451	
6-7pm	2,938	39	25	23	2	3,027	2,873	35	17	17	2	2,944	5,971	
7-8pm	2,887	31	25	20	1	2,964	2,641	27	16	13	0	2,697	5,661	
8-9pm	2,781	25	19	14	2	2,841	2,435	14	5	4	1	2,459	5,300	
9-10pm	2,640	14	12	5	2	2,673	2,251	13	4	3	1	2,272	4,945	
10-11pm	2,488	10	4	3	2	2,507	2,418	14	2	3	1	2,438	4,945	
11-12pm	2,521	7	2	3	0	2,533	2,081	8	2	2	0	2,093	4,626	
Totals	50,207	682	599	582	43	52,113	57,321	541	302	239	29	58,432	110,545	
7-10am	5,658	71	137	99	6	5,971	9,764	100	65	47	4	9,980	15,951	
10am-1pm	5,881	128	148	142	5	6,304	7,798	101	54	35	6	7,994	14,298	
1-4pm	7,575	190	106	150	10	8,031	8,076	98	58	58	6	8,296	16,327	
4-7pm	9,217	161	98	105	9	9,590	8,685	119	64	57	5	8,930	18,520	
7am-7pm	28,331	550	489	496	30	29,896	34,323	418	241	197	21	35,200	65,096	

Based on March 2006 Classification Survey Data

** Peak Volumes

*Harlem
River
Bridges*



Harlem River Bridges
Average Daily Traffic Volumes
1948 - 2007

Year	Alexander Hamilton	Broadway	Macombs Dam	Madison Avenue	Third Avenue
1948		16,020	33,608	27,222	31,403
1949		17,369	23,854	17,363	20,024
1950		15,462	28,641	27,933	34,984
1951	<i>Bridge</i>	16,374	31,072	33,576	51,478
1952	<i>Opened</i>	17,412	36,100	27,468	34,023
1953	<i>Jan. 1963</i>	16,821	35,331	24,382	37,593
1954		15,958	27,911	23,408	33,667
1955		17,046	27,914	34,681	38,201
1956		17,960	32,761	46,591	42,735
1957		20,345	55,609	40,860	47,269
1958		22,132	50,227	33,393	61,367
1959		25,491	48,720	27,967	56,525
1960		23,025	50,865	22,541	68,079
1961		21,097	32,447	28,375	61,584
1962		19,170	39,580	25,400	53,580
1963		23,110	43,450	27,090	63,840
1964	87,840	25,020	31,050	31,170	63,250
1965	125,133	17,555	37,451	26,315	55,644
1966	104,559	22,438	39,922	28,865	70,938
1967	135,803	22,844	35,595	27,683	52,931
1968	92,771	23,621	33,875	27,658	41,243
1969	132,487	22,224	38,845	28,219	57,748
1970	141,609	23,115	46,523	24,941	48,110
1971	137,881	28,232	40,489	28,891	50,548
1972	142,139	25,178	39,702	26,923	47,454
1973	137,133	24,408	38,349	34,815	60,415
1974	144,909	21,825	40,934	30,425	54,770
1975	134,013	30,638	38,995	29,823	62,079
1976	137,141	26,453	36,065	27,838	54,957
1977	158,710	26,465	33,539	29,832	52,969
1978	151,342	25,145	35,764	34,938	54,177
1979	143,973	27,673	37,145	29,036	54,428
1980	152,852	29,838	37,464	27,476	54,152
1981	148,609	30,485	42,064	29,456	51,483
1982	156,038	30,846	45,178	30,485	60,236
1983	161,772	29,875	42,747	30,715	67,813
1984	164,734	28,338	46,870	33,101	56,706
1985	171,602	33,086	52,497	37,956	59,907
1986	175,635	32,314	50,602	39,809	64,404
1987	180,908	31,934	48,021	31,506	62,089
1988	172,970	33,047	43,318	31,321	62,379
1989	183,661	35,066	43,450	31,688	64,849
1990	192,848	41,705	41,113	32,458	63,516
1991	187,309	40,444	42,393	34,826	65,787
1992	176,279	35,184	42,022	32,907	66,967
1993	180,507	33,752	39,251	32,432	68,812
1994	178,522	32,833	39,876	22,923	66,104
1995	175,279	42,555	41,571	22,739	68,663
1996	176,856	40,040	40,031	17,948	67,206
1997	176,102	34,645	44,033	28,646	71,365
1998	176,632	35,770	42,027	32,922	70,757
1999	180,201	35,412	41,813	38,102	68,544
2000	177,899	37,990	21,008	47,583	73,121
2001	168,605	41,175	39,615	43,331	72,756
2002	168,079	38,287	18,878	49,487	58,949
2003	182,704	36,888	42,254	41,575	43,065
2004	175,323	35,190	40,558	48,723	47,053
2005	181,566	35,698	40,112	48,397	60,152
2006	190,183	33,551	39,878	43,805	61,874
2007	192,651	35,523	40,749	44,663	59,712

Harlem River Bridges (cont'd)
Average Daily Traffic Volumes
1948 - 2007

<i>Year</i>	<i>University Heights</i>	<i>Washington</i>	<i>Willis Avenue</i>	<i>145th Street</i>	<i>Totals</i>
1948	21,706	29,374	29,648	18,196	207,177
1949	14,098	32,122	42,772	25,908	193,510
1950	24,986	29,541	38,708	22,416	222,671
1951	25,270	28,599	35,958	26,872	249,199
1952	21,527	28,270	33,207	24,189	222,196
1953	29,240	37,298	38,579	29,385	248,629
1954	22,979	39,339	46,675	26,119	236,056
1955	18,151	33,988	44,809	35,449	250,239
1956	21,834	30,598	43,752	30,550	266,781
1957	34,077	38,861	51,395	28,114	316,530
1958	37,078	50,100	49,773	25,677	329,747
1959	33,580	51,652	58,705	39,709	342,349
1960	36,763	54,008	59,050	30,868	345,199
1961	43,749	61,542	50,902	33,767	333,463
1962	35,940	56,110	55,910	27,540	313,230
1963	26,030	32,760	65,290	27,520	309,090
1964	31,490	41,410	65,190	31,260	407,680
1965	23,458	35,560	53,219	26,924	401,259
1966	25,700	31,104	53,677	25,284	402,487
1967	26,990	33,921	69,609	22,368	427,744
1968	26,126	35,218	58,730	22,853	362,095
1969	29,941	19,136	60,192	24,200	412,992
1970	26,718	33,661	61,433	23,580	429,690
1971	29,622	38,522	53,609	24,401	432,195
1972	31,620	36,812	49,431	23,105	422,364
1973	33,503	46,079	51,537	23,431	449,670
1974	29,297	42,014	53,322	21,616	439,112
1975	29,111	41,522	52,984	21,189	440,354
1976	34,494	39,058	53,873	19,750	429,629
1977	29,128	38,185	52,484	20,888	442,200
1978	35,883	37,690	54,335	21,484	450,758
1979	31,796	37,348	44,851	21,566	427,816
1980	32,562	38,061	52,061	21,826	446,292
1981	34,454	38,061	52,561	21,150	448,323
1982	25,416	44,168	55,762	22,656	470,785
1983	32,233	42,186	60,296	23,516	491,153
1984	30,485	46,896	66,017	23,802	496,949
1985	37,553	51,302	65,638	28,722	538,263
1986	36,192	54,935	66,824	26,181	546,896
1987	37,223	46,094	67,558	24,895	530,228
1988	38,542	48,025	64,862	25,818	520,282
1989	42,246	49,092	66,012	23,317	539,381
1990	19,768	61,668	62,315	24,172	539,563
1991	18,220	57,526	60,415	26,448	533,368
1992	39,232	51,925	66,522	26,315	537,353
1993	38,895	52,795	70,472	25,390	542,306
1994	38,134	57,009	67,344	23,299	526,044
1995	21,238	56,372	67,716	25,749	521,882
1996	35,280	56,204	70,229	27,156	530,950
1997	39,639	54,708	73,461	24,151	546,750
1998	41,640	57,307	78,145	24,862	560,062
1999	42,287	58,907	71,555	26,361	563,182
2000	45,557	68,075	73,175	34,362	578,770
2001	46,381	57,443	72,901	26,552	568,759
2002	45,311	63,609	73,435	35,796	551,831
2003	50,126	63,154	66,710	23,034	549,510
2004	47,350	57,530	74,700	25,994	552,421
2005	44,938	58,019	66,708	25,802	561,392
2006	42,118	57,689	66,212	21,733	557,043
2007	41,422	56,945	65,113	21,147	557,925

Hourly Vehicular Volumes Alexander Hamilton Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	2,622	---	---	---	---	---	2,263	4,885
1-2am	---	---	---	---	---	2,171	---	---	---	---	---	1,679	3,850
2-3am	---	---	---	---	---	1,949	---	---	---	---	---	1,551	3,500
3-4am	---	---	---	---	---	2,229	---	---	---	---	---	1,676	3,905
4-5am	---	---	---	---	---	2,787	---	---	---	---	---	2,340	5,127
5-6am	---	---	---	---	---	3,979	---	---	---	---	---	4,146	8,125
6-7am	---	---	---	---	---	4,871 **	---	---	---	---	---	5,511 **	10,382 **
7-8am	3,403	11	197	650	98	4,359	4,561	10	97	485	240	5,393	9,752
8-9am	3,285	4	214	825	191	4,519	4,530	37	37	526	167	5,297	9,816
9-10am	3,246	5	208	1,063	117	4,639	3,913	56	33	859	228	5,089	9,728
10-11am	3,988	3	95	312	45	4,443	4,341	30	19	468	158	5,016	9,459
11-12am	3,375	10	242	750	124	4,501	3,702	16	23	1,154	328	5,223	9,724
12-1pm	3,818	0	108	430	47	4,403	4,026	11	10	562	143	4,752	9,155
1-2pm	3,436	8	164	820	82	4,510	3,302	12	24	859	224	4,421	8,931
2-3pm	3,676	6	196	763	108	4,749	3,395	19	42	911	183	4,550	9,299
3-4pm	4,081	7	82	318	89	4,577	4,159	23	17	489	89	4,777	9,354
4-5pm	3,762	5	141	470	108	4,486	3,605	4	41	909	220	4,779	9,265
5-6pm	3,601	4	101	339	84	4,129	3,732	2	30	832	163	4,759	8,888
6-7pm	3,755	9	197	431	76	4,468	4,227	3	24	513	147	4,914	9,382
7-8pm	---	---	---	---	---	4,414	---	---	---	---	---	4,900	9,314
8-9pm	---	---	---	---	---	4,273	---	---	---	---	---	4,405	8,678
9-10pm	---	---	---	---	---	3,916	---	---	---	---	---	4,223	8,139
10-11pm	---	---	---	---	---	3,853	---	---	---	---	---	3,806	7,659
11-12pm	---	---	---	---	---	3,278	---	---	---	---	---	3,056	6,334
Totals	---	---	---	---	---	94,125	---	---	---	---	---	98,526	192,651
7-10am	9,934	20	619	2,538	406	13,517	13,004	103	167	1,870	635	15,779	29,296
10am-1pm	11,181	13	445	1,492	216	13,347	12,069	57	52	2,184	629	14,991	28,338
1-4pm	11,193	21	442	1,901	279	13,836	10,856	54	83	2,259	496	13,748	27,584
4-7pm	11,118	18	439	1,240	268	13,083	11,564	9	95	2,254	530	14,452	27,535
7am-7pm	43,426	72	1,945	7,171	1,169	53,783	47,493	223	397	8,567	2,290	58,970	112,753

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Broadway Bridge - 2007

	Northbound to Bronx						Southbound to Manhattan						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	302	---	---	---	---	---	245	547
1-2am	---	---	---	---	---	187	---	---	---	---	---	183	370
2-3am	---	---	---	---	---	107	---	---	---	---	---	111	218
3-4am	---	---	---	---	---	82	---	---	---	---	---	98	180
4-5am	---	---	---	---	---	122	---	---	---	---	---	128	250
5-6am	---	---	---	---	---	268	---	---	---	---	---	369	637
6-7am	---	---	---	---	---	558	---	---	---	---	---	833	1,391
7-8am	681	38	20	68	28	835	1,254	57	39	29	41	1,420 **	2,255
8-9am	800	58	20	35	27	940	1,257	43	29	44	43	1,416	2,356
9-10am	614	21	3	25	55	718	831	32	24	49	38	974	1,692
10-11am	679	17	2	34	24	756	757	20	11	35	9	832	1,588
11-12am	683	21	9	28	42	783	697	23	23	49	50	842	1,625
12-1pm	737	21	6	21	23	808	842	21	4	17	11	895	1,703
1-2pm	853	26	3	29	30	941	905	25	9	21	17	977	1,918
2-3pm	907	26	1	38	77	1,049	967	30	23	34	18	1,072	2,121
3-4pm	1,069	26	9	14	36	1,154	1,109	31	13	18	10	1,181	2,335
4-5pm	1,173	41	29	25	57	1,325	1,118	30	20	35	34	1,237	2,562
5-6pm	1,297	30	9	13	68	1,417 **	1,133	29	30	18	23	1,233	2,650 **
6-7pm	1,154	22	0	13	113	1,302	1,109	30	26	19	8	1,192	2,494
7-8pm	---	---	---	---	---	1,031	---	---	---	---	---	955	1,986
8-9pm	---	---	---	---	---	793	---	---	---	---	---	734	1,527
9-10pm	---	---	---	---	---	655	---	---	---	---	---	634	1,289
10-11pm	---	---	---	---	---	507	---	---	---	---	---	471	978
11-12pm	---	---	---	---	---	451	---	---	---	---	---	400	851
Totals	---	---	---	---	---	17,091	---	---	---	---	---	18,432	35,523
7-10am	2,095	117	43	128	110	2,493	3,342	132	92	122	122	3,810	6,303
10am-1pm	2,099	59	17	83	89	2,347	2,296	64	38	101	70	2,569	4,916
1-4pm	2,829	78	13	81	143	3,144	2,981	86	45	73	45	3,230	6,374
4-7pm	3,624	93	38	51	238	4,044	3,360	89	76	72	65	3,662	7,706
7am-7pm	10,647	347	111	343	580	12,028	11,979	371	251	368	302	13,271	25,299

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Macombs Dam Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	559	---	---	---	---	---	456	1,015
1-2am	---	---	---	---	---	362	---	---	---	---	---	284	646
2-3am	---	---	---	---	---	267	---	---	---	---	---	204	471
3-4am	---	---	---	---	---	215	---	---	---	---	---	170	385
4-5am	---	---	---	---	---	247	---	---	---	---	---	242	489
5-6am	---	---	---	---	---	404	---	---	---	---	---	425	829
6-7am	---	---	---	---	---	653	---	---	---	---	---	953	1,606
7-8am	899	36	23	55	82	1,095	1,121	36	5	79	212	1,453	2,548
8-9am	917	13	16	56	94	1,096	1,221	10	2	96	173	1,502 **	2,598 **
9-10am	787	17	13	49	53	919	913	19	13	105	172	1,222	2,141
10-11am	731	7	3	31	39	811	836	8	6	36	50	936	1,747
11-12am	682	9	11	57	67	826	777	6	12	68	77	940	1,766
12-1pm	825	10	6	27	37	905	924	17	3	19	40	1,003	1,908
1-2pm	878	2	6	27	25	938	889	18	7	19	71	1,004	1,942
2-3pm	843	13	21	66	72	1,015	946	21	14	47	82	1,110	2,125
3-4pm	952	20	9	51	61	1,093	1,098	34	9	21	41	1,203	2,296
4-5pm	901	8	29	77	146	1,161 **	1,043	9	29	38	70	1,189	2,350
5-6pm	963	8	13	34	128	1,146	1,093	12	9	18	60	1,192	2,338
6-7pm	1,071	3	6	25	43	1,148	1,048	7	12	23	80	1,170	2,318
7-8pm	---	---	---	---	---	1,109	---	---	---	---	---	1,090	2,199
8-9pm	---	---	---	---	---	1,054	---	---	---	---	---	965	2,019
9-10pm	---	---	---	---	---	952	---	---	---	---	---	856	1,808
10-11pm	---	---	---	---	---	905	---	---	---	---	---	794	1,699
11-12pm	---	---	---	---	---	828	---	---	---	---	---	678	1,506
Totals	---	---	---	---	---	19,708	---	---	---	---	---	21,041	40,749
7-10am	2,603	66	52	160	229	3,110	3,255	65	20	280	557	4,177	7,287
10am-1pm	2,238	26	20	115	143	2,542	2,537	31	21	123	167	2,879	5,421
1-4pm	2,673	35	36	144	158	3,046	2,933	73	30	87	194	3,317	6,363
4-7pm	2,935	19	48	136	317	3,455	3,184	28	50	79	210	3,551	7,006
7am-7pm	10,449	146	156	555	847	12,153	11,909	197	121	569	1,128	13,924	26,077

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Madison Avenue Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	711	---	---	---	---	---	432	1,143
1-2am	---	---	---	---	---	435	---	---	---	---	---	276	711
2-3am	---	---	---	---	---	299	---	---	---	---	---	212	511
3-4am	---	---	---	---	---	233	---	---	---	---	---	198	431
4-5am	---	---	---	---	---	245	---	---	---	---	---	288	533
5-6am	---	---	---	---	---	412	---	---	---	---	---	626	1,038
6-7am	---	---	---	---	---	771	---	---	---	---	---	1,299	2,070
7-8am	895	44	98	58	53	1,148	1,453	116	16	59	130	1,774 **	2,922 **
8-9am	803	55	72	42	53	1,025	1,350	112	32	71	139	1,704	2,729
9-10am	649	58	84	70	43	904	943	67	38	164	125	1,337	2,241
10-11am	726	33	44	32	40	875	793	66	22	22	72	975	1,850
11-12am	603	24	79	98	89	893	695	27	36	68	87	913	1,806
12-1pm	790	26	31	38	40	925	757	33	25	31	55	901	1,826
1-2pm	866	30	32	44	48	1,020	807	55	28	15	43	948	1,968
2-3pm	882	33	77	107	108	1,207	900	76	31	34	87	1,128	2,335
3-4pm	1,197	24	38	67	62	1,388	974	68	20	26	44	1,132	2,520
4-5pm	1,085	27	122	101	121	1,456	1,083	67	29	26	48	1,253	2,709
5-6pm	1,209	33	104	85	80	1,511 **	1,163	52	37	29	44	1,325	2,836
6-7pm	1,216	71	48	62	81	1,478	1,053	42	24	21	22	1,162	2,640
7-8pm	---	---	---	---	---	1,353	---	---	---	---	---	959	2,312
8-9pm	---	---	---	---	---	1,279	---	---	---	---	---	850	2,129
9-10pm	---	---	---	---	---	1,133	---	---	---	---	---	740	1,873
10-11pm	---	---	---	---	---	1,052	---	---	---	---	---	774	1,826
11-12pm	---	---	---	---	---	990	---	---	---	---	---	714	1,704
Totals	---	---	---	---	---	22,743	---	---	---	---	---	21,920	44,663
7-10am	2,347	157	254	170	149	3,077	3,746	295	86	294	394	4,815	7,892
10am-1pm	2,119	83	154	168	169	2,693	2,245	126	83	121	214	2,789	5,482
1-4pm	2,945	87	147	218	218	3,615	2,681	199	79	75	174	3,208	6,823
4-7pm	3,510	131	274	248	282	4,445	3,299	161	90	76	114	3,740	8,185
7am-7pm	10,921	458	829	804	818	13,830	11,971	781	338	566	896	14,552	28,382

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Third Avenue Bridge - 2007

	Northbound to Bronx						Southbound to Manhattan						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am							---	---	---	---	---	1,145	1,145
1-2am							---	---	---	---	---	744	744
2-3am							---	---	---	---	---	628	628
3-4am							---	---	---	---	---	689	689
4-5am							---	---	---	---	---	1,217	1,217
5-6am							---	---	---	---	---	2,664	2,664
6-7am							---	---	---	---	---	4,211	4,211 **
7-8am							2,486	51	384	518	427	3,866	3,866
8-9am							2,098	30	208	424	442	3,202	3,202
9-10am							1,884	31	249	367	291	2,822	2,822
10-11am							2,126	26	141	136	113	2,542	2,542
11-12am							1,727	48	280	331	205	2,591	2,591
12-1pm							2,193	65	113	127	97	2,595	2,595
1-2pm							1,977	90	172	151	258	2,648	2,648
2-3pm							2,070	103	258	254	298	2,983	2,983
3-4pm							2,928	87	101	82	73	3,271	3,271
4-5pm							2,773	63	150	143	165	3,294	3,294
5-6pm							2,868	56	119	100	85	3,228	3,228
6-7pm							3,004	61	122	81	89	3,357	3,357
7-8pm							---	---	---	---	---	2,856	2,856
8-9pm							---	---	---	---	---	2,523	2,523
9-10pm							---	---	---	---	---	2,337	2,337
10-11pm							---	---	---	---	---	2,366	2,366
11-12pm							---	---	---	---	---	1,933	1,933
Totals							---	---	---	---	---	59,712	59,712
7-10am							6,468	112	841	1,309	1,160	9,890	9,890
10am-1pm							6,046	139	534	594	415	7,728	7,728
1-4pm							6,975	280	531	487	629	8,902	8,902
4-7pm							8,645	180	391	324	339	9,879	9,879
7am-7pm							28,134	711	2,297	2,714	2,543	36,399	36,399

**Bridge is 1-way southbound
to Manhattan**

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes University Heights Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	453	---	---	---	---	---	387	840
1-2am	---	---	---	---	---	321	---	---	---	---	---	256	577
2-3am	---	---	---	---	---	234	---	---	---	---	---	187	421
3-4am	---	---	---	---	---	176	---	---	---	---	---	170	346
4-5am	---	---	---	---	---	218	---	---	---	---	---	288	506
5-6am	---	---	---	---	---	323	---	---	---	---	---	705	1,028
6-7am	---	---	---	---	---	561	---	---	---	---	---	1,271	1,832
7-8am	624	44	80	38	40	826	1,340	22	34	38	110	1,544	** 2,370
8-9am	672	8	71	51	65	867	1,188	12	25	48	97	1,370	2,237
9-10am	564	8	56	65	65	758	1,019	13	16	52	103	1,203	1,961
10-11am	705	4	37	35	28	809	1,007	4	4	28	60	1,103	1,912
11-12am	631	7	66	77	38	819	957	7	13	60	86	1,123	1,942
12-1pm	755	13	23	26	21	838	1,030	2	5	28	49	1,114	1,952
1-2pm	814	41	40	31	24	950	1,090	4	5	20	36	1,155	2,105
2-3pm	841	13	72	52	49	1,027	1,112	11	22	50	105	1,300	2,327
3-4pm	983	17	22	29	28	1,079	1,225	43	6	27	54	1,355	2,434
4-5pm	910	4	56	42	32	1,044	1,351	21	19	28	100	1,519	2,563
5-6pm	935	0	59	28	43	1,065	1,408	1	17	15	62	1,503	2,568 **
6-7pm	952	0	59	20	60	1,091	** 1,323	8	11	10	62	1,414	2,505
7-8pm	---	---	---	---	---	1,057	---	---	---	---	---	1,270	2,327
8-9pm	---	---	---	---	---	959	---	---	---	---	---	1,111	2,070
9-10pm	---	---	---	---	---	821	---	---	---	---	---	937	1,758
10-11pm	---	---	---	---	---	735	---	---	---	---	---	800	1,535
11-12pm	---	---	---	---	---	662	---	---	---	---	---	644	1,306
Totals	---	---	---	---	---	17,693	---	---	---	---	---	23,729	41,422
7-10am	1,860	60	207	154	170	2,451	3,547	47	75	138	310	4,117	6,568
10am-1pm	2,091	24	126	138	87	2,466	2,994	13	22	116	195	3,340	5,806
1-4pm	2,638	71	134	112	101	3,056	3,427	58	33	97	195	3,810	6,866
4-7pm	2,797	4	174	90	135	3,200	4,082	30	47	53	224	4,436	7,636
7am-7pm	9,386	159	641	494	493	11,173	14,050	148	177	404	924	15,703	26,876

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Washington Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	725	---	---	---	---	---	522	1,247
1-2am	---	---	---	---	---	452	---	---	---	---	---	335	787
2-3am	---	---	---	---	---	336	---	---	---	---	---	246	582
3-4am	---	---	---	---	---	282	---	---	---	---	---	220	502
4-5am	---	---	---	---	---	341	---	---	---	---	---	331	672
5-6am	---	---	---	---	---	509	---	---	---	---	---	565	1,074
6-7am	---	---	---	---	---	1,138	---	---	---	---	---	1,104	2,242
7-8am	1,871	71	40	64	137	2,183	1,181	55	105	34	24	1,399	3,582
8-9am	1,770	54	32	95	162	2,113	1,092	60	67	50	27	1,296	3,409
9-10am	1,457	48	31	115	110	1,761	1,002	34	51	39	27	1,153	2,914
10-11am	1,272	38	8	35	47	1,400	955	34	10	26	22	1,047	2,447
11-12am	1,204	29	17	66	76	1,392	935	44	28	30	36	1,073	2,465
12-1pm	1,268	42	19	25	61	1,415	1,065	28	10	20	15	1,138	2,553
1-2pm	1,351	33	6	34	52	1,476	1,164	29	17	19	14	1,243	2,719
2-3pm	1,473	36	27	72	85	1,693	1,260	59	44	53	42	1,458	3,151
3-4pm	2,025	48	14	39	102	2,228	1,271	39	39	39	19	1,407	3,635
4-5pm	2,062	49	62	76	229	2,478	1,140	33	58	71	39	1,341	3,819
5-6pm	2,187	40	61	43	115	2,446	1,074	22	33	25	31	1,185	3,631
6-7pm	2,128	27	38	29	94	2,316	971	27	39	13	22	1,072	3,388
7-8pm	---	---	---	---	---	2,016	---	---	---	---	---	1,142	3,158
8-9pm	---	---	---	---	---	1,655	---	---	---	---	---	1,133	2,788
9-10pm	---	---	---	---	---	1,370	---	---	---	---	---	955	2,325
10-11pm	---	---	---	---	---	1,177	---	---	---	---	---	846	2,023
11-12pm	---	---	---	---	---	1,094	---	---	---	---	---	738	1,832
Totals	---	---	---	---	---	33,996	---	---	---	---	---	22,949	56,945
7-10am	5,098	173	103	274	409	6,057	3,275	149	223	123	78	3,848	9,905
10am-1pm	3,744	109	44	126	184	4,207	2,955	106	48	76	73	3,258	7,465
1-4pm	4,849	117	47	145	239	5,397	3,695	127	100	111	75	4,108	9,505
4-7pm	6,377	116	161	148	438	7,240	3,185	82	130	109	92	3,598	10,838
7am-7pm	20,068	515	355	693	1,270	22,901	13,110	464	501	419	318	14,812	37,713

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Willis Avenue Bridge - 2007

	Northbound to Bronx						Southbound to Manhattan						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	1,973							1,973
1-2am	---	---	---	---	---	1,122							1,122
2-3am	---	---	---	---	---	784							784
3-4am	---	---	---	---	---	693							693
4-5am	---	---	---	---	---	853							853
5-6am	---	---	---	---	---	1,583							1,583
6-7am	---	---	---	---	---	2,959							2,959
7-8am	3,089	92	144	179	124	3,628							3,628
8-9am	2,767	118	103	200	243	3,431							3,431
9-10am	1,978	116	97	237	219	2,647							2,647
10-11am	2,047	48	66	154	145	2,460							2,460
11-12am	1,912	33	112	274	253	2,584							2,584
12-1pm	2,358	40	50	145	99	2,692							2,692
1-2pm	2,616	24	40	110	139	2,929							2,929
2-3pm	2,474	30	121	356	360	3,341							3,341
3-4pm	3,514	64	60	169	164	3,971							3,971
4-5pm	3,385	39	130	290	455	4,299 **							4,299 **
5-6pm	3,417	61	114	190	420	4,202							4,202
6-7pm	3,444	33	105	121	233	3,936							3,936
7-8pm	---	---	---	---	---	3,521							3,521
8-9pm	---	---	---	---	---	3,211							3,211
9-10pm	---	---	---	---	---	3,012							3,012
10-11pm	---	---	---	---	---	2,811							2,811
11-12pm	---	---	---	---	---	2,471							2,471
Totals	---	---	---	---	---	65,113							65,113
7-10am	7,834	326	344	616	586	9,706							9,706
10am-1pm	6,317	121	228	573	497	7,736							7,736
1-4pm	8,604	118	221	635	663	10,241							10,241
4-7pm	10,246	133	349	601	1,108	12,437							12,437
7am-7pm	33,001	698	1,142	2,425	2,854	40,120							40,120

**Bridge is 1-way northbound
to The Bronx**

Based on 1989 Classification Survey Data

** Peak Volumes

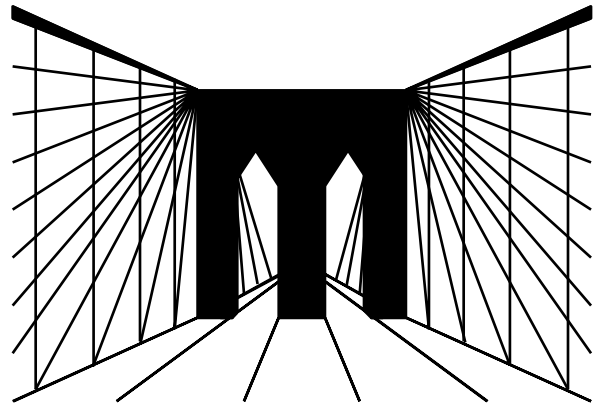
Hourly Vehicular Volumes 145th Street Bridge - 2007

	<i>Eastbound to Bronx</i>						<i>Westbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	0	---	---	---	---	---	0	0
1-2am	---	---	---	---	---	0	---	---	---	---	---	0	0
2-3am	---	---	---	---	---	0	---	---	---	---	---	0	0
3-4am	---	---	---	---	---	0	---	---	---	---	---	0	0
4-5am	---	---	---	---	---	0	---	---	---	---	---	0	0
5-6am	---	---	---	---	---	21	---	---	---	---	---	0	21
6-7am	---	---	---	---	---	273	---	---	---	---	---	574	847
7-8am	480	23	31	31	8	573	914	42	19	40	36	1,051	1,624
8-9am	621	22	38	41	24	746	858	29	33	28	52	1,000	1,746
9-10am	466	11	32	50	20	579	553	19	33	26	59	690	1,269
10-11am	429	7	12	20	21	489	422	14	29	22	42	529	1,018
11-12am	392	13	23	53	34	515	377	9	38	39	45	508	1,023
12-1pm	472	10	14	34	14	544	512	10	10	8	13	553	1,097
1-2pm	506	10	29	26	15	586	504	25	9	13	7	558	1,144
2-3pm	469	14	26	80	34	623	515	20	24	23	34	616	1,239
3-4pm	725	19	20	35	25	824	675	26	8	6	10	725	1,549
4-5pm	833	13	54	93	52	1,045	750	16	14	8	21	809	1,854
5-6pm	856	10	49	71	64	1,050	732	16	13	8	12	781	1,831
6-7pm	740	24	26	20	41	851	636	20	5	3	9	673	1,524
7-8pm	---	---	---	---	---	648	---	---	---	---	---	523	1,171
8-9pm	---	---	---	---	---	570	---	---	---	---	---	482	1,052
9-10pm	---	---	---	---	---	486	---	---	---	---	---	422	908
10-11pm	---	---	---	---	---	111	---	---	---	---	---	119	230
11-12pm	---	---	---	---	---	0	---	---	---	---	---	0	0
Totals	---	---	---	---	---	10,534	---	---	---	---	---	10,613	21,147
7-10am	1,567	56	101	122	52	1,898	2,325	90	85	94	147	2,741	4,639
10am-1pm	1,293	30	49	107	69	1,548	1,311	33	77	69	100	1,590	3,138
1-4pm	1,700	43	75	141	74	2,033	1,694	71	41	42	51	1,899	3,932
4-7pm	2,429	47	129	184	157	2,946	2,118	52	32	19	42	2,263	5,209
7am-7pm	6,989	176	354	554	352	8,425	7,448	246	235	224	340	8,493	16,918

Based on 1989 Classification Survey Data

** Peak Volumes

***MTABT
Facilities***



Manhattan MTABT Facilities
Average Daily Traffic Volumes
1948 - 2007

Year	Brooklyn- Battery Tunnel	Henry Hudson Bridge	Queens- Midtown Tunnel	Triborough Bridge Manh. Plz.	Manhattan Totals
1948	<i>Opened</i>	40,050	26,462	26,465	92,977
1949	<i>05/25/1950</i>	47,472	30,045	32,554	110,071
1950	37,258	53,559	34,044	36,995	161,856
1951	41,253	57,700	36,680	44,639	180,272
1952	45,366	61,592	38,866	48,503	194,327
1953	47,999	65,432	38,509	48,595	200,535
1954	45,120	69,025	38,185	52,286	204,616
1955	45,843	71,240	39,839	59,913	216,835
1956	48,054	69,477	49,544	64,460	231,535
1957	54,490	62,865	54,311	64,677	236,343
1958	53,789	57,321	58,321	62,982	232,413
1959	49,468	56,529	61,115	64,389	231,501
1960	48,970	56,675	62,008	63,115	230,768
1961	48,197	57,140	62,301	59,603	227,241
1962	48,173	59,548	65,038	60,251	233,010
1963	48,271	52,803	63,038	60,988	225,100
1964	51,893	50,768	67,713	66,139	236,513
1965	56,455	45,353	69,386	69,755	240,949
1966	57,674	44,043	69,850	71,540	243,107
1967	57,611	43,409	69,416	73,602	244,038
1968	60,652	44,908	66,432	75,932	247,924
1969	62,116	45,382	68,884	78,481	254,863
1970	62,042	46,720	77,180	85,121	271,063
1971	64,032	50,541	81,747	90,372	286,692
1972	52,065	45,818	74,936	80,052	252,871
1973	49,916	41,871	74,214	85,592	251,593
1974	46,620	38,331	75,219	82,676	242,846
1975	45,636	30,603	65,315	72,566	214,120
1976	52,444	30,557	65,881	68,325	217,207
1977	53,500	31,840	71,150	73,276	229,766
1978	58,252	33,605	72,696	76,572	241,125
1979	60,445	33,387	69,827	87,885	251,544
1980	62,386	31,817	73,216	88,439	255,858
1981	58,657	36,625	81,211	93,361	269,854
1982	56,189	30,923	78,229	88,158	253,499
1983	61,130	31,279	78,134	92,967	263,510
1984	58,032	34,898	74,808	95,247	262,985
1985	63,469	41,680	76,065	94,644	275,858
1986	60,778	49,005	71,478	93,432	274,693
1987	63,256	52,778	77,813	95,795	289,642
1988	62,959	54,910	76,243	99,438	293,550
1989	59,254	50,556	72,828	92,720	275,358
1990	60,512	57,528	71,186	99,840	289,066
1991	63,883	56,279	80,616	94,487	295,265
1992	62,510	58,660	81,835	97,198	300,203
1993	57,561	54,650	77,288	92,660	282,159
1994	57,013	58,291	68,511	79,536	263,351
1995	61,097	62,899	73,882	95,696	293,574
1996	57,091	58,759	72,285	92,981	281,116
1997	54,690	59,660	78,023	91,313	283,686
1998	61,091	59,339	79,697	93,863	293,990
1999	63,307	61,165	80,941	98,553	303,966
2000	63,242	66,304	80,879	103,079	313,504
2001	13,762	69,087	72,864	102,224	257,937
2002	56,976	70,731	82,834	94,759	305,300
2003	56,271	72,209	85,377	93,177	307,034
2004	54,488	73,114	86,599	97,958	312,159
2005	49,043	70,407	86,063	91,898	297,411
2006	57,436	71,761	89,972	98,582	317,751
2007	56,539	70,094	88,379	97,241	312,253

MTABT Toll Increases 1/72, 9/75, 5/80, 4/82, 1/84, 1/86, 2/87, 7/89, 1/93, 3/96, 5/03, & 3/05.

Hourly Vehicular Volumes

Metropolitan Transportation Authority Bridges & Tunnels 2007

	<i>Brooklyn-Battery Tunnel</i>		<i>Henry Hudson Bridge</i>		<i>Queens-Midtown Tunnel</i>		<i>Triborough Bridge (Mahattan Plaza)</i>		<i>Totals</i>	
	<i>N/B</i>	<i>S/B</i>	<i>S/B</i>	<i>N/B</i>	<i>W/B</i>	<i>E/B</i>	<i>W/B</i>	<i>E/B</i>	<i>Entering Manhattan</i>	<i>Leaving Manhattan</i>
12-1am	157	585	175	528	569	1,006	534	547	1,435	2,666
1-2am	77	261	97	217	265	552	277	292	716	1,322
2-3am	43	153	59	125	157	310	169	175	428	763
3-4am	46	91	56	71	153	200	134	160	389	522
4-5am	162	92	118	77	304	371	284	401	868	941
5-6am	793	135	572	136	1,053	742	1,106	962	3,524	1,975
6-7am	2,458	398	2,460	574	2,586	1,304	3,168	1,884	10,672	4,160
7-8am	3,254 **	647	3,576 **	1,410	3,703	1,399	4,306 **	2,258	14,839 **	5,714
8-9am	3,135	784	3,482	1,743	4,055 **	1,311	4,135	2,307	14,807	6,145
9-10am	2,856	847	2,985	1,172	3,780	1,301	3,746	2,130	13,367	5,450
10-11am	1,871	812	2,309	1,032	2,902	1,605	3,159	2,007	10,241	5,456
11-12am	1,562	948	1,865	1,045	2,590	1,760	2,822	2,042	8,839	5,795
12-1pm	1,442	1,058	1,676	1,219	2,419	2,083	2,635	2,109	8,172	6,469
1-2pm	1,463	1,208	1,563	1,372	2,147	2,326	2,600	2,496	7,773	7,402
2-3pm	1,515	1,542	1,753	1,829	2,310	2,748	2,826	2,778	8,404	8,897
3-4pm	1,669	1,968	2,366	2,296	2,556	2,946	3,432	3,102	10,023	10,312
4-5pm	1,548	2,342	2,594	2,728	2,584	2,966 **	3,319	3,333 **	10,045	11,369
5-6pm	1,511	2,464 **	2,972	3,086 **	2,665	2,933	3,402	2,938	10,550	11,421 **
6-7pm	1,295	2,265	2,823	2,953	2,553	2,657	3,290	2,562	9,961	10,437
7-8pm	1,151	1,828	1,754	2,294	2,271	2,313	2,554	2,419	7,730	8,854
8-9pm	967	1,904	1,114	1,757	1,774	2,329	1,912	2,092	5,767	8,082
9-10pm	819	1,445	890	1,603	1,475	2,390	1,639	1,832	4,823	7,270
10-11pm	572	1,219	617	1,586	1,395	2,141	1,424	1,589	4,008	6,535
11-12pm	363	814	340	1,025	926	1,494	954	999	2,583	4,332
Totals	30,729	25,810	38,216	31,878	47,192	41,187	53,827	43,414	169,964	142,289
7-10am	9,245	2,278	10,043	4,325	11,538	4,011	12,187	6,695	43,013	17,309
10am-1pm	4,875	2,818	5,850	3,296	7,911	5,448	8,616	6,158	27,252	17,720
1-4pm	4,647	4,718	5,682	5,497	7,013	8,020	8,858	8,376	26,200	26,611
4-7pm	4,354	7,071	8,389	8,767	7,802	8,556	10,011	8,833	30,556	33,227
7am-7pm	23,121	16,885	29,964	21,885	34,264	26,035	39,672	30,062	127,021	94,867

** Peak Volumes

Hourly Vehicular Volumes Brooklyn Battery Tunnel - 2007

FHWA Classes ▶	Northbound to Manhattan						Southbound to Brooklyn						2-Way Grand Totals		
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	Total Vehicles	Commuter Vans		Commercial Vans		Single Unit Trucks		Tractor Trailers	Total Vehicles
	Autos & Motorcycles	Pickups Large SUVs	Buses					Autos & Motorcycles	Pickups Large SUVs	Buses					
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13				
12-1am	134	5	9	9	0	157	532	12	35	6	0	585	742		
1-2am	68	3	5	1	0	77	249	0	11	1	0	261	338		
2-3am	39	0	2	2	0	43	145	2	4	2	0	153	196		
3-4am	38	1	5	2	0	46	89	0	0	2	0	91	137		
4-5am	104	6	40	12	0	162	85	0	5	2	0	92	254		
5-6am	713	8	64	8	0	793	121	1	9	4	0	135	928		
6-7am	2,195	15	220	28	0	2,458	297	6	83	12	0	398	2,856		
7-8am	2,857	17	337	43	0	3,254 **	467	7	156	17	0	647	3,901		
8-9am	2,741	16	341	37	0	3,135	573	6	186	19	0	784	3,919		
9-10am	2,607	21	186	42	0	2,856	650	8	166	23	0	847	3,703		
10-11am	1,702	23	95	50	1	1,871	710	9	76	17	0	812	2,683		
11-12am	1,447	14	64	36	1	1,562	856	9	64	19	0	948	2,510		
12-1pm	1,326	15	70	30	1	1,442	974	12	53	19	0	1,058	2,500		
1-2pm	1,322	13	90	38	0	1,463	1,090	13	78	27	0	1,208	2,671		
2-3pm	1,361	11	115	27	1	1,515	1,412	15	88	27	0	1,542	3,057		
3-4pm	1,491	6	158	14	0	1,669	1,794	13	137	24	0	1,968	3,637		
4-5pm	1,349	5	182	11	1	1,548	2,123	7	192	20	0	2,342	3,890		
5-6pm	1,346	3	152	7	3	1,511	2,191	6	252	14	1	2,464 **	3,975 **		
6-7pm	1,202	4	81	7	1	1,295	2,080	6	168	10	1	2,265	3,560		
7-8pm	1,093	1	53	4	0	1,151	1,723	5	93	7	0	1,828	2,979		
8-9pm	919	5	36	7	0	967	1,778	9	106	11	0	1,904	2,871		
9-10pm	778	2	36	3	0	819	1,366	4	60	15	0	1,445	2,264		
10-11pm	542	1	26	3	0	572	1,170	6	34	9	0	1,219	1,791		
11-12pm	322	0	30	11	0	363	768	6	32	8	0	814	1,177		
Totals	27,696	195	2,397	432	9	30,729	23,243	162	2,088	315	2	25,810	56,539		
7-10am	8,205	54	864	122	0	9,245	1,690	21	508	59	0	2,278	11,523		
10am-1pm	4,475	52	229	116	3	4,875	2,540	30	193	55	0	2,818	7,693		
1-4pm	4,174	30	363	79	1	4,647	4,296	41	303	78	0	4,718	9,365		
4-7pm	3,897	12	415	25	5	4,354	6,394	19	612	44	2	7,071	11,425		
7am-7pm	20,751	148	1,871	342	9	23,121	14,920	111	1,616	236	2	16,885	40,006		

Based on May 2006 Classification Survey Data

** Peak Volumes

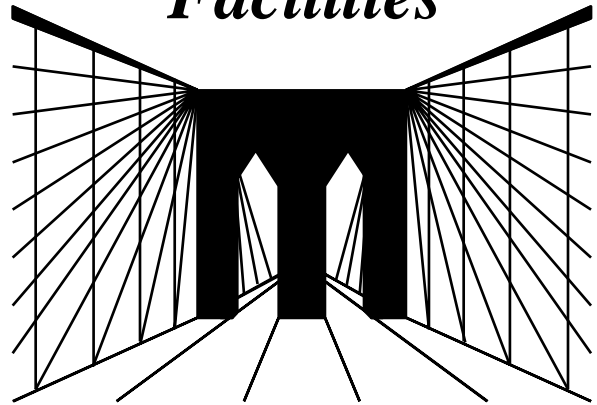
Hourly Vehicular Volumes Queens-Midtown Tunnel - 2007

FHWA Classes ▶	Westbound to Manhattan						Eastbound to Queens						2-Way Grand Totals		
	Commuter Vans		Commercial Vans		Single	Tractor Trailers	Total Vehicles	Commuter Vans		Commercial Vans		Single		Tractor Trailers	Total Vehicles
	Autos & Motorcycles	Pickups Large SUVs	Buses	Unit Trucks	Autos & Motorcycles			Pickups Large SUVs	Buses	Unit Trucks					
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13				
12-1am	550	2	4	13	0	569	971	9	1	25	0	1,006	1,575		
1-2am	253	2	1	9	0	265	526	5	0	21	0	552	817		
2-3am	147	1	1	8	0	157	290	6	0	14	0	310	467		
3-4am	138	1	3	11	0	153	179	9	0	12	0	200	353		
4-5am	244	6	17	37	0	304	305	26	3	36	1	371	675		
5-6am	918	11	52	72	0	1,053	662	19	11	50	0	742	1,795		
6-7am	2,210	91	163	122	0	2,586	1,180	36	51	37	0	1,304	3,890		
7-8am	3,192	131	234	145	1	3,703	1,245	53	66	35	0	1,399	5,102		
8-9am	3,646	114	143	152	0	4,055 **	1,145	42	79	45	0	1,311	5,366		
9-10am	3,407	96	170	103	4	3,780	1,142	49	66	44	0	1,301	5,081		
10-11am	2,634	81	98	87	2	2,902	1,392	65	77	71	0	1,605	4,507		
11-12am	2,402	64	61	63	0	2,590	1,562	60	76	62	0	1,760	4,350		
12-1pm	2,244	37	55	83	0	2,419	1,864	67	58	94	0	2,083	4,502		
1-2pm	1,958	61	64	64	0	2,147	2,065	106	59	96	0	2,326	4,473		
2-3pm	2,096	56	106	52	0	2,310	2,547	79	47	75	0	2,748	5,058		
3-4pm	2,272	53	166	65	0	2,556	2,724	66	68	88	0	2,946	5,502		
4-5pm	2,361	32	158	33	0	2,584	2,736	81	69	80	0	2,966 **	5,550		
5-6pm	2,504	17	122	22	0	2,665	2,768	46	75	44	0	2,933	5,598 **		
6-7pm	2,441	17	71	24	0	2,553	2,526	32	60	39	0	2,657	5,210		
7-8pm	2,188	14	52	17	0	2,271	2,207	23	62	21	0	2,313	4,584		
8-9pm	1,687	23	31	33	0	1,774	2,214	27	43	45	0	2,329	4,103		
9-10pm	1,418	14	17	26	0	1,475	2,293	24	25	47	1	2,390	3,865		
10-11pm	1,337	9	14	35	0	1,395	2,064	22	12	43	0	2,141	3,536		
11-12pm	898	8	4	16	0	926	1,455	4	4	31	0	1,494	2,420		
Totals	43,145	941	1,807	1,292	7	47,192	38,062	956	1,012	1,155	2	41,187	88,379		
7-10am	10,245	341	547	400	5	11,538	3,532	144	211	124	0	4,011	15,549		
10am-1pm	7,280	182	214	233	2	7,911	4,818	192	211	227	0	5,448	13,359		
1-4pm	6,326	170	336	181	0	7,013	7,336	251	174	259	0	8,020	15,033		
4-7pm	7,306	66	351	79	0	7,802	8,030	159	204	163	0	8,556	16,358		
7am-7pm	31,157	759	1,448	893	7	34,264	23,716	746	800	773	0	26,035	60,299		

Based on May 2006 Classification Survey Data.

** Peak Volumes

*Port
Authority
Facilities*



PANYNJ Manhattan - New Jersey Facilities
Average Daily Traffic Volumes
1948 - 2007

<i>Year</i>	<i>George Washington Bridge</i>	<i>Holland Tunnel</i>	<i>Lincoln Tunnel</i>	<i>Totals</i>
1948	42,306	42,623	30,856	115,785
1949	49,261	45,167	35,515	129,943
1950	54,437	49,660	42,556	146,653
1951	64,516	53,792	47,842	166,150
1952	76,446	51,317	53,490	181,253
1953	84,398	53,270	56,909	194,577
1954	90,306	54,560	57,528	202,394
1955	98,013	55,445	58,468	211,926
1956	97,059	56,961	59,068	213,088
1957	98,110	56,801	63,712	218,623
1958	97,435	55,881	68,178	221,494
1959	105,334	57,926	73,761	237,021
1960	106,245	57,678	75,697	239,620
1961	104,107	56,277	76,449	236,833
1962	111,090	58,518	81,038	250,646
1963	127,452	58,814	79,337	265,603
1964	143,193	59,702	82,929	285,824
1965	155,967	55,060	82,312	293,339
1966	167,304	55,559	81,118	303,981
1967	173,093	54,181	80,879	308,153
1968	182,934	53,962	83,396	320,292
1969	189,817	54,438	84,868	329,123
1970	194,910	58,574	94,354	347,838
1971	210,749	57,968	93,346	362,063
1972	221,172	61,485	95,963	378,620
1973	232,686	64,731	99,786	397,203
1974	211,955	64,765	99,827	376,547
1975	215,927	62,381	96,399	374,707
1976	215,136	64,663	101,451	381,250
1977	222,897	63,015	99,101	385,013
1978	229,666	66,405	103,441	399,512
1979	232,739	61,403	99,582	393,724
1980	235,615	64,417	104,702	404,734
1981	250,804	68,750	107,827	427,381
1982	249,294	73,997	110,453	433,744
1983	254,728	76,226	110,210	441,164
1984	258,723	71,819	123,233	453,775
1985	275,934	76,121	116,397	468,452
1986	286,398	77,300	122,053	485,751
1987	288,642	73,655	124,342	486,639
1988	284,984	84,626	120,569	490,179
1989	281,812	84,429	121,452	487,693
1990	272,556	87,976	121,711	482,243
1991	262,491	87,502	117,508	467,501
1992	268,007	90,206	118,659	476,872
1993	260,732	92,685	119,652	473,069
1994	259,863	94,637	119,299	473,799
1995	266,029	96,310	119,759	482,098
1996	275,469	96,798	120,927	493,194
1997	282,293	100,986	121,509	504,788
1998	297,188	100,872	124,452	522,512
1999	317,640	103,020	128,692	549,352
2000	317,618	101,137	129,710	548,465
2001	309,310	43,377	106,257	458,944
2002	310,771	92,557	129,511	532,839
2003	319,029	101,097	127,323	547,449
2004	315,066	96,171	125,159	536,396
2005	304,302	96,960	126,455	527,717
2006	312,078	98,425	127,245	537,748
2007	291,391	100,491	122,092	513,974

PANYNJ one-way tolls initiated 8/12/1970.

PANYNJ toll increases May 1975, January 1984, April, 1987, April 1991, March 2001.

Hourly Vehicular Volumes

Port Authority of New York & New Jersey

2007

	<i>George Washington Bridge</i>		<i>Holland Tunnel</i>		<i>Lincoln Tunnel</i>		<i>Totals</i>	
	<i>E/B</i>	<i>W/B</i>	<i>E/B</i>	<i>W/B</i>	<i>E/B</i>	<i>W/B</i>	<i>Entering Manhattan</i>	<i>Leaving Manhattan</i>
12-1am	2,135	2,968	834	1,048	1,030	1,866	3,999	5,882
1-2am	1,421	1,913	528	731	615	1,217	2,564	3,861
2-3am	1,169	1,429	364	536	472	742	2,005	2,707
3-4am	1,406	1,371	353	567	532	538	2,291	2,476
4-5am	2,314	1,903	576	806	993	620	3,883	3,329
5-6am	6,432	3,201	2,085	1,523	2,984	865	11,501	5,589
6-7am	10,938 **	5,491	3,157 **	2,395	5,348 **	1,380	19,443 **	9,266
7-8am	9,875	7,099	3,016	2,951	4,831	2,260	17,722	12,310
8-9am	9,170	7,625	3,010	2,536	4,520	2,459	16,700	12,620
9-10am	8,783	6,455	2,952	2,136	4,410	2,189	16,145	10,780
10-11am	7,889	5,984	2,585	2,108	3,896	2,159	14,370	10,251
11-12am	7,128	5,992	2,155	2,083	3,307	2,088	12,590	10,163
12-1pm	6,682	6,322	1,981	2,172	2,901	2,322	11,564	10,816
1-2pm	6,688	6,818	1,950	2,592	2,803	2,764	11,441	12,174
2-3pm	7,209	7,754	2,101	3,227 **	2,798	3,132	12,108	14,113
3-4pm	7,931	9,166	2,446	3,112	2,985	3,527	13,362	15,805
4-5pm	8,691	10,425 **	2,697	3,222	2,530	3,931	13,918	17,578
5-6pm	9,057	10,144	2,954	3,136	1,878	4,481 **	13,889	17,761 **
6-7pm	8,566	9,461	2,816	3,134	2,251	4,332	13,633	16,927
7-8pm	7,173	7,987	2,556	3,070	2,589	4,195	12,318	15,252
8-9pm	5,722	6,827	2,060	2,820	2,272	3,612	10,054	13,259
9-10pm	4,875	6,268	1,850	2,426	2,060	3,317	8,785	12,011
10-11pm	4,217	5,382	1,808	2,262	1,985	3,470	8,010	11,114
11-12pm	3,096	4,839	1,392	1,672	1,629	3,007	6,117	9,518
Totals	148,567	142,824	48,226	52,265	61,619	60,473	258,412	255,562
7-10am	27,828	21,179	8,978	7,623	13,761	6,908	50,567	35,710
10am-1pm	21,699	18,298	6,721	6,363	10,104	6,569	38,524	31,230
1-4pm	21,828	23,738	6,497	8,931	8,586	9,423	36,911	42,092
4-7pm	26,314	30,030	8,467	9,492	6,659	12,744	41,440	52,266
7am-7pm	97,669	93,245	30,663	32,409	39,110	35,644	167,442	161,298

** Peak Volumes

Hourly Vehicular Volumes George Washington Bridge - 2007

	<i>Eastbound to Manhattan</i>					<i>Westbound to New Jersey</i>					2-Way Grand Totals
	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles	
12-1am	1,702	22	68	343	2,135	2,399	10	75	484	2,968	5,103
1-2am	955	15	72	379	1,421					1,913	3,334
2-3am	657	6	77	429	1,169					1,429	2,598
3-4am	737	12	108	549	1,406					1,371	2,777
4-5am	1,398	15	189	712	2,314					1,903	4,217
5-6am	5,182	32	365	853	6,432	2,310	7	186	698	3,201	9,633
6-7am	9,921	77	406	534	10,938 **	4,669	45	255	522	5,491	16,429
7-8am	9,015	113	356	391	9,875	6,353	80	276	390	7,099	16,974
8-9am	8,235	112	406	417	9,170	6,756	96	311	462	7,625	16,795
9-10am	7,812	98	401	472	8,783	5,497	86	337	535	6,455	15,238
10-11am	6,938	83	367	501	7,889	4,764	56	388	776	5,984	13,873
11-12am	6,237	73	343	475	7,128	4,544	53	439	956	5,992	13,120
12-1pm	5,868	69	319	426	6,682	4,883	47	475	917	6,322	13,004
1-2pm	5,925	77	298	388	6,688	5,498	57	468	795	6,818	13,506
2-3pm	6,442	94	309	364	7,209	6,721	57	366	610	7,754	14,963
3-4pm	7,219	126	279	307	7,931	8,197	66	393	510	9,166	17,097
4-5pm	8,064	130	235	262	8,691	9,448	64	383	530	10,425 **	19,116
5-6pm	8,541	109	182	225	9,057	9,415	61	281	387	10,144	19,201 **
6-7pm	8,091	97	147	231	8,566	8,891	74	163	333	9,461	18,027
7-8pm	6,692	94	115	272	7,173	7,435	45	148	359	7,987	15,160
8-9pm	5,254	75	97	296	5,722	6,294	54	96	383	6,827	12,549
9-10pm	4,424	58	78	315	4,875	5,788	37	61	382	6,268	11,143
10-11pm	3,798	38	64	317	4,217	4,809	32	77	464	5,382	9,599
11-12pm	2,710	32	59	295	3,096	4,370	23	73	373	4,839	7,935
Totals	131,817	1,657	5,340	9,753	148,567					142,824	291,391
7-10am	25,062	323	1,163	1,280	27,828	18,606	262	924	1,387	21,179	49,007
10am-1pm	19,043	225	1,029	1,402	21,699	14,191	156	1,302	2,649	18,298	39,997
1-4pm	19,586	297	886	1,059	21,828	20,416	180	1,227	1,915	23,738	45,566
4-7pm	24,696	336	564	718	26,314	27,754	199	827	1,250	30,030	56,344
7am-7pm	88,387	1,181	3,642	4,459	97,669	80,967	797	4,280	7,201	93,245	190,914

Classification based on October 2007 Data

** Peak Volumes

Hourly Vehicular Volumes Holland Tunnel - 2007

FHWA Classes ▶	<i>Eastbound to Manhattan</i>						<i>Westbound to New Jersey</i>						2-Way Grand Totals		
	Commuter Vans		Commercial Vans		Single	Tractor Trailers	Total Vehicles	Commuter Vans		Commercial Vans		Single		Tractor Trailers	Total Vehicles
	Autos & Motorcycles	Pickups Large SUVs	Buses	Unit Trucks	Autos & Motorcycles			Pickups Large SUVs	Buses	Unit Trucks					
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13				
12-1am	808	13	1	12	0	834	1,039	4	0	5	0	1,048	1,882		
1-2am	508	8	1	11	0	528	720	5	1	5	0	731	1,259		
2-3am	343	7	1	13	0	364	519	8	0	9	0	536	900		
3-4am	329	7	0	17	0	353	523	17	4	23	0	567	920		
4-5am	549	6	2	19	0	576	723	26	8	48	1	806	1,382		
5-6am	1,904	55	34	92	0	2,085	1,434	58	14	17	0	1,523	3,608		
6-7am	2,891	94	42	130	0	3,157 **	2,242	102	39	12	0	2,395	5,552		
7-8am	2,820	68	33	95	0	3,016	2,769	115	54	13	0	2,951	5,967		
8-9am	2,835	68	28	79	0	3,010	2,409	73	46	8	0	2,536	5,546		
9-10am	2,776	75	22	79	0	2,952	2,050	56	25	5	0	2,136	5,088		
10-11am	2,448	59	18	60	0	2,585	2,027	43	30	8	0	2,108	4,693		
11-12am	2,036	51	12	56	0	2,155	2,012	43	21	7	0	2,083	4,238		
12-1pm	1,867	40	13	61	0	1,981	2,113	40	5	14	0	2,172	4,153		
1-2pm	1,856	38	16	40	0	1,950	2,504	59	15	14	0	2,592	4,542		
2-3pm	1,986	52	19	44	0	2,101	3,127	72	7	21	0	3,227 **	5,328		
3-4pm	2,302	63	21	60	0	2,446	3,031	43	16	22	0	3,112	5,558		
4-5pm	2,547	51	37	61	1	2,697	3,130	37	32	23	0	3,222	5,919		
5-6pm	2,782	54	50	67	1	2,954	3,017	55	37	27	0	3,136	6,090 **		
6-7pm	2,659	47	49	61	0	2,816	3,028	57	25	24	0	3,134	5,950		
7-8pm	2,427	39	29	61	0	2,556	2,993	37	21	19	0	3,070	5,626		
8-9pm	1,974	29	15	42	0	2,060	2,770	37	7	6	0	2,820	4,880		
9-10pm	1,778	26	13	33	0	1,850	2,377	36	5	6	2	2,426	4,276		
10-11pm	1,752	21	6	29	0	1,808	2,205	49	4	3	1	2,262	4,070		
11-12pm	1,350	16	4	22	0	1,392	1,628	39	2	3	0	1,672	3,064		
Totals	45,527	987	466	1,244	2	48,226	50,390	1,111	418	342	4	52,265	100,491		
7-10am	8,431	211	83	253	0	8,978	7,228	244	125	26	0	7,623	16,601		
10am-1pm	6,351	150	43	177	0	6,721	6,152	126	56	29	0	6,363	13,084		
1-4pm	6,144	153	56	144	0	6,497	8,662	174	38	57	0	8,931	15,428		
4-7pm	7,988	152	136	189	2	8,467	9,175	149	94	74	0	9,492	17,959		
7am-7pm	28,914	666	318	763	2	30,663	31,217	693	313	186	0	32,409	63,072		

Based on April 2006 Classification Survey Data.

** Peak Volumes

Hourly Vehicular Volumes Lincoln Tunnel - 2007

PANYNJ Classes ▶	<i>Eastbound to Manhattan</i>					<i>Westbound to New Jersey</i>					2-Way Grand Totals	
	Single Rear Wheels Autos, Vans, Pickups, Motorcycles, Rec. Vehs.	All Buses & Minibuses	2 Axles Dual Rear Wheels	3 & 4 Axles Single Units & Trailers	5 or more Axles	Total Vehicles	Autos	Buses	Small Trucks	Large Trucks		Total Vehicles
	1, 7, & 11	8 & 9	2	3 & 4	5 & 6							
12-1am	878	63	25	47	17	1,030	1,707	62	48	49	1,866	2,896
1-2am	506	29	22	41	17	615					1,217	1,832
2-3am	372	10	23	48	19	472					742	1,214
3-4am	373	15	63	57	24	532					538	1,070
4-5am	673	27	147	99	47	993					620	1,613
5-6am	2,267	147	347	142	81	2,984	672	43	68	82	865	3,849
6-7am	4,340	439	389	128	52	5,348	1,053	173	71	83	1,380	6,728
7-8am	3,610	806	342	53	20	4,831	1,453	553	143	111	2,260	7,091 **
8-9am	3,254	900	312	43	11	4,520	1,415	768	143	133	2,459	6,979
9-10am	3,414	592	323	60	21	4,410	1,338	612	183	56	2,189	6,599
10-11am	3,281	290	249	57	19	3,896	1,582	348	180	49	2,159	6,055
11-12am	2,840	208	181	58	20	3,307	1,560	223	227	78	2,088	5,395
12-1pm	2,466	190	170	55	20	2,901	1,782	175	247	118	2,322	5,223
1-2pm	2,359	219	175	37	13	2,803	2,343	136	222	63	2,764	5,567
2-3pm	2,355	256	151	24	12	2,798	2,761	175	155	41	3,132	5,930
3-4pm	2,456	385	113	24	7	2,985	3,114	216	160	37	3,527	6,512
4-5pm	1,913	509	85	19	4	2,530	3,406	334	166	25	3,931	6,461
5-6pm	1,449	367	47	13	2	1,878	3,709	562	186	24	4,481 **	6,359
6-7pm	1,799	384	49	14	5	2,251	3,668	534	106	24	4,332	6,583
7-8pm	2,191	323	47	24	4	2,589	3,575	467	124	29	4,195	6,784
8-9pm	1,960	228	32	44	8	2,272	3,276	252	60	24	3,612	5,884
9-10pm	1,812	158	35	48	7	2,060	3,113	128	54	22	3,317	5,377
10-11pm	1,758	132	33	54	8	1,985	3,250	145	49	26	3,470	5,455
11-12pm	1,440	97	39	37	16	1,629	2,810	101	57	39	3,007	4,636
Totals	49,766	6,774	3,399	1,226	454	61,619					60,473	122,092
7-10am	10,278	2,298	977	156	52	13,761	4,206	1,933	469	300	6,908	20,669
10am-1pm	8,587	688	600	170	59	10,104	4,924	746	654	245	6,569	16,673
1-4pm	7,170	860	439	85	32	8,586	8,218	527	537	141	9,423	18,009
4-7pm	5,161	1,260	181	46	11	6,659	10,783	1,430	458	73	12,744	19,403
7am-7pm	31,196	5,106	2,197	457	154	39,110	28,131	4,636	2,118	759	35,644	74,754

Based on April 2006 Classification Survey Data (eastbound), and October 2007 classification data (westbound).

** Peak Volumes