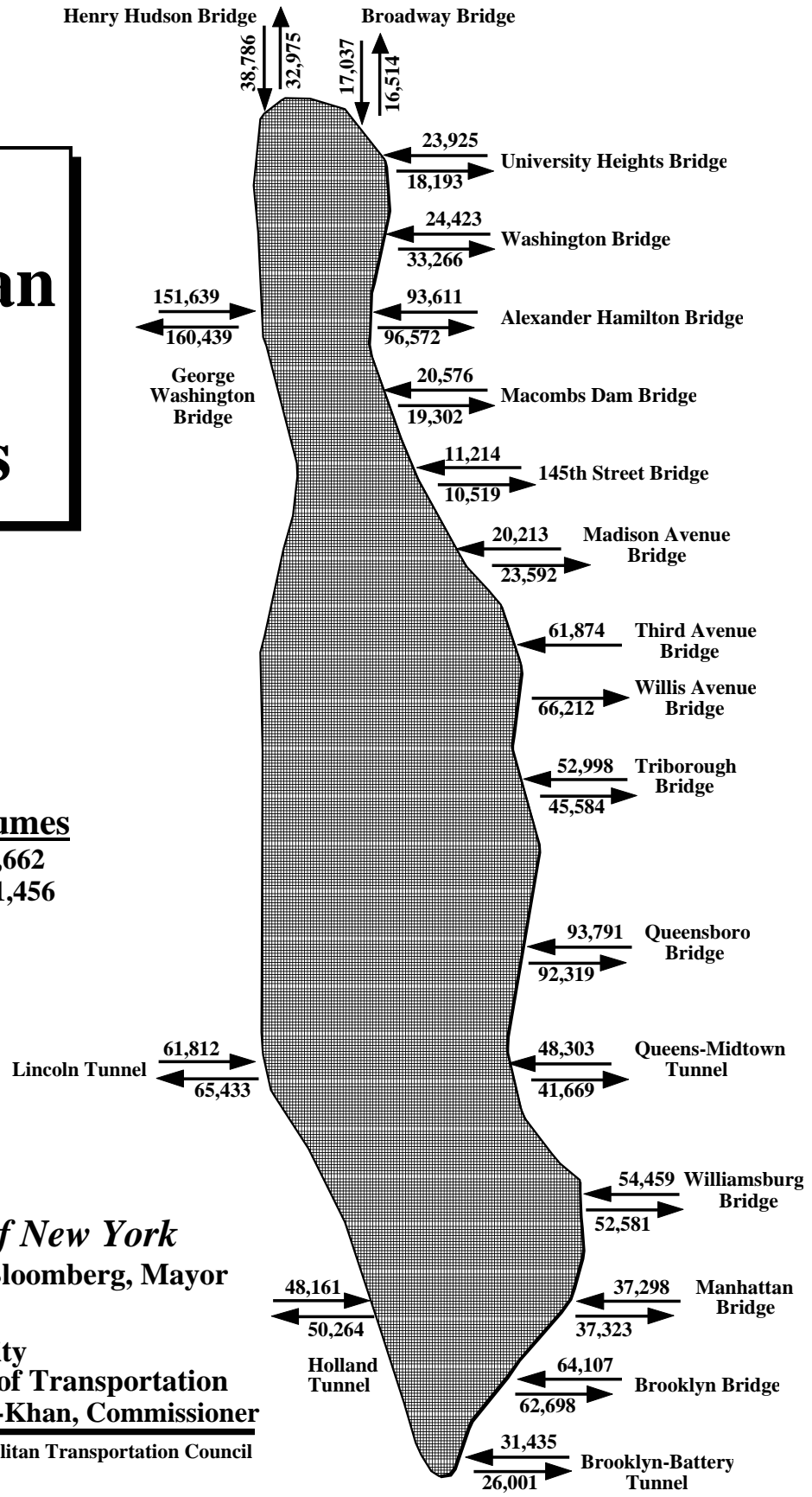


2006 Manhattan River Crossings



24 Hour Volumes
 Inbound = 955,662
 Outbound = 951,456



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

April 2008

Manhattan River Crossings 2006

Contract D000642

2006-2007: PTDT06P00.01 & PTDT06P00.02

2007-2008: PTDT07P00.01 & PTDT07P00.02

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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INTRODUCTION

The 2006 *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 Transportation Equity Act of the 21st Century (TEA-21).

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 2006 are presented in histograms for each facility. Trends were developed from a regression analysis of volumes from 1948 to 2006. 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 2006-2007 and 2007-2008 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

2006 Daily Traffic

- Daily Manhattan river crossings increased 1.2%, to 1,907,100 in fall 2006 from 1,884,700 in fall 2005, an increase of 22,400 daily vehicles.
- During the 7-8 am morning peak hour, 68,200 vehicles entered Manhattan. During the 4-5pm evening peak hour, 63,300 vehicles exited.
- For the 45th consecutive year, the George Washington Bridge carried more traffic than any other river crossing serving Manhattan. Some 312,100 daily vehicles used this bridge in fall 2006, which was 2.6% more than the average daily volume of 304,300 in fall 2005.
- The Alexander Hamilton Bridge was the second busiest river crossing, serving 190,200 daily vehicles in fall 2006, which was 4.7% more than its fall 2005 daily volume of 181,600. The Queensboro Bridge was third busiest, as its daily volume increased 4.2%, to 186,100 in fall 2006 from 178,600 in fall 2005.
- The average automobile entering Manhattan during the morning peak period carried 1.4 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 2 pm when an estimated 371,100 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 2006, Manhattan river crossings increased 1.2%, to 1.907 million daily vehicles. This was the fourth increase in the past five years.
- The largest percentage and numerical increase occurred at the Brooklyn–Battery Tunnel, where average daily volume increased by 8,400 daily trips (+17.1%), to 57,400 in fall 2006 from 49,000 in fall 2005. The 2005 volume had been unusually low, possibly suppressed by the toll increase earlier that year.
- The largest percentage decrease occurred on the 145th Street Bridge over the Harlem River between Manhattan and The Bronx, where daily volume decreased 15.8%, to 21,700 in fall 2006 from 25,800 in fall 2005. Due to construction associated with the eventual replacement of the bridge, only one lane in each direction was open during the fall 2006 count.
- The largest numerical decrease occurred on the Manhattan Bridge, where daily volume decreased by 5,800 vehicles, to 74,600 in fall 2006 from 80,400 in fall 2005 (-7.1%). The reversible lower roadway was completely closed round-the-clock during the fall 2006 count.
- Annual subway ridership citywide increased 3.5% to 1.499 billion in 2006 from 1.449 billion in 2005. This was the highest level of subway ridership since 1953.

Ten-Year Trends (1996-2006)

- In the ten-year period from 1996 to 2006, Manhattan traffic volume has risen 7.8%, to 1,907,100 from 1,768,700, an increase of 138,400 daily vehicles.
- Daily vehicle trips entering Manhattan were 7.5% higher in 2006 than in 1996. The biggest increase in inbound trips occurred during the 4-7am period, which rose 19.2% during the decade. Trips leaving Manhattan increased 8.1% since 1996. The biggest outbound increase also occurred during the 4-7am period (+35.2%).
- Vehicle trips on the 13 toll-free East and Harlem River bridges grew at an average annual rate of 0.1% per year from 1996 to 2006. The highest average annual growth rate was on the Madison Avenue Bridge: +6.4% per year. The greatest volume increase also occurred on the Madison Avenue Bridge (25,900 more daily vehicles in fall 2006 than in fall 1996).
- Traffic volumes on the four MTA Bridges and Tunnels (MTABT) river crossings serving Manhattan increased at an average annual rate of 0.9% per year since 1996. The highest average annual growth rate was on the Henry Hudson Bridge (+2.4% per year). The largest volume increase was at the Queens-Midtown Tunnel (+14,400 vehicles per day).
- Traffic volumes on the three trans-Hudson Port Authority of New York and New Jersey (PANYNJ) river crossings serving Manhattan increased 0.6% per year since 1996. The highest average annual growth rate was at the George Washington Bridge (+1.0% per year), which also had the biggest volume increase (+36,600 vehicles per day).
- New York City motor vehicle registrations decreased 0.5% per year. In Manhattan, registrations increased 0.5% 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.
- Between 1948 and 2006, daily vehicle trips to and from Manhattan rose 185%, to 1,907,100 from 670,000 (1,237,100 additional daily trips). The biggest growth was on the PANYNJ's three trans-Hudson facilities, where traffic climbed by 364%. Traffic increased 95% on the four toll-free East River bridges, 169% on the nine toll-free Harlem River bridges, and 242% on the MTABT's four toll crossings.

- Between 1956 and 1966, daily traffic growth to and from Manhattan averaged 2.3% per year. The largest annual growth rates occurred on the Brooklyn Bridge (+8.8%), and on the George Washington Bridge (+6.2%). The largest annual decline was on the Madison Avenue Bridge, where daily traffic decreased 4.5% per year.
- Between 1966 and 1976, daily traffic growth to and from Manhattan averaged 1.2% per year. The largest annual growth rates occurred on the Washington Bridge over the Harlem River (+3.8%), and on the George Washington Bridge (+2.8%). The biggest annual decline was on the Henry Hudson Bridge (-3.1% per year).
- Between 1976 and 1986, traffic growth on all Manhattan crossings averaged 2.2% per year, with positive growth rates at all twenty river crossings. The largest annual growth rates were on the Macombs Dam and Washington Bridges over the Harlem River (+4.5% and +3.9%, respectively), and on the Henry Hudson Bridge (+3.5%).
- Between 1986 and 1996, traffic on all Manhattan river crossings decreased 0.1% per year. The largest annual growth rates were at the Holland Tunnel (+2.5%), on the Henry Hudson Bridge (+1.8%) and on the Broadway Bridge over the Harlem River (+1.8%). The largest annual declines were on the Madison Avenue Bridge (-5.1% per year), the Williamsburg Bridge (-2.1% per year), and the Macombs Dam Bridge over the Harlem River (-2.0% per year).
- During the 58-year period from 1948 to 2006, average daily Manhattan vehicular river crossings rose 185%, to 1,907,100 from 670,000. During the same period, annual citywide subway ridership declined by 26%, to 1,499,000,000 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 41% of all automobiles entering Manhattan from New Jersey each day have final destinations outside Manhattan. Similar surveys conducted in 1991 show that 77% of the trucks entering from New Jersey have final destinations outside Manhattan. These figures indicate that 109,925 autos and trucks entering Manhattan from New Jersey in 2006 each day were simply passing through.
- PANYNJ's O & D surveys show that 79% (86,825 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% (23,100 vehicles) use the Lincoln and Holland Tunnels and proceed across Manhattan along congested City streets.
- PANYNJ reports show that 67% (29,850 automobiles) of morning peak period (7-10 am) automobiles entering from New Jersey have final destinations in Manhattan.

2006 Bridge and Tunnel Reconstruction

Brooklyn Bridge

Eastbound lane closures were in effect as follows:

01/01-12/31	1:00am–7:00am intermittently, 10:00am–3:00pm intermittently, 6:00am–2:00pm intermittently.	Mon–Fri	1 e/b lane closed
		Mon–Fri	1 e/b lane closed
		Sat–Sun	1 e/b lane closed
08/07-08/10:	1:00am–7:00am	Mon–Thu	1 e/b lane closed.
	2:00am–6:00am	Mon–Thu	2 e/b lanes closed.
08/13:	1:00am–2:00am	Sun	1 e/b lane closed.
	2:00am–10:00am	Sun	2 e/b lanes closed.
11/17:	12:01am–6:00am	Fri	1 e/b lane closed.

Westbound lane closures were in effect as follows:

01/01-12/31:	11:00pm–6:00am intermittently, 1:00am–7:00am intermittently, 1:00am–9:00am intermittently.	Mon–Fri	1 w/b lane closed
		Sat	1 w/b lane closed
		Sun	1 w/b lane closed

11/15-11/16: 10:00pm Wednesday–6:00am Thursday 1 w/b lane closed.

On March 8 and March 9, between 12:01am–5:00am, the northbound/eastbound Brooklyn-Queens Expressway exit onto the Brooklyn Bridge was closed.

From May 6 to June 23, on weekdays between 10:00am–3:00pm, the Park Row entrance was reduced to one lane to facilitate NYCDOT curb repair.

From September 2 to September 8, and from September 23 to September 29, the westbound/inbound exit to Park Row South was closed intermittently Monday through Friday between 12:01am–5:00am.

On Saturday, November 11, the eastbound Pearl Street entrance was closed from 2:00am–8:00am.

Manhattan Bridge

From January 1 to July 30, bicycle access was on the north side of the bridge and pedestrian access was on the south side of the Manhattan Bridge.

From August 1 to October 8, the pedestrian south walkway was closed, with pedestrian and bicycle access provided on the north side.

As of October 9, the pedestrian south walkway was reopened and the north bikeway was closed. Pedestrian and cyclist access to the bridge was maintained by sharing the south walkway.

From January 1 to October 14, one or two of the three lanes on the reversible Lower Roadway was closed.

As of October 15, the Lower Roadway was completely closed round-the-clock.

From January 1 to October 14, there were four peak direction lanes on weekdays (5:00-10:00am Manhattan-bound, 3:00-9:00pm Brooklyn-bound).

As of October 15, with the Lower Roadway closed, and there were two lanes in each direction at all times.

The Brooklyn-bound South Upper Roadway was completely closed from 6:00am on Saturday, September 30 to 10:00pm on Sunday, October 1. During this time, the Lower Roadway was Brooklyn-bound.

Manhattan Bridge Operation: January 1 – March 3, 2006.

- **Mon-Fri 5:00am - 3:00pm.**

- Manhattan-bound: 4 lanes: 2 on North Upper Roadway,
2 on Lower Roadway.
- Brooklyn-bound: 2 lanes: South Upper Roadway.
- *One Lower Roadway lane closed.*

- **Mon-Fri 3:00pm - 9:00pm.**

- Manhattan-bound: 2 lanes: North Upper Roadway,
- Brooklyn-bound: 4 lanes: 2 on South Upper Roadway,
2 on Lower Roadway.
- *One Lower Roadway lane closed.*

- **Mon-Fri 9:00pm - 5:00am.**

- Manhattan-bound: 2 lanes: North Upper Roadway.
- Brooklyn-bound: 3-4 lanes: 2 on South Upper Roadway,
1-2 on Lower Roadway.
- *One or two Lower Roadway lanes closed.*

- **Sat-Sun.**

- Manhattan-bound: 3-4 lanes: 2 on North Upper Roadway,
1-2 on Lower Roadway.
- Brooklyn-bound: 2 lanes on South Upper Roadway.
- *One or two Lower Roadway lanes closed.*

Manhattan Bridge Operation: March 4 – October 14, 2006.

- **Mon-Fri 5:00am – 10:00am.**

- Manhattan-bound: 4 lanes: 2 on North Upper Roadway,
2 on Lower Roadway.
- Brooklyn-bound: 2 lanes: South Upper Roadway.
- *One Lower Roadway lane closed.*

- **Mon-Fri 10:00am – 3:00pm.**
 - Manhattan-bound: 3 lanes: 2 on North Upper Roadway,
1 on Lower Roadway.
 - Brooklyn-bound: 2 lanes: South Upper Roadway.
 - *Two Lower Roadway lanes closed.*
- **Mon-Fri 3:00pm - 9:00pm.**
 - Manhattan-bound: 2 lanes: North Upper Roadway,
 - Brooklyn-bound: 4 lanes: 2 on South Upper Roadway,
2 on Lower Roadway.
 - *One Lower Roadway lane closed.*
- **Mon-Fri 9:00pm - 5:00am.**
 - Manhattan-bound: 2 lanes North Upper Roadway.
 - Brooklyn-bound: 3-4 lanes: 2 on South Upper Roadway,
1-2 on Lower Roadway.
 - *One or two Lower Roadway lanes closed.*
- **Sat-Sun.**
 - Manhattan-bound: 3-4 lanes 2 on North Upper Roadway,
1-2 on Lower Roadway.
 - Brooklyn-bound: 2 lanes on South Upper Roadway.
 - *One or two Lower Roadway lanes closed.*
- **6:00am – 6:00pm Sat., September 16.**
- **10:00pm Friday, September 22 – 5:00am Monday, September 25.**
 - Manhattan-bound: 2-3 lanes 1 on North Upper Roadway,
1-2 on Lower Roadway.
 - Brooklyn-bound: 2 lanes on South Upper Roadway,
 - *One North Upper Roadway lane closed.*
 - *One or two Lower Roadway lanes closed.*
- **6:00am Saturday, September 30 – 10:00pm Sunday, October 1.**
 - Manhattan-bound: 2 lanes North Upper Roadway.
 - Brooklyn-bound: 2 lanes Lower Roadway.
 - *South Upper Roadway completely closed.*
 - *One Lower Roadway lane closed.*

Manhattan Bridge Operation: As of October 15, 2006.

- **All Times.**
 - Manhattan-bound: 2 lanes: North Upper Roadway.
 - Brooklyn-bound: 2 lanes: South Upper Roadway.
 - *Lower Roadway completely closed round-the-clock,*
Williamsburg Bridge South Inner roadway reversed to Manhattan-
bound 6:00am-10:00am weekdays for passenger cars only.

Queensboro Bridge

Throughout 2006, **trucks** were permitted only on the two Lower Inner Roadways.

Throughout 2006, 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 2006, the North Outer Roadway was reserved for **bicyclists and pedestrians**. As of May 29, this roadway was closed from 10:00pm to 5:00am. During these hours, shuttle bus service was provided for bicyclists and pedestrians.

The South Inner Roadway was closed as follows:

09/19-09/21: 1:00am - 5:30am Tue-Thu.
10/18: 1:00am - 5:00am Wed.

The South Upper Roadway was closed as follows:

06/17: 2:00am - 10:00am Sat.

The South Upper Roadway was also closed intermittently as follows:

All 2006: 1:00am - 5:30am Mon-Fri,
2:00am - 7:00am Sat,
2:00am - 8:00am Sun.

The North Upper Roadway was closed as follows:

05/19-05/21: 11:00pm Friday – 6:00am Saturday,
11:00pm Saturday – 10:00am Sunday.
06/17-06/18: 11:00pm Saturday – 10:00am Sunday.

The North Upper Roadway was also closed intermittently as follows:

All 2006: 1:00am - 5:00am Mon-Fri,
1:00am - 6:00am Sat,
1:00am - 7:00am Sun.

The South Outer Roadway was closed intermittently as follows:

All 2006: 1:00am - 6:00am Mon-Fri,
1:00am - 7:00am Sat.

Queensboro Bridge Operation: All 2006.

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 2006, there were additional intermittent closings of single lanes on individual roadways of the Queensboro Bridge during off-peak hours.

Williamsburg Bridge

Throughout 2006, there were a minimum of four peak direction lanes on weekdays.

Throughout 2006, trucks were permitted only on the Outer Roadways.

From January 1 to September 15, the south foot walk was closed, and the north foot walk was open for pedestrians and bicyclists.

As of September 16, the north foot walk was closed, and the south foot walk was re-opened for pedestrians and bicyclists.

The North Outer Roadway was closed as follows:

08/12: 5:00am - 8:00pm Sat.
09/09-09/10 5:00am - 8:00pm Sat–Sun.
Manhattan-bound trucks banned from the bridge.

The South Outer Roadway was closed as follows:

06/01-06/15: Round-the-clock All days.
07/22: 5:00am - 8:00pm Sat.
09/16-09/17: 5:00am - 8:00pm Sat.
Brooklyn-bound trucks detoured to the Manhattan Bridge during these times.

The South Inner Roadway was closed as follows:

07/29-08/06: 5:00am - 3:00pm Sat–Sun.
08/19-08/20: 5:00am - 3:00pm Sat–Sun.

Williamsburg Bridge Operation: January 1 – October 15, 2006.

- **Mon-Fri Midnight - 5:00am.**
Manhattan-bound: 3 lanes. *One lane closed in*
Brooklyn-bound: 3 lanes. *each direction.*
- **Mon-Fri 5:00am – 10:00am.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 2 lanes.
- **Mon-Fri 10:00am - 3:00pm.**
Manhattan-bound: 3 lanes. *1 westbound lane closed,*
Brooklyn-bound: 2 lanes. *2 eastbound lanes closed.*
- **Mon-Fri 3:00pm – Midnight.**
Manhattan-bound: 4 lanes.
Brooklyn-bound: 4 lanes.
- **Sat-Sun 1:00am - 8:00am.**
Manhattan-bound: 3 lanes. *One lane closed in*
Brooklyn-bound: 3 lanes. *each direction.*

- **All other times.**
 Manhattan-bound: 4 lanes.
 Brooklyn-bound: 4 lanes.

Williamsburg Bridge Operation: October 16 – October 20, 2006.

- **Mon-Fri Midnight – 5:00am.**
 Manhattan-bound: 3 lanes. *One lane closed in*
 Brooklyn-bound: 3 lanes. *each direction.*
- **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.
- **Mon-Fri 3:00pm – Midnight.**
 Manhattan-bound: 4 lanes.
 Brooklyn-bound: 4 lanes.
- **Sat-Sun 1:00am – 8:00am.**
 Manhattan-bound: 3 lanes. *One lane closed in*
 Brooklyn-bound: 3 lanes. *each direction.*
- **All other times.**
 Manhattan-bound: 4 lanes.
 Brooklyn-bound: 4 lanes.

Williamsburg Bridge Operation: October 21 – December 31, 2006.

- **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.

Macombs Dam Bridge

There were intermittent closures of one of two lanes in each direction on the Macombs Dam Bridge and the 155th Street viaduct as follows.

01/01-10/30:	10:00am - 3:00pm	Mon-Fri.	<i>No closures within two hrs.</i>
	10:00pm - 6:00am	Mon-Fri.	<i>of Yankee home games.</i>
	12:01am - 8:00am	Sat.	
	1:00am - 9:00am	Sun.	

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

01/01-10/30:	12:01am - 5:00am	Mon-Fri.	<i>No closures within two hrs. of Yankee home games.</i>
	1:00am - 6:00am	Sat-Sun.	

Madison Avenue Bridge

From January 1 to October 30, lane closures were in effect as necessary on the Madison Avenue Bridge as follows:

Eastbound:	7:00am - 3:00pm	Mon-Fri.	1 E/B lane closed
	intermittently.		
	11:00pm - 5:00am	Mon-Fri.	1 E/B lane closed
	intermittently.		
	7:00am - 3:00pm	Sat-Sun.	1 E/B lane closed
	intermittently.		
	<i>No lane closures during Yankee home games.</i>		

Westbound:	10:00am - 4:00pm	Mon-Fri.	1 W/B lane closed
	intermittently.		
	11:00pm - 5:00am	Mon-Fri.	1 W/B lane closed
	intermittently.		
	7:00am - 3:00pm	Sat-Sun.	1 W/B lane closed
	intermittently.		
	<i>No lane closures during Yankee home games.</i>		

Third Avenue Bridge (Harlem River)

The Third Avenue Bridge was completely closed (as needed) according to the following schedule. During full closures, one lane on the Willis Avenue Bridge was reversed to Manhattan-bound. There were no full closures during Yankee home night games.

01/01-10/30:	12:01am – 5:00am	Mon–Fri.
	1:00am – 6:00am	Sat-Sun.

12/06-12/07:	12:01am – 5:00am	Wed–Thu.
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On January 20, from 12:01am to 5:00am, the exit to Second Avenue was closed, with traffic rerouted to the Lexington Avenue exit.

Throughout 2006, there were additional intermittent closings of one of the four lanes on the Third Avenue Bridge during off-peak hours.

Willis Avenue Bridge

One lane was reversed to Manhattan-bound during full closures of the Third Avenue Bridge.

Throughout 2006, there were intermittent lane closings during off-peak hours.

145th Street Bridge

There were intermittent closures of one of two eastbound lanes as follows.

01/01-03/15: 7:00am - 3:00pm Mon-Fri.

There were intermittent closures of one of two westbound lanes as follows.

01/01-03/15: 9:00am - 5:30pm Mon-Fri.

As of March 16, the north side of the bridge was completely closed round-the-clock, with one traffic lane in each direction, plus a pedestrian sidewalk, maintained on the south side of the bridge.

The entire bridge was completely closed as follows:

05/30-06/02: 11:00pm – 5:00am Tue–Fri.

10/14-10/22: 11:00pm – 5:00am Mon–Fri, *Full closures*
1:00am – 6:00am Sat–Sun. *as needed.*

11/01-12/31: Round-The-Clock All Days.
Entire bridge fully closed round-the clock to vehicular and pedestrian/bicycle traffic.

Brooklyn-Battery Tunnel

Throughout 2006, 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 2006: 9:00pm - 5:00am Sunday nights to Friday mornings,
One tube closed intermittently.
Two-way traffic maintained in the other tube during these closures.

Queens-Midtown Tunnel

Throughout 2006, 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.

01/01–02/17:	10:00am – 2:30pm	Mon–Fri	1 Manhattan–bound lane closed.
	7:00am – 2:30pm.	Mon–Fri	1 Brx/Qns–bound lane closed.
02/18–12/31:	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 2006:	5:00am – 3:00pm	Mon–Fri	1 westbound lane closed.
	9:00pm – 5:00am.	Mon–Fri	2 westbound lanes closed.

Throughout 2006, one of two lanes on the southbound Bruckner Expressway approach to the bridge was closed round-the-clock.

On the weekends of February 18-20 and February 25-27, the following conditions existed on the Queens approaches to the Triborough Bridge between 12:01am Saturdays and 5:00am Mondays.

- One lane on the eastbound Grand Central Parkway was closed between 31st and 49th Streets. Two lanes were maintained between the Triborough Bridge and the Brooklyn-Queens Expressway.
- Two lanes on the westbound Grand Central Parkway were closed between 49th Street and the Triborough Bridge approach. One lane was maintained between the Brooklyn-Queens Expressway and Triborough Bridge.
- The ramp from the eastbound Brooklyn-Queens Expressway to the westbound Grand Central Parkway (to the Triborough Bridge) was closed.

George Washington Bridge

Throughout 2006, **trucks** were required to use the upper level.

Three lanes on the upper level were closed in each direction from 10:00pm Friday, March 31, through 10:00am Saturday, April 1, and again from 10:00pm Saturday, April 1, through 10:00am Sunday, April 2, leaving only one lane open in each direction. During these working hours, there were also intermittent full roadway closures in both directions as the beams were removed. The Port Authority of New York and New Jersey (PANYNJ) encouraged motorists, except commercial vehicles that must use the upper level, to use the lower level or the Lincoln Tunnel as an alternate crossing. In addition to the upper level closures, Henry Hudson Parkway ramp traffic was diverted to the lower level, and the Palisades Parkway entrance was closed with traffic diverted to the lower level through a local Fort Lee Street (Fletcher Avenue).

Throughout 2006, there were additional intermittent closures of single lanes on the various George Washington Bridge roadways and ramps during off-peak hours.

Holland Tunnel

Throughout 2006, all eastbound (to Manhattan) commercial traffic was banned from the tunnel.

Throughout 2006, 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.

01/01-02/17:	10:30pm - 5:30am	Mon-Fri.	1 w/b lane closed.
	12:01am - 8:00am	Sat.	1 w/b lane closed.

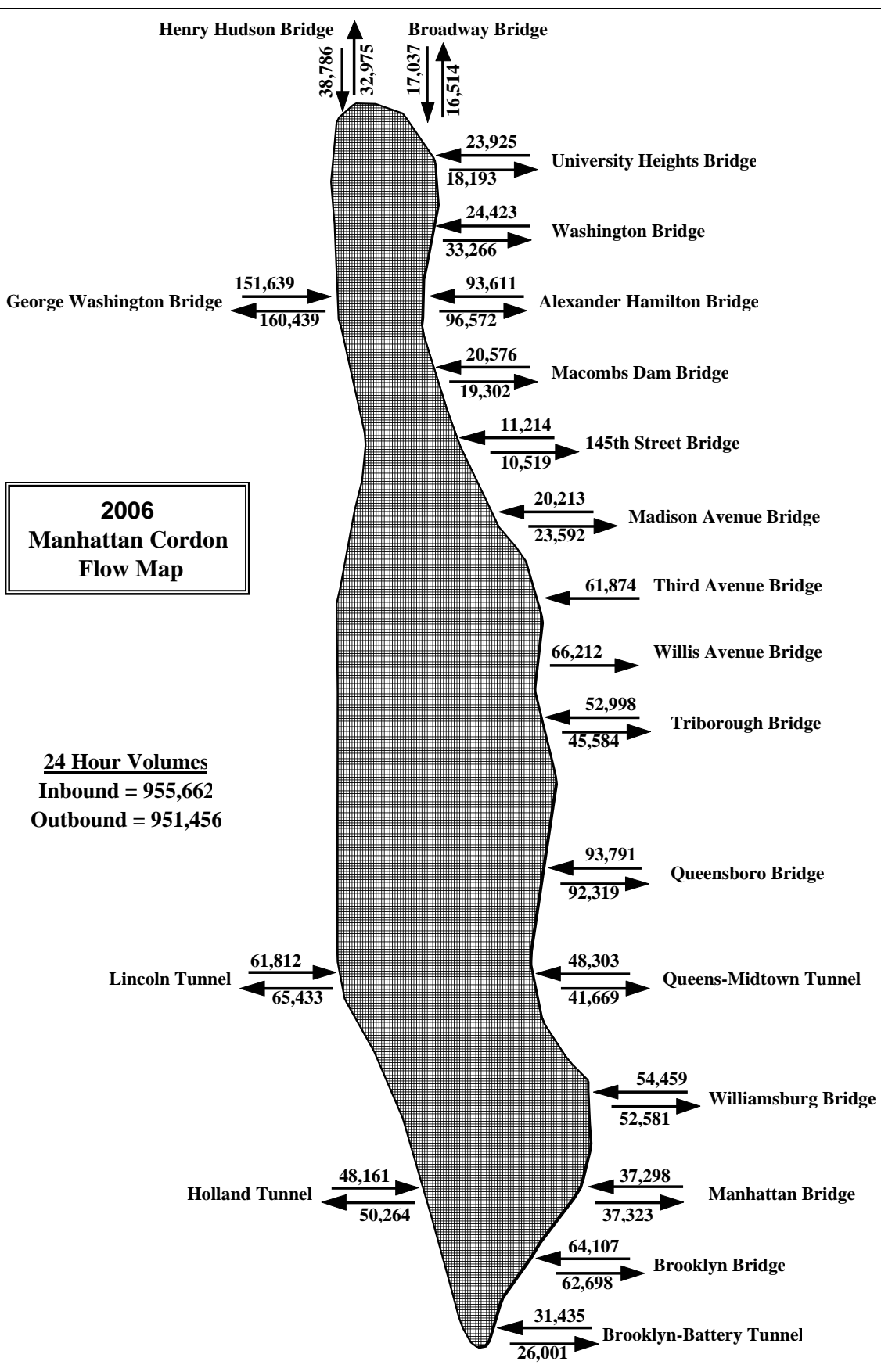
02/18-12/31:	11:30pm - 5:30am	Mon-Fri.	1 w/b lane closed.
	12:01am - 8:00am	Sat.	1 w/b lane closed.

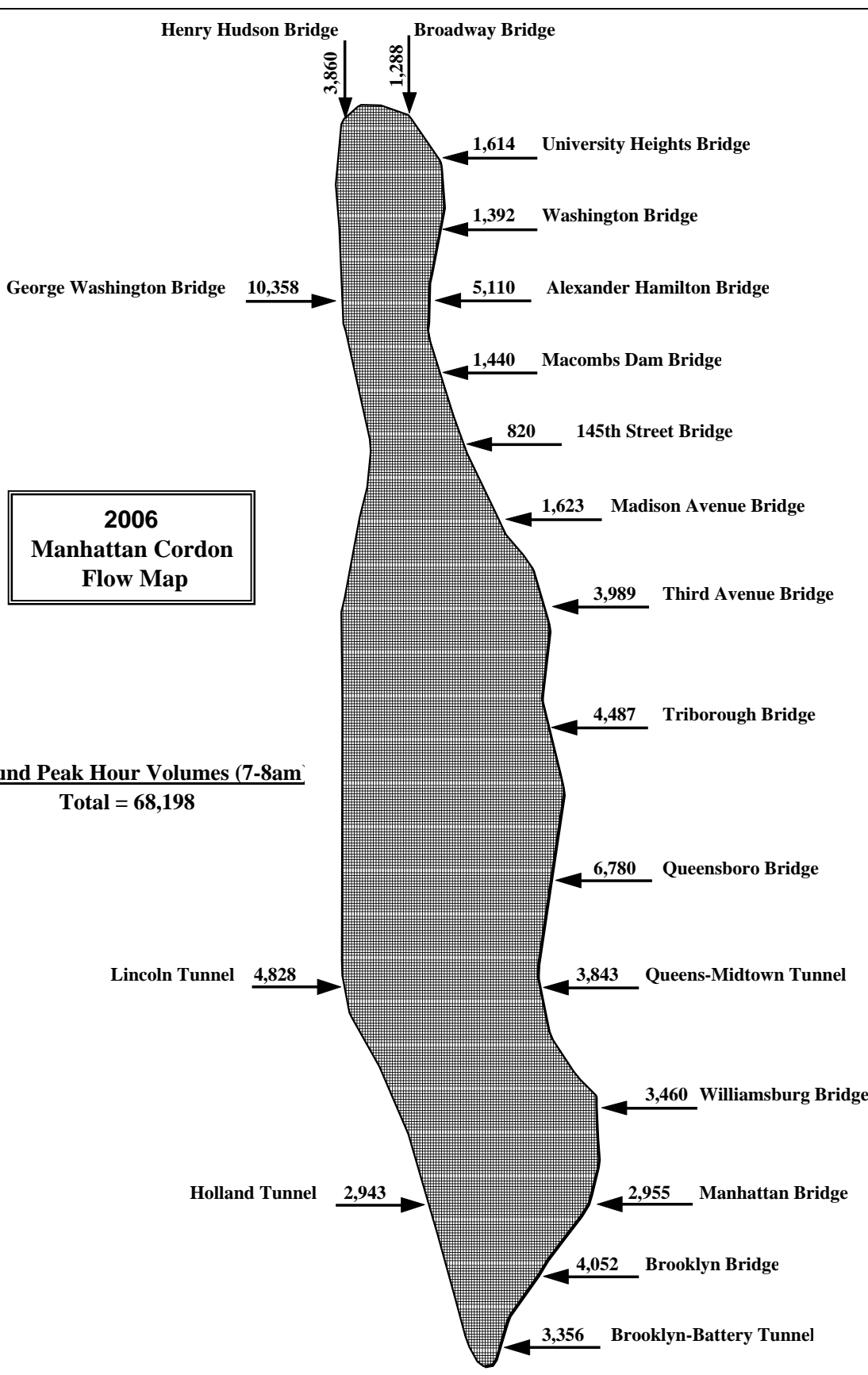
Throughout 2006, there were also intermittent closures of one eastbound lane during off-peak hours.

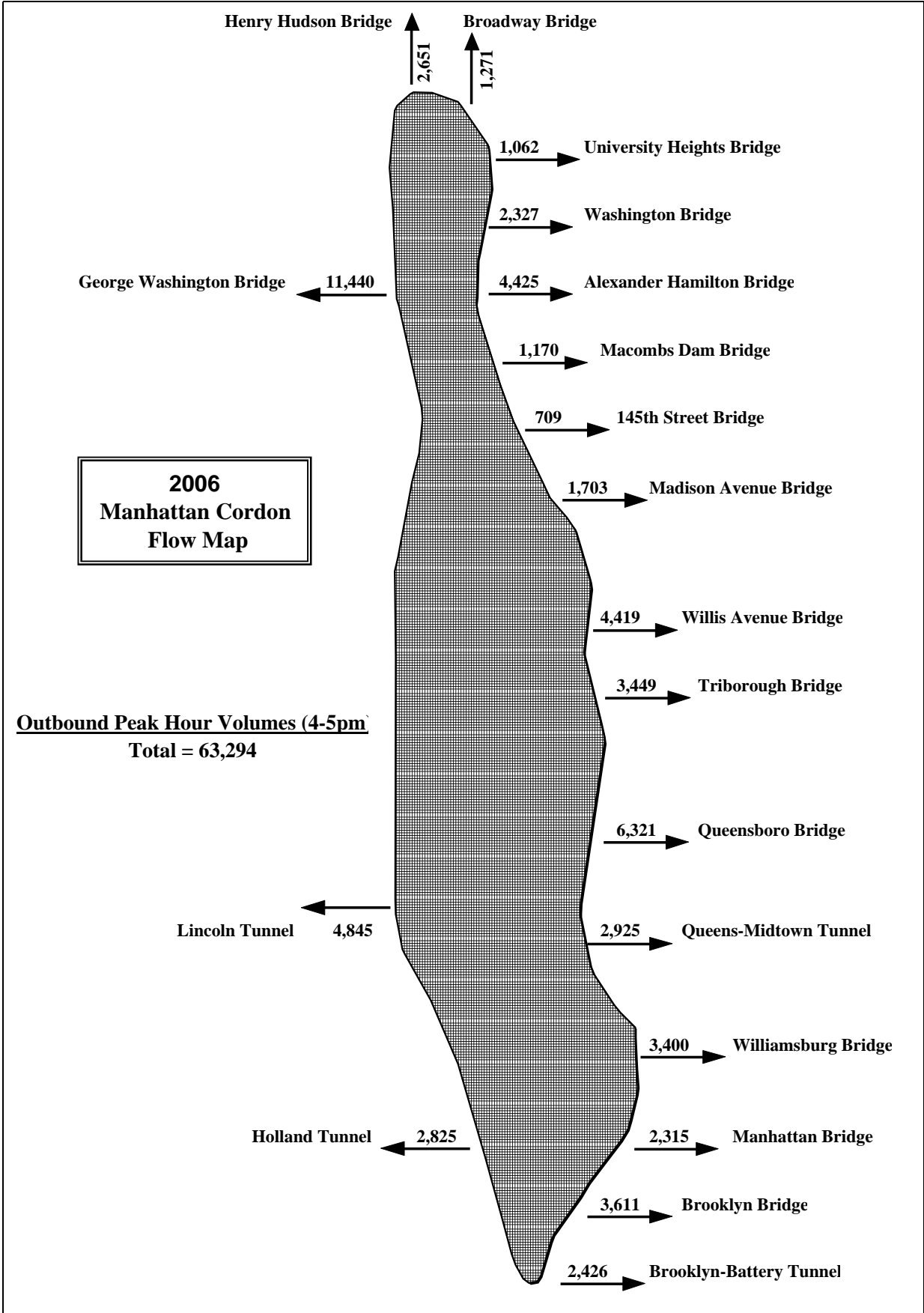
Lincoln Tunnel

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

All 2006:	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.	







**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	64,107	62,698	126,805
Manhattan Bridge	37,298	37,323	74,621
Queensboro Bridge	93,791	92,319	186,110
Williamsburg Bridge	54,459	52,581	107,040
Total East River	249,655	244,921	494,576

HARLEM RIVER BRIDGES

Alexander Hamilton Bridge	93,611	96,572	190,183
Broadway Bridge	17,037	16,514	33,551
Macombs Dam Bridge	20,576	19,302	39,878
Madison Avenue Bridge	20,213	23,592	43,805
Third Avenue Bridge	61,874	-----	61,874
University Heights Bridge	23,925	18,193	42,118
Washington Bridge	24,423	33,266	57,689
Willis Avenue Bridge	-----	66,212	66,212
145th Street Bridge	11,214	10,519	21,733
Total Harlem River	272,873	284,170	557,043

MTABT FACILITIES

Brooklyn-Battery Tunnel	31,435	26,001	57,436
Henry Hudson Bridge	38,786	32,975	71,761
Queens-Midtown Tunnel	48,303	41,669	89,972
Triborough Bridge	52,998	45,584	98,582
Total MTABT	171,522	146,229	317,751

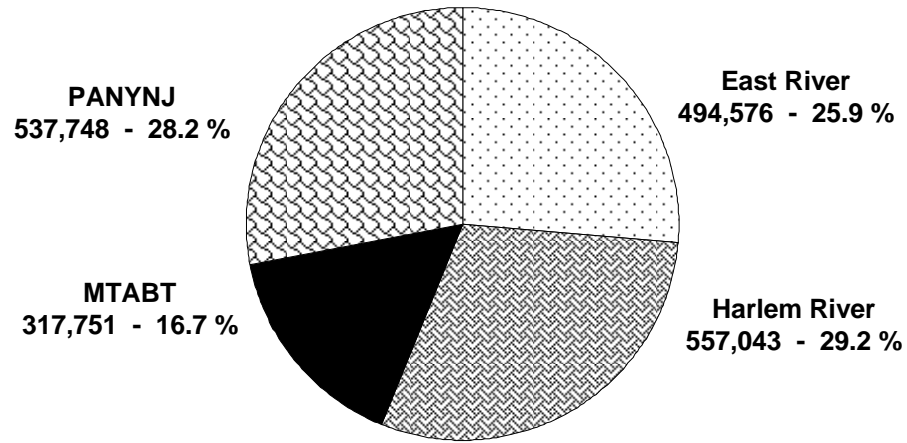
PANYNJ FACILITIES

George Washington Bridge	151,639	160,439	312,078
Holland Tunnel	48,161	50,264	98,425
Lincoln Tunnel	61,812	65,433	127,245
Total PANYNJ	261,612	276,136	537,748

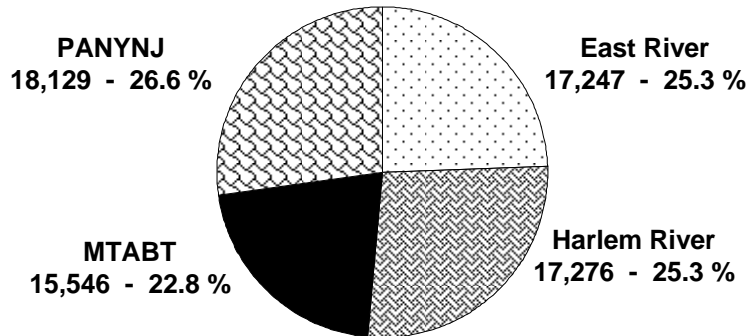
GRAND TOTAL	955,662	951,456	1,907,118
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Manhattan Crossings Vehicle Volumes

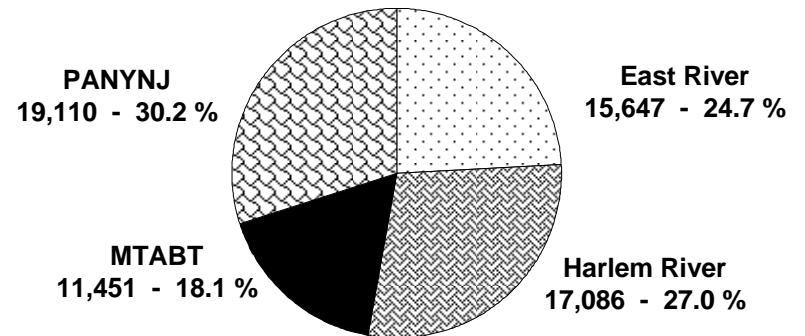
24-Hour Volumes – Both Directions



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



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



Total Manhattan Crossings 2006 Average Hourly Traffic Volumes To and From Manhattan (All Facilities)

	Entering Manhattan	Leaving Manhattan	2-Way Total
12-1am	16,324	27,096	43,420
1-2am	10,588	17,911	28,499
2-3am	8,443	12,609	21,052
3-4am	9,014	10,784	19,798
4-5am	14,408	13,328	27,736
5-6am	33,547	21,317	54,864
6-7am	61,130	35,615	96,745
7-8am	68,198 **	43,227	111,425
8-9am	64,188	44,008	108,196
9-10am	57,231	39,189	96,420
10-11am	49,527	38,318	87,845
11-12am	46,099	38,714	84,813
12-1pm	44,220	40,968	85,188
1-2pm	44,721	44,445	89,166
2-3pm	48,353	50,787	99,140
3-4pm	50,444	58,761	109,205
4-5pm	51,772	63,294 **	115,066
5-6pm	53,050	63,113	116,163
6-7pm	50,597	59,255	109,852
7-8pm	45,237	54,997	100,234
8-9pm	37,660	50,276	87,936
9-10pm	34,404	45,518	79,922
10-11pm	32,024	41,978	74,002
11-12pm	24,483	35,948	60,431
24 hrs	955,662	951,456	1,907,118
7-10am	189,617	126,424	316,041
10am-1pm	139,846	118,000	257,846
1-4pm	143,518	153,993	297,511
4-7pm	155,419	185,662	341,081
7am-7pm	628,400	584,079	1,212,479

** Peak Volumes

ORIGINS AND DESTINATIONS OF MANHATTAN AUTO COMMUTERS

DESTINATIONS

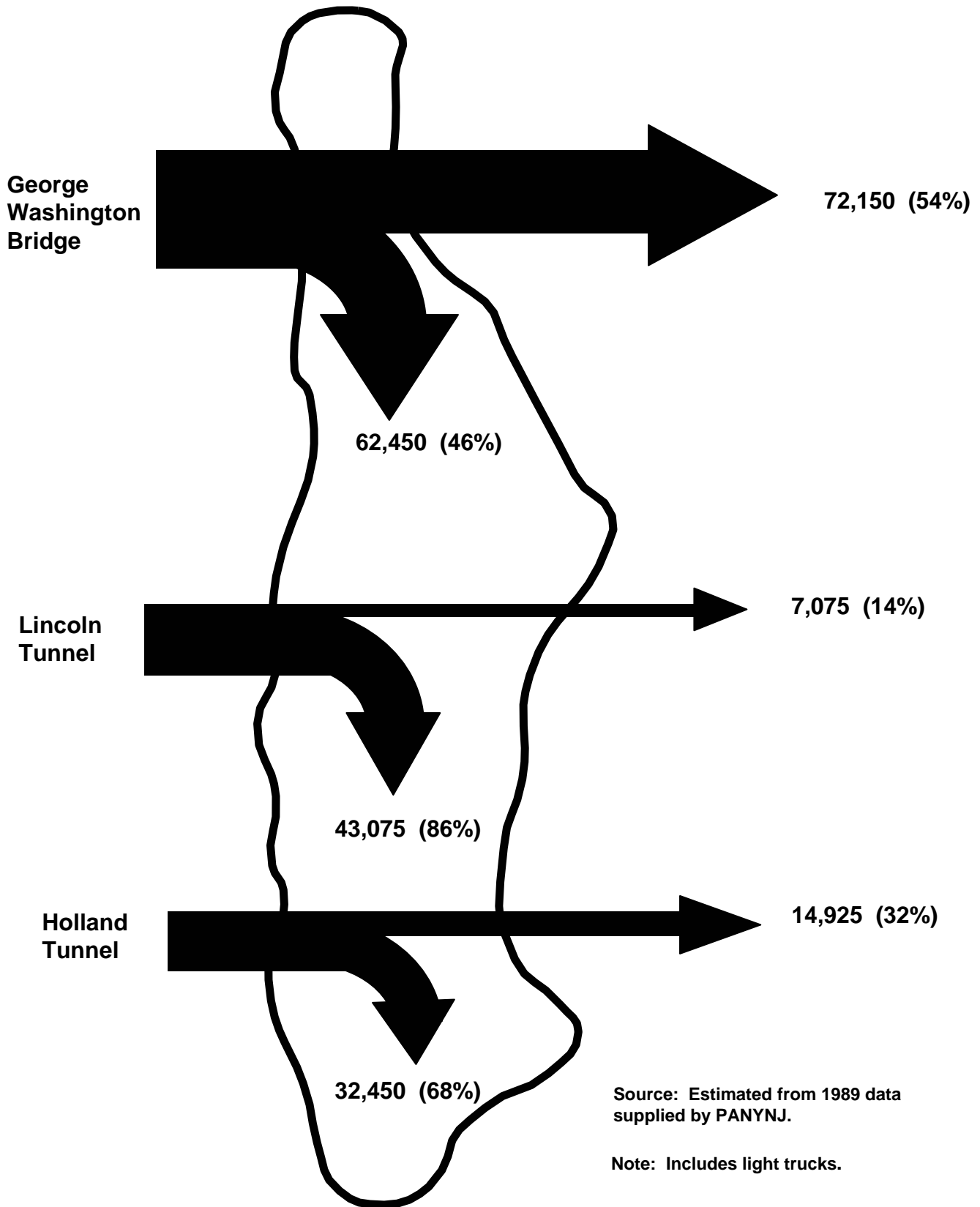
<i>ORIGINS</i>	Manhattan CBD	Upper Manhattan	Total
Bronx	6.5 %	16.5 %	9.0 %
Brooklyn	13.2 %	8.7 %	12.1 %
Manhattan	9.9 %	14.8 %	11.1 %
Queens	19.4 %	17.7 %	19.0 %
Staten Island	5.5 %	2.0 %	4.7 %
Subtotal NYC Origins	54.5 %	59.7 %	55.9 %
Long Island	10.7 %	7.1 %	9.8 %
Upstate NY	10.0 %	15.0 %	11.2 %
New 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.

2006 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%

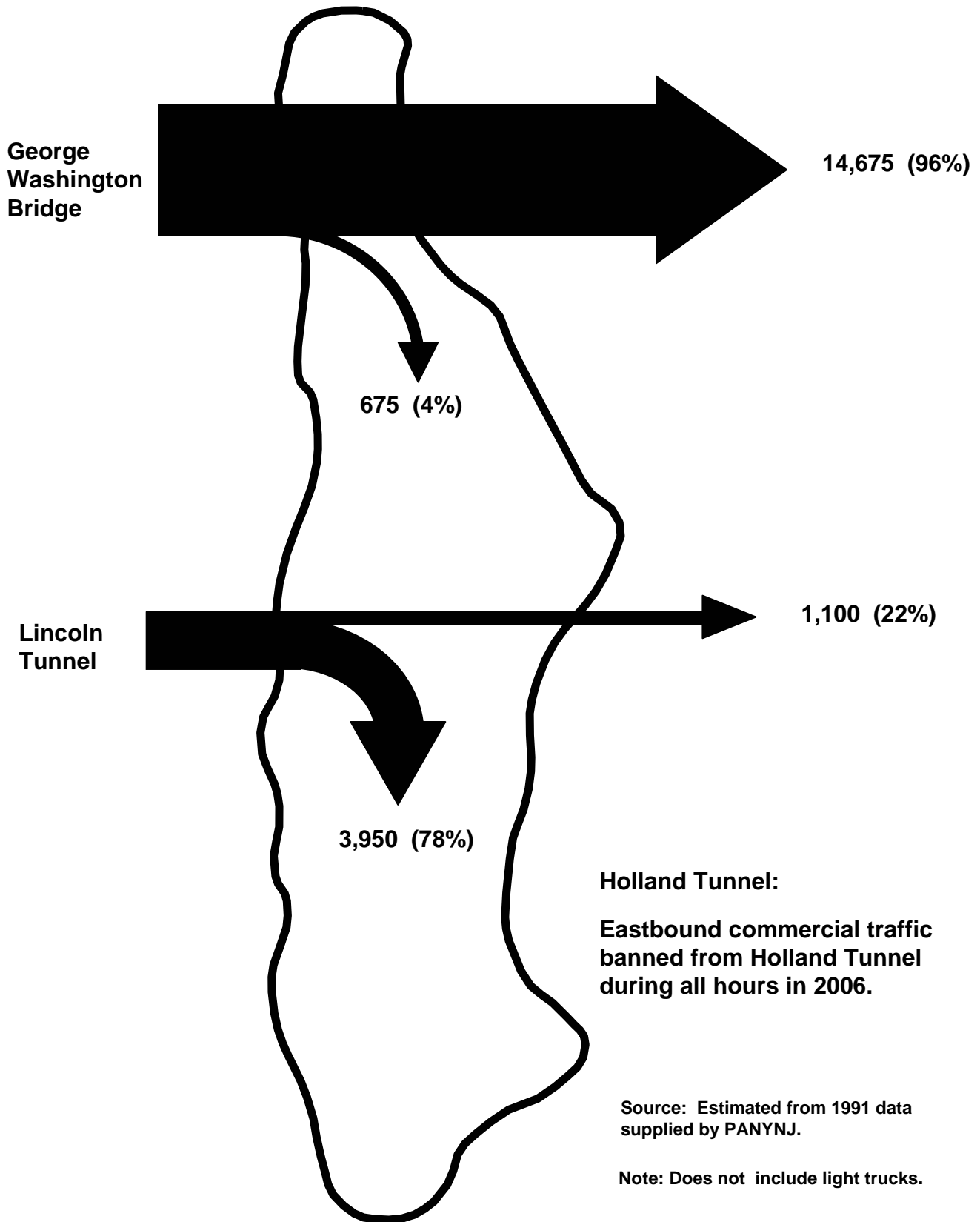
Source: PANYNJ, Vehicular Origin and Destination Survey - 1989, May 1990.

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.

2006 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	72.8 %
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	1.31	77.1 %
Queens-Midtown Tunnel	1.24	77.7 %
Queensboro Bridge	1.44	66.4 %
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	84.7 %
Macombs Dam Bridge	1.32	72.3 %
Madison Avenue Bridge	1.28	77.0 %
Third Avenue Bridge	1.22	80.6 %
University Heights Bridge	1.23	82.9 %
Washington Bridge	1.38	73.0 %
145th Street Bridge	1.32	73.9 %
Henry Hudson Bridge	1.20	88.7 %
George Washington Bridge	1.74	79.5 %
11 Upper Manhattan Crossings	1.37	81.7 %
All 19 Inbound Manhattan Crossings	1.36	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.

Manhattan Crossings 2005-2006 Traffic Volume Trends Both Directions

EAST RIVER BRIDGES	Highway Functional Classification	2005	2006	Percent Change
Brooklyn	Principal Arterial	132,210	126,805	- 4.1 %
Manhattan	Principal Arterial	80,363	74,621	- 7.1 %
Queensboro	Principal Arterial	178,610	186,110	4.2 %
Williamsburg	Principal Arterial	107,030	107,040	0.0 %
Total East River		498,213	494,576	- 0.7 %

HARLEM RIVER BRIDGES

Alexander Hamilton	Interstate	181,566	190,183	4.7 %
Broadway	Principal Arterial	35,698	33,551	- 6.0 %
Macombs Dam	Principal Arterial	40,112	39,878	- 0.6 %
Madison Avenue	Principal Arterial	48,397	43,805	- 9.5 %
Third Avenue	Principal Arterial	60,152	61,874	2.9 %
University Heights	Principal Arterial	44,938	42,118	- 6.3 %
Washington	Minor Arterial	58,019	57,689	- 0.6 %
Willis Avenue	Principal Arterial	66,708	66,212	- 0.7 %
145th Street	Minor Arterial	25,802	21,733	-15.8 %
Total Harlem River		561,392	557,043	- 0.8 %

MTABT Manhattan Facilities:

Brooklyn-Battery Tunnel	Interstate	49,043	57,436	17.1 %
Henry Hudson Bridge	Principal Arterial	70,407	71,761	1.9 %
Queens-Midtown Tunnel	Interstate	86,063	89,972	4.5 %
Triborough Bridge Manhattan Plaza	Principal Arterial	91,898	98,582	7.3 %
Total MTABT Manhattan		297,411	317,751	6.8 %

PANYNJ Manhattan Facilities:

George Washington Bridge	Interstate	304,302	312,078	2.6 %
Holland Tunnel	Interstate	96,960	98,425	1.5 %
Lincoln Tunnel	Principal Arterial	126,455	127,245	0.6 %
Total Manhattan - New Jersey		527,717	537,748	1.9 %

GRAND TOTALS		1,884,733	1,907,118	1.2 %
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Manhattan Crossings Hourly Vehicular Volumes 2005 vs 2006

	<i>Inbound</i>			<i>Outbound</i>		
	2005	2006	Percent Change	2005	2006	Percent Change
Mid-1	16,211	16,324	0.7 %	26,064	27,096	4.0 %
1-2 am	10,867	10,588	-2.6 %	17,074	17,911	4.9 %
2-3 am	8,643	8,443	-2.3 %	12,526	12,609	0.7 %
3-4 am	9,059	9,014	-0.5 %	10,588	10,784	1.9 %
4-5 am	13,821	14,408	4.2 %	12,777	13,328	4.3 %
5-6 am	31,718	33,547	5.8 %	19,621	21,317	8.6 %
6-7 am	59,336	61,130	3.0 %	33,810	35,615	5.3 %
7-8 am	67,767	68,198	0.6 %	43,231	43,227	0.0 %
8-9 am	63,871	64,188	0.5 %	44,280	44,008	-0.6 %
9-10 am	56,317	57,231	1.6 %	39,067	39,189	0.3 %
10-11 a	47,982	49,527	3.2 %	37,234	38,318	2.9 %
11-Noon	44,207	46,099	4.3 %	38,667	38,714	0.1 %
Noon-1	42,435	44,220	4.2 %	40,164	40,968	2.0 %
1-2 pm	42,749	44,721	4.6 %	43,831	44,445	1.4 %
2-3 pm	46,756	48,353	3.4 %	51,370	50,787	-1.1 %
3-4 pm	50,218	50,444	0.5 %	58,923	58,761	-0.3 %
4-5 pm	51,743	51,772	0.1 %	62,593	63,294	1.1 %
5-6 pm	53,237	53,050	-0.4 %	63,144	63,113	0.0 %
6-7 pm	50,665	50,597	-0.1 %	59,265	59,255	0.0 %
7-8 pm	45,111	45,237	0.3 %	54,451	54,997	1.0 %
8-9 pm	37,854	37,660	-0.5 %	49,985	50,276	0.6 %
9-10 pm	34,538	34,404	-0.4 %	45,570	45,518	-0.1 %
10-11 p	32,134	32,024	-0.3 %	41,584	41,978	0.9 %
11-Mid	26,142	24,483	-6.3 %	35,533	35,948	1.2 %
Totals	943,381	955,662	1.3 %	941,352	951,456	1.1 %
7-10am	187,955	189,617	0.9 %	126,578	126,424	-0.1 %
10am-1pm	134,624	139,846	3.9 %	116,065	118,000	1.7 %
1-4pm	139,723	143,518	2.7 %	154,124	153,993	-0.1 %
4-7pm	155,645	155,419	-0.1 %	185,002	185,662	0.4 %
7am-7pm	617,947	628,400	1.7 %	581,769	584,079	0.4 %

Manhattan Crossings Hourly Vehicular Volumes 1996 vs 2006

	<i>Inbound</i>			<i>Outbound</i>		
	1996	2006	Percent Change	1996	2006	Percent Change
Mid-1	15,921	16,324	2.5 %	23,671	27,096	14.5 %
1-2 am	10,085	10,588	5.0 %	14,142	17,911	26.7 %
2-3 am	7,283	8,443	15.9 %	9,428	12,609	33.7 %
3-4 am	7,065	9,014	27.6 %	7,507	10,784	43.7 %
4-5 am	10,396	14,408	38.6 %	8,643	13,328	54.2 %
5-6 am	23,795	33,547	41.0 %	14,693	21,317	45.1 %
6-7 am	57,322	61,130	6.6 %	28,647	35,615	24.3 %
7-8 am	69,537	68,198	-1.9 %	40,733	43,227	6.1 %
8-9 am	66,127	64,188	-2.9 %	42,529	44,008	3.5 %
9-10 am	56,252	57,231	1.7 %	36,426	39,189	7.6 %
10-11 a	46,709	49,527	6.0 %	35,436	38,318	8.1 %
11-Noon	41,345	46,099	11.5 %	36,065	38,714	7.3 %
Noon-1	39,828	44,220	11.0 %	37,341	40,968	9.7 %
1-2 pm	40,285	44,721	11.0 %	39,855	44,445	11.5 %
2-3 pm	43,128	48,353	12.1 %	46,917	50,787	8.2 %
3-4 pm	45,671	50,444	10.5 %	56,741	58,761	3.6 %
4-5 pm	48,292	51,772	7.2 %	61,545	63,294	2.8 %
5-6 pm	49,704	53,050	6.7 %	61,614	63,113	2.4 %
6-7 pm	47,903	50,597	5.6 %	61,004	59,255	-2.9 %
7-8 pm	42,047	45,237	7.6 %	55,933	54,997	-1.7 %
8-9 pm	33,632	37,660	12.0 %	48,606	50,276	3.4 %
9-10 pm	31,039	34,404	10.8 %	42,580	45,518	6.9 %
10-11 p	30,268	32,024	5.8 %	38,264	41,978	9.7 %
11-Mid	25,213	24,483	-2.9 %	31,575	35,948	13.8 %
Totals	888,847	955,662	7.5 %	879,895	951,456	8.1 %
7-10am	191,916	189,617	-1.2 %	119,688	126,424	5.6 %
10am-1pm	127,882	139,846	9.4 %	108,842	118,000	8.4 %
1-4pm	129,084	143,518	11.2 %	143,513	153,993	7.3 %
4-7pm	145,899	155,419	6.5 %	184,163	185,662	0.8 %
7am-7pm	594,781	628,400	5.7 %	556,206	584,079	5.0 %

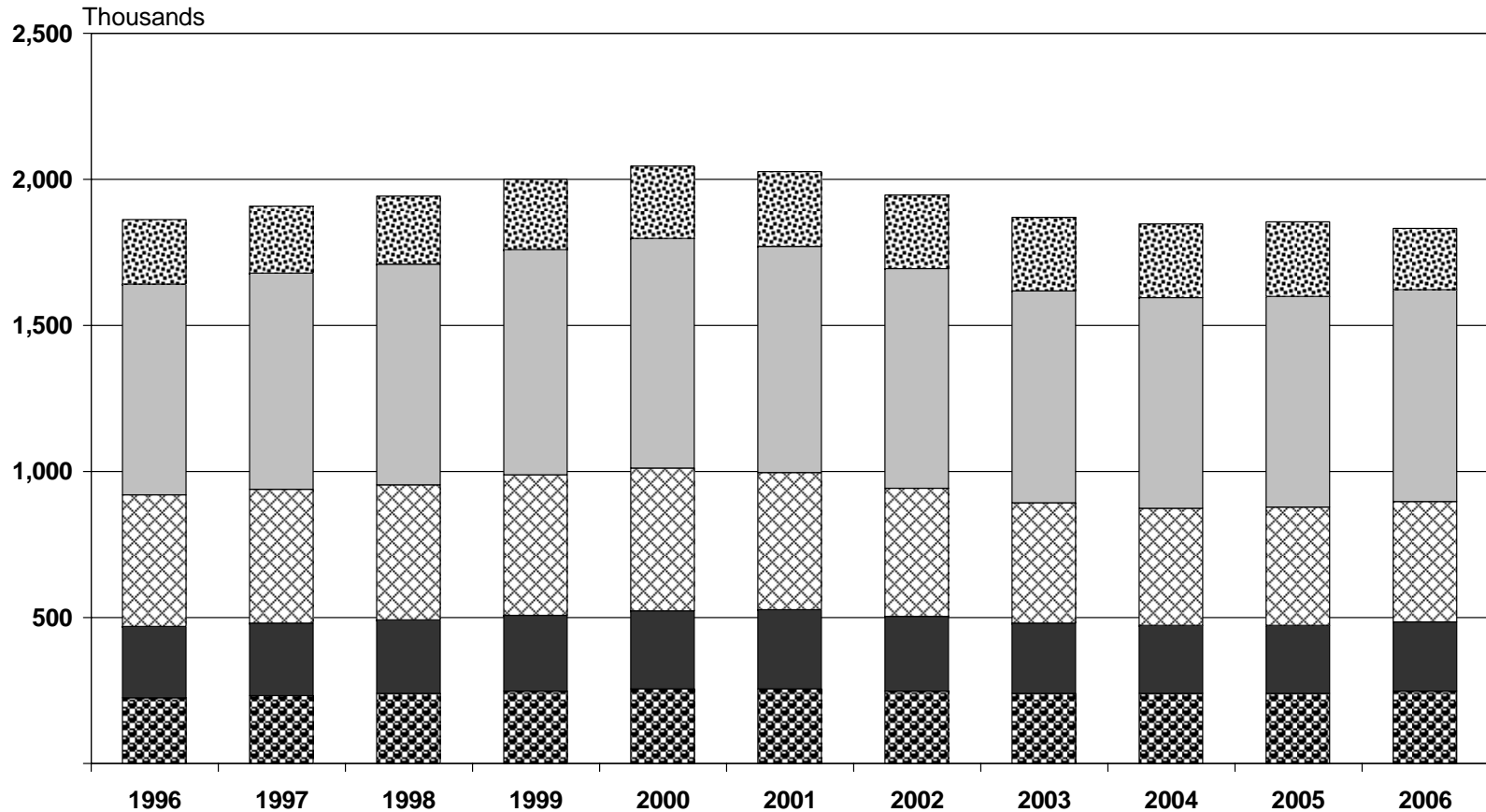
**Percent Difference by Period of Day
Manhattan Crossings
1996 - 2006**

<i>Time Period</i>	<i>To Manhattan</i>	<i>From Manhattan</i>
1am - 4am	14.8 %	32.9 %
4am - 7am	19.2 %	35.2 %
7am - 10am	- 1.2 %	5.6 %
10am - 1pm	9.4 %	8.4 %
1pm - 4pm	11.2 %	7.3 %
4pm - 7pm	6.5 %	0.8 %
7pm - 10pm	9.9 %	2.5 %
10pm - 1am	2.0 %	12.3 %
24 Hour Total	7.5 %	8.1 %

**Average Annual Growth Rate by Period of Day
Manhattan Crossings
1996 - 2006**

<i>Time Period</i>	<i>To Manhattan</i>	<i>From Manhattan</i>
1am - 4am	1.4 %	2.2 %
4am - 7am	1.3 %	2.0 %
7am - 10am	- 0.7 %	0.4 %
10am - 1pm	0.2 %	0.7 %
1pm - 4pm	0.4 %	0.5 %
4pm - 7pm	0.2 %	- 0.2 %
7pm - 10pm	0.6 %	- 0.0 %
10pm - 1am	0.0 %	0.5 %
24 Hour Total	0.3 %	0.4 %

New York City Motor Vehicle Registrations 1996-2006



Staten Is.	220,987	226,808	232,790	240,258	247,848	252,657	252,542	252,422	254,108	255,794	210,182
Queens	721,961	742,288	754,729	773,921	784,848	774,887	749,146	723,400	719,289	723,534	726,623
Brooklyn	448,116	455,177	463,637	479,118	486,987	470,290	439,716	410,742	401,795	402,807	413,141
Bronx	245,225	248,191	252,189	260,742	268,910	269,577	255,087	240,592	232,990	232,189	236,468
Manhattan	226,028	234,175	239,308	247,395	255,780	257,531	249,716	241,995	240,388	242,200	246,956
NYC Total	1,862,317	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

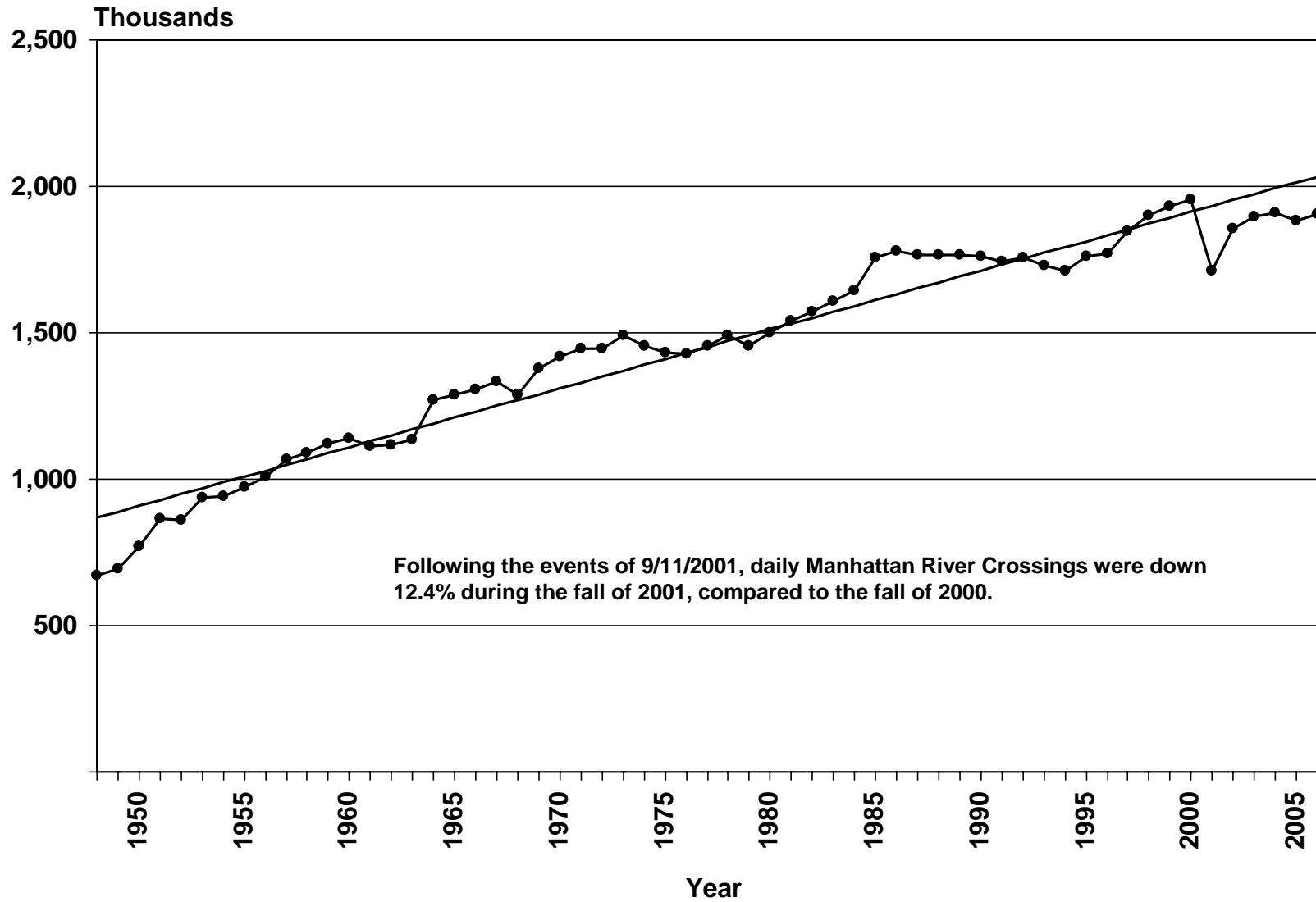
NYC Annual Growth Rate = - 0.5%
Manhattan Annual Growth Rate = 0.5%

**Total Manhattan Crossings
Average Daily Traffic Volumes
1948 - 2006**

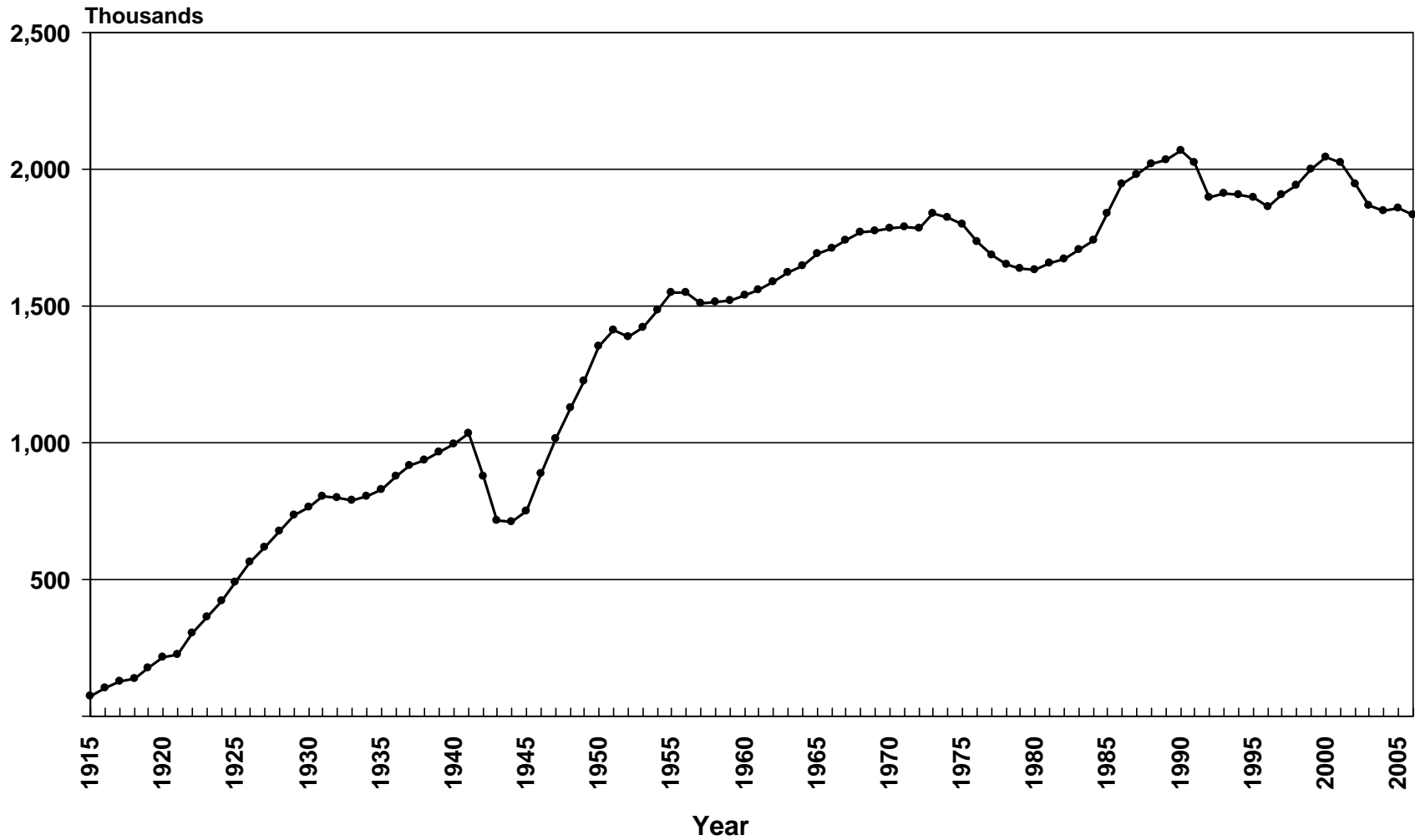
Year	East River Bridges	Harlem River Bridges	M.T.A.B.T. Facilities	P.A.N.Y.N.J. Facilities	Totals
1948	254,068	207,177	92,977	115,785	670,007
1949	260,933	193,510	110,071	129,943	694,457
1950	240,227	222,671	161,856	146,653	771,407
1951	269,352	249,199	180,272	166,150	864,973
1952	261,704	222,196	194,327	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

Average Daily Manhattan River Crossings

1948-2006 Average Annual Growth Rate 1.5%



New York City Motor Vehicle Registrations 1915-2006



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

1956-2006

<i>East River Bridges</i>	1956-1966	1966-1976	1976-1986	1986-1996	1996-2006
Brooklyn	8.8%	2.2%	2.1%	0.6%	- 0.8%
Manhattan	- 2.8%	0.1%	3.1%	0.4%	- 1.0%
Queensboro	2.9%	1.6%	0.4%	0.0%	0.2%
Williamsburg	- 0.5%	1.3%	2.8%	- 2.1%	1.1%
Total	1.9%	1.4%	1.9%	- 0.2%	- 0.1%

Harlem River Bridges

Alexander Hamilton	<i>Opened Jan. 1963</i>	2.3%	1.9%	- 0.1%	0.4%
Broadway	0.5%	2.0%	2.2%	1.8%	- 0.7%
Macombs Dam	- 2.5%	0.2%	4.5%	- 2.0%	- 0.5%
Madison Avenue	- 4.5%	0.9%	2.7%	- 5.1%	6.4%
Third Avenue	2.9%	0.0%	1.9%	0.9%	- 3.0%
University Heights	- 1.6%	2.3%	0.5%	- 1.6%	1.9%
Washington	- 1.5%	3.8%	3.9%	1.2%	0.4%
Willis Avenue	1.9%	- 1.8%	3.1%	0.5%	- 0.8%
145th Street	- 1.3%	- 1.5%	3.1%	0.3%	- 0.8%
Total	3.1%	1.0%	2.5%	- 0.2%	0.2%

MTABT Facilities

Brooklyn-Battery Tunnel	0.8%	- 2.4%	1.2%	- 0.7%	- 1.0%
Henry Hudson Bridge	- 3.6%	- 3.1%	3.5%	1.8%	2.4%
Queens-Midtown Tunnel	2.9%	- 0.0%	0.9%	- 0.2%	1.7%
Triborough (Manhattan Plz)	0.8%	0.1%	3.0%	- 0.6%	0.2%
Total	0.3%	- 1.1%	2.0%	- 0.1%	0.9%

PANYNJ Facilities

George Washington Bridge	6.2%	2.8%	2.7%	- 0.9%	1.0%
Holland Tunnel	0.0%	2.1%	2.3%	2.5%	- 0.3%
Lincoln Tunnel	3.0%	2.5%	2.2%	- 0.3%	0.4%
Total	3.8%	2.6%	2.5%	- 0.1%	0.6%

Grand Total	2.3%	1.2%	2.2%	- 0.1%	0.3%
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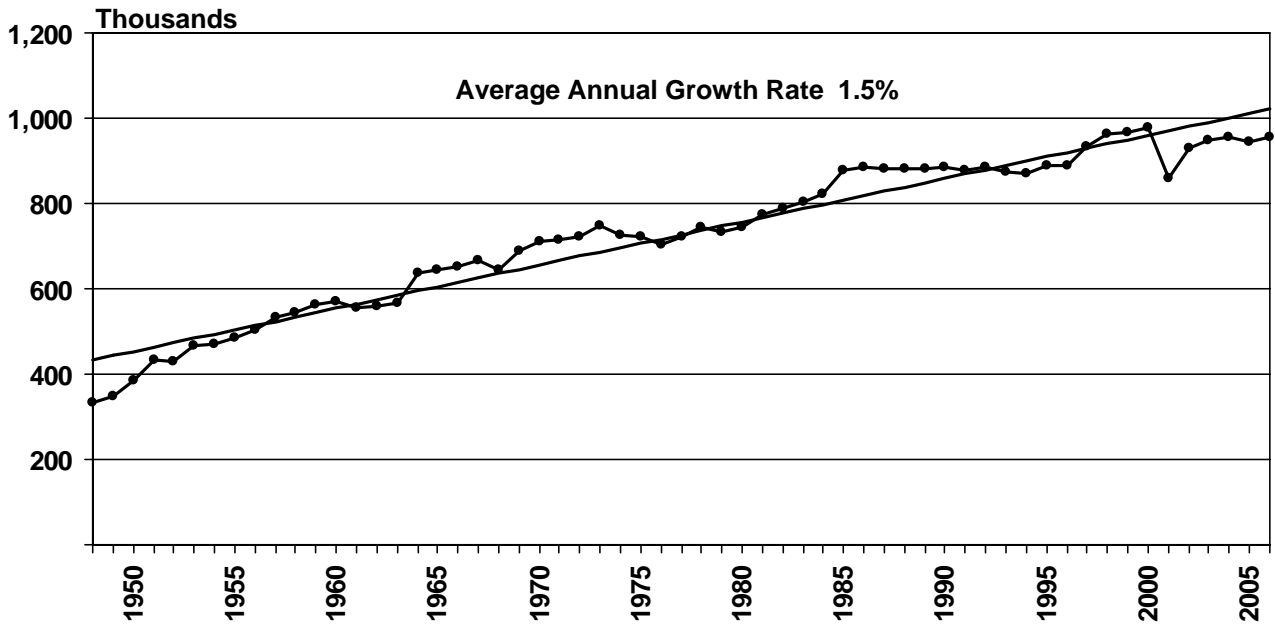
Average Daily Manhattan River Motor Vehicle Crossings
vs.
Annual Subway Ridership

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			
1978	1,491,541	1,042			
1979	1,455,112	1,077			
1980	1,499,344	1,009			

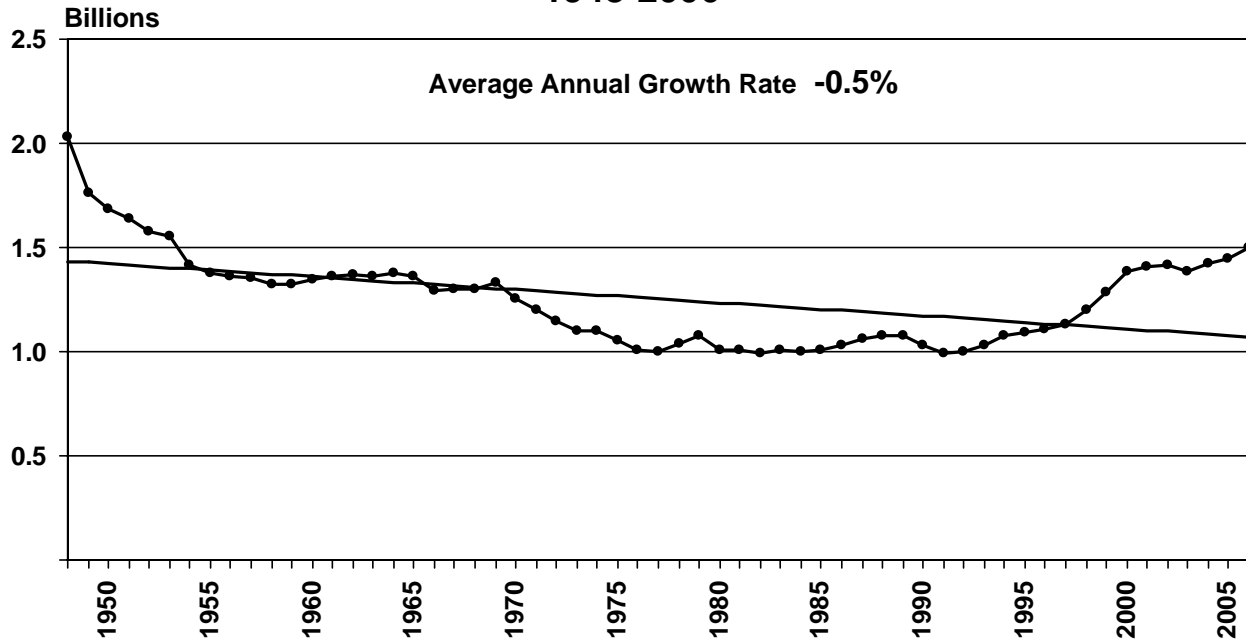
Percent Changes	Average Daily Crossings	Annual Subway Ridership	Period	Average Daily Crossings	Annual Subway Ridership
	+ 47.6 %	- 20.0 %	1950-1960	+ 11.1 %	+ 34.3 %
	+ 24.8 %	- 6.5 %	1960-1970	- 2.5 %	+ 8.5 %
	+ 5.6 %	- 19.8 %	1970-1980	+184.6 %	- 26.2 %
	+ 17.4 %	+ 1.9 %	1980-1990		

Source for Annual Subway Ridership: MTA

Daily Traffic Flow to Manhattan 1948-2006



N.Y.C. Annual Subway Passengers 1948-2006



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	HH Brg increase 06/02/1980
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
Average Daily Traffic Volumes
1948 - 2006

<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

Hourly Vehicular Volumes Brooklyn Bridge - 2006

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	Large SUVs	Pickups	Buses				Large SUVs	Pickups	Buses	Large SUVs				
	1 & 2	3	4	5 - 7	8 - 13		1 & 2	3	4	5 - 7	8 - 13				
12-1am	2,218	1	1	0	0	2,220	1,482	14	0	4	0	1,500	3,720		
1-2am	1,296	5	1	0	0	1,302	907	5	0	0	0	912	2,214		
2-3am	866	4	0	0	0	870	645	7	0	2	0	654	1,524		
3-4am	716	6	1	0	0	723	602	9	0	2	0	613	1,336		
4-5am	881	11	3	0	0	895	1,113	7	2	5	0	1,127	2,022		
5-6am	1,673	21	1	0	0	1,695	2,565	46	33	7	0	2,651	4,346		
6-7am	2,750	41	12	1	0	2,804	3,834	47	91	2	0	3,974	6,778		
7-8am	2,909	38	22	2	0	2,971	3,981	26	42	3	0	4,052	7,023		
8-9am	2,915	47	24	2	0	2,988	3,509	28	9	3	0	3,549	6,537		
9-10am	2,569	47	29	1	0	2,646	3,250	27	11	7	0	3,295	5,941		
10-11am	2,479	30	18	0	0	2,527	2,830	23	12	6	0	2,871	5,398		
11-12am	2,407	46	24	0	0	2,477	2,805	36	14	8	0	2,863	5,340		
12-1pm	2,552	46	24	0	0	2,622	2,800	24	25	2	0	2,851	5,473		
1-2pm	2,728	41	31	1	0	2,801	2,994	40	55	11	0	3,100	5,901		
2-3pm	3,083	42	45	2	0	3,172	3,156	33	31	3	0	3,223	6,395		
3-4pm	3,374	36	39	0	0	3,449	3,127	36	36	1	0	3,200	6,649		
4-5pm	3,548	37	25	1	0	3,611	3,020	32	16	2	0	3,070	6,681		
5-6pm	3,594	40	21	0	0	3,655	3,092	21	14	2	0	3,129	6,784		
6-7pm	3,457	53	16	1	0	3,527	2,958	23	11	1	0	2,993	6,520		
7-8pm	3,290	36	5	0	0	3,331	2,872	14	5	0	0	2,891	6,222		
8-9pm	3,323	15	2	0	0	3,340	2,989	20	1	1	0	3,011	6,351		
9-10pm	3,245	14	1	0	0	3,260	3,112	25	3	1	0	3,141	6,401		
10-11pm	2,996	6	0	0	0	3,002	3,061	22	0	3	0	3,086	6,088		
11-12pm	2,803	5	2	0	0	2,810	2,328	19	1	3	0	2,351	5,161		
Totals	61,672	668	347	11	0	62,698	63,032	584	412	79	0	64,107	126,805		
7-10am	8,393	132	75	5	0	8,605	10,740	81	62	13	0	10,896	19,501		
10am-1pm	7,438	122	66	0	0	7,626	8,435	83	51	16	0	8,585	16,211		
1-4pm	9,185	119	115	3	0	9,422	9,277	109	122	15	0	9,523	18,945		
4-7pm	10,599	130	62	2	0	10,793	9,070	76	41	5	0	9,192	19,985		
7am-7pm	35,615	503	318	10	0	36,446	37,522	349	276	49	0	38,196	74,642		

Based on April 2006 Classification Survey Data:

** Peak Volumes

Hourly Vehicular Volumes Manhattan Bridge - 2006

FHWA Classes ▶	Eastbound to Brooklyn						Westbound to Manhattan						2-Way Grand Totals	
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	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	1,446	28	10	15	2	1,501	1,026	11	1	4	0	1,042	2,543	
1-2am	966	19	3	6	1	995	742	11	1	2	0	756	1,751	
2-3am	696	16	3	5	2	722	563	6	1	6	0	576	1,298	
3-4am	565	16	4	6	3	594	581	9	3	6	1	600	1,194	
4-5am	567	7	3	6	0	583	777	7	5	12	0	801	1,384	
5-6am	731	6	7	15	1	760	1,449	24	50	14	1	1,538	2,298	
6-7am	1,143	29	32	72	9	1,285	1,883	47	88	126	10	2,154	3,439	
7-8am	1,216	41	48	128	8	1,441	2,465	53	96	333	8	2,955	4,396	
8-9am	1,403	32	54	161	13	1,664	2,454	43	67	267	14	2,845	4,509	
9-10am	1,135	31	55	173	11	1,405	1,974	48	49	271	23	2,365	3,770	
10-11am	1,162	22	49	176	12	1,421	1,459	38	46	286	10	1,839	3,260	
11-12am	1,123	30	47	172	12	1,385	1,227	31	39	280	9	1,586	2,971	
12-1pm	1,144	38	50	224	12	1,468	1,174	41	55	316	11	1,597	3,065	
1-2pm	1,209	42	53	228	10	1,542	1,175	33	53	305	10	1,576	3,118	
2-3pm	1,427	32	51	200	14	1,725	1,320	41	44	227	11	1,643	3,368	
3-4pm	1,787	42	87	175	9	2,100	1,361	28	32	136	11	1,568	3,668	
4-5pm	2,079	47	72	105	11	2,315	1,262	28	33	147	7	1,477	3,792	
5-6pm	2,186	48	82	79	14	2,409	1,427	27	45	131	3	1,633	4,042	
6-7pm	2,039	36	64	59	8	2,205	1,430	13	59	106	3	1,611	3,816	
7-8pm	1,911	24	66	45	9	2,055	1,272	19	40	76	0	1,407	3,462	
8-9pm	1,843	28	46	42	5	1,964	1,211	13	21	67	2	1,314	3,278	
9-10pm	1,791	30	32	32	5	1,889	1,335	11	15	43	1	1,405	3,294	
10-11pm	1,911	25	23	26	3	1,988	1,484	12	8	33	0	1,537	3,525	
11-12pm	1,852	18	15	19	2	1,907	1,449	4	4	15	1	1,473	3,380	
Totals	33,334	688	957	2,168	175	37,323	32,500	598	855	3,209	136	37,298	74,621	
7-10am	3,755	105	157	462	31	4,510	6,893	144	212	871	45	8,165	12,675	
10am-1pm	3,430	90	147	572	36	4,274	3,860	110	140	882	30	5,022	9,296	
1-4pm	4,423	116	191	603	33	5,367	3,856	102	129	668	32	4,787	10,154	
4-7pm	6,304	131	218	243	33	6,929	4,119	68	137	384	13	4,721	11,650	
7am-7pm	17,912	442	712	1,880	133	21,080	18,728	424	618	2,805	120	22,695	43,775	

Based on May 2006 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Queensboro Bridge - 2006

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 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	3,843	58	19	57	0	3,977	1,795	13	10	9	1	1,828	5,805		
1-2am	3,356	33	15	42	1	3,447	1,225	13	6	14	2	1,260	4,707		
2-3am	2,354	13	6	44	1	2,418	1,107	11	5	41	0	1,164	3,582		
3-4am	1,745	10	4	60	1	1,820	1,371	9	16	84	2	1,482	3,302		
4-5am	2,026	19	19	88	0	2,152	2,215	31	26	178	1	2,451	4,603		
5-6am	2,369	40	21	122	1	2,553	4,504	60	36	289	31	4,920	7,473		
6-7am	2,855	44	36	250	1	3,186	6,296	76	36	248	16	6,672	9,858		
7-8am	2,712	72	41	299	6	3,130	6,345	66	47	291	31	6,780	9,910		
8-9am	2,325	65	53	290	9	2,742	5,426	69	51	278	25	5,849	8,591		
9-10am	1,912	46	45	260	7	2,270	4,235	65	40	221	33	4,594	6,864		
10-11am	2,875	70	63	355	15	3,378	3,682	64	31	203	30	4,010	7,388		
11-12am	3,154	64	48	301	6	3,573	3,638	56	26	195	37	3,952	7,525		
12-1pm	3,447	81	49	340	7	3,924	3,713	39	37	193	36	4,018	7,942		
1-2pm	3,577	94	56	355	6	4,088	4,034	54	35	140	39	4,302	8,390		
2-3pm	4,094	91	64	313	8	4,570	4,518	72	42	135	36	4,803	9,373		
3-4pm	5,061	100	69	338	9	5,577	4,618	49	39	139	21	4,866	10,443		
4-5pm	5,820	109	55	328	9	6,321	4,653	51	31	109	14	4,858	11,179		
5-6pm	5,381	88	55	292	13	5,829	4,857	38	32	68	20	5,015	10,844		
6-7pm	4,672	70	57	217	8	5,024	4,436	33	24	46	13	4,552	9,576		
7-8pm	4,395	82	65	174	10	4,726	3,908	27	27	35	11	4,008	8,734		
8-9pm	4,323	90	75	148	4	4,640	3,497	31	22	34	8	3,592	8,232		
9-10pm	4,132	71	58	130	4	4,395	3,287	26	16	38	5	3,372	7,767		
10-11pm	4,073	64	53	128	1	4,319	2,987	20	17	26	0	3,050	7,369		
11-12pm	4,098	61	31	68	2	4,260	2,350	11	13	18	1	2,393	6,653		
Totals	84,599	1,535	1,057	4,999	129	92,319	88,697	984	665	3,032	413	93,791	186,110		
7-10am	6,949	183	139	849	22	8,142	16,006	200	138	790	89	17,223	25,365		
10am-1pm	9,476	215	160	996	28	10,875	11,033	159	94	591	103	11,980	22,855		
1-4pm	12,732	285	189	1,006	23	14,235	13,170	175	116	414	96	13,971	28,206		
4-7pm	15,873	267	167	837	30	17,174	13,946	122	87	223	47	14,425	31,599		
7am-7pm	45,030	950	655	3,688	103	50,426	54,155	656	435	2,018	335	57,599	108,025		

Based on April 2006 Classification Survey Data:

** Peak Volumes

Hourly Vehicular Volumes Williamsburg Bridge - 2006

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	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	2,315	7	1	2	0	2,325	1,235	3	1	0	0	1,239	3,564	
1-2am	1,433	3	1	0	1	1,438	876	3	1	1	0	881	2,319	
2-3am	976	5	3	2	1	987	663	5	1	2	0	671	1,658	
3-4am	752	7	3	3	2	767	653	3	0	1	1	658	1,425	
4-5am	729	6	2	3	0	740	965	5	1	0	0	971	1,711	
5-6am	1,106	6	8	6	0	1,126	2,029	5	6	1	2	2,043	3,169	
6-7am	1,696	13	29	23	3	1,764	3,114	16	16	8	0	3,154	4,918	
7-8am	1,853	22	47	35	1	1,958	3,394	32	20	14	0	3,460	5,418	
8-9am	1,816	20	41	29	3	1,909	3,273	38	24	18	1	3,354	5,263	
9-10am	1,757	27	44	31	2	1,861	2,901	29	20	14	3	2,967	4,828	
10-11am	1,886	39	65	42	1	2,033	2,980	38	21	10	4	3,053	5,086	
11-12am	1,824	31	54	41	2	1,952	2,805	32	19	9	1	2,866	4,818	
12-1pm	1,940	54	24	54	2	2,074	2,819	41	20	20	1	2,901	4,975	
1-2pm	2,055	63	28	48	3	2,197	2,752	37	22	18	1	2,830	5,027	
2-3pm	2,397	55	37	44	3	2,536	3,032	37	18	19	3	3,109	5,645	
3-4pm	3,073	69	40	56	3	3,241	2,604	28	20	22	2	2,676	5,917	
4-5pm	3,241	64	39	50	6	3,400	2,301	33	17	17	1	2,369	5,769	
5-6pm	3,240	62	36	34	1	3,373	2,509	37	22	16	1	2,585	5,958	
6-7pm	3,008	40	25	24	2	3,099	2,402	29	15	15	2	2,463	5,562	
7-8pm	2,906	31	25	20	1	2,983	2,273	23	14	11	0	2,321	5,304	
8-9pm	2,875	26	20	14	2	2,937	2,054	12	4	4	0	2,074	5,011	
9-10pm	2,677	14	13	5	2	2,711	1,962	11	3	2	0	1,978	4,689	
10-11pm	2,567	11	4	4	2	2,588	1,977	12	2	3	1	1,995	4,583	
11-12pm	2,570	7	2	3	0	2,582	1,830	7	2	2	0	1,841	4,423	
Totals	50,692	682	591	573	43	52,581	53,403	516	289	227	24	54,459	107,040	
7-10am	5,426	69	132	95	6	5,728	9,568	99	64	46	4	9,781	15,509	
10am-1pm	5,650	124	143	137	5	6,059	8,604	111	60	39	6	8,820	14,879	
1-4pm	7,525	187	105	148	9	7,974	8,388	102	60	59	6	8,615	16,589	
4-7pm	9,489	166	100	108	9	9,872	7,212	99	54	48	4	7,417	17,289	
7am-7pm	28,090	546	480	488	29	29,633	33,772	411	238	192	20	34,633	64,266	

Based on March 2006 Classification Survey Data.

** Peak Volumes

Harlem River Bridges
Average Daily Traffic Volumes
1948 - 2006

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

Harlem River Bridges (cont'd)
Average Daily Traffic Volumes
1948 - 2006

<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

Hourly Vehicular Volumes Alexander Hamilton Bridge - 2006

	<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	---	---	---	---	---	2,441	---	---	---	---	---	2,190	4,631
1-2am	---	---	---	---	---	1,959	---	---	---	---	---	1,623	3,582
2-3am	---	---	---	---	---	1,805	---	---	---	---	---	1,442	3,247
3-4am	---	---	---	---	---	2,001	---	---	---	---	---	1,564	3,565
4-5am	---	---	---	---	---	2,721	---	---	---	---	---	2,166	4,887
5-6am	---	---	---	---	---	4,549	---	---	---	---	---	3,549	8,098
6-7am	---	---	---	---	---	5,694 **	---	---	---	---	---	5,345 **	11,039 **
7-8am	3,814	12	221	728	110	4,885	4,322	10	92	459	227	5,110	9,995
8-9am	3,648	5	238	917	213	5,021	4,214	35	35	489	155	4,928	9,949
9-10am	3,652	5	234	1,196	131	5,218	3,565	51	30	782	208	4,636	9,854
10-11am	4,786	3	114	374	54	5,331	4,118	29	18	444	149	4,758	10,089
11-12am	3,723	11	267	828	137	4,966	3,461	15	22	1,079	307	4,884	9,850
12-1pm	3,936	0	111	444	48	4,539	3,953	11	10	552	140	4,666	9,205
1-2pm	3,530	8	168	842	84	4,632	3,283	12	23	853	223	4,394	9,026
2-3pm	3,929	6	209	815	115	5,074	3,510	20	43	941	189	4,703	9,777
3-4pm	4,476	8	90	349	98	5,021	4,159	23	17	489	89	4,777	9,798
4-5pm	3,711	5	139	464	106	4,425	3,660	4	42	923	223	4,852	9,277
5-6pm	3,541	4	99	333	83	4,060	3,820	2	31	852	167	4,872	8,932
6-7pm	3,271	8	171	375	66	3,891	3,955	3	23	480	137	4,598	8,489
7-8pm	---	---	---	---	---	3,866	---	---	---	---	---	4,705	8,571
8-9pm	---	---	---	---	---	4,155	---	---	---	---	---	4,053	8,208
9-10pm	---	---	---	---	---	3,777	---	---	---	---	---	3,684	7,461
10-11pm	---	---	---	---	---	3,653	---	---	---	---	---	3,419	7,072
11-12pm	---	---	---	---	---	2,888	---	---	---	---	---	2,693	5,581
Totals	---	---	---	---	---	96,572	---	---	---	---	---	93,611	190,183
7-10am	11,114	22	693	2,841	454	15,124	12,101	96	157	1,730	590	14,674	29,798
10am-1pm	12,445	14	492	1,646	239	14,836	11,532	55	50	2,075	596	14,308	29,144
1-4pm	11,935	22	467	2,006	297	14,727	10,952	55	83	2,283	501	13,874	28,601
4-7pm	10,523	17	409	1,172	255	12,376	11,435	9	96	2,255	527	14,322	26,698
7am-7pm	46,017	75	2,061	7,665	1,245	57,063	46,020	215	386	8,343	2,214	57,178	114,241

Based on 1989 Classification Survey Dat:

** Peak Volumes

Hourly Vehicular Volumes Broadway Bridge - 2006

	<i>Northbound to Bronx</i>						<i>Southbound to Manhattan</i>						2-Way Totals
	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	Autos	Buses	Commuter Vans	Commercial Trucks	Vans	Totals	
12-1am	---	---	---	---	---	334	---	---	---	---	---	245	579
1-2am	---	---	---	---	---	190	---	---	---	---	---	177	367
2-3am	---	---	---	---	---	113	---	---	---	---	---	94	207
3-4am	---	---	---	---	---	78	---	---	---	---	---	75	153
4-5am	---	---	---	---	---	126	---	---	---	---	---	130	256
5-6am	---	---	---	---	---	244	---	---	---	---	---	377	621
6-7am	---	---	---	---	---	514	---	---	---	---	---	819	1,333
7-8am	634	35	19	64	27	779	1,136	52	36	26	38	1,288 **	2,067
8-9am	730	53	18	32	25	858	1,054	36	24	37	36	1,187	2,045
9-10am	562	19	2	23	50	656	816	31	24	48	37	956	1,612
10-11am	630	16	2	32	22	702	728	19	11	34	9	801	1,503
11-12am	652	20	8	26	40	746	634	21	21	45	46	767	1,513
12-1pm	703	20	5	20	22	770	781	20	4	16	10	831	1,601
1-2pm	791	24	3	27	28	873	823	23	9	19	15	889	1,762
2-3pm	830	24	1	35	71	961	903	28	21	32	16	1,000	1,961
3-4pm	1,067	26	9	14	36	1,152	1,027	29	12	17	9	1,094	2,246
4-5pm	1,126	39	27	24	55	1,271	1,009	27	18	31	30	1,115	2,386
5-6pm	1,240	29	8	12	65	1,354	1,036	26	27	16	21	1,126	2,480 **
6-7pm	1,205	23	0	14	118	1,360 **	964	26	23	17	7	1,037	2,397
7-8pm	---	---	---	---	---	1,091	---	---	---	---	---	907	1,998
8-9pm	---	---	---	---	---	798	---	---	---	---	---	729	1,527
9-10pm	---	---	---	---	---	617	---	---	---	---	---	583	1,200
10-11pm	---	---	---	---	---	472	---	---	---	---	---	443	915
11-12pm	---	---	---	---	---	455	---	---	---	---	---	367	822
Totals	---	---	---	---	---	16,514	---	---	---	---	---	17,037	33,551
7-10am	1,926	107	39	119	102	2,293	3,006	119	84	111	111	3,431	5,724
10am-1pm	1,985	56	15	78	84	2,218	2,143	60	36	95	65	2,399	4,617
1-4pm	2,688	74	13	76	135	2,986	2,753	80	42	68	40	2,983	5,969
4-7pm	3,571	91	35	50	238	3,985	3,009	79	68	64	58	3,278	7,263
7am-7pm	10,170	328	102	323	559	11,482	10,911	338	230	338	274	12,091	23,573

Based on 1989 Classification Survey Data:

** Peak Volumes

Hourly Vehicular Volumes Macombs Dam Bridge - 2006

	<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	---	---	---	---	---	466	---	---	---	---	---	383	849
1-2am	---	---	---	---	---	288	---	---	---	---	---	237	525
2-3am	---	---	---	---	---	207	---	---	---	---	---	177	384
3-4am	---	---	---	---	---	169	---	---	---	---	---	137	306
4-5am	---	---	---	---	---	191	---	---	---	---	---	209	400
5-6am	---	---	---	---	---	330	---	---	---	---	---	364	694
6-7am	---	---	---	---	---	619	---	---	---	---	---	872	1,491
7-8am	893	36	23	55	81	1,088	1,109	36	5	79	211	1,440	2,528
8-9am	944	13	17	57	97	1,128	1,185	10	2	93	168	1,458	2,586 **
9-10am	787	17	13	49	53	919	889	18	12	103	168	1,190	2,109
10-11am	705	6	2	30	37	780	883	8	7	39	53	990	1,770
11-12am	697	9	11	58	68	843	805	6	13	71	79	974	1,817
12-1pm	809	10	6	26	36	887	940	17	3	19	41	1,020	1,907
1-2pm	902	3	6	28	25	964	917	18	7	20	74	1,036	2,000
2-3pm	870	13	21	69	75	1,048	992	22	15	49	85	1,163	2,211
3-4pm	1,030	22	9	55	66	1,182	1,107	34	9	21	41	1,212	2,394
4-5pm	908	8	29	78	147	1,170	1,054	9	29	38	71	1,201	2,371
5-6pm	1,013	9	14	36	134	1,206 **	1,041	12	9	17	57	1,136	2,342
6-7pm	1,008	3	6	24	40	1,081	949	6	11	21	72	1,059	2,140
7-8pm	---	---	---	---	---	1,158	---	---	---	---	---	1,078	2,236
8-9pm	---	---	---	---	---	1,102	---	---	---	---	---	947	2,049
9-10pm	---	---	---	---	---	991	---	---	---	---	---	871	1,862
10-11pm	---	---	---	---	---	807	---	---	---	---	---	839	1,646
11-12pm	---	---	---	---	---	678	---	---	---	---	---	583	1,261
Totals	---	---	---	---	---	19,302	---	---	---	---	---	20,576	39,878
7-10am	2,624	66	53	161	231	3,135	3,183	64	19	275	547	4,088	7,223
10am-1pm	2,211	25	19	114	141	2,510	2,628	31	23	129	173	2,984	5,494
1-4pm	2,802	38	36	152	166	3,194	3,016	74	31	90	200	3,411	6,605
4-7pm	2,929	20	49	138	321	3,457	3,044	27	49	76	200	3,396	6,853
7am-7pm	10,566	149	157	565	859	12,296	11,871	196	122	570	1,120	13,879	26,175

Based on 1989 Classification Survey Dat:

** Peak Volumes

Hourly Vehicular Volumes Madison Avenue Bridge - 2006

	<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	---	---	---	---	---	603	---	---	---	---	---	313	916
1-2am	---	---	---	---	---	354	---	---	---	---	---	183	537
2-3am	---	---	---	---	---	227	---	---	---	---	---	150	377
3-4am	---	---	---	---	---	185	---	---	---	---	---	165	350
4-5am	---	---	---	---	---	218	---	---	---	---	---	249	467
5-6am	---	---	---	---	---	330	---	---	---	---	---	452	782
6-7am	---	---	---	---	---	717	---	---	---	---	---	1,105	1,822
7-8am	934	46	103	61	55	1,199	1,329	106	15	54	119	1,623	** 2,822
8-9am	892	61	79	47	59	1,138	1,270	105	30	67	130	1,602	2,740
9-10am	685	61	88	73	46	953	816	58	33	141	108	1,156	2,109
10-11am	752	34	45	33	41	905	704	59	20	20	64	867	1,772
11-12am	638	25	83	103	94	943	680	26	35	67	86	894	1,837
12-1pm	837	28	33	40	42	980	758	33	25	31	55	902	1,882
1-2pm	910	32	34	46	51	1,073	761	52	26	15	41	895	1,968
2-3pm	909	34	80	111	112	1,246	869	73	30	33	84	1,089	2,335
3-4pm	1,289	26	41	73	67	1,496	973	67	20	26	44	1,130	2,626
4-5pm	1,269	32	143	118	141	1,703	1,057	65	28	25	47	1,222	2,925
5-6pm	1,383	38	119	97	92	1,729	** 1,090	49	34	27	41	1,241	** 2,970
6-7pm	1,372	80	54	70	92	1,668	1,030	41	23	20	22	1,136	2,804
7-8pm	---	---	---	---	---	1,508	---	---	---	---	---	990	2,498
8-9pm	---	---	---	---	---	1,397	---	---	---	---	---	825	2,222
9-10pm	---	---	---	---	---	1,159	---	---	---	---	---	752	1,911
10-11pm	---	---	---	---	---	950	---	---	---	---	---	714	1,664
11-12pm	---	---	---	---	---	911	---	---	---	---	---	558	1,469
Totals	---	---	---	---	---	23,592	---	---	---	---	---	20,213	43,805
7-10am	2,511	168	270	181	160	3,290	3,415	269	78	262	357	4,381	7,671
10am-1pm	2,227	87	161	176	177	2,828	2,142	118	80	118	205	2,663	5,491
1-4pm	3,108	92	155	230	230	3,815	2,603	192	76	74	169	3,114	6,929
4-7pm	4,024	150	316	285	325	5,100	3,177	155	85	72	110	3,599	8,699
7am-7pm	11,870	497	902	872	892	15,033	11,337	734	319	526	841	13,757	28,790

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Third Avenue Bridge - 2006

	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							---	---	---	---	---	1,137	1,137
1-2am							---	---	---	---	---	724	724
2-3am							---	---	---	---	---	623	623
3-4am							---	---	---	---	---	666	666
4-5am							---	---	---	---	---	1,084	1,084
5-6am							---	---	---	---	---	2,502	2,502
6-7am							---	---	---	---	---	4,126 **	4,126 **
7-8am							2,564	53	396	535	441	3,989	3,989
8-9am							2,396	34	237	484	504	3,655	3,655
9-10am							2,137	35	282	416	329	3,199	3,199
10-11am							2,352	29	156	151	125	2,813	2,813
11-12am							1,864	52	302	358	221	2,797	2,797
12-1pm							2,364	71	122	137	105	2,799	2,799
1-2pm							2,172	99	189	165	283	2,908	2,908
2-3pm							2,272	113	284	279	327	3,275	3,275
3-4pm							2,914	86	100	81	73	3,254	3,254
4-5pm							2,832	65	153	146	169	3,365	3,365
5-6pm							3,014	59	125	106	89	3,393	3,393
6-7pm							2,907	59	118	79	86	3,249	3,249
7-8pm							---	---	---	---	---	2,973	2,973
8-9pm							---	---	---	---	---	2,592	2,592
9-10pm							---	---	---	---	---	2,452	2,452
10-11pm							---	---	---	---	---	2,427	2,427
11-12pm							---	---	---	---	---	1,872	1,872
Totals							---	---	---	---	---	61,874	61,874
7-10am							7,097	122	915	1,435	1,274	10,843	10,843
10am-1pm							6,580	152	580	646	451	8,409	8,409
1-4pm							7,358	298	573	525	683	9,437	9,437
4-7pm							8,753	183	396	331	344	10,007	10,007
7am-7pm							29,788	755	2,464	2,937	2,752	38,696	38,696

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes University Heights Bridge - 2006

	<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	---	---	---	---	---	541	---	---	---	---	---	395	936
1-2am	---	---	---	---	---	391	---	---	---	---	---	272	663
2-3am	---	---	---	---	---	270	---	---	---	---	---	204	474
3-4am	---	---	---	---	---	214	---	---	---	---	---	184	398
4-5am	---	---	---	---	---	243	---	---	---	---	---	279	522
5-6am	---	---	---	---	---	319	---	---	---	---	---	612	931
6-7am	---	---	---	---	---	559	---	---	---	---	---	1,189	1,748
7-8am	581	41	74	36	37	769	1,400	23	36	40	115	1,614	** 2,383
8-9am	690	8	73	52	67	890	1,332	13	28	54	109	1,536	2,426
9-10am	550	7	55	63	64	739	1,104	15	18	57	112	1,306	2,045
10-11am	701	4	36	34	28	803	1,026	4	4	28	61	1,123	1,926
11-12am	662	8	69	81	40	860	960	7	13	61	86	1,127	1,987
12-1pm	806	13	25	28	23	895	1,170	2	6	32	56	1,266	2,161
1-2pm	822	41	40	31	24	958	1,157	4	5	21	39	1,226	2,184
2-3pm	798	13	68	50	47	976	1,117	11	22	50	106	1,306	2,282
3-4pm	950	16	22	28	27	1,043	1,206	42	6	26	53	1,333	2,376
4-5pm	925	4	57	43	33	1,062	** 1,288	20	18	27	95	1,448	** 2,510
5-6pm	863	0	54	26	40	983	1,361	1	16	15	60	1,453	2,436
6-7pm	842	0	52	18	53	965	1,250	7	11	10	59	1,337	2,302
7-8pm	---	---	---	---	---	1,003	---	---	---	---	---	1,255	2,258
8-9pm	---	---	---	---	---	1,050	---	---	---	---	---	1,109	2,159
9-10pm	---	---	---	---	---	990	---	---	---	---	---	949	1,939
10-11pm	---	---	---	---	---	872	---	---	---	---	---	822	1,694
11-12pm	---	---	---	---	---	798	---	---	---	---	---	580	1,378
Totals	---	---	---	---	---	18,193	---	---	---	---	---	23,925	42,118
7-10am	1,821	56	202	151	168	2,398	3,836	51	82	151	336	4,456	6,854
10am-1pm	2,169	25	130	143	91	2,558	3,156	13	23	121	203	3,516	6,074
1-4pm	2,570	70	130	109	98	2,977	3,480	57	33	97	198	3,865	6,842
4-7pm	2,630	4	163	87	126	3,010	3,899	28	45	52	214	4,238	7,248
7am-7pm	9,190	155	625	490	483	10,943	14,371	149	183	421	951	16,075	27,018

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Washington Bridge - 2006

	<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	---	---	---	---	---	1,251	---	---	---	---	---	406	1,657
1-2am	---	---	---	---	---	749	---	---	---	---	---	275	1,024
2-3am	---	---	---	---	---	470	---	---	---	---	---	206	676
3-4am	---	---	---	---	---	408	---	---	---	---	---	200	608
4-5am	---	---	---	---	---	429	---	---	---	---	---	280	709
5-6am	---	---	---	---	---	475	---	---	---	---	---	543	1,018
6-7am	---	---	---	---	---	1,105	---	---	---	---	---	1,071	2,176
7-8am	1,554	59	33	53	114	1,813	1,174	55	105	34	24	1,392	3,205
8-9am	1,631	50	30	87	149	1,947	1,181	65	72	54	29	1,401	3,348
9-10am	1,235	40	26	97	93	1,491	1,129	39	57	44	30	1,299	2,790
10-11am	1,189	35	8	33	44	1,309	1,087	39	12	29	25	1,192	2,501
11-12am	1,184	28	17	65	75	1,369	1,003	48	30	32	38	1,151	2,520
12-1pm	1,185	40	18	24	58	1,325	1,127	29	10	21	16	1,203	2,528
1-2pm	1,323	32	5	33	51	1,444	1,209	31	17	20	14	1,291	2,735
2-3pm	1,349	33	24	66	78	1,550	1,239	58	44	53	41	1,435	2,985
3-4pm	1,731	41	12	34	87	1,905	1,398	44	44	44	21	1,551	3,456
4-5pm	1,936	46	59	71	215	2,327	1,354	39	69	84	46	1,592	3,919
5-6pm	2,190	41	61	43	115	2,450	1,399	28	43	32	40	1,542	3,992
6-7pm	2,092	27	37	28	92	2,276	1,203	33	48	16	27	1,327	3,603
7-8pm	---	---	---	---	---	1,825	---	---	---	---	---	1,272	3,097
8-9pm	---	---	---	---	---	1,547	---	---	---	---	---	1,118	2,665
9-10pm	---	---	---	---	---	1,273	---	---	---	---	---	1,040	2,313
10-11pm	---	---	---	---	---	1,091	---	---	---	---	---	1,011	2,102
11-12pm	---	---	---	---	---	1,437	---	---	---	---	---	625	2,062
Totals	---	---	---	---	---	33,266	---	---	---	---	---	24,423	57,689
7-10am	4,420	149	89	237	356	5,251	3,484	159	234	132	83	4,092	9,343
10am-1pm	3,558	103	43	122	177	4,003	3,217	116	52	82	79	3,546	7,549
1-4pm	4,403	106	41	133	216	4,899	3,846	133	105	117	76	4,277	9,176
4-7pm	6,218	114	157	142	422	7,053	3,956	100	160	132	113	4,461	11,514
7am-7pm	18,599	472	330	634	1,171	21,206	14,503	508	551	463	351	16,376	37,582

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Willis Avenue Bridge - 2006

	Northbound to Bronx						Southbound to Manhattan						2-Way Totals
	Autos	Buses	Commuter Vans	Trucks	Commercial Vans	Totals	Autos	Buses	Commuter Vans	Trucks	Commercial Vans	Totals	
12-1am	---	---	---	---	---	1,948							1,948
1-2am	---	---	---	---	---	1,161							1,161
2-3am	---	---	---	---	---	777							777
3-4am	---	---	---	---	---	704							704
4-5am	---	---	---	---	---	877							877
5-6am	---	---	---	---	---	1,608							1,608
6-7am	---	---	---	---	---	3,012							3,012
7-8am	3,102	92	144	179	125	3,642							3,642
8-9am	2,697	115	100	195	237	3,344							3,344
9-10am	2,091	123	103	250	231	2,798							2,798
10-11am	2,053	48	66	154	145	2,466							2,466
11-12am	1,905	33	112	273	253	2,576							2,576
12-1pm	2,382	40	50	147	100	2,719							2,719
1-2pm	2,675	25	41	113	142	2,996							2,996
2-3pm	2,475	30	121	356	360	3,342							3,342
3-4pm	3,543	64	61	170	166	4,004							4,004
4-5pm	3,479	40	134	298	468	4,419 **							4,419 **
5-6pm	3,534	63	118	197	435	4,347							4,347
6-7pm	3,598	35	110	126	243	4,112							4,112
7-8pm	---	---	---	---	---	3,739							3,739
8-9pm	---	---	---	---	---	3,300							3,300
9-10pm	---	---	---	---	---	3,147							3,147
10-11pm	---	---	---	---	---	2,837							2,837
11-12pm	---	---	---	---	---	2,337							2,337
Totals	---	---	---	---	---	66,212							66,212
7-10am	7,890	330	347	624	593	9,784							9,784
10am-1pm	6,340	121	228	574	498	7,761							7,761
1-4pm	8,693	119	223	639	668	10,342							10,342
4-7pm	10,611	138	362	621	1,146	12,878							12,878
7am-7pm	33,534	708	1,160	2,458	2,905	40,765							40,765

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

Based on 1989 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes 145th Street Bridge - 2006

	<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	---	---	---	---	---	241	---	---	---	---	---	183	424
1-2am	---	---	---	---	---	162	---	---	---	---	---	109	271
2-3am	---	---	---	---	---	109	---	---	---	---	---	79	188
3-4am	---	---	---	---	---	100	---	---	---	---	---	74	174
4-5am	---	---	---	---	---	104	---	---	---	---	---	88	192
5-6am	---	---	---	---	---	171	---	---	---	---	---	174	345
6-7am	---	---	---	---	---	284	---	---	---	---	---	552	836
7-8am	451	22	29	29	7	538	714	33	14	31	28	820	1,358
8-9am	487	17	30	32	18	584	733	25	29	24	45	856	1,440
9-10am	433	10	29	46	19	537	559	19	33	26	59	696	1,233
10-11am	455	8	12	21	22	518	402	14	27	21	40	504	1,022
11-12am	398	13	24	54	34	523	377	9	38	39	45	508	1,031
12-1pm	503	11	15	36	15	580	470	9	9	7	11	506	1,086
1-2pm	487	10	28	25	14	564	524	26	10	13	8	581	1,145
2-3pm	409	12	22	70	30	543	512	20	24	23	34	613	1,156
3-4pm	557	14	15	27	19	632	611	24	7	6	9	657	1,289
4-5pm	565	9	37	63	35	709	656	14	12	7	18	707	1,416
5-6pm	553	6	31	46	41	677	607	13	11	7	10	648	1,325
6-7pm	482	15	17	13	27	554	575	19	5	3	8	610	1,164
7-8pm	---	---	---	---	---	549	---	---	---	---	---	562	1,111
8-9pm	---	---	---	---	---	575	---	---	---	---	---	445	1,020
9-10pm	---	---	---	---	---	505	---	---	---	---	---	463	968
10-11pm	---	---	---	---	---	411	---	---	---	---	---	492	903
11-12pm	---	---	---	---	---	349	---	---	---	---	---	287	636
Totals	---	---	---	---	---	10,519	---	---	---	---	---	11,214	21,733
7-10am	1,371	49	88	107	44	1,659	2,006	77	76	81	132	2,372	4,031
10am-1pm	1,356	32	51	111	71	1,621	1,249	32	74	67	96	1,518	3,139
1-4pm	1,453	36	65	122	63	1,739	1,647	70	41	42	51	1,851	3,590
4-7pm	1,600	30	85	122	103	1,940	1,838	46	28	17	36	1,965	3,905
7am-7pm	5,780	147	289	462	281	6,959	6,740	225	219	207	315	7,706	14,665

Based on 1989 Classification Survey Data

** Peak Volumes

Manhattan MTABT Facilities
Average Daily Traffic Volumes
1948 - 2006

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

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

2006

	<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	158	599	195	450	583	1,235	674	608	1,610	2,892
1-2am	77	246	89	203	218	564	250	310	634	1,323
2-3am	47	129	53	110	126	330	134	177	360	746
3-4am	50	94	54	73	148	237	131	184	383	588
4-5am	135	87	125	85	295	379	278	426	833	977
5-6am	714	134	560	137	996	710	909	1,055	3,179	2,036
6-7am	2,489	365	2,459	598	2,557	1,232	2,954	1,883	10,459	4,078
7-8am	3,356	628	3,860	1,444	3,843	1,409	4,487	2,378	15,546 **	5,859
8-9am	3,359	788	3,559	1,800	4,164	1,268	4,074	2,483	15,156	6,339
9-10am	2,846	824	2,933	1,203	3,891	1,335	3,702	2,296	13,372	5,658
10-11am	1,832	809	2,255	1,064	2,916	1,533	3,206	1,965	10,209	5,371
11-12am	1,574	886	1,941	1,093	2,795	1,684	2,710	2,056	9,020	5,719
12-1pm	1,481	1,068	1,787	1,241	2,290	1,985	2,383	2,312	7,941	6,606
1-2pm	1,469	1,141	1,653	1,332	2,286	2,273	2,649	2,508	8,057	7,254
2-3pm	1,590	1,460	1,746	1,750	2,487	2,779	2,834	3,031	8,657	9,020
3-4pm	1,637	1,978	2,338	2,320	2,544	2,992 **	3,112	3,417	9,631	10,707
4-5pm	1,708	2,426	2,623	2,651	2,766	2,925	3,127	3,449 **	10,224	11,451
5-6pm	1,834	2,507 **	2,987	3,046 **	2,911	2,961	3,190	3,097	10,922	11,611 **
6-7pm	1,478	2,324	2,779	2,776	2,812	2,870	3,013	2,920	10,082	10,890
7-8pm	1,227	2,017	1,895	2,684	2,224	2,493	2,812	2,519	8,158	9,713
8-9pm	836	1,697	1,096	2,068	1,774	2,328	2,126	2,086	5,832	8,179
9-10pm	680	1,552	847	1,858	1,454	2,322	1,669	1,817	4,650	7,549
10-11pm	541	1,392	614	1,915	1,325	2,219	1,540	1,604	4,020	7,130
11-12pm	317	850	338	1,074	898	1,606	1,034	1,003	2,587	4,533
Totals	31,435	26,001	38,786	32,975	48,303	41,669	52,998	45,584	171,522	146,229
7-10am	9,561	2,240	10,352	4,447	11,898	4,012	12,263	7,157	44,074	17,856
10am-1pm	4,887	2,763	5,983	3,398	8,001	5,202	8,299	6,333	27,170	17,696
1-4pm	4,696	4,579	5,737	5,402	7,317	8,044	8,595	8,956	26,345	26,981
4-7pm	5,020	7,257	8,389	8,473	8,489	8,756	9,330	9,466	31,228	33,952
7am-7pm	24,164	16,839	30,461	21,720	35,705	26,014	38,487	31,912	128,817	96,485

** Peak Volumes

Hourly Vehicular Volumes Brooklyn Battery Tunnel - 2006

FHWA Classes ▶	Northbound to Manhattan						Southbound to Brooklyn						2-Way Grand Totals	
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	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	135	5	9	9	0	158	545	12	36	6	0	599	757	
1-2am	68	3	5	1	0	77	235	0	10	1	0	246	323	
2-3am	42	0	3	2	0	47	122	2	3	2	0	129	176	
3-4am	42	1	5	2	0	50	92	0	0	2	0	94	144	
4-5am	87	5	33	10	0	135	80	0	5	2	0	87	222	
5-6am	643	7	57	7	0	714	120	1	9	4	0	134	848	
6-7am	2,223	15	223	28	0	2,489	272	6	76	11	0	365	2,854	
7-8am	2,946	18	347	45	0	3,356	452	7	152	17	0	628	3,984	
8-9am	2,936	17	366	40	0	3,359 **	576	6	187	19	0	788	4,147	
9-10am	2,598	21	185	42	0	2,846	632	8	161	23	0	824	3,670	
10-11am	1,667	22	93	49	1	1,832	707	9	76	17	0	809	2,641	
11-12am	1,458	14	65	36	1	1,574	800	8	60	18	0	886	2,460	
12-1pm	1,362	15	72	31	1	1,481	983	12	54	19	0	1,068	2,549	
1-2pm	1,328	13	90	38	0	1,469	1,029	12	74	26	0	1,141	2,610	
2-3pm	1,428	12	121	28	1	1,590	1,335	15	84	26	0	1,460	3,050	
3-4pm	1,462	6	155	14	0	1,637	1,804	13	137	24	0	1,978	3,615	
4-5pm	1,487	6	201	12	2	1,708	2,199	7	199	21	0	2,426	4,134	
5-6pm	1,634	4	184	8	4	1,834	2,230	6	256	14	1	2,507 **	4,341 **	
6-7pm	1,373	4	92	8	1	1,478	2,134	6	172	11	1	2,324	3,802	
7-8pm	1,166	1	56	4	0	1,227	1,901	5	103	8	0	2,017	3,244	
8-9pm	794	5	31	6	0	836	1,585	8	95	9	0	1,697	2,533	
9-10pm	646	1	30	3	0	680	1,466	5	65	16	0	1,552	2,232	
10-11pm	513	1	24	3	0	541	1,337	6	38	11	0	1,392	1,933	
11-12pm	281	0	26	10	0	317	803	6	33	8	0	850	1,167	
Totals	28,319	196	2,473	436	11	31,435	23,439	160	2,085	315	2	26,001	57,436	
7-10am	8,480	56	898	127	0	9,561	1,660	21	500	59	0	2,240	11,801	
10am-1pm	4,487	51	230	116	3	4,887	2,490	29	190	54	0	2,763	7,650	
1-4pm	4,218	31	366	80	1	4,696	4,168	40	295	76	0	4,579	9,275	
4-7pm	4,494	14	477	28	7	5,020	6,563	19	627	46	2	7,257	12,277	
7am-7pm	21,679	152	1,971	351	11	24,164	14,881	109	1,612	235	2	16,839	41,003	

Based on May 2006 Classification Survey Data

** Peak Volumes

Hourly Vehicular Volumes Queens-Midtown Tunnel - 2006

FHWA Classes ▶	Westbound to Manhattan						Eastbound to Queens						2-Way Grand Totals	
	Commuter Vans		Commercial Vans		Single Unit Trucks	Tractor Trailers	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	564	2	4	13	0	583	1,192	11	1	31	0	1,235	1,818	
1-2am	207	2	1	8	0	218	538	5	0	21	0	564	782	
2-3am	117	1	1	7	0	126	309	7	0	14	0	330	456	
3-4am	134	1	3	10	0	148	212	11	0	14	0	237	385	
4-5am	238	5	16	36	0	295	313	26	3	36	1	379	674	
5-6am	869	10	49	68	0	996	633	18	11	48	0	710	1,706	
6-7am	2,185	90	161	121	0	2,557	1,116	34	48	34	0	1,232	3,789	
7-8am	3,313	136	242	151	1	3,843	1,252	54	67	36	0	1,409	5,252	
8-9am	3,743	118	147	156	0	4,164 **	1,108	41	76	43	0	1,268	5,432	
9-10am	3,507	99	175	106	4	3,891	1,170	51	68	46	0	1,335	5,226	
10-11am	2,647	81	98	88	2	2,916	1,329	62	74	68	0	1,533	4,449	
11-12am	2,592	69	66	68	0	2,795	1,496	57	72	59	0	1,684	4,479	
12-1pm	2,125	35	52	78	0	2,290	1,777	64	55	89	0	1,985	4,275	
1-2pm	2,085	65	68	68	0	2,286	2,019	103	58	93	0	2,273	4,559	
2-3pm	2,257	60	114	56	0	2,487	2,577	79	48	75	0	2,779	5,266	
3-4pm	2,263	52	165	64	0	2,544	2,767	67	69	89	0	2,992 **	5,536	
4-5pm	2,528	34	169	35	0	2,766	2,698	80	68	79	0	2,925	5,691	
5-6pm	2,734	19	134	24	0	2,911	2,793	47	76	45	0	2,961	5,872 **	
6-7pm	2,688	19	79	26	0	2,812	2,727	35	65	43	0	2,870	5,682	
7-8pm	2,143	14	51	16	0	2,224	2,379	24	67	23	0	2,493	4,717	
8-9pm	1,687	23	31	33	0	1,774	2,213	27	43	45	0	2,328	4,102	
9-10pm	1,398	13	17	26	0	1,454	2,227	24	24	46	1	2,322	3,776	
10-11pm	1,269	9	14	33	0	1,325	2,140	23	12	44	0	2,219	3,544	
11-12pm	872	7	4	15	0	898	1,563	5	5	33	0	1,606	2,504	
Totals	44,165	964	1,861	1,306	7	48,303	38,548	955	1,010	1,154	2	41,669	89,972	
7-10am	10,563	353	564	413	5	11,898	3,530	146	211	125	0	4,012	15,910	
10am-1pm	7,364	185	216	234	2	8,001	4,602	183	201	216	0	5,202	13,203	
1-4pm	6,605	177	347	188	0	7,317	7,363	249	175	257	0	8,044	15,361	
4-7pm	7,950	72	382	85	0	8,489	8,218	162	209	167	0	8,756	17,245	
7am-7pm	32,482	787	1,509	920	7	35,705	23,713	740	796	765	0	26,014	61,719	

Based on May 2006 Classification Survey Data.

** Peak Volumes

PANYNJ Manhattan - New Jersey Facilities
Average Daily Traffic Volumes
1948 - 2006

<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

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 2006

	George Washington Bridge		Holland Tunnel		Lincoln Tunnel		Totals	
	<i>E/B</i>	<i>W/B</i>	<i>E/B</i>	<i>W/B</i>	<i>E/B</i>	<i>W/B</i>	Entering Manhattan	Leaving Manhattan
12-1am	2,003	3,264	850	1,046	1,000	2,046	3,853	6,356
1-2am	1,379	1,898	531	922	635	1,332	2,545	4,152
2-3am	1,190	1,518	375	654	478	716	2,043	2,888
3-4am	1,331	1,307	360	571	522	555	2,213	2,433
4-5am	2,228	1,627	566	795	946	650	3,740	3,072
5-6am	5,957	2,758	1,926	1,417	2,760	946	10,643	5,121
6-7am	11,167 **	6,069	3,243 **	2,327	5,228 **	1,598	19,638 **	9,994
7-8am	10,358	8,077	2,943	2,728	4,828	2,350	18,129	13,155
8-9am	9,359	8,516	3,041	2,687	4,412	2,253	16,812	13,456
9-10am	8,945	7,451	2,878	2,312	4,377	2,275	16,200	12,038
10-11am	7,980	6,451	2,590	2,133	3,927	2,190	14,497	10,774
11-12am	7,259	6,464	2,128	1,996	3,323	2,322	12,710	10,782
12-1pm	6,769	6,744	1,971	2,150	2,979	2,685	11,719	11,579
1-2pm	6,801	7,360	2,008	2,435	2,827	3,264	11,636	13,059
2-3pm	7,325	8,698	2,139	2,732	2,870	3,594	12,334	15,024
3-4pm	8,157	10,551	2,448	2,799	2,890	3,902	13,495	17,252
4-5pm	9,034	11,440	2,668	2,825 **	2,570	4,845	14,272	19,110
5-6pm	9,354	11,757 **	2,956	2,747	2,045	4,926	14,355	19,430 **
6-7pm	9,281	10,947	2,871	2,666	2,391	4,990 **	14,543	18,603
7-8pm	7,548	10,289	2,583	2,790	2,579	4,371	12,710	17,450
8-9pm	5,760	8,667	2,019	2,719	2,240	3,906	10,019	15,292
9-10pm	5,059	7,072	1,861	2,569	2,144	3,614	9,064	13,255
10-11pm	4,256	6,152	1,837	2,345	2,076	3,361	8,169	11,858
11-12pm	3,139	5,362	1,369	1,899	1,765	2,742	6,273	10,003
Totals	151,639	160,439	48,161	50,264	61,812	65,433	261,612	276,136
7-10am	28,662	24,044	8,862	7,727	13,617	6,878	51,141	38,649
10am-1pm	22,008	19,659	6,689	6,279	10,229	7,197	38,926	33,135
1-4pm	22,283	26,609	6,595	7,966	8,587	10,760	37,465	45,335
4-7pm	27,669	34,144	8,495	8,238	7,006	14,761	43,170	57,143
7am-7pm	100,622	104,456	30,641	30,210	39,439	39,596	170,702	174,262

** Peak Volumes

Hourly Vehicular Volumes George Washington Bridge - 2006

	<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	1,586	20	60	337	2,003	2,907	13	61	283	3,264	5,267
1-2am	925	17	67	370	1,379					1,898	3,277
2-3am	680	8	80	422	1,190					1,518	2,708
3-4am	689	12	108	522	1,331					1,307	2,638
4-5am	1,328	14	178	708	2,228					1,627	3,855
5-6am	4,695	35	354	873	5,957	2,080	18	147	513	2,758	8,715
6-7am	10,065	80	441	581	11,167 **	5,122	42	304	601	6,069	17,236
7-8am	9,460	121	370	407	10,358	7,353	55	238	431	8,077	18,435
8-9am	8,404	121	407	427	9,359	7,664	92	273	487	8,516	17,875
9-10am	7,949	102	427	467	8,945	6,490	91	284	586	7,451	16,396
10-11am	6,984	87	395	514	7,980	5,342	67	280	762	6,451	14,431
11-12am	6,309	76	359	515	7,259	5,438	55	268	703	6,464	13,723
12-1pm	5,925	70	319	455	6,769	5,521	53	411	759	6,744	13,513
1-2pm	6,004	75	319	403	6,801	6,342	57	258	703	7,360	14,161
2-3pm	6,556	89	320	360	7,325	7,778	50	309	561	8,698	16,023
3-4pm	7,448	110	290	309	8,157	9,636	54	367	494	10,551	18,708
4-5pm	8,377	142	245	270	9,034	10,538	44	349	509	11,440	20,474
5-6pm	8,833	116	183	222	9,354	10,994	62	312	389	11,757 **	21,111 **
6-7pm	8,795	107	155	224	9,281	10,241	66	253	387	10,947	20,228
7-8pm	7,059	99	122	268	7,548	9,700	50	173	366	10,289	17,837
8-9pm	5,296	74	99	291	5,760	8,111	49	123	384	8,667	14,427
9-10pm	4,608	55	95	301	5,059	6,604	33	84	351	7,072	12,131
10-11pm	3,848	41	74	293	4,256	5,662	35	56	399	6,152	10,408
11-12pm	2,764	30	63	282	3,139	4,924	23	57	358	5,362	8,501
Totals	134,587	1,701	5,530	9,821	151,639					160,439	312,078
7-10am	25,813	344	1,204	1,301	28,662	21,507	238	795	1,504	24,044	52,706
10am-1pm	19,218	233	1,073	1,484	22,008	16,301	175	959	2,224	19,659	41,667
1-4pm	20,008	274	929	1,072	22,283	23,756	161	934	1,758	26,609	48,892
4-7pm	26,005	365	583	716	27,669	31,773	172	914	1,285	34,144	61,813
7am-7pm	91,044	1,216	3,789	4,573	100,622	93,337	746	3,602	6,771	104,456	205,078

Classification based on October 2006 Data (eastbound) & November 2005 Data (westbound).

** Peak Volumes

Hourly Vehicular Volumes Holland Tunnel - 2006

FHWA Classes ▶	<i>Eastbound to Manhattan</i>						<i>Westbound to New Jersey</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	824	13	1	12	0	850	1,037	4	0	5	0	1,046	1,896		
1-2am	511	8	1	11	0	531	908	6	2	6	0	922	1,453		
2-3am	354	7	1	13	0	375	632	10	1	11	0	654	1,029		
3-4am	334	8	1	17	0	360	526	17	4	24	0	571	931		
4-5am	539	6	2	19	0	566	712	26	8	48	1	795	1,361		
5-6am	1,758	51	32	85	0	1,926	1,334	54	13	16	0	1,417	3,343		
6-7am	2,970	97	43	133	0	3,243 **	2,179	99	38	11	0	2,327	5,570		
7-8am	2,753	66	32	92	0	2,943	2,560	106	50	12	0	2,728	5,671		
8-9am	2,863	69	29	80	0	3,041	2,552	77	49	9	0	2,687	5,728 **		
9-10am	2,706	73	22	77	0	2,878	2,218	61	27	6	0	2,312	5,190		
10-11am	2,453	59	18	60	0	2,590	2,051	44	30	8	0	2,133	4,723		
11-12am	2,010	50	12	56	0	2,128	1,929	41	20	6	0	1,996	4,124		
12-1pm	1,858	40	13	60	0	1,971	2,091	40	5	14	0	2,150	4,121		
1-2pm	1,912	39	16	41	0	2,008	2,353	55	14	13	0	2,435	4,443		
2-3pm	2,021	53	20	45	0	2,139	2,647	61	6	18	0	2,732	4,871		
3-4pm	2,304	63	21	60	0	2,448	2,727	39	14	19	0	2,799	5,247		
4-5pm	2,519	51	37	60	1	2,668	2,745	32	28	20	0	2,825 **	5,493		
5-6pm	2,784	54	50	67	1	2,956	2,643	48	32	24	0	2,747	5,703		
6-7pm	2,712	47	50	62	0	2,871	2,576	48	22	20	0	2,666	5,537		
7-8pm	2,451	40	30	62	0	2,583	2,721	33	19	17	0	2,790	5,373		
8-9pm	1,934	29	15	41	0	2,019	2,671	35	7	6	0	2,719	4,738		
9-10pm	1,788	27	13	33	0	1,861	2,517	38	5	7	2	2,569	4,430		
10-11pm	1,780	22	6	29	0	1,837	2,287	50	4	3	1	2,345	4,182		
11-12pm	1,327	16	4	22	0	1,369	1,849	45	2	3	0	1,899	3,268		
Totals	45,465	988	469	1,237	2	48,161	48,465	1,069	400	326	4	50,264	98,425		
7-10am	8,322	208	83	249	0	8,862	7,330	244	126	27	0	7,727	16,589		
10am-1pm	6,321	149	43	176	0	6,689	6,071	125	55	28	0	6,279	12,968		
1-4pm	6,237	155	57	146	0	6,595	7,727	155	34	50	0	7,966	14,561		
4-7pm	8,015	152	137	189	2	8,495	7,964	128	82	64	0	8,238	16,733		
7am-7pm	28,895	664	320	760	2	30,641	29,092	652	297	169	0	30,210	60,851		

Based on April 2006 Classification Survey Data.

** Peak Volumes

Hourly Vehicular Volumes Lincoln Tunnel - 2006

	<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	
PANYNJ Classes ▶	1, 7, & 11	8 & 9	2	3 & 4	5 & 6							
12-1am	852	61	25	46	16	1,000	1,879	77	51	39	2,046	3,046
1-2am	522	30	23	43	17	635					1,332	1,967
2-3am	377	11	23	48	19	478					716	1,194
3-4am	366	14	62	56	24	522					555	1,077
4-5am	641	25	140	95	45	946					650	1,596
5-6am	2,097	136	321	131	75	2,760	786	36	49	75	946	3,706
6-7am	4,243	429	380	125	51	5,228	1,230	218	87	63	1,598	6,826
7-8am	3,608	805	342	53	20	4,828	1,613	548	116	73	2,350	7,178
8-9am	3,175	879	305	42	11	4,412	1,371	711	101	70	2,253	6,665
9-10am	3,390	587	321	59	20	4,377	1,461	603	166	45	2,275	6,652
10-11am	3,307	292	251	58	19	3,927	1,630	287	188	85	2,190	6,117
11-12am	2,854	209	182	58	20	3,323	1,833	194	213	82	2,322	5,645
12-1pm	2,533	195	174	57	20	2,979	2,178	190	241	76	2,685	5,664
1-2pm	2,380	221	176	37	13	2,827	2,729	179	267	89	3,264	6,091
2-3pm	2,416	262	155	24	13	2,870	3,061	179	292	62	3,594	6,464
3-4pm	2,379	373	109	23	6	2,890	3,388	244	240	30	3,902	6,792
4-5pm	1,944	517	86	19	4	2,570	4,177	410	228	30	4,845	7,415 **
5-6pm	1,578	400	51	14	2	2,045	4,123	610	173	20	4,926	6,971
6-7pm	1,912	408	52	14	5	2,391	4,190	633	151	16	4,990 **	7,381
7-8pm	2,182	322	47	24	4	2,579	3,795	475	81	20	4,371	6,950
8-9pm	1,933	225	32	43	7	2,240	3,541	270	68	27	3,906	6,146
9-10pm	1,886	164	36	50	8	2,144	3,335	210	47	22	3,614	5,758
10-11pm	1,839	138	34	56	9	2,076	3,146	134	44	37	3,361	5,437
11-12pm	1,560	105	42	40	18	1,765	2,536	106	55	45	2,742	4,507
Totals	49,974	6,808	3,369	1,215	446	61,812					65,433	127,245
7-10am	10,173	2,271	968	154	51	13,617	4,445	1,862	383	188	6,878	20,495
10am-1pm	8,694	696	607	173	59	10,229	5,641	671	642	243	7,197	17,426
1-4pm	7,175	856	440	84	32	8,587	9,178	602	799	181	10,760	19,347
4-7pm	5,434	1,325	189	47	11	7,006	12,490	1,653	552	66	14,761	21,767
7am-7pm	31,476	5,148	2,204	458	153	39,439	31,754	4,788	2,376	678	39,596	79,035

Based on April 2006 Classification Survey Data (eastbound), and November 2005 classification data (westbound).

** Peak Volumes