

New York City Screenline Traffic Flow 2009



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A member of the New York Metropolitan Transportation Council



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New York City Screenline Traffic Flow 2009

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**NEW YORK CITY
SCREENLINE TRAFFIC FLOW
2009**

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Introduction



Linden Boulevard at the Queens-Nassau Screenline (Looking West)

INTRODUCTION

The 2009 *New York City Screenline Traffic Flow* report is an annual publication prepared by the New York City Department of Transportation (NYCDOT), and funded by the Unified Planning Work Program (UPWP), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The report presents vehicular volumes and historical comparisons across the Bronx–Westchester, Queens–Nassau, Manhattan–New Jersey, Staten Island–New Jersey, and Brooklyn–Queens screenlines.

The average hourly volumes by direction for 2009 are presented in tabular form and in histograms for each monitored roadway facility. Historical comparisons are based on screenline data collected in 1963, 1973, 1982, 1986, and 1993-2008. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2009–2010 and 2010–2011 program years.

Each of the 47 screenline monitoring locations has been classified under a highway functional classification system. Functional classification is the method by which streets and highways are grouped into classes, or systems, according to the character of service each roadway provides.

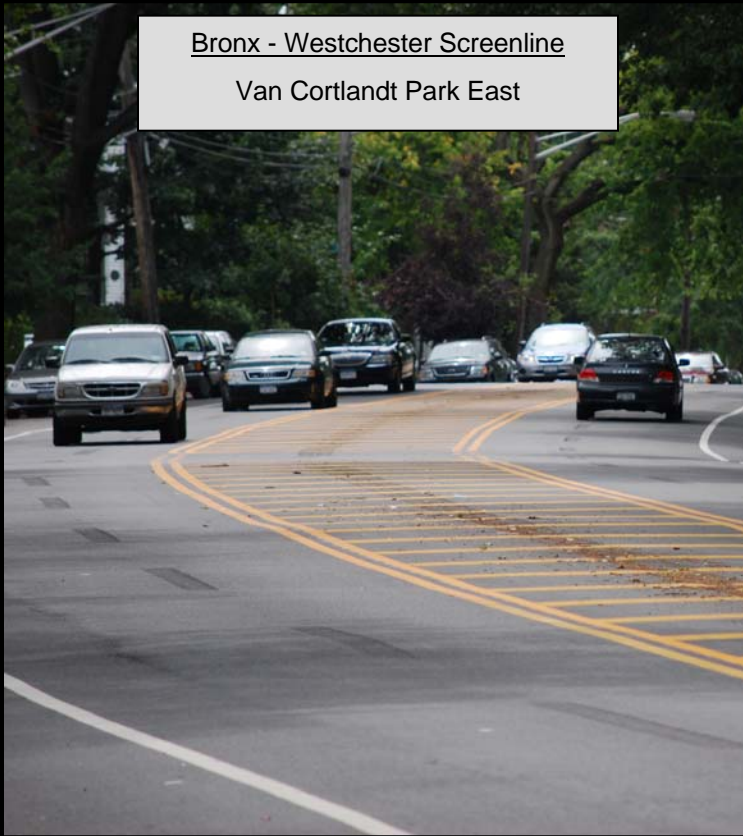
The five functional classifications are defined as follows:

1. Interstate - connects population centers across state lines.
2. Principal Arterial - serves major centers of activity of an urban area and carries a high proportion of the total urban area travel on a minimum of mileage.
3. Minor Arterial - interconnects with and augments urban principal arterials; provides service for trips of moderate length at a somewhat lower level of travel mobility than principal arterials; distributes travel to geographic areas smaller than those identified with the higher system.
4. Collector Street - provides both land access service and traffic circulation within residential neighborhoods, and commercial and industrial areas. Differs from the arterial systems in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from arterials to the ultimate destination. Conversely, collector streets also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
5. Local Street - comprises all facilities not on one of the higher systems. Serves primarily to provide direct access to abutting land and access to the higher order systems. Offers the lowest level of mobility and usually contains no bus or truck route.

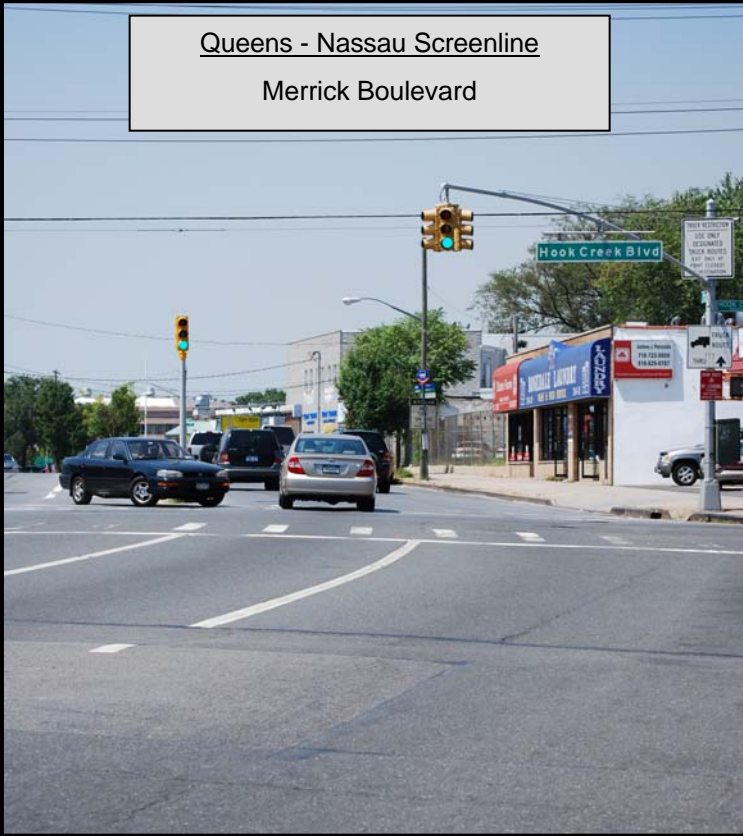
Note: NYCDOT uses the averages of vehicular volumes from selected representative weekdays. Publications from other sources may be based on alternative computation methodologies for some facilities, notably the tolled bridges and tunnels, possibly yielding different results for those facilities.

Summary

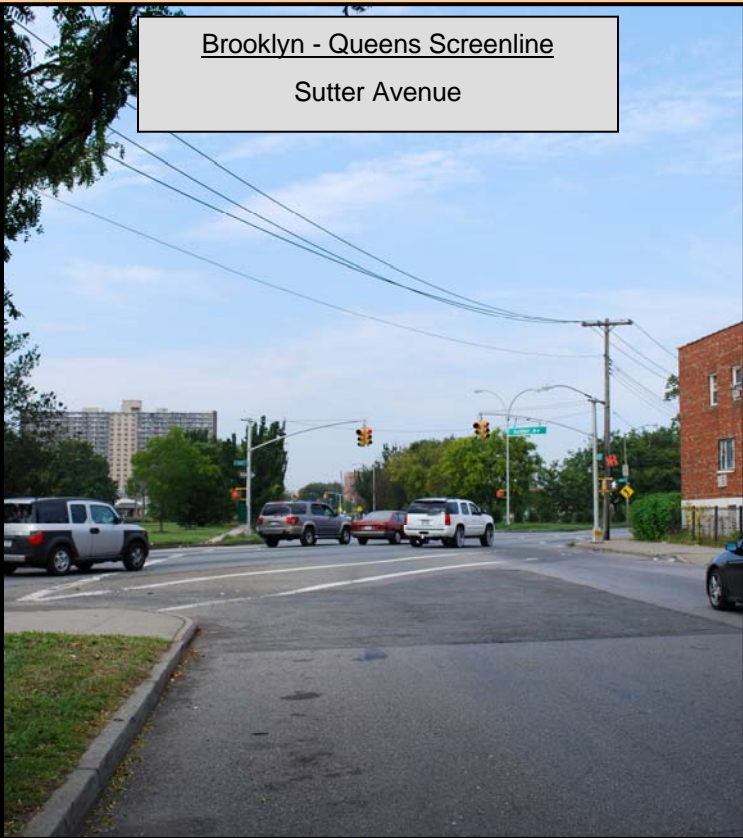
Bronx - Westchester Screenline
Van Cortlandt Park East



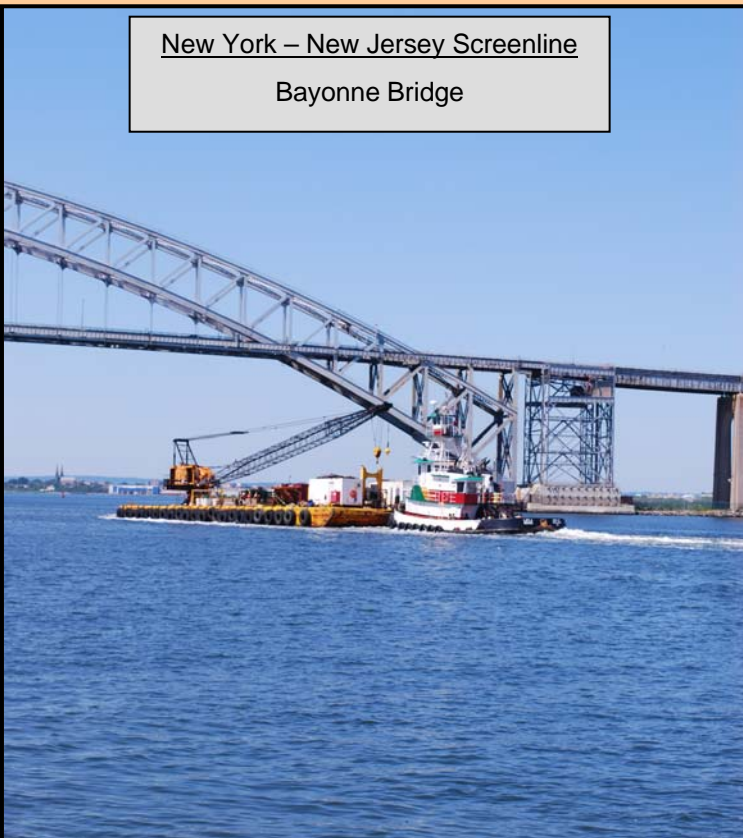
Queens - Nassau Screenline
Merrick Boulevard



Brooklyn - Queens Screenline
Sutter Avenue



New York - New Jersey Screenline
Bayonne Bridge



SUMMARY

2009 Daily Traffic

- Just over 2,235,000 daily motor vehicles crossed the 32 New York City border screenline monitoring locations in 2009, 0.5% more than the 2,224,000 daily vehicles recorded in 2008.
- Since the first survey in 1963, the highest volumes have been at the Queens–Nassau border. In 2009, 955,600 daily vehicles were counted at the fifteen Queens–Nassau monitoring locations, 42.7% of the total traffic recorded at the City boundaries. The eleven Bronx–Westchester locations yielded 27.3% of the total (609,300), the three Manhattan–New Jersey river crossings 22.6% (504,900), and the three Staten Island–New Jersey bridges 7.4% (165,500). The six New York–New Jersey facilities are operated by the Port Authority of New York and New Jersey (PANYNJ).
- Morning hourly inbound volume peaked between 7-8 am, when 75,700 vehicles were recorded entering the City limits. Between 6-10 am, a total of 276,000 vehicles entered the City from Nassau and Westchester Counties, and from New Jersey.
- During the 4-5 pm evening peak hour, 75,700 vehicles were recorded leaving the City. Between 3-7 pm, 299,300 vehicles exited the City.
- Traffic crossing the City boundaries was heavy throughout the day. The combined total of entries and departures exceeded 100,000 vehicles per hour continuously from 6 am until 8 pm.

Bronx - Westchester

- On a typical 2009 weekday, 609,300 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 1.8% more than the 598,600 daily vehicles recorded in 2008.
- Nearly 87% of the recorded vehicles (529,700 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline.
- The New England Thruway, with a total two-way volume of 130,500 daily vehicles, is the most-traveled Bronx-Westchester highway, carrying 21.4% of the total traffic on the monitored thoroughfares. The Major Deegan Expressway (including service roads) is second with 121,900 daily vehicles, 20.0% of the total. The Henry Hudson Parkway serves 96,000 daily vehicles (15.8%), the Hutchinson River Parkway 91,700 (15.0%), and the Bronx River Parkway 89,600 (14.7%).
- Boston Road is the busiest principal arterial monitored, averaging 21,700 vehicles per day, 3.6% of the total.
- The morning inbound (southbound) peak hour occurred during 7-8am, when 23,900 vehicles were recorded entering The Bronx from Westchester. The Bronx River Parkway and Major Deegan Expressway (including service road) each carried 4,600 of those peak hour inbound vehicles, with another 4,400 on the Henry Hudson Parkway.

- During the 6-10 am inbound rush period, 79,800 vehicles were recorded entering The Bronx. Some 15,800 of those vehicles were on the Major Deegan Expressway and its service road, with another 14,800 accommodated by the Henry Hudson Parkway, and 14,000 on the Bronx River Parkway.
- A total of 20,800 vehicles were counted crossing the screenline from The Bronx into Westchester during the 3-4 pm evening peak hour. Over 4,600 of those vehicles used the Major Deegan Expressway and its service road.
- During the 3-7 pm evening rush period, 82,100 vehicles were recorded leaving The Bronx. The Major Deegan Expressway and its service road accommodated 17,800 of those northbound vehicles.
- Reverse traffic was heavy during the 3-7 pm evening period, with an inbound volume of 79,800, compared to the outbound total of 82,100. During this period, the New England Thruway actually carried more inbound than outbound traffic (17,000 inbound vs. 14,900 outbound), consistent with recent screenline counts.
- Reverse traffic was less intense during the 6-10 am morning period: 79,800 inbound vs. 61,600 outbound. New England Thruway traffic was heavier in the reverse direction: 14,300 outbound vs. 13,200 inbound.

Queens - Nassau

- A total of 955,600 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2009 weekday, 0.4% more than the 951,500 daily vehicles recorded in 2008.
- The three limited access highways that cross the screenline accommodated more than half (58.3%) of the recorded vehicles (557,400 per day).
- The Long Island Expressway (including service roads) was the highest volume Queens-Nassau facility in 2009, with a total two-way volume of 239,000 daily vehicles, 25.0% of the total daily traffic on the monitored thoroughfares. The Laurelton Parkway was second with 162,000 daily vehicles (16.9% of the total), followed by 156,400 on the Grand Central Parkway and its service road (16.4%).
- Rockaway Boulevard and Sunrise Highway are the busiest principal arterials, with average daily volumes of 75,100 and 66,400 vehicles, respectively.
- Other high volume principal arterials are Hempstead Avenue and Northern Boulevard, serving 44,500 and 38,600 daily vehicles, respectively.
- The morning inbound peak hour occurred during 7-8 am, when 29,400 vehicles were recorded entering Queens from Nassau. The Long Island Expressway (including service road) was the route for 6,900 of those morning inbound peak hour vehicles, with the Laurelton Parkway accommodating an additional 5,200, and the Grand Central Parkway (including service road) serving another 5,100.
- The morning outbound peak hour occurred during 8-9 am, when 31,300 vehicles were recorded entering Nassau from Queens. The Long Island Expressway (including service road) was the route for 7,600 of those morning outbound peak hour vehicles. The Grand Central Parkway (including service road) accommodated 6,400. Another 4,800 used the Laurelton Parkway.

- During the 6-10 am rush period, 108,900 vehicles entered Queens from Nassau, and 105,100 entered Nassau from Queens. The Long Island Expressway and its service roads carried a total of 53,700 vehicles, 26,500 to Queens and 27,200 to Nassau. The Laurelton Parkway was used by 19,700 Queens-bound vehicles, and 17,100 entering Nassau. On the Grand Central Parkway and its service road, the heavier volume was in the eastbound direction (leaving New York City), with 19,400 entering Queens and 20,800 entering Nassau.
- The evening outbound peak hour occurred during 4-5 pm, when 32,800 vehicles were recorded departing Queens for Nassau. The Long Island Expressway and its service road were used by 7,400 of those evening outbound peak hour vehicles. Another 6,200 used the Laurelton Parkway. The Grand Central Parkway and its service road accommodated an additional 5,200.
- The evening inbound peak hour occurred during 5-6 pm, when 32,400 vehicles were recorded departing Nassau for Queens. The Long Island Expressway (including service road) was used by 7,600 of those inbound evening peak hour vehicles. Another 5,600 used the Grand Central Parkway and its service road, with the Laurelton Parkway accommodating an additional 4,400.
- During the 3-7 pm evening rush period, 129,100 vehicles entered Nassau, and 121,300 entered Queens. The Long Island Expressway and its service roads accommodated 28,900 vehicles to Nassau and 28,700 to Queens. The Laurelton Parkway served 24,300 vehicles entering Nassau and 16,900 entering Queens. The Grand Central Parkway and its service road were used by 20,700 vehicles entering Nassau and 20,900 entering Queens.
- Volumes were heavy crossing the Queens-Nassau screenline throughout the day, with two-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

New York – New Jersey

- On a fall 2009 weekday, 670,400 motor vehicles traveled between New York City and New Jersey via the six bridges and tunnels operated by the Port Authority of New York and New Jersey (PANYNJ), 0.5% fewer than the 674,000 recorded in fall of 2008.
- Manhattan-New Jersey traffic decreased 0.7% (to 504,900 daily vehicles in 2009 from 508,300 in 2008), while daily volume between Staten Island and New Jersey decreased 0.2% (to 165,500 from 165,800).
- The George Washington Bridge, with a total two-way volume of 289,700 daily vehicles in 2009, continues to be the highest volume crossing by a wide margin. In fall 2009, this facility carried 43% of total New York City-New Jersey traffic, and 57% of the volume between Manhattan and New Jersey. The George Washington Bridge, with eight lanes on the upper level and six lanes on the lower level, is the busiest of all screenline facilities citywide.
- The Lincoln Tunnel accommodated 119,000 daily vehicles in 2009; the Holland Tunnel, 96,200.
- The Outerbridge Crossing was the busiest Staten Island-New Jersey facility, with an average daily volume of 74,900 vehicles in 2009, up 2.7% from 72,900 in 2008. Traffic on the Goethals Bridge decreased 2.2%, to 71,200 daily vehicles in 2009 from 72,800 in 2008. The Bayonne Bridge accommodated 19,400 daily vehicles in 2009, a decrease of 3.2% from the 20,100 daily vehicles recorded in 2008.

- Some 18,900 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 10,800 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 68,200. The George Washington Bridge was the route for 56% of these 6-10 am entries (38,400 vehicles).
- Some 17,400 vehicles departed Manhattan for New Jersey during the 6-7 pm evening peak hour, with the George Washington Bridge accommodating 10,200 (59%) of those departing vehicles.
- During the 3-7 pm evening rush period, 67,700 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 59% of that departing traffic (40,000 vehicles).
- Staten Island-New Jersey traffic is predominantly westbound (to New Jersey) during the morning rush period and eastbound (to Staten Island) during the evening rush.
- Between 6-10 am, 20,200 vehicles crossed from Staten Island to New Jersey. During the same period, 19,100 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 25,000 vehicles, while traffic bound for New Jersey totaled 20,400.

Brooklyn - Queens

- On a typical 2009 weekday, 592,300 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations. This was 0.4% more than the 590,100 daily vehicles that had been recorded in 2008. Except for the four bridges over Newtown Creek (monitored annually in the *New York City Bridge Traffic Volumes* report), traffic volumes at this screenline were analyzed for the first time in 1993.
- Over two-thirds (70.7%) of the vehicles (418,600 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway. Some 44.5% (263,600 per day) were crossing Newtown Creek via the Grand Street, J.J. Byrne, Kosciuszko, and Pulaski Bridges.
- The highest volume Brooklyn-Queens highway was the Kosciuszko Bridge on the Brooklyn-Queens Expressway, with two-way daily volume of 188,300 vehicles, 31.8% of all traffic on the monitored thoroughfares and 71.4% of Newtown Creek crossings. Belt Parkway (Shore Parkway) was second with 162,800 vehicles per day, 27.5% of the total recorded screenline traffic.
- Belt Parkway (Shore Parkway), Jackie Robinson Parkway, Linden Boulevard, Pulaski Bridge, J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge), and Atlantic Avenue were the busiest of the principal arterials surveyed, with average daily volumes of 162,800, 67,500, 44,500, 36,100, 26,600, and 21,500 vehicles, respectively.
- A total of 20,100 vehicles were recorded entering Brooklyn from Queens during the 7-8 am morning peak hour. The Kosciuszko Bridge and Belt (Shore) Parkway accommodated 5,200 and 5,500 of those vehicles, respectively.

- Morning traffic to Queens peaked between 8-9 am, at 16,400 vehicles, including 5,300 on the Kosciuszko Bridge and 4,600 on Belt (Shore) Parkway.
- During the 6-10 am rush period, 71,700 vehicles were recorded entering Brooklyn, with the Kosciuszko Bridge and Belt (Shore) Parkway carrying 19,300 and 20,300, respectively. Simultaneously, 61,500 vehicles entered Queens, including 20,100 on the Kosciuszko Bridge and 16,700 on Belt Parkway.
- Evening traffic entering Queens from Brooklyn peaked between 5-6 pm, when 19,700 vehicles were recorded. The Kosciuszko Bridge was the route of 5,100 of those vehicles, while 5,500 used Shore (Belt) Parkway.
- Evening traffic entering Brooklyn from Queens peaked between 4-5 pm, at 17,900 vehicles. The Kosciuszko Bridge was used by 4,800 of those vehicles, while another 5,000 were on Shore (Belt) Parkway.
- During the 3-7 pm evening rush period, 75,700 vehicles were recorded entering Queens, while 68,100 were counted in the opposite direction. The Kosciuszko Bridge carried 19,800 to Queens and 18,800 to Brooklyn, while Shore (Belt) Parkway carried 21,400 to Queens and 19,200 to Brooklyn.

2008 vs. 2009
Screenline Traffic Volume Trends
Both Directions

Page 1 of 2

| BRONX-WESTCHESTER | Highway Functional Classification | 2008 | 2009 | Percent Change |
|---|--|----------------|----------------|-----------------------|
| Boston Road | Principal Arterial | 23,107 | 21,702 | - 6.1 % |
| Broadway | Principal Arterial | 15,386 | 15,206 | - 1.2 % |
| Bronx River Parkway | Principal Arterial | 87,677 | 89,628 | 2.2 % |
| Henry Hudson Parkway | Principal Arterial | 93,705 | 95,982 | 2.4 % |
| Hutchinson River Parkway | Principal Arterial | 90,973 | 91,662 | 0.8 % |
| Major Deegan Expressway | Interstate | 108,757 | 111,320 | 2.4 % |
| Major Deegan Svce Roads | Principal Arterial | 10,901 | 10,628 | - 2.5 % |
| New England Thruway | Interstate | 124,472 | 130,495 | 4.8 % |
| Riverdale Avenue | Principal Arterial | 10,905 | 9,538 | - 12.5 % |
| Van Cortlandt Park East | Minor Arterial | 10,374 | 10,652 | 2.7 % |
| Webster Avenue | Local | 9,863 | 10,113 | 2.5 % |
| White Plains Road | Principal Arterial | 12,478 | 12,378 | - 0.8 % |
| Total Bronx-Westchester Screenline | | 598,598 | 609,304 | 1.8 % |

QUEENS-NASSAU

| | | | | |
|---------------------------------------|--------------------|----------------|----------------|--------------|
| Beach Channel Drive | Minor Arterial | 24,352 | 23,541 | - 3.3 % |
| Central Avenue | Minor Arterial | 13,854 | 13,516 | - 2.4 % |
| Grand Central Parkway | Principal Arterial | 148,708 | 146,117 | - 1.7 % |
| Grand Central Parkway Svce Road | Minor Arterial | 9,900 | 10,304 | 4.1 % |
| Hempstead Avenue | Principal Arterial | 46,615 | 44,494 | - 4.6 % |
| Hillside Avenue | Principal Arterial | 24,900 | 23,561 | - 5.4 % |
| Jamaica Avenue | Principal Arterial | 29,074 | 28,271 | - 2.8 % |
| Laurelton Parkway | Principal Arterial | 159,167 | 162,052 | 1.8 % |
| Linden Boulevard | Principal Arterial | 24,767 | 26,349 | 6.4 % |
| Long Island Expressway | Interstate | 221,943 | 228,908 | 3.1 % |
| Long Island Exp Svce Roads | Principal Arterial | 8,461 | 10,044 | 18.7 % |
| Merrick Boulevard | Minor Arterial | 19,508 | 18,566 | - 4.8 % |
| Northern Boulevard | Principal Arterial | 39,483 | 38,624 | - 2.2 % |
| Rockaway Boulevard | Principal Arterial | 75,460 | 75,108 | - 0.5 % |
| Seagirt Boulevard | Principal Arterial | 19,907 | 20,268 | 1.8 % |
| Sunrise Highway | Principal Arterial | 64,994 | 66,394 | 2.2 % |
| Union Turnpike | Principal Arterial | 20,412 | 19,484 | - 4.5 % |
| Total Queens-Nassau Screenline | | 951,505 | 955,601 | 0.4 % |

2008 vs. 2009 Screenline Traffic Volume Trends

Both Directions

Page 2 of 2

| NEW YORK - NEW JERSEY | Highway Functional Classification | 2008 | 2009 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| George Washington Bridge | Interstate | 293,059 | 289,694 | - 1.1 % |
| Holland Tunnel | Interstate | 97,057 | 96,184 | - 0.9 % |
| Lincoln Tunnel | Principal Arterial | 118,153 | 118,982 | 0.7 % |
| Bayonne Bridge | Principal Arterial | 20,058 | 19,422 | - 3.2 % |
| Goethals Bridge | Interstate | 72,834 | 71,230 | - 2.2 % |
| Outerbridge Crossing | Principal Arterial | 72,884 | 74,852 | 2.7 % |
| Total New York - New Jersey Screenline | | 674,045 | 670,364 | - 0.5 % |

BROOKLYN - QUEENS

| | | | | |
|--|--------------------|----------------|----------------|--------------|
| Newtown Creek Bridges | | | | |
| Grand Street Bridge | Principal Arterial | 13,031 | 12,576 | - 3.5 % |
| J.J. Byrne Memorial Bridge * | Principal Arterial | 26,926 | 26,637 | - 1.1 % |
| Kosciuszko Bridge | Interstate | 181,783 | 188,322 | 3.6 % |
| Pulaski Bridge | Principal Arterial | 37,019 | 36,103 | - 2.5 % |
| Subtotal, Newtown Creek Bridges | | 258,759 | 263,638 | 1.9 % |

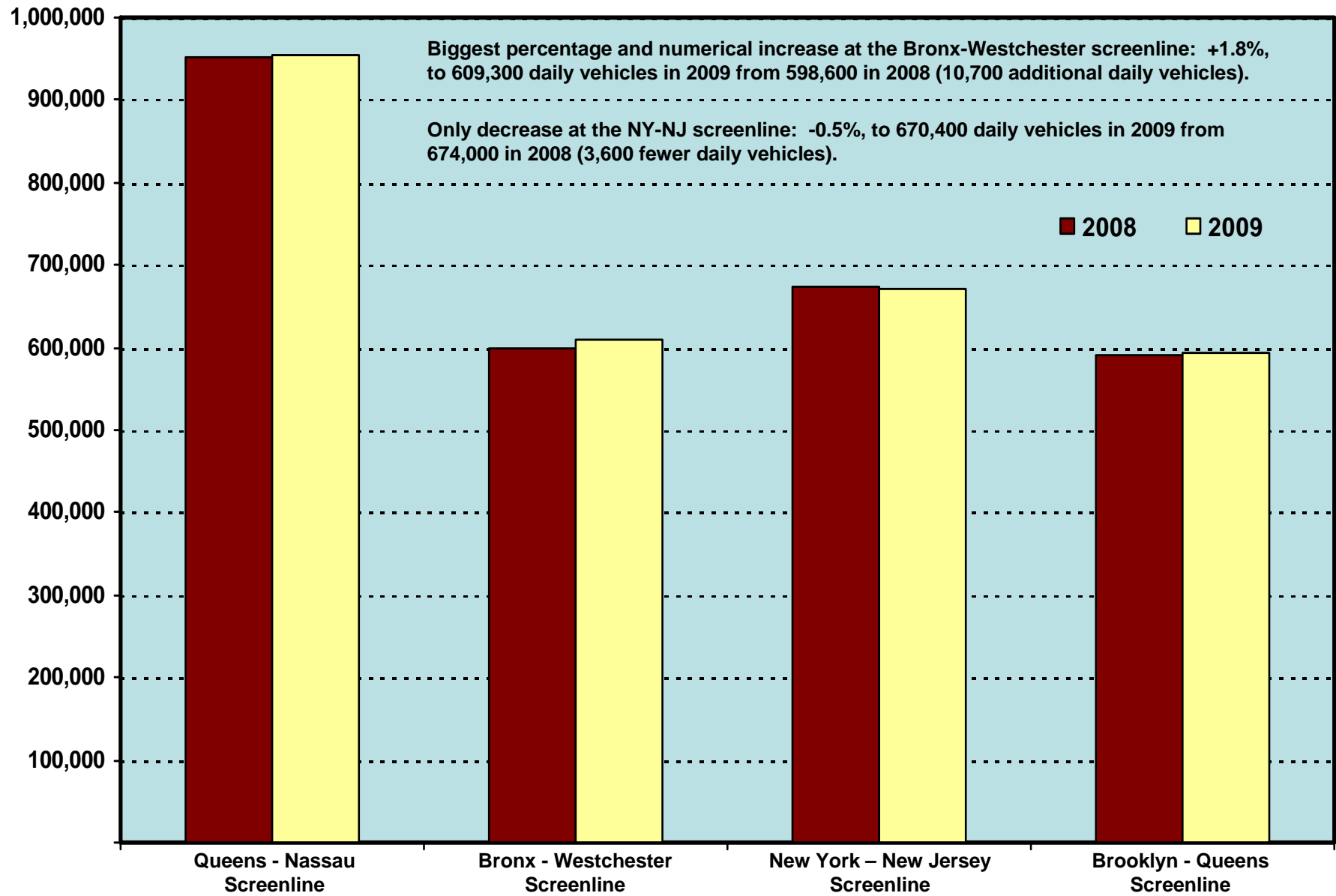
Other Facilities

| | | | | |
|-----------------------------------|--------------------|----------------|----------------|----------------|
| Atlantic Avenue | Principal Arterial | 21,560 | 21,477 | - 0.4 % |
| Cooper Street | Minor Arterial | 9,502 | 9,698 | 2.1 % |
| Cornelia Street | Local | 1,753 | 1,847 | 5.4 % |
| Decatur Street | Collector | 2,203 | 2,091 | - 5.1 % |
| DeKalb Avenue | Minor Arterial | 5,402 | 5,534 | 2.4 % |
| Greene Avenue | Minor Arterial | 1,883 | 1,887 | 0.2 % |
| Jackie Robinson Parkway | Principal Arterial | 67,735 | 67,477 | - 0.4 % |
| Linden Boulevard | Principal Arterial | 46,721 | 44,464 | - 4.8 % |
| Linden Street | Collector | 1,992 | 1,936 | - 2.8 % |
| Shore Parkway | Principal Arterial | 163,439 | 162,807 | - 0.4 % |
| Sutter Avenue | Minor Arterial | 9,182 | 9,424 | 2.6 % |
| Subtotal, Other Facilities | | 331,372 | 328,642 | - 0.8 % |

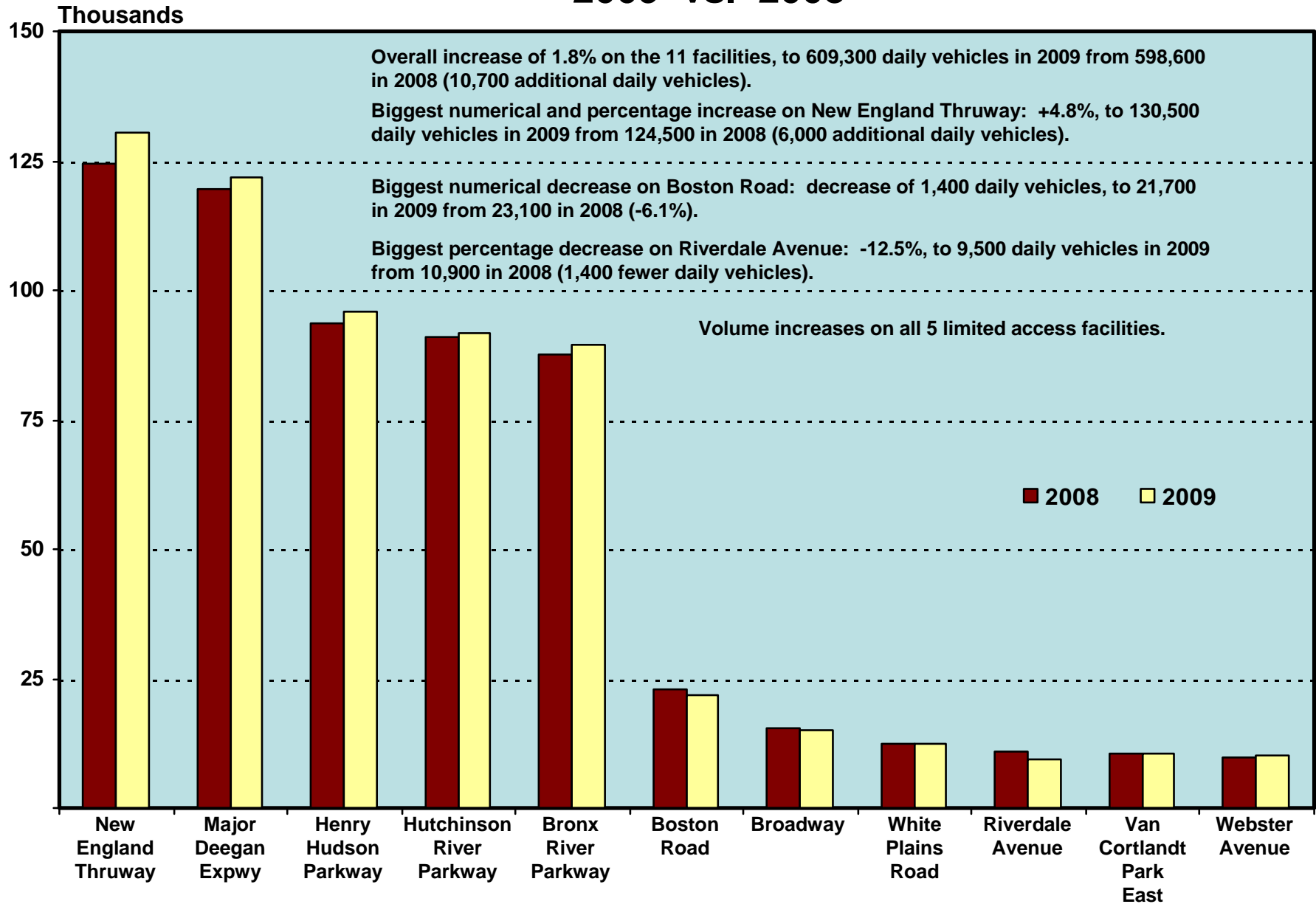
| | | | | |
|---|--|----------------|----------------|--------------|
| Total Brooklyn - Queens Screenline | | 590,131 | 592,280 | 0.4 % |
|---|--|----------------|----------------|--------------|

* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

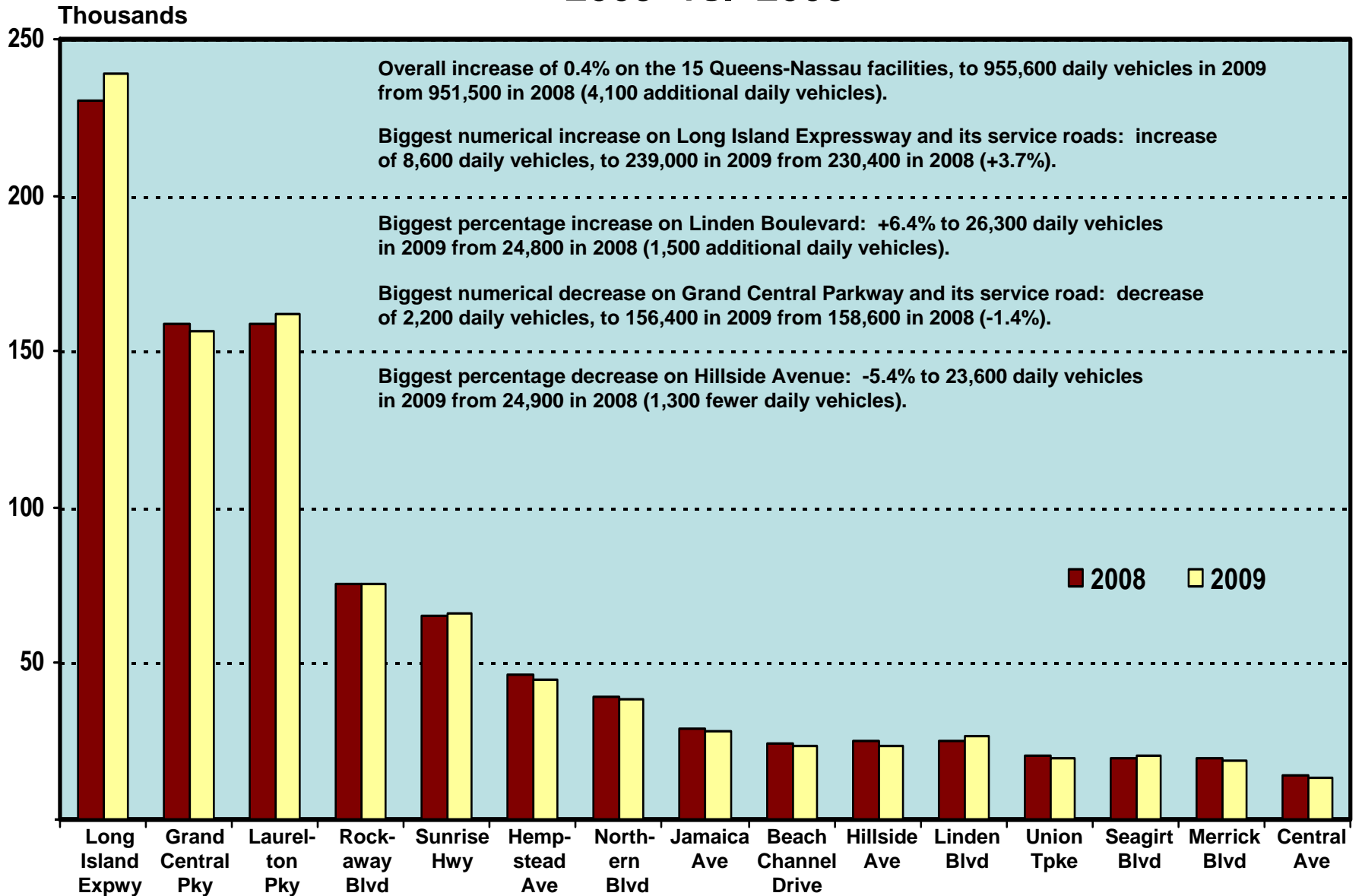
New York City Screenlines ~ Daily Volumes 2009 vs. 2008



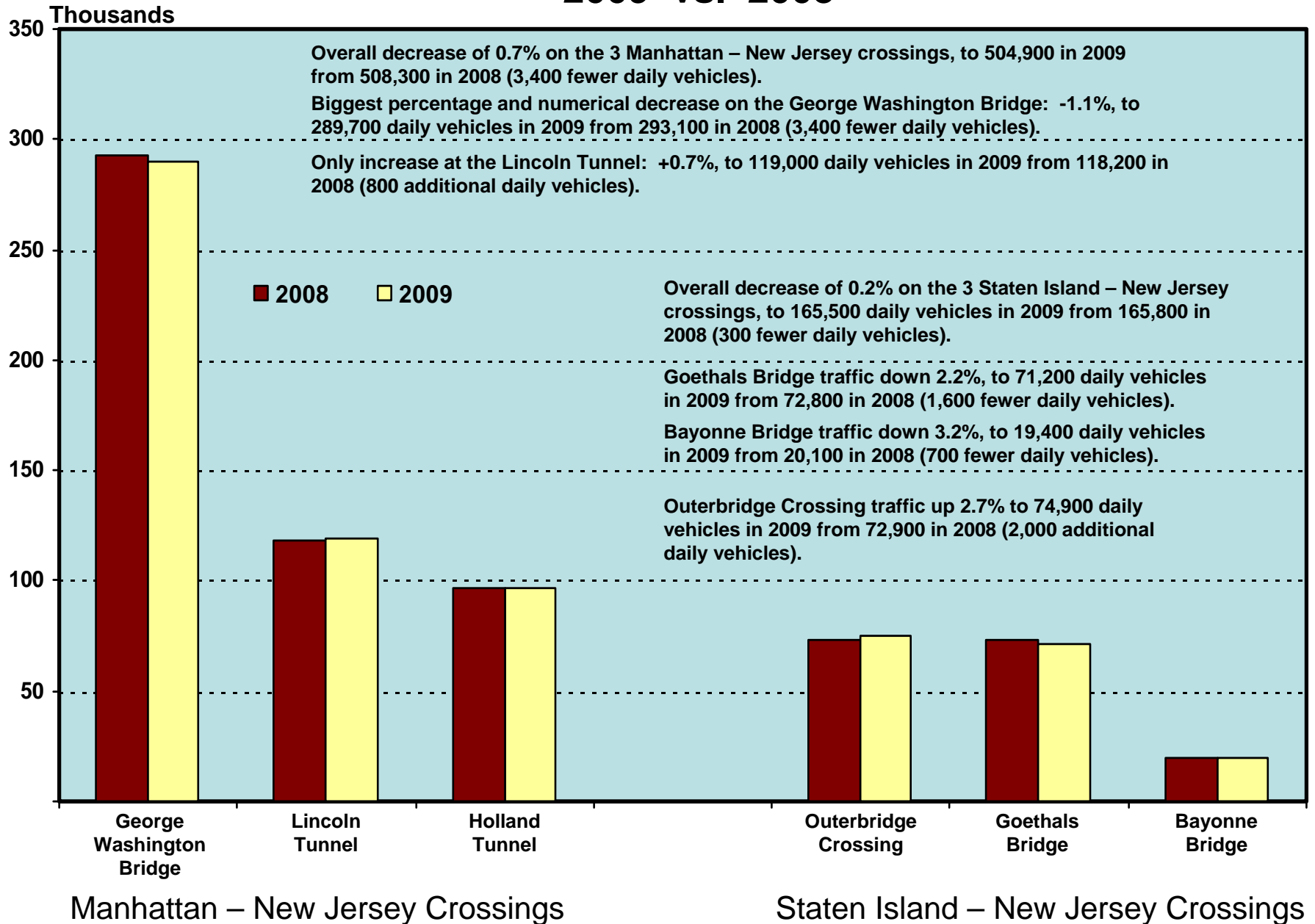
Bronx – Westchester Screenline Daily Volumes 2009 vs. 2008



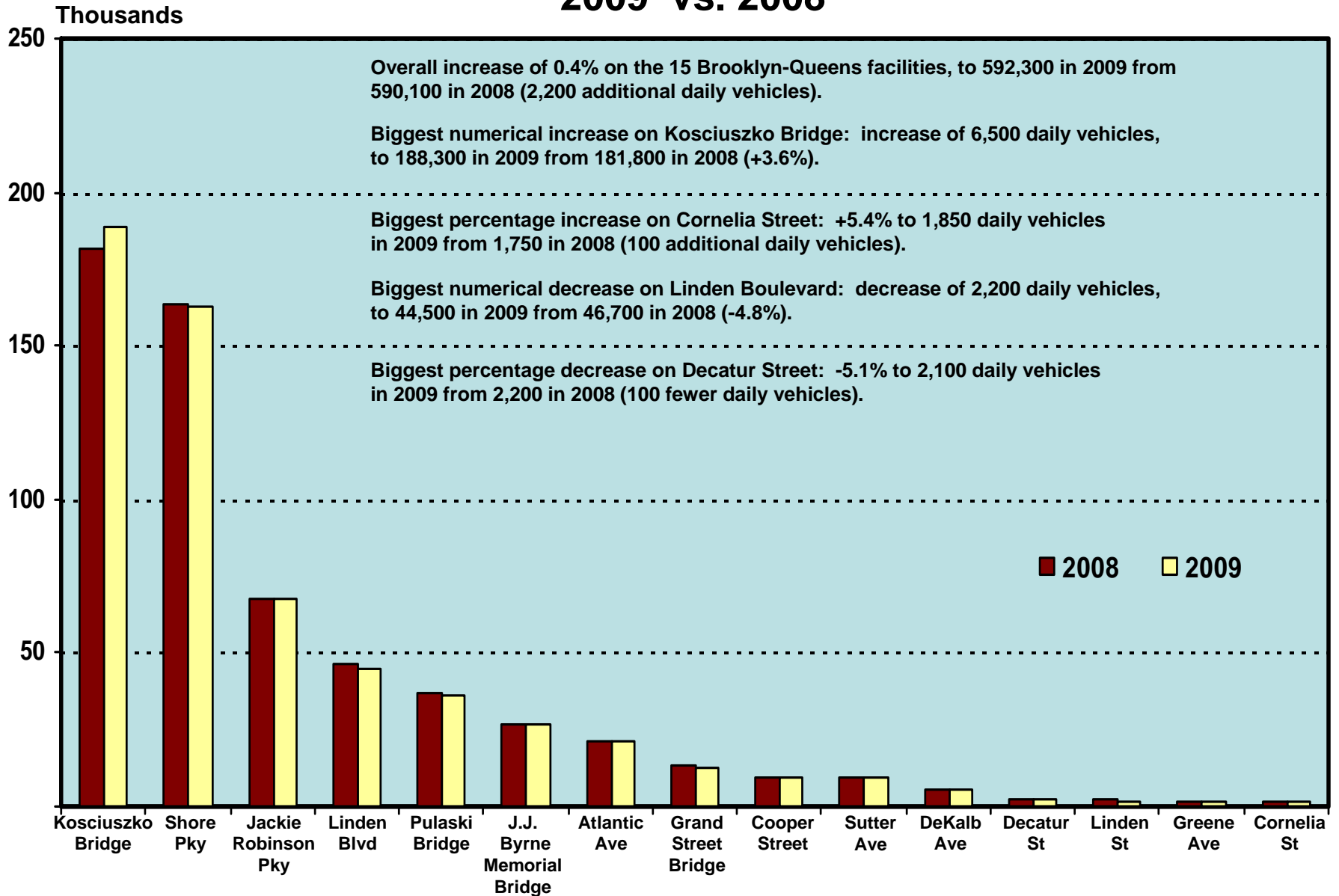
Queens – Nassau Screenline Daily Volumes 2009 vs. 2008



New York – New Jersey Screenline Daily Volumes 2009 vs. 2008



Brooklyn - Queens Screenline Daily Volumes 2009 vs. 2008



10-Year Trends ~ 1999-2009



Rockaway Boulevard at the Queens – Nassau Screenline
Looking North

TEN-YEAR TRENDS: 1999-2009

- Total monitored daily traffic volume at the City boundaries decreased 0.5% during this ten-year period, to 2,235,300 in 2009 from 2,247,300 in 1999.

Bronx - Westchester

- The eleven Bronx-Westchester monitoring sites showed the largest overall increase of any screenline, as traffic volume was 4.3% higher in 2009 than in 1999: 609,300 daily vehicles vs. 584,000.
- The largest individual numerical and percentage increase in Bronx-Westchester traffic occurred on the Henry Hudson Parkway, where traffic volume was 9.9% higher in 2009 than in 1999 (96,000 daily vehicles vs. 87,300, an increase of 8,700 vehicles per day). Daily volume on the Hutchinson River Parkway was up 8.3%, to 91,700 in 2009 from 84,600 in 1999 (7,100 additional daily vehicles). Traffic on the Major Deegan Expressway and its service roads increased by 7.6%, to 121,900 daily vehicles in 2009 from 113,300 in 1999 (8,600 additional daily vehicles).
- The biggest numerical and percentage decline occurred on Boston Road, where volume was down 11.9%, to 21,700 daily vehicles in 2009 from 24,600 in 1999 (2,900 fewer vehicles per day).

Queens - Nassau

- Between Queens and Nassau, monitored traffic volume has increased just 0.9% during the past ten years, to 955,600 in 2009 from 947,000 in 1999.
- The largest individual Queens-Nassau traffic increase since 1999 occurred on the Long Island Expressway and its service roads: up 21.5% to 239,000 daily vehicles in 2009 from 196,600 in 1999 (42,400 additional daily vehicles). The largest percentage increase was on Seagirt Boulevard: +25.8%, to 20,300 daily vehicles from 16,100 (4,200 additional daily vehicles).
- The most significant declines in Queens-Nassau traffic occurred the Grand Central Parkway and its service road, where daily traffic decreased to 156,400 in 2009 from 168,900 in 1999 (a decrease of 12,500 daily vehicles, or 7.4%), and on Hillside Avenue where daily traffic decreased by 27.1%, to 23,600 daily vehicles in 2009 from 32,300 in 1999 (decrease of 8,700 daily vehicles).

New York – New Jersey

- Between Manhattan and New Jersey, daily traffic decreased 8.1% during this ten-year period, to 504,900 in 2009 from 549,400 in 1999 (decrease of 44,500 vehicles per day).
- The steepest decline in Manhattan-New Jersey traffic was at the George Washington Bridge, where daily traffic decreased 8.8%, to 289,700 in 2009 from 317,600 in 1999 (27,900 fewer daily vehicles). Traffic using the Holland Tunnel decreased 6.6%, to 96,200 daily vehicles in 2009 from 103,000 in 1999. Daily volume through the Lincoln Tunnel decreased 7.5%, to 119,000 in from 128,700.

- On the three Staten Island-New Jersey bridges, daily volume decreased 0.8%, to 165,500 in 2009 from 166,900 in 1999. Daily traffic on the Bayonne Bridge increased 10.3%, to 19,400 in 2009 from 17,600 in 1999. Traffic using the Outerbridge Crossing decreased 4.6%, to 74,900 vehicles per day in 2009 from 78,400 in 1999.

Brooklyn – Queens

- At the Brooklyn-Queens screenline, traffic decreased 0.4%, to 592,300 daily vehicles in 2009 from 594,800 in 1999.
- The largest Brooklyn-Queens volume increase since 1999 occurred on the Shore Parkway (increase of 10.4% to 162,800 daily vehicles from 147,500). This was followed by the Pulaski Bridge over Newtown Creek (increase of 16.6% to 36,100 daily vehicles from 31,000).
- The largest decreases in Brooklyn-Queens traffic occurred on the Kosciuszko Bridge (down 3.3%, to 188,300 in 2009 from 194,800 in 1999), on Atlantic Avenue (down 27.9%, to 21,500 from 29,800), and on Linden Boulevard (down 17.3%, to 44,500 from 53,800).

10-Year Volume Trends ~ 1999 - 2009

New York City Screenline Traffic Volume Trends

Both Directions

Page 1 of 2

| BRONX-WESTCHESTER | Highway Functional Classification | 1999 | 2009 | Percent Change |
|---|--|----------------|----------------|-----------------------|
| Boston Road | Principal Arterial | 24,644 | 21,702 | - 11.9 % |
| Broadway | Principal Arterial | 16,393 | 15,206 | - 7.2 % |
| Bronx River Parkway | Principal Arterial | 85,364 | 89,628 | 5.0 % |
| Henry Hudson Parkway | Principal Arterial | 87,321 | 95,982 | 9.9 % |
| Hutchinson River Parkway | Principal Arterial | 84,613 | 91,662 | 8.3 % |
| Major Deegan Expressway | Interstate | 101,927 | 111,320 | 9.2 % |
| Major Deegan Svce Roads | Principal Arterial | 11,398 | 10,628 | - 6.8 % |
| New England Thruway | Interstate | 127,770 | 130,495 | 2.1 % |
| Riverdale Avenue | Principal Arterial | 10,918 | 9,538 | - 12.6 % |
| Van Cortlandt Park East | Minor Arterial | 10,633 | 10,652 | 0.2 % |
| Webster Avenue | Local | 10,274 | 10,113 | - 1.6 % |
| White Plains Road | Principal Arterial | 12,760 | 12,378 | - 3.0 % |
| Total Bronx-Westchester Screenline | | 584,015 | 609,304 | 4.3 % |

QUEENS-NASSAU

| | | | | |
|---------------------------------------|--------------------|----------------|----------------|--------------|
| Beach Channel Drive | Minor Arterial | 24,723 | 23,541 | - 4.8 % |
| Central Avenue | Minor Arterial | 12,806 | 13,516 | 5.5 % |
| Grand Central Parkway | Principal Arterial | 158,237 | 146,117 | - 7.7 % |
| Grand Central Parkway Svce Road | Minor Arterial | 10,629 | 10,304 | - 3.1 % |
| Hempstead Avenue | Principal Arterial | 49,889 | 44,494 | - 10.8 % |
| Hillside Avenue | Principal Arterial | 32,310 | 23,561 | - 27.1 % |
| Jamaica Avenue | Principal Arterial | 28,264 | 28,271 | 0.0 % |
| Laurelton Parkway | Principal Arterial | 160,790 | 162,052 | 0.8 % |
| Linden Boulevard | Principal Arterial | 29,514 | 26,349 | - 10.7 % |
| Long Island Expressway | Interstate | 173,928 | 228,908 | 31.6 % |
| Long Island Exp Svce Roads | Principal Arterial | 22,702 | 10,044 | - 55.8 % |
| Merrick Boulevard | Minor Arterial | 19,158 | 18,566 | - 3.1 % |
| Northern Boulevard | Principal Arterial | 43,644 | 38,624 | - 11.5 % |
| Rockaway Boulevard | Principal Arterial | 70,555 | 75,108 | 6.5 % |
| Seagirt Boulevard | Principal Arterial | 16,108 | 20,268 | 25.8 % |
| Sunrise Highway | Principal Arterial | 70,668 | 66,394 | - 6.0 % |
| Union Turnpike | Principal Arterial | 23,118 | 19,484 | - 15.7 % |
| Total Queens-Nassau Screenline | | 947,043 | 955,601 | 0.9 % |

10-Year Volume Trends ~ 1999 - 2009

New York City Screenline Traffic Volume Trends

Both Directions

Page 2 of 2

| NEW YORK - NEW JERSEY | Highway Functional Classification | 1999 | 2009 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| George Washington Bridge | Interstate | 317,640 | 289,694 | - 8.8 % |
| Holland Tunnel | Interstate | 103,020 | 96,184 | - 6.6 % |
| Lincoln Tunnel | Principal Arterial | 128,692 | 118,982 | - 7.5 % |
| Bayonne Bridge | Principal Arterial | 17,603 | 19,422 | 10.3 % |
| Goethals Bridge | Interstate | 70,863 | 71,230 | 0.5 % |
| Outerbridge Crossing | Principal Arterial | 78,424 | 74,852 | - 4.6 % |
| Total New York - New Jersey Screenline | | 716,242 | 670,364 | - 6.4 % |

BROOKLYN - QUEENS

| | | | | |
|--|--------------------|----------------|----------------|----------------|
| Newtown Creek Bridges | | | | |
| Grand Street Bridge | Principal Arterial | 14,390 | 12,576 | - 12.6 % |
| J.J. Byrne Memorial Bridge * | Principal Arterial | 26,613 | 26,637 | 0.1 % |
| Kosciuszko Bridge | Interstate | 194,784 | 188,322 | - 3.3 % |
| Pulaski Bridge | Principal Arterial | 30,975 | 36,103 | 16.6 % |
| Subtotal, Newtown Creek Bridges | | 266,762 | 263,638 | - 1.2 % |

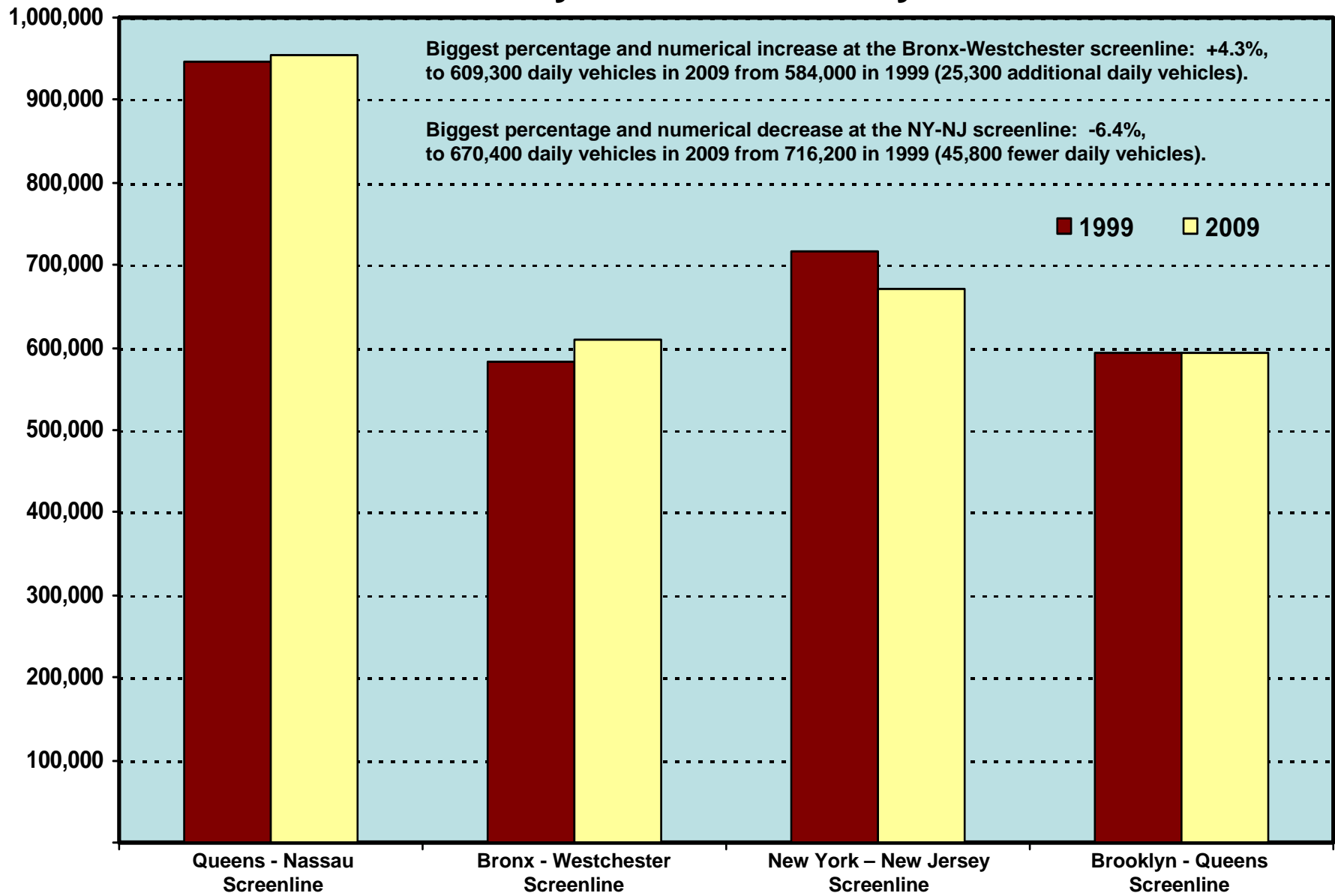
| | | | | |
|-----------------------------------|--------------------|----------------|----------------|--------------|
| Other Facilities | | | | |
| Atlantic Avenue | Principal Arterial | 29,799 | 21,477 | - 27.9 % |
| Cooper Street | Minor Arterial | 9,313 | 9,698 | 4.1 % |
| Cornelia Street | Local | 1,787 | 1,847 | 3.4 % |
| Decatur Street | Collector | 2,099 | 2,091 | - 0.4 % |
| DeKalb Avenue | Minor Arterial | 5,103 | 5,534 | 8.4 % |
| Greene Avenue | Minor Arterial | 1,922 | 1,887 | - 1.8 % |
| Jackie Robinson Parkway | Principal Arterial | 66,618 | 67,477 | 1.3 % |
| Linden Boulevard | Principal Arterial | 53,795 | 44,464 | - 17.3 % |
| Linden Street | Collector | 2,439 | 1,936 | - 20.6 % |
| Shore Parkway | Principal Arterial | 147,453 | 162,807 | 10.4 % |
| Sutter Avenue | Minor Arterial | 7,692 | 9,424 | 22.5 % |
| Subtotal, Other Facilities | | 328,020 | 328,642 | 0.2 % |

| | | | | |
|---|--|----------------|----------------|----------------|
| Total Brooklyn - Queens Screenline | | 594,782 | 592,280 | - 0.4 % |
|---|--|----------------|----------------|----------------|

* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

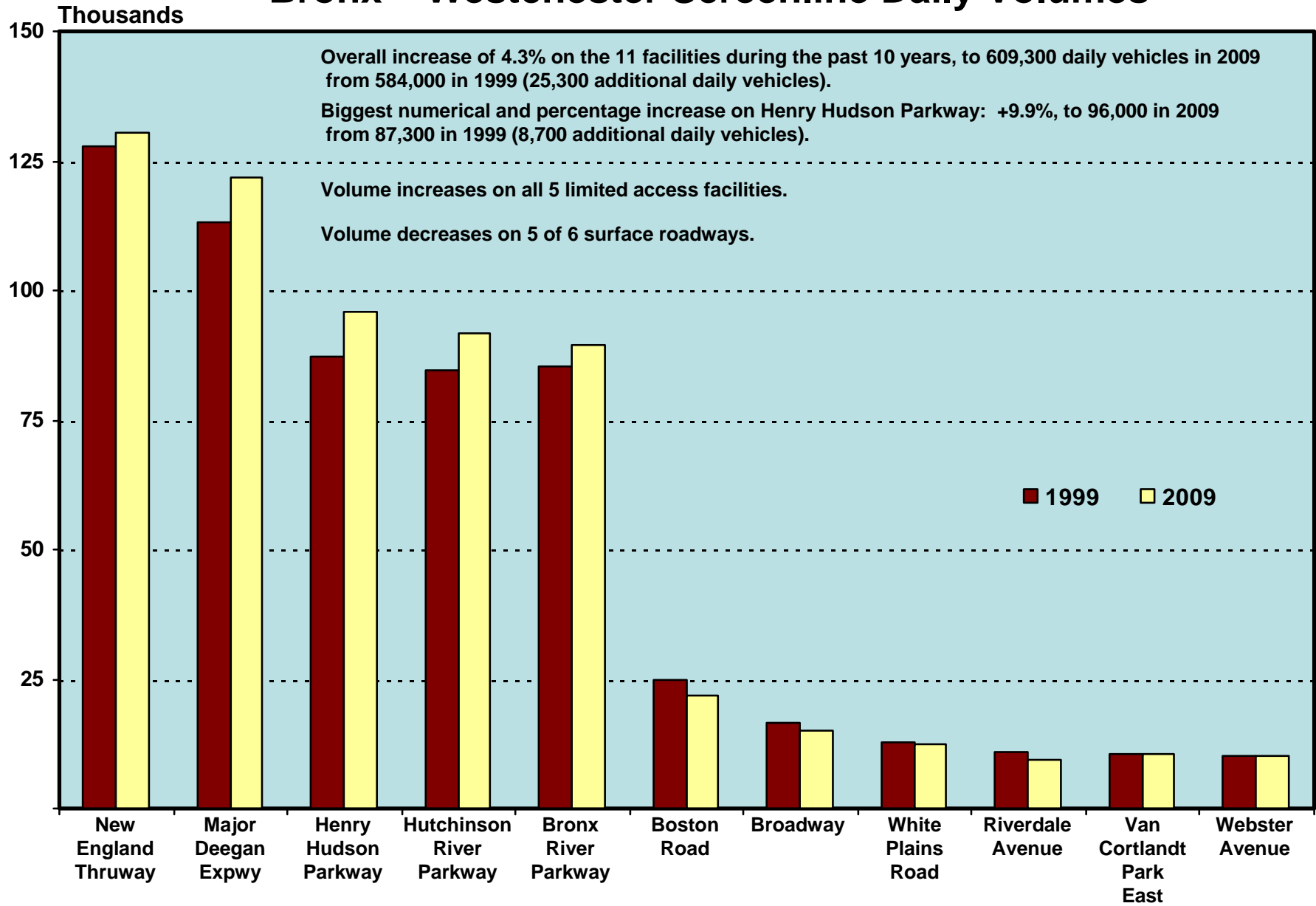
10-Year Volume Changes ~ 1999 - 2009

New York City Screenlines Daily Volumes



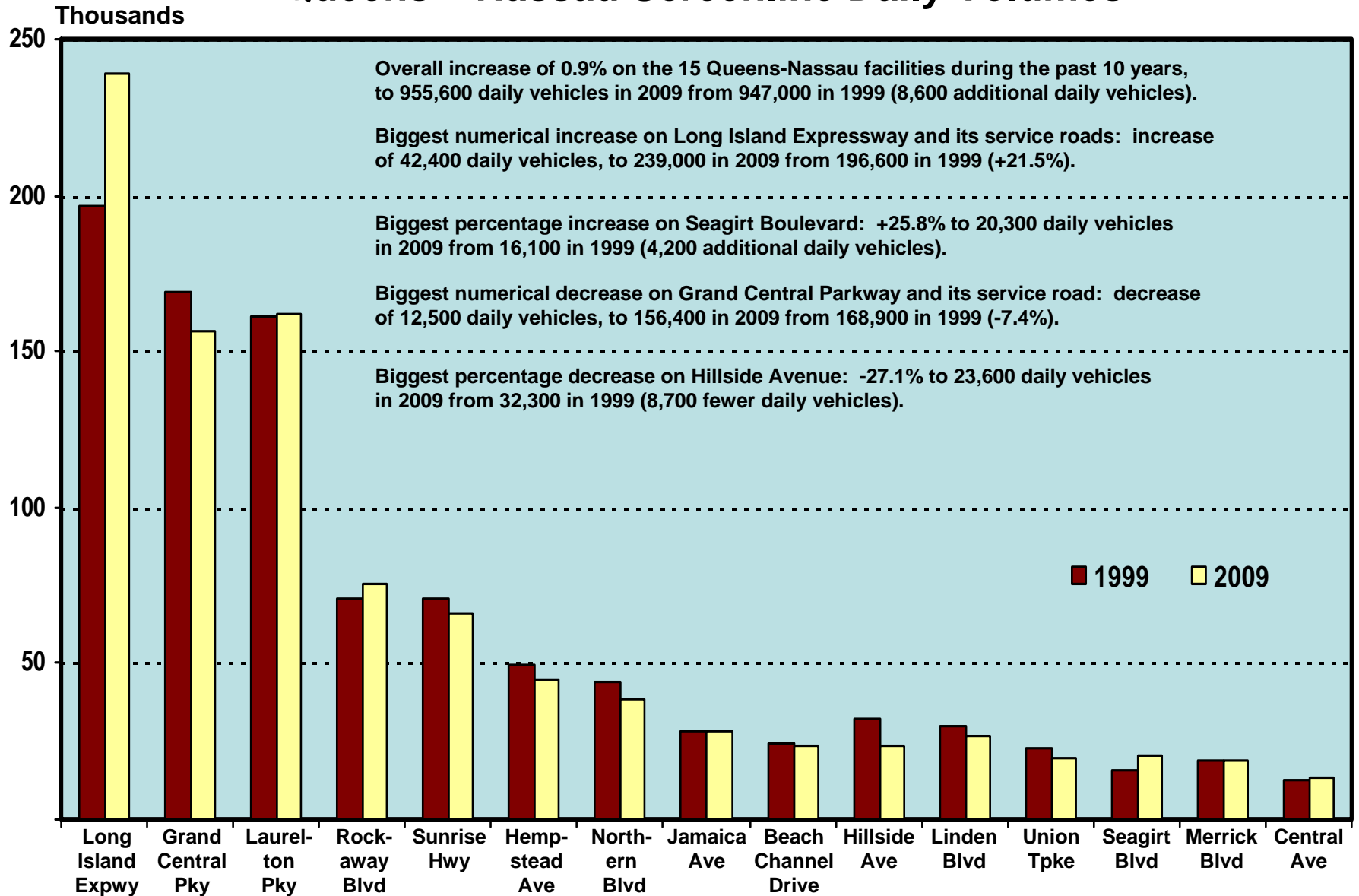
10-Year Volume Changes ~ 1999 - 2009

Bronx – Westchester Screenline Daily Volumes



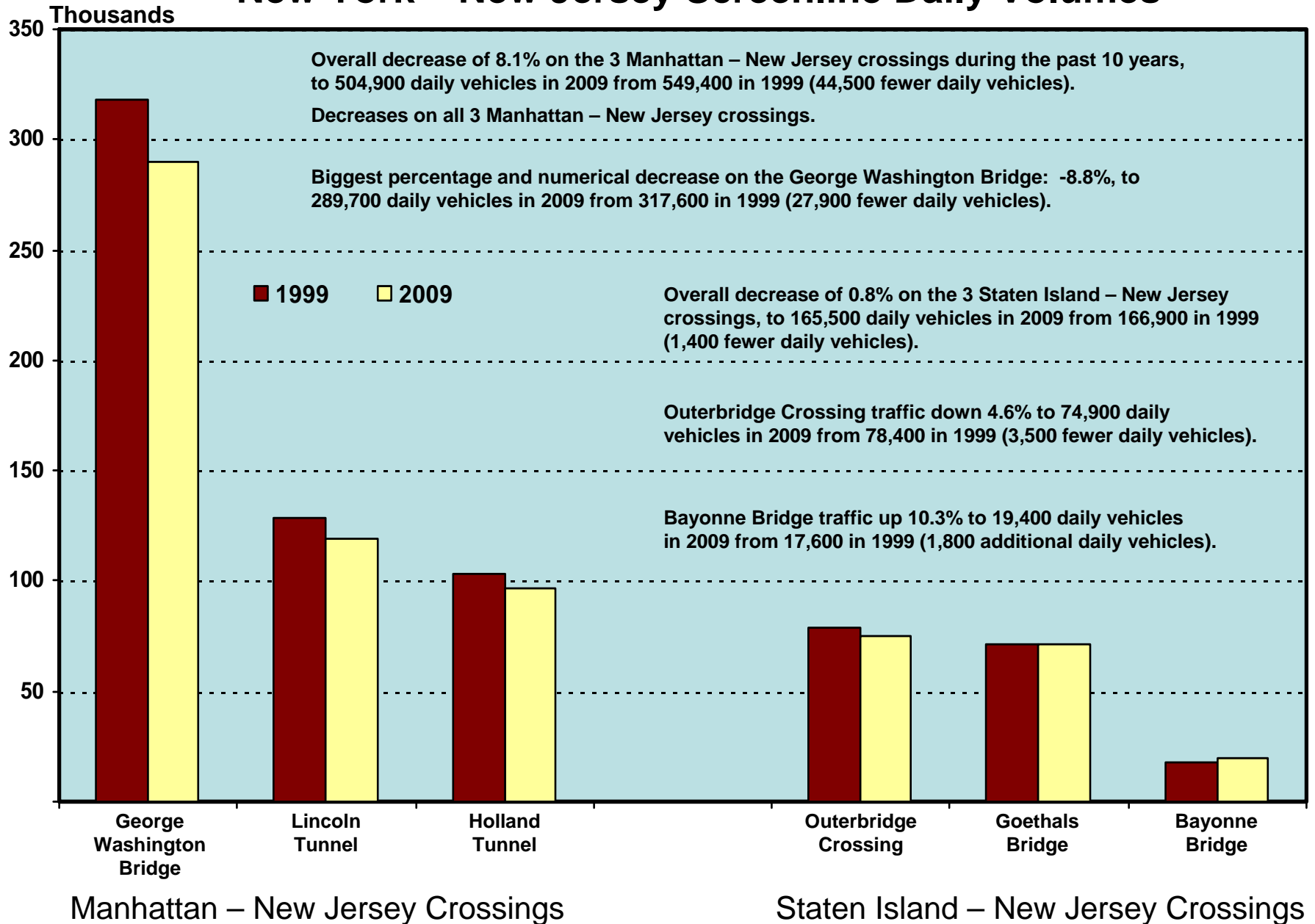
10-Year Volume Changes ~ 1999 - 2009

Queens – Nassau Screenline Daily Volumes



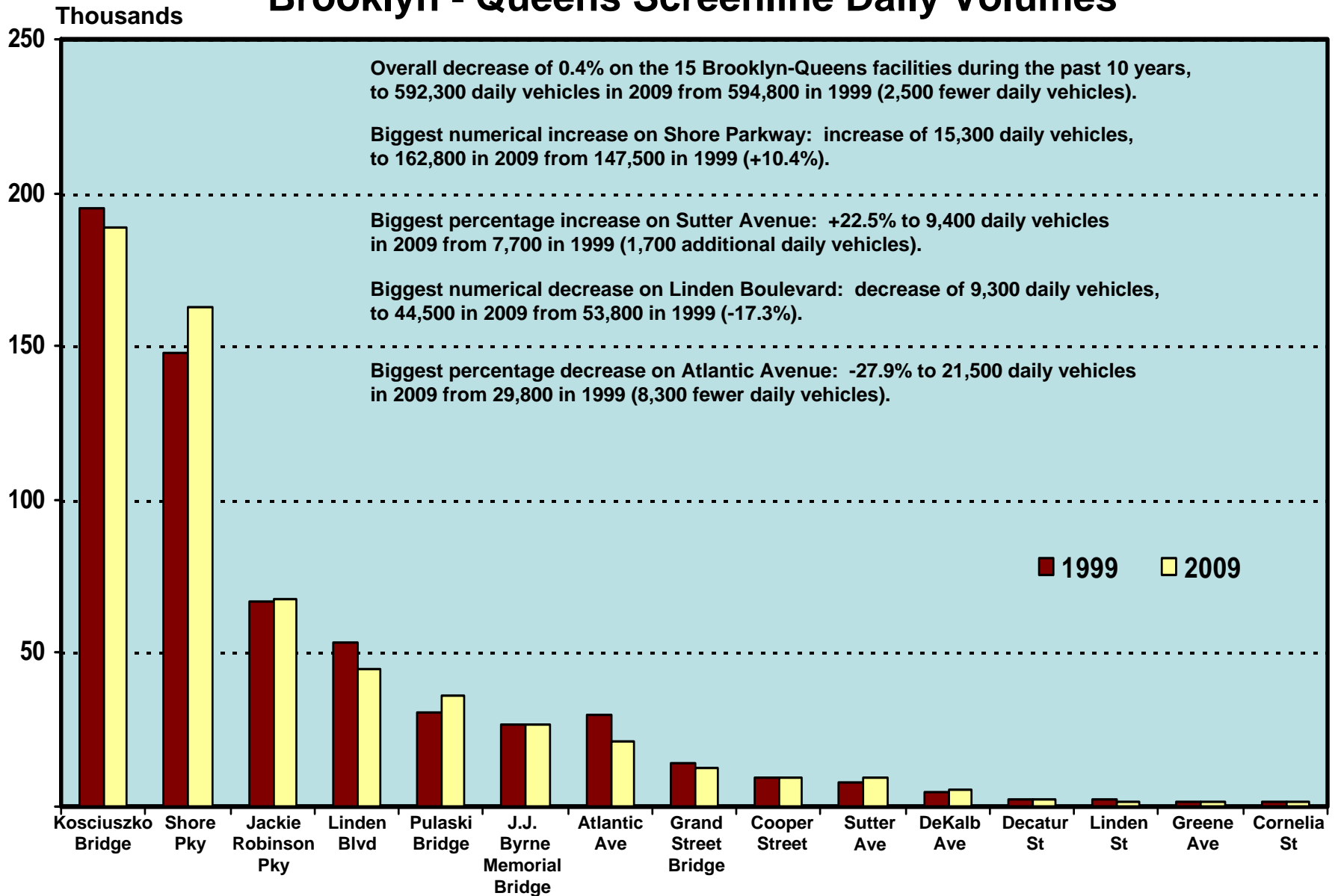
10-Year Volume Changes ~ 1999 - 2009

New York – New Jersey Screenline Daily Volumes



10-Year Volume Changes ~ 1999 - 2009

Brooklyn - Queens Screenline Daily Volumes



New York City Screenline



**Riverdale Avenue at the New York City - Westchester County Border
Looking South**

NEW YORK CITY SCREENLINE

In 1963, when the first comprehensive New York City border screenline data were collected, average daily two-way volume at the 29 locations studied was 1,109,200 (volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens were not collected prior to 1986). The 546,600 daily vehicles recorded at the Queens–Nassau border accounted for 49.3% of the total.

During the ten years between 1963 and 1973, volume recorded at the City borders rose 36.2% to an average of 1,510,700 vehicles per day (401,500 additional vehicles), with increases exceeding 20% at all border screenlines. Daily volume on the three Staten Island–New Jersey bridges nearly tripled to 81,000 from 27,400. The largest numerical increase was at the Manhattan–New Jersey screenline, where daily volume rose to 397,200 vehicles from 265,600, an increase of 49.5%. Bronx–Westchester traffic rose 34.1% to 361,700 from 269,700, while traffic between Queens and Nassau was up 22.7% to 670,700 from 546,600.

Growth slowed between 1973 and 1982, with volume recorded at the City borders rising 10.4% during the nine-year period, to 1,667,300 daily vehicles. Traffic continued to increase at all City boundaries: Staten Island–New Jersey up 31.6% to 106,700; Bronx–Westchester up 14.4% to 413,800; Manhattan–New Jersey up 9.2% to 433,700; and Queens–Nassau up 6.3% to 713,100.

Between 1982 and 1986, there was increased growth, as monitored traffic at the City borders increased 14.8% during the four-year period, to 1,914,800 daily vehicles (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982). Daily volume was up 29.8% to 138,400 on the Staten Island–New Jersey bridges, up 14.6% to 474,000 at the Bronx–Westchester border, up 14.5% to 816,600 between Queens and Nassau, and up 12.0% to 485,800 crossing the Hudson River between Manhattan and New Jersey.

From 1986 to 1999, monitored traffic at the New York City boundaries increased modestly, rising by 15.2% during that twelve-year period, to 2,247,300 daily vehicles in 1999 from 1,951,000 in 1986. At the Bronx–Westchester screenline, daily volume was up 20.9%, to 584,000 in 1999 from 483,300 in 1986 (+100,700 daily vehicles). Daily traffic between Queens and Nassau increased 12.3%, to 947,000 in 1999 from 843,500 in 1986 (+103,500 daily vehicles). Staten Island–New Jersey daily volume rose 20.6%, to 166,900 from 138,400. Daily traffic between Manhattan and New Jersey increased 13.1%, to 549,400 from 485,800.

From 1963 to 2009, daily two-way traffic at the 29 City border locations monitored throughout the period nearly doubled, to 2,190,800 in 2009 from 1,109,200 in 1963.

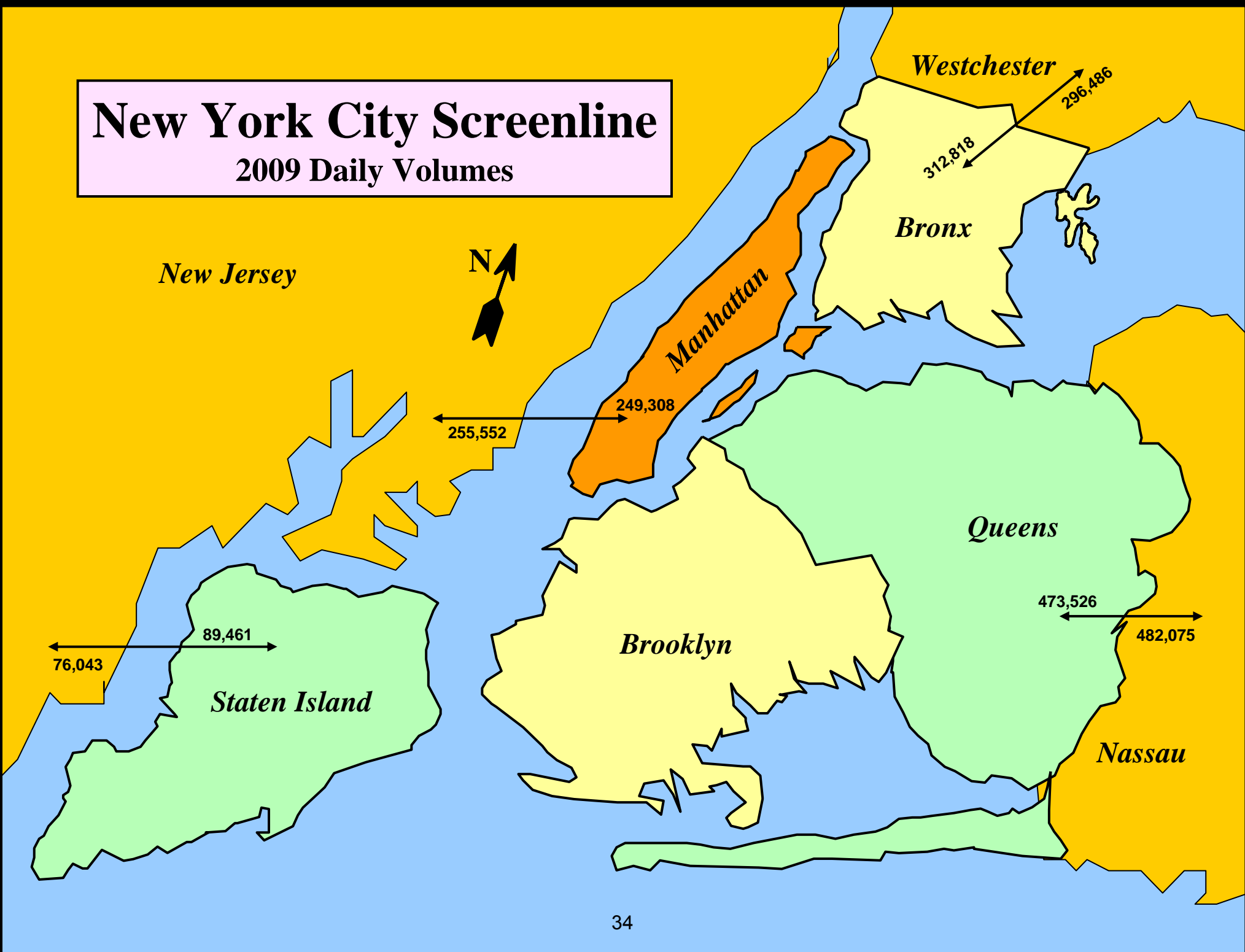
Staten Island–New Jersey traffic expanded by 504%, to 165,500 daily vehicles in 2009 from 27,400 in 1963, largely as a result of the opening of the Verrazano–Narrows Bridge in 1964.

Manhattan–New Jersey volume increased 90%, to 504,900 in 2009 from 265,600 in 1963, fostered in part by the opening of the George Washington Bridge's lower level in 1962 and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route in 1963 which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan. From 1962 to 1966, George Washington Bridge traffic increased 50.6% to 167,300 daily vehicles from 111,100.

During the 46-year period from 1963 to 2009, continuously monitored daily traffic increased 122% between The Bronx and Westchester (to 598,700 from 269,700), and 69% between Queens and Nassau (to 921,800 from 546,600).

New York City Screenline

2009 Daily Volumes



**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes**

Entering New York City

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|----------------------|------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 131,910 | 179,678 | 206,402 | 244,083 | 258,711 | 262,045 | 269,207 | 276,672 | 285,235 | 287,874 | 297,196 | 298,464 |
| Queens - Nassau | 272,360 | 334,940 | 373,479 | 417,005 | 448,046 | 450,332 | 448,742 | 445,915 | 452,167 | 457,372 | 473,858 | 472,861 |
| N.J. - Manhattan | N/A | 196,532 | 215,979 | 240,921 | 234,479 | 235,840 | 239,529 | 246,107 | 250,864 | 257,725 | 263,502 | 265,463 |
| N.J. - Staten Island | N/A | 40,517 | 53,336 | 69,218 | 75,601 | 77,266 | 77,173 | 78,703 | 81,449 | 83,209 | 86,553 | 87,705 |
| Totals | N/A | 751,667 | 849,196 | 971,227 | 1,016,837 | 1,025,483 | 1,034,651 | 1,047,397 | 1,069,715 | 1,086,180 | 1,121,109 | 1,124,493 |

Entering New York City

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 308,307 | 314,460 | 315,038 | 320,086 | 323,025 | 314,134 | 325,814 | 304,452 | 312,818 |
| Queens - Nassau | 473,363 | 468,813 | 485,332 | 480,260 | 473,349 | 462,916 | 469,587 | 477,437 | 473,526 |
| N.J. - Manhattan | 222,389 | 254,895 | 260,117 | 262,050 | 256,289 | 261,612 | 258,412 | 247,975 | 249,308 |
| N.J. - Staten Island | 94,413 | 90,510 | 92,108 | 90,852 | 89,928 | 91,340 | 92,438 | 88,392 | 89,461 |
| Totals | 1,098,472 | 1,128,678 | 1,152,595 | 1,153,248 | 1,142,591 | 1,130,002 | 1,146,251 | 1,118,256 | 1,125,113 |

**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Leaving New York City

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|------------------------|------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 137,740 | 182,036 | 207,348 | 239,169 | 247,480 | 253,808 | 262,734 | 271,300 | 269,448 | 277,872 | 286,819 | 292,558 |
| Queens - Nassau | 274,190 | 335,762 | 339,667 | 426,533 | 444,272 | 446,843 | 444,001 | 450,229 | 454,964 | 462,031 | 473,185 | 467,286 |
| N.J. - Manhattan | N/A | 200,671 | 217,765 | 244,830 | 238,590 | 237,959 | 242,569 | 247,087 | 253,924 | 264,787 | 285,850 | 283,002 |
| N.J. - Staten Island * | N/A | 40,517 | 53,336 | 69,218 | 65,174 | 66,609 | 66,484 | 67,862 | 70,129 | 73,577 | 80,337 | 76,963 |
| Totals | N/A | 758,986 | 818,116 | 979,750 | 995,516 | 1,005,219 | 1,015,788 | 1,036,478 | 1,048,465 | 1,078,267 | 1,126,191 | 1,119,809 |

Leaving New York City

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 298,359 | 305,478 | 304,411 | 307,208 | 310,325 | 310,424 | 310,024 | 294,146 | 296,486 |
| Queens - Nassau | 473,364 | 475,193 | 483,362 | 485,345 | 485,740 | 471,633 | 482,622 | 474,068 | 482,075 |
| N.J. - Manhattan | 236,555 | 277,944 | 287,332 | 274,346 | 271,428 | 276,136 | 255,562 | 260,294 | 255,552 |
| N.J. - Staten Island | 82,838 | 88,630 | 82,474 | 83,416 | 81,725 | 84,574 | 77,790 | 77,384 | 76,043 |
| Totals | 1,091,116 | 1,147,245 | 1,157,579 | 1,150,315 | 1,149,218 | 1,142,767 | 1,125,998 | 1,105,892 | 1,110,156 |

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 269,650 | 361,714 | 413,750 | 483,252 | 506,191 | 515,853 | 531,941 | 547,972 | 554,683 | 565,746 | 584,015 | 591,022 |
| Queens - Nassau | 546,550 | 670,702 | 713,146 | 843,538 | 892,318 | 897,175 | 892,743 | 896,144 | 907,131 | 919,403 | 947,043 | 940,147 |
| N.J. - Manhattan | 265,603 | 397,203 | 433,744 | 485,751 | 473,069 | 473,799 | 482,098 | 493,194 | 504,788 | 522,512 | 549,352 | 548,465 |
| N.J. - Staten Island * | 27,398 | 81,034 | 106,672 | 138,436 | 140,775 | 143,875 | 143,657 | 146,565 | 151,578 | 156,786 | 166,890 | 164,668 |
| Totals | 1,109,201 | 1,510,653 | 1,667,312 | 1,950,977 | 2,012,353 | 2,030,702 | 2,050,439 | 2,083,875 | 2,118,180 | 2,164,447 | 2,247,300 | 2,244,302 |

Both Directions

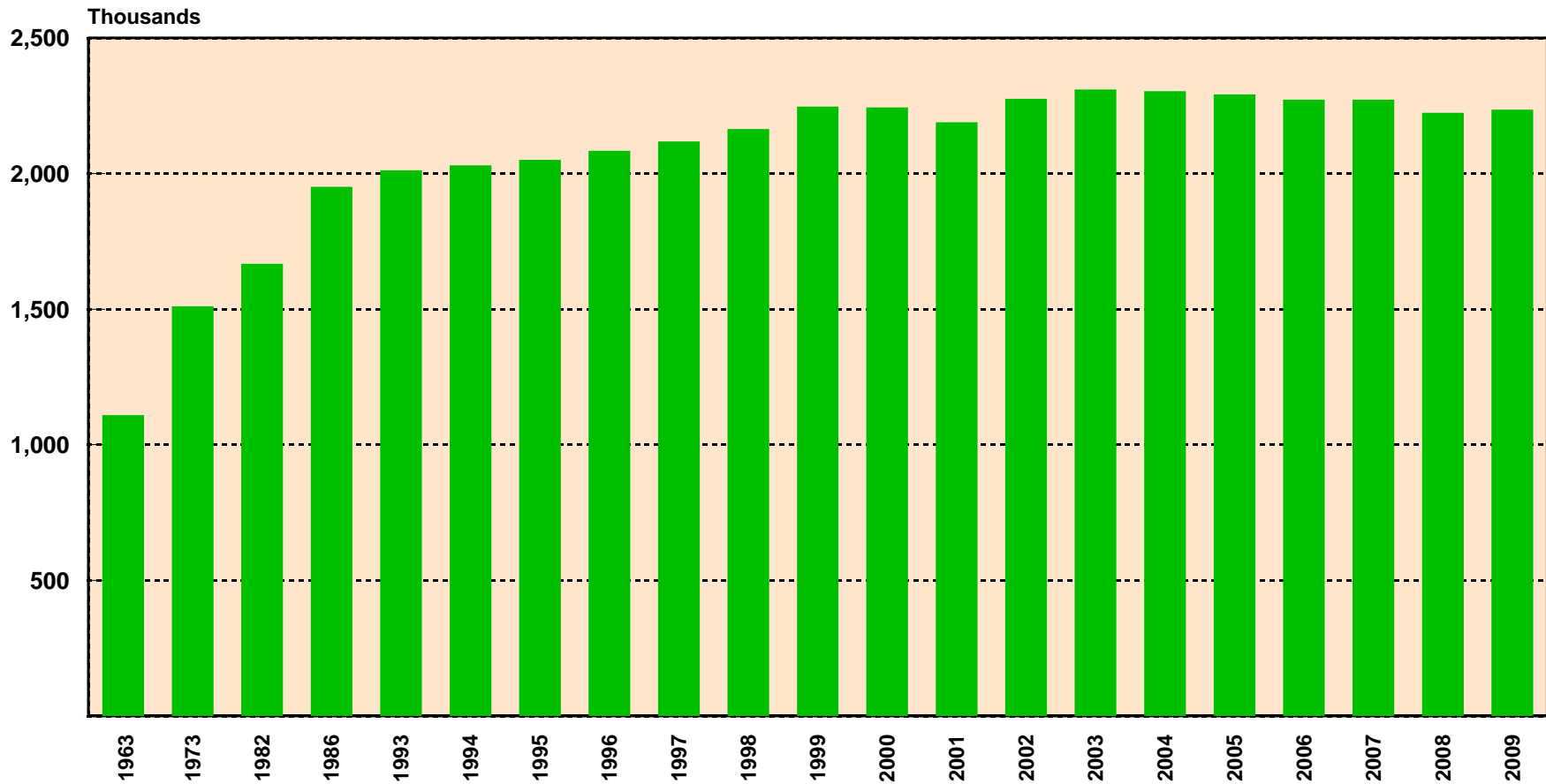
| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 606,666 | 619,938 | 619,449 | 627,294 | 633,350 | 624,558 | 635,838 | 598,598 | 609,304 |
| Queens - Nassau | 946,727 | 944,006 | 968,694 | 965,605 | 959,089 | 934,549 | 952,209 | 951,505 | 955,601 |
| N.J. - Manhattan | 458,944 | 532,839 | 547,449 | 536,396 | 527,717 | 537,748 | 513,974 | 508,269 | 504,860 |
| N.J. - Staten Island | 177,251 | 179,140 | 174,582 | 174,268 | 171,653 | 175,914 | 170,228 | 165,776 | 165,504 |
| Totals | 2,189,588 | 2,275,923 | 2,310,174 | 2,303,563 | 2,291,809 | 2,272,769 | 2,272,249 | 2,224,148 | 2,235,269 |

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

New York City Border Screenline

Historical Comparisons

Average Daily Traffic Volumes



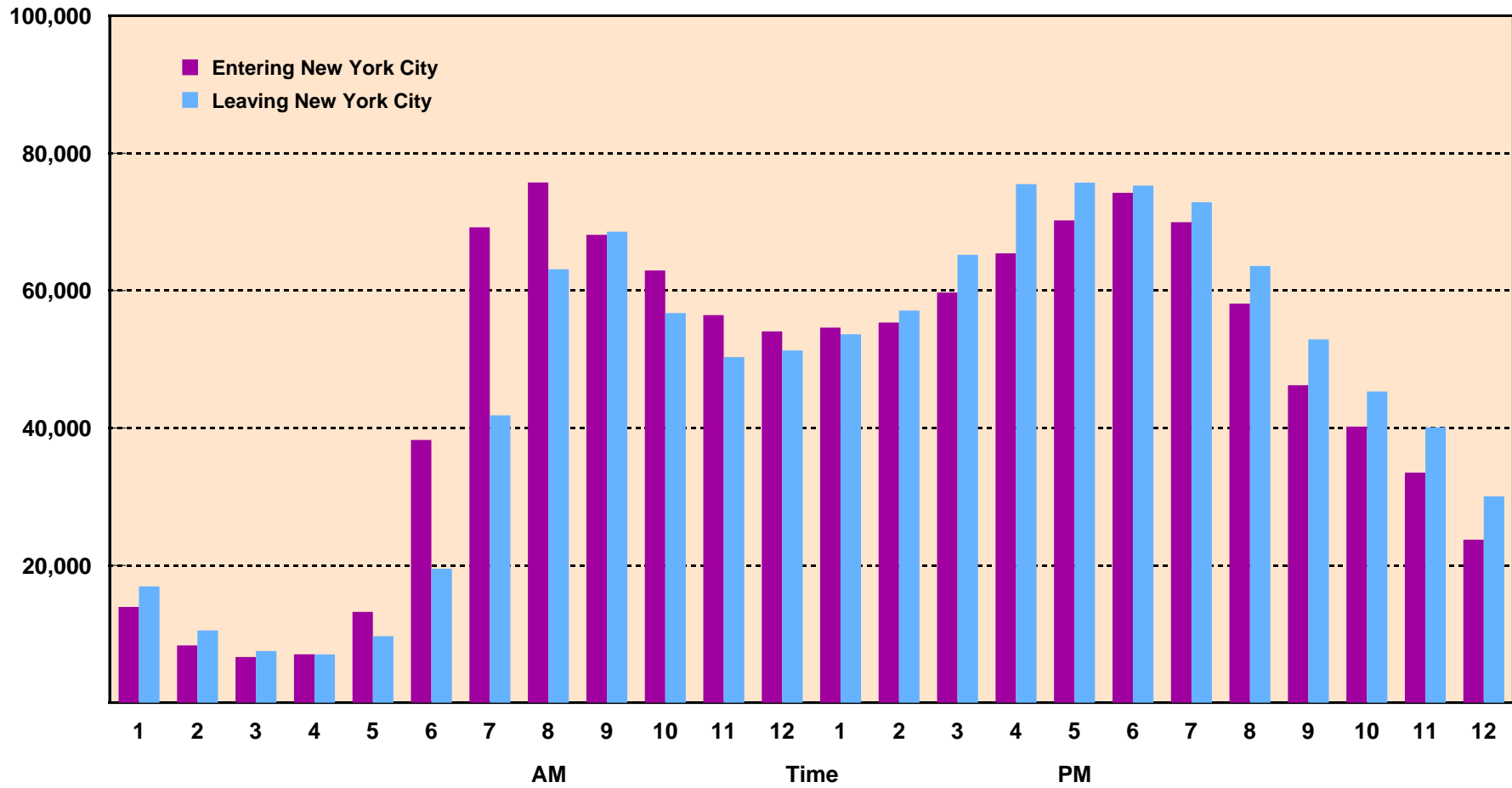
Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines

2009 Screenline Volumes New York City

| | <i>Bronx-Westchester</i> | | <i>Queens-Nassau</i> | | <i>Manhattan</i> | | <i>Staten Island</i> | | <i>NYC Totals</i> | |
|--------------------|--------------------------|-------------------|----------------------|----------------|------------------|----------------|----------------------|----------------|-------------------|--------------------|
| | <i>To Bronx</i> | <i>To W'chstr</i> | <i>To Qns.</i> | <i>To Nas.</i> | <i>To Manh.</i> | <i>To N.J.</i> | <i>To S.I.</i> | <i>To N.J.</i> | <i>To N.Y.C.</i> | <i>From N.Y.C.</i> |
| Mid-1am | 3,818 | 4,567 | 5,194 | 6,743 | 3,648 | 4,835 | 1,275 | 785 | 13,935 | 16,930 |
| 1-2am | 2,370 | 2,582 | 2,911 | 3,882 | 2,262 | 3,541 | 790 | 509 | 8,333 | 10,514 |
| 2-3am | 2,006 | 1,918 | 2,184 | 2,775 | 1,814 | 2,434 | 654 | 404 | 6,658 | 7,531 |
| 3-4am | 1,816 | 1,860 | 2,497 | 2,470 | 2,068 | 2,262 | 676 | 424 | 7,057 | 7,016 |
| 4-5am | 3,312 | 2,483 | 5,089 | 3,568 | 3,564 | 2,989 | 1,251 | 640 | 13,216 | 9,680 |
| 5-6am | 8,443 | 5,158 | 16,127 | 8,132 | 10,607 | 4,553 | 3,077 | 1,669 | 38,254 | 19,512 |
| 6-7am | 18,411 | 11,508 | 27,048 | 18,695 | 18,858 | 8,139 | 4,874 | 3,492 | 69,191 | 41,834 |
| 7-8am | 23,853 | 17,333 | 29,429 | 28,105 | 17,462 | 11,722 | 4,985 | 5,947 | 75,729 | 63,107 |
| 8-9am | 20,610 | 18,570 | 26,695 | 31,289 | 16,117 | 12,565 | 4,695 | 6,138 | 68,117 | 68,562 |
| 9-10am | 16,938 | 14,177 | 25,681 | 27,010 | 15,730 | 10,952 | 4,570 | 4,591 | 62,919 | 56,730 |
| 10-11am | 14,864 | 12,782 | 23,778 | 23,194 | 13,763 | 10,109 | 4,031 | 4,237 | 56,436 | 50,322 |
| 11-Noon | 14,661 | 13,579 | 23,230 | 23,209 | 12,199 | 10,633 | 3,962 | 3,858 | 54,052 | 51,279 |
| Noon-1 | 15,221 | 14,257 | 23,945 | 24,685 | 11,352 | 11,009 | 4,095 | 3,691 | 54,613 | 53,642 |
| 1-2pm | 15,202 | 14,819 | 24,262 | 26,516 | 11,384 | 12,006 | 4,501 | 3,742 | 55,349 | 57,083 |
| 2-3pm | 16,738 | 16,873 | 26,055 | 29,967 | 11,975 | 14,027 | 4,951 | 4,339 | 59,719 | 65,206 |
| 3-4pm | 18,480 | 20,819 | 28,230 | 32,757 | 13,135 | 16,449 | 5,578 | 5,471 | 65,423 | 75,496 |
| 4-5pm | 19,970 | 20,507 | 30,590 | 32,789 | 13,503 | 17,262 | 6,157 | 5,157 | 70,220 | 75,715 |
| 5-6pm | 21,420 | 20,780 | 32,376 | 32,421 | 13,473 | 16,632 | 6,950 | 5,444 | 74,219 | 75,277 |
| 6-7pm | 19,959 | 19,984 | 30,134 | 31,141 | 13,534 | 17,354 | 6,319 | 4,374 | 69,946 | 72,853 |
| 7-8pm | 16,090 | 17,374 | 25,072 | 27,451 | 12,023 | 15,393 | 4,914 | 3,361 | 58,099 | 63,579 |
| 8-9pm | 12,455 | 14,042 | 20,527 | 21,685 | 9,446 | 14,449 | 3,774 | 2,718 | 46,202 | 52,894 |
| 9-10pm | 10,693 | 12,082 | 18,165 | 17,085 | 8,256 | 13,971 | 3,084 | 2,147 | 40,198 | 45,285 |
| 10-11pm | 8,961 | 10,836 | 14,614 | 15,123 | 7,435 | 12,448 | 2,482 | 1,674 | 33,492 | 40,081 |
| 11-Mid | 6,527 | 7,596 | 9,693 | 11,383 | 5,700 | 9,818 | 1,816 | 1,231 | 23,736 | 30,028 |
| 24 hr Total | 312,818 | 296,486 | 473,526 | 482,075 | 249,308 | 255,552 | 89,461 | 76,043 | 1,125,113 | 1,110,156 |
| 6-10am | 79,812 | 61,588 | 108,853 | 105,099 | 68,167 | 43,378 | 19,124 | 20,168 | 275,956 | 230,233 |
| 10am-1pm | 44,746 | 40,618 | 70,953 | 71,088 | 37,314 | 31,751 | 12,088 | 11,786 | 165,101 | 155,243 |
| 1-3pm | 31,940 | 31,692 | 50,317 | 56,483 | 23,359 | 26,033 | 9,452 | 8,081 | 115,068 | 122,289 |
| 3-7pm | 79,829 | 82,090 | 121,330 | 129,108 | 53,645 | 67,697 | 25,004 | 20,446 | 279,808 | 299,341 |
| 6am-7pm | 236,327 | 215,988 | 351,453 | 361,778 | 182,485 | 168,859 | 65,668 | 60,481 | 835,933 | 807,106 |

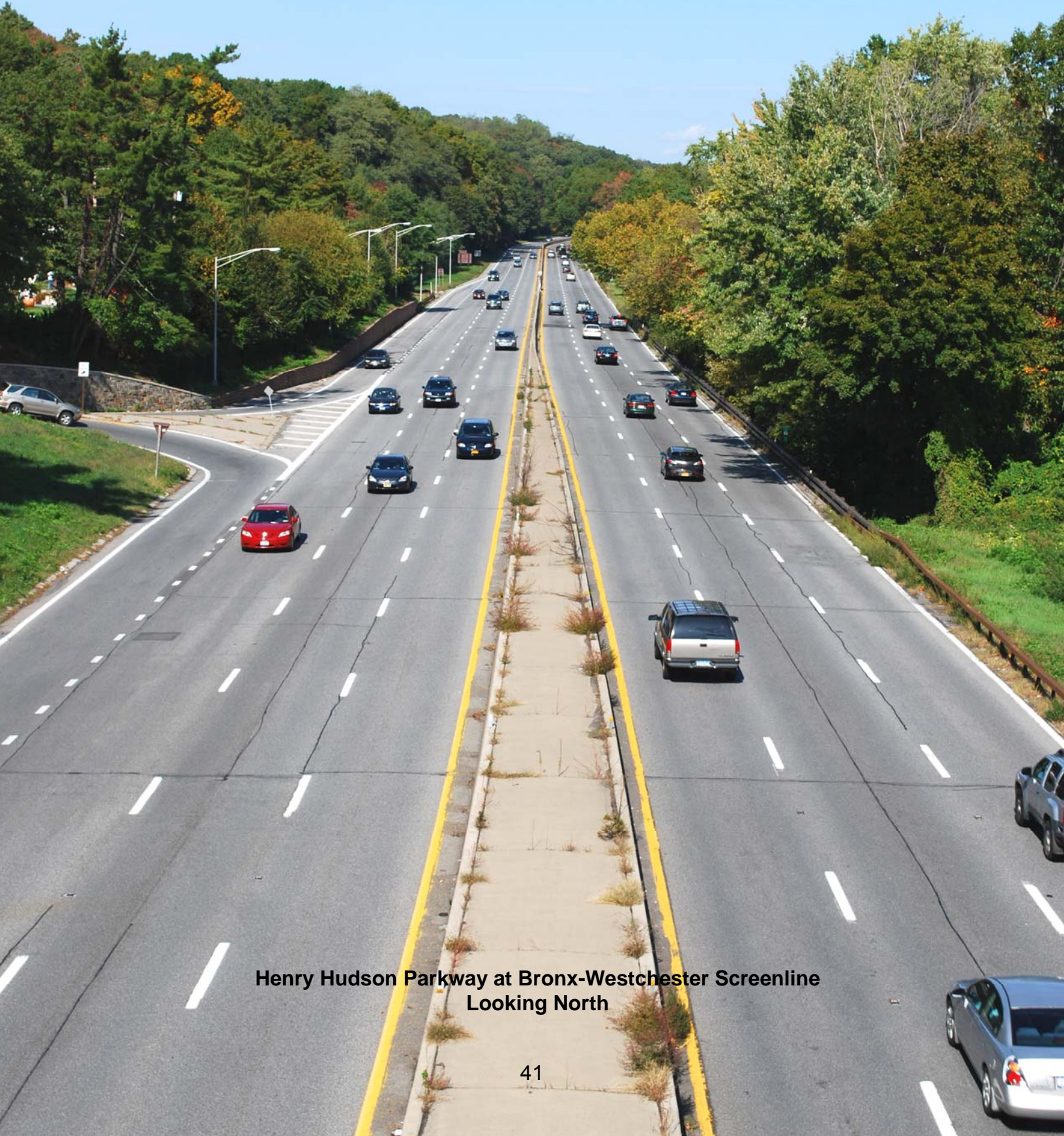
New York City Border Screenlines

Total Hourly Vehicle Volumes - 2009



Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines

Bronx-Westchester Screenline



**Henry Hudson Parkway at Bronx-Westchester Screenline
Looking North**

BRONX - WESTCHESTER SCREENLINE

In 1963, the first year that Bronx-Westchester screenline data were analyzed, average daily two-way volume on the ten roadways studied was 269,700 (volumes on Van Cortlandt Park East were not collected prior to 1986). The Major Deegan Expressway and the New England Thruway were the most-traveled facilities, serving 68,300 and 56,100 vehicles per day, respectively.

By 1973, daily volume had risen 34.1% to 361,700, some 92,000 more than in 1963. The Major Deegan Expressway remained the highest volume facility, carrying 90,900 daily vehicles, 33.2% more than in 1963, followed by 82,600 on the New England Thruway, 47.4% above the 1963 count. Daily traffic on the Hutchinson River Parkway jumped 80.1% to 29,100 from 16,200. Traffic on Boston Road doubled, to 22,800 daily vehicles from 11,000.

Between 1973 and 1982, growth moderated, with average daily traffic rising 14.4% to 413,800 daily vehicles. The largest increase occurred on the Hutchinson River Parkway, where daily traffic rose 65.9% to 48,300 from 29,100.

Growth accelerated between 1982 and 1986, boosting Bronx-Westchester traffic to 474,000 daily vehicles, an increase of 14.6% over the four-year period (excluding 9,200 on Van Cortlandt Park East where traffic was not counted in 1982). Large increases in daily volumes were recorded on the Henry Hudson Parkway (up 27.5% to 53,300 from 41,800), the Major Deegan Expressway (up 27.0% to 124,900 from 98,300), and the Bronx River Parkway (up 20.3% to 79,200 from 65,800).

From 1986 to 1999, Bronx-Westchester screenline traffic volume increased 20.9%, to 584,000 from 483,300 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986). The largest increases occurred on the Hutchinson River Parkway (up 55.9%, to 84,600 daily vehicles from 54,300), on the Henry Hudson Parkway (up 63.9%, to 87,300 from 53,300), and on the New England Thruway (up 37.6%, to 127,800 from 92,900). Daily volume on Boston Road increased 19.8%, to 24,600 in 1999 from 20,600 in 1986. The only significant decline was on the Major Deegan Expressway, where daily volume decreased 9.2%, to 113,300 in 1999 from 124,900 in 1986.

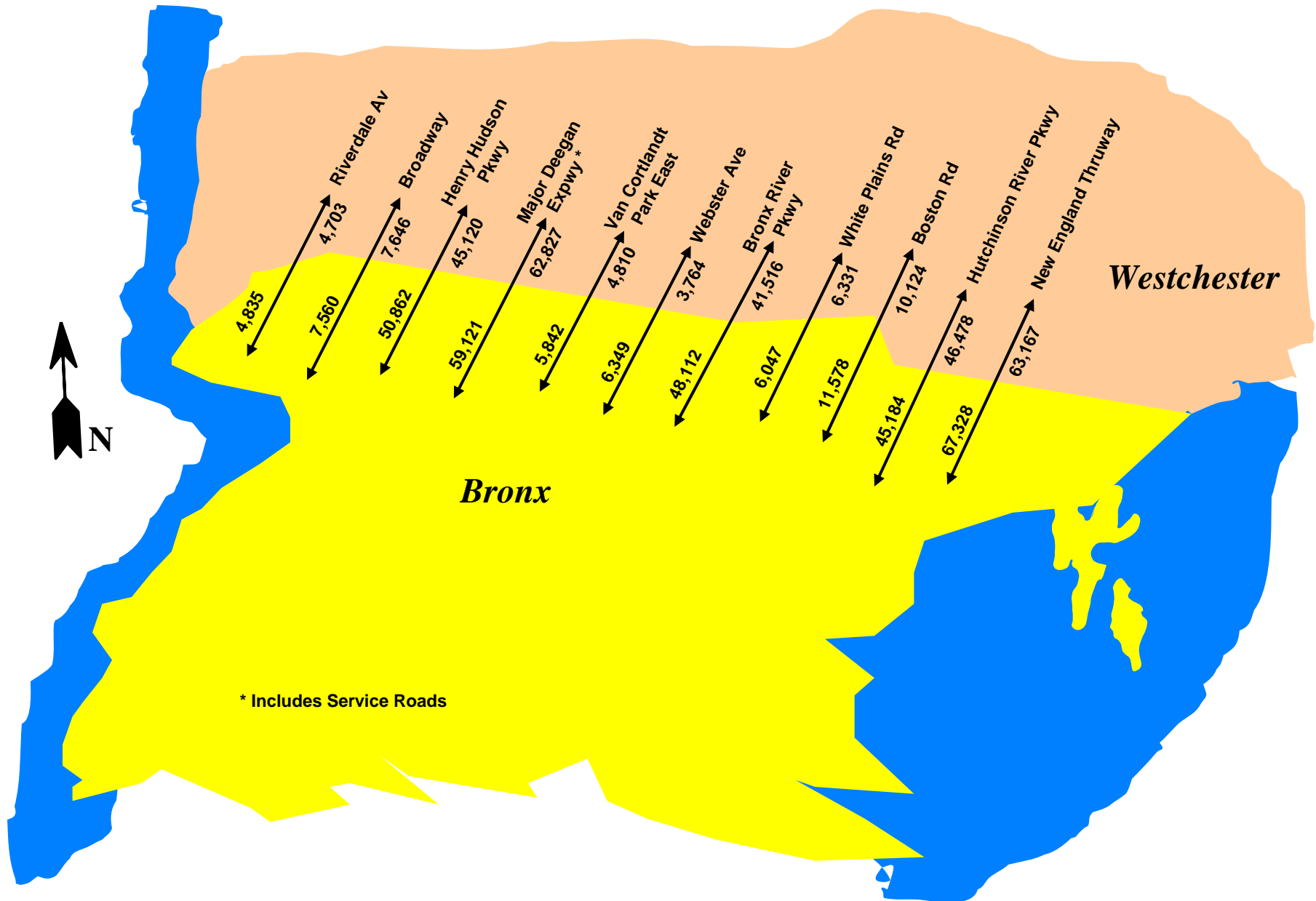
During the 46 years from 1963 to 2009, total daily traffic on the ten facilities monitored throughout the period more than doubled, to 598,700 from 269,700.

Most of the growth in Bronx-Westchester traffic since 1963 has occurred on the five limited access highways crossing the screenline. Of the 329,000 additional daily vehicles on the ten continuously-monitored facilities, 316,100 (96% of the total increase) are on the limited access highways. The fastest growth occurred on the Hutchinson River Parkway, where daily volume soared 468%, to 91,700 daily vehicles from 16,200. Henry Hudson Parkway volume more than tripled, to 96,000 from 29,000. New England Thruway volume climbed 133%, to 130,500 from 56,100. On the Bronx River Parkway, volume doubled (to 89,600 from 44,100), while volume on the Major Deegan Expressway and its service roads was up 79% (to 121,900 from 68,300).

Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 98%, to 21,700 from 11,000. Volume on White Plains Road increased 34% to 12,400 daily vehicles from 9,200.

Bronx - Westchester Screenline

2009 Daily Volumes Shown



**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To Bronx

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 5,080 | 11,026 | 9,737 | 10,514 | 12,140 | 11,609 | 11,068 | 11,429 | 12,868 | 12,443 | 13,258 | 11,514 |
| Broadway | 6,570 | 7,169 | 4,465 | 7,679 | 8,017 | 8,074 | 8,114 | 8,113 | 8,020 | 8,331 | 8,096 | 8,292 |
| Bronx River Pky | 23,060 | 28,100 | 34,908 | 40,561 | 39,855 | 40,684 | 41,902 | 43,106 | 42,330 | 41,526 | 44,719 | 45,296 |
| Henry Hudson Pky | 16,170 | 18,300 | 19,728 | 29,720 | 34,445 | 36,721 | 39,857 | 41,537 | 44,136 | 40,811 | 46,359 | 47,922 |
| Hutchinson River Pky | 7,110 | 13,690 | 23,515 | 26,737 | 32,980 | 34,226 | 35,461 | 40,124 | 40,584 | 40,878 | 41,242 | 41,359 |
| Major Deegan Exp * | 28,780 | 45,520 | 46,396 | 59,902 | 59,934 | 55,397 | 54,819 | 52,995 | 54,548 | 55,106 | 54,438 | 53,403 |
| New England Thruway | 29,460 | 40,770 | 51,683 | 47,288 | 50,172 | 53,462 | 55,084 | 56,690 | 59,817 | 65,314 | 65,302 | 67,655 |
| Riverdale Ave | 5,130 | 5,523 | 4,789 | 5,878 | 6,044 | 5,615 | 5,794 | 5,961 | 6,191 | 5,994 | 5,904 | 5,539 |
| Van Cortlandt Pk E | N/A | N/A | N/A | 4,806 | 4,721 | 4,554 | 4,770 | 4,569 | 4,686 | 4,974 | 5,623 | 5,015 |
| Webster Ave | 5,950 | 3,650 | 5,119 | 5,447 | 6,393 | 5,943 | 6,300 | 6,289 | 6,343 | 6,318 | 6,093 | 6,378 |
| White Plains Rd | 4,600 | 5,930 | 6,062 | 5,551 | 4,010 | 5,760 | 6,038 | 5,859 | 5,712 | 6,179 | 6,162 | 6,091 |
| Totals | 131,910 | 179,678 | 206,402 | 244,083 | 258,711 | 262,045 | 269,207 | 276,672 | 285,235 | 287,874 | 297,196 | 298,464 |

To Bronx

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 13,262 | 12,997 | 13,839 | 13,016 | 12,370 | 12,537 | 12,418 | 12,210 | 11,578 |
| Broadway | 8,143 | 7,989 | 8,117 | 8,125 | 8,196 | 8,327 | 7,971 | 7,641 | 7,560 |
| Bronx River Pky | 46,681 | 49,382 | 47,061 | 47,666 | 48,587 | 47,918 | 47,563 | 46,292 | 48,112 |
| Henry Hudson Pky | 51,091 | 52,378 | 51,151 | 51,983 | 54,310 | 52,413 | 55,925 | 50,068 | 50,862 |
| Hutchinson River Pky | 44,624 | 46,446 | 44,690 | 48,534 | 46,537 | 42,783 | 47,698 | 45,313 | 45,184 |
| Major Deegan Exp * | 54,052 | 56,811 | 59,430 | 58,735 | 58,734 | 59,856 | 61,525 | 57,220 | 59,121 |
| New England Thruway | 66,091 | 64,042 | 66,454 | 66,869 | 68,815 | 65,776 | 68,247 | 62,231 | 67,328 |
| Riverdale Ave | 5,816 | 5,643 | 5,490 | 6,098 | 6,167 | 5,965 | 6,160 | 5,550 | 4,835 |
| Van Cortlandt Pk E | 5,399 | 5,816 | 5,874 | 6,193 | 5,952 | 6,012 | 5,388 | 5,636 | 5,842 |
| Webster Ave | 6,605 | 6,736 | 6,804 | 6,885 | 7,003 | 6,634 | 6,412 | 6,214 | 6,349 |
| White Plains Rd | 6,543 | 6,220 | 6,128 | 5,982 | 6,354 | 5,913 | 6,507 | 6,077 | 6,047 |
| Totals | 308,307 | 314,460 | 315,038 | 320,086 | 323,025 | 314,134 | 325,814 | 304,452 | 312,818 |

* Includes service roads

**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Westchester

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 5,900 | 11,787 | 13,073 | 10,057 | 10,424 | 10,366 | 10,299 | 12,030 | 12,227 | 11,913 | 11,386 | 11,627 |
| Broadway | 9,130 | 8,562 | 7,845 | 7,905 | 8,578 | 8,739 | 8,122 | 8,409 | 8,227 | 8,182 | 8,297 | 8,045 |
| Bronx River Pky | 21,060 | 26,111 | 30,935 | 38,633 | 35,678 | 36,559 | 37,672 | 38,773 | 37,772 | 38,693 | 40,645 | 41,174 |
| Henry Hudson Pky | 12,840 | 17,090 | 22,048 | 23,543 | 28,644 | 30,548 | 37,396 | 37,332 | 38,360 | 37,743 | 40,962 | 42,520 |
| Hutchinson River Pky | 9,040 | 15,400 | 24,748 | 27,550 | 33,450 | 35,807 | 38,148 | 42,564 | 42,444 | 41,910 | 43,371 | 44,356 |
| Major Deegan Exp * | 39,500 | 45,400 | 51,892 | 64,970 | 65,325 | 63,181 | 59,176 | 57,953 | 54,584 | 59,612 | 58,887 | 60,781 |
| New England Thruway | 26,610 | 41,850 | 46,771 | 45,574 | 44,789 | 47,810 | 50,441 | 53,059 | 55,179 | 58,906 | 62,468 | 63,289 |
| Riverdale Ave | 4,850 | 5,198 | 5,032 | 5,893 | 5,877 | 5,636 | 5,751 | 5,851 | 5,731 | 5,656 | 5,014 | 5,235 |
| Van Cortlandt Pk E | N/A | N/A | N/A | 4,433 | 4,261 | 4,234 | 4,321 | 4,430 | 4,543 | 4,497 | 5,010 | 4,885 |
| Webster Ave | 4,200 | 4,478 | 2,719 | 4,363 | 4,088 | 4,281 | 4,112 | 4,154 | 3,977 | 4,272 | 4,181 | 3,866 |
| White Plains Rd | 4,610 | 6,160 | 2,285 | 6,248 | 6,366 | 6,647 | 7,296 | 6,745 | 6,404 | 6,488 | 6,598 | 6,780 |
| Totals | 137,740 | 182,036 | 207,348 | 239,169 | 247,480 | 253,808 | 262,734 | 271,300 | 269,448 | 277,872 | 286,819 | 292,558 |

To Westchester

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 12,825 | 12,296 | 13,198 | 11,596 | 12,099 | 11,866 | 11,932 | 10,897 | 10,124 |
| Broadway | 8,152 | 8,005 | 8,353 | 7,778 | 8,256 | 7,611 | 7,848 | 7,745 | 7,646 |
| Bronx River Pky | 42,812 | 45,596 | 43,908 | 46,473 | 45,883 | 44,205 | 44,441 | 41,385 | 41,516 |
| Henry Hudson Pky | 44,236 | 45,624 | 47,583 | 46,067 | 46,797 | 46,931 | 48,400 | 43,637 | 45,120 |
| Hutchinson River Pky | 44,027 | 47,490 | 44,858 | 47,731 | 45,718 | 45,662 | 42,052 | 45,660 | 46,478 |
| Major Deegan Exp * | 62,772 | 62,022 | 64,285 | 63,451 | 62,823 | 64,320 | 64,498 | 62,438 | 62,827 |
| New England Thruway | 61,554 | 62,469 | 61,103 | 63,168 | 67,393 | 69,383 | 69,530 | 62,241 | 63,167 |
| Riverdale Ave | 6,143 | 5,187 | 5,464 | 5,261 | 5,636 | 5,505 | 5,581 | 5,355 | 4,703 |
| Van Cortlandt Pk E | 4,961 | 4,801 | 4,625 | 4,577 | 4,779 | 4,663 | 4,537 | 4,738 | 4,810 |
| Webster Ave | 4,236 | 4,811 | 4,630 | 4,523 | 4,321 | 3,901 | 4,301 | 3,649 | 3,764 |
| White Plains Rd | 6,641 | 7,177 | 6,404 | 6,583 | 6,620 | 6,377 | 6,904 | 6,401 | 6,331 |
| Totals | 298,359 | 305,478 | 304,411 | 307,208 | 310,325 | 310,424 | 310,024 | 294,146 | 296,486 |

* Includes service roads

**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 10,980 | 22,813 | 22,810 | 20,571 | 22,564 | 21,975 | 21,367 | 23,459 | 25,095 | 24,356 | 24,644 | 23,141 |
| Broadway | 15,700 | 15,731 | 12,310 | 15,584 | 16,595 | 16,813 | 16,236 | 16,522 | 16,247 | 16,513 | 16,393 | 16,337 |
| Bronx River Pky | 44,120 | 54,211 | 65,843 | 79,194 | 75,533 | 77,243 | 79,574 | 81,879 | 80,102 | 80,219 | 85,364 | 86,470 |
| Henry Hudson Pky | 29,010 | 35,390 | 41,776 | 53,263 | 63,089 | 67,269 | 77,253 | 78,869 | 82,496 | 78,554 | 87,321 | 90,442 |
| Hutchinson River Pky | 16,150 | 29,090 | 48,263 | 54,287 | 66,430 | 70,033 | 73,609 | 82,688 | 83,028 | 82,788 | 84,613 | 85,715 |
| Major Deegan Exp * | 68,280 | 90,920 | 98,288 | 124,872 | 125,259 | 118,578 | 113,995 | 110,948 | 109,132 | 114,718 | 113,325 | 114,184 |
| New England Thruway | 56,070 | 82,620 | 98,454 | 92,862 | 94,961 | 101,272 | 105,525 | 109,749 | 114,996 | 124,220 | 127,770 | 130,944 |
| Riverdale Ave | 9,980 | 10,721 | 9,821 | 11,771 | 11,921 | 11,251 | 11,545 | 11,812 | 11,922 | 11,650 | 10,918 | 10,774 |
| Van Cortlandt Pk E | N/A | N/A | N/A | 9,239 | 8,982 | 8,788 | 9,091 | 8,999 | 9,229 | 9,471 | 10,633 | 9,900 |
| Webster Ave | 10,150 | 8,128 | 7,838 | 9,810 | 10,481 | 10,224 | 10,412 | 10,443 | 10,320 | 10,590 | 10,274 | 10,244 |
| White Plains Rd | 9,210 | 12,090 | 8,347 | 11,799 | 10,376 | 12,407 | 13,334 | 12,604 | 12,116 | 12,667 | 12,760 | 12,871 |
| Totals | 269,650 | 361,714 | 413,750 | 483,252 | 506,191 | 515,853 | 531,941 | 547,972 | 554,683 | 565,746 | 584,015 | 591,022 |

Both Directions

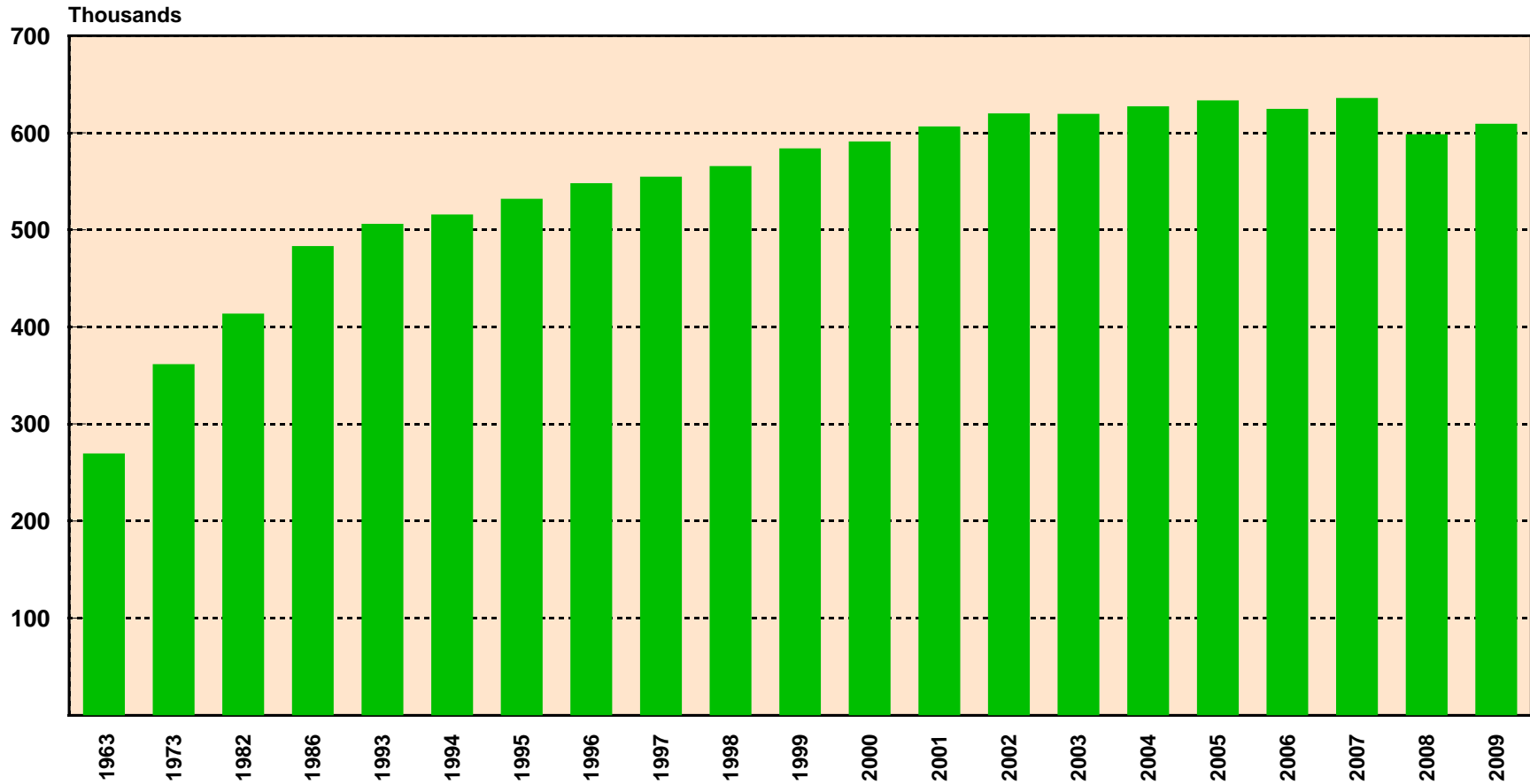
| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 26,087 | 25,293 | 27,037 | 24,612 | 24,469 | 24,403 | 24,350 | 23,107 | 21,702 |
| Broadway | 16,295 | 15,994 | 16,470 | 15,903 | 16,452 | 15,938 | 15,819 | 15,386 | 15,206 |
| Bronx River Pky | 89,493 | 94,978 | 90,969 | 94,139 | 94,470 | 92,123 | 92,004 | 87,677 | 89,628 |
| Henry Hudson Pky | 95,327 | 98,002 | 98,734 | 98,050 | 101,107 | 99,344 | 104,325 | 93,705 | 95,982 |
| Hutchinson River Pky | 88,651 | 93,936 | 89,548 | 96,265 | 92,255 | 88,445 | 89,750 | 90,973 | 91,662 |
| Major Deegan Exp * | 116,824 | 118,833 | 123,715 | 122,186 | 121,557 | 124,176 | 126,023 | 119,658 | 121,948 |
| New England Thruway | 127,645 | 126,511 | 127,557 | 130,037 | 136,208 | 135,159 | 137,777 | 124,472 | 130,495 |
| Riverdale Ave | 11,959 | 10,830 | 10,954 | 11,359 | 11,803 | 11,470 | 11,741 | 10,905 | 9,538 |
| Van Cortlandt Pk E | 10,360 | 10,617 | 10,499 | 10,770 | 10,731 | 10,675 | 9,925 | 10,374 | 10,652 |
| Webster Ave | 10,841 | 11,547 | 11,434 | 11,408 | 11,324 | 10,535 | 10,713 | 9,863 | 10,113 |
| White Plains Rd | 13,184 | 13,397 | 12,532 | 12,565 | 12,974 | 12,290 | 13,411 | 12,478 | 12,378 |
| Totals | 606,666 | 619,938 | 619,449 | 627,294 | 633,350 | 624,558 | 635,838 | 598,598 | 609,304 |

* Includes service roads

Bronx-Westchester Screenline

Historical Comparisons

Average Daily Traffic Volumes



2009 Screenline Volumes Bronx - Westchester

| | Boston Rd | | Broadway | | Bronx River Parkway | | Henry Hudson Parkway | | Hutchinson River Parkway | | Major Deegan Expressway | | Major Deegan (Service Rd) | |
|--------------------|------------------|---------------|-----------------|--------------|----------------------------|---------------|-----------------------------|---------------|---------------------------------|---------------|--------------------------------|---------------|----------------------------------|--------------|
| | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B |
| Mid-1am | 100 | 82 | 105 | 166 | 496 | 462 | 374 | 685 | 383 | 569 | 755 | 1,134 | 47 | 71 |
| 1-2am | 56 | 51 | 76 | 117 | 236 | 246 | 195 | 346 | 184 | 291 | 519 | 585 | 31 | 48 |
| 2-3am | 50 | 45 | 53 | 71 | 204 | 186 | 127 | 209 | 132 | 170 | 531 | 442 | 21 | 37 |
| 3-4am | 59 | 58 | 53 | 49 | 180 | 171 | 128 | 144 | 142 | 137 | 327 | 412 | 19 | 41 |
| 4-5am | 88 | 62 | 76 | 63 | 358 | 247 | 276 | 153 | 407 | 271 | 688 | 557 | 33 | 67 |
| 5-6am | 204 | 134 | 144 | 97 | 1,144 | 588 | 1,030 | 374 | 1,124 | 926 | 2,032 | 1,045 | 125 | 175 |
| 6-7am | 418 | 329 | 324 | 194 | 3,346 | 1,687 | 3,141 | 1,216 | 2,581 | 2,446 | 4,049 | 2,117 | 249 | 272 |
| 7-8am | 767 | 557 | 635 | 326 | 4,614 | 2,735 | 4,406 | 2,248 | 3,537 | 3,218 | 4,285 | 2,857 | 318 | 327 |
| 8-9am | 756 | 667 | 598 | 384 | 3,351 | 2,951 | 3,949 | 2,660 | 3,342 | 3,076 | 3,601 | 3,029 | 254 | 295 |
| 9-10am | 613 | 629 | 375 | 359 | 2,706 | 1,786 | 3,322 | 1,916 | 2,635 | 2,585 | 2,856 | 2,494 | 209 | 284 |
| 10-11am | 582 | 533 | 344 | 349 | 2,107 | 1,511 | 2,701 | 1,713 | 2,132 | 2,257 | 2,493 | 2,263 | 206 | 321 |
| 11-Noon | 665 | 591 | 343 | 345 | 1,939 | 1,620 | 2,548 | 1,854 | 2,063 | 2,176 | 2,436 | 2,657 | 218 | 337 |
| Noon-1 | 734 | 671 | 371 | 375 | 1,981 | 1,715 | 2,469 | 1,988 | 2,232 | 2,337 | 2,525 | 2,831 | 215 | 311 |
| 1-2pm | 693 | 647 | 365 | 388 | 2,037 | 1,887 | 2,275 | 2,162 | 2,340 | 2,493 | 2,540 | 2,817 | 222 | 355 |
| 2-3pm | 704 | 697 | 449 | 417 | 2,359 | 2,403 | 2,504 | 2,533 | 2,611 | 2,974 | 2,751 | 3,053 | 221 | 479 |
| 3-4pm | 816 | 800 | 463 | 471 | 2,867 | 3,675 | 2,868 | 3,289 | 2,930 | 3,010 | 2,910 | 4,108 | 229 | 530 |
| 4-5pm | 815 | 723 | 482 | 522 | 3,139 | 3,382 | 3,357 | 3,498 | 3,127 | 2,667 | 3,145 | 3,985 | 242 | 522 |
| 5-6pm | 816 | 678 | 493 | 538 | 3,444 | 3,542 | 3,737 | 3,572 | 3,003 | 2,548 | 3,462 | 3,995 | 235 | 495 |
| 6-7pm | 707 | 594 | 437 | 562 | 3,076 | 3,150 | 3,565 | 3,658 | 2,780 | 2,752 | 3,227 | 3,751 | 239 | 413 |
| 7-8pm | 599 | 486 | 381 | 491 | 2,411 | 2,337 | 2,563 | 3,100 | 2,346 | 2,659 | 2,635 | 3,334 | 190 | 356 |
| 8-9pm | 487 | 406 | 323 | 443 | 1,931 | 1,726 | 1,763 | 2,351 | 1,758 | 2,218 | 2,209 | 2,717 | 161 | 279 |
| 9-10pm | 364 | 298 | 264 | 368 | 1,738 | 1,380 | 1,497 | 1,987 | 1,524 | 1,919 | 2,104 | 2,321 | 138 | 251 |
| 10-11pm | 257 | 228 | 231 | 311 | 1,391 | 1,273 | 1,250 | 1,965 | 1,130 | 1,647 | 1,754 | 2,276 | 118 | 196 |
| 11-Mid | 228 | 158 | 175 | 240 | 1,057 | 856 | 817 | 1,499 | 741 | 1,132 | 1,267 | 1,439 | 80 | 146 |
| 24 hr Total | 11,578 | 10,124 | 7,560 | 7,646 | 48,112 | 41,516 | 50,862 | 45,120 | 45,184 | 46,478 | 55,101 | 56,219 | 4,020 | 6,608 |
| 6-10am | 2,554 | 2,182 | 1,932 | 1,263 | 14,017 | 9,159 | 14,818 | 8,040 | 12,095 | 11,325 | 14,791 | 10,497 | 1,030 | 1,178 |
| 10am-1pm | 1,981 | 1,795 | 1,058 | 1,069 | 6,027 | 4,846 | 7,718 | 5,555 | 6,427 | 6,770 | 7,454 | 7,751 | 639 | 969 |
| 1-3pm | 1,397 | 1,344 | 814 | 805 | 4,396 | 4,290 | 4,779 | 4,695 | 4,951 | 5,467 | 5,291 | 5,870 | 443 | 834 |
| 3-7pm | 3,154 | 2,795 | 1,875 | 2,093 | 12,526 | 13,749 | 13,527 | 14,017 | 11,840 | 10,977 | 12,744 | 15,839 | 945 | 1,960 |
| 6am-7pm | 9,086 | 8,116 | 5,679 | 5,230 | 36,966 | 32,044 | 40,842 | 32,307 | 35,313 | 34,539 | 40,280 | 39,957 | 3,057 | 4,941 |

* To Bronx

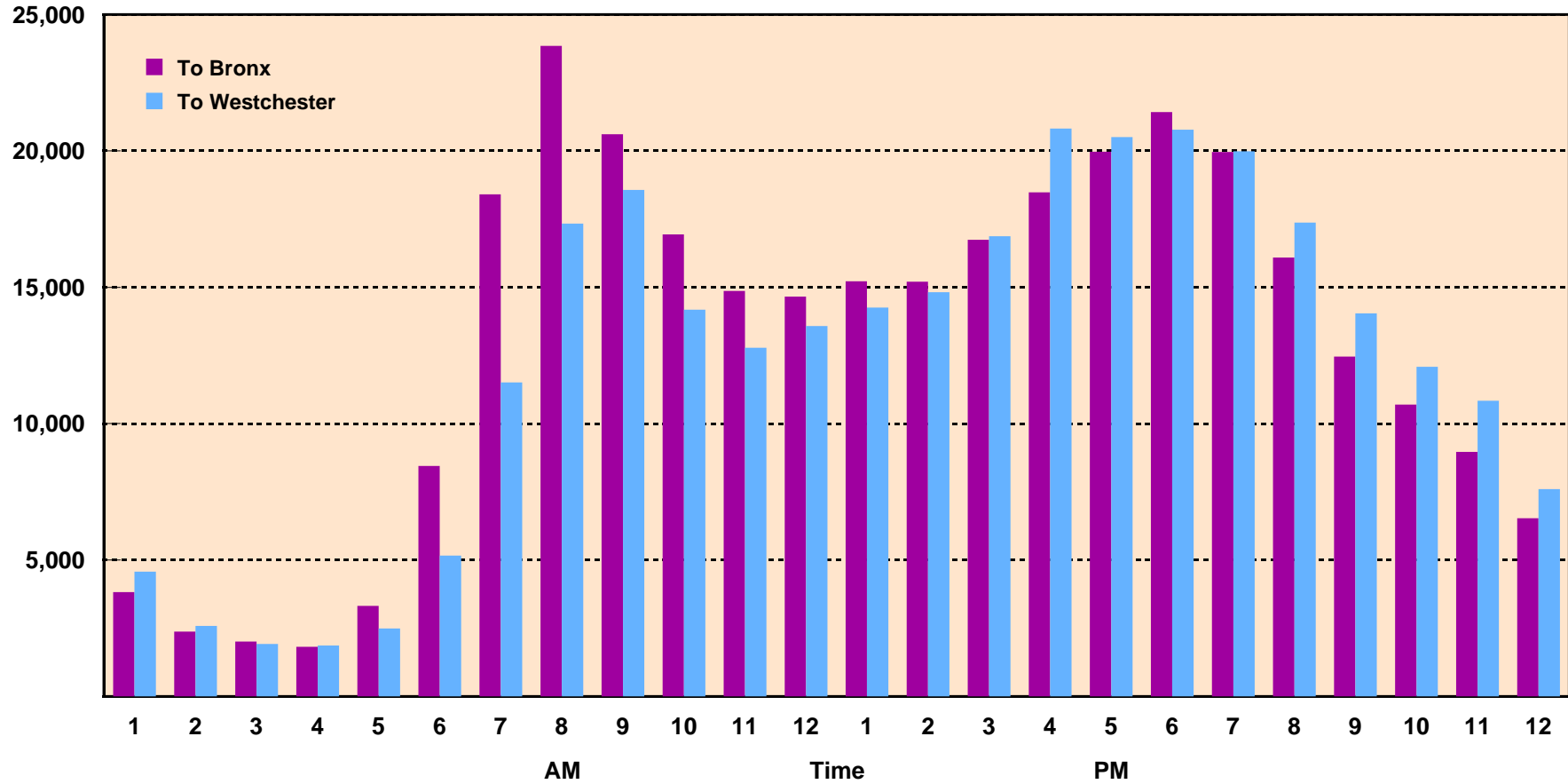
2009 Screenline Volumes Bronx - Westchester (cont'd)

| | New England Thruway | | Riverdale Ave | | Van Cortlandt Park East | | Webster Ave | | White Plains Rd | | Totals | |
|--------------------|----------------------------|---------------|----------------------|--------------|--------------------------------|--------------|--------------------|--------------|------------------------|--------------|-----------------|-----------------------|
| | <i>S/B*</i> | <i>N/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>S/B*</i> | <i>N/B</i> | To Bronx | To Westchester |
| Mid-1am | 1,269 | 1,087 | 33 | 57 | 72 | 68 | 66 | 50 | 118 | 136 | 3,818 | 4,567 |
| 1-2am | 888 | 703 | 26 | 35 | 38 | 43 | 43 | 26 | 78 | 91 | 2,370 | 2,582 |
| 2-3am | 735 | 617 | 15 | 21 | 31 | 24 | 32 | 23 | 75 | 73 | 2,006 | 1,918 |
| 3-4am | 788 | 735 | 11 | 14 | 24 | 25 | 27 | 12 | 58 | 62 | 1,816 | 1,860 |
| 4-5am | 1,209 | 931 | 17 | 18 | 36 | 24 | 50 | 15 | 74 | 75 | 3,312 | 2,483 |
| 5-6am | 2,210 | 1,569 | 75 | 37 | 116 | 65 | 124 | 33 | 115 | 115 | 8,443 | 5,158 |
| 6-7am | 3,344 | 2,691 | 220 | 114 | 222 | 124 | 308 | 90 | 209 | 228 | 18,411 | 11,508 |
| 7-8am | 3,658 | 4,099 | 409 | 223 | 358 | 243 | 571 | 186 | 295 | 314 | 23,853 | 17,333 |
| 8-9am | 3,133 | 4,310 | 426 | 303 | 349 | 257 | 522 | 259 | 329 | 379 | 20,610 | 18,570 |
| 9-10am | 3,065 | 3,168 | 285 | 258 | 276 | 228 | 321 | 176 | 275 | 294 | 16,938 | 14,177 |
| 10-11am | 3,251 | 2,957 | 231 | 208 | 259 | 216 | 300 | 174 | 258 | 280 | 14,864 | 12,782 |
| 11-Noon | 3,339 | 3,058 | 242 | 218 | 267 | 224 | 303 | 182 | 298 | 317 | 14,661 | 13,579 |
| Noon-1 | 3,475 | 2,984 | 265 | 264 | 306 | 250 | 323 | 198 | 325 | 333 | 15,221 | 14,257 |
| 1-2pm | 3,531 | 2,989 | 243 | 269 | 315 | 266 | 327 | 213 | 314 | 333 | 15,202 | 14,819 |
| 2-3pm | 3,759 | 3,109 | 292 | 288 | 365 | 301 | 389 | 232 | 334 | 387 | 16,738 | 16,873 |
| 3-4pm | 3,875 | 3,535 | 335 | 347 | 388 | 337 | 407 | 294 | 392 | 423 | 18,480 | 20,819 |
| 4-5pm | 4,055 | 3,754 | 351 | 352 | 429 | 371 | 406 | 309 | 422 | 422 | 19,970 | 20,507 |
| 5-6pm | 4,602 | 3,877 | 340 | 358 | 470 | 422 | 415 | 338 | 403 | 417 | 21,420 | 20,780 |
| 6-7pm | 4,458 | 3,688 | 276 | 348 | 431 | 391 | 368 | 278 | 395 | 399 | 19,959 | 19,984 |
| 7-8pm | 3,764 | 3,500 | 232 | 289 | 322 | 298 | 303 | 206 | 344 | 318 | 16,090 | 17,374 |
| 8-9pm | 2,801 | 2,958 | 172 | 241 | 288 | 254 | 256 | 172 | 306 | 277 | 12,455 | 14,042 |
| 9-10pm | 2,262 | 2,827 | 133 | 187 | 218 | 163 | 201 | 136 | 250 | 245 | 10,693 | 12,082 |
| 10-11pm | 2,181 | 2,366 | 130 | 150 | 154 | 116 | 168 | 91 | 197 | 217 | 8,961 | 10,836 |
| 11-Mid | 1,676 | 1,655 | 76 | 104 | 108 | 100 | 119 | 71 | 183 | 196 | 6,527 | 7,596 |
| 24 hr Total | 67,328 | 63,167 | 4,835 | 4,703 | 5,842 | 4,810 | 6,349 | 3,764 | 6,047 | 6,331 | 312,818 | 296,486 |
| 6-10am | 13,200 | 14,268 | 1,340 | 898 | 1,205 | 852 | 1,722 | 711 | 1,108 | 1,215 | 79,812 | 61,588 |
| 10am-1pm | 10,065 | 8,999 | 738 | 690 | 832 | 690 | 926 | 554 | 881 | 930 | 44,746 | 40,618 |
| 1-3pm | 7,290 | 6,098 | 535 | 557 | 680 | 567 | 716 | 445 | 648 | 720 | 31,940 | 31,692 |
| 3-7pm | 16,990 | 14,854 | 1,302 | 1,405 | 1,718 | 1,521 | 1,596 | 1,219 | 1,612 | 1,661 | 79,829 | 82,090 |
| 6am-7pm | 47,545 | 44,219 | 3,915 | 3,550 | 4,435 | 3,630 | 4,960 | 2,929 | 4,249 | 4,526 | 236,327 | 215,988 |

* To Bronx

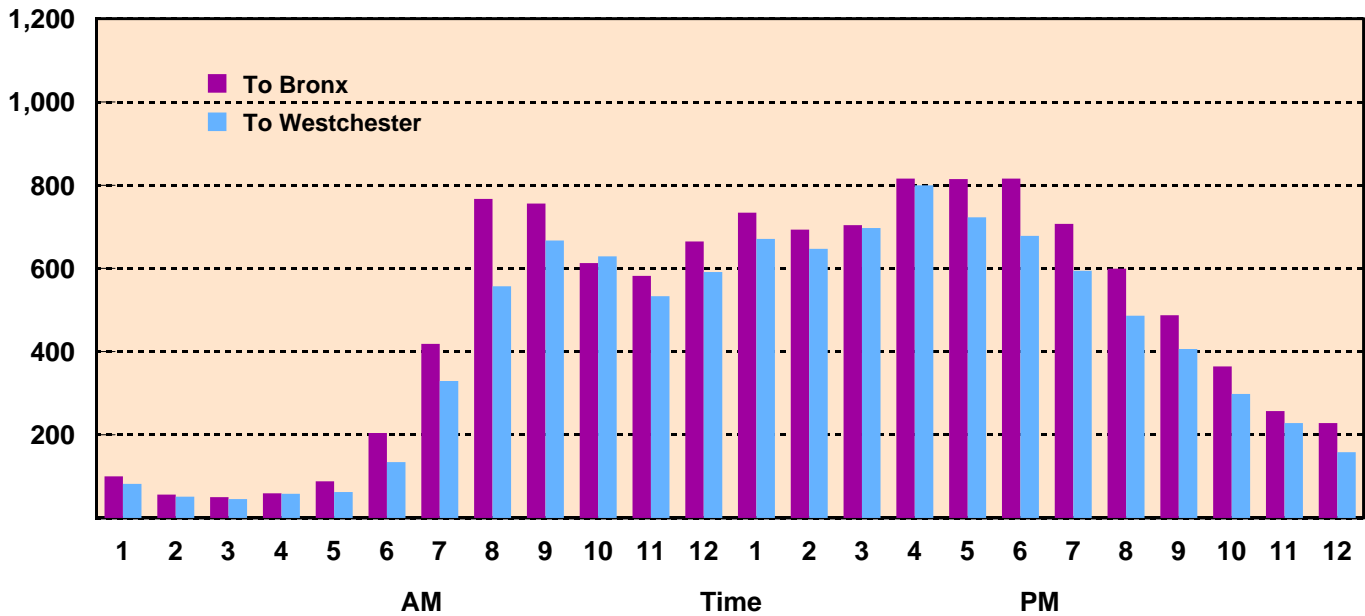
Bronx-Westchester Screenline

Total Hourly Vehicle Volumes - 2009

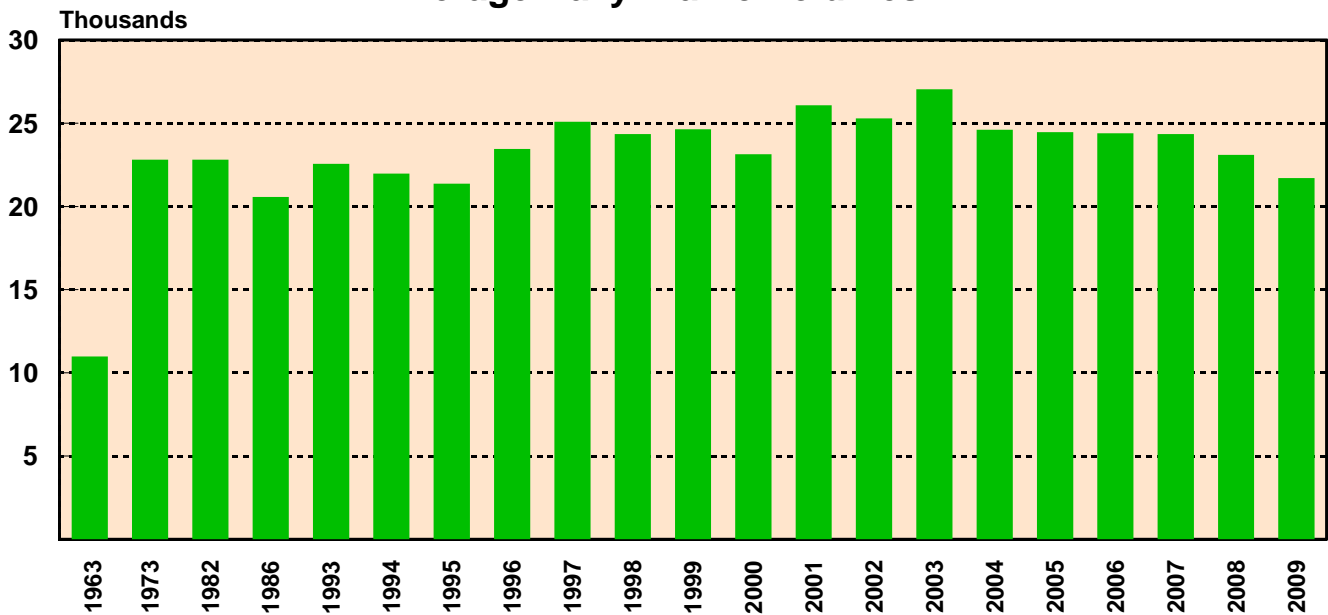


Bronx-Westchester Screenline Volumes

Boston Road - 2009 Hourly Vehicular Volumes

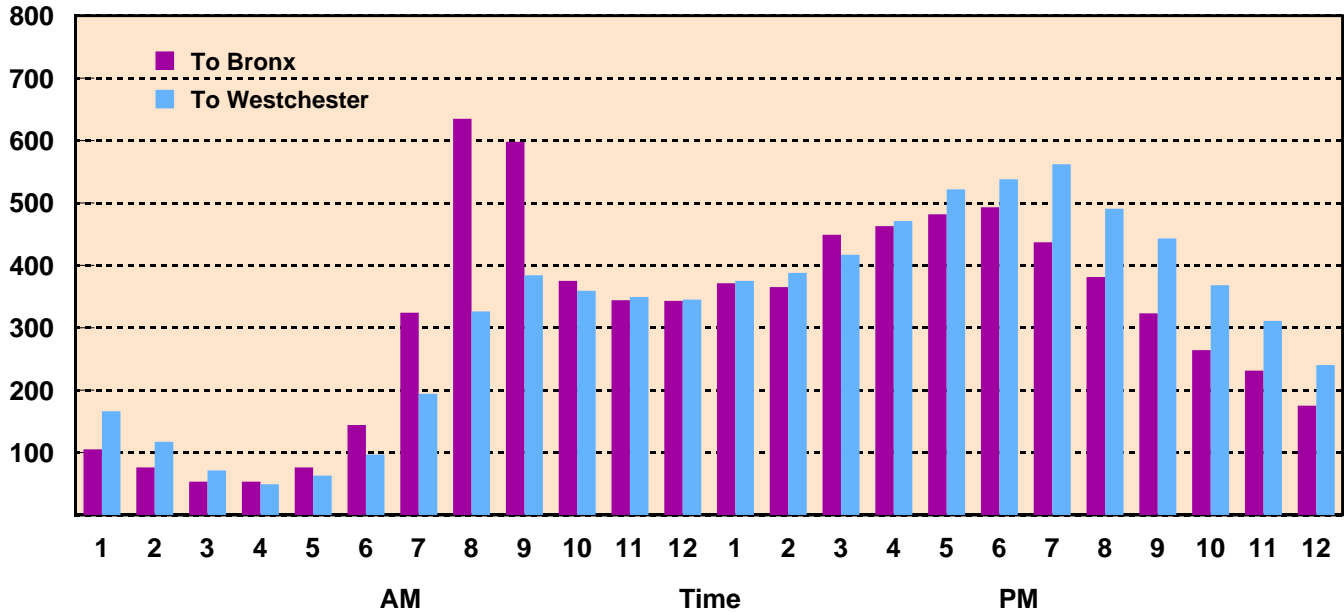


Boston Road Average Daily Traffic Volumes

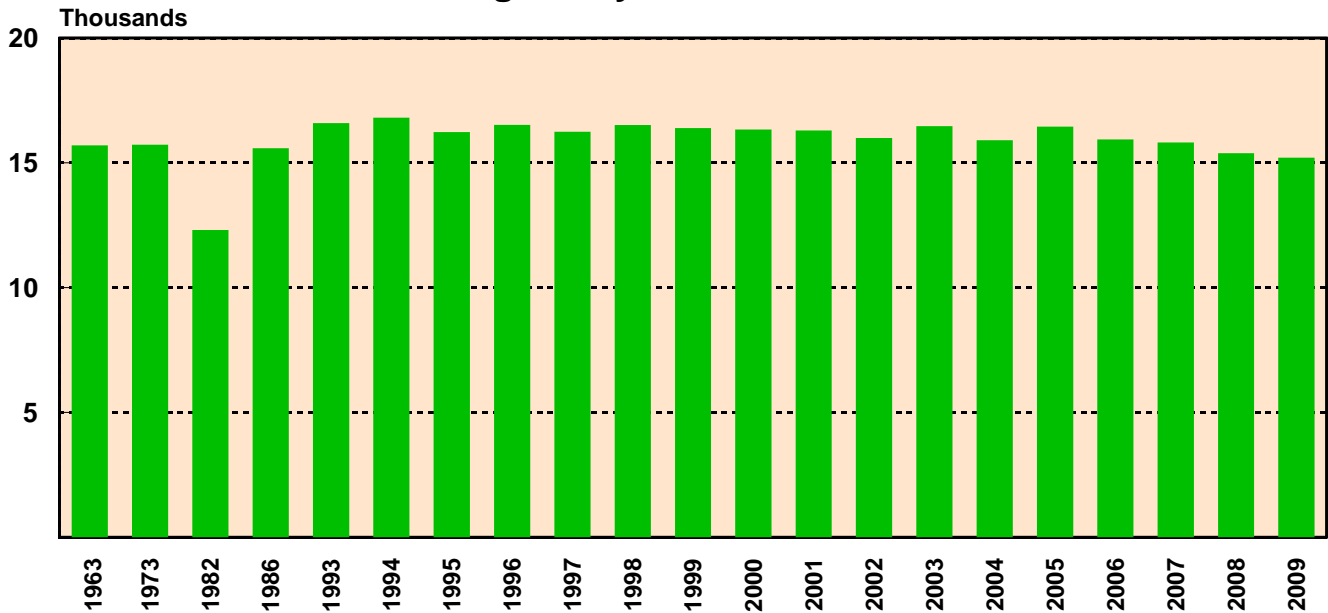


Bronx-Westchester Screenline Volumes

Broadway - 2009 Hourly Vehicular Volumes

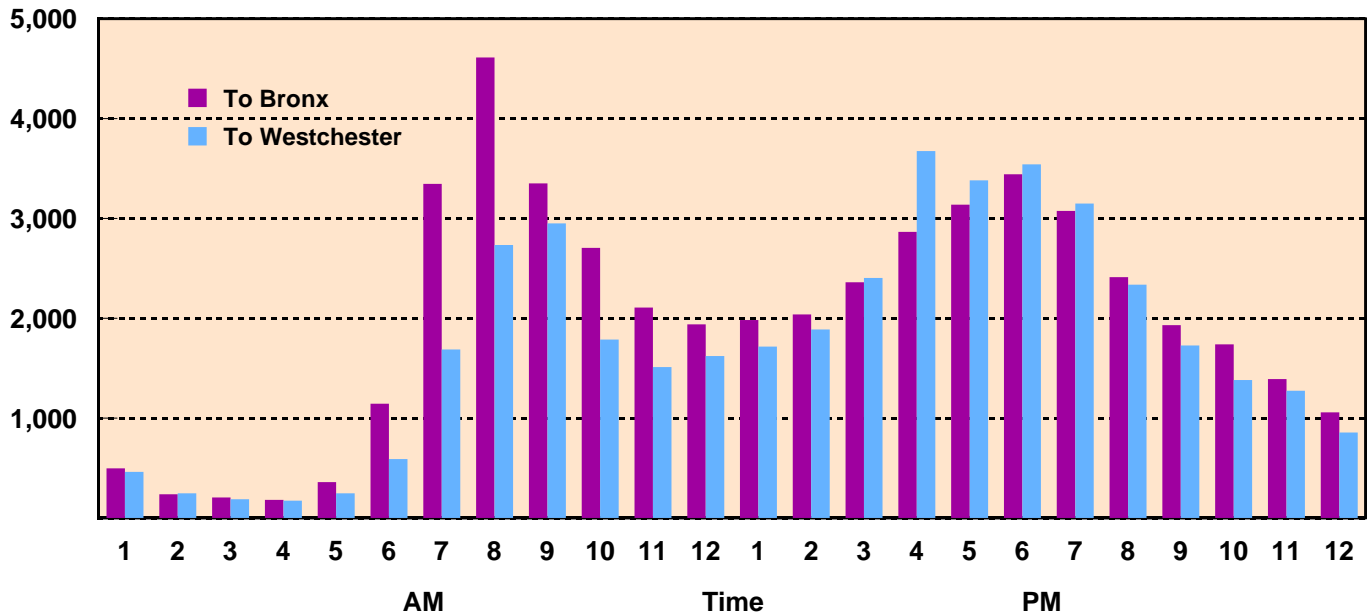


Broadway Average Daily Traffic Volumes

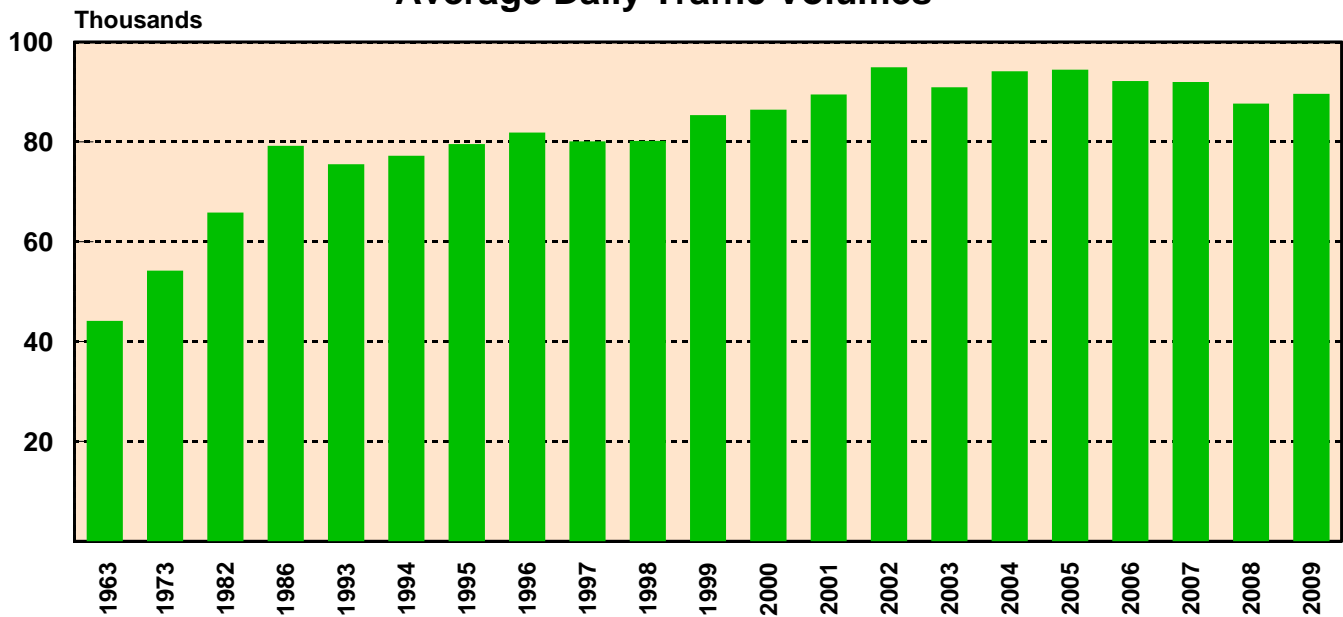


Bronx-Westchester Screenline Volumes

Bronx River Parkway - 2009 Hourly Vehicular Volumes

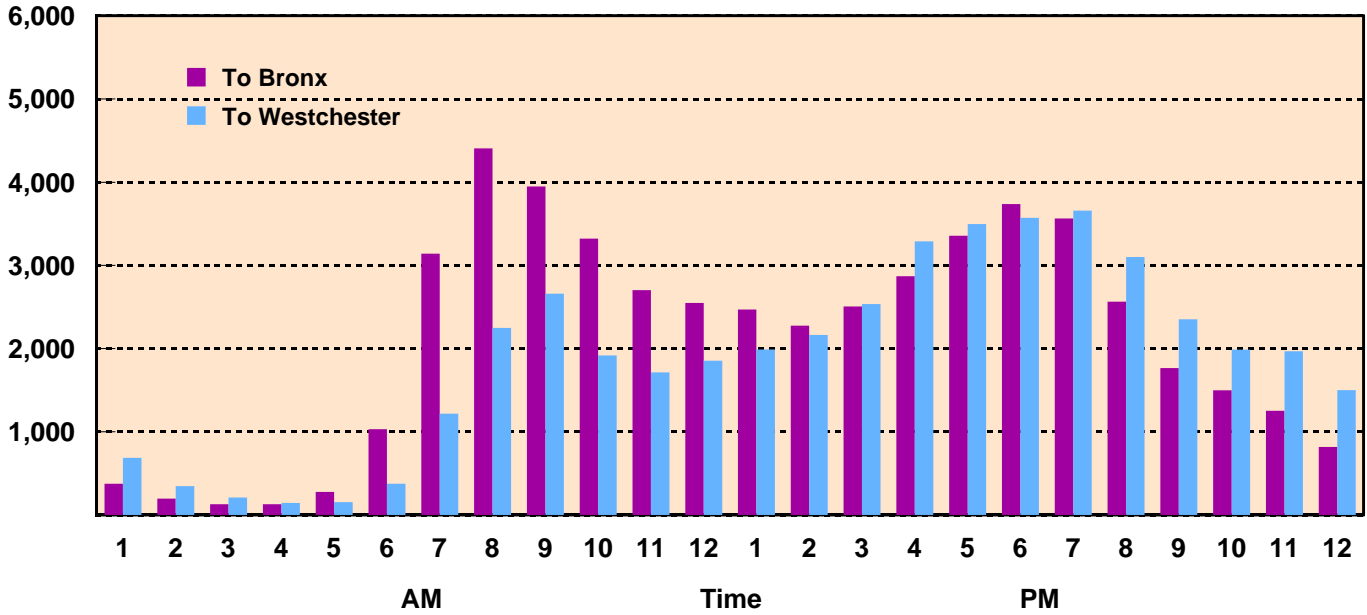


Bronx River Parkway Average Daily Traffic Volumes

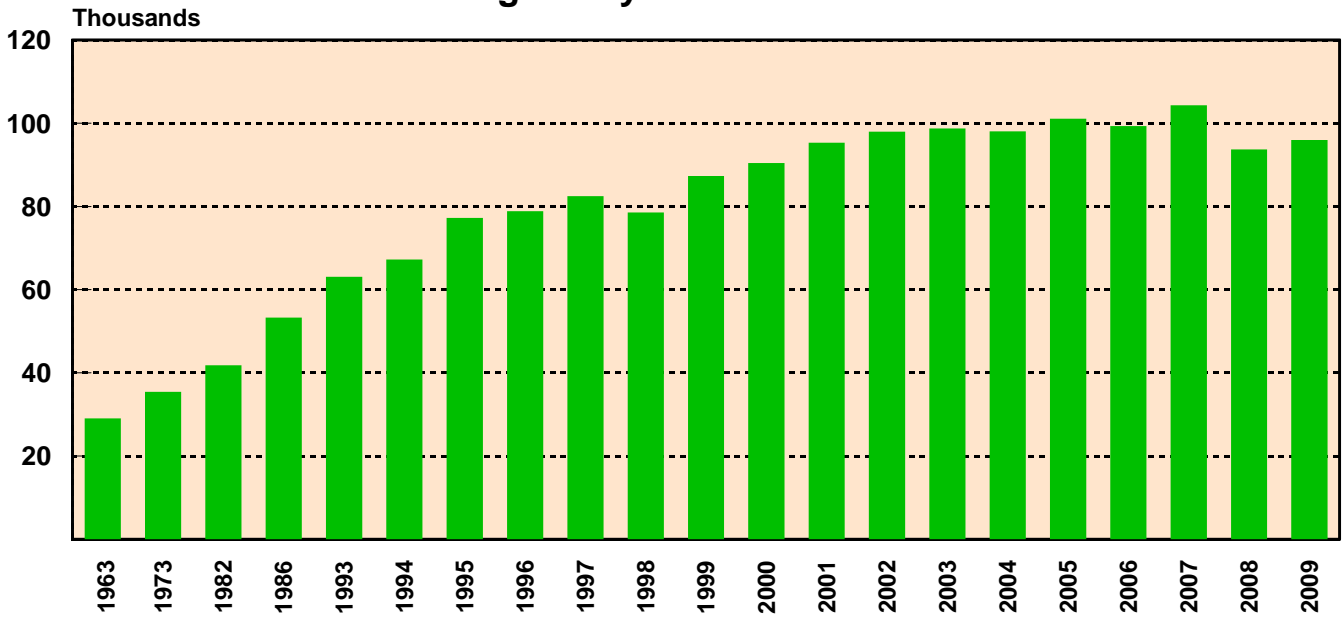


Bronx-Westchester Screenline Volumes

Henry Hudson Parkway - 2009 Hourly Vehicular Volumes

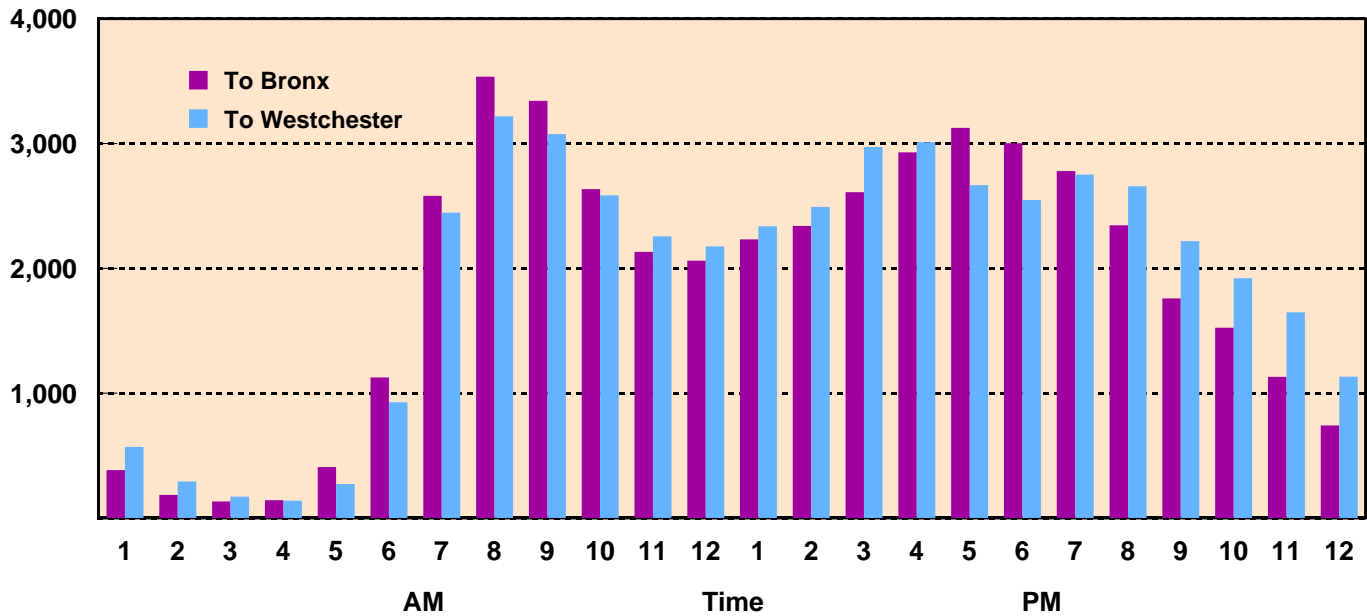


Henry Hudson Parkway Average Daily Traffic Volumes

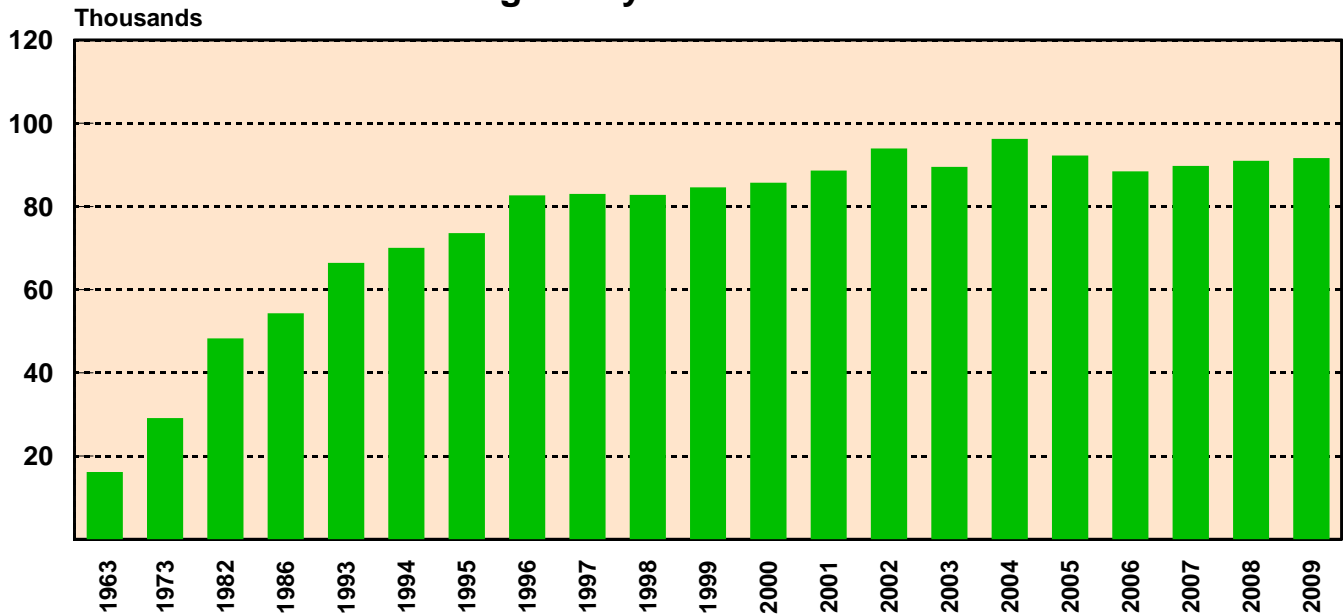


Bronx-Westchester Screenline Volumes

Hutchinson River Parkway - 2009 Hourly Vehicular Volumes

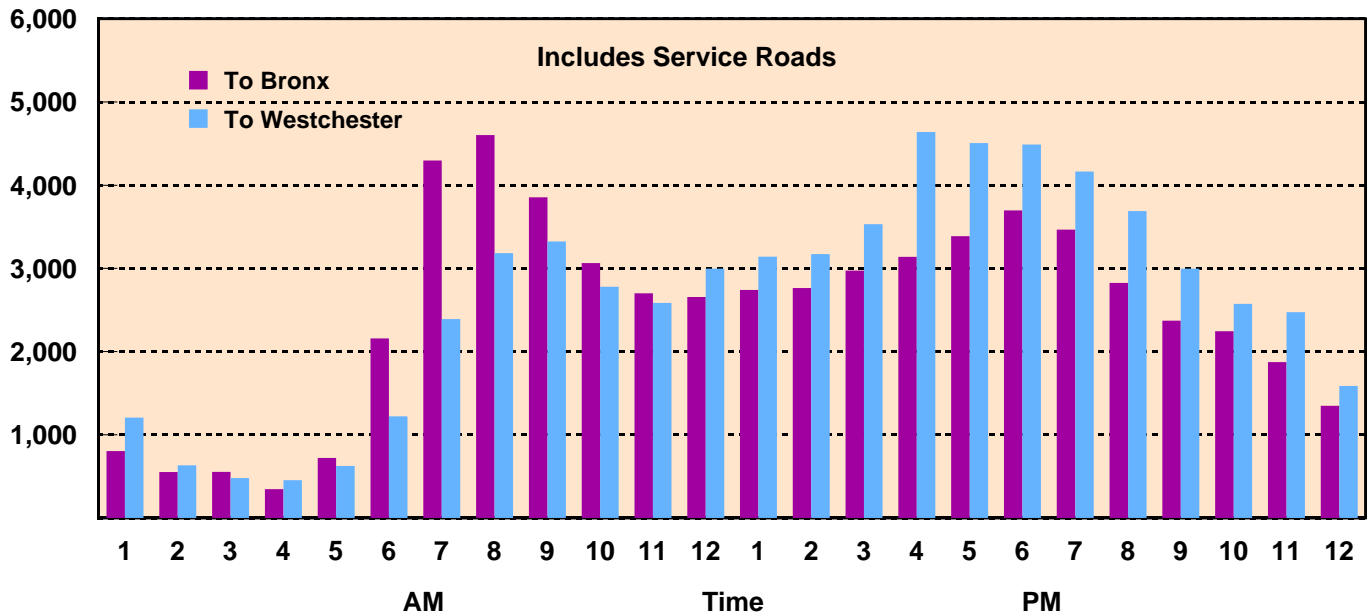


Hutchinson River Parkway Average Daily Traffic Volumes

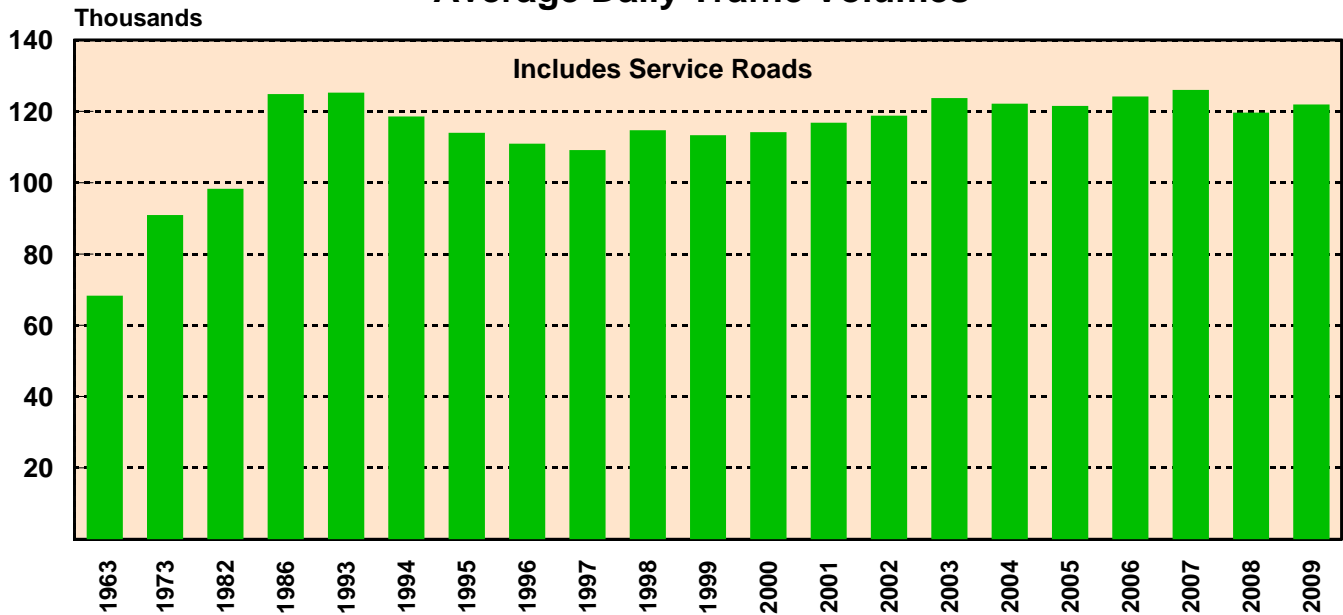


Bronx-Westchester Screenline Volumes

Major Deegan Expressway - 2009 Hourly Vehicular Volumes

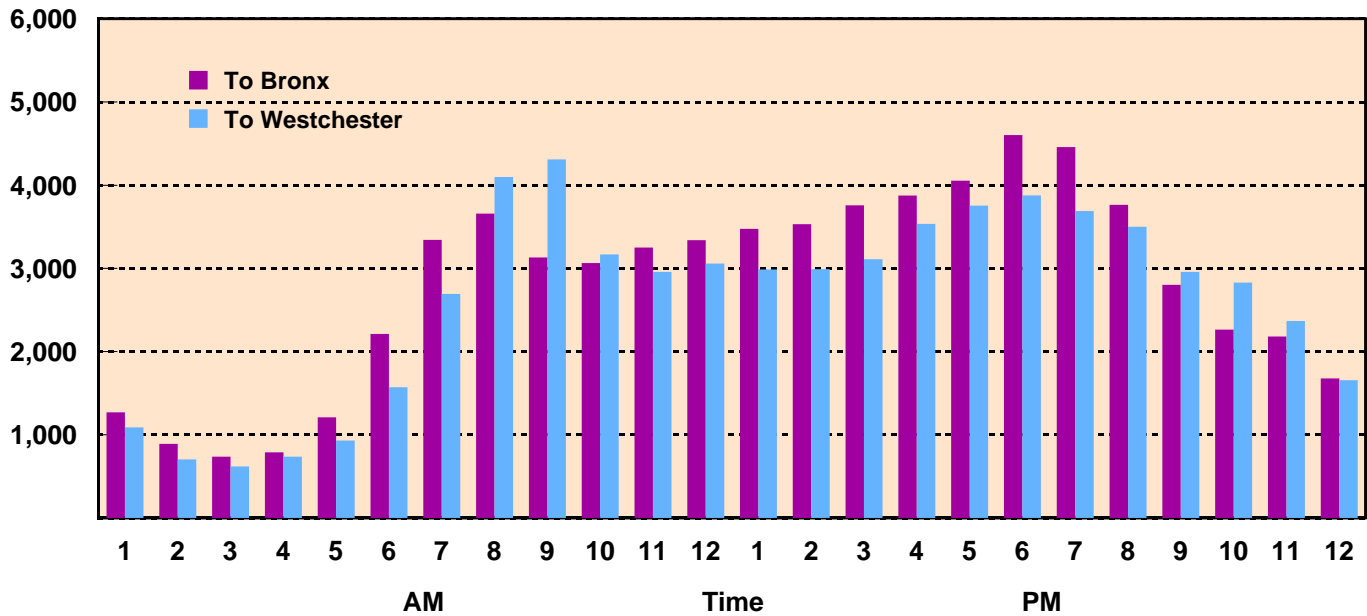


Major Deegan Expressway Average Daily Traffic Volumes

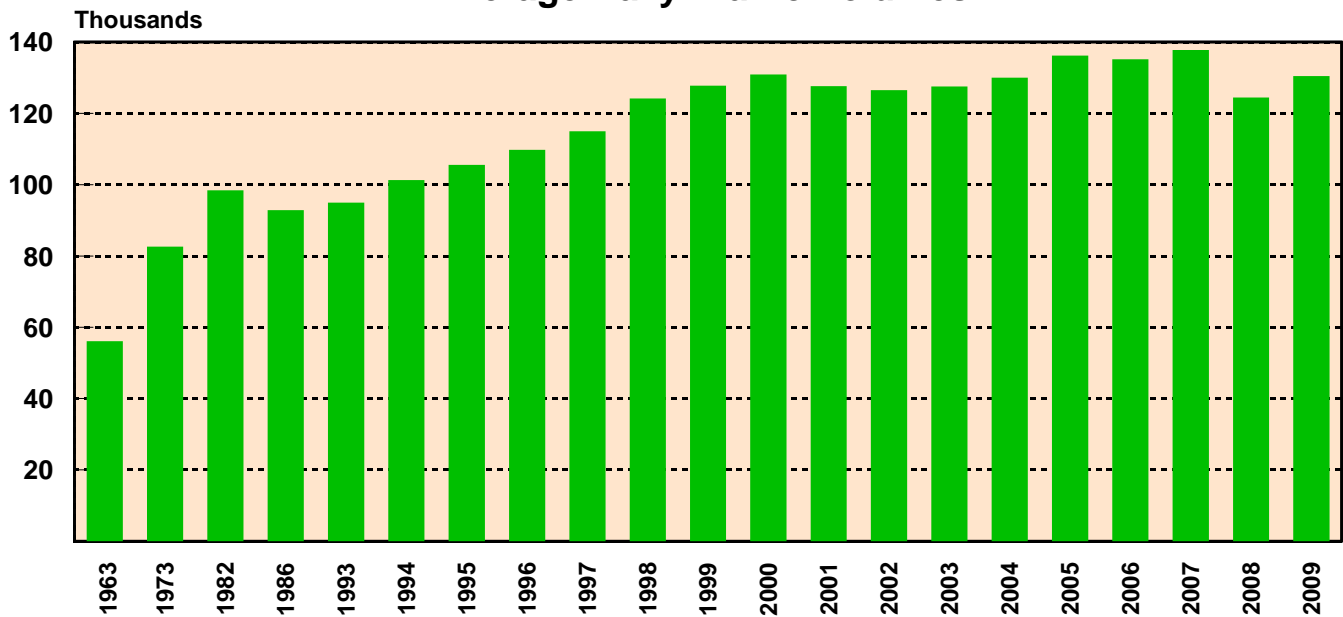


Bronx-Westchester Screenline Volumes

New England Thruway - 2009 Hourly Vehicular Volumes

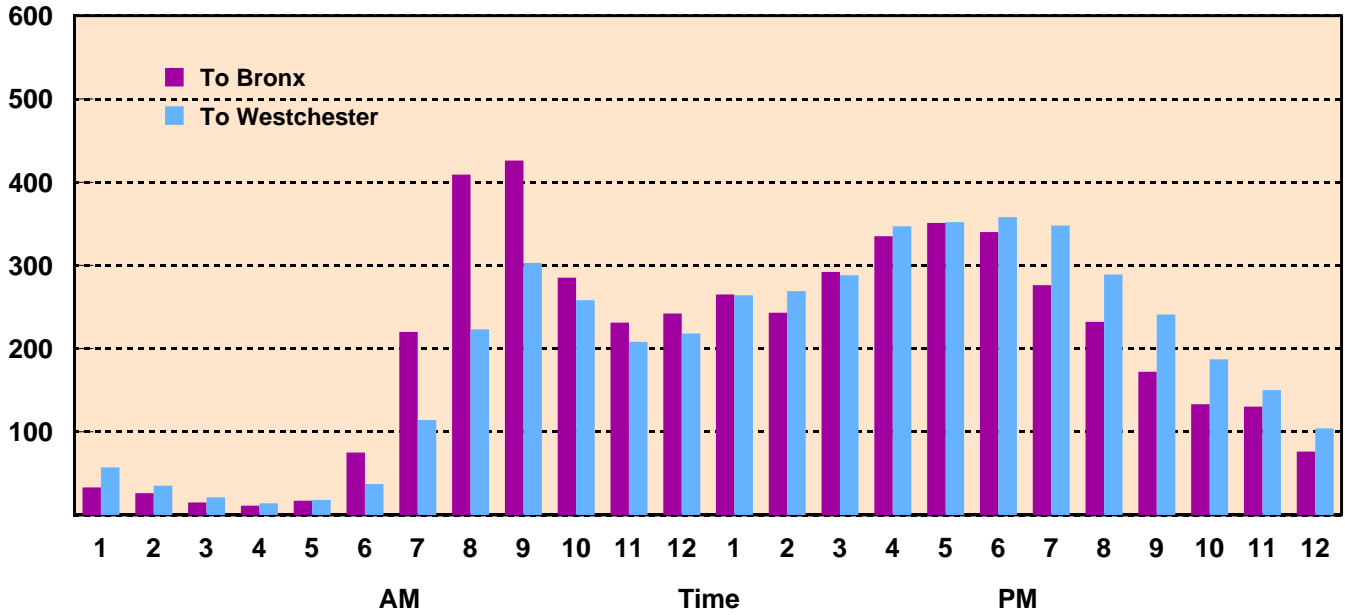


New England Thruway Average Daily Traffic Volumes

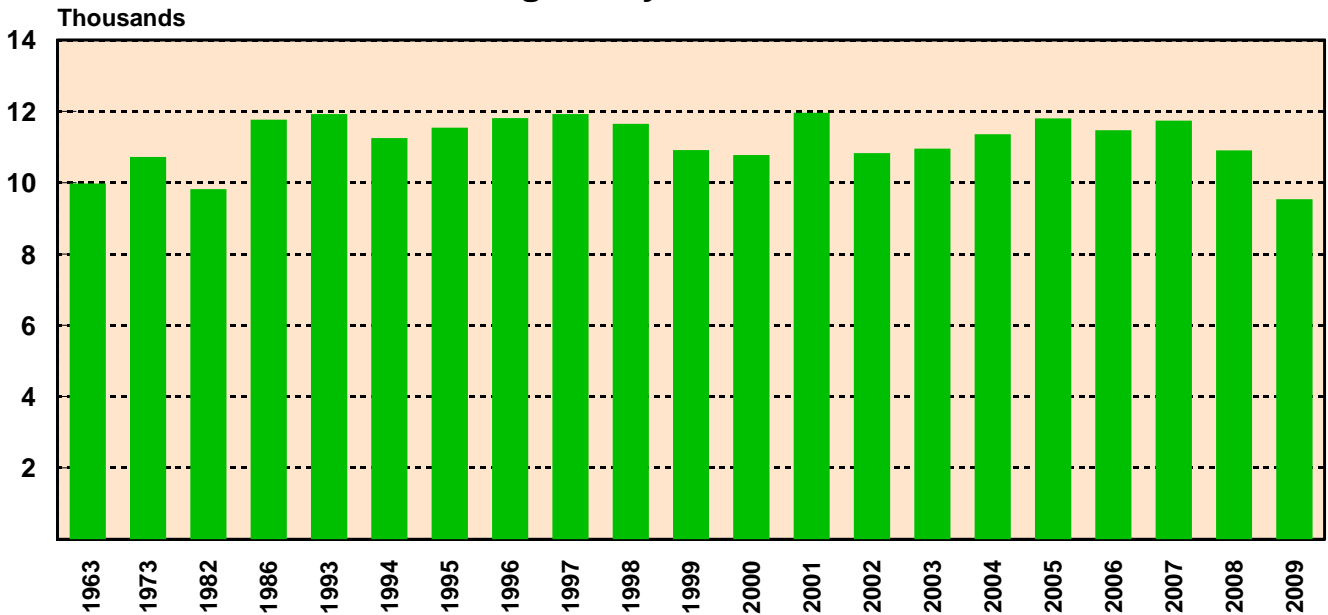


Bronx-Westchester Screenline Volumes

Riverdale Avenue - 2009 Hourly Vehicular Volumes

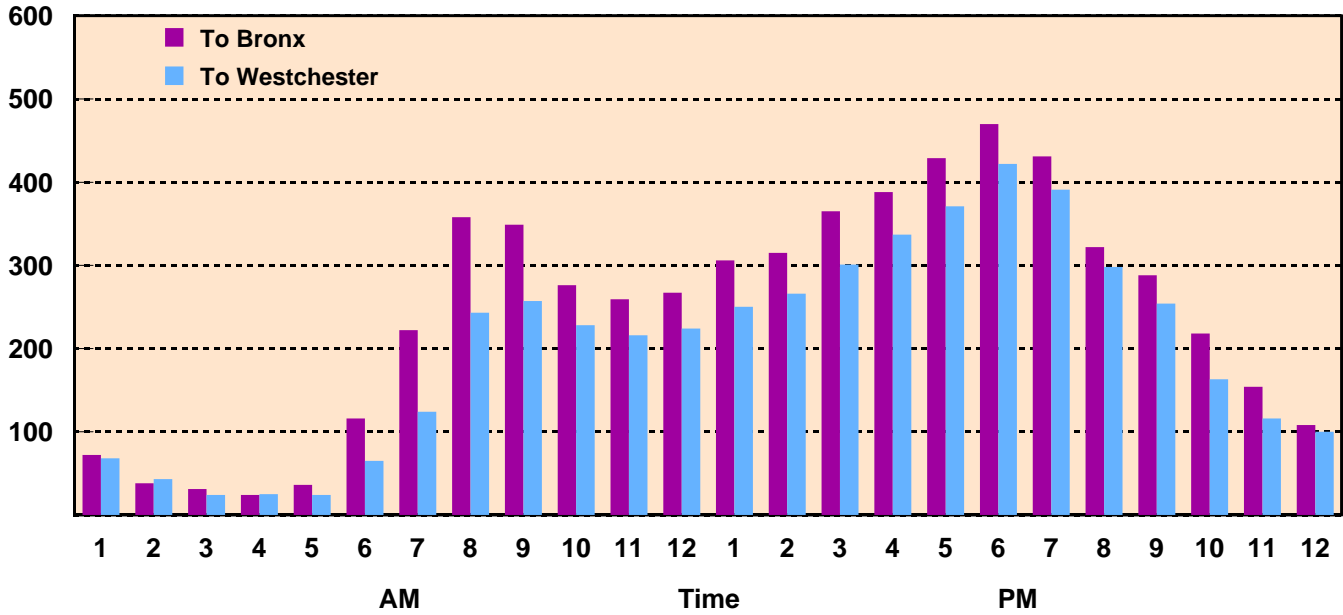


Riverdale Avenue Average Daily Traffic Volumes

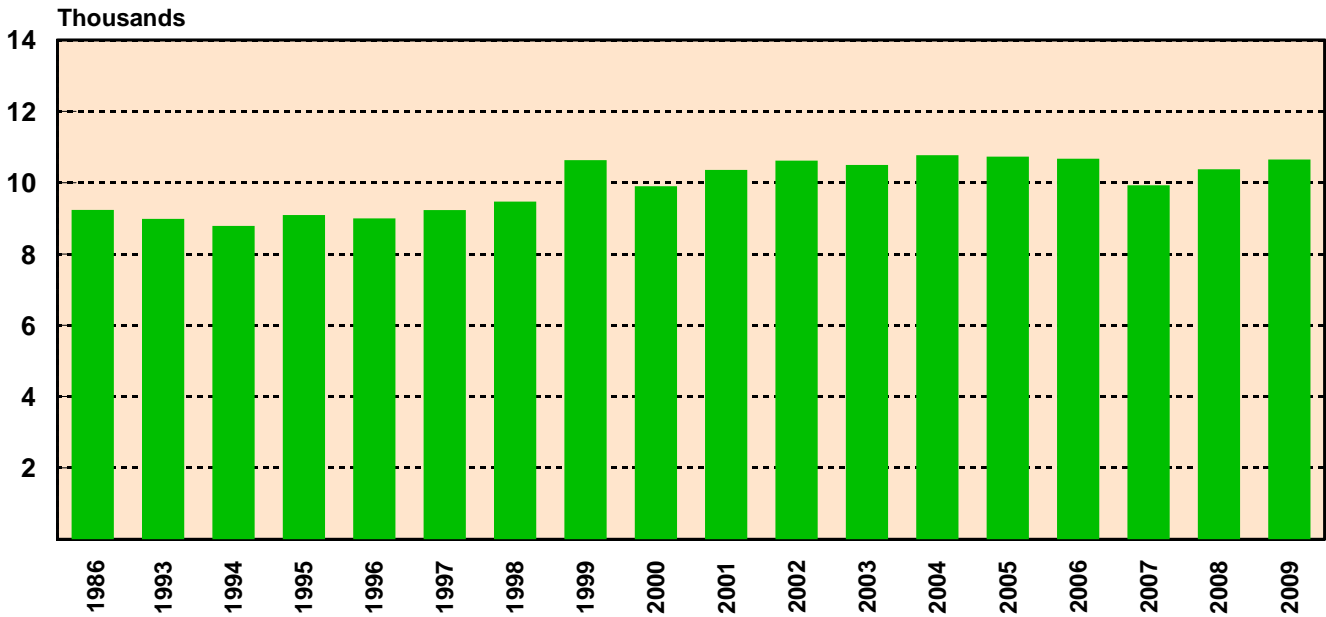


Bronx-Westchester Screenline Volumes

Van Cortlandt Park East - 2009 Hourly Vehicular Volumes

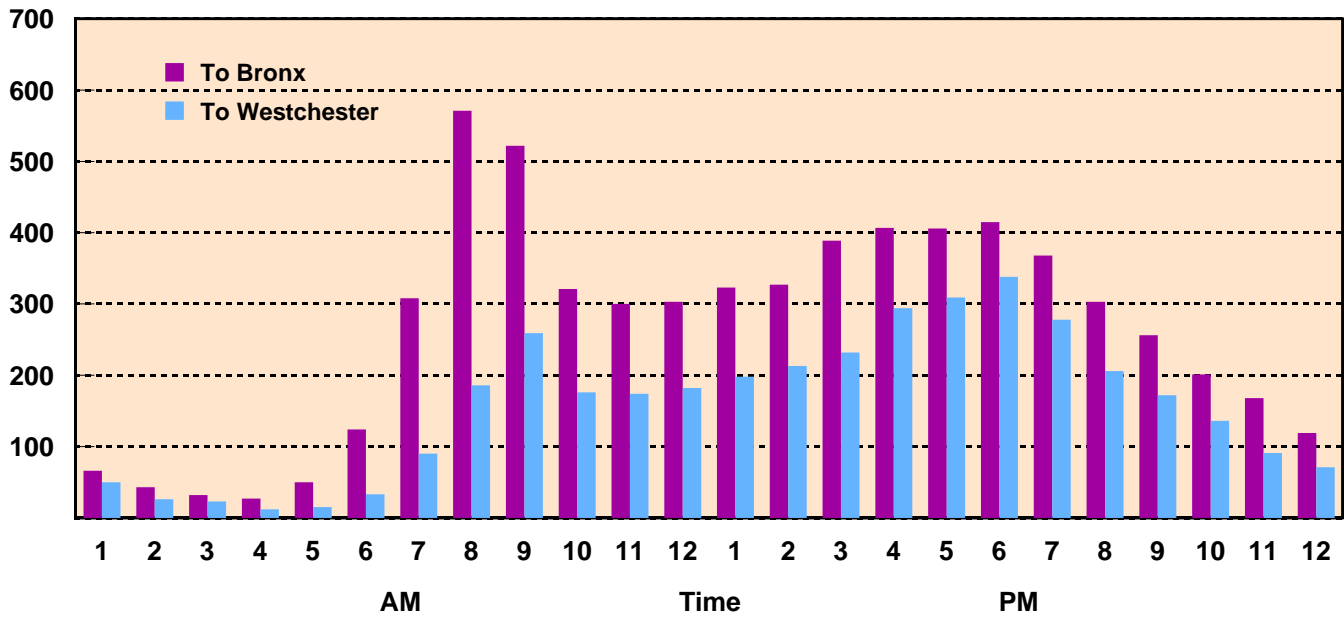


Van Cortlandt Park East Average Daily Traffic Volumes

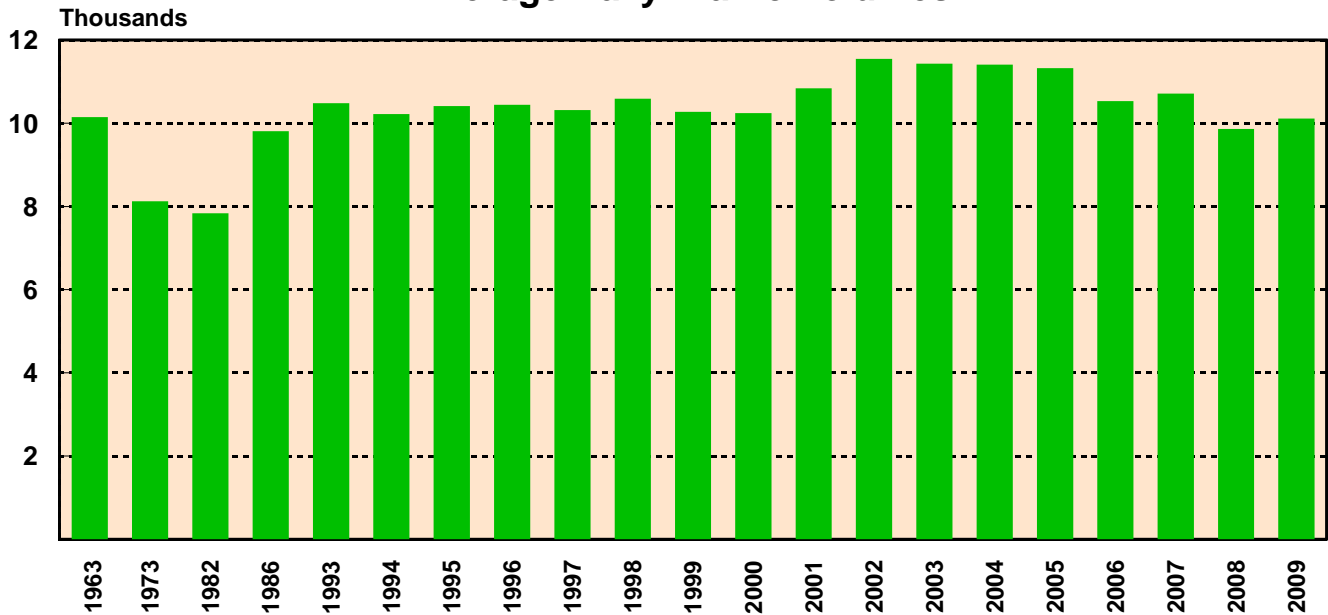


Bronx-Westchester Screenline Volumes

Webster Avenue - 2009 Hourly Vehicular Volumes

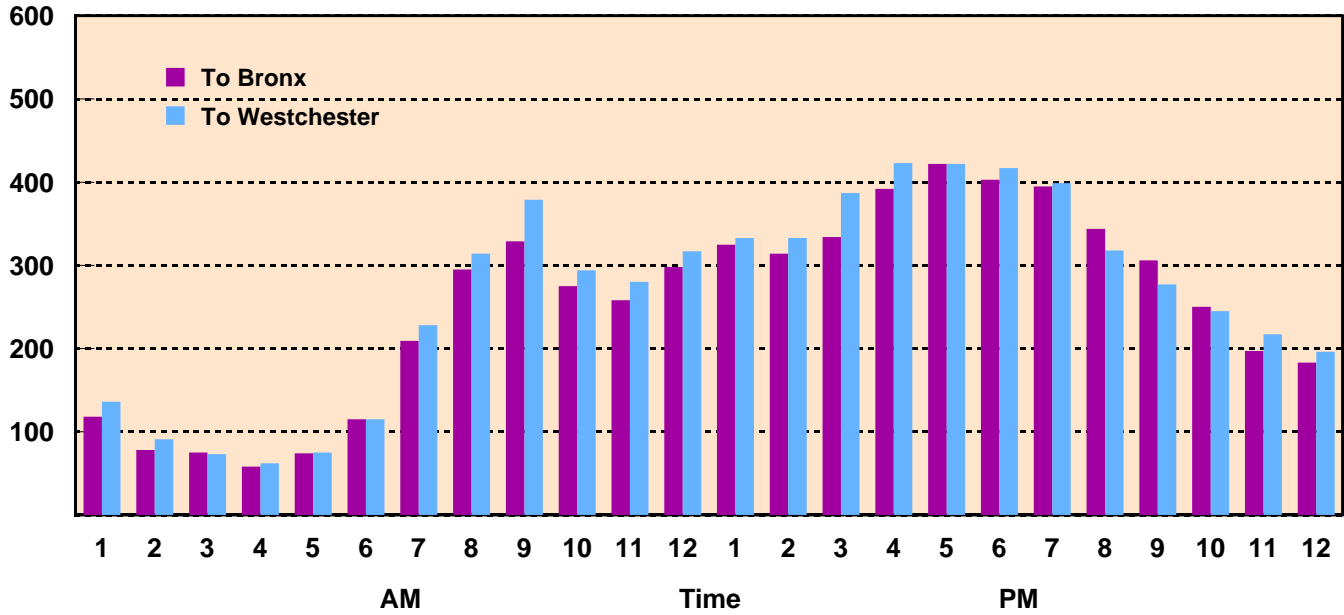


Webster Avenue Average Daily Traffic Volumes

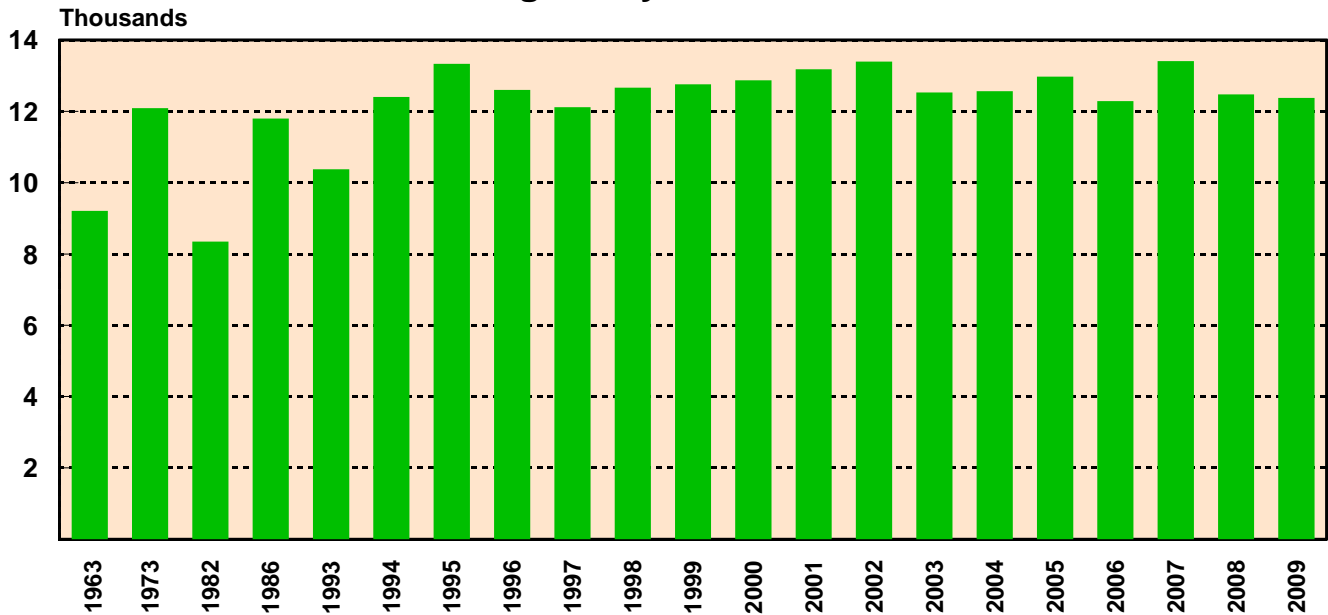


Bronx-Westchester Screenline Volumes

White Plains Road - 2009 Hourly Vehicular Volumes



White Plains Road Average Daily Traffic Volumes



Queens-Nassau Screenline



Sunrise Highway at Queens-Nassau Screenline
Looking West

QUEENS - NASSAU SCREENLINE

In 1963, the first year that Queens-Nassau screenline data were analyzed, average daily two-way total volume on the thirteen roadways studied was 546,600 (volumes on Central Avenue and Seagirt Boulevard were not collected prior to 1986). The highest volume facilities were the Long Island Expressway and its service roads (143,800 daily vehicles), Laurelton Parkway (85,400), Sunrise Highway (59,500), and the Grand Central Parkway and its service road (51,700).

By 1973, daily volume had increased 22.7% to 670,700, approximately 124,100 more than in 1963. The Long Island Expressway remained the highest volume facility, carrying 172,200 daily vehicles, 19.8% more than in 1963. Daily volume on the Grand Central Parkway facility doubled, to 104,800 from 51,700, making it the second busiest. Laurelton Parkway volume rose 15.6% to 98,800. Sunrise Highway remained the busiest principle arterial, carrying 62,700 daily vehicles, 5.4% more than in 1963.

Between 1973 and 1982, growth slowed, as volume increased just 6.3% to 713,100 daily vehicles. The largest numerical increase occurred on Laurelton Parkway, where daily traffic rose 23.2%, to 121,700 from 98,800. The largest percentage increase occurred on Northern Boulevard where daily traffic increased 26.4%, to 42,000 daily vehicles from 33,200.

Growth intensified between 1982 and 1986, raising daily volume to 816,600, an increase of 14.5% over the four-year period (excluding 14,500 on Central Avenue and 12,400 on Seagirt Boulevard where volumes were not counted in 1982). Large increases in daily volume were recorded on the Grand Central Parkway (up 30.8% to 144,000 from 110,000), Laurelton Parkway (up 22.0% to 148,400 from 121,700), the Long Island Expressway (up 12.8% to 189,000 from 167,600), and Rockaway Boulevard (up 22.0% to 56,700 from 46,500).

From 1986 to 1999, growth was moderate, as Queens-Nassau screenline volume increased 12.3% during that thirteen-year period, to 947,000 daily vehicles from 843,500. The largest volume increase occurred on the Grand Central Parkway and its service road (increase of 24,900 daily vehicles, or 17.3%, to 168,900 from 144,000). Daily volume on Rockaway Boulevard increased by 13,800 daily vehicles (+24.4%). The largest percentage increases occurred on Hillside Avenue (up 41.1%, to 32,300 daily vehicles from 22,900), and Hempstead Avenue (up 32.3%, to 49,900 from 37,700). The biggest decline in daily volume was on Central Avenue (decrease of 1,700 daily vehicles, or 11.8%, to 12,800 from 14,500).

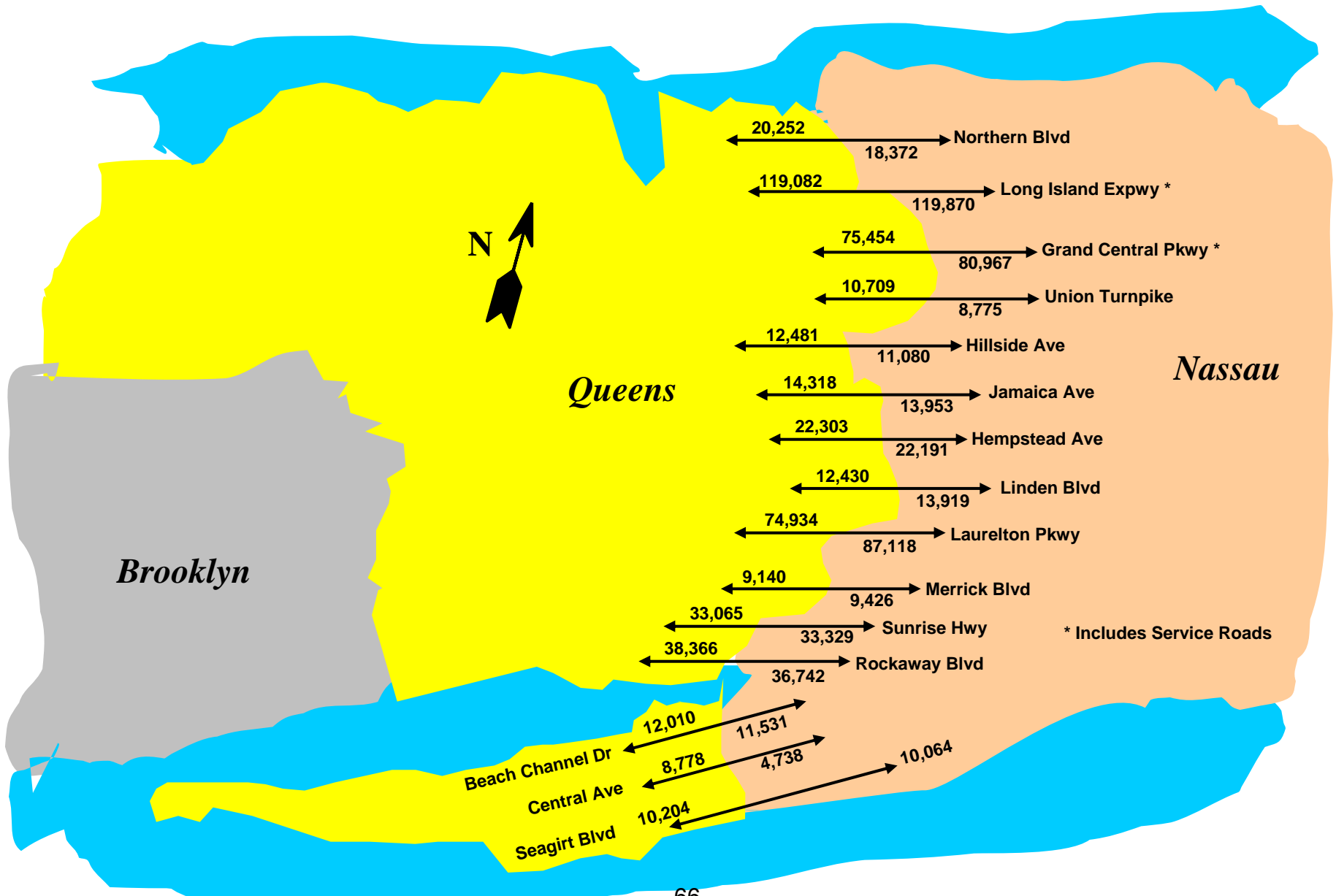
During the 46 years from 1963 to 2009, daily traffic on the thirteen Queens-Nassau facilities monitored throughout the period increased 68.7%, to 921,800 from 546,600.

The bulk of growth in Queens-Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline. Of the 375,300 additional daily vehicles on the thirteen continuously-monitored facilities, 276,500 (73.7% of the total increase) are on the three limited access routes. The Grand Central Parkway alone absorbed over one-fourth the total screenline traffic increase, its daily volume more than tripling, to 156,400 in 2009 from 51,700 in 1963. On the Laurelton Parkway, volume nearly doubled (to 162,100 daily vehicles from 85,400). Daily traffic on the Long Island Expressway rose 66.2% (to 239,000 from 143,800).

Principle arterials undergoing the most significant volume changes since 1963 are Rockaway Boulevard, where volume more than doubled, to 75,100 daily vehicles from 36,500, Jamaica Avenue (up 84.8% to 28,300 from 15,300), Linden Boulevard (up 83.9% to 26,300 from 14,300), and Northern Boulevard (up 32.6%, to 38,600 from 29,100).

Queens – Nassau Screenline

2009 Daily Volumes Shown



**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To Queens

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 10,610 | 11,954 | 12,411 | 12,510 | 11,817 | 11,609 | 11,980 | 11,830 | 12,317 | 12,220 | 12,794 | 13,845 |
| Central Ave | N/A | N/A | N/A | 7,396 | 8,367 | 7,848 | 8,189 | 8,421 | 8,181 | 8,780 | 8,095 | 8,647 |
| Grand Central Pky * | 25,280 | 47,495 | 61,614 | 71,775 | 85,261 | 82,431 | 79,189 | 76,571 | 77,853 | 78,916 | 82,978 | 87,617 |
| Hempstead Ave | 18,720 | 19,167 | 22,230 | 19,671 | 21,008 | 21,512 | 21,103 | 21,294 | 21,568 | 21,561 | 27,530 | 24,487 |
| Hillside Ave | 12,230 | 11,728 | 9,799 | 11,485 | 12,333 | 13,149 | 12,635 | 12,967 | 13,087 | 13,836 | 16,828 | 14,070 |
| Jamaica Ave | 7,370 | 11,473 | 13,984 | 14,081 | 14,090 | 13,775 | 13,339 | 13,950 | 13,149 | 13,822 | 14,769 | 14,921 |
| Laurelton Pky | 42,980 | 48,873 | 67,940 | 72,147 | 64,216 | 69,082 | 68,967 | 68,838 | 75,601 | 77,315 | 76,246 | 76,654 |
| Linden Blvd | 6,840 | 10,470 | 11,863 | 12,767 | 18,190 | 19,846 | 19,517 | 12,870 | 12,431 | 12,961 | 13,717 | 12,782 |
| Long Island Exp * | 70,340 | 85,294 | 83,656 | 90,553 | 101,193 | 101,972 | 100,335 | 101,602 | 100,402 | 100,310 | 96,711 | 97,412 |
| Merrick Blvd | 7,880 | 8,140 | 10,631 | 9,708 | 8,803 | 9,633 | 9,694 | 9,478 | 9,255 | 9,517 | 9,563 | 9,434 |
| Northern Blvd | 14,450 | 17,659 | 20,288 | 20,232 | 21,275 | 21,375 | 21,011 | 22,350 | 21,962 | 21,149 | 22,897 | 22,912 |
| Rockaway Blvd | 18,470 | 22,448 | 21,300 | 26,676 | 28,200 | 30,587 | 31,508 | 31,914 | 31,392 | 33,930 | 35,957 | 36,447 |
| Seagirt Blvd | N/A | N/A | N/A | 6,161 | 8,025 | 8,412 | 8,687 | 8,426 | 8,767 | 8,410 | 7,656 | 8,765 |
| Sunrise Hwy | 28,730 | 31,403 | 28,592 | 30,256 | 32,839 | 26,643 | 30,314 | 32,806 | 33,980 | 32,638 | 35,872 | 36,606 |
| Union Tpke | 8,460 | 8,836 | 9,171 | 11,587 | 12,429 | 12,458 | 12,274 | 12,598 | 12,222 | 12,007 | 12,245 | 8,262 |
| Totals | 272,360 | 334,940 | 373,479 | 417,005 | 448,046 | 450,332 | 448,742 | 445,915 | 452,167 | 457,372 | 473,858 | 472,861 |

To Queens

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 13,128 | 13,403 | 13,844 | 12,542 | 11,997 | 12,347 | 15,377 | 12,685 | 12,010 |
| Central Ave | 8,014 | 9,231 | 9,319 | 8,681 | 8,909 | 9,308 | 8,321 | 9,051 | 8,778 |
| Grand Central Pky * | 91,225 | 89,054 | 94,792 | 92,464 | 92,993 | 80,941 | 77,918 | 78,423 | 75,454 |
| Hempstead Ave | 22,474 | 19,797 | 26,866 | 20,781 | 19,270 | 18,731 | 22,786 | 24,705 | 22,303 |
| Hillside Ave | 14,049 | 13,735 | 12,140 | 13,697 | 13,472 | 12,558 | 12,170 | 12,489 | 12,481 |
| Jamaica Ave | 14,504 | 15,324 | 15,044 | 15,601 | 15,903 | 14,954 | 14,524 | 14,433 | 14,318 |
| Laurelton Pky | 82,194 | 77,076 | 72,783 | 85,728 | 80,245 | 80,157 | 79,954 | 75,794 | 74,934 |
| Linden Blvd | 11,565 | 12,485 | 12,904 | 12,869 | 13,521 | 13,099 | 11,976 | 12,855 | 12,430 |
| Long Island Exp * | 90,205 | 97,818 | 99,694 | 91,797 | 92,491 | 97,600 | 101,793 | 115,433 | 119,082 |
| Merrick Blvd | 9,833 | 9,559 | 10,538 | 10,441 | 9,841 | 9,466 | 9,238 | 9,041 | 9,140 |
| Northern Blvd | 24,221 | 22,943 | 23,695 | 23,054 | 20,807 | 21,523 | 20,953 | 20,765 | 20,252 |
| Rockaway Blvd | 36,893 | 33,865 | 34,633 | 35,464 | 36,156 | 36,371 | 39,466 | 38,167 | 38,366 |
| Seagirt Blvd | 8,044 | 10,341 | 11,263 | 10,665 | 10,046 | 11,236 | 10,659 | 10,099 | 10,204 |
| Sunrise Hwy | 34,519 | 30,922 | 34,542 | 33,706 | 35,166 | 32,833 | 33,626 | 32,159 | 33,065 |
| Union Tpke | 12,495 | 13,260 | 13,275 | 12,770 | 12,532 | 11,792 | 10,826 | 11,338 | 10,709 |
| Totals | 473,363 | 468,813 | 485,332 | 480,260 | 473,349 | 462,916 | 469,587 | 477,437 | 473,526 |

* Includes service roads

**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Nassau

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 9,050 | 11,472 | 14,759 | 13,165 | 11,107 | 11,198 | 11,923 | 12,037 | 12,642 | 12,022 | 11,929 | 11,740 |
| Central Ave | N/A | N/A | N/A | 7,124 | 5,424 | 4,959 | 5,022 | 5,452 | 4,905 | 5,215 | 4,711 | 5,119 |
| Grand Central Pky * | 26,440 | 57,341 | 48,424 | 72,191 | 89,073 | 80,438 | 79,481 | 82,086 | 79,934 | 84,576 | 85,888 | 85,579 |
| Hempstead Ave | 16,680 | 16,293 | 13,555 | 18,035 | 19,155 | 21,008 | 20,722 | 19,453 | 20,328 | 20,815 | 22,359 | 22,400 |
| Hillside Ave | 11,270 | 10,297 | 10,625 | 11,419 | 13,089 | 14,398 | 13,247 | 12,860 | 13,324 | 13,077 | 15,482 | 13,901 |
| Jamaica Ave | 7,930 | 11,326 | 13,345 | 13,377 | 13,293 | 12,744 | 12,971 | 13,170 | 13,229 | 13,391 | 13,495 | 13,821 |
| Laurelton Pky | 42,460 | 49,924 | 53,734 | 76,261 | 73,044 | 76,773 | 75,841 | 74,897 | 79,808 | 82,005 | 84,544 | 82,489 |
| Linden Blvd | 7,490 | 8,260 | 7,697 | 10,283 | 10,718 | 10,660 | 11,626 | 15,038 | 15,443 | 15,660 | 15,797 | 15,679 |
| Long Island Exp * | 73,410 | 86,858 | 83,902 | 98,443 | 96,937 | 97,860 | 98,271 | 99,342 | 101,200 | 100,938 | 99,919 | 93,967 |
| Merrick Blvd | 7,760 | 8,080 | 7,296 | 9,206 | 9,339 | 9,866 | 10,205 | 9,871 | 9,933 | 9,852 | 9,595 | 9,482 |
| Northern Blvd | 14,680 | 15,585 | 21,745 | 20,741 | 20,477 | 21,524 | 20,619 | 19,876 | 19,987 | 19,854 | 20,747 | 22,049 |
| Rockaway Blvd | 17,990 | 21,473 | 25,214 | 30,059 | 32,317 | 33,958 | 35,009 | 34,237 | 32,226 | 32,193 | 34,598 | 37,683 |
| Seagirt Blvd | N/A | N/A | N/A | 6,230 | 8,124 | 7,899 | 8,093 | 8,261 | 7,727 | 8,112 | 8,452 | 8,806 |
| Sunrise Hwy | 30,740 | 31,301 | 28,805 | 29,145 | 32,406 | 32,821 | 30,458 | 33,147 | 34,178 | 34,158 | 34,796 | 34,389 |
| Union Tpke | 8,290 | 7,552 | 10,566 | 10,854 | 9,769 | 10,737 | 10,513 | 10,502 | 10,100 | 10,163 | 10,873 | 10,182 |
| Totals | 274,190 | 335,762 | 339,667 | 426,533 | 444,272 | 446,843 | 444,001 | 450,229 | 454,964 | 462,031 | 473,185 | 467,286 |

To Nassau

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 11,532 | 12,207 | 12,484 | 11,702 | 11,652 | 13,454 | 13,615 | 11,667 | 11,531 |
| Central Ave | 4,910 | 5,175 | 5,100 | 5,541 | 5,762 | 6,262 | 5,334 | 4,803 | 4,738 |
| Grand Central Pky * | 89,640 | 89,813 | 92,426 | 92,233 | 93,399 | 84,853 | 84,831 | 80,185 | 80,967 |
| Hempstead Ave | 22,176 | 23,621 | 24,466 | 22,881 | 24,757 | 22,234 | 23,292 | 21,910 | 22,191 |
| Hillside Ave | 13,526 | 13,593 | 12,864 | 12,676 | 13,055 | 10,565 | 12,158 | 12,411 | 11,080 |
| Jamaica Ave | 13,702 | 14,869 | 14,721 | 15,126 | 15,717 | 14,660 | 14,479 | 14,641 | 13,953 |
| Laurelton Pky | 89,251 | 85,216 | 86,229 | 89,675 | 88,909 | 88,702 | 93,700 | 83,373 | 87,118 |
| Linden Blvd | 15,136 | 15,327 | 16,528 | 15,619 | 16,123 | 15,199 | 13,996 | 11,912 | 13,919 |
| Long Island Exp * | 92,593 | 92,794 | 90,940 | 92,065 | 92,333 | 94,300 | 99,602 | 114,971 | 119,870 |
| Merrick Blvd | 9,568 | 9,920 | 10,052 | 10,565 | 9,694 | 9,567 | 9,421 | 10,467 | 9,426 |
| Northern Blvd | 21,584 | 21,243 | 21,970 | 21,748 | 21,067 | 19,837 | 18,072 | 18,718 | 18,372 |
| Rockaway Blvd | 35,134 | 36,098 | 37,929 | 38,468 | 37,188 | 37,396 | 38,293 | 37,293 | 36,742 |
| Seagirt Blvd | 7,895 | 10,051 | 11,634 | 10,379 | 9,805 | 11,321 | 11,783 | 9,808 | 10,064 |
| Sunrise Hwy | 34,099 | 31,920 | 33,123 | 34,421 | 35,842 | 33,986 | 35,272 | 32,835 | 33,329 |
| Union Tpke | 12,618 | 13,346 | 12,896 | 12,246 | 10,437 | 9,297 | 8,774 | 9,074 | 8,775 |
| Totals | 473,364 | 475,193 | 483,362 | 485,345 | 485,740 | 471,633 | 482,622 | 474,068 | 482,075 |

* Includes service roads

**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 19,660 | 23,426 | 27,170 | 25,675 | 22,924 | 22,807 | 23,903 | 23,867 | 24,959 | 24,242 | 24,723 | 25,585 |
| Central Ave | N/A | N/A | N/A | 14,520 | 13,791 | 12,807 | 13,211 | 13,873 | 13,086 | 13,995 | 12,806 | 13,766 |
| Grand Central Pky * | 51,720 | 104,836 | 110,038 | 143,966 | 174,334 | 162,869 | 158,670 | 158,657 | 157,787 | 163,492 | 168,866 | 173,196 |
| Hempstead Ave | 35,400 | 35,460 | 35,785 | 37,706 | 40,163 | 42,520 | 41,825 | 40,747 | 41,896 | 42,376 | 49,889 | 46,887 |
| Hillside Ave | 23,500 | 22,025 | 20,424 | 22,904 | 25,422 | 27,547 | 25,882 | 25,827 | 26,411 | 26,913 | 32,310 | 27,971 |
| Jamaica Ave | 15,300 | 22,799 | 27,329 | 27,458 | 27,383 | 26,519 | 26,310 | 27,120 | 26,378 | 27,213 | 28,264 | 28,742 |
| Laurelton Pky | 85,440 | 98,797 | 121,674 | 148,408 | 137,260 | 145,855 | 144,808 | 143,735 | 155,409 | 159,320 | 160,790 | 159,143 |
| Linden Blvd | 14,330 | 18,730 | 19,560 | 23,050 | 28,908 | 30,506 | 31,143 | 27,908 | 27,874 | 28,621 | 29,514 | 28,461 |
| Long Island Exp * | 143,750 | 172,152 | 167,558 | 188,996 | 198,130 | 199,832 | 198,606 | 200,944 | 201,602 | 201,248 | 196,630 | 191,379 |
| Merrick Blvd | 15,640 | 16,220 | 17,927 | 18,914 | 18,142 | 19,499 | 19,899 | 19,349 | 19,188 | 19,369 | 19,158 | 18,916 |
| Northern Blvd | 29,130 | 33,244 | 42,033 | 40,973 | 41,752 | 42,899 | 41,630 | 42,226 | 41,949 | 41,003 | 43,644 | 44,961 |
| Rockaway Blvd | 36,460 | 43,921 | 46,514 | 56,735 | 60,517 | 64,545 | 66,517 | 66,151 | 63,618 | 66,123 | 70,555 | 74,130 |
| Seagirt Blvd | N/A | N/A | N/A | 12,391 | 16,149 | 16,311 | 16,780 | 16,687 | 16,494 | 16,522 | 16,108 | 17,571 |
| Sunrise Hwy | 59,470 | 62,704 | 57,397 | 59,401 | 65,245 | 59,464 | 60,772 | 65,953 | 68,158 | 66,796 | 70,668 | 70,995 |
| Union Tpke | 16,750 | 16,388 | 19,737 | 22,441 | 22,198 | 23,195 | 22,787 | 23,100 | 22,322 | 22,170 | 23,118 | 18,444 |
| Totals | 546,550 | 670,702 | 713,146 | 843,538 | 892,318 | 897,175 | 892,743 | 896,144 | 907,131 | 919,403 | 947,043 | 940,147 |

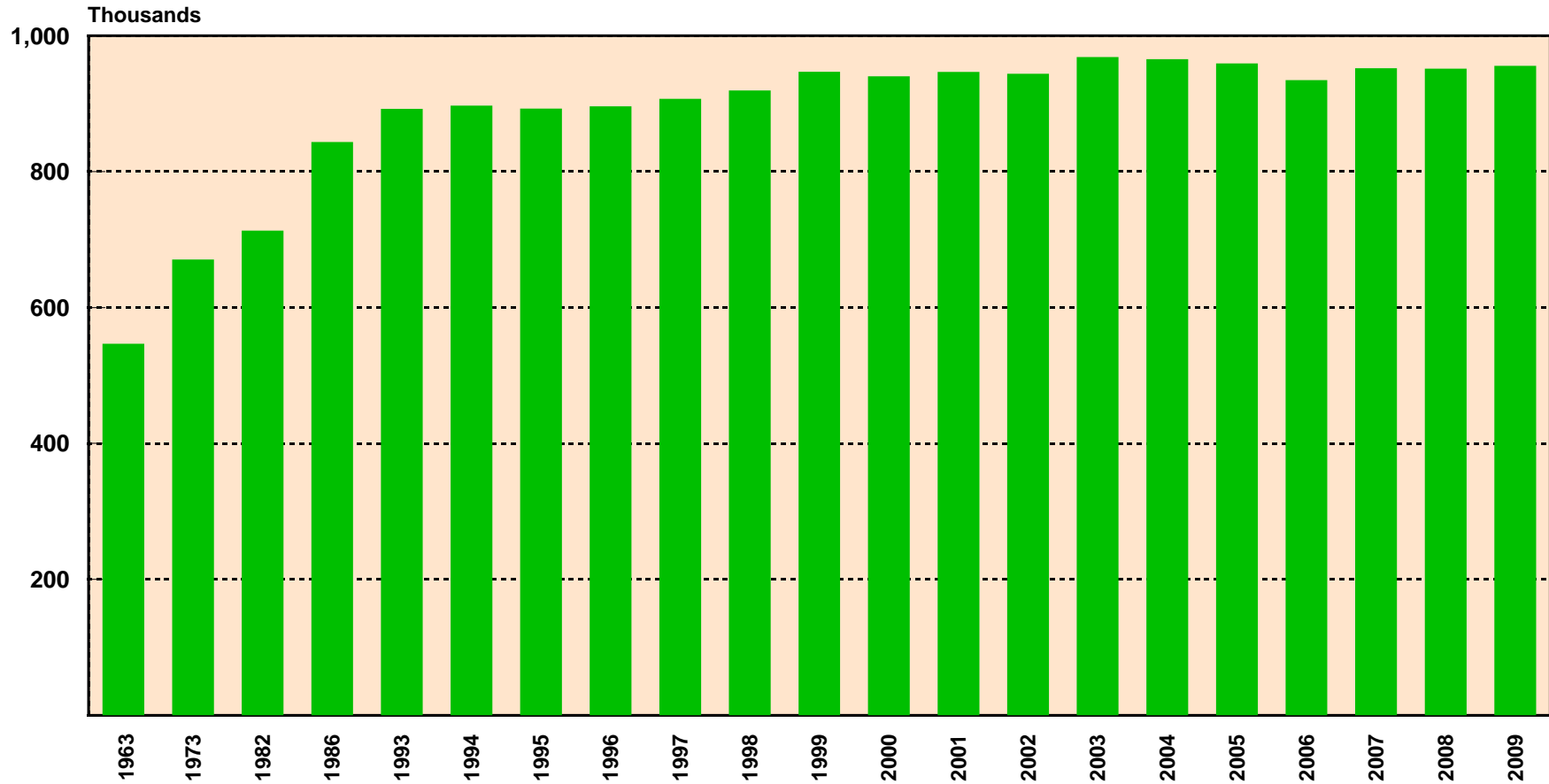
Both Directions

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 24,660 | 25,610 | 26,328 | 24,244 | 23,649 | 25,801 | 28,992 | 24,352 | 23,541 |
| Central Ave | 12,924 | 14,406 | 14,419 | 14,222 | 14,671 | 15,570 | 13,655 | 13,854 | 13,516 |
| Grand Central Pky * | 180,865 | 178,867 | 187,218 | 184,697 | 186,392 | 165,794 | 162,749 | 158,608 | 156,421 |
| Hempstead Ave | 44,650 | 43,418 | 51,332 | 43,662 | 44,027 | 40,965 | 46,078 | 46,615 | 44,494 |
| Hillside Ave | 27,575 | 27,328 | 25,004 | 26,373 | 26,527 | 23,123 | 24,328 | 24,900 | 23,561 |
| Jamaica Ave | 28,206 | 30,193 | 29,765 | 30,727 | 31,620 | 29,614 | 29,003 | 29,074 | 28,271 |
| Laurelton Pky | 171,445 | 162,292 | 159,012 | 175,403 | 169,154 | 168,859 | 173,654 | 159,167 | 162,052 |
| Linden Blvd | 26,701 | 27,812 | 29,432 | 28,488 | 29,644 | 28,298 | 25,972 | 24,767 | 26,349 |
| Long Island Exp * | 182,798 | 190,612 | 190,634 | 183,862 | 184,824 | 191,900 | 201,395 | 230,404 | 238,952 |
| Merrick Blvd | 19,401 | 19,479 | 20,590 | 21,006 | 19,535 | 19,033 | 18,659 | 19,508 | 18,566 |
| Northern Blvd | 45,805 | 44,186 | 45,665 | 44,802 | 41,874 | 41,360 | 39,025 | 39,483 | 38,624 |
| Rockaway Blvd | 72,027 | 69,963 | 72,562 | 73,932 | 73,344 | 73,767 | 77,759 | 75,460 | 75,108 |
| Seagirt Blvd | 15,939 | 20,392 | 22,897 | 21,044 | 19,851 | 22,557 | 22,442 | 19,907 | 20,268 |
| Sunrise Hwy | 68,618 | 62,842 | 67,665 | 68,127 | 71,008 | 66,819 | 68,898 | 64,994 | 66,394 |
| Union Tpke | 25,113 | 26,606 | 26,171 | 25,016 | 22,969 | 21,089 | 19,600 | 20,412 | 19,484 |
| Totals | 946,727 | 944,006 | 968,694 | 965,605 | 959,089 | 934,549 | 952,209 | 951,505 | 955,601 |

* Includes service roads

Queens-Nassau Screenline

Historical Comparisons Average Daily Traffic Volumes



2009 Screenline Volumes Queens - Nassau

| | Beach Channel | | Grand Central Parkway | | | | Hempstead Ave | | Hillside Ave | | | |
|--------------------|----------------------|---------------|------------------------------|--------------|------------------|---------------|----------------------|--------------|---------------------|---------------|---------------|---------------|
| | Drive | | Central Ave | | Main Rdwy | | Service Rdwy | | | | | |
| | * S/B | N/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | | |
| Mid-1am | 252 | 124 | 112 | 46 | 464 | 909 | 20 | 17 | 387 | 374 | 97 | 103 |
| 1-2am | 144 | 79 | 70 | 22 | 229 | 433 | 10 | 7 | 234 | 201 | 39 | 54 |
| 2-3am | 99 | 67 | 42 | 14 | 181 | 291 | 5 | 7 | 144 | 138 | 27 | 37 |
| 3-4am | 66 | 66 | 26 | 10 | 212 | 231 | 6 | 6 | 122 | 105 | 30 | 26 |
| 4-5am | 75 | 115 | 44 | 26 | 559 | 355 | 6 | 10 | 130 | 157 | 57 | 41 |
| 5-6am | 162 | 268 | 90 | 73 | 2,789 | 1,008 | 20 | 38 | 272 | 337 | 178 | 103 |
| 6-7am | 365 | 552 | 250 | 148 | 5,393 | 3,230 | 43 | 116 | 763 | 632 | 566 | 266 |
| 7-8am | 436 | 779 | 516 | 257 | 4,911 | 5,379 | 141 | 353 | 1,622 | 1,144 | 910 | 586 |
| 8-9am | 515 | 719 | 566 | 282 | 4,170 | 5,797 | 171 | 647 | 1,865 | 1,381 | 729 | 765 |
| 9-10am | 484 | 613 | 410 | 287 | 4,382 | 4,803 | 200 | 453 | 1,595 | 1,027 | 597 | 553 |
| 10-11am | 509 | 570 | 440 | 272 | 3,761 | 3,593 | 223 | 330 | 1,229 | 977 | 553 | 534 |
| 11-Noon | 536 | 629 | 408 | 280 | 3,298 | 3,604 | 282 | 338 | 1,103 | 1,006 | 629 | 555 |
| Noon-1 | 584 | 647 | 488 | 286 | 3,308 | 3,762 | 314 | 349 | 1,106 | 1,100 | 666 | 609 |
| 1-2pm | 612 | 632 | 501 | 283 | 3,287 | 4,174 | 303 | 370 | 1,123 | 1,151 | 713 | 629 |
| 2-3pm | 661 | 686 | 561 | 302 | 3,722 | 5,171 | 350 | 335 | 1,164 | 1,361 | 735 | 699 |
| 3-4pm | 715 | 794 | 535 | 361 | 4,406 | 5,327 | 403 | 384 | 1,204 | 1,529 | 778 | 853 |
| 4-5pm | 856 | 739 | 611 | 342 | 4,984 | 4,613 | 524 | 537 | 1,220 | 1,505 | 900 | 961 |
| 5-6pm | 923 | 721 | 608 | 345 | 4,998 | 4,356 | 593 | 512 | 1,223 | 1,548 | 1,087 | 996 |
| 6-7pm | 897 | 662 | 646 | 274 | 4,579 | 4,625 | 388 | 309 | 1,328 | 1,604 | 918 | 824 |
| 7-8pm | 811 | 581 | 535 | 255 | 3,380 | 4,332 | 261 | 177 | 1,189 | 1,381 | 732 | 693 |
| 8-9pm | 718 | 474 | 444 | 200 | 2,622 | 3,212 | 202 | 113 | 1,017 | 1,129 | 577 | 479 |
| 9-10pm | 613 | 392 | 317 | 145 | 2,409 | 2,337 | 151 | 72 | 852 | 964 | 454 | 335 |
| 10-11pm | 562 | 343 | 330 | 127 | 1,650 | 2,235 | 84 | 48 | 756 | 827 | 325 | 243 |
| 11-Mid | 415 | 279 | 228 | 101 | 1,014 | 1,632 | 46 | 30 | 655 | 613 | 184 | 136 |
| 24 hr Total | 12,010 | 11,531 | 8,778 | 4,738 | 70,708 | 75,409 | 4,746 | 5,558 | 22,303 | 22,191 | 12,481 | 11,080 |
| 6-10am | 1,800 | 2,663 | 1,742 | 974 | 18,856 | 19,209 | 555 | 1,569 | 5,845 | 4,184 | 2,802 | 2,170 |
| 10am-1pm | 1,629 | 1,846 | 1,336 | 838 | 10,367 | 10,959 | 819 | 1,017 | 3,438 | 3,083 | 1,848 | 1,698 |
| 1-3pm | 1,273 | 1,318 | 1,062 | 585 | 7,009 | 9,345 | 653 | 705 | 2,287 | 2,512 | 1,448 | 1,328 |
| 3-7pm | 3,391 | 2,916 | 2,400 | 1,322 | 18,967 | 18,921 | 1,908 | 1,742 | 4,975 | 6,186 | 3,683 | 3,634 |
| 6am-7pm | 8,093 | 8,743 | 6,540 | 3,719 | 55,199 | 58,434 | 3,935 | 5,033 | 16,545 | 15,965 | 9,781 | 8,830 |

* To Queens

2009 Screenline Volumes Queens - Nassau (cont'd)

| | Jamaica Ave | | Laurelton Parkway | | Linden Blvd | | Long Island Expressway | | | | Merrick Blvd | |
|--------------------|--------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------------------------|----------------|--------------|--------------|---------------------|--------------|
| | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B |
| Mid-1am | 131 | 128 | 714 | 1,550 | 196 | 352 | 1,454 | 2,070 | 9 | 15 | 77 | 165 |
| 1-2am | 59 | 73 | 428 | 856 | 113 | 229 | 845 | 1,304 | 4 | 6 | 50 | 118 |
| 2-3am | 47 | 57 | 329 | 565 | 75 | 116 | 741 | 1,047 | 3 | 4 | 28 | 68 |
| 3-4am | 70 | 55 | 481 | 424 | 59 | 70 | 963 | 1,062 | 3 | 6 | 25 | 41 |
| 4-5am | 95 | 84 | 1,274 | 556 | 89 | 57 | 2,012 | 1,488 | 3 | 5 | 50 | 29 |
| 5-6am | 291 | 165 | 4,107 | 1,364 | 251 | 96 | 6,022 | 2,862 | 18 | 23 | 139 | 33 |
| 6-7am | 636 | 415 | 6,111 | 3,567 | 520 | 246 | 7,132 | 5,413 | 337 | 96 | 412 | 84 |
| 7-8am | 960 | 779 | 5,169 | 4,759 | 779 | 481 | 6,218 | 6,963 | 652 | 211 | 609 | 188 |
| 8-9am | 852 | 1,081 | 4,207 | 4,815 | 762 | 779 | 5,586 | 7,150 | 282 | 411 | 560 | 348 |
| 9-10am | 729 | 855 | 4,256 | 3,992 | 591 | 844 | 6,093 | 6,614 | 237 | 337 | 466 | 557 |
| 10-11am | 689 | 703 | 3,677 | 3,407 | 533 | 677 | 6,010 | 5,807 | 247 | 190 | 433 | 471 |
| 11-Noon | 712 | 762 | 3,467 | 3,483 | 573 | 657 | 5,777 | 5,325 | 256 | 183 | 491 | 456 |
| Noon-1 | 785 | 822 | 3,446 | 3,761 | 619 | 683 | 5,622 | 5,577 | 169 | 195 | 531 | 485 |
| 1-2pm | 797 | 827 | 3,502 | 4,470 | 610 | 713 | 5,574 | 5,950 | 149 | 228 | 523 | 544 |
| 2-3pm | 822 | 913 | 3,836 | 5,528 | 672 | 759 | 6,022 | 6,751 | 155 | 238 | 554 | 569 |
| 3-4pm | 947 | 1,026 | 4,056 | 6,008 | 700 | 898 | 6,408 | 7,002 | 200 | 336 | 610 | 615 |
| 4-5pm | 1,046 | 1,047 | 4,292 | 6,187 | 736 | 944 | 6,887 | 6,762 | 326 | 663 | 622 | 707 |
| 5-6pm | 1,185 | 1,004 | 4,404 | 5,959 | 828 | 944 | 6,806 | 6,463 | 831 | 807 | 724 | 753 |
| 6-7pm | 996 | 959 | 4,162 | 6,144 | 818 | 967 | 6,360 | 6,442 | 865 | 425 | 598 | 782 |
| 7-8pm | 746 | 766 | 3,516 | 5,422 | 784 | 931 | 5,691 | 6,115 | 284 | 157 | 518 | 761 |
| 8-9pm | 608 | 537 | 2,943 | 4,459 | 666 | 799 | 4,728 | 5,183 | 94 | 103 | 407 | 608 |
| 9-10pm | 507 | 402 | 2,773 | 3,843 | 597 | 635 | 4,384 | 4,336 | 62 | 73 | 334 | 443 |
| 10-11pm | 371 | 304 | 2,296 | 3,431 | 495 | 536 | 3,961 | 4,142 | 39 | 54 | 230 | 342 |
| 11-Mid | 237 | 189 | 1,488 | 2,568 | 364 | 506 | 2,535 | 3,249 | 26 | 27 | 149 | 259 |
| 24 hr Total | 14,318 | 13,953 | 74,934 | 87,118 | 12,430 | 13,919 | 113,831 | 115,077 | 5,251 | 4,793 | 9,140 | 9,426 |
| 6-10am | 3,177 | 3,130 | 19,743 | 17,133 | 2,652 | 2,350 | 25,029 | 26,140 | 1,508 | 1,055 | 2,047 | 1,177 |
| 10am-1pm | 2,186 | 2,287 | 10,590 | 10,651 | 1,725 | 2,017 | 17,409 | 16,709 | 672 | 568 | 1,455 | 1,412 |
| 1-3pm | 1,619 | 1,740 | 7,338 | 9,998 | 1,282 | 1,472 | 11,596 | 12,701 | 304 | 466 | 1,077 | 1,113 |
| 3-7pm | 4,174 | 4,036 | 16,914 | 24,298 | 3,082 | 3,753 | 26,461 | 26,669 | 2,222 | 2,231 | 2,554 | 2,857 |
| 6am-7pm | 11,156 | 11,193 | 54,585 | 62,080 | 8,741 | 9,592 | 80,495 | 82,219 | 4,706 | 4,320 | 7,133 | 6,559 |

* To Queens

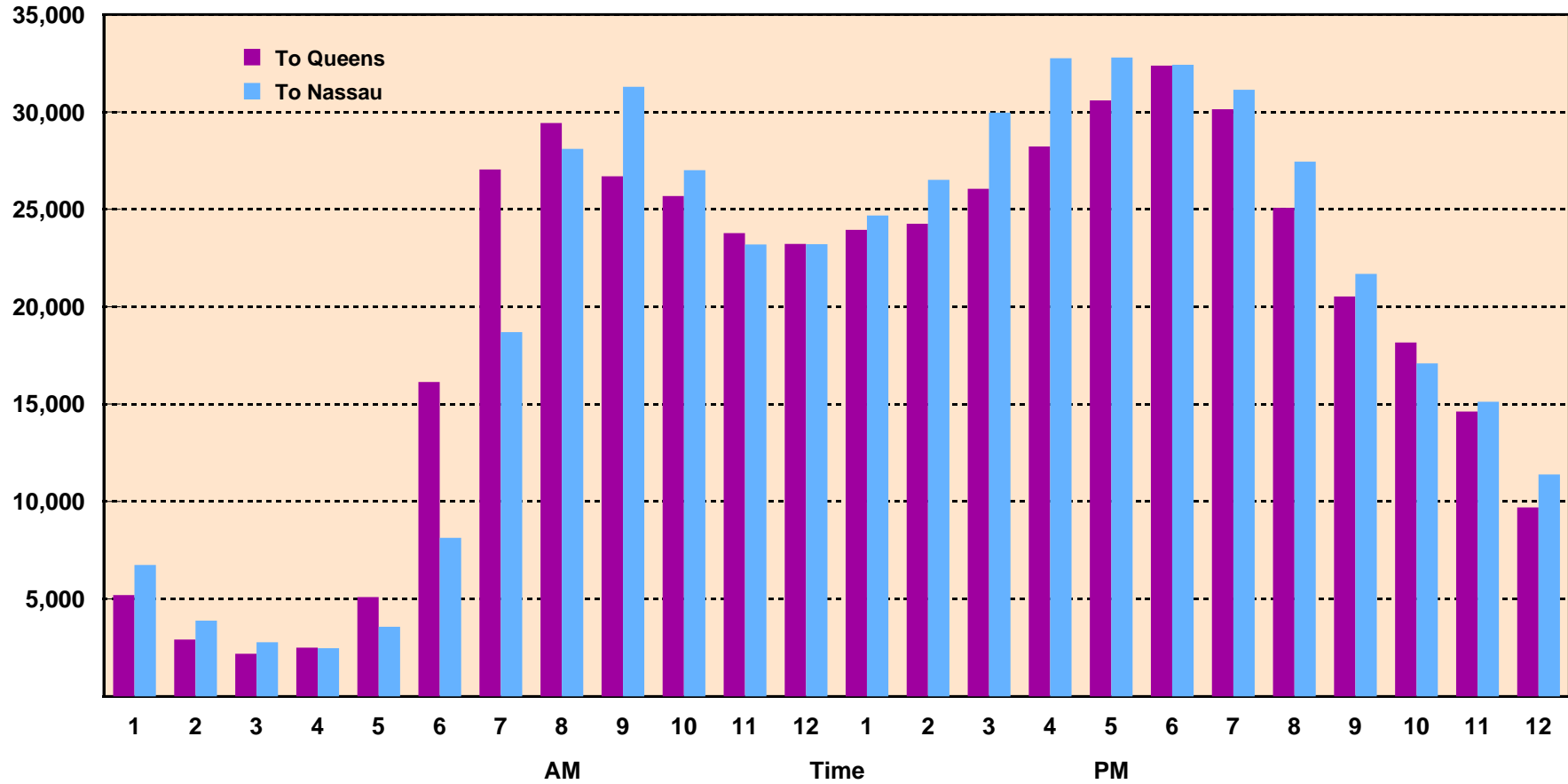
2009 Screenline Volumes Queens - Nassau (cont'd)

| | Northern Blvd | | Rockaway Blvd | | Seagirt Blvd | | Sunrise Hwy | | Union Tpke | | Totals | |
|--------------------|----------------------|---------------|----------------------|---------------|---------------------|---------------|--------------------|---------------|-------------------|--------------|------------------|------------------|
| | <i>* W/B</i> | <i>E/B</i> | <i>* N/B</i> | <i>S/B</i> | <i>* W/B</i> | <i>E/B</i> | <i>* W/B</i> | <i>E/B</i> | <i>* W/B</i> | <i>E/B</i> | <i>To Queens</i> | <i>To Nassau</i> |
| Mid-1am | 134 | 129 | 673 | 349 | 130 | 77 | 275 | 303 | 69 | 32 | 5,194 | 6,743 |
| 1-2am | 60 | 61 | 372 | 213 | 67 | 35 | 143 | 172 | 44 | 19 | 2,911 | 3,882 |
| 2-3am | 34 | 38 | 248 | 169 | 42 | 31 | 116 | 115 | 23 | 11 | 2,184 | 2,775 |
| 3-4am | 36 | 27 | 203 | 201 | 25 | 37 | 149 | 91 | 21 | 12 | 2,497 | 2,470 |
| 4-5am | 60 | 38 | 255 | 375 | 45 | 72 | 305 | 138 | 30 | 22 | 5,089 | 3,568 |
| 5-6am | 250 | 120 | 501 | 1,056 | 113 | 187 | 853 | 329 | 71 | 70 | 16,127 | 8,132 |
| 6-7am | 857 | 376 | 1,216 | 2,183 | 444 | 440 | 1,701 | 734 | 302 | 197 | 27,048 | 18,695 |
| 7-8am | 1,259 | 1,054 | 1,940 | 2,722 | 955 | 671 | 1,851 | 1,284 | 501 | 495 | 29,429 | 28,105 |
| 8-9am | 1,258 | 1,428 | 2,129 | 2,570 | 837 | 704 | 1,728 | 1,712 | 478 | 700 | 26,695 | 31,289 |
| 9-10am | 1,206 | 1,229 | 1,873 | 2,157 | 557 | 506 | 1,567 | 1,683 | 438 | 500 | 25,681 | 27,010 |
| 10-11am | 1,114 | 1,048 | 1,789 | 1,938 | 409 | 427 | 1,651 | 1,770 | 511 | 480 | 23,778 | 23,194 |
| 11-Noon | 1,156 | 1,026 | 1,809 | 1,939 | 406 | 435 | 1,737 | 2,026 | 590 | 505 | 23,230 | 23,209 |
| Noon-1 | 1,274 | 1,116 | 1,925 | 2,018 | 464 | 498 | 1,900 | 2,198 | 744 | 579 | 23,945 | 24,685 |
| 1-2pm | 1,260 | 1,109 | 2,048 | 2,089 | 497 | 530 | 2,014 | 2,206 | 749 | 611 | 24,262 | 26,516 |
| 2-3pm | 1,258 | 1,102 | 2,258 | 2,045 | 540 | 645 | 2,020 | 2,284 | 725 | 579 | 26,055 | 29,967 |
| 3-4pm | 1,334 | 1,303 | 2,575 | 2,203 | 621 | 968 | 1,991 | 2,406 | 747 | 744 | 28,230 | 32,757 |
| 4-5pm | 1,401 | 1,367 | 2,610 | 2,164 | 677 | 877 | 2,006 | 2,600 | 892 | 774 | 30,590 | 32,789 |
| 5-6pm | 1,454 | 1,424 | 2,715 | 2,244 | 722 | 788 | 2,131 | 2,794 | 1,144 | 763 | 32,376 | 32,421 |
| 6-7pm | 1,347 | 1,400 | 2,760 | 1,982 | 671 | 644 | 1,961 | 2,511 | 840 | 587 | 30,134 | 31,141 |
| 7-8pm | 1,067 | 1,048 | 2,500 | 1,756 | 570 | 476 | 1,879 | 2,158 | 609 | 442 | 25,072 | 27,451 |
| 8-9pm | 860 | 735 | 1,948 | 1,468 | 462 | 374 | 1,747 | 1,552 | 484 | 260 | 20,527 | 21,685 |
| 9-10pm | 728 | 519 | 1,601 | 1,158 | 399 | 245 | 1,661 | 1,001 | 323 | 185 | 18,165 | 17,085 |
| 10-11pm | 542 | 420 | 1,376 | 971 | 326 | 225 | 1,047 | 753 | 224 | 122 | 14,614 | 15,123 |
| 11-Mid | 303 | 255 | 1,042 | 772 | 225 | 172 | 632 | 509 | 150 | 86 | 9,693 | 11,383 |
| 24 hr Total | 20,252 | 18,372 | 38,366 | 36,742 | 10,204 | 10,064 | 33,065 | 33,329 | 10,709 | 8,775 | 473,526 | 482,075 |
| 6-10am | 4,580 | 4,087 | 7,158 | 9,632 | 2,793 | 2,321 | 6,847 | 5,413 | 1,719 | 1,892 | 108,853 | 105,099 |
| 10am-1pm | 3,544 | 3,190 | 5,523 | 5,895 | 1,279 | 1,360 | 5,288 | 5,994 | 1,845 | 1,564 | 70,953 | 71,088 |
| 1-3pm | 2,518 | 2,211 | 4,306 | 4,134 | 1,037 | 1,175 | 4,034 | 4,490 | 1,474 | 1,190 | 50,317 | 56,483 |
| 3-7pm | 5,536 | 5,494 | 10,660 | 8,593 | 2,691 | 3,277 | 8,089 | 10,311 | 3,623 | 2,868 | 121,330 | 129,108 |
| 6am-7pm | 16,178 | 14,982 | 27,647 | 28,254 | 7,800 | 8,133 | 24,258 | 26,208 | 8,661 | 7,514 | 351,453 | 361,778 |

* To Queens

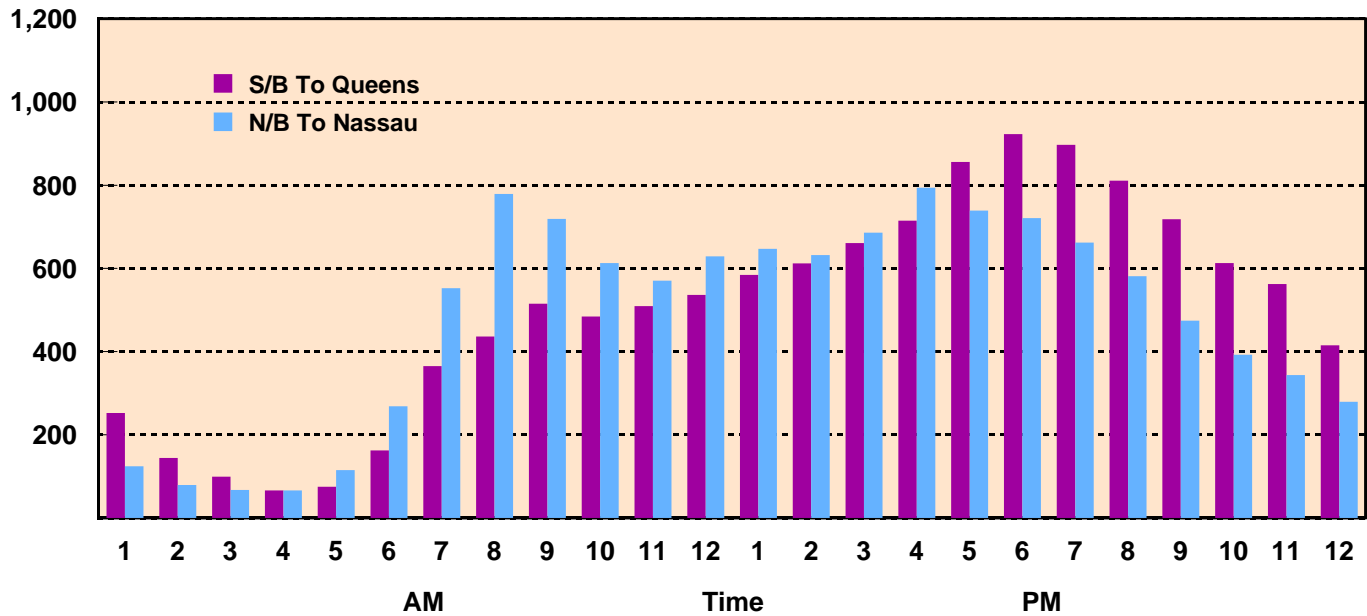
Queens-Nassau Screenline

Total Hourly Vehicle Volumes - 2009

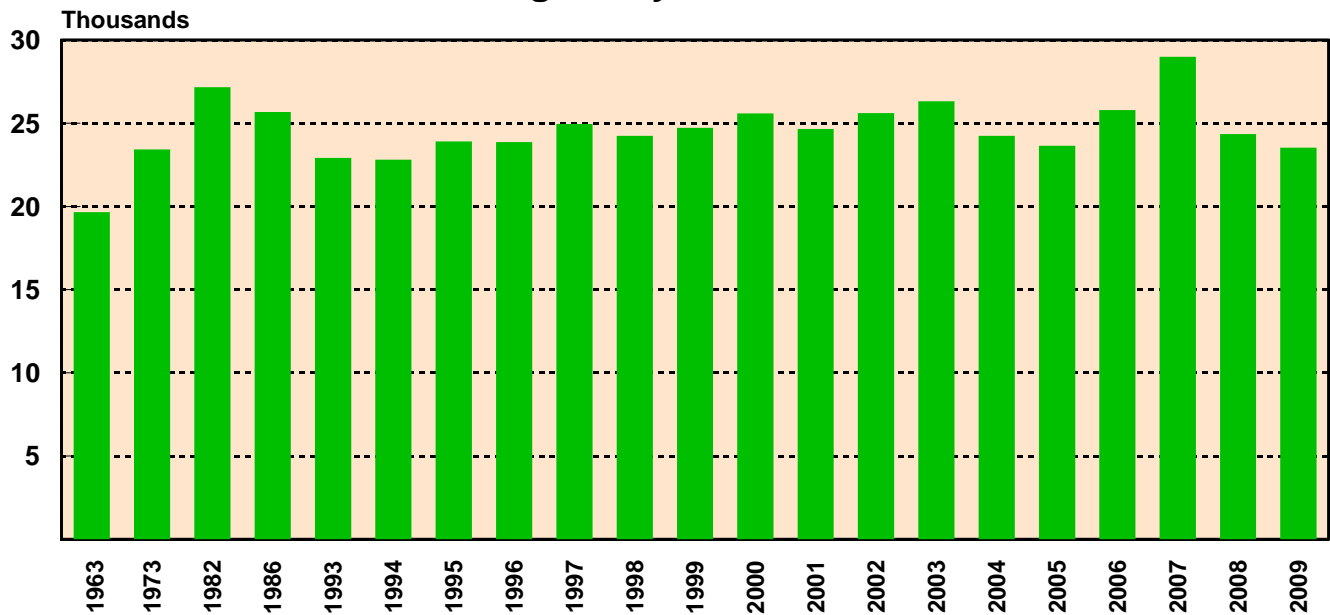


Queens-Nassau Screenline Volumes

Beach Channel Drive - 2009 Hourly Vehicular Volumes

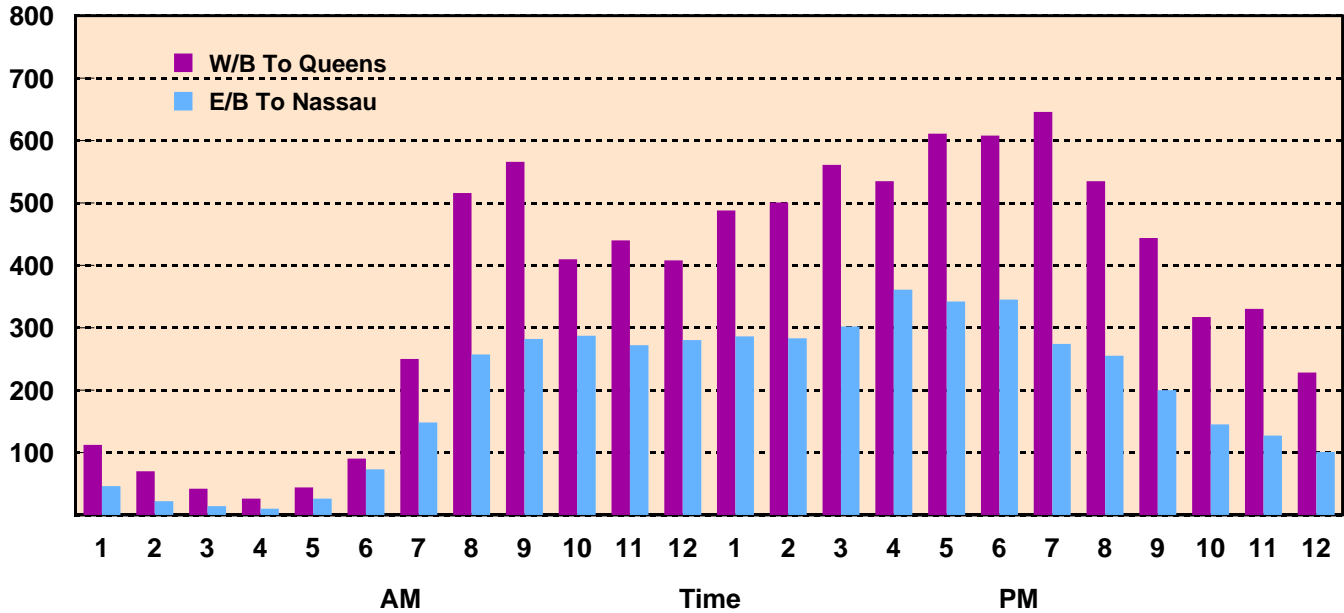


Beach Channel Drive Average Daily Traffic Volumes

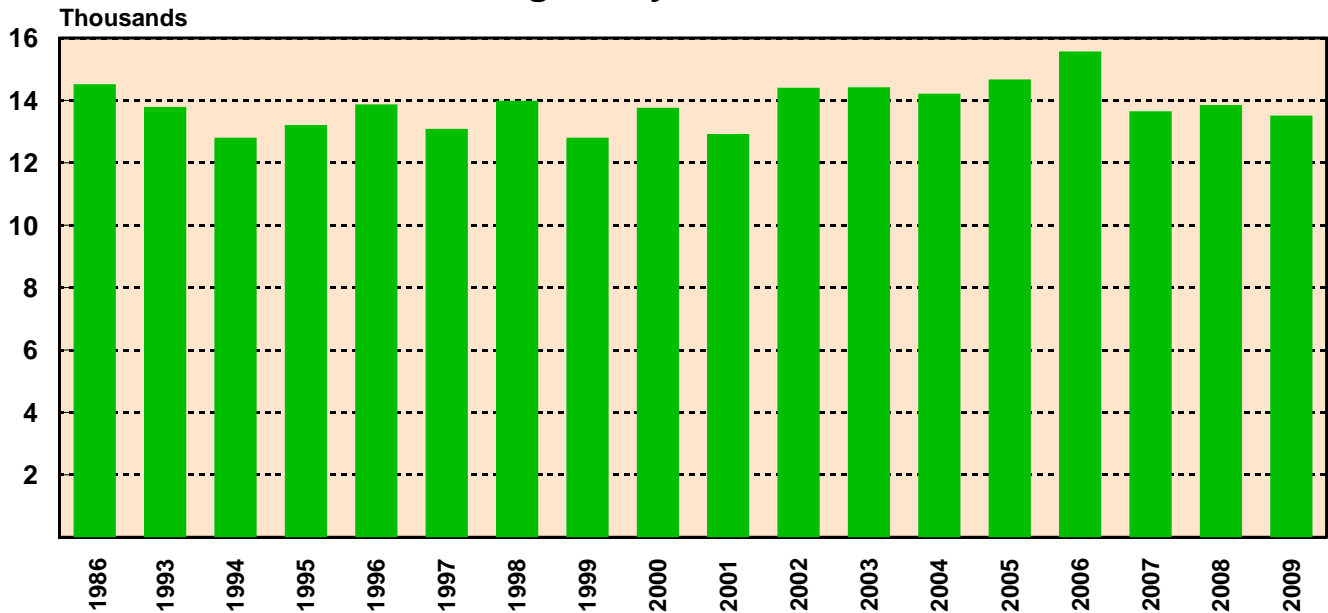


Queens-Nassau Screenline Volumes

Central Avenue - 2009 Hourly Vehicular Volumes

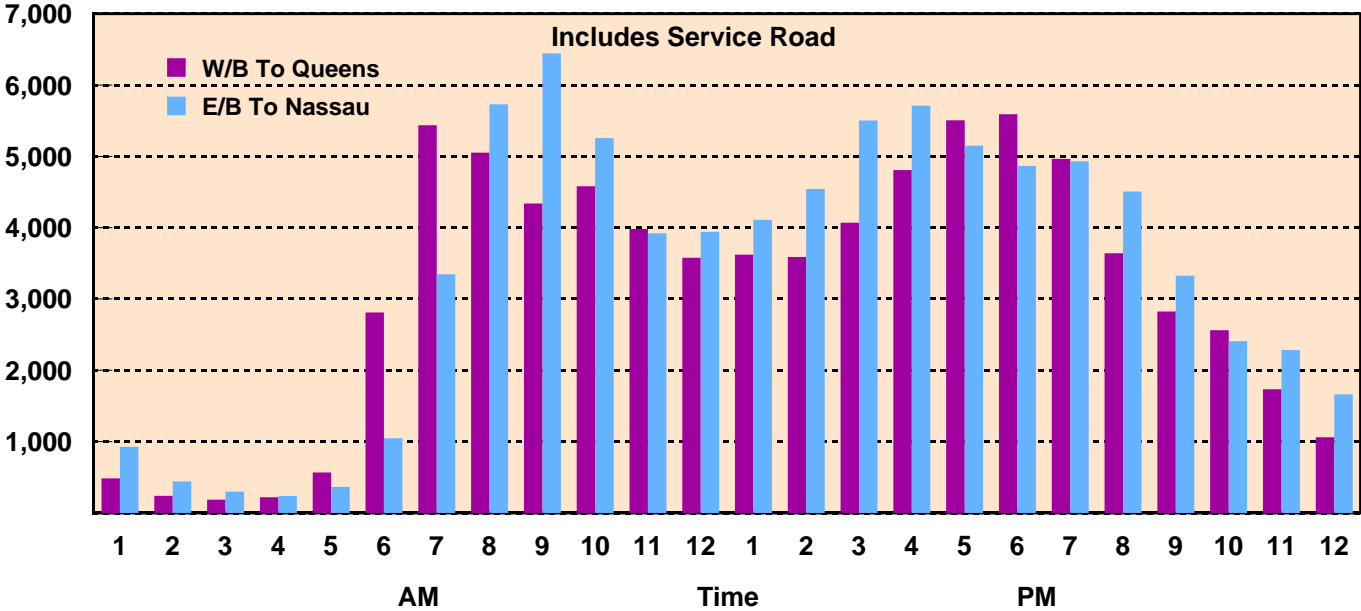


Central Avenue Average Daily Traffic Volumes

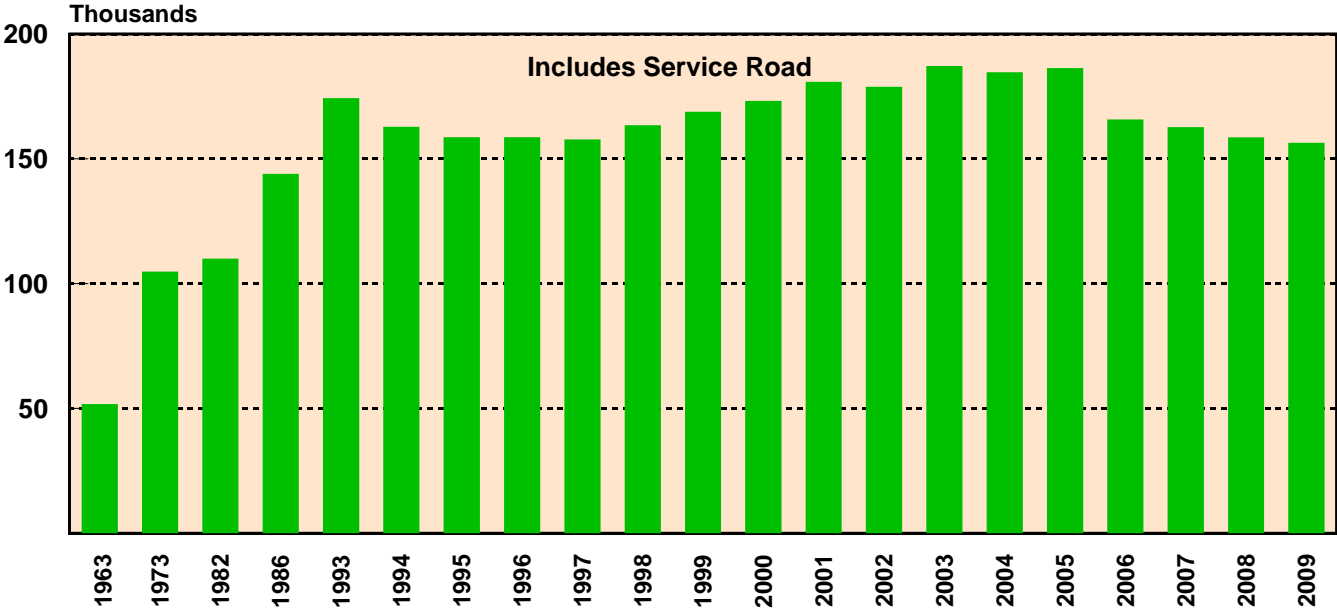


Queens-Nassau Screenline Volumes

Grand Central Parkway - 2009 Hourly Vehicular Volumes

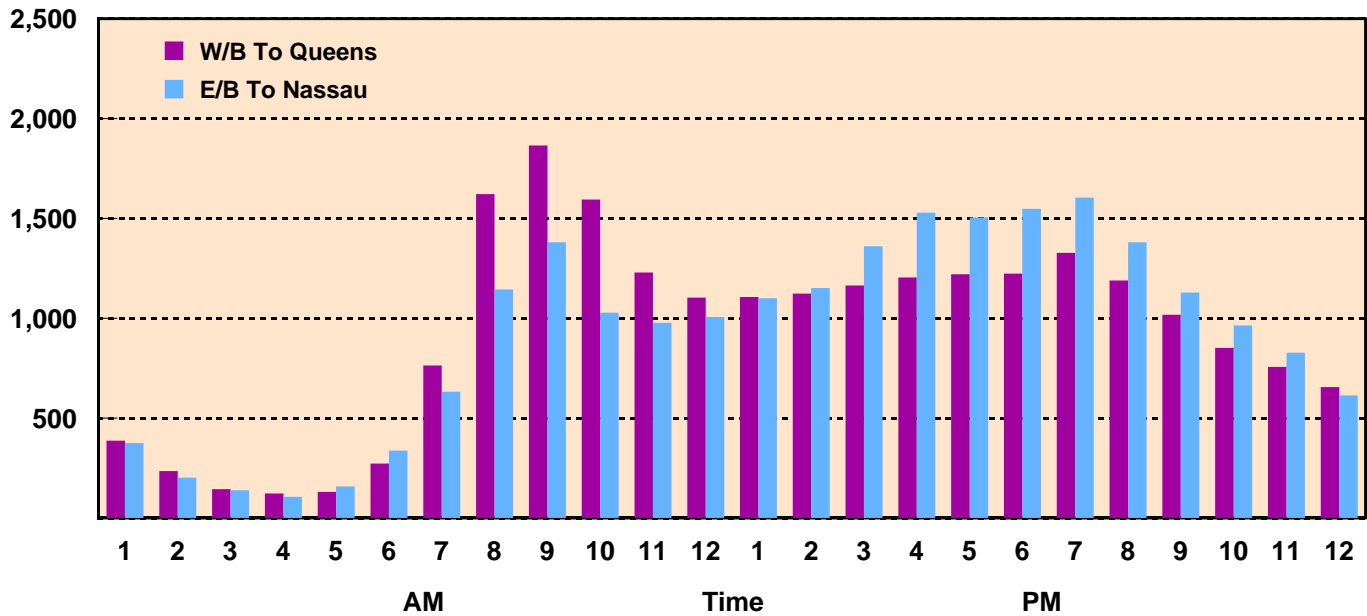


Grand Central Parkway Average Daily Traffic Volumes

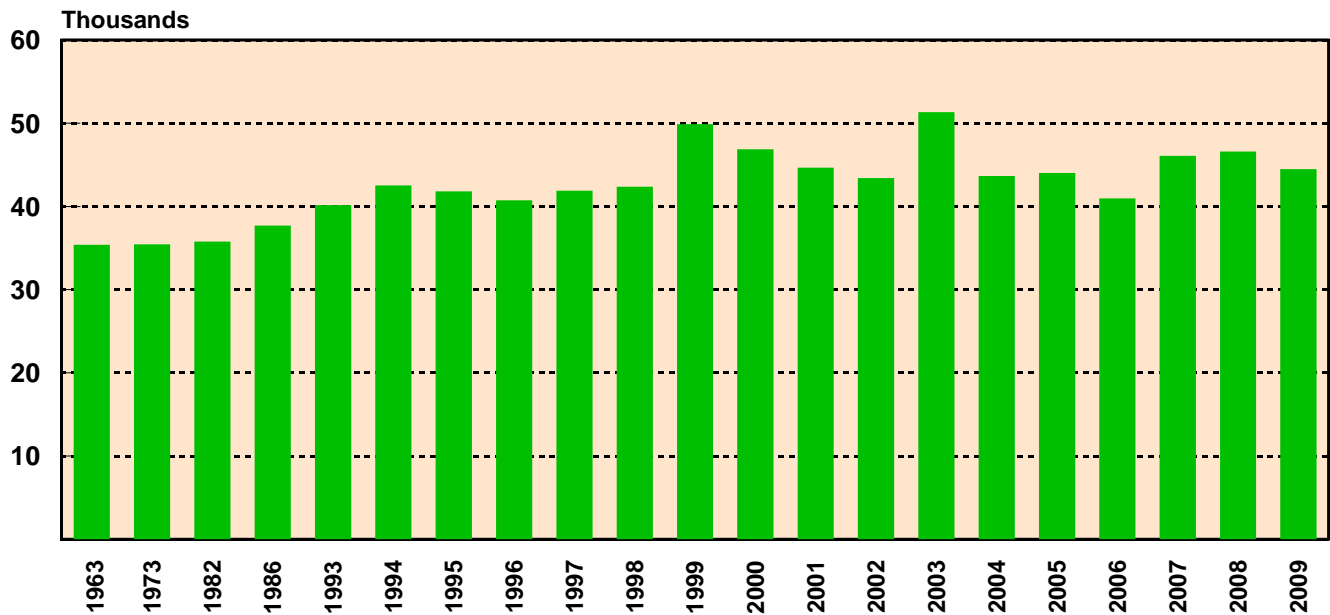


Queens-Nassau Screenline Volumes

Hempstead Avenue - 2009 Hourly Vehicular Volumes

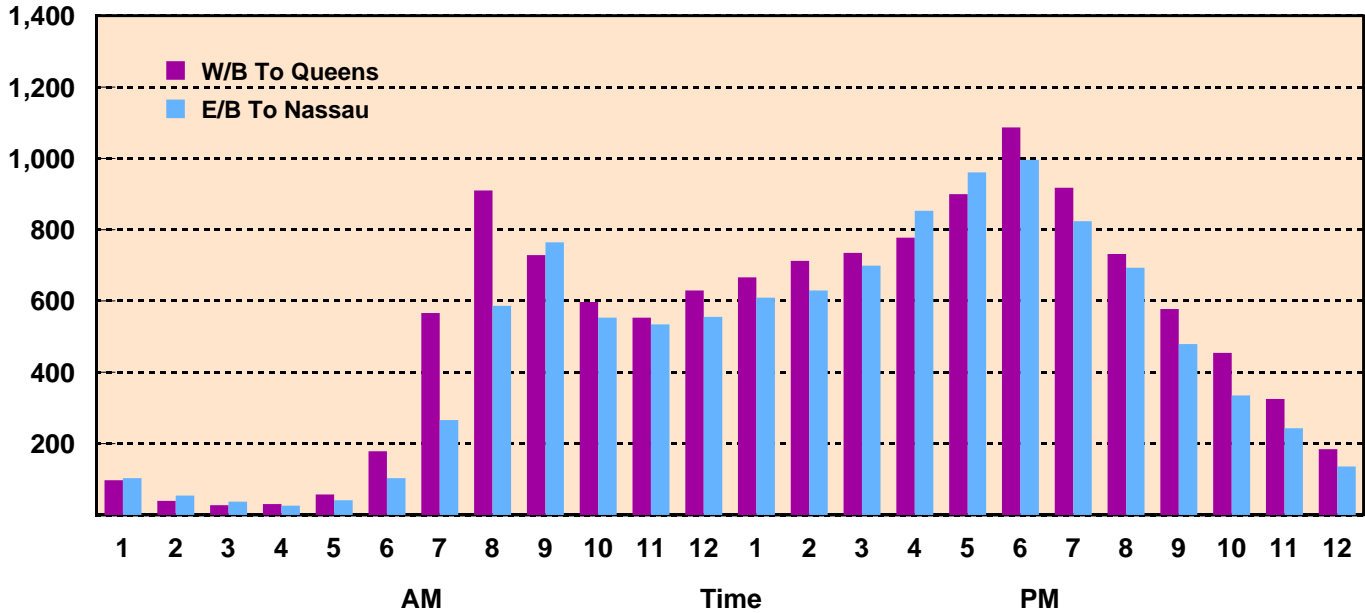


Hempstead Avenue Average Daily Traffic Volumes

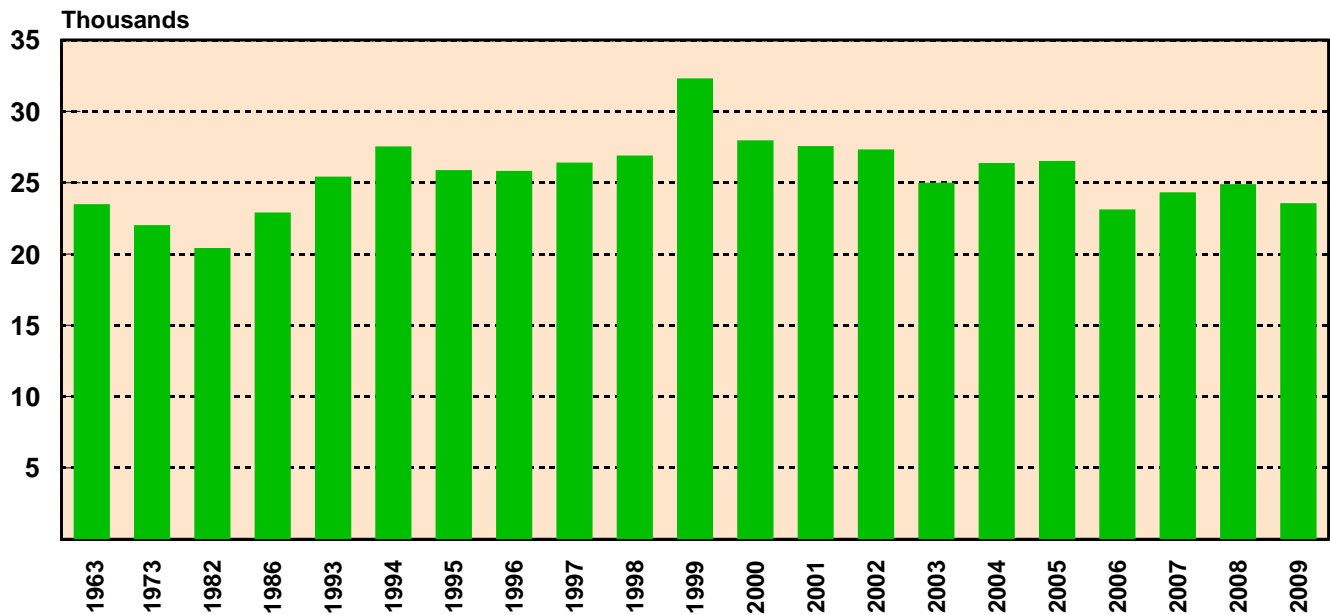


Queens-Nassau Screenline Volumes

Hillside Avenue - 2009 Hourly Vehicular Volumes

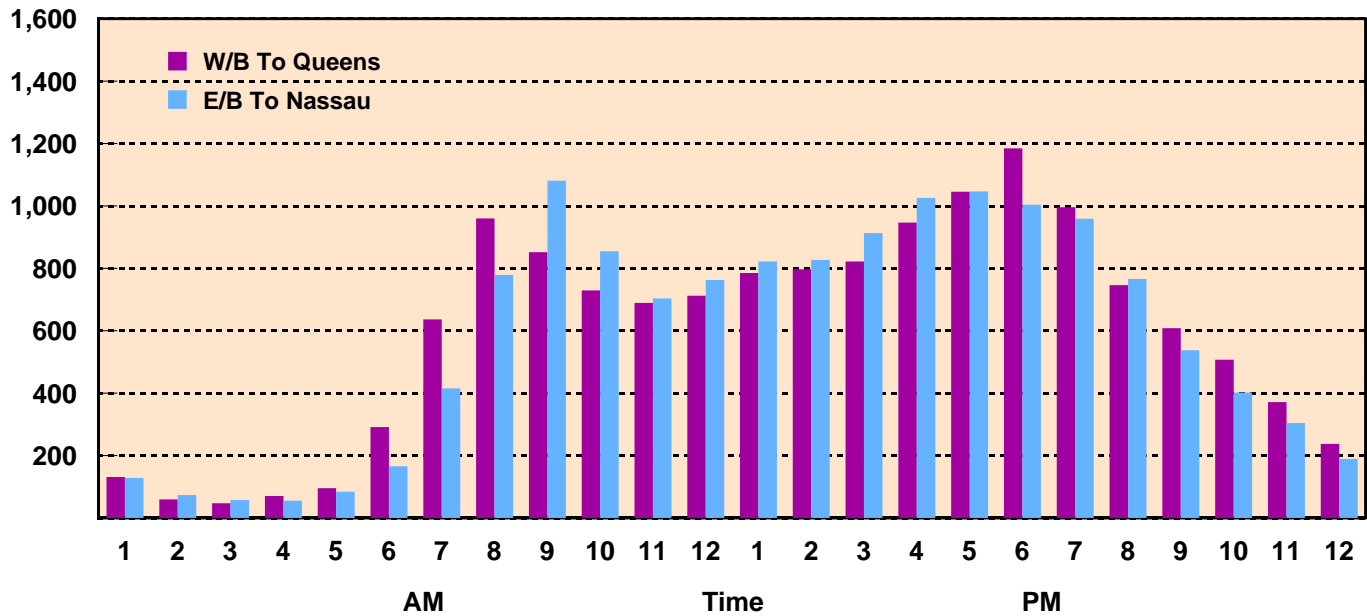


Hillside Avenue Average Daily Traffic Volumes

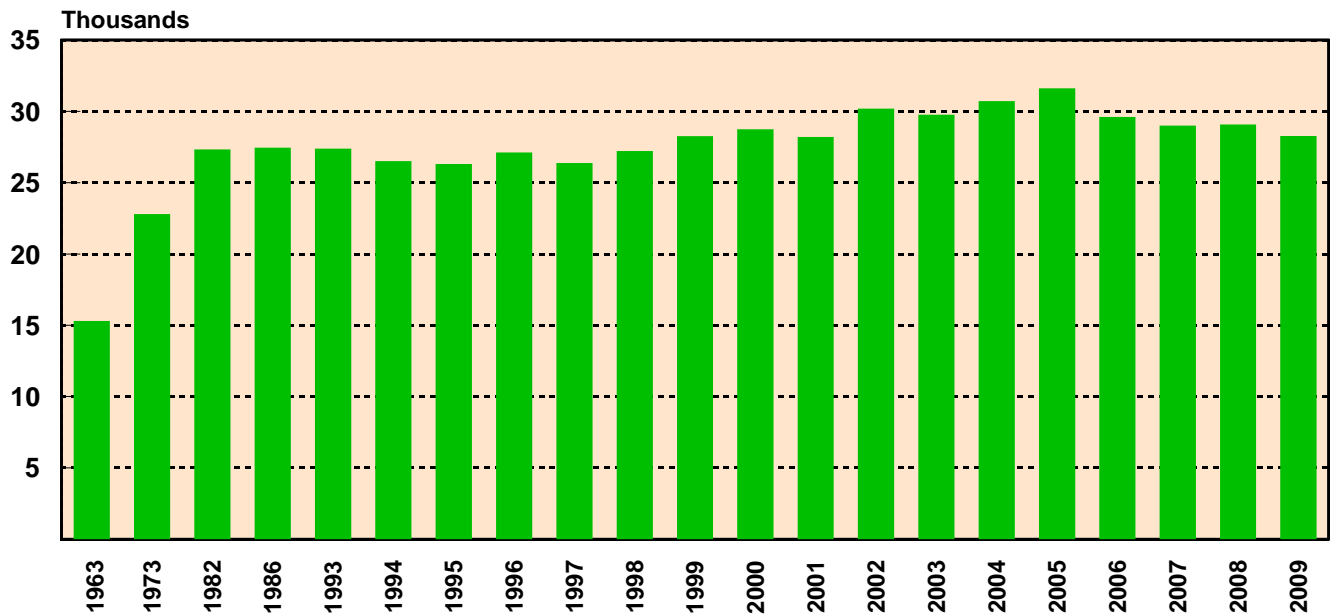


Queens-Nassau Screenline Volumes

Jamaica Avenue - 2009 Hourly Vehicular Volumes

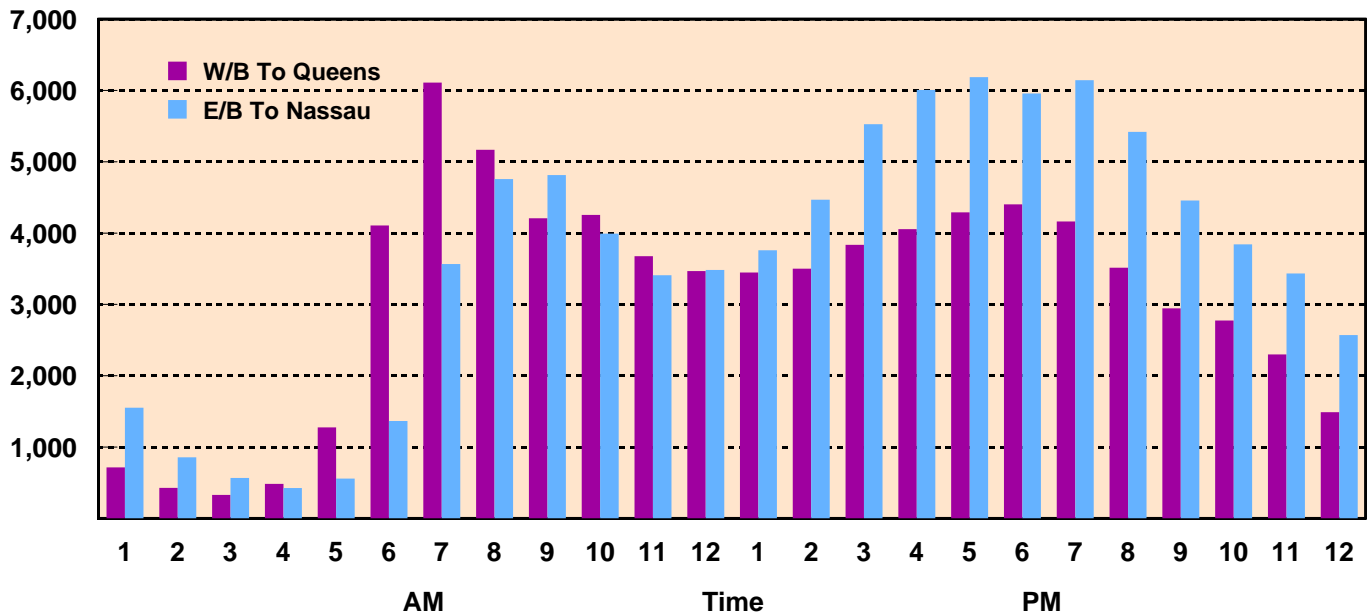


Jamaica Avenue Average Daily Traffic Volumes

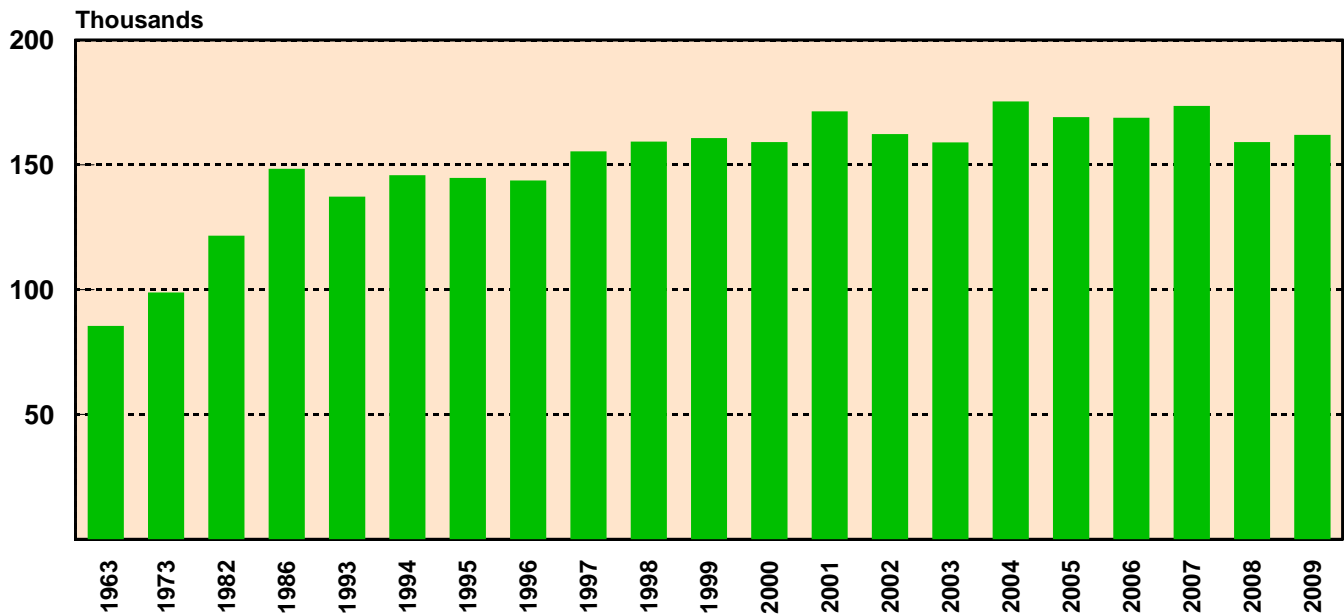


Queens-Nassau Screenline Volumes

Laurelton Parkway - 2009 Hourly Vehicular Volumes

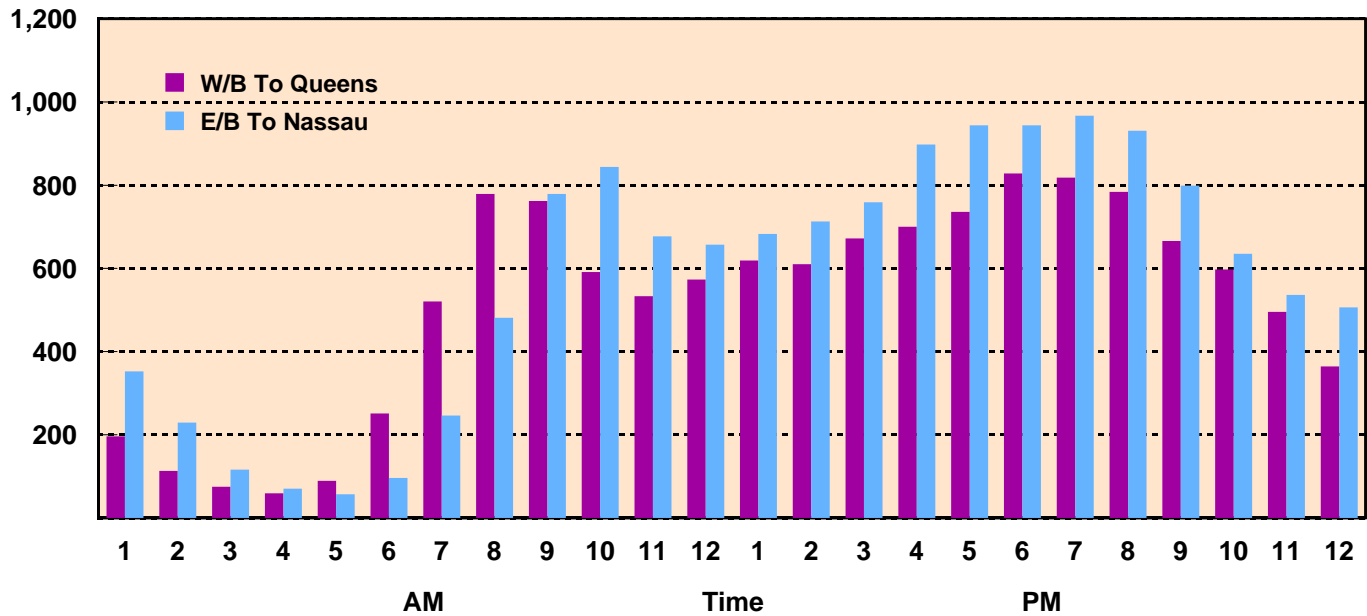


Laurelton Parkway Average Daily Traffic Volumes

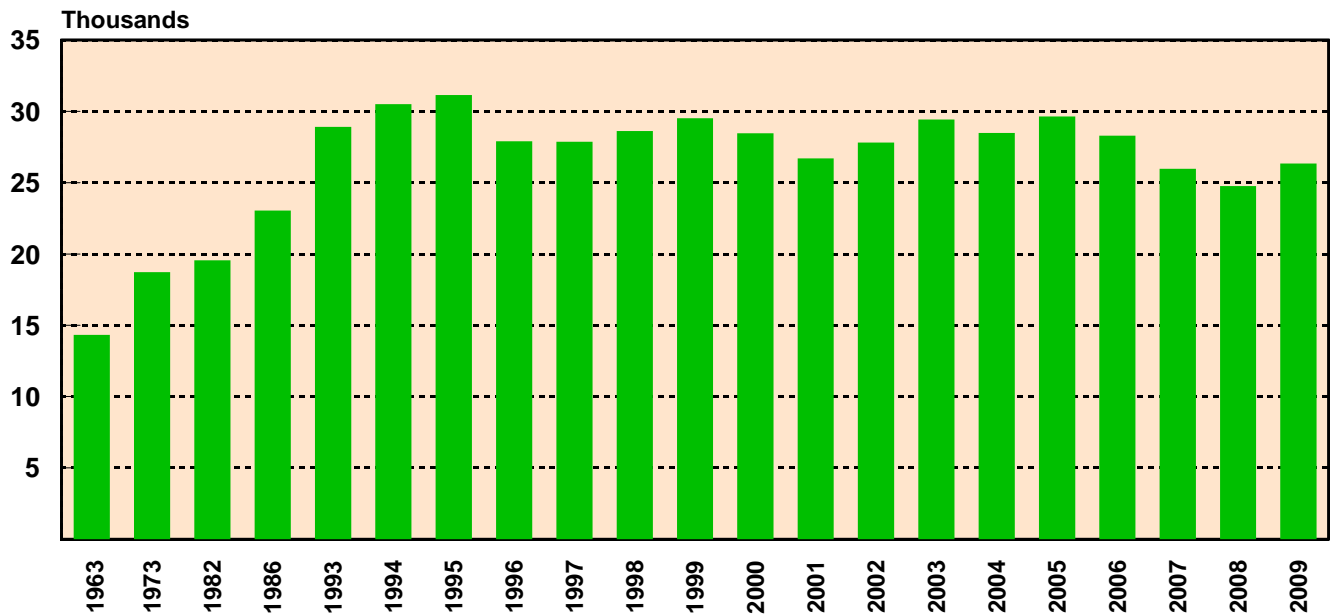


Queens-Nassau Screenline Volumes

Linden Boulevard - 2009 Hourly Vehicular Volumes

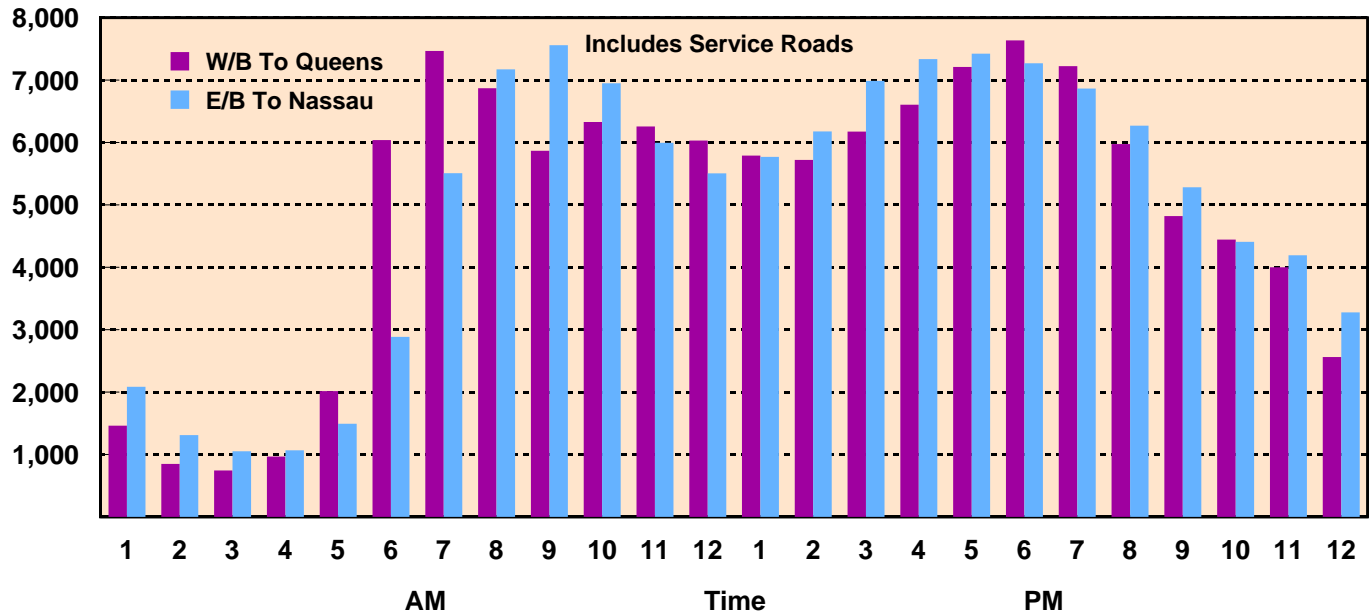


Linden Boulevard Average Daily Traffic Volumes

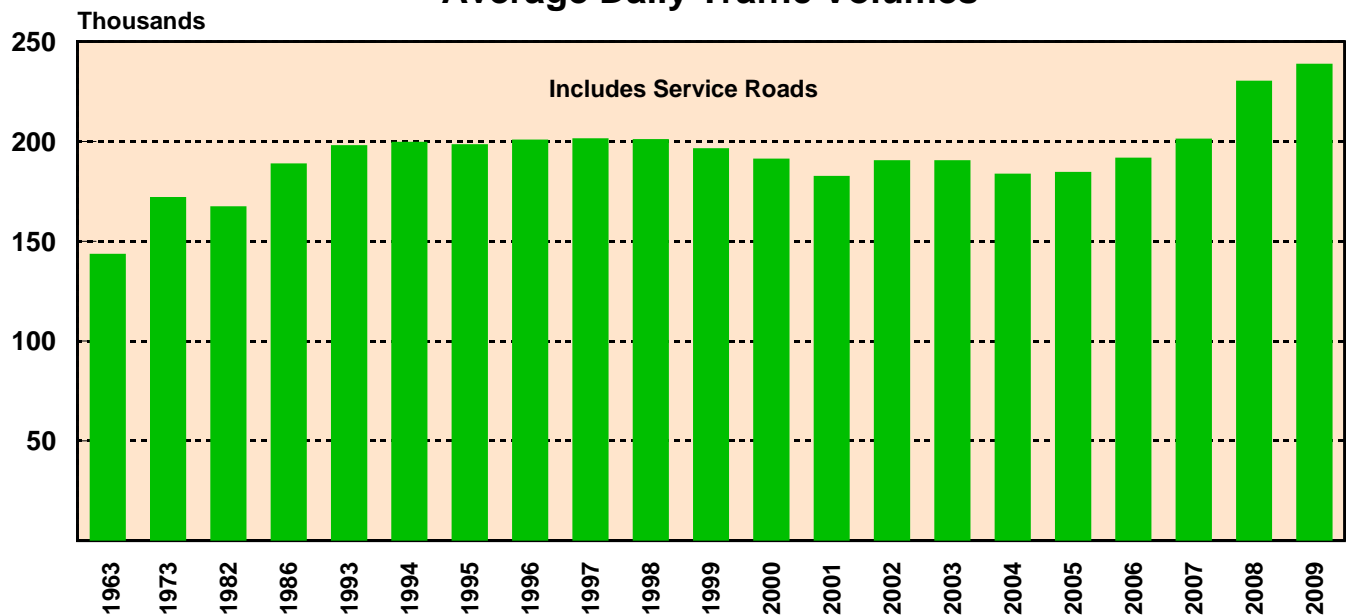


Queens-Nassau Screenline Volumes

Long Island Expressway - 2009 Hourly Vehicular Volumes

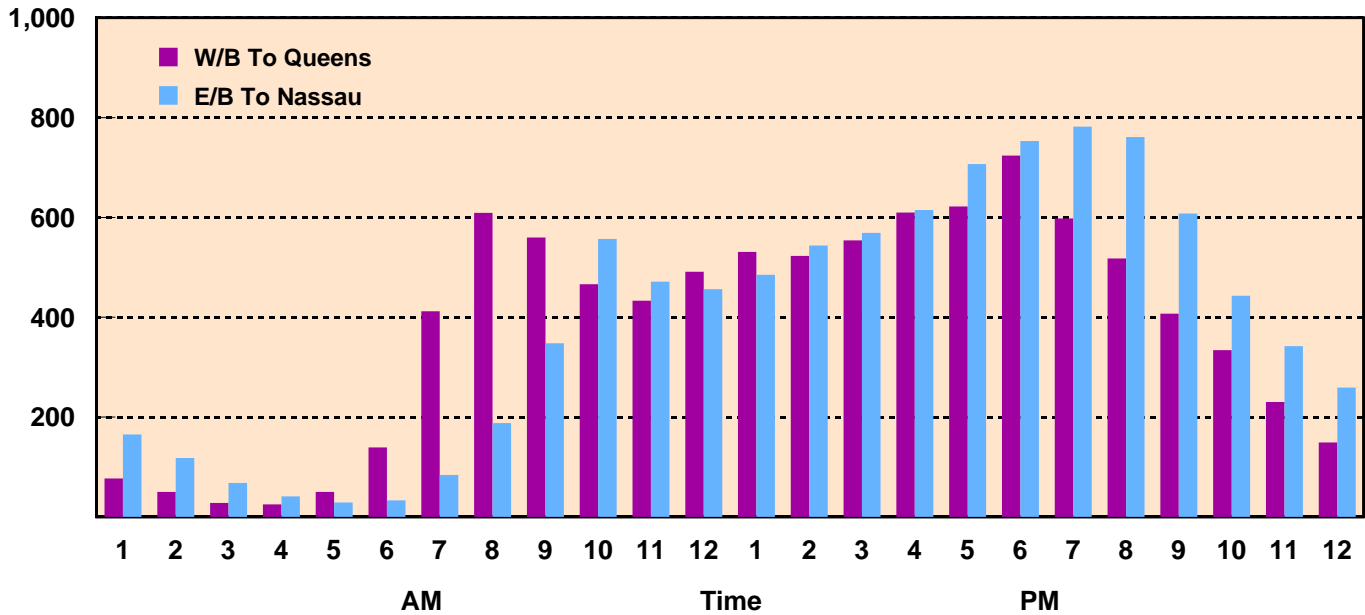


Long Island Expressway Average Daily Traffic Volumes

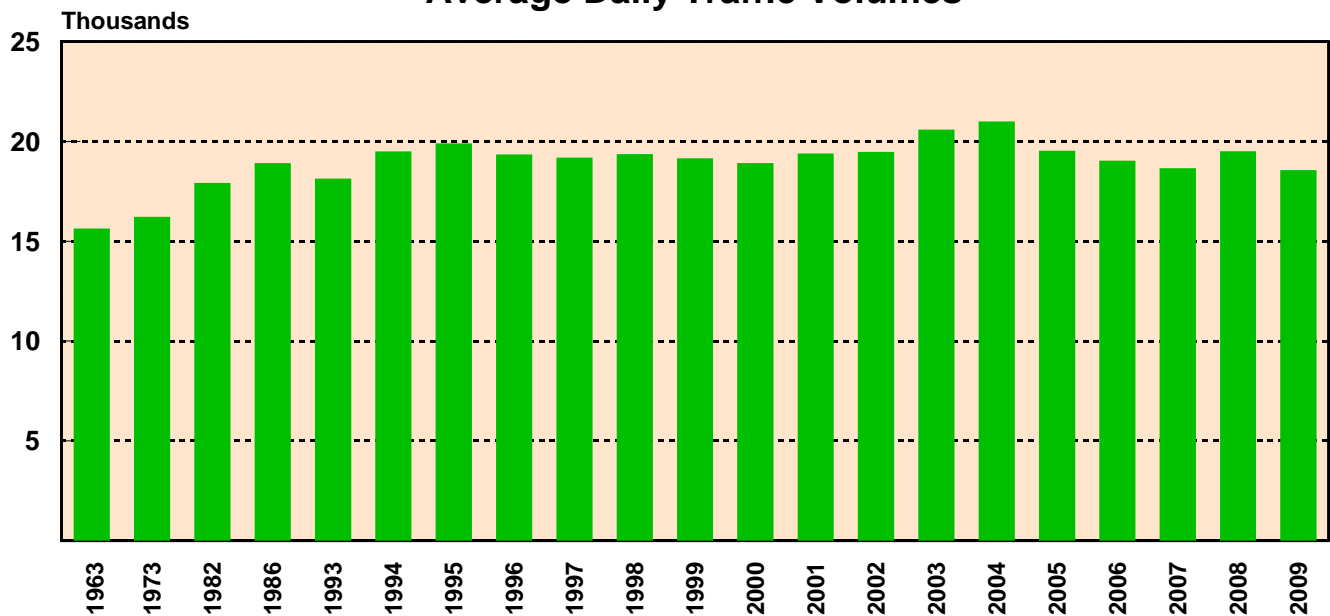


Queens-Nassau Screenline Volumes

Merrick Boulevard - 2009 Hourly Vehicular Volumes

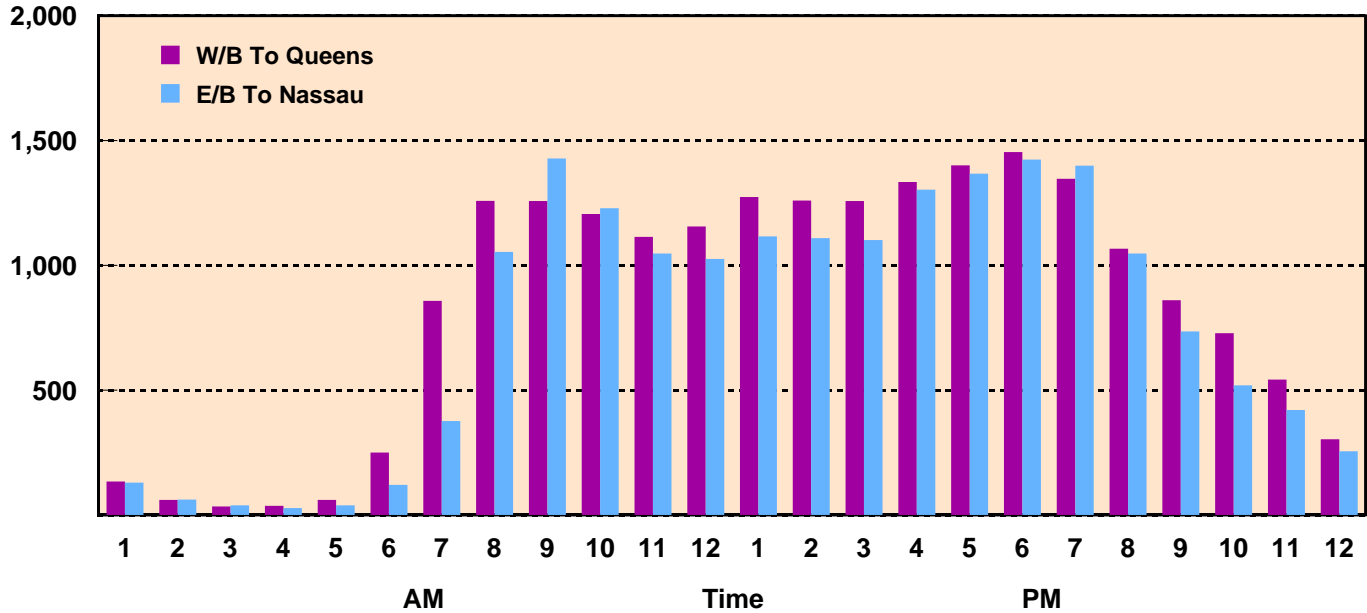


Merrick Boulevard Average Daily Traffic Volumes

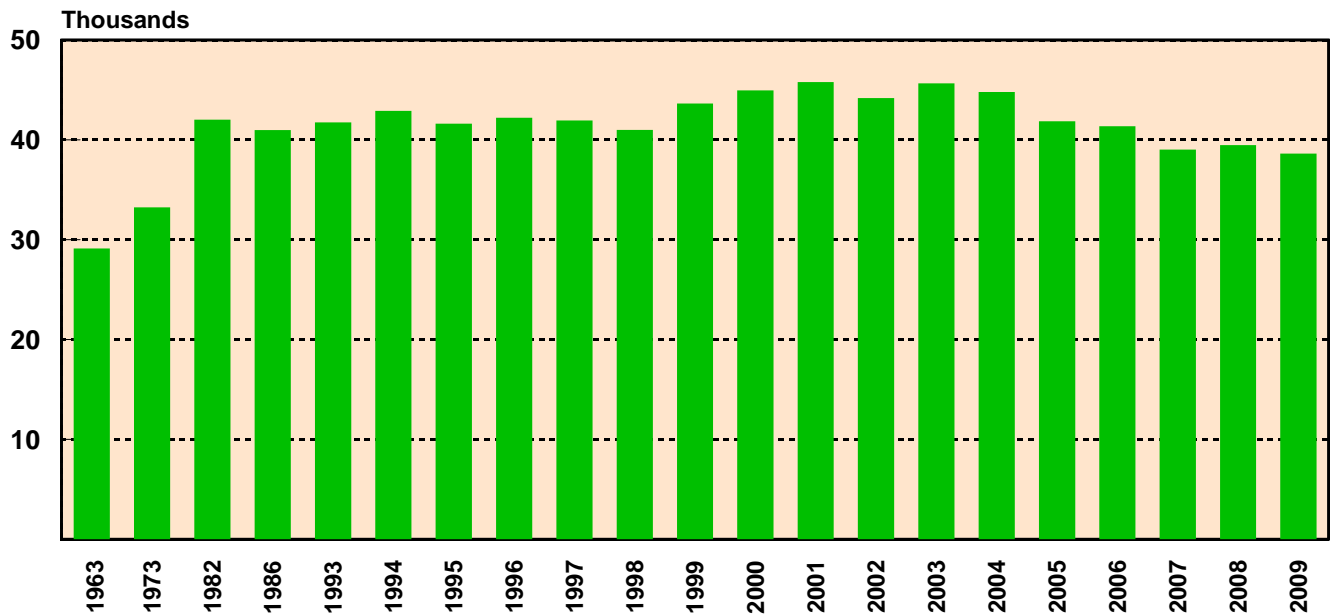


Queens-Nassau Screenline Volumes

Northern Boulevard - 2009 Hourly Vehicular Volumes

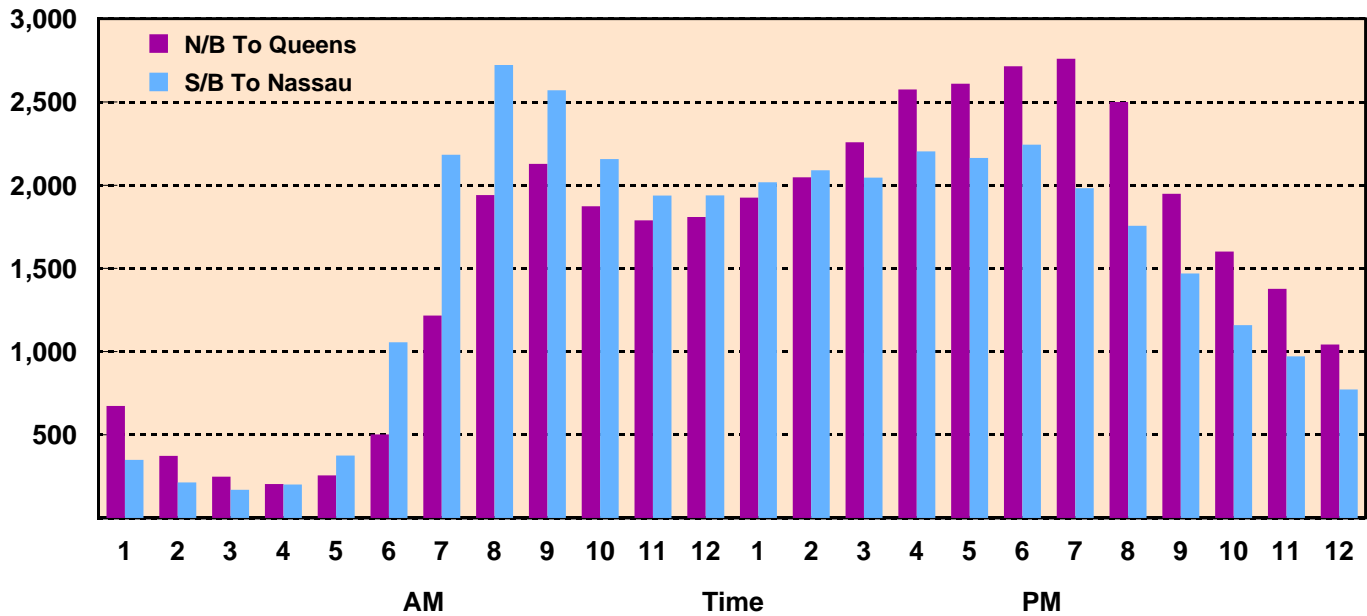


Northern Boulevard Average Daily Traffic Volumes

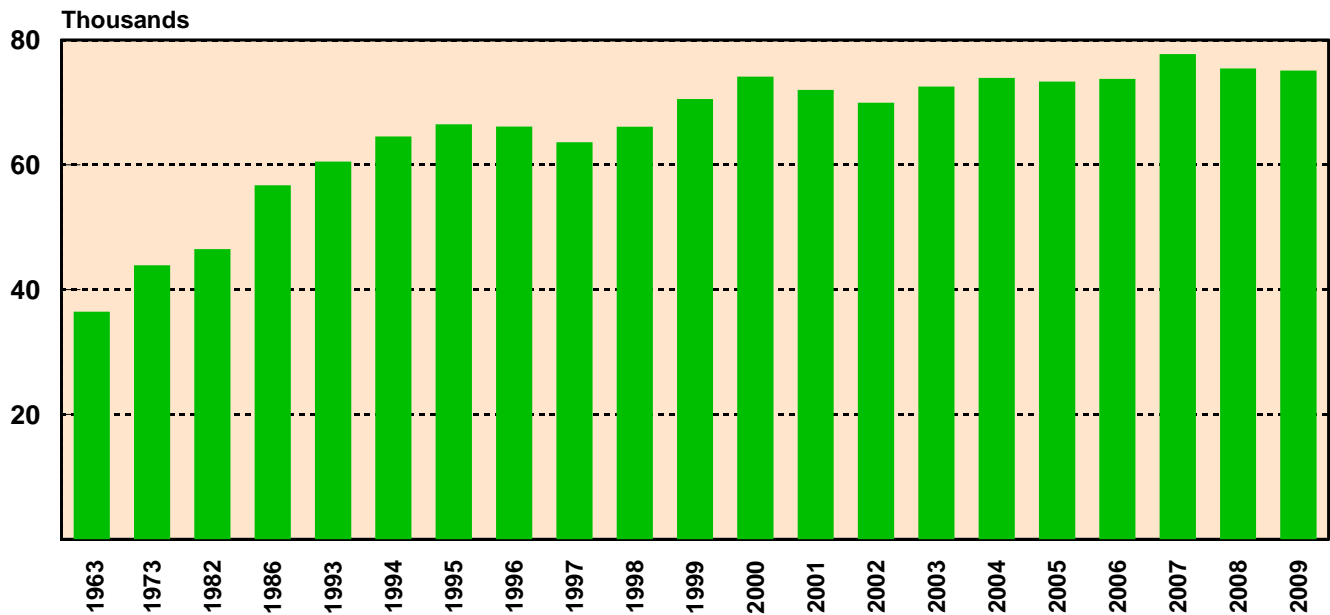


Queens-Nassau Screenline Volumes

Rockaway Boulevard - 2009 Hourly Vehicular Volumes

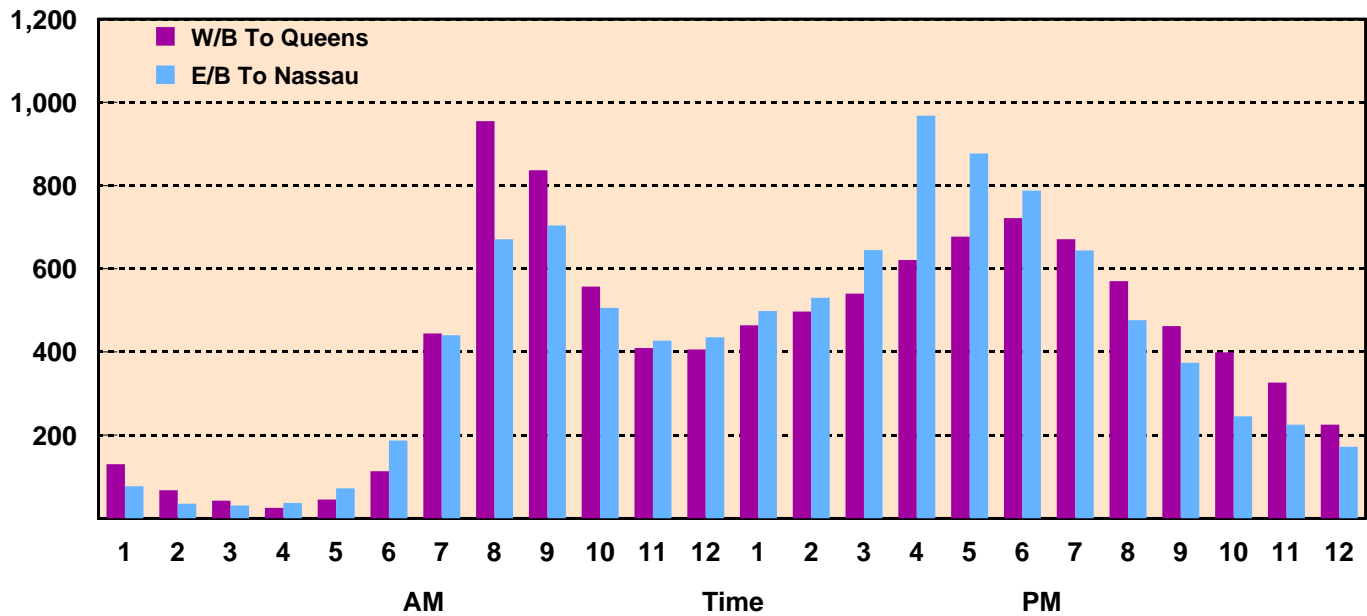


Rockaway Boulevard Average Daily Traffic Volumes

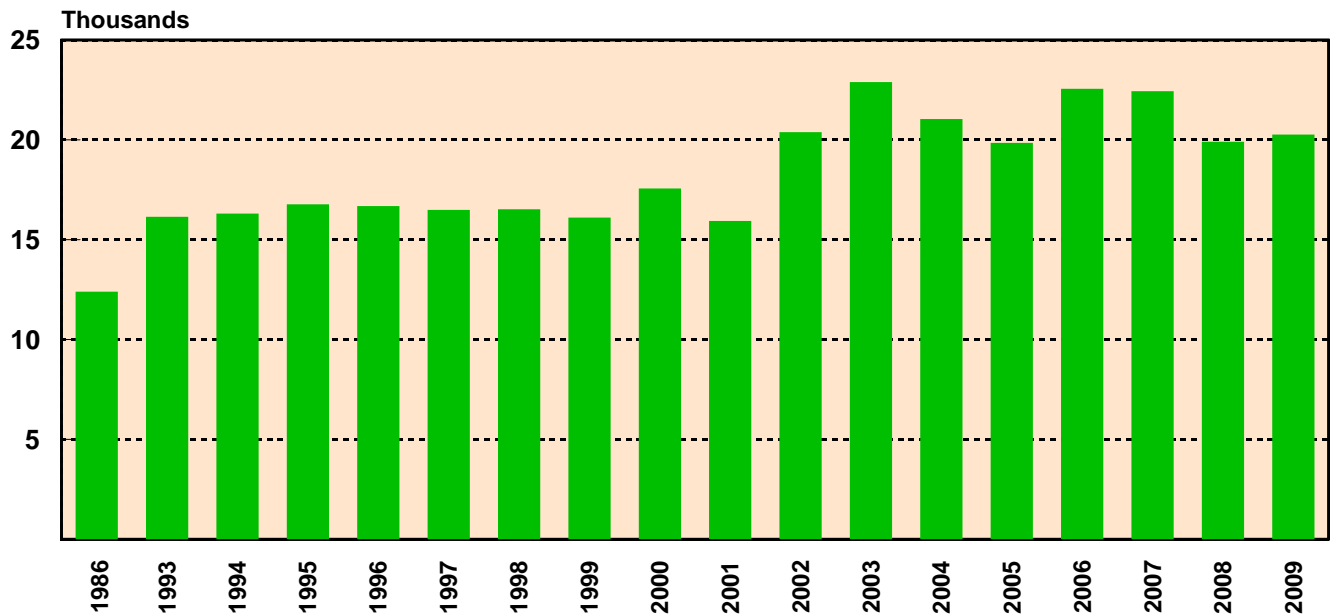


Queens-Nassau Screenline Volumes

Seagirt Boulevard - 2009 Hourly Vehicular Volumes

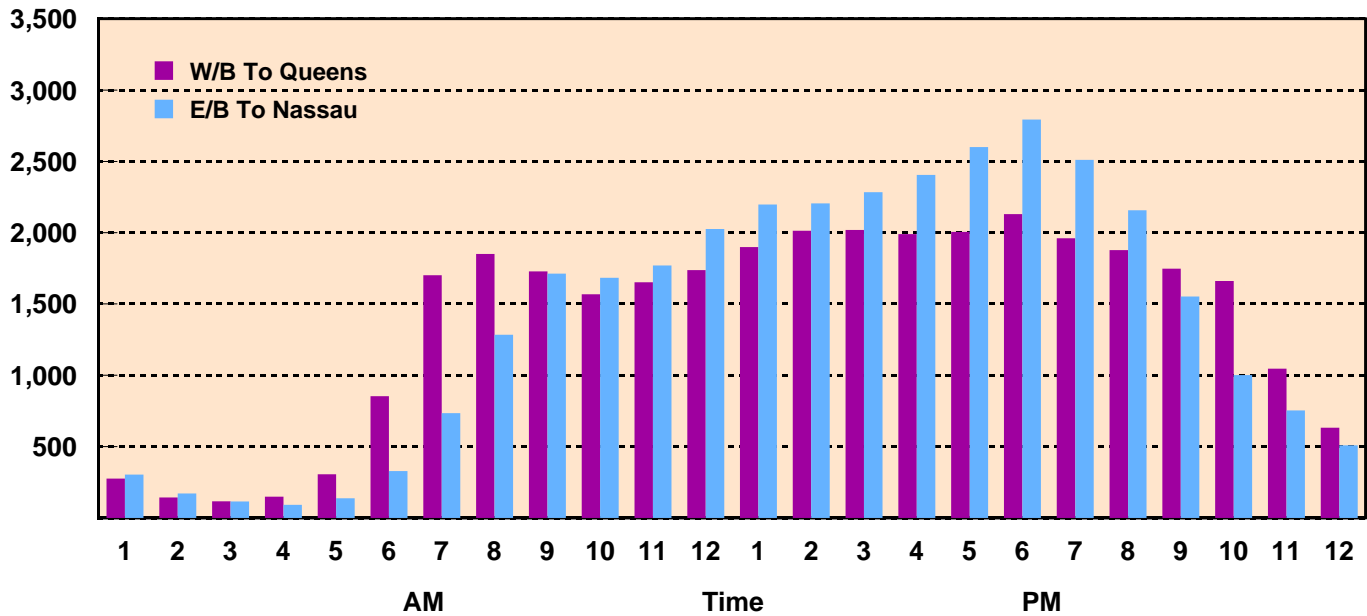


Seagirt Boulevard Average Daily Traffic Volumes

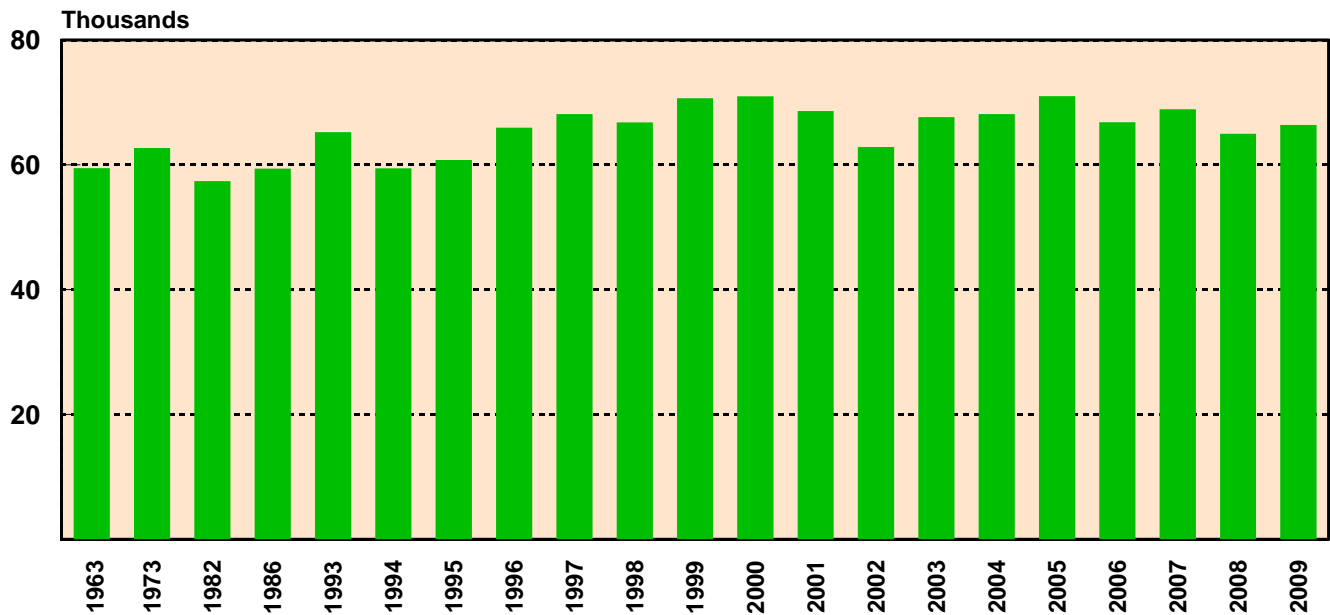


Queens-Nassau Screenline Volumes

Sunrise Highway - 2009 Hourly Vehicular Volumes

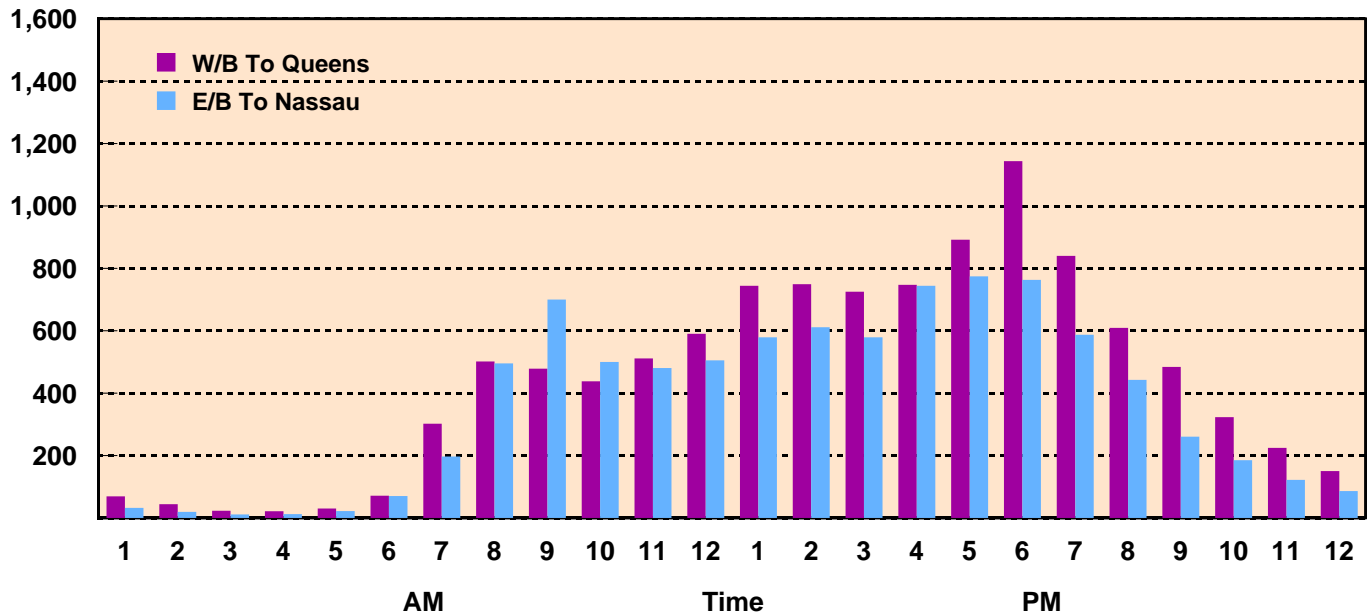


Sunrise Highway Average Daily Traffic Volumes

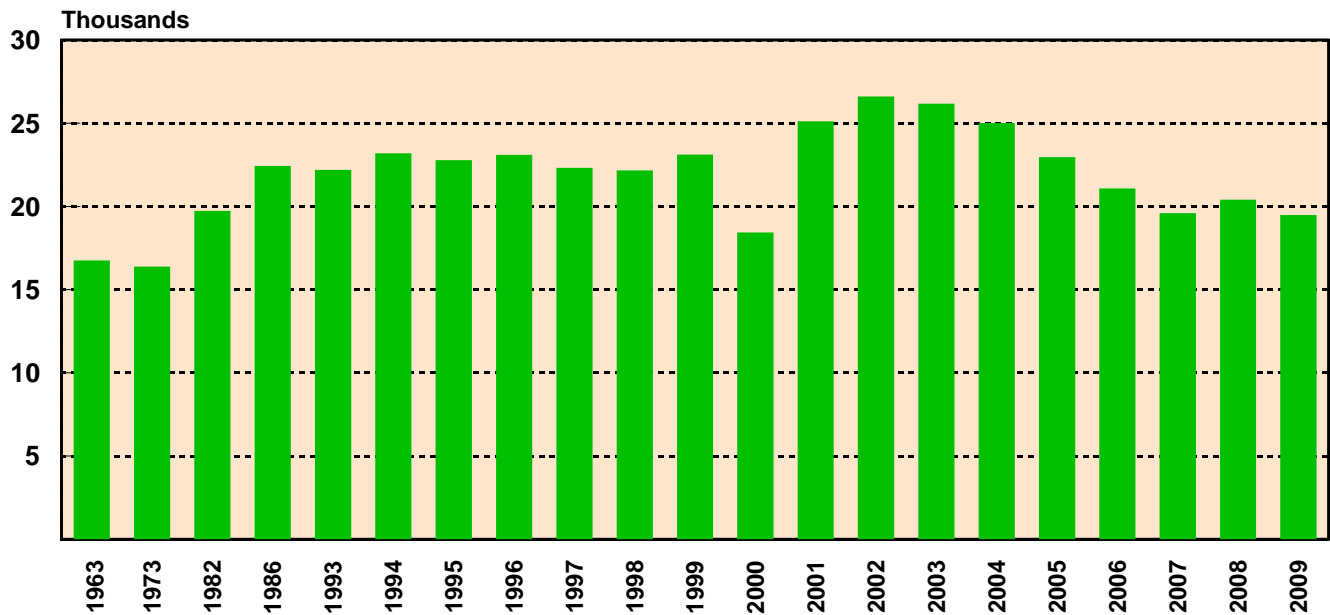


Queens-Nassau Screenline Volumes

Union Turnpike - 2009 Hourly Vehicular Volumes



Union Turnpike Average Daily Traffic Volumes



New York – New Jersey Screenline



Goethals Bridge between Staten Island and New Jersey

NEW YORK - NEW JERSEY SCREENLINE

- In 1963, daily traffic between Manhattan and New Jersey averaged 265,600 vehicles. The George Washington Bridge was the most heavily-traveled crossing, serving 127,500 vehicles per day (48.0% of the total).
- Between 1963 and 1973, Manhattan-New Jersey volume grew to 397,200 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles). George Washington Bridge volume increased 82.6% (to 232,700 from 127,500), partly as a result of the opening of the lower level in 1962 and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route in 1963 which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan. That increase of 105,200 daily vehicles using the George Washington Bridge accounted for 80.0% of the total 1963-1973 growth in Manhattan-New Jersey screenline traffic. Lincoln Tunnel traffic increased 25.8% to 99,800 daily vehicles from 79,300 and Holland Tunnel traffic was up 10.1% to 64,700 from 58,800.
- Growth slowed considerably between 1973 and 1982, with daily Manhattan-New Jersey volume increasing by just 36,500 vehicles (+9.2%) to 433,700. Daily traffic was up 14.3% to 74,000 through the Holland Tunnel, up 10.7% to 110,500 through the Lincoln Tunnel, and up 7.1% to 249,300 via the George Washington Bridge.
- Faster growth resumed between 1982 and 1986, as daily Manhattan-New Jersey traffic reached 485,800, up 12.0% over the four-year period. Daily volume was up 14.9% to 286,400 via the George Washington Bridge, up 10.5% to 122,100 through the Lincoln Tunnel, and up 4.5% to 77,300 through the Holland Tunnel.
- From 1986 to 1999, Manhattan-New Jersey traffic increased 13.1%, to 549,400 daily vehicles from 485,800. Volume was up 33.3% through the Holland Tunnel, to 103,000 daily vehicles from 77,300 (increase of 25,700 daily vehicles), up 10.9% at the George Washington Bridge (to 317,600 daily vehicles from 286,400), and up 5.4% through the Lincoln Tunnel (to 128,700 daily vehicles from 122,100).
- During the 46 years from 1963 to 2009, daily traffic between Manhattan and New Jersey nearly doubled, to 504,900 from 265,600. George Washington Bridge traffic climbed 127%, to 289,700 from 127,500. Volume increased 50% at the Lincoln Tunnel (to 119,200 from 79,300), and 64% at the Holland Tunnel (to 96,200 from 58,800).
- In 1963, Staten Island-New Jersey screenline traffic was only 27,400 vehicles per day. The highest volume was on the Goethals Bridge, 12,500 vehicles per day.
- By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,000 daily vehicles, amplified by the opening of the Verrazano-Narrows Bridge between Brooklyn and Staten Island in 1964. Much of the new traffic was simply passing through Staten Island. Goethals Bridge traffic jumped 356%, to 56,900 daily vehicles from 12,500 just ten years earlier. Daily volume increased 65% at the Outerbridge Crossing (to 11,700 from 7,100), and 60% at the Bayonne Bridge (to 12,500 from 7,800).
- Growth slowed between 1973 and 1982; nevertheless, Staten Island-New Jersey traffic volume rose to 106,700 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline. Virtually all growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,700 daily vehicles. Completion of the West Shore Expressway in the late 1970s provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-

Narrows Bridge. Bayonne Bridge traffic increased 9.3%, to 13,600. On the other hand, daily volume on the Goethals Bridge decreased 15.0%, to 48,300.

- Renewed growth between 1982 and 1986 boosted daily Staten Island-New Jersey traffic volume to 138,400, a gain of 29.8% in just four years. Growth was fairly evenly distributed among the three facilities: Goethals Bridge up 33.8% to 64,600, Outerbridge Crossing up 29.4% to 57,900, Bayonne Bridge up 16.8% to 15,900.
- From 1986 to 1999, Staten Island–New Jersey traffic increased 20.6%. Virtually all of this increase occurred at the Outerbridge Crossing, where daily traffic increased 35.5%, to 78,400 from 57,900. Daily traffic using the Goethals Bridge increased 9.6%, to 70,900 from 64,600. Bayonne Bridge traffic volume was up 10.7%, to 17,600 daily vehicles from 15,900.
- During the 46 years from 1963 to 2009, daily traffic between Staten Island and New Jersey soared 504%, to 165,500 from just 27,400. Outerbridge Crossing traffic skyrocketed more than nine fold, to 74,900 from 7,100. Volume on the Goethals Bridge jumped 471%, to 71,200 from 12,500. Bayonne Bridge traffic increased 149%, to 19,400 from 7,800.

New York – New Jersey Screenline

2009 Daily Volumes



**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To New York

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | N/A | 114,286 | 122,932 | 143,199 | 132,527 | 132,086 | 135,219 | 140,018 | 143,487 | 149,093 | 151,685 | 153,461 |
| Holland Tunnel | N/A | 32,521 | 37,009 | 35,513 | 44,461 | 45,482 | 45,484 | 46,688 | 47,692 | 47,985 | 49,658 | 49,486 |
| Lincoln Tunnel | N/A | 49,725 | 56,038 | 62,209 | 57,491 | 58,272 | 58,826 | 59,401 | 59,685 | 60,647 | 62,159 | 62,516 |
| Manhattan Totals | N/A | 196,532 | 215,979 | 240,921 | 234,479 | 235,840 | 239,529 | 246,107 | 250,864 | 257,725 | 263,502 | 265,463 |
| Bayonne Bridge | N/A | 6,229 | 6,811 | 7,953 | 8,147 | 8,283 | 8,472 | 8,384 | 9,268 | 9,628 | 9,709 | 10,309 |
| Goethals Bridge | N/A | 28,425 | 24,155 | 32,317 | 32,325 | 33,416 | 33,726 | 34,024 | 34,884 | 35,547 | 35,900 | 37,919 |
| Outerbridge Crossing | N/A | 5,863 | 22,370 | 28,948 | 35,129 | 35,567 | 34,975 | 36,295 | 37,297 | 38,034 | 40,944 | 39,477 |
| Staten Island Totals | N/A | 40,517 | 53,336 | 69,218 | 75,601 | 77,266 | 77,173 | 78,703 | 81,449 | 83,209 | 86,553 | 87,705 |
| Grand Totals | N/A | 237,049 | 269,315 | 310,139 | 310,080 | 313,106 | 316,702 | 324,810 | 332,313 | 340,934 | 350,055 | 353,168 |

To New York

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 155,233 | 150,758 | 150,233 | 152,418 | 147,861 | 151,639 | 148,567 | 145,102 | 145,105 |
| Holland Tunnel | 12,548 | 45,722 | 47,727 | 46,806 | 46,968 | 48,161 | 48,226 | 46,061 | 46,696 |
| Lincoln Tunnel | 54,608 | 58,415 | 62,157 | 62,826 | 61,460 | 61,812 | 61,619 | 56,812 | 57,507 |
| Manhattan Totals | 222,389 | 254,895 | 260,117 | 262,050 | 256,289 | 261,612 | 258,412 | 247,975 | 249,308 |
| Bayonne Bridge* | 14,098 | 11,684 | 11,627 | 12,275 | 11,933 | 13,290 | 12,469 | 11,094 | 10,985 |
| Goethals Bridge* | 39,315 | 40,419 | 38,828 | 37,559 | 36,905 | 34,327 | 38,687 | 37,979 | 38,397 |
| Outerbridge Crossing* | 41,000 | 38,407 | 41,653 | 41,018 | 41,090 | 43,723 | 41,282 | 39,319 | 40,079 |
| Staten Island Totals | 94,413 | 90,510 | 92,108 | 90,852 | 89,928 | 91,340 | 92,438 | 88,392 | 89,461 |
| Grand Totals | 316,802 | 345,405 | 352,225 | 352,902 | 346,217 | 352,952 | 350,850 | 336,367 | 338,769 |

**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To New Jersey

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | N/A | 118,400 | 126,362 | 143,199 | 128,205 | 127,777 | 130,810 | 135,451 | 138,806 | 148,095 | 165,955 | 164,157 |
| Holland Tunnel | N/A | 32,210 | 36,988 | 41,787 | 48,224 | 49,155 | 50,826 | 50,110 | 53,294 | 52,887 | 53,362 | 51,651 |
| Lincoln Tunnel | N/A | 50,061 | 54,415 | 59,844 | 62,161 | 61,027 | 60,933 | 61,526 | 61,824 | 63,805 | 66,533 | 67,194 |
| Manhattan Totals | N/A | 200,671 | 217,765 | 244,830 | 238,590 | 237,959 | 242,569 | 247,087 | 253,924 | 264,787 | 285,850 | 283,002 |
| Bayonne Bridge* | N/A | 6,229 | 6,811 | 7,953 | 5,832 | 5,929 | 6,064 | 6,005 | 6,635 | 7,218 | 7,894 | 8,184 |
| Goethals Bridge* | N/A | 28,425 | 24,155 | 32,317 | 28,099 | 29,048 | 29,314 | 29,577 | 30,323 | 31,529 | 34,963 | 34,872 |
| Outerbridge Crossing* | N/A | 5,863 | 22,370 | 28,948 | 31,243 | 31,632 | 31,106 | 32,280 | 33,171 | 34,830 | 37,480 | 33,907 |
| Staten Island Totals | N/A | 40,517 | 53,336 | 69,218 | 65,174 | 66,609 | 66,484 | 67,862 | 70,129 | 73,577 | 80,337 | 76,963 |
| Grand Totals | N/A | 241,188 | 271,101 | 314,048 | 303,764 | 304,568 | 309,053 | 314,949 | 324,053 | 338,364 | 366,187 | 359,965 |

To New Jersey

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 154,077 | 160,013 | 168,796 | 162,648 | 156,441 | 160,439 | 142,824 | 147,957 | 144,589 |
| Holland Tunnel | 30,829 | 46,835 | 53,370 | 49,365 | 49,992 | 50,264 | 52,265 | 50,996 | 49,488 |
| Lincoln Tunnel | 51,649 | 71,096 | 65,166 | 62,333 | 64,995 | 65,433 | 60,473 | 61,341 | 61,475 |
| Manhattan Totals | 236,555 | 277,944 | 287,332 | 274,346 | 271,428 | 276,136 | 255,562 | 260,294 | 255,552 |
| Bayonne Bridge* | 9,533 | 9,643 | 8,581 | 10,235 | 9,822 | 10,940 | 8,982 | 8,964 | 8,437 |
| Goethals Bridge* | 38,881 | 40,965 | 36,896 | 33,973 | 31,885 | 31,051 | 34,312 | 34,855 | 32,833 |
| Outerbridge Crossing* | 34,424 | 38,022 | 36,997 | 39,208 | 40,018 | 42,583 | 34,496 | 33,565 | 34,773 |
| Staten Island Totals | 82,838 | 88,630 | 82,474 | 83,416 | 81,725 | 84,574 | 77,790 | 77,384 | 76,043 |
| Grand Totals | 319,393 | 366,574 | 369,806 | 357,762 | 353,153 | 360,710 | 333,352 | 337,678 | 331,595 |

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 127,452 | 232,686 | 249,294 | 286,398 | 260,732 | 259,863 | 266,029 | 275,469 | 282,293 | 297,188 | 317,640 | 317,618 |
| Holland Tunnel | 58,814 | 64,731 | 73,997 | 77,300 | 92,685 | 94,637 | 96,310 | 96,798 | 100,986 | 100,872 | 103,020 | 101,137 |
| Lincoln Tunnel | 79,337 | 99,786 | 110,453 | 122,053 | 119,652 | 119,299 | 119,759 | 120,927 | 121,509 | 124,452 | 128,692 | 129,710 |
| Manhattan Totals | 265,603 | 397,203 | 433,744 | 485,751 | 473,069 | 473,799 | 482,098 | 493,194 | 504,788 | 522,512 | 549,352 | 548,465 |
| Bayonne Bridge* | 7,806 | 12,458 | 13,622 | 15,906 | 13,979 | 14,212 | 14,536 | 14,389 | 15,903 | 16,846 | 17,603 | 18,493 |
| Goethals Bridge* | 12,478 | 56,850 | 48,310 | 64,634 | 60,424 | 62,464 | 63,040 | 63,601 | 65,207 | 67,076 | 70,863 | 72,791 |
| Outerbridge Crossing* | 7,114 | 11,726 | 44,740 | 57,896 | 66,372 | 67,199 | 66,081 | 68,575 | 70,468 | 72,864 | 78,424 | 73,384 |
| Staten Island Totals | 27,398 | 81,034 | 106,672 | 138,436 | 140,775 | 143,875 | 143,657 | 146,565 | 151,578 | 156,786 | 166,890 | 164,668 |
| Grand Totals | 293,001 | 478,237 | 540,416 | 624,187 | 613,844 | 617,674 | 625,755 | 639,759 | 656,366 | 679,298 | 716,242 | 713,133 |

Both Directions

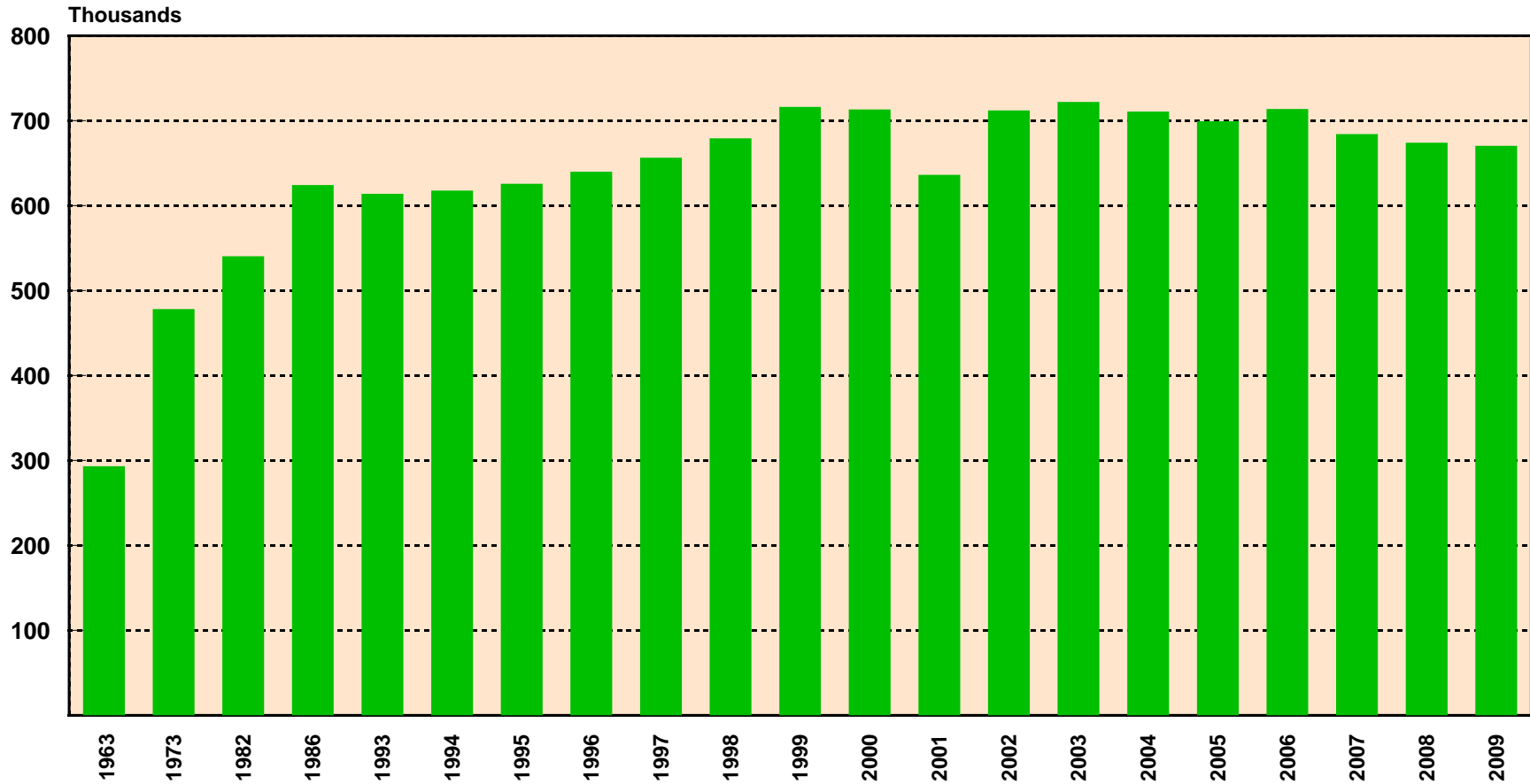
| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 309,310 | 310,771 | 319,029 | 315,066 | 304,302 | 312,078 | 291,391 | 293,059 | 289,694 |
| Holland Tunnel | 43,377 | 92,557 | 101,097 | 96,171 | 96,960 | 98,425 | 100,491 | 97,057 | 96,184 |
| Lincoln Tunnel | 106,257 | 129,511 | 127,323 | 125,159 | 126,455 | 127,245 | 122,092 | 118,153 | 118,982 |
| Manhattan Totals | 458,944 | 532,839 | 547,449 | 536,396 | 527,717 | 537,748 | 513,974 | 508,269 | 504,860 |
| Bayonne Bridge* | 23,631 | 21,327 | 20,208 | 22,510 | 21,755 | 24,230 | 21,451 | 20,058 | 19,422 |
| Goethals Bridge* | 78,196 | 81,384 | 75,724 | 71,532 | 68,790 | 65,378 | 72,999 | 72,834 | 71,230 |
| Outerbridge Crossing* | 75,424 | 76,429 | 78,650 | 80,226 | 81,108 | 86,306 | 75,778 | 72,884 | 74,852 |
| Staten Island Totals | 177,251 | 179,140 | 174,582 | 174,268 | 171,653 | 175,914 | 170,228 | 165,776 | 165,504 |
| Grand Totals | 636,195 | 711,979 | 722,031 | 710,664 | 699,370 | 713,662 | 684,202 | 674,045 | 670,364 |

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

New York - New Jersey Screenline

Historical Comparisons

Average Daily Traffic Volumes



2009 Screenline Volumes New York - New Jersey

| | George Washington Bridge | | Holland Tunnel | | Lincoln Tunnel | | Manhattan 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> | <i>To Manhattan</i> | <i>To N.J.</i> |
| Mid-1am | 1,984 | 2,050 | 717 | 1,106 | 947 | 1,679 | 3,648 | 4,835 |
| 1-2am | 1,267 | 1,851 | 455 | 778 | 540 | 912 | 2,262 | 3,541 |
| 2-3am | 1,085 | 1,184 | 302 | 676 | 427 | 574 | 1,814 | 2,434 |
| 3-4am | 1,255 | 981 | 335 | 789 | 478 | 492 | 2,068 | 2,262 |
| 4-5am | 2,164 | 1,319 | 529 | 1,112 | 871 | 558 | 3,564 | 2,989 |
| 5-6am | 6,043 | 2,319 | 1,873 | 1,393 | 2,691 | 841 | 10,607 | 4,553 |
| 6-7am | 10,759 | 4,501 | 3,167 | 2,189 | 4,932 | 1,449 | 18,858 | 8,139 |
| 7-8am | 9,855 | 6,806 | 2,986 | 2,808 | 4,621 | 2,108 | 17,462 | 11,722 |
| 8-9am | 8,937 | 7,679 | 2,849 | 2,620 | 4,331 | 2,266 | 16,117 | 12,565 |
| 9-10am | 8,863 | 6,736 | 2,860 | 2,225 | 4,007 | 1,991 | 15,730 | 10,952 |
| 10-11am | 7,781 | 6,029 | 2,494 | 2,073 | 3,488 | 2,007 | 13,763 | 10,109 |
| 11-Noon | 7,056 | 6,359 | 2,112 | 1,997 | 3,031 | 2,277 | 12,199 | 10,633 |
| Noon-1 | 6,673 | 6,399 | 1,989 | 2,115 | 2,690 | 2,495 | 11,352 | 11,009 |
| 1-2pm | 6,722 | 6,692 | 1,987 | 2,496 | 2,675 | 2,818 | 11,384 | 12,006 |
| 2-3pm | 7,157 | 7,806 | 2,098 | 2,835 | 2,720 | 3,386 | 11,975 | 14,027 |
| 3-4pm | 7,869 | 9,665 | 2,456 | 2,968 | 2,810 | 3,816 | 13,135 | 16,449 |
| 4-5pm | 8,403 | 10,207 | 2,740 | 2,356 | 2,360 | 4,699 | 13,503 | 17,262 |
| 5-6pm | 8,683 | 9,865 | 2,886 | 1,986 | 1,904 | 4,781 | 13,473 | 16,632 |
| 6-7pm | 8,388 | 10,249 | 2,878 | 2,137 | 2,268 | 4,968 | 13,534 | 17,354 |
| 7-8pm | 7,032 | 9,824 | 2,565 | 2,517 | 2,426 | 3,052 | 12,023 | 15,393 |
| 8-9pm | 5,480 | 8,397 | 1,923 | 2,877 | 2,043 | 3,175 | 9,446 | 14,449 |
| 9-10pm | 4,672 | 6,630 | 1,639 | 2,651 | 1,945 | 4,690 | 8,256 | 13,971 |
| 10-11pm | 3,995 | 5,975 | 1,638 | 2,525 | 1,802 | 3,948 | 7,435 | 12,448 |
| 11-Mid | 2,982 | 5,066 | 1,218 | 2,259 | 1,500 | 2,493 | 5,700 | 9,818 |
| 24 hr Total | 145,105 | 144,589 | 46,696 | 49,488 | 57,507 | 61,475 | 249,308 | 255,552 |
| 6-10am | 38,414 | 25,722 | 11,862 | 9,842 | 17,891 | 7,814 | 68,167 | 43,378 |
| 10am-1pm | 21,510 | 18,787 | 6,595 | 6,185 | 9,209 | 6,779 | 37,314 | 31,751 |
| 1-3pm | 13,879 | 14,498 | 4,085 | 5,331 | 5,395 | 6,204 | 23,359 | 26,033 |
| 3-7pm | 33,343 | 39,986 | 10,960 | 9,447 | 9,342 | 18,264 | 53,645 | 67,697 |
| 6am-7pm | 107,146 | 98,993 | 33,502 | 30,805 | 41,837 | 39,061 | 182,485 | 168,859 |

* To Manhattan

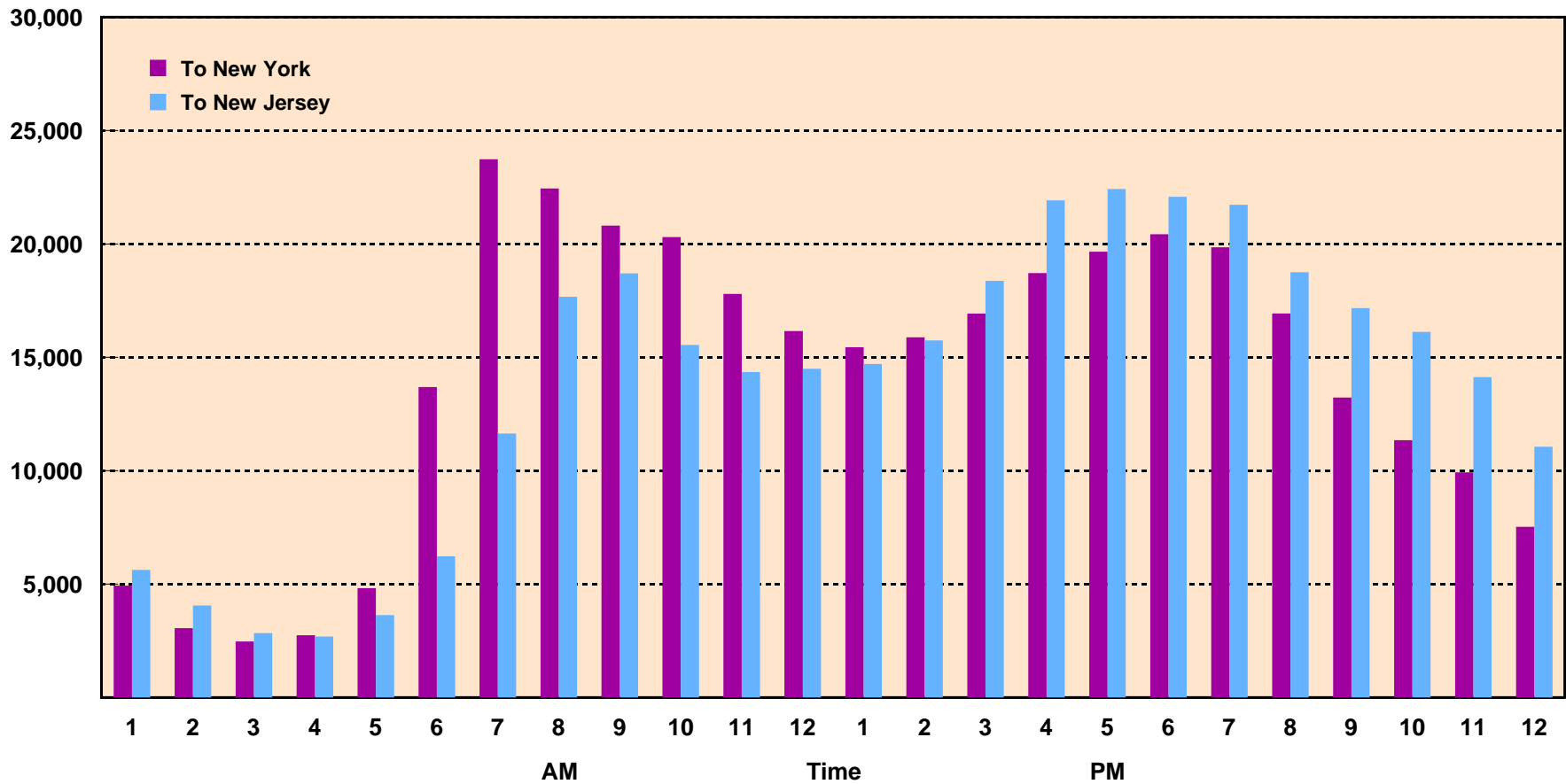
2009 Screenline Volumes New York - New Jersey (cont'd)

| | Bayonne Bridge | | Goethals Bridge | | Outerbridge Crossing | | Staten Island Totals | | Grand Totals | |
|--------------------|-----------------------|--------------|------------------------|---------------|-----------------------------|---------------|-----------------------------|----------------|---------------------|----------------|
| | <i>* S/B</i> | <i>N/B</i> | <i>* E/B</i> | <i>W/B</i> | <i>* E/B</i> | <i>W/B</i> | <i>To Staten Is.</i> | <i>To N.J.</i> | <i>To N.Y.</i> | <i>To N.J.</i> |
| Mid-1am | 158 | 70 | 630 | 299 | 487 | 416 | 1,275 | 785 | 4,923 | 5,620 |
| 1-2am | 95 | 48 | 391 | 206 | 304 | 255 | 790 | 509 | 3,052 | 4,050 |
| 2-3am | 80 | 38 | 301 | 191 | 273 | 175 | 654 | 404 | 2,468 | 2,838 |
| 3-4am | 77 | 40 | 297 | 202 | 302 | 182 | 676 | 424 | 2,744 | 2,686 |
| 4-5am | 119 | 59 | 473 | 329 | 659 | 252 | 1,251 | 640 | 4,815 | 3,629 |
| 5-6am | 221 | 247 | 1,127 | 894 | 1,729 | 528 | 3,077 | 1,669 | 13,684 | 6,222 |
| 6-7am | 397 | 652 | 1,802 | 1,669 | 2,675 | 1,171 | 4,874 | 3,492 | 23,732 | 11,631 |
| 7-8am | 509 | 1,163 | 1,847 | 2,450 | 2,629 | 2,334 | 4,985 | 5,947 | 22,447 | 17,669 |
| 8-9am | 523 | 1,048 | 1,875 | 2,647 | 2,297 | 2,443 | 4,695 | 6,138 | 20,812 | 18,703 |
| 9-10am | 456 | 510 | 1,895 | 2,117 | 2,219 | 1,964 | 4,570 | 4,591 | 20,300 | 15,543 |
| 10-11am | 418 | 429 | 1,779 | 1,992 | 1,834 | 1,816 | 4,031 | 4,237 | 17,794 | 14,346 |
| 11-Noon | 417 | 401 | 1,778 | 1,759 | 1,767 | 1,698 | 3,962 | 3,858 | 16,161 | 14,491 |
| Noon-1 | 436 | 324 | 1,834 | 1,734 | 1,825 | 1,633 | 4,095 | 3,691 | 15,447 | 14,700 |
| 1-2pm | 498 | 350 | 2,053 | 1,749 | 1,950 | 1,643 | 4,501 | 3,742 | 15,885 | 15,748 |
| 2-3pm | 617 | 398 | 2,219 | 1,885 | 2,115 | 2,056 | 4,951 | 4,339 | 16,926 | 18,366 |
| 3-4pm | 779 | 446 | 2,486 | 2,251 | 2,313 | 2,774 | 5,578 | 5,471 | 18,713 | 21,920 |
| 4-5pm | 936 | 442 | 2,654 | 2,255 | 2,567 | 2,460 | 6,157 | 5,157 | 19,660 | 22,419 |
| 5-6pm | 1,203 | 423 | 2,877 | 2,485 | 2,870 | 2,536 | 6,950 | 5,444 | 20,423 | 22,076 |
| 6-7pm | 1,100 | 357 | 2,714 | 1,736 | 2,505 | 2,281 | 6,319 | 4,374 | 19,853 | 21,728 |
| 7-8pm | 671 | 294 | 2,244 | 1,083 | 1,999 | 1,984 | 4,914 | 3,361 | 16,937 | 18,754 |
| 8-9pm | 418 | 226 | 1,757 | 1,033 | 1,599 | 1,459 | 3,774 | 2,718 | 13,220 | 17,167 |
| 9-10pm | 324 | 227 | 1,425 | 755 | 1,335 | 1,165 | 3,084 | 2,147 | 11,340 | 16,118 |
| 10-11pm | 302 | 164 | 1,114 | 613 | 1,066 | 897 | 2,482 | 1,674 | 9,917 | 14,122 |
| 11-Mid | 231 | 81 | 825 | 499 | 760 | 651 | 1,816 | 1,231 | 7,516 | 11,049 |
| 24 hr Total | 10,985 | 8,437 | 38,397 | 32,833 | 40,079 | 34,773 | 89,461 | 76,043 | 338,769 | 331,595 |
| 6-10am | 1,885 | 3,373 | 7,419 | 8,883 | 9,820 | 7,912 | 19,124 | 20,168 | 87,291 | 63,546 |
| 10am-1pm | 1,271 | 1,154 | 5,391 | 5,485 | 5,426 | 5,147 | 12,088 | 11,786 | 49,402 | 43,537 |
| 1-3pm | 1,115 | 748 | 4,272 | 3,634 | 4,065 | 3,699 | 9,452 | 8,081 | 32,811 | 34,114 |
| 3-7pm | 4,018 | 1,668 | 10,731 | 8,727 | 10,255 | 10,051 | 25,004 | 20,446 | 78,649 | 88,143 |
| 6am-7pm | 8,289 | 6,943 | 27,813 | 26,729 | 29,566 | 26,809 | 65,668 | 60,481 | 248,153 | 229,340 |

* To Staten Island

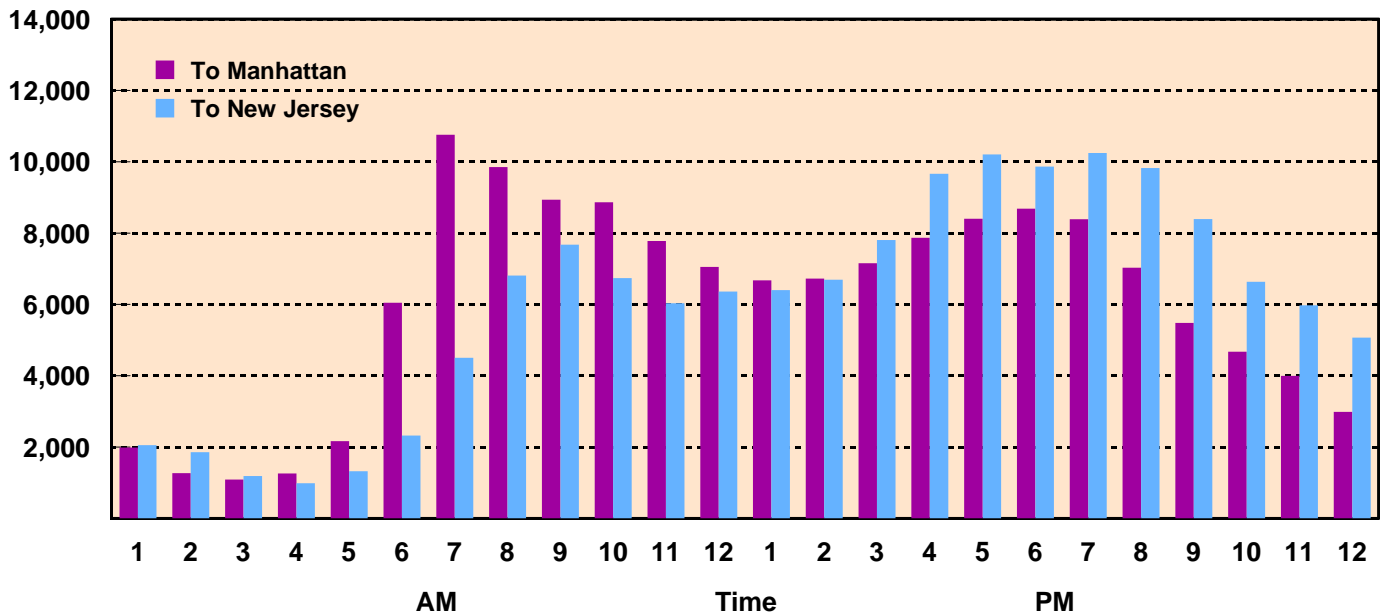
New York - New Jersey Screenline

Total Hourly Vehicle Volumes - 2009

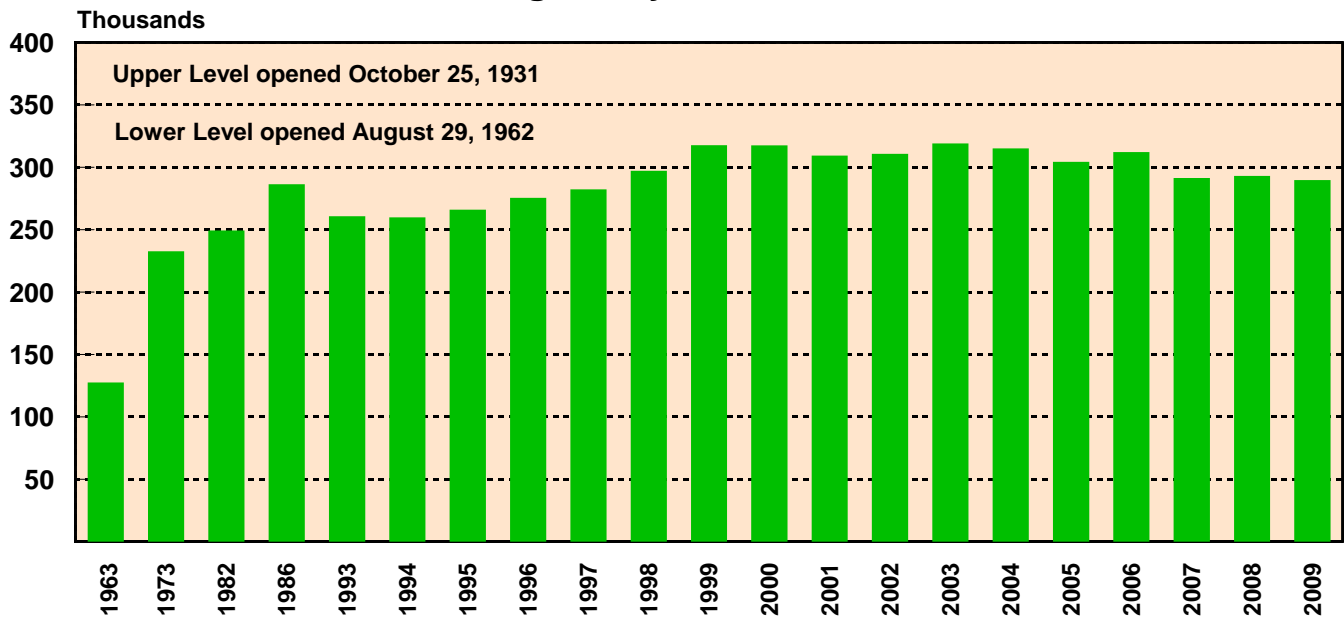


New York - New Jersey Screenline Volumes

George Washington Bridge - 2009 Hourly Vehicular Volumes

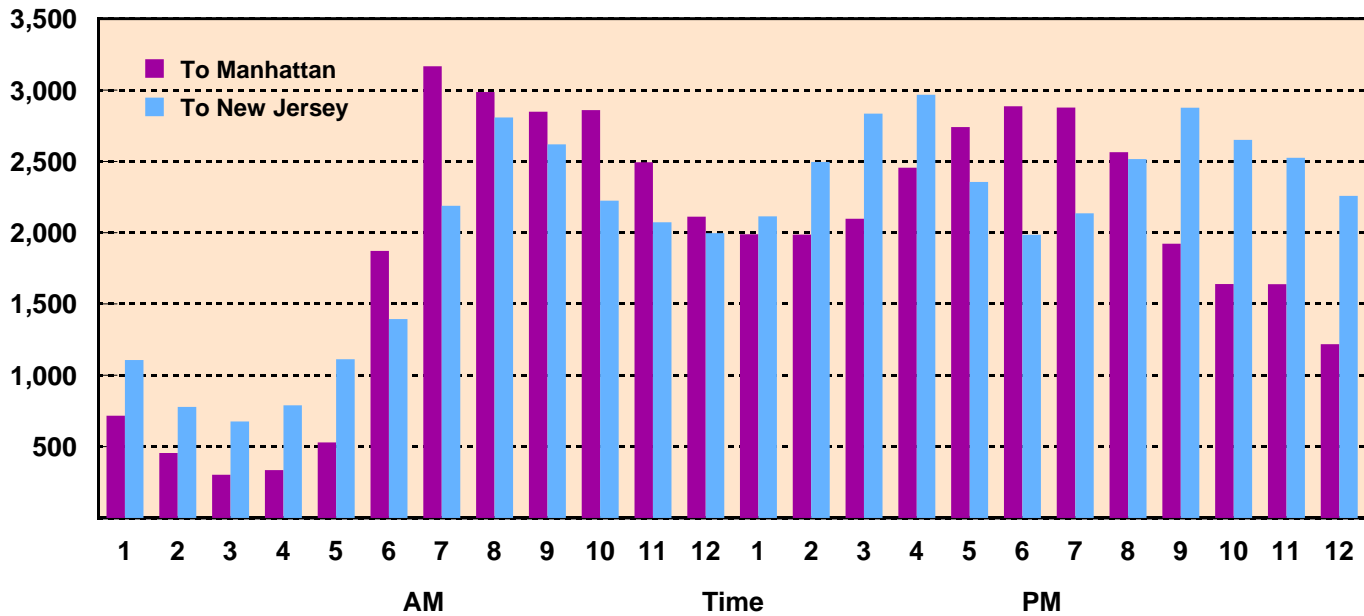


George Washington Bridge Average Daily Traffic Volumes

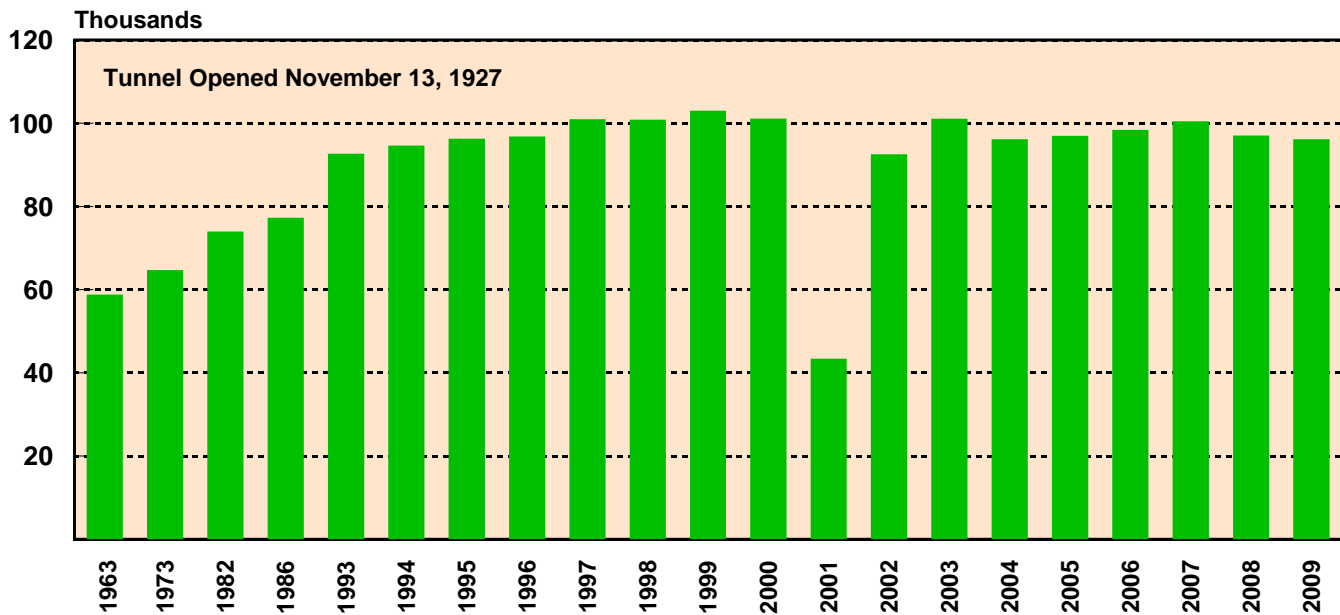


New York - New Jersey Screenline Volumes

Holland Tunnel - 2009 Hourly Vehicular Volumes



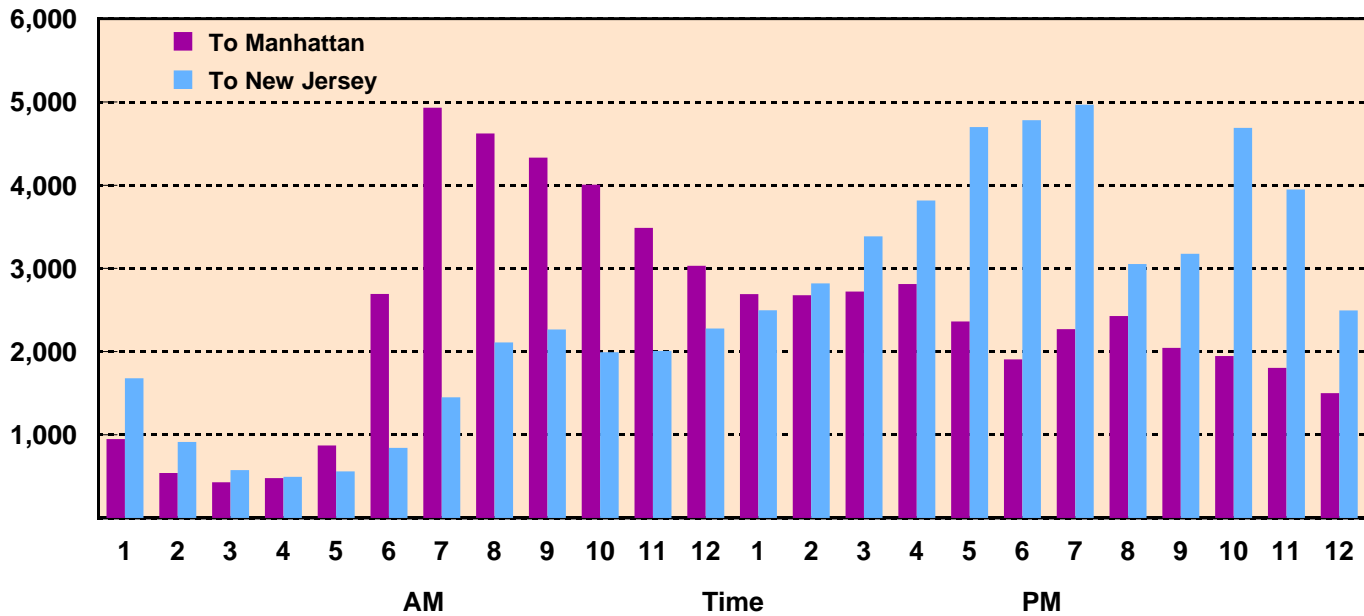
Holland Tunnel Average Daily Traffic Volumes



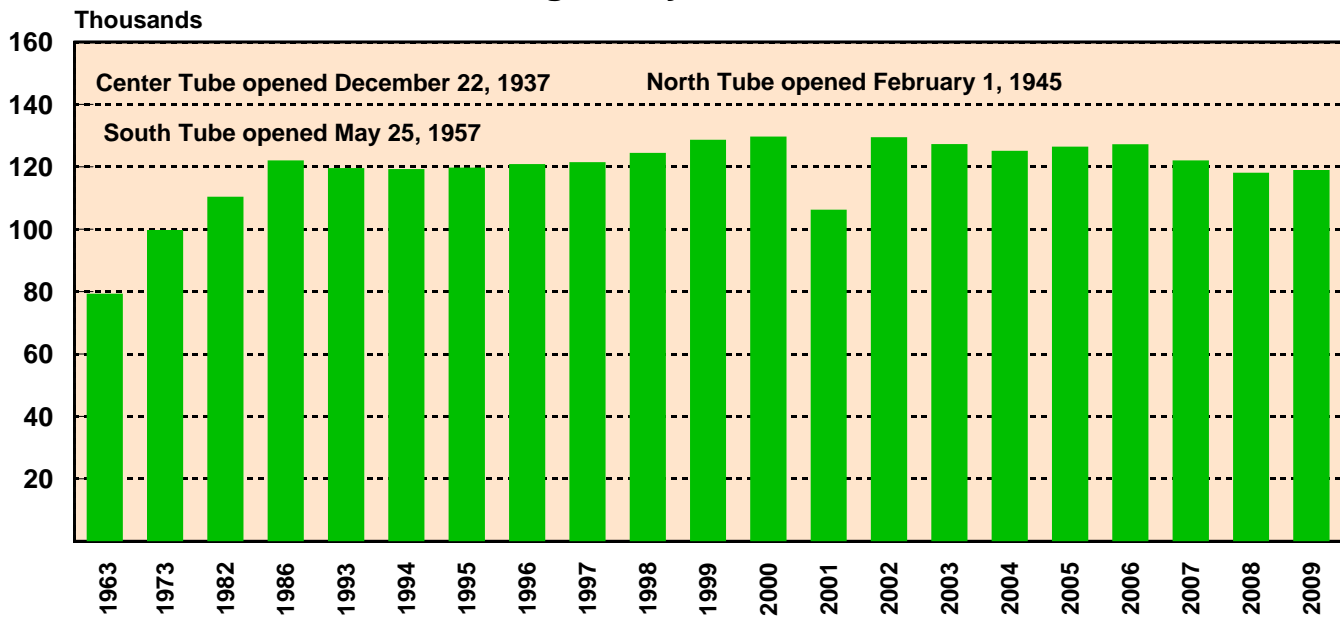
Following 9/11/2001, Holland Tunnel 2-way volume fell 57% compared to fall 2000. Inbound volume was down 75%, outbound down 40%.

New York - New Jersey Screenline Volumes

Lincoln Tunnel - 2009 Hourly Vehicular Volumes



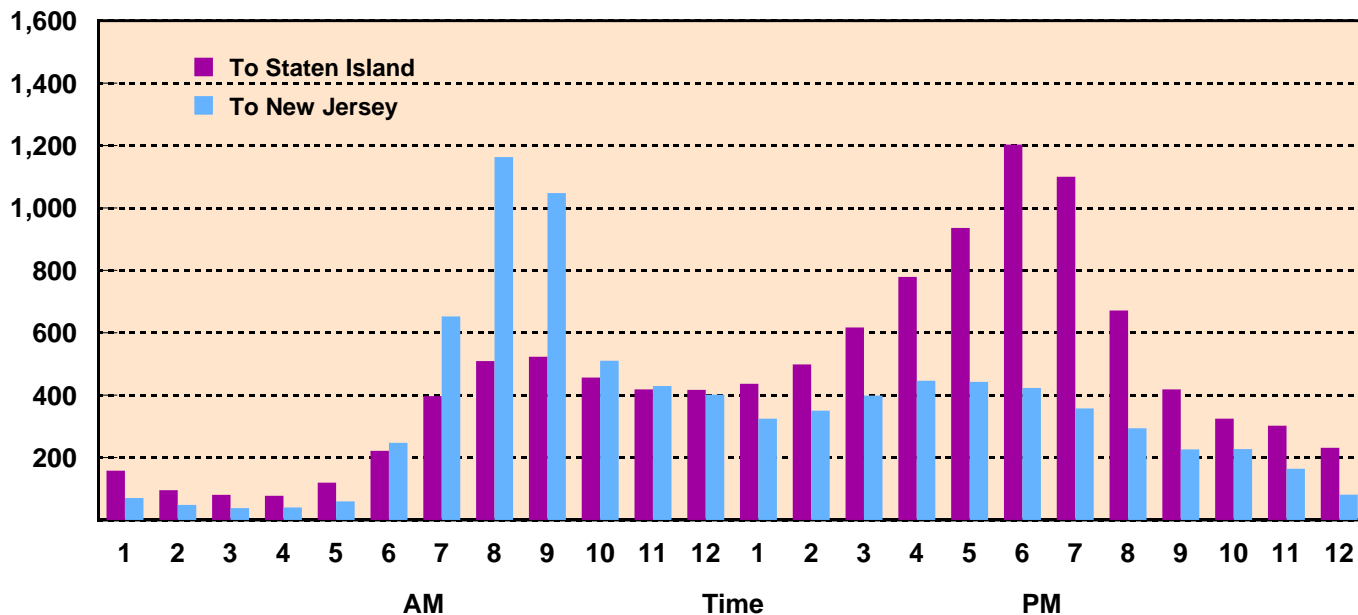
Lincoln Tunnel Average Daily Traffic Volumes



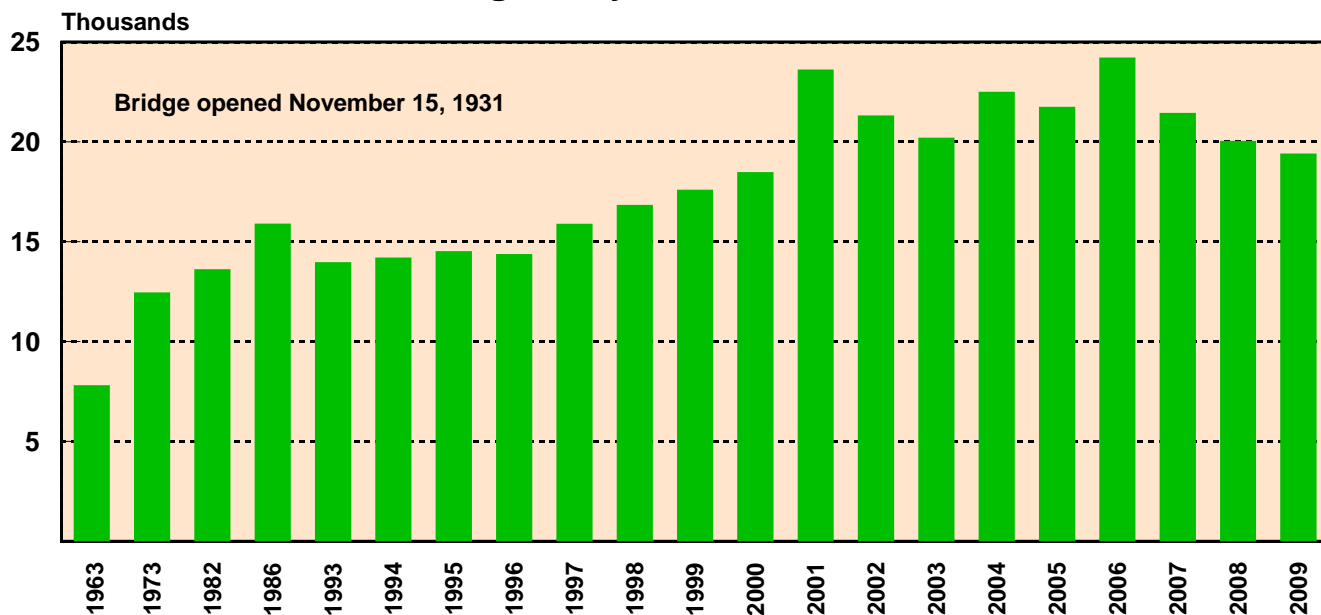
Following 9/11/2001, Lincoln Tunnel 2-way volume fell 18% compared to fall 2000. Inbound volume was down 13%, outbound down 23%.

New York - New Jersey Screenline Volumes

Bayonne Bridge - 2009 Hourly Vehicular Volumes

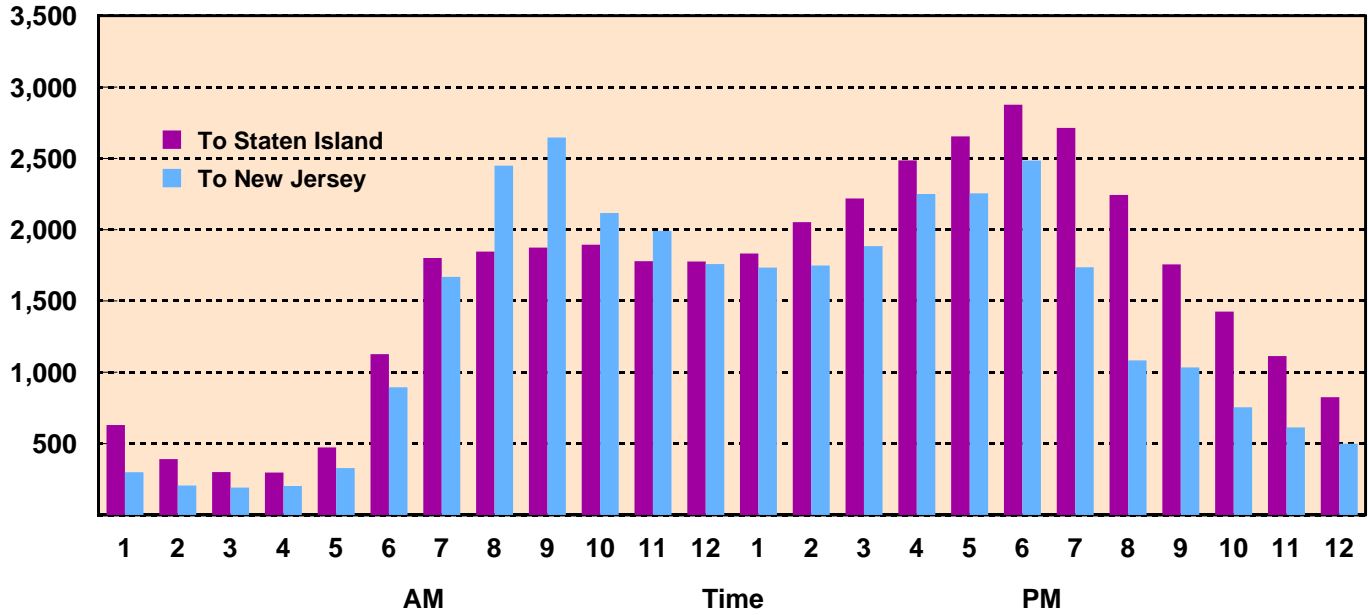


Bayonne Bridge Average Daily Traffic Volumes

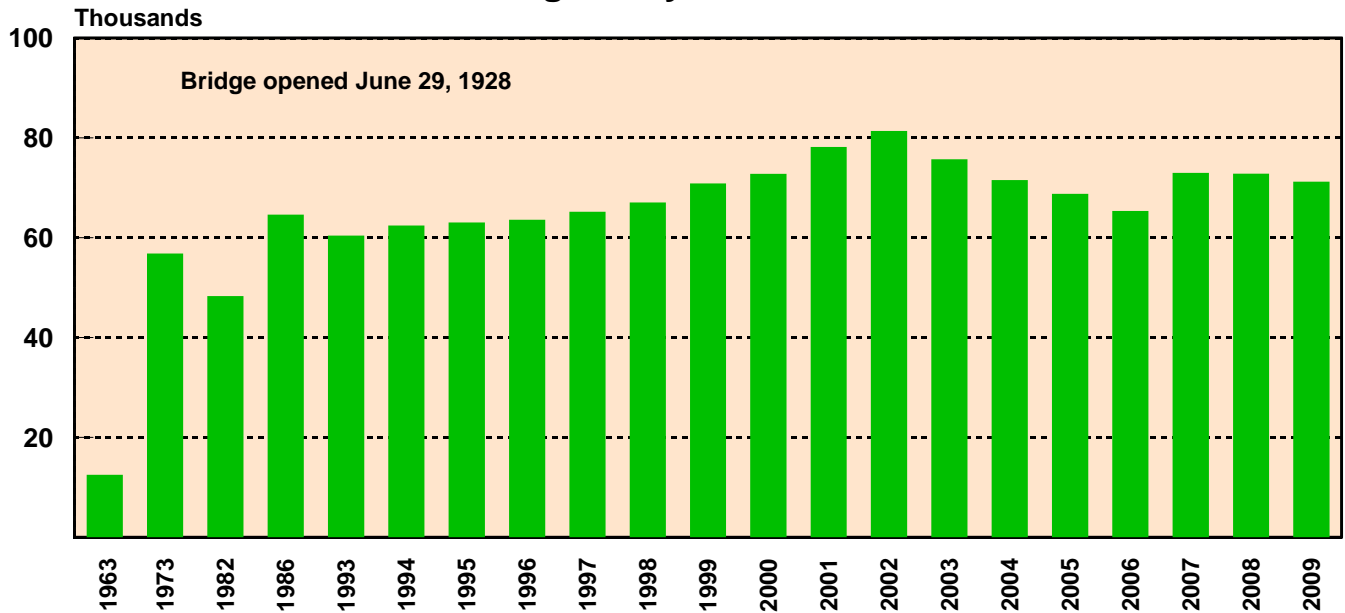


New York - New Jersey Screenline Volumes

Goethals Bridge - 2009 Hourly Vehicular Volumes

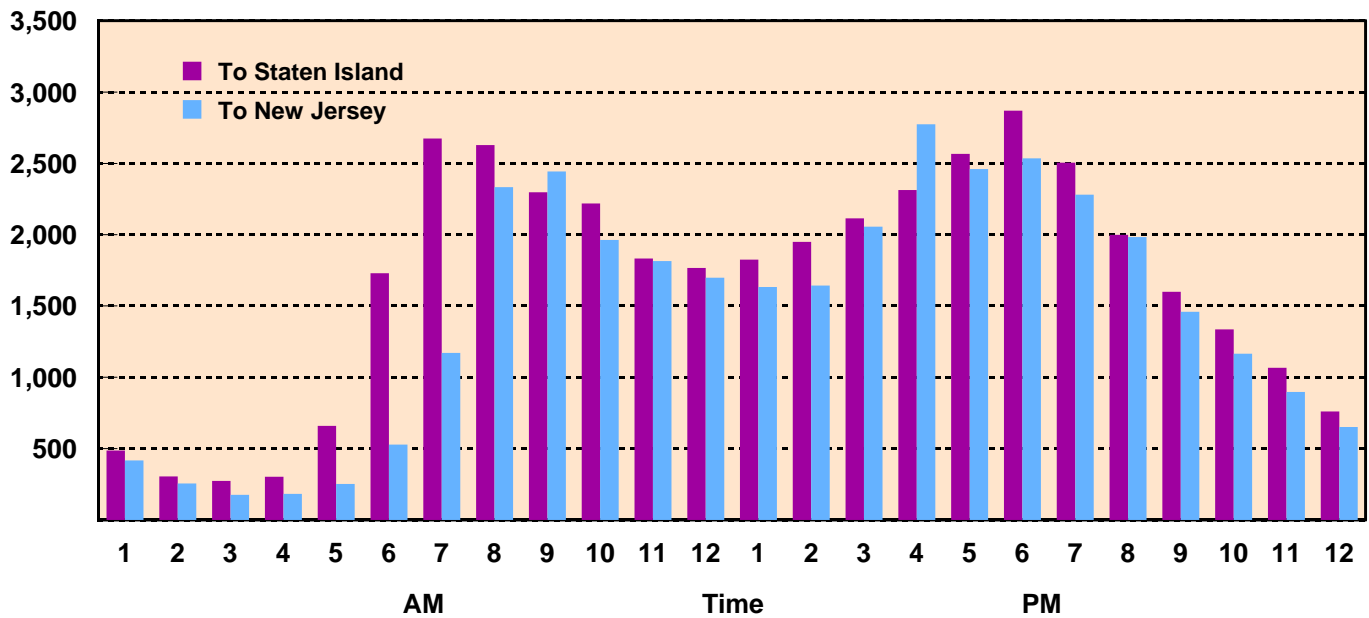


Goethals Bridge Average Daily Traffic Volumes

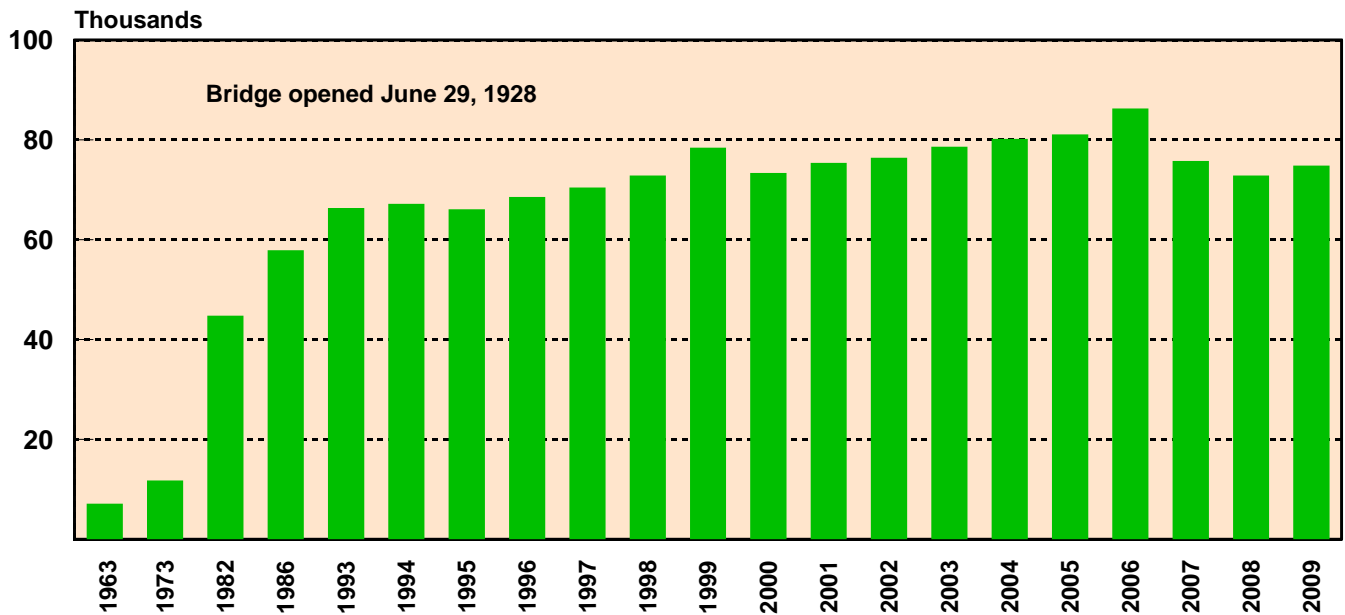


New York - New Jersey Screenline Volumes

Outerbridge Crossing - 2009 Hourly Vehicular Volumes



Outerbridge Crossing Average Daily Traffic Volumes



Brooklyn-Queens Screenline



Atlantic Avenue at Brooklyn-Queens Screenline
Looking East

BROOKLYN - QUEENS SCREENLINE

Newtown Creek Bridges

- In 1963, average two-way total daily volume on the four Newtown Creek bridges was 160,400. The Kosciuszko Bridge carried the bulk of that traffic, 102,200 daily vehicles (63.7% of the total). The Grand Street Bridge served 12,000 daily vehicles (7.5%), the Greenpoint Avenue Bridge 17,600 (11.0%), and the Pulaski Bridge 28,600 (17.8%).
- By 1973, Newtown Creek crossings had increased 4.8% to 168,000 vehicles per day, just 7,600 more than ten years earlier. The Kosciuszko Bridge remained the most-traveled facility, although its volume slipped to 99,000 daily vehicles, 3.1% fewer than in 1963. The Grand Street Bridge was accommodating 11,700 daily vehicles (down 2.5%), the Greenpoint Avenue Bridge 26,800 (up 52.0%), and the Pulaski Bridge 30,500 (up 6.7%).
- Between 1973 and 1982, daily volume crossing Newtown Creek rose 7.0%, to 179,800 vehicles. Growth was concentrated solely on the Kosciuszko Bridge, where daily volume rose 30.8% to 129,600. Daily volumes fell on the other three bridges: Grand Street Bridge down 21.5% to 9,200, Greenpoint Avenue Bridge down 33.2% to 17,900, and Pulaski Bridge down 24.1% to 23,100.
- From 1982 to 1986, traffic over Newtown Creek increased rapidly, by 25.0% to 224,800 daily vehicles, with increases occurring on three of the four bridges. By 1986, the Kosciuszko Bridge was carrying 168,300 daily vehicles (up 29.9% from 1982), the Grand Street Bridge 11,400 (up 24.0%), the Pulaski Bridge 30,800 (up 32.9%). The only decline was on the Greenpoint Avenue Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,300 vs. 17,900).
- Between 1986 and 1993, daily volume crossing Newtown Creek increased just 2.3% during the seven-year period, to 230,000 in 1993 from 224,800 in 1986. Growth was concentrated at the Greenpoint Avenue Bridge, where daily volume increased by 11,400 vehicles, to 25,700 in 1993 from 14,300 in 1986, a gain of 79.3%. Daily traffic on the Grand Street Bridge increased by 1,000 vehicles, to 12,400 in 1993 from 11,400 in 1986, a gain of 9.1%. On the Kosciuszko Bridge, daily volume decreased 1.0%, to 166,600 in 1993 from 168,300 in 1986. Volume on the Pulaski Bridge decreased 17.8%, to 25,300 daily vehicles in 1993 from 30,800 in 1986.
- Newtown Creek crossings increased 16.0% from 1993 to 1999, with increases recorded on all four bridges. The largest numerical increase occurred on the Kosciuszko Bridge, where daily volume increased to 194,800 in 1999 from 166,600 in 1993 (+16.9%). The largest percentage increase occurred on the Pulaski Bridge, where daily volume increased 22.5%, to 31,000 from 25,300.
- During the 46 years from 1963 to 2009, daily traffic crossing Newtown Creek increased 64.4%, to 263,600 from 160,400. Volumes increased on all four facilities: Kosciuszko Bridge up 84.3% to 188,300 from 102,200; Greenpoint Avenue Bridge up 51.1% to 26,600 from 17,600; Pulaski Bridge up 26.4% to 36,100 from 28,600; Grand Street Bridge up 4.6% to 12,600 from 12,000.

Other Facilities

- Volumes on facilities other than the Newtown Creek Bridges were collected at the Brooklyn-Queens screenline for the first time in 1993. The highest of these recorded

volumes were on the limited access Shore Parkway (135,700 daily vehicles) and Jackie Robinson Parkway (52,300 daily vehicles). The highest principal arterial volumes were on Linden Boulevard (44,400 daily vehicles), and on Atlantic Avenue (27,500 daily vehicles).

- Daily volumes on these eleven facilities increased 13.6% from 1993 to 1999, to 328,000 total daily vehicles from 288,800. The largest increase was on the Jackie Robinson Parkway, where daily volume rose 27.3%, to 66,600 in 1999 from 52,300 in 1993.
- During the sixteen years from 1993 to 2009, total daily volumes on these eleven facilities increased 13.8%, to 328,600 from 288,800. The largest increases were on Shore Parkway (up 20.0%, to 162,800 daily vehicles from 135,700, an increase of 27,100 daily vehicles), and on Jackie Robinson Parkway (up 28.9% to 67,500 daily vehicles from 52,300, an increase of 15,200 daily vehicles). On Atlantic Avenue, daily volume decreased 21.9%, to 21,500 from 27,500, a decrease of 6,000 daily vehicles.

Brooklyn - Queens Screenline

2009 Daily Volumes



Brooklyn-Queens Screenline Historical Comparisons Average Daily Traffic Volumes

To Brooklyn

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|------------|------------|---------------|----------------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | N/A | N/A | 5,216 | 6,414 | 7,018 | 7,212 | 7,600 | 6,916 | 7,078 | 7,831 | 7,862 | 7,747 |
| Greenpoint Ave Bridge | N/A | 11,336 | 8,048 | 7,276 | 13,304 | 13,526 | 13,737 | 13,368 | 12,660 | 12,863 | 12,351 | 12,741 |
| Kosciuszko Bridge | N/A | 43,118 | 63,426 | 81,363 | 78,371 | 81,000 | 81,356 | 79,729 | 89,222 | 92,765 | 97,690 | 101,852 |
| Pulaski Bridge | N/A | 13,617 | 9,906 | 15,447 | 13,003 | 13,182 | 14,436 | 14,926 | 15,737 | 16,076 | 15,724 | 17,993 |
| Newtown Creek Totals | N/A | N/A | 86,596 | 110,500 | 111,696 | 114,920 | 117,129 | 114,939 | 124,697 | 129,535 | 133,627 | 140,333 |
| Atlantic Ave | N/A | N/A | N/A | N/A | 13,940 | 13,394 | 14,016 | 12,767 | 13,951 | 14,231 | 15,071 | 14,850 |
| Cooper St | N/A | N/A | N/A | N/A | 4,558 | 5,010 | 4,929 | 4,841 | 5,220 | 5,460 | 5,611 | 5,942 |
| Cornelia St | N/A | N/A | N/A | N/A | <i>One-Way to Queens</i> | | | | | | | |
| Decatur St | N/A | N/A | N/A | N/A | <i>One-Way to Queens</i> | | | | | | | |
| DeKalb Ave | N/A | N/A | N/A | N/A | 3,163 | 3,010 | 3,166 | 2,879 | 3,234 | 2,283 | 2,515 | 2,746 |
| Greene Ave | N/A | N/A | N/A | N/A | <i>One-Way to Queens</i> | | | | | | | |
| Jackie Robinson Pky | N/A | N/A | N/A | N/A | 24,460 | 27,163 | 27,323 | 29,318 | 30,169 | 31,808 | 33,198 | 34,441 |
| Linden Blvd | N/A | N/A | N/A | N/A | 22,724 | 23,305 | 23,248 | 24,324 | 26,472 | 24,758 | 27,165 | 26,299 |
| Linden St | N/A | N/A | N/A | N/A | <i>One-Way to Queens</i> | | | | | | | |
| Shore Pky | N/A | N/A | N/A | N/A | 65,341 | 71,124 | 71,538 | 72,633 | 73,618 | 74,085 | 73,484 | 76,366 |
| Sutter Ave | N/A | N/A | N/A | N/A | 3,178 | 3,130 | 3,158 | 3,010 | 3,695 | 3,638 | 3,670 | 3,776 |
| Other Totals | N/A | N/A | N/A | N/A | 137,364 | 146,136 | 147,378 | 149,772 | 156,359 | 156,263 | 160,714 | 164,420 |
| Grand Totals | N/A | N/A | N/A | N/A | 249,060 | 261,056 | 264,507 | 264,711 | 281,056 | 285,798 | 294,341 | 304,753 |

To Brooklyn

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | 7,729 | 7,447 | 8,356 | 7,465 | 6,455 | 6,920 | 6,858 | 7,378 | 7,134 |
| Greenpoint Ave Bridge | 12,993 | 12,375 | 14,445 | 13,509 | 13,951 | 14,318 | 13,453 | 12,756 | 12,753 |
| Kosciuszko Bridge | 97,242 | 90,607 | 96,153 | 92,556 | 94,830 | 86,969 | 91,026 | 87,257 | 91,267 |
| Pulaski Bridge | 19,292 | 18,667 | 19,465 | 19,923 | 19,431 | 18,500 | 18,417 | 18,295 | 17,881 |
| Newtown Creek Totals | 137,256 | 129,096 | 138,419 | 133,453 | 134,667 | 126,707 | 129,754 | 125,686 | 129,035 |
| Atlantic Ave | 14,182 | 14,687 | 14,150 | 14,693 | 12,611 | 12,095 | 11,180 | 10,947 | 10,776 |
| Cooper St | 5,756 | 5,741 | 6,001 | 5,832 | 6,160 | 5,921 | 5,565 | 6,025 | 6,216 |
| Cornelia St | <i>One-Way to Queens</i> | | | | | | | | |
| Decatur St | <i>One-Way to Queens</i> | | | | | | | | |
| DeKalb Ave | 2,563 | 3,428 | 3,566 | 3,697 | 3,583 | 3,109 | 3,016 | 3,061 | 2,986 |
| Greene Ave | <i>One-Way to Queens</i> | | | | | | | | |
| Jackie Robinson Pky | 35,760 | 37,175 | 36,445 | 35,680 | 36,037 | 34,799 | 34,804 | 33,302 | 33,337 |
| Linden Blvd | 27,130 | 27,698 | 25,717 | 27,251 | 28,195 | 27,119 | 25,993 | 23,784 | 23,209 |
| Linden St | <i>One-Way to Queens</i> | | | | | | | | |
| Shore Pky | 75,478 | 69,587 | 75,682 | 76,608 | 76,393 | 79,763 | 81,339 | 79,589 | 81,737 |
| Sutter Ave | 3,821 | 3,851 | 4,090 | 4,137 | 4,810 | 4,218 | 4,685 | 4,896 | 5,075 |
| Other Totals | 164,690 | 162,167 | 165,651 | 167,898 | 167,789 | 167,024 | 166,582 | 161,604 | 163,336 |
| Grand Totals | 301,946 | 291,263 | 304,070 | 301,351 | 302,456 | 293,731 | 296,336 | 287,290 | 292,371 |

**Brooklyn-Queens Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Queens

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|------------|------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | N/A | N/A | 3,987 | 4,999 | 5,430 | 5,963 | 5,650 | 5,466 | 5,797 | 7,497 | 6,528 | 7,761 |
| Greenpoint Ave Bridge | N/A | 15,462 | 9,850 | 7,062 | 12,397 | 12,803 | 13,199 | 13,160 | 12,277 | 12,741 | 14,262 | 13,402 |
| Kosciuszko Bridge | N/A | 55,926 | 66,127 | 86,951 | 88,221 | 85,354 | 87,283 | 90,775 | 99,988 | 102,427 | 97,094 | 99,020 |
| Pulaski Bridge | N/A | 16,855 | 13,228 | 15,304 | 12,276 | 12,617 | 14,044 | 15,412 | 15,826 | 16,124 | 15,251 | 19,428 |
| Newtown Creek Totals | N/A | N/A | 93,192 | 114,316 | 118,324 | 116,737 | 120,176 | 124,813 | 133,888 | 138,789 | 133,135 | 139,611 |
| Atlantic Ave | N/A | N/A | N/A | N/A | 13,545 | 15,026 | 15,005 | 14,166 | 14,425 | 14,315 | 14,728 | 14,264 |
| Cooper St | N/A | N/A | N/A | N/A | 5,199 | 5,431 | 5,649 | 6,132 | 3,886 | 3,598 | 3,702 | 3,663 |
| Cornelia St | N/A | N/A | N/A | N/A | 1,552 | 1,425 | 1,529 | 1,443 | 1,522 | 1,454 | 1,787 | 1,905 |
| Decatur St | N/A | N/A | N/A | N/A | 1,921 | 2,163 | 2,112 | 2,306 | 2,220 | 2,242 | 2,099 | 2,113 |
| DeKalb Ave | N/A | N/A | N/A | N/A | 2,117 | 2,381 | 2,297 | 2,311 | 2,481 | 2,316 | 2,588 | 2,372 |
| Greene Ave | N/A | N/A | N/A | N/A | 1,762 | 1,711 | 1,810 | 1,787 | 1,872 | 2,223 | 1,922 | 1,947 |
| Jackie Robinson Pky | N/A | N/A | N/A | N/A | 27,872 | 31,458 | 33,751 | 31,483 | 31,615 | 32,020 | 33,420 | 36,932 |
| Linden Blvd | N/A | N/A | N/A | N/A | 21,717 | 23,408 | 25,704 | 26,562 | 27,160 | 23,924 | 26,630 | 25,901 |
| Linden St | N/A | N/A | N/A | N/A | 1,063 | 2,315 | 2,360 | 2,552 | 2,400 | 2,420 | 2,439 | 2,477 |
| Shore Pky | N/A | N/A | N/A | N/A | 70,365 | 69,679 | 68,627 | 72,369 | 73,776 | 73,754 | 73,969 | 73,588 |
| Sutter Ave | N/A | N/A | N/A | N/A | 4,297 | 3,846 | 3,827 | 3,729 | 3,750 | 3,871 | 4,022 | 4,096 |
| Other Totals | N/A | N/A | N/A | N/A | 151,410 | 158,843 | 162,671 | 164,840 | 165,107 | 162,137 | 167,306 | 169,258 |
| Grand Totals | N/A | N/A | N/A | N/A | 269,734 | 275,580 | 282,847 | 289,653 | 298,995 | 300,926 | 300,441 | 308,869 |

To Queens

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | 6,166 | 5,641 | 5,783 | 5,994 | 6,561 | 5,973 | 5,727 | 5,653 | 5,442 |
| Greenpoint Ave Bridge | 13,773 | 13,931 | 14,310 | 14,928 | 15,498 | 15,522 | 13,574 | 14,170 | 13,884 |
| Kosciuszko Bridge | 99,323 | 93,772 | 98,344 | 101,056 | 103,983 | 97,372 | 95,467 | 94,526 | 97,055 |
| Pulaski Bridge | 19,770 | 19,681 | 18,881 | 20,223 | 19,480 | 19,724 | 18,804 | 18,724 | 18,222 |
| Newtown Creek Totals | 139,032 | 133,025 | 137,318 | 142,201 | 145,522 | 138,591 | 133,572 | 133,073 | 134,603 |
| Atlantic Ave | 13,713 | 14,249 | 14,336 | 13,903 | 13,349 | 11,961 | 11,066 | 10,613 | 10,701 |
| Cooper St | 3,761 | 3,533 | 3,140 | 3,388 | 3,622 | 3,372 | 3,378 | 3,477 | 3,482 |
| Cornelia St | 1,936 | 2,032 | 1,908 | 1,844 | 1,787 | 1,660 | 1,727 | 1,753 | 1,847 |
| Decatur St | 2,082 | 2,237 | 2,342 | 2,332 | 2,003 | 2,247 | 2,059 | 2,203 | 2,091 |
| DeKalb Ave | 2,347 | 2,464 | 2,544 | 2,607 | 2,626 | 2,197 | 2,258 | 2,341 | 2,548 |
| Greene Ave | 1,962 | 2,078 | 2,363 | 2,029 | 1,551 | 1,854 | 1,733 | 1,883 | 1,887 |
| Jackie Robinson Pky | 36,920 | 37,545 | 37,261 | 38,624 | 37,490 | 36,034 | 35,893 | 34,433 | 34,140 |
| Linden Blvd | 25,160 | 25,439 | 25,393 | 24,502 | 21,692 | 24,950 | 23,429 | 22,937 | 21,255 |
| Linden St | 2,544 | 2,609 | 2,270 | 2,161 | 2,123 | 2,192 | 2,012 | 1,992 | 1,936 |
| Shore Pky | 76,440 | 70,576 | 74,358 | 74,997 | 75,733 | 78,046 | 83,142 | 83,850 | 81,070 |
| Sutter Ave | 4,291 | 4,498 | 4,704 | 4,595 | 4,938 | 4,401 | 4,411 | 4,286 | 4,349 |
| Other Totals | 171,156 | 167,260 | 170,619 | 170,982 | 166,914 | 168,914 | 171,108 | 169,768 | 165,306 |
| Grand Totals | 310,188 | 300,285 | 307,937 | 313,183 | 312,436 | 307,505 | 304,680 | 302,841 | 299,909 |

**Brooklyn-Queens Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | 12,020 | 11,723 | 9,203 | 11,413 | 12,448 | 13,175 | 13,250 | 12,382 | 12,875 | 15,328 | 14,390 | 15,508 |
| Greenpoint Ave Bridge | 17,630 | 26,798 | 17,898 | 14,338 | 25,701 | 26,329 | 26,936 | 26,528 | 24,937 | 25,604 | 26,613 | 26,143 |
| Kosciuszko Bridge | 102,190 | 99,044 | 129,553 | 168,314 | 166,592 | 166,354 | 168,639 | 170,504 | 189,210 | 195,192 | 194,784 | 200,872 |
| Pulaski Bridge | 28,560 | 30,472 | 23,134 | 30,751 | 25,279 | 25,799 | 28,480 | 30,338 | 31,563 | 32,200 | 30,975 | 37,421 |
| Newtown Creek Totals | 160,400 | 168,037 | 179,788 | 224,816 | 230,020 | 231,657 | 237,305 | 239,752 | 258,585 | 268,324 | 266,762 | 279,944 |
| Atlantic Ave | N/A | N/A | N/A | N/A | 27,485 | 28,420 | 29,021 | 26,933 | 28,376 | 28,546 | 29,799 | 29,114 |
| Cooper St | N/A | N/A | N/A | N/A | 9,757 | 10,441 | 10,578 | 10,973 | 9,106 | 9,058 | 9,313 | 9,605 |
| Cornelia St | N/A | N/A | N/A | N/A | 1,552 | 1,425 | 1,529 | 1,443 | 1,522 | 1,454 | 1,787 | 1,905 |
| Decatur St | N/A | N/A | N/A | N/A | 1,921 | 2,163 | 2,112 | 2,306 | 2,220 | 2,242 | 2,099 | 2,113 |
| DeKalb Ave | N/A | N/A | N/A | N/A | 5,280 | 5,391 | 5,463 | 5,190 | 5,715 | 4,599 | 5,103 | 5,118 |
| Greene Ave | N/A | N/A | N/A | N/A | 1,762 | 1,711 | 1,810 | 1,787 | 1,872 | 2,223 | 1,922 | 1,947 |
| Jackie Robinson Pky | N/A | N/A | N/A | N/A | 52,332 | 58,621 | 61,074 | 60,801 | 61,784 | 63,828 | 66,618 | 71,373 |
| Linden Blvd | N/A | N/A | N/A | N/A | 44,441 | 46,713 | 48,952 | 50,886 | 53,632 | 48,682 | 53,795 | 52,200 |
| Linden St | N/A | N/A | N/A | N/A | 1,063 | 2,315 | 2,360 | 2,552 | 2,400 | 2,420 | 2,439 | 2,477 |
| Shore Pky | N/A | N/A | N/A | N/A | 135,706 | 140,803 | 140,165 | 145,002 | 147,394 | 147,839 | 147,453 | 149,954 |
| Sutter Ave | N/A | N/A | N/A | N/A | 7,475 | 6,976 | 6,985 | 6,739 | 7,445 | 7,509 | 7,692 | 7,872 |
| Other Totals | N/A | N/A | N/A | N/A | 288,774 | 304,979 | 310,049 | 314,612 | 321,466 | 318,400 | 328,020 | 333,678 |
| Grand Totals | N/A | N/A | N/A | N/A | 518,794 | 536,636 | 547,354 | 554,364 | 580,051 | 586,724 | 594,782 | 613,622 |

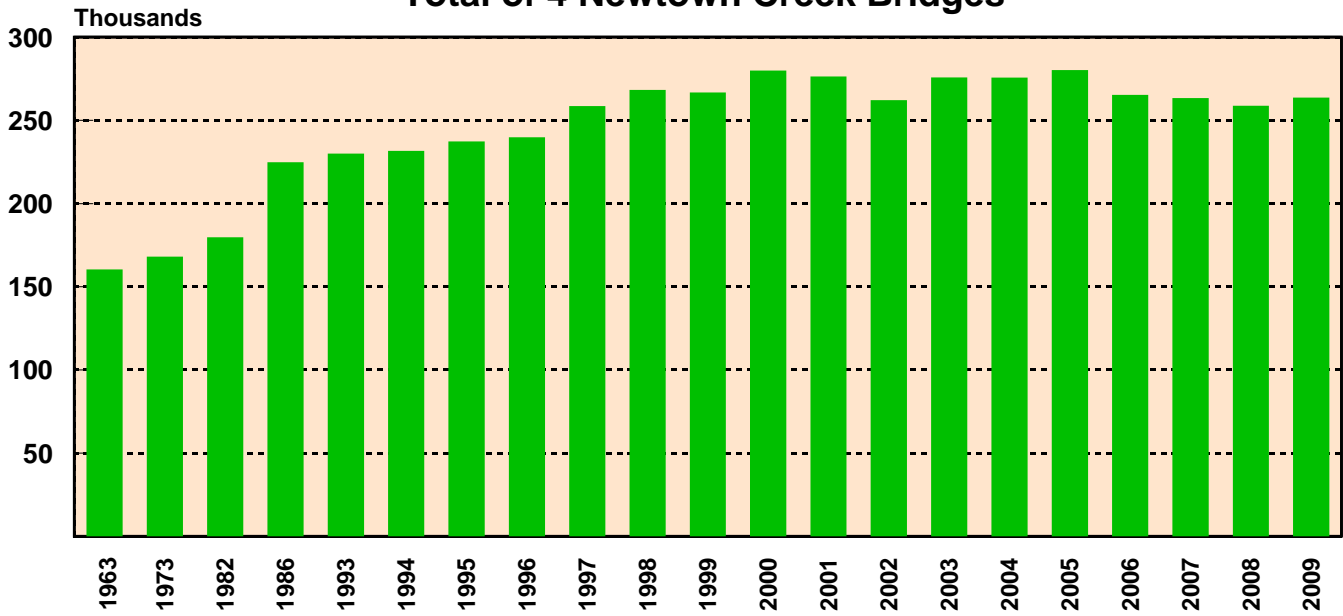
Both Directions

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Bridge | 13,895 | 13,088 | 14,139 | 13,459 | 13,016 | 12,893 | 12,585 | 13,031 | 12,576 |
| Greenpoint Ave Bridge | 26,766 | 26,306 | 28,755 | 28,437 | 29,449 | 29,840 | 27,027 | 26,926 | 26,637 |
| Kosciuszko Bridge | 196,565 | 184,379 | 194,497 | 193,612 | 198,813 | 184,341 | 186,493 | 181,783 | 188,322 |
| Pulaski Bridge | 39,062 | 38,348 | 38,346 | 40,146 | 38,911 | 38,224 | 37,221 | 37,019 | 36,103 |
| Newtown Creek Totals | 276,288 | 262,121 | 275,737 | 275,654 | 280,189 | 265,298 | 263,326 | 258,759 | 263,638 |
| Atlantic Ave | 27,895 | 28,936 | 28,486 | 28,596 | 25,960 | 24,056 | 22,246 | 21,560 | 21,477 |
| Cooper St | 9,517 | 9,274 | 9,141 | 9,220 | 9,782 | 9,293 | 8,943 | 9,502 | 9,698 |
| Cornelia St | 1,936 | 2,032 | 1,908 | 1,844 | 1,787 | 1,660 | 1,727 | 1,753 | 1,847 |
| Decatur St | 2,082 | 2,237 | 2,342 | 2,332 | 2,003 | 2,247 | 2,059 | 2,203 | 2,091 |
| DeKalb Ave | 4,910 | 5,892 | 6,110 | 6,304 | 6,209 | 5,306 | 5,274 | 5,402 | 5,534 |
| Greene Ave | 1,962 | 2,078 | 2,363 | 2,029 | 1,551 | 1,854 | 1,733 | 1,883 | 1,887 |
| Jackie Robinson Pky | 72,680 | 74,720 | 73,706 | 74,304 | 73,527 | 70,833 | 70,697 | 67,735 | 67,477 |
| Linden Blvd | 52,290 | 53,137 | 51,110 | 51,753 | 49,887 | 52,069 | 49,422 | 46,721 | 44,464 |
| Linden St | 2,544 | 2,609 | 2,270 | 2,161 | 2,123 | 2,192 | 2,012 | 1,992 | 1,936 |
| Shore Pky | 151,918 | 140,163 | 150,040 | 151,605 | 152,126 | 157,809 | 164,481 | 163,439 | 162,807 |
| Sutter Ave | 8,112 | 8,349 | 8,794 | 8,732 | 9,748 | 8,619 | 9,096 | 9,182 | 9,424 |
| Other Totals | 335,846 | 329,427 | 336,270 | 338,880 | 334,703 | 335,938 | 337,690 | 331,372 | 328,642 |
| Grand Totals | 612,134 | 591,548 | 612,007 | 614,534 | 614,892 | 601,236 | 601,016 | 590,131 | 592,280 |

Brooklyn-Queens Screenline

Historical Comparisons Average Daily Traffic Volumes

Total of 4 Newtown Creek Bridges



Total of Other Brooklyn-Queens Thoroughfares



2009 Screenline Volumes Brooklyn - Queens

| | Grand Street Bridge | | Greenpoint Ave Bridge | | Kosciuszko Bridge | | Pulaski Bridge | | Newtown Creek Totals | |
|--------------------|----------------------------|--------------|------------------------------|---------------|--------------------------|---------------|-----------------------|---------------|-----------------------------|------------------|
| | <i>W/B*</i> | <i>E/B</i> | <i>W/B*</i> | <i>E/B</i> | <i>W/B*</i> | <i>E/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>To Brooklyn</i> | <i>To Queens</i> |
| Mid-1am | 93 | 68 | 148 | 156 | 1,561 | 2,767 | 378 | 245 | 2,180 | 3,236 |
| 1-2am | 57 | 55 | 76 | 118 | 1,183 | 1,775 | 217 | 188 | 1,533 | 2,136 |
| 2-3am | 56 | 49 | 74 | 103 | 992 | 1,280 | 180 | 151 | 1,302 | 1,583 |
| 3-4am | 66 | 49 | 65 | 90 | 1,124 | 1,213 | 174 | 150 | 1,429 | 1,502 |
| 4-5am | 110 | 76 | 145 | 160 | 1,957 | 1,812 | 197 | 259 | 2,409 | 2,307 |
| 5-6am | 272 | 176 | 544 | 397 | 4,342 | 2,966 | 348 | 627 | 5,506 | 4,166 |
| 6-7am | 440 | 231 | 916 | 623 | 5,312 | 4,819 | 668 | 1,201 | 7,336 | 6,874 |
| 7-8am | 588 | 245 | 996 | 773 | 5,246 | 5,254 | 941 | 1,445 | 7,771 | 7,717 |
| 8-9am | 594 | 241 | 924 | 810 | 4,370 | 5,261 | 1,060 | 1,305 | 6,948 | 7,617 |
| 9-10am | 539 | 258 | 836 | 718 | 4,374 | 4,786 | 874 | 1,030 | 6,623 | 6,792 |
| 10-11am | 465 | 265 | 685 | 658 | 4,786 | 4,223 | 845 | 908 | 6,781 | 6,054 |
| 11-Noon | 400 | 304 | 667 | 711 | 4,645 | 4,534 | 848 | 947 | 6,560 | 6,496 |
| Noon-1 | 390 | 342 | 669 | 710 | 4,785 | 4,765 | 881 | 967 | 6,725 | 6,784 |
| 1-2pm | 408 | 335 | 668 | 743 | 4,727 | 4,894 | 961 | 983 | 6,764 | 6,955 |
| 2-3pm | 422 | 355 | 708 | 976 | 4,946 | 4,897 | 1,097 | 1,053 | 7,173 | 7,281 |
| 3-4pm | 457 | 444 | 824 | 1,149 | 4,508 | 4,513 | 1,410 | 1,138 | 7,199 | 7,244 |
| 4-5pm | 487 | 486 | 897 | 1,124 | 4,786 | 4,866 | 1,513 | 1,180 | 7,683 | 7,656 |
| 5-6pm | 408 | 490 | 908 | 1,119 | 4,757 | 5,138 | 1,372 | 1,093 | 7,445 | 7,840 |
| 6-7pm | 257 | 363 | 621 | 844 | 4,775 | 5,234 | 1,064 | 900 | 6,717 | 7,341 |
| 7-8pm | 164 | 208 | 395 | 616 | 4,395 | 5,225 | 751 | 715 | 5,705 | 6,764 |
| 8-9pm | 143 | 125 | 334 | 446 | 3,926 | 4,978 | 641 | 536 | 5,044 | 6,085 |
| 9-10pm | 110 | 110 | 281 | 352 | 3,853 | 4,394 | 537 | 457 | 4,781 | 5,313 |
| 10-11pm | 113 | 84 | 205 | 284 | 3,370 | 4,010 | 465 | 417 | 4,153 | 4,795 |
| 11-Mid | 95 | 83 | 167 | 204 | 2,547 | 3,451 | 459 | 327 | 3,268 | 4,065 |
| 24 hr Total | 7,134 | 5,442 | 12,753 | 13,884 | 91,267 | 97,055 | 17,881 | 18,222 | 129,035 | 134,603 |
| 6-10am | 2,161 | 975 | 3,672 | 2,924 | 19,302 | 20,120 | 3,543 | 4,981 | 28,678 | 29,000 |
| 10am-1pm | 1,255 | 911 | 2,021 | 2,079 | 14,216 | 13,522 | 2,574 | 2,822 | 20,066 | 19,334 |
| 1-3pm | 830 | 690 | 1,376 | 1,719 | 9,673 | 9,791 | 2,058 | 2,036 | 13,937 | 14,236 |
| 3-7pm | 1,609 | 1,783 | 3,250 | 4,236 | 18,826 | 19,751 | 5,359 | 4,311 | 29,044 | 30,081 |
| 6am-7pm | 5,855 | 4,359 | 10,319 | 10,958 | 62,017 | 63,184 | 13,534 | 14,150 | 91,725 | 92,651 |

* To Brooklyn

2009 Screenline Volumes Brooklyn - Queens (cont'd)

| | Atlantic Ave | | Cooper St | | Cornelia St | Decatur St | DeKalb Ave | | Greene Ave | | Jackie Robinson Parkway | | |
|--------------------|---------------------|---------------|------------------|--------------|--------------------|-------------------|-------------------|--------------|-------------------|------------|------------------------------------|---------------|---------------|
| | <i>W/B*</i> | <i>E/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>N/B</i> | <i>N/B</i> | <i>S/B*</i> | <i>N/B</i> | <i>N/B</i> | <i>N/B</i> | <i>W/B*</i> | <i>E/B</i> | |
| Mid-1am | 136 | 154 | 80 | 37 | | 27 | | 26 | 25 | | 29 | 488 | 551 |
| 1-2am | 96 | 102 | 46 | 25 | | 15 | | 20 | 16 | | 21 | 241 | 316 |
| 2-3am | 65 | 67 | 32 | 22 | | 9 | | 14 | 14 | | 12 | 160 | 236 |
| 3-4am | 70 | 66 | 29 | 19 | | 9 | | 14 | 12 | | 11 | 160 | 239 |
| 4-5am | 95 | 81 | 51 | 29 | | 13 | | 21 | 16 | | 15 | 316 | 400 |
| 5-6am | 234 | 135 | 118 | 71 | | 18 | | 59 | 44 | | 23 | 912 | 867 |
| 6-7am | 539 | 272 | 324 | 125 | | 53 | | 152 | 106 | | 78 | 2,299 | 1,805 |
| 7-8am | 759 | 442 | 547 | 183 | | 101 | | 290 | 160 | | 130 | 2,653 | 1,913 |
| 8-9am | 714 | 450 | 482 | 193 | | 91 | | 260 | 156 | | 102 | 2,385 | 1,759 |
| 9-10am | 575 | 448 | 343 | 163 | | 81 | | 163 | 120 | | 102 | 1,959 | 1,462 |
| 10-11am | 520 | 491 | 270 | 150 | | 90 | | 128 | 124 | | 81 | 1,515 | 1,323 |
| 11-Noon | 521 | 525 | 272 | 181 | | 80 | | 142 | 138 | | 86 | 1,332 | 1,383 |
| Noon-1 | 547 | 572 | 284 | 167 | | 91 | | 145 | 143 | | 71 | 1,399 | 1,559 |
| 1-2pm | 586 | 615 | 300 | 188 | | 108 | | 153 | 144 | | 99 | 1,494 | 1,727 |
| 2-3pm | 588 | 670 | 351 | 212 | | 116 | | 168 | 161 | | 115 | 1,743 | 2,081 |
| 3-4pm | 660 | 799 | 363 | 274 | | 129 | | 188 | 181 | | 114 | 2,144 | 2,319 |
| 4-5pm | 722 | 903 | 392 | 267 | | 130 | | 191 | 208 | | 124 | 2,311 | 2,410 |
| 5-6pm | 730 | 958 | 404 | 271 | | 155 | | 198 | 187 | | 132 | 2,163 | 2,503 |
| 6-7pm | 675 | 830 | 375 | 209 | | 138 | | 181 | 162 | | 135 | 1,883 | 2,284 |
| 7-8pm | 551 | 649 | 317 | 203 | | 111 | | 157 | 129 | | 127 | 1,543 | 1,929 |
| 8-9pm | 464 | 493 | 271 | 176 | | 89 | | 111 | 99 | | 87 | 1,263 | 1,572 |
| 9-10pm | 384 | 405 | 222 | 134 | | 84 | | 85 | 84 | | 85 | 1,130 | 1,348 |
| 10-11pm | 317 | 329 | 195 | 105 | | 64 | | 67 | 71 | | 60 | 984 | 1,228 |
| 11-Mid | 228 | 245 | 148 | 78 | | 45 | | 53 | 48 | | 48 | 860 | 926 |
| 24 hr Total | 10,776 | 10,701 | 6,216 | 3,482 | | 1,847 | | 2,986 | 2,548 | | 1,887 | 33,337 | 34,140 |
| 6-10am | 2,587 | 1,612 | 1,696 | 664 | | 326 | | 865 | 542 | | 412 | 9,296 | 6,939 |
| 10am-1pm | 1,588 | 1,588 | 826 | 498 | | 261 | | 415 | 405 | | 238 | 4,246 | 4,265 |
| 1-3pm | 1,174 | 1,285 | 651 | 400 | | 224 | | 321 | 305 | | 214 | 3,237 | 3,808 |
| 3-7pm | 2,787 | 3,490 | 1,534 | 1,021 | | 552 | | 758 | 738 | | 505 | 8,501 | 9,516 |
| 6am-7pm | 8,136 | 7,975 | 4,707 | 2,583 | | 1,363 | | 2,359 | 1,990 | | 1,369 | 25,280 | 24,528 |

* To Brooklyn

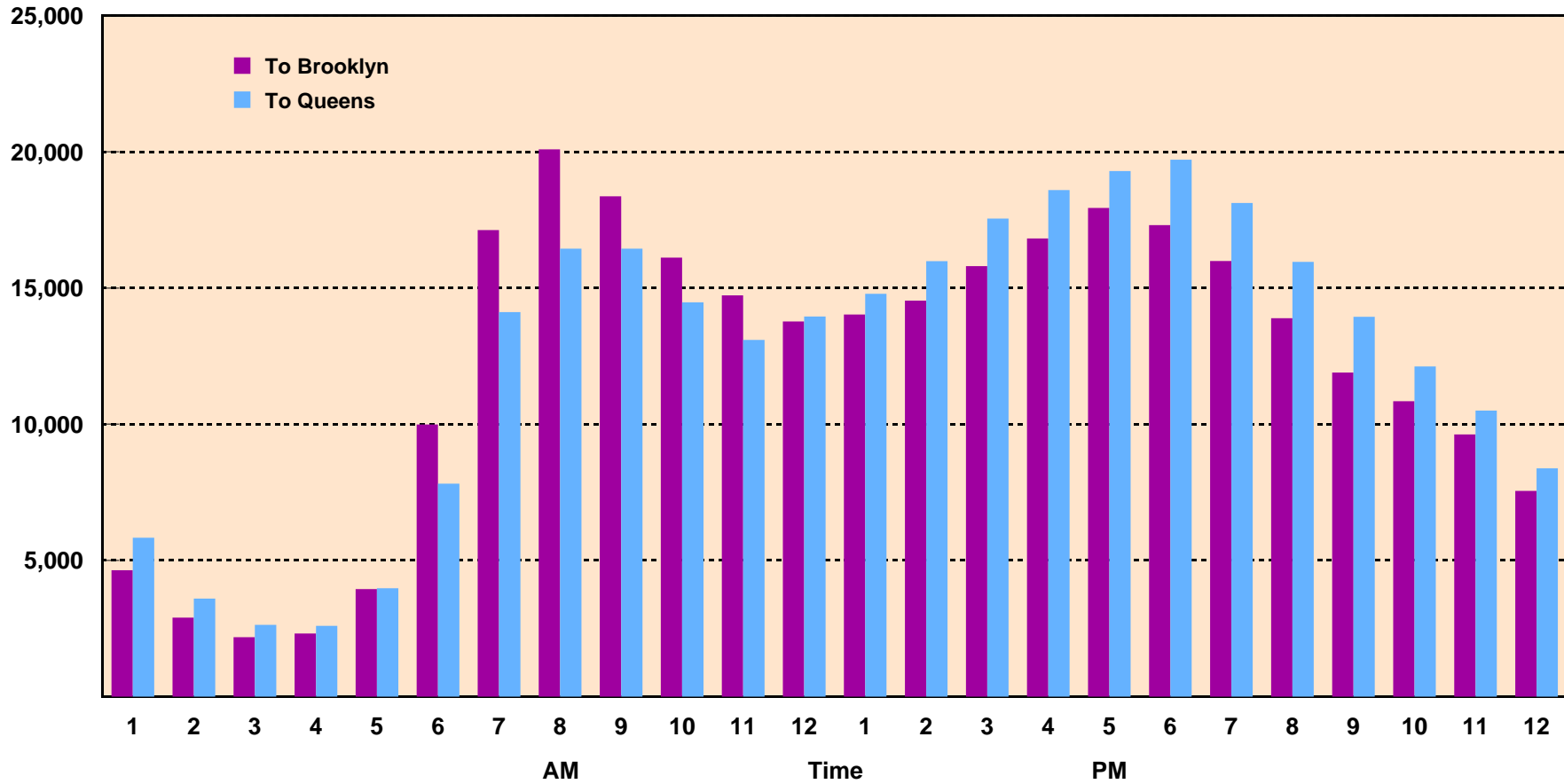
2009 Screenline Volumes Brooklyn - Queens (cont'd)

| | <i>Linden Blvd</i> | | <i>Linden St</i> | <i>Shore Parkway</i> | | <i>Sutter Ave</i> | | <i>Other Totals</i> | | <i>Grand Totals</i> | |
|--------------------|--------------------|---------------|------------------|----------------------|---------------|-------------------|--------------|---------------------|------------------|---------------------|------------------|
| | <i>W/B*</i> | <i>E/B</i> | <i>N/B</i> | <i>W/B*</i> | <i>E/B</i> | <i>W/B*</i> | <i>E/B</i> | <i>To Brooklyn</i> | <i>To Queens</i> | <i>To Brooklyn</i> | <i>To Queens</i> |
| Mid-1am | 331 | 380 | 29 | 1,332 | 1,278 | 66 | 57 | 2,459 | 2,594 | 4,639 | 5,830 |
| 1-2am | 212 | 228 | 21 | 706 | 660 | 43 | 38 | 1,364 | 1,459 | 2,897 | 3,595 |
| 2-3am | 159 | 188 | 16 | 428 | 451 | 22 | 25 | 880 | 1,051 | 2,182 | 2,634 |
| 3-4am | 177 | 202 | 15 | 407 | 481 | 29 | 26 | 886 | 1,092 | 2,315 | 2,594 |
| 4-5am | 266 | 278 | 17 | 742 | 770 | 43 | 34 | 1,534 | 1,666 | 3,943 | 3,973 |
| 5-6am | 642 | 444 | 33 | 2,404 | 1,906 | 111 | 75 | 4,480 | 3,649 | 9,986 | 7,815 |
| 6-7am | 1,459 | 783 | 56 | 4,771 | 3,671 | 245 | 229 | 9,789 | 7,242 | 17,125 | 14,116 |
| 7-8am | 2,153 | 894 | 101 | 5,545 | 4,424 | 372 | 256 | 12,319 | 8,726 | 20,090 | 16,443 |
| 8-9am | 1,986 | 998 | 103 | 5,225 | 4,621 | 364 | 249 | 11,416 | 8,828 | 18,364 | 16,445 |
| 9-10am | 1,460 | 959 | 88 | 4,736 | 3,975 | 257 | 194 | 9,493 | 7,687 | 16,116 | 14,479 |
| 10-11am | 1,188 | 933 | 83 | 4,095 | 3,495 | 233 | 187 | 7,949 | 7,041 | 14,730 | 13,095 |
| 11-Noon | 1,050 | 1,049 | 96 | 3,685 | 3,617 | 206 | 190 | 7,208 | 7,460 | 13,768 | 13,956 |
| Noon-1 | 1,140 | 1,111 | 110 | 3,555 | 3,867 | 232 | 216 | 7,302 | 8,006 | 14,027 | 14,790 |
| 1-2pm | 1,147 | 1,204 | 96 | 3,854 | 4,490 | 239 | 253 | 7,773 | 9,028 | 14,537 | 15,983 |
| 2-3pm | 1,164 | 1,300 | 116 | 4,324 | 5,096 | 291 | 269 | 8,629 | 10,264 | 15,802 | 17,545 |
| 3-4pm | 1,244 | 1,614 | 119 | 4,694 | 5,323 | 329 | 309 | 9,622 | 11,353 | 16,821 | 18,597 |
| 4-5pm | 1,279 | 1,570 | 123 | 5,011 | 5,430 | 346 | 317 | 10,252 | 11,640 | 17,935 | 19,296 |
| 5-6pm | 1,222 | 1,570 | 157 | 4,790 | 5,457 | 355 | 318 | 9,862 | 11,873 | 17,307 | 19,713 |
| 6-7pm | 1,108 | 1,293 | 143 | 4,715 | 5,162 | 336 | 286 | 9,273 | 10,780 | 15,990 | 18,121 |
| 7-8pm | 1,020 | 1,046 | 125 | 4,324 | 4,530 | 275 | 224 | 8,187 | 9,198 | 13,892 | 15,962 |
| 8-9pm | 816 | 1,023 | 101 | 3,711 | 3,912 | 213 | 196 | 6,849 | 7,857 | 11,893 | 13,942 |
| 9-10pm | 748 | 842 | 80 | 3,303 | 3,501 | 189 | 164 | 6,061 | 6,803 | 10,842 | 12,116 |
| 10-11pm | 697 | 747 | 65 | 3,041 | 2,829 | 168 | 132 | 5,469 | 5,700 | 9,622 | 10,495 |
| 11-Mid | 541 | 599 | 43 | 2,339 | 2,124 | 111 | 105 | 4,280 | 4,309 | 7,548 | 8,374 |
| 24 hr Total | 23,209 | 21,255 | 1,936 | 81,737 | 81,070 | 5,075 | 4,349 | 163,336 | 165,306 | 292,371 | 299,909 |
| 6-10am | 7,058 | 3,634 | 348 | 20,277 | 16,691 | 1,238 | 928 | 43,017 | 32,483 | 71,695 | 61,483 |
| 10am-1pm | 3,378 | 3,093 | 289 | 11,335 | 10,979 | 671 | 593 | 22,459 | 22,507 | 42,525 | 41,841 |
| 1-3pm | 2,311 | 2,504 | 212 | 8,178 | 9,586 | 530 | 522 | 16,402 | 19,292 | 30,339 | 33,528 |
| 3-7pm | 4,853 | 6,047 | 542 | 19,210 | 21,372 | 1,366 | 1,230 | 39,009 | 45,646 | 68,053 | 75,727 |
| 6am-7pm | 17,600 | 15,278 | 1,391 | 59,000 | 58,628 | 3,805 | 3,273 | 120,887 | 119,928 | 212,612 | 212,579 |

* To Brooklyn

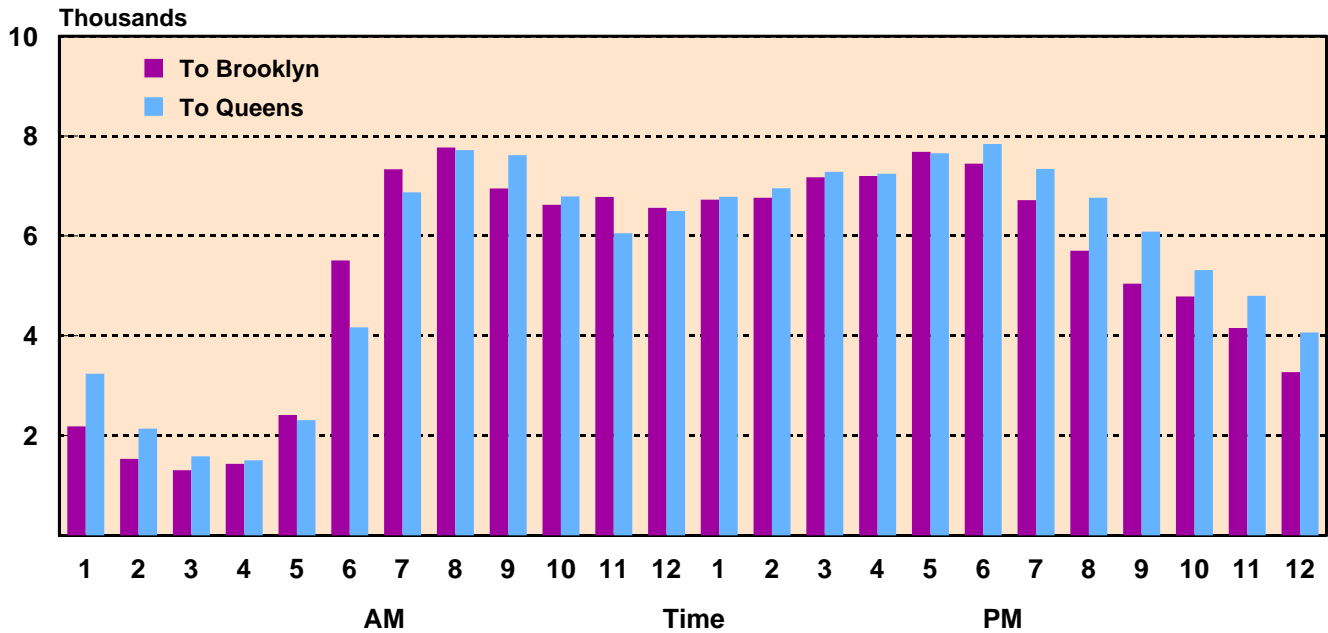
Brooklyn-Queens Screenline

Total Hourly Vehicle Volumes - 2009

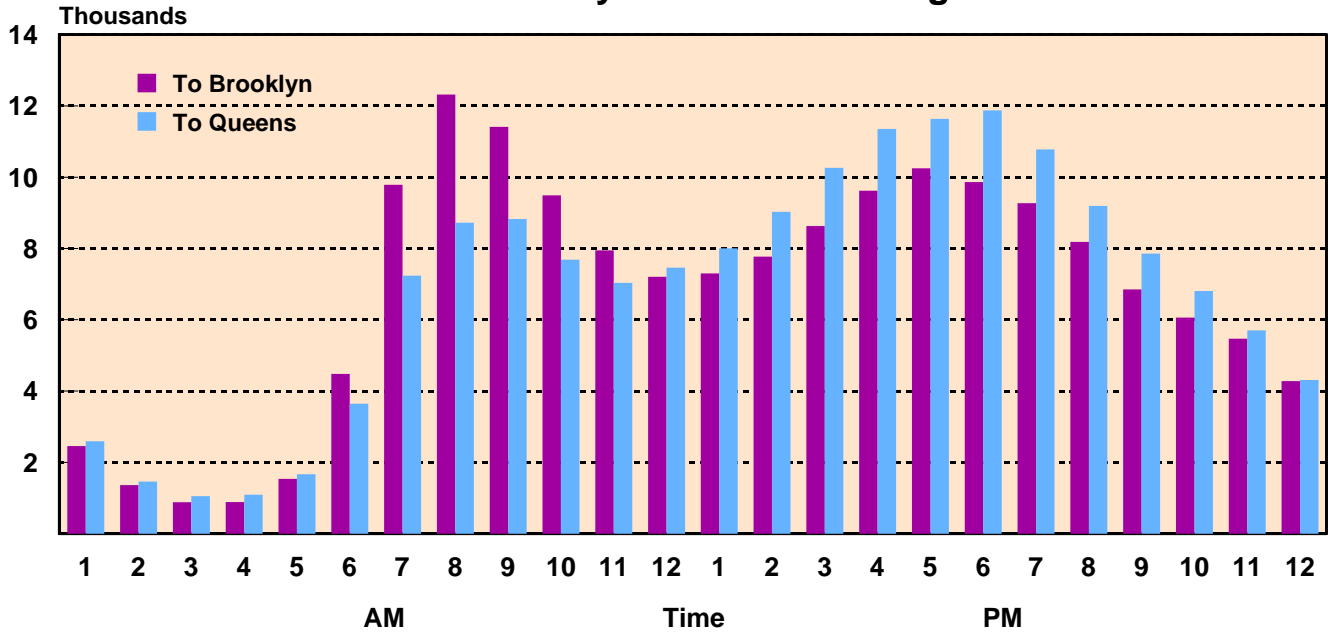


Brooklyn-Queens Screenline Hourly Vehicle Volumes

Newtown Creek Totals - 2009

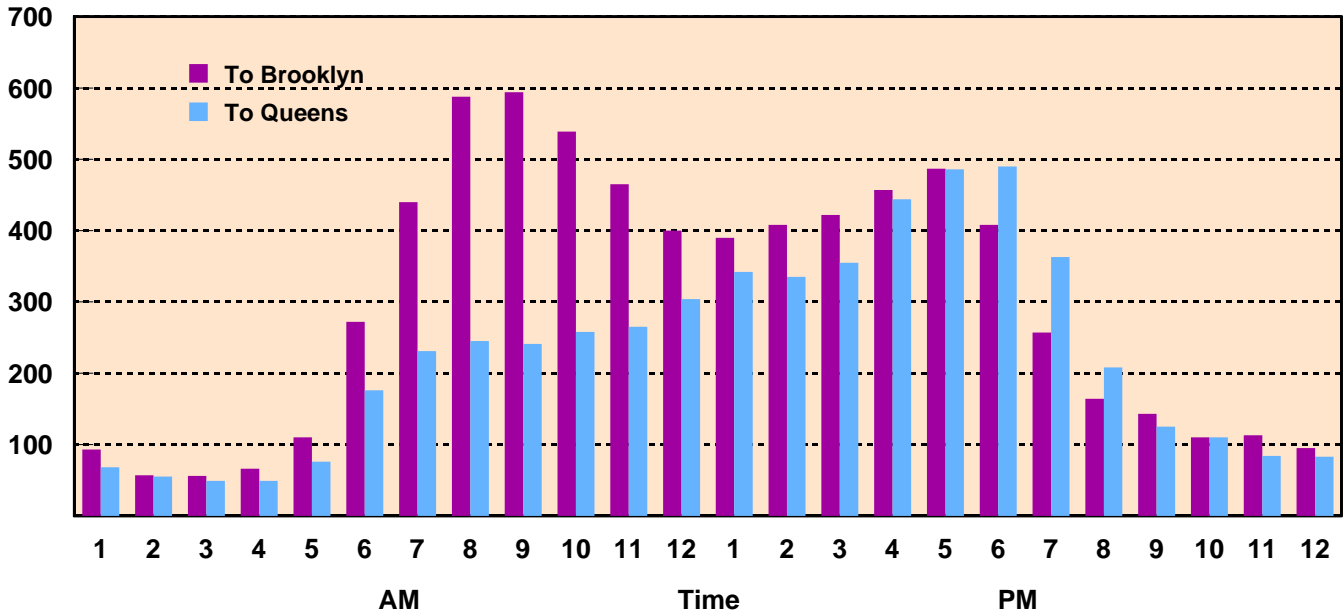


Total of Other Brooklyn-Queens Thoroughfares - 2009

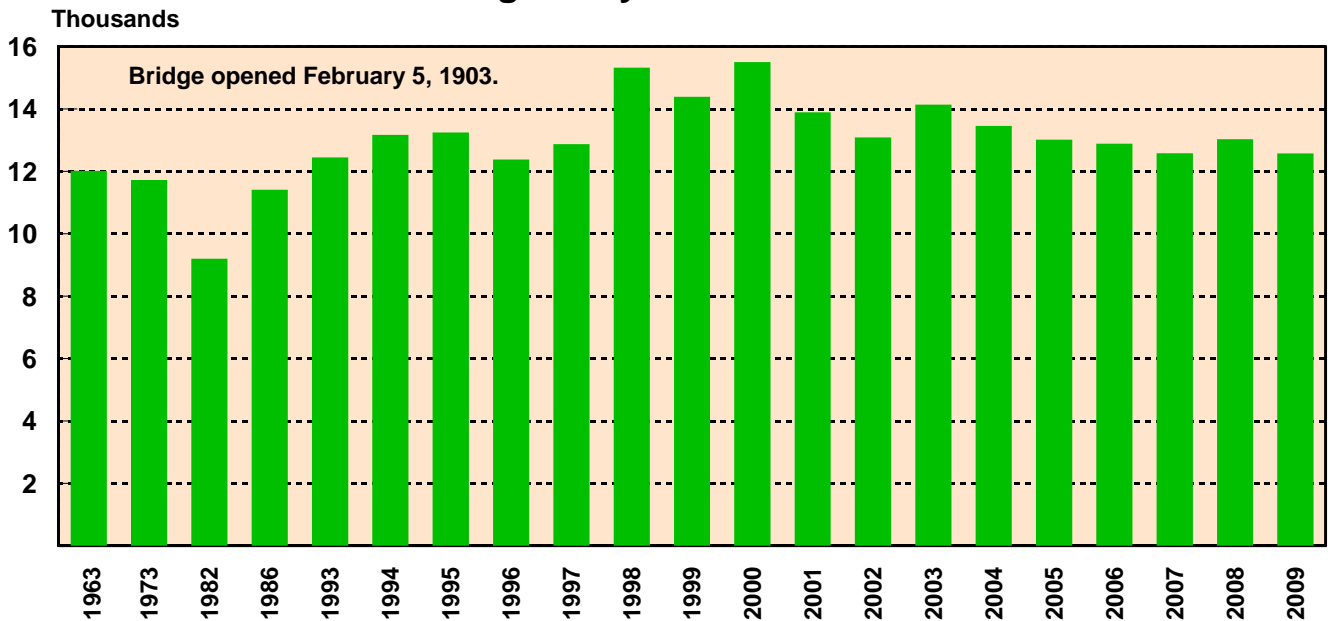


Brooklyn-Queens Screenline Volumes

Grand Street Bridge - 2009 Hourly Vehicular Volumes

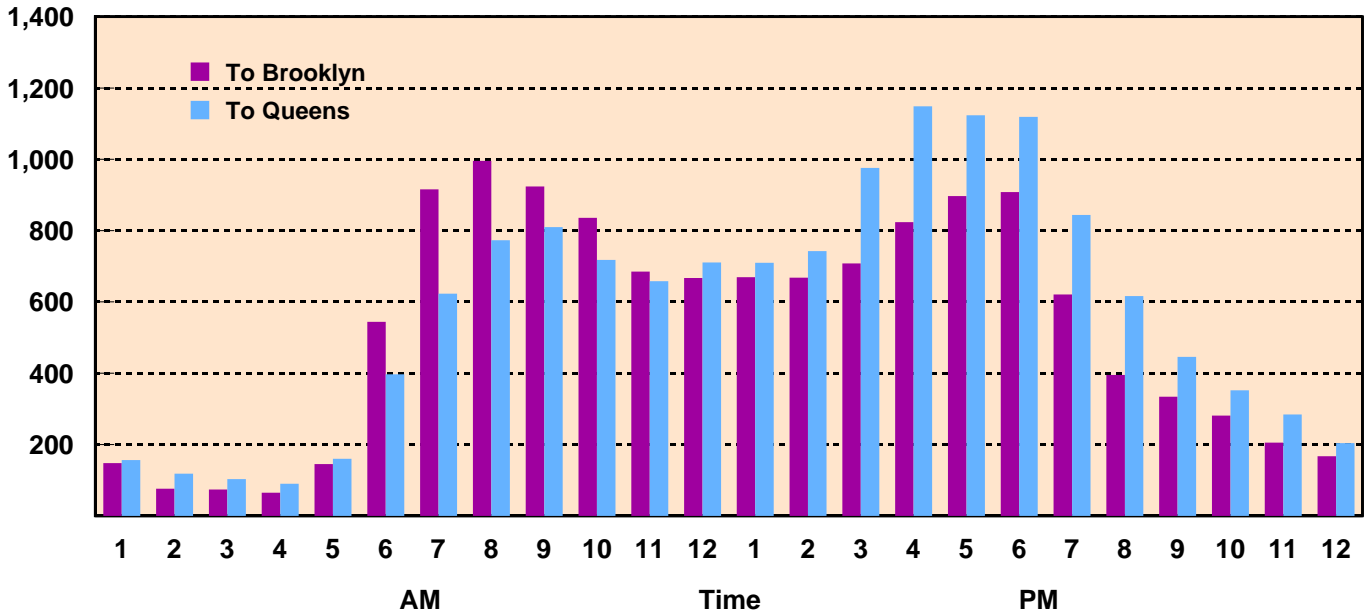


Grand Street Bridge Average Daily Traffic Volumes



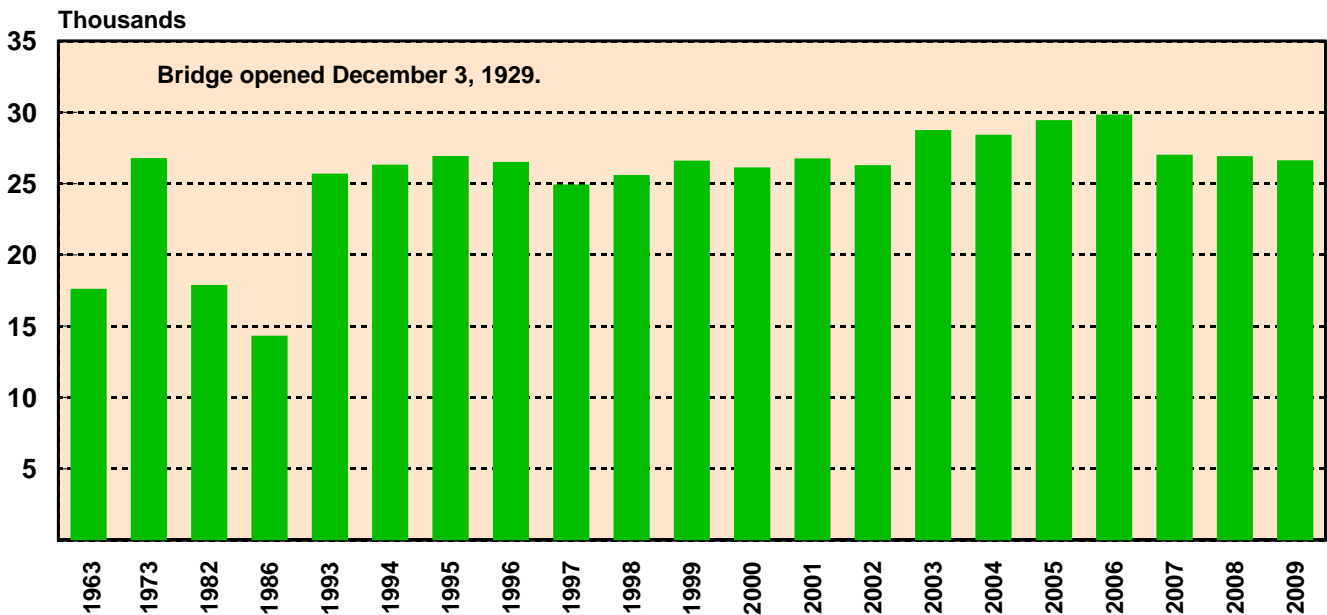
Brooklyn-Queens Screenline Volumes

Greenpoint Avenue Bridge - 2009 Hourly Vehicular Volumes



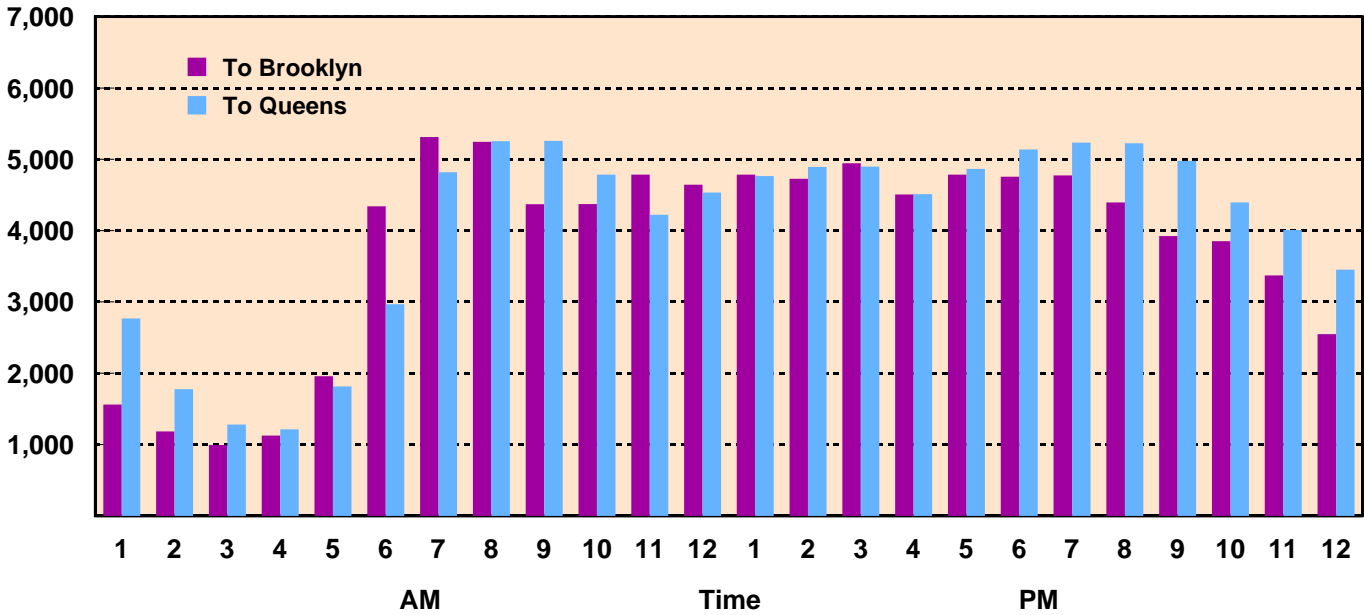
Note: Greenpoint Avenue Bridge also known as J.J. Byrne Memorial Bridge.

Greenpoint Avenue Bridge Average Daily Traffic Volumes

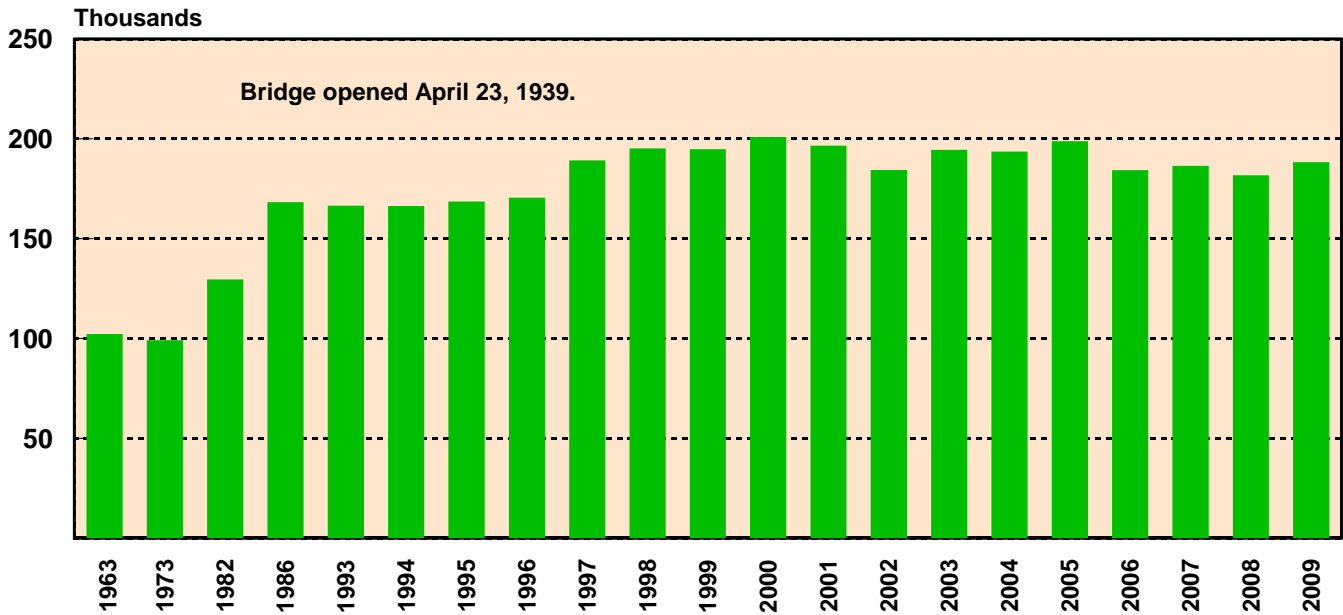


Brooklyn-Queens Screenline Volumes

Kosciuszko Bridge - 2009 Hourly Vehicular Volumes

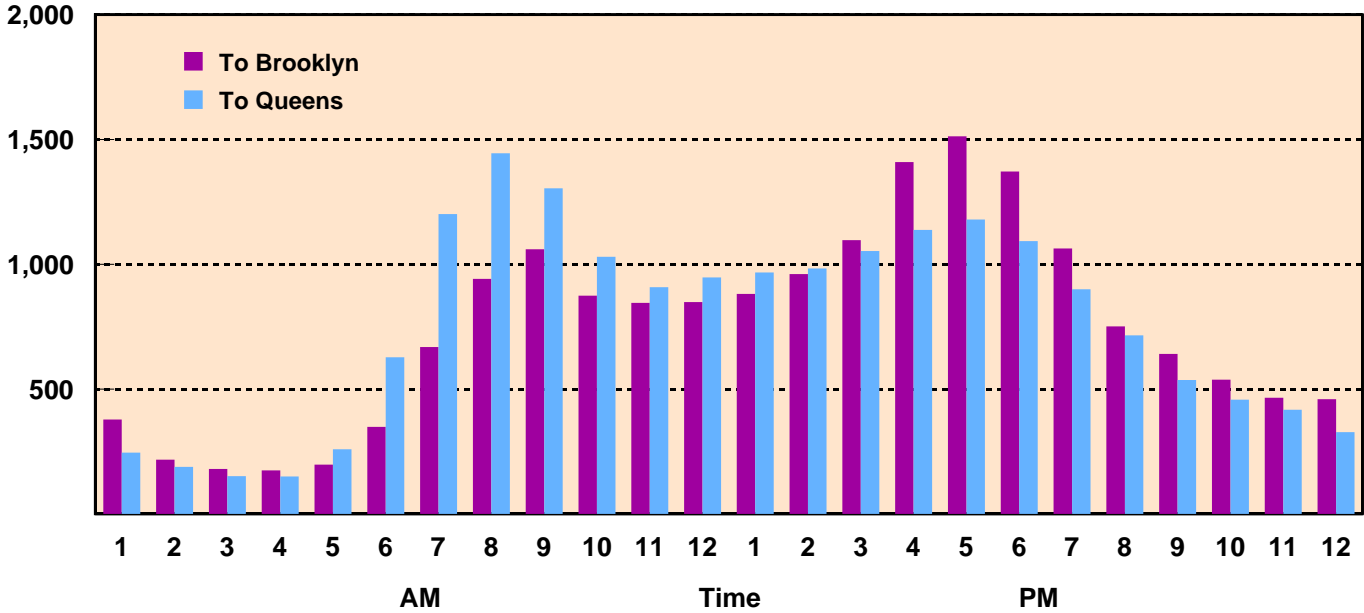


Kosciuszko Bridge Average Daily Traffic Volumes

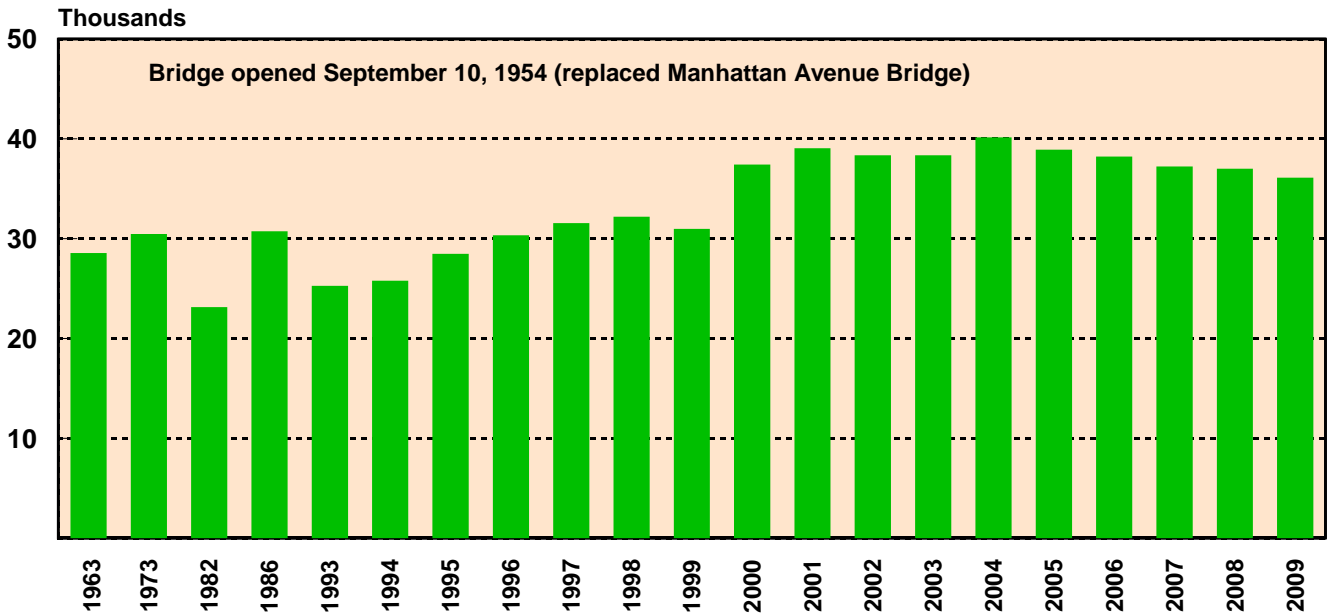


Brooklyn-Queens Screenline Volumes

Pulaski Bridge - 2009 Hourly Vehicular Volumes

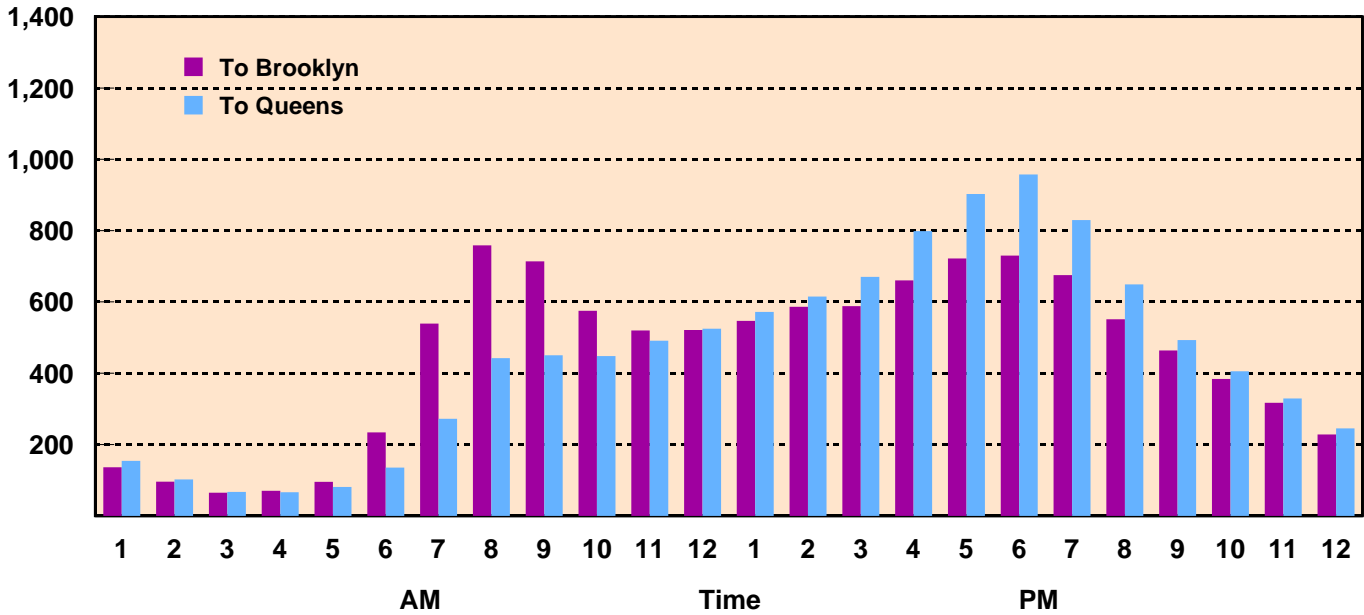


Pulaski Bridge Average Daily Traffic Volumes

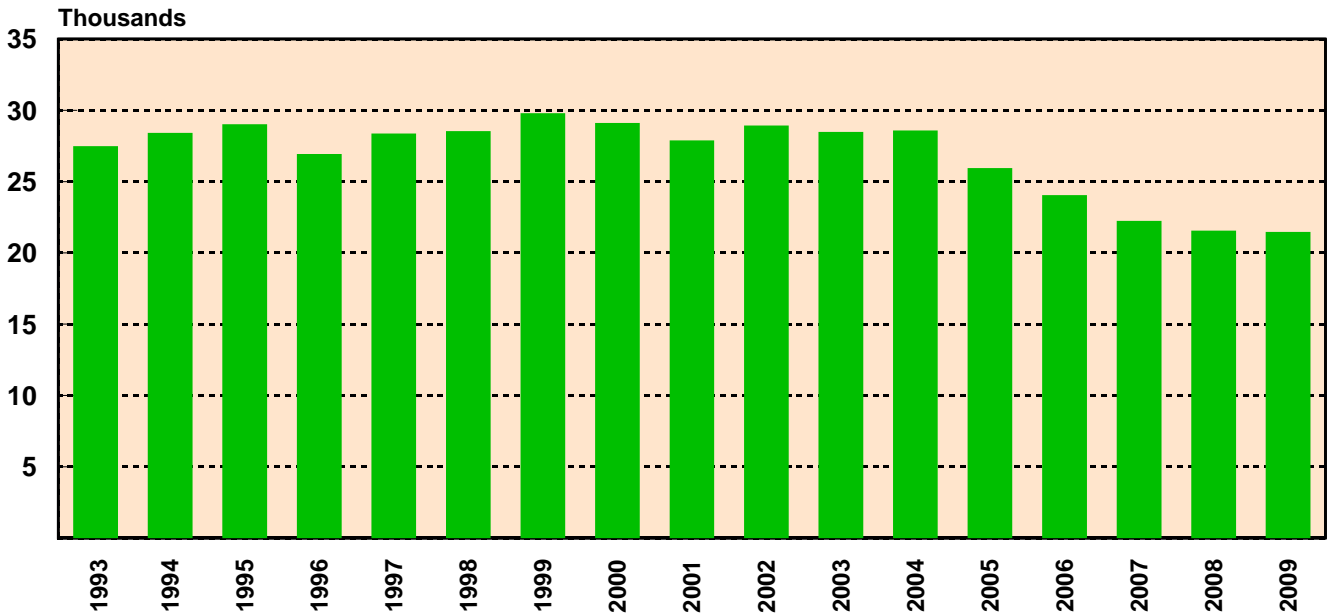


Brooklyn-Queens Screenline Volumes

Atlantic Avenue - 2009 Hourly Vehicular Volumes

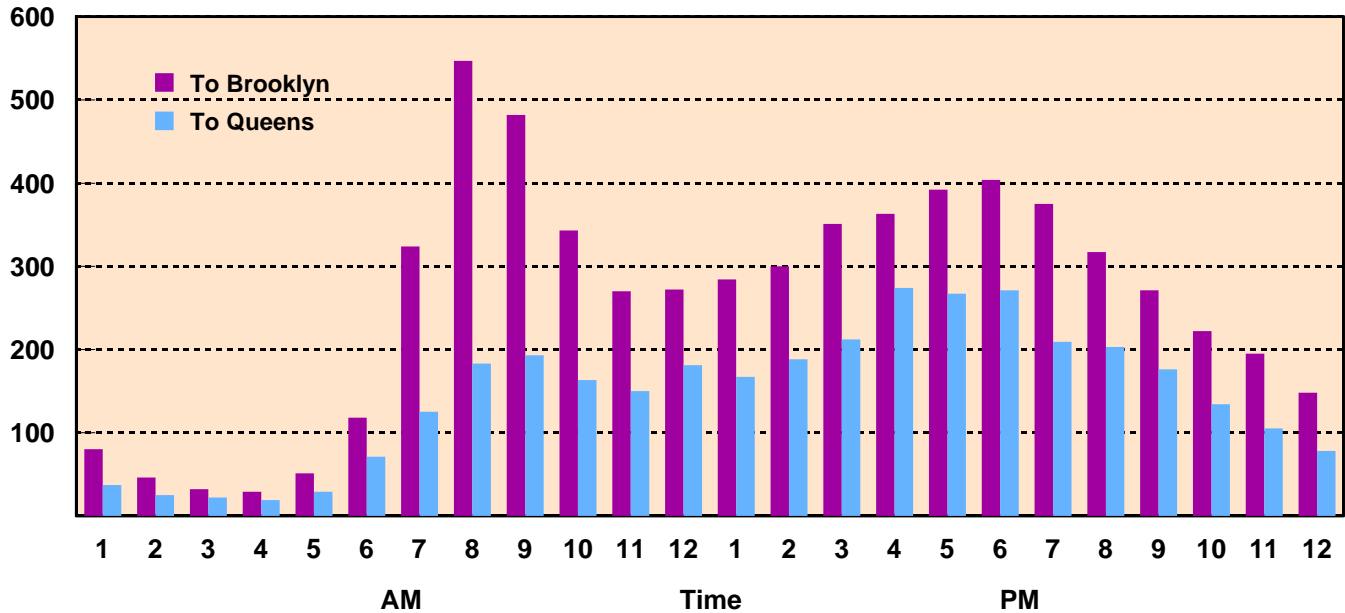


Atlantic Avenue Average Daily Traffic Volumes

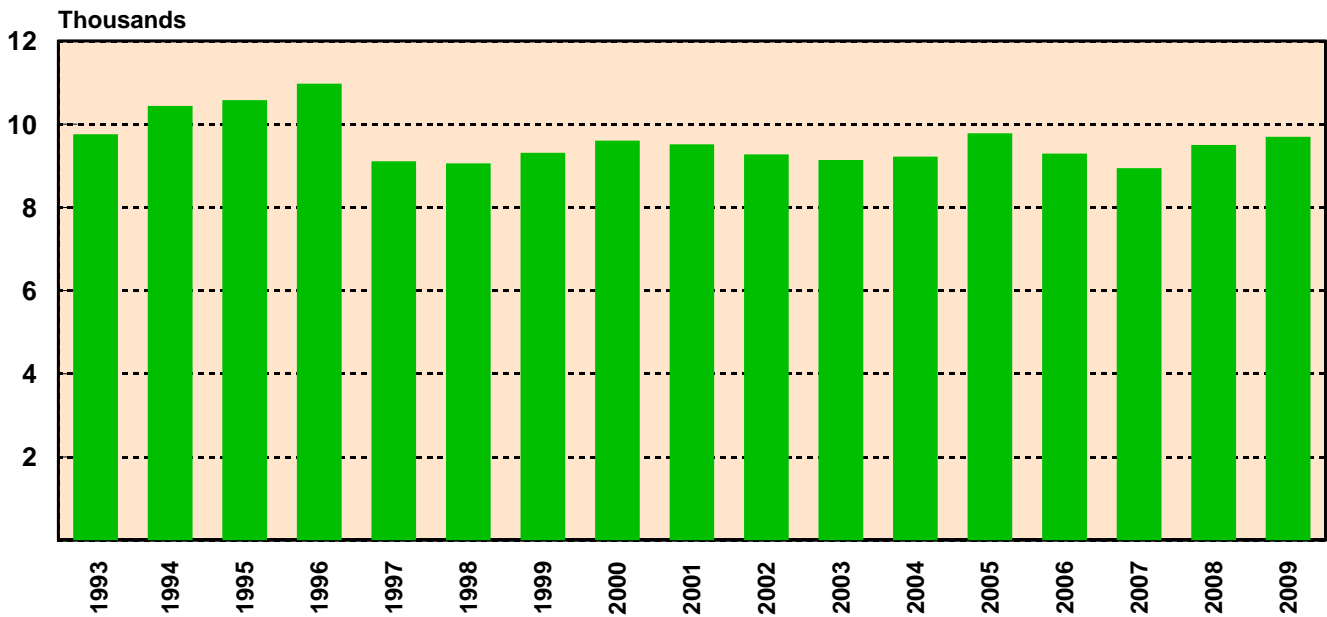


Brooklyn-Queens Screenline Volumes

Cooper Street - 2009 Hourly Vehicular Volumes

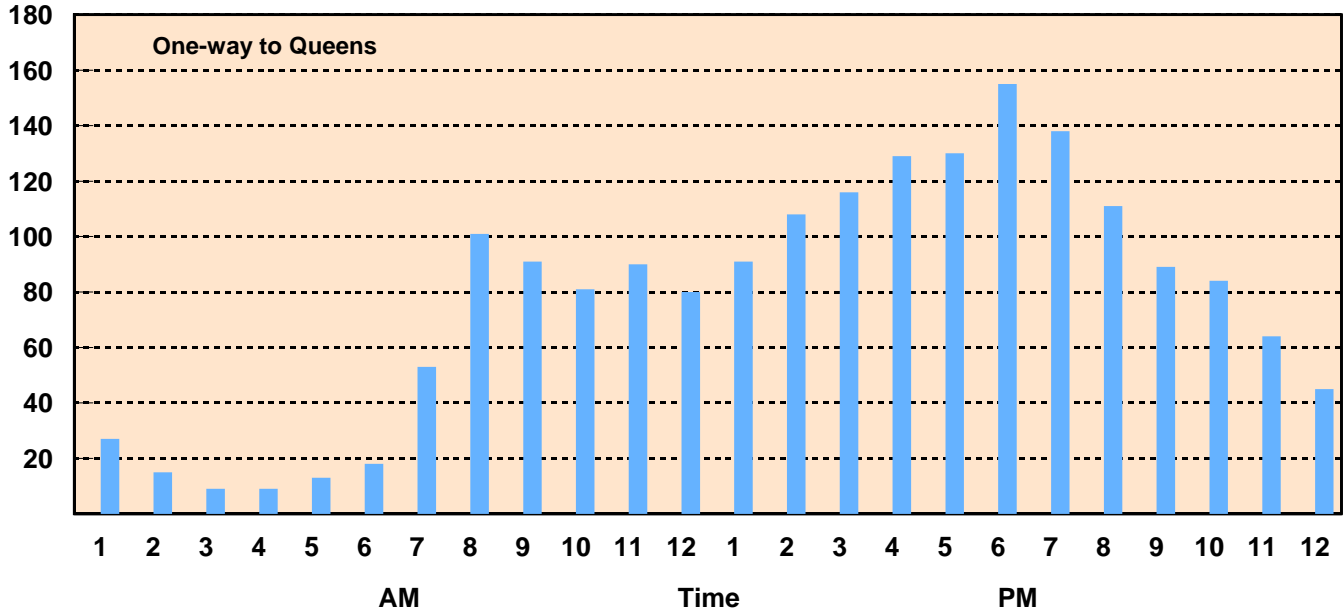


Cooper Street Average Daily Traffic Volumes

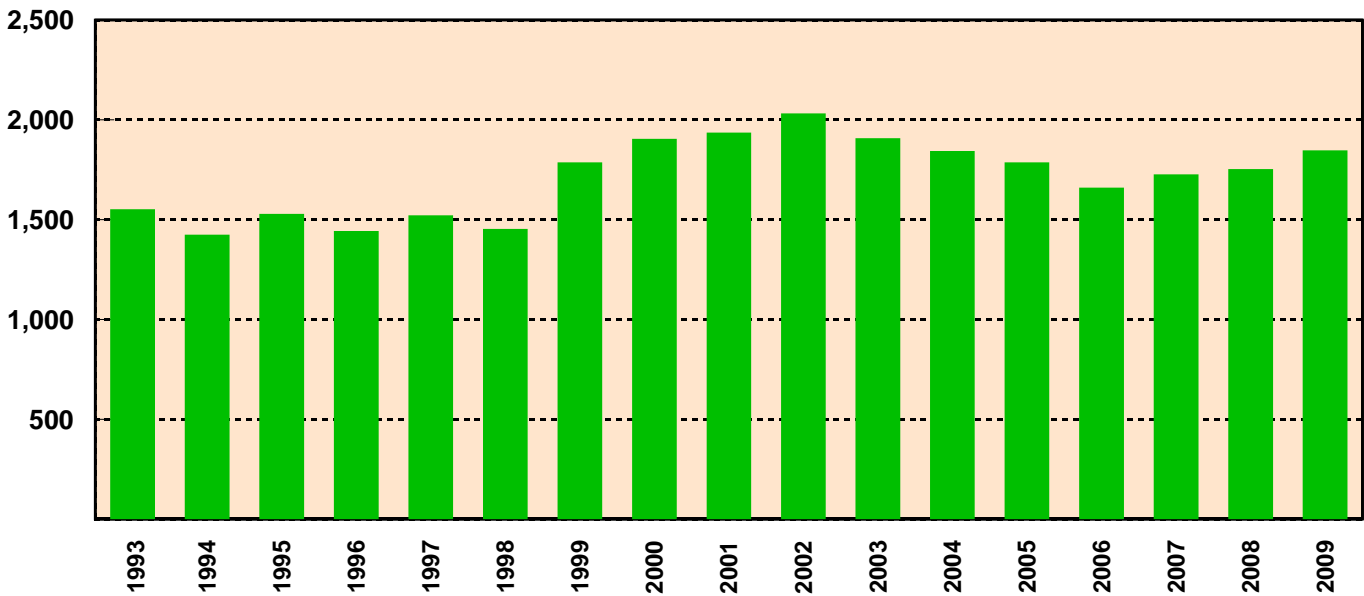


Brooklyn-Queens Screenline Volumes

Cornelia Street - 2009 Hourly Vehicular Volumes

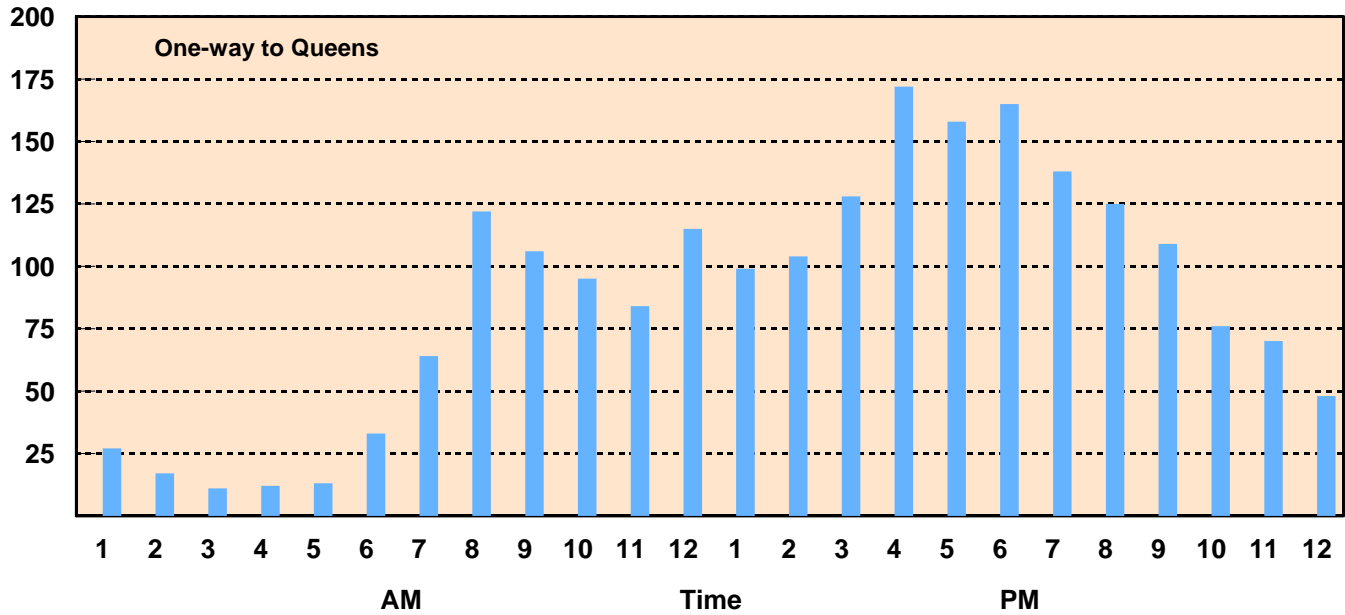


Cornelia Street Average Daily Traffic Volumes

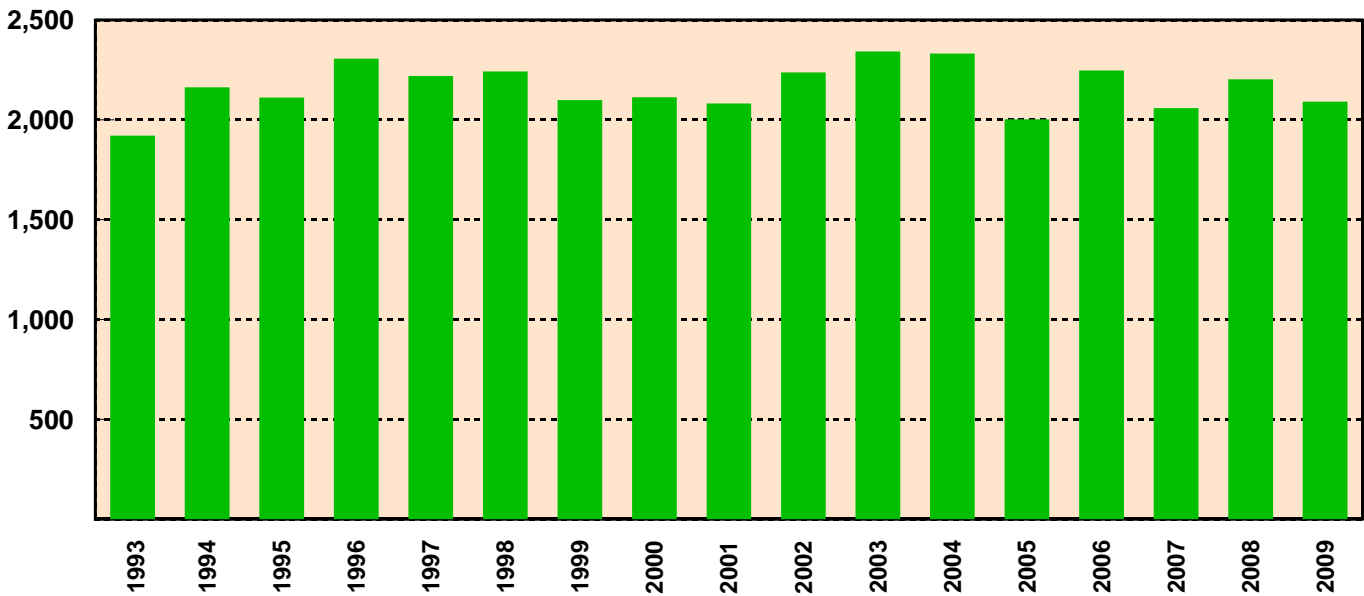


Brooklyn-Queens Screenline Volumes

Decatur Street - 2009 Hourly Vehicular Volumes

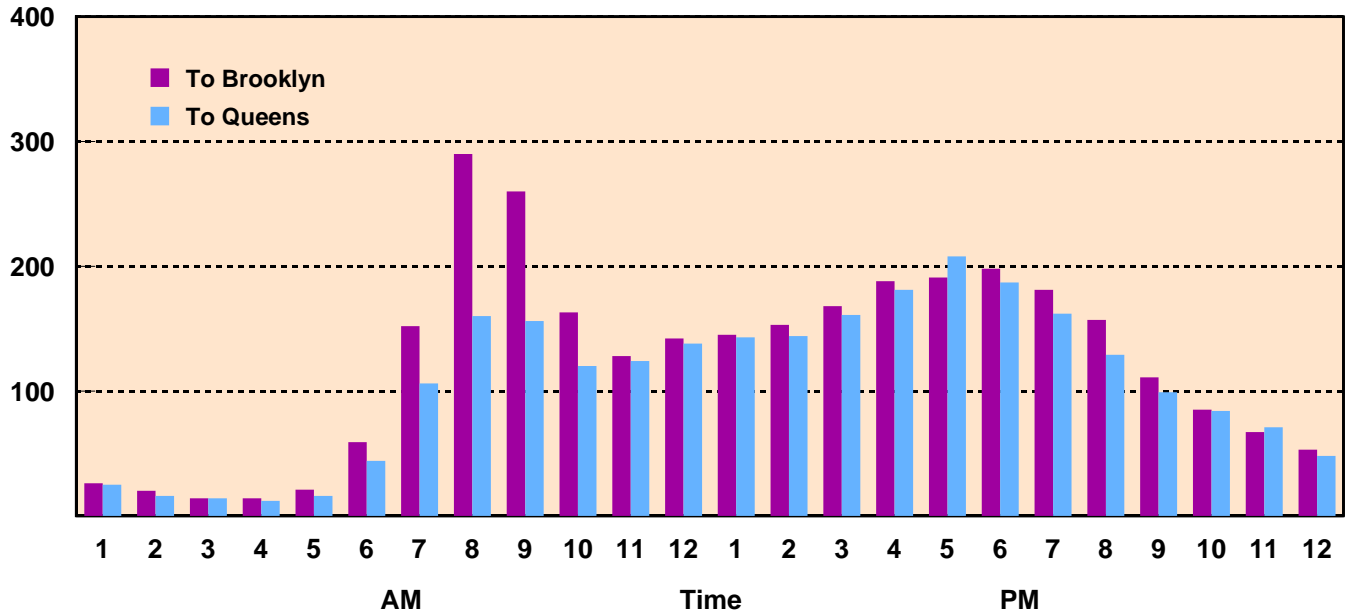


Decatur Street Average Daily Traffic Volumes

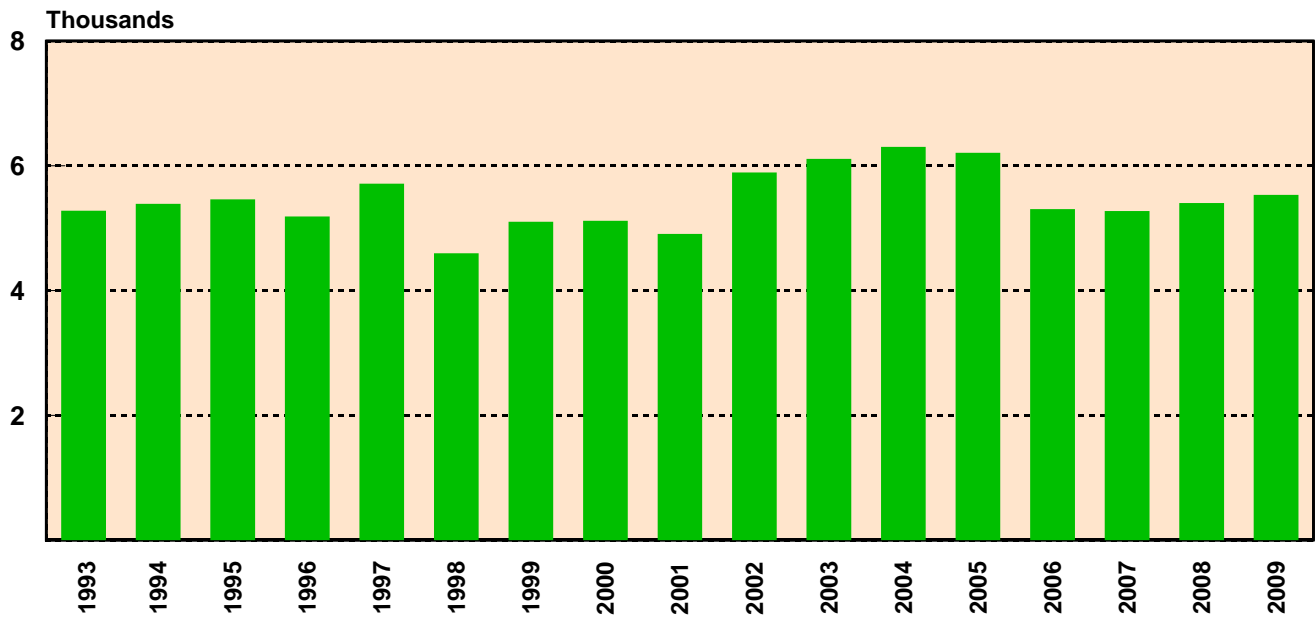


Brooklyn-Queens Screenline Volumes

DeKalb Avenue - 2009 Hourly Vehicular Volumes

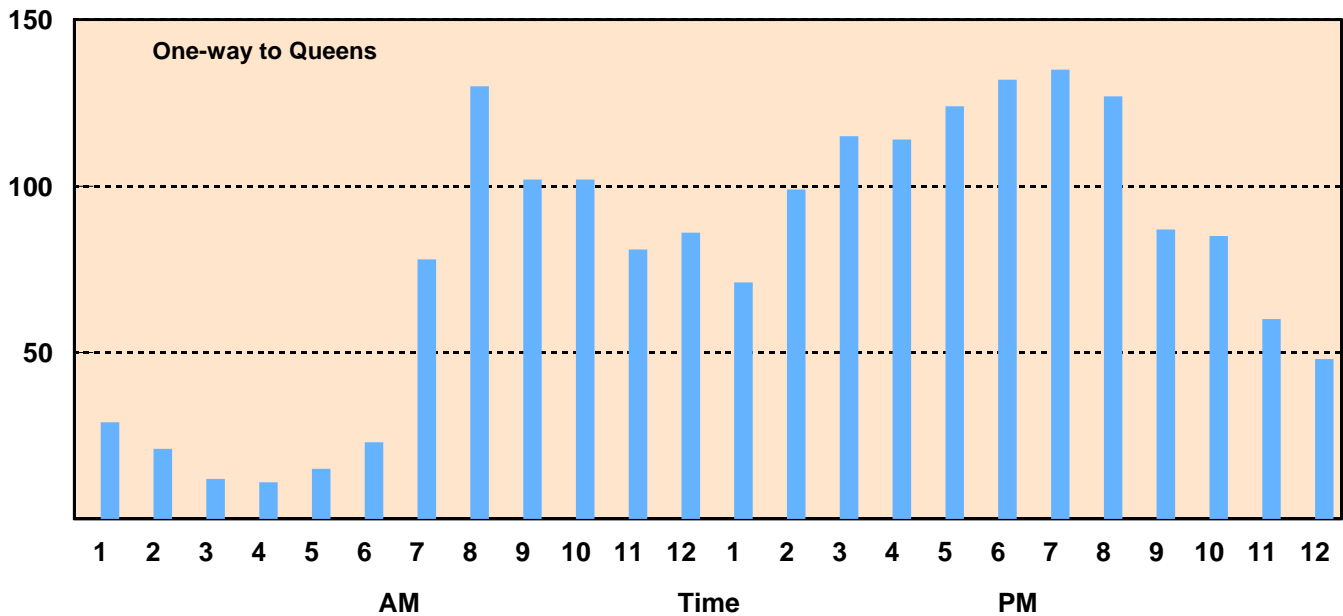


DeKalb Avenue Average Daily Traffic Volumes

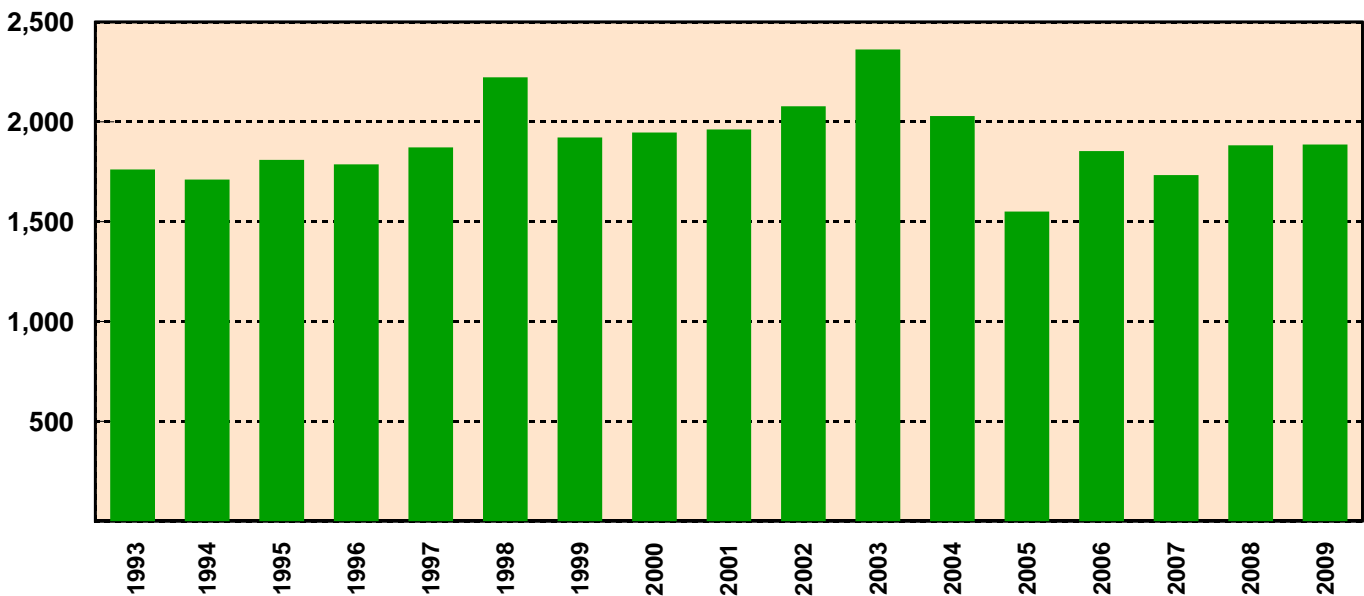


Brooklyn-Queens Screenline Volumes

Greene Avenue - 2009 Hourly Vehicular Volumes

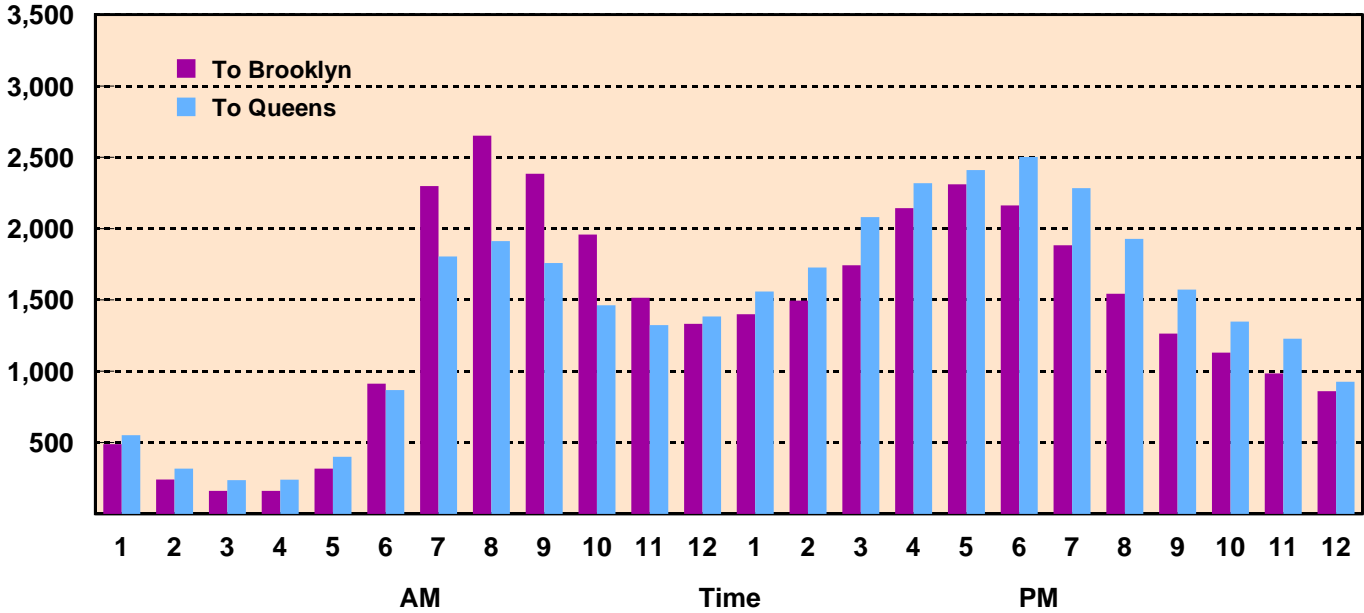


Greene Avenue Average Daily Traffic Volumes

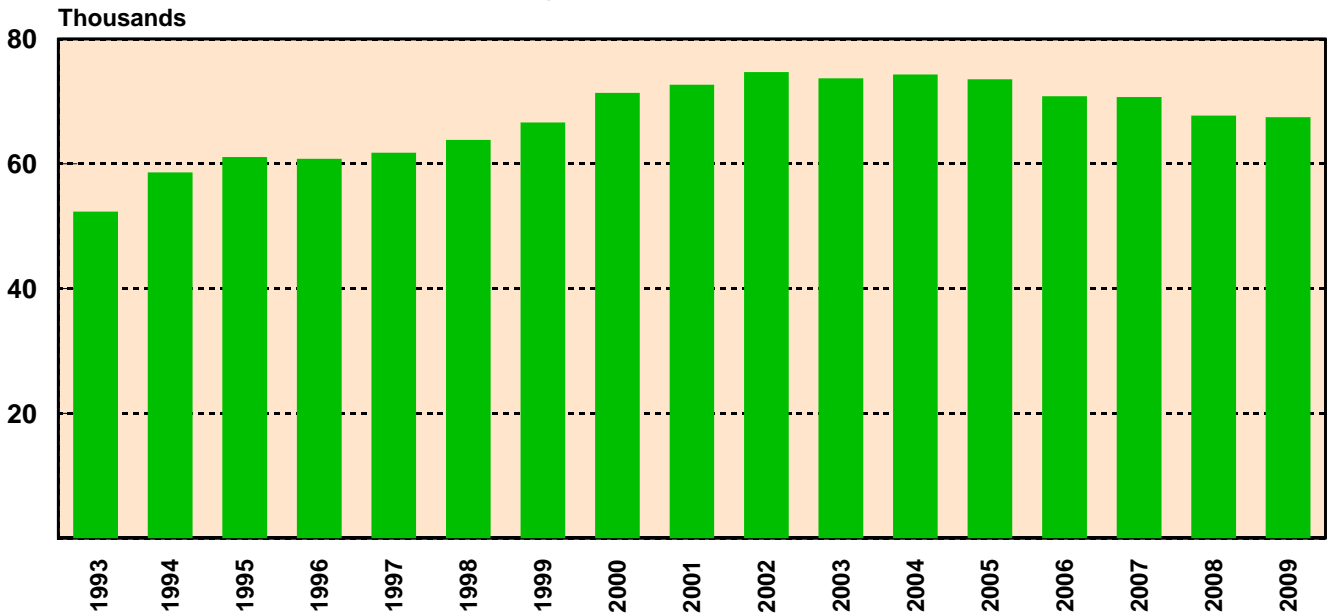


Brooklyn-Queens Screenline Volumes

Jackie Robinson Parkway - 2009 Hourly Vehicular Volumes

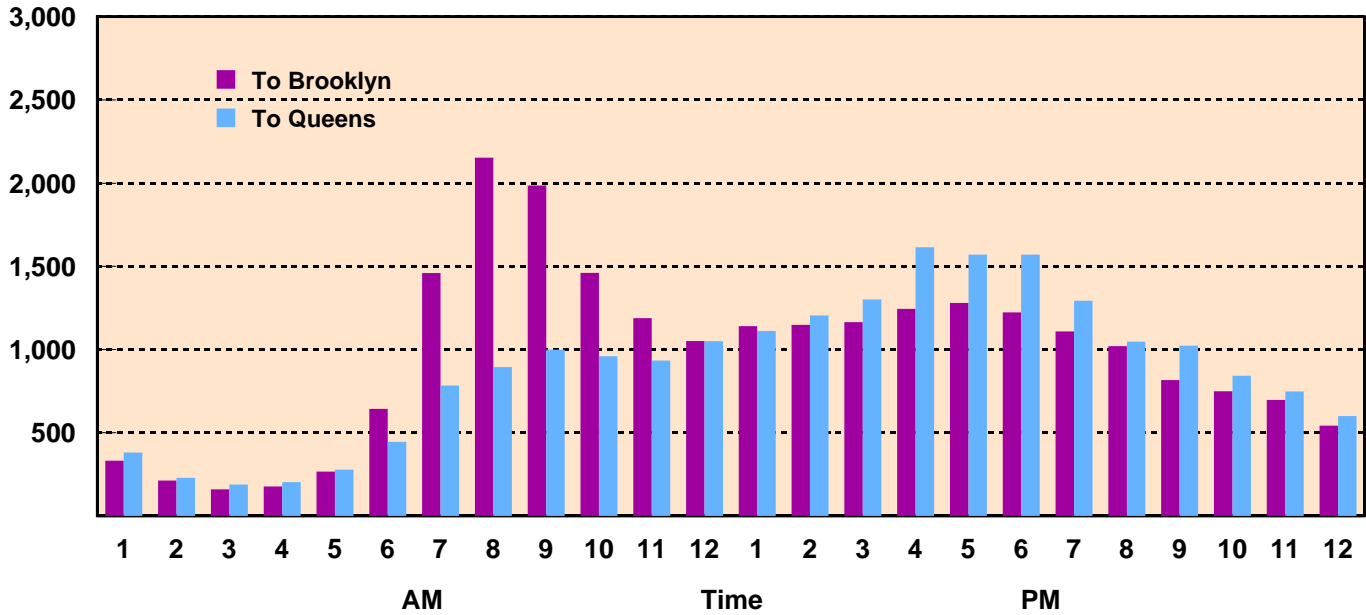


Jackie Robinson Parkway Average Daily Traffic Volumes

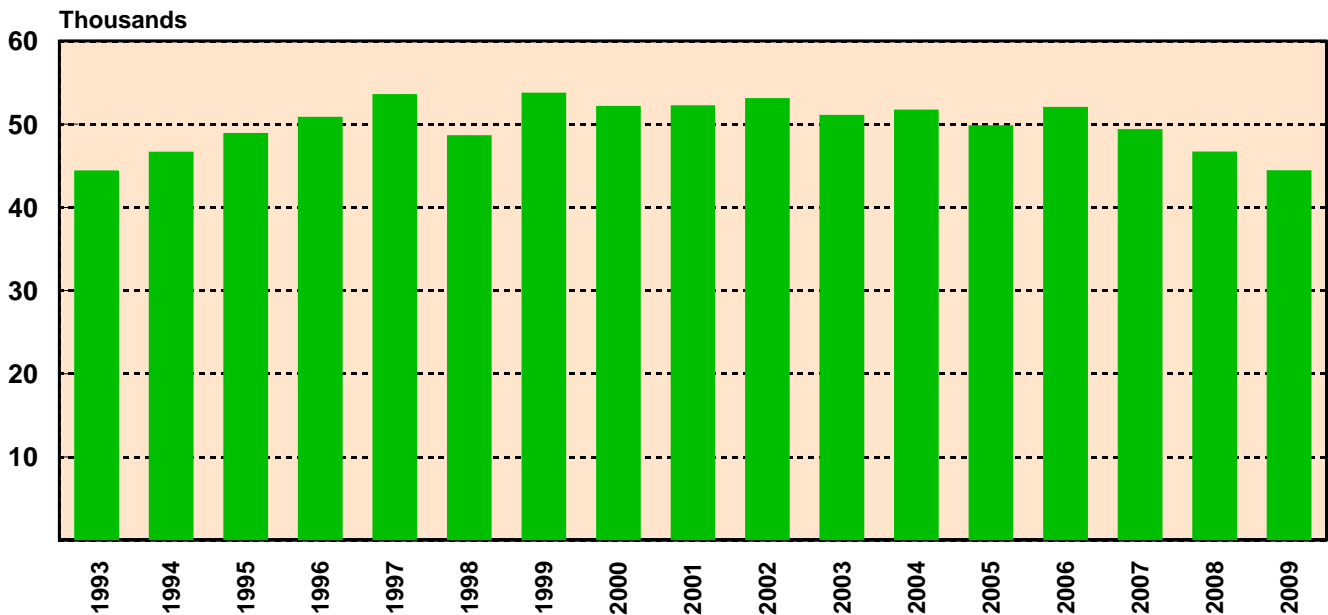


Brooklyn-Queens Screenline Volumes

Linden Boulevard - 2009 Hourly Vehicular Volumes

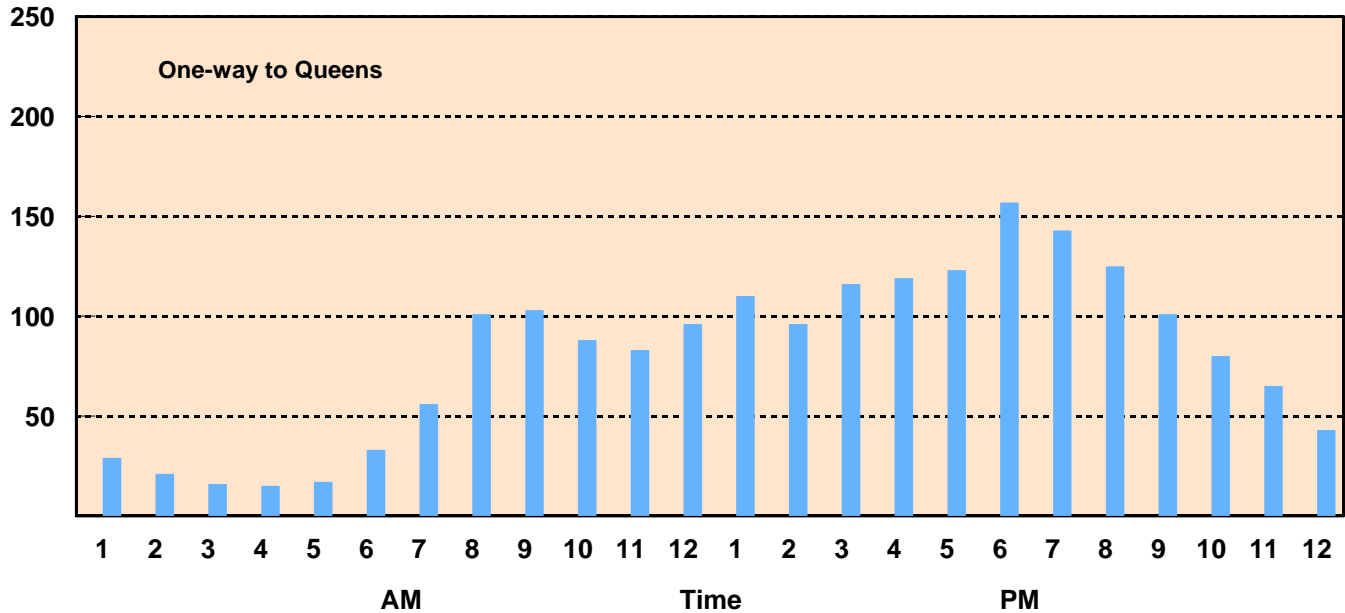


Linden Boulevard Average Daily Traffic Volumes

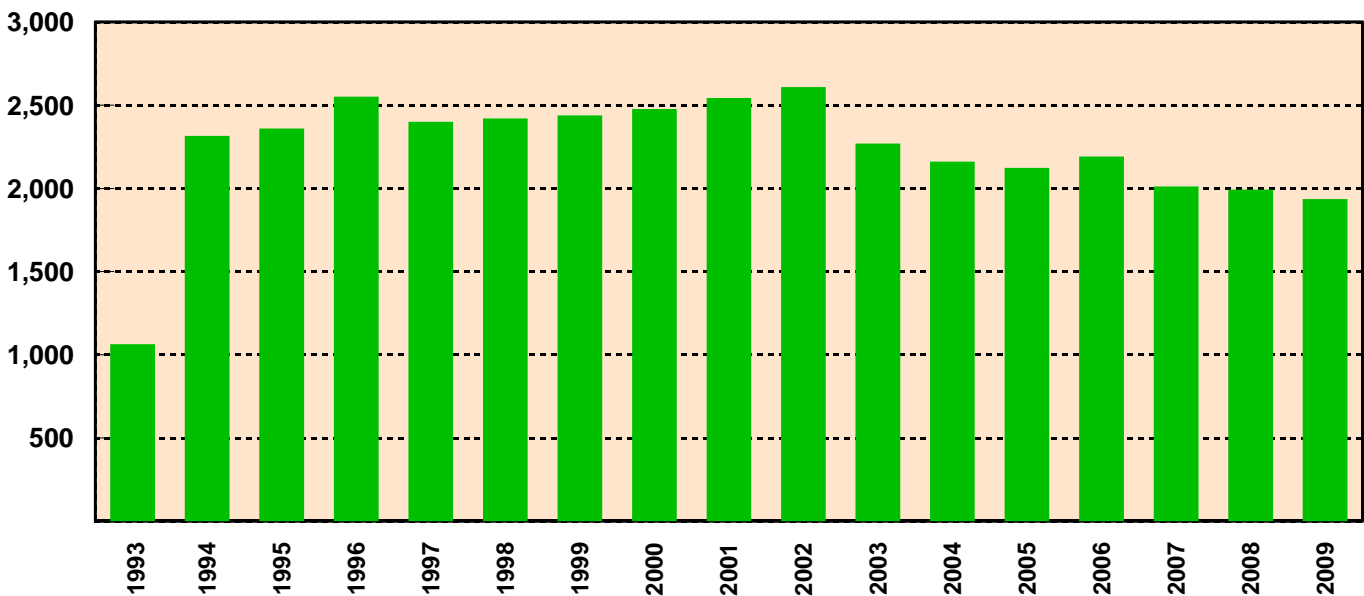


Brooklyn-Queens Screenline Volumes

Linden Street - 2009 Hourly Vehicular Volumes

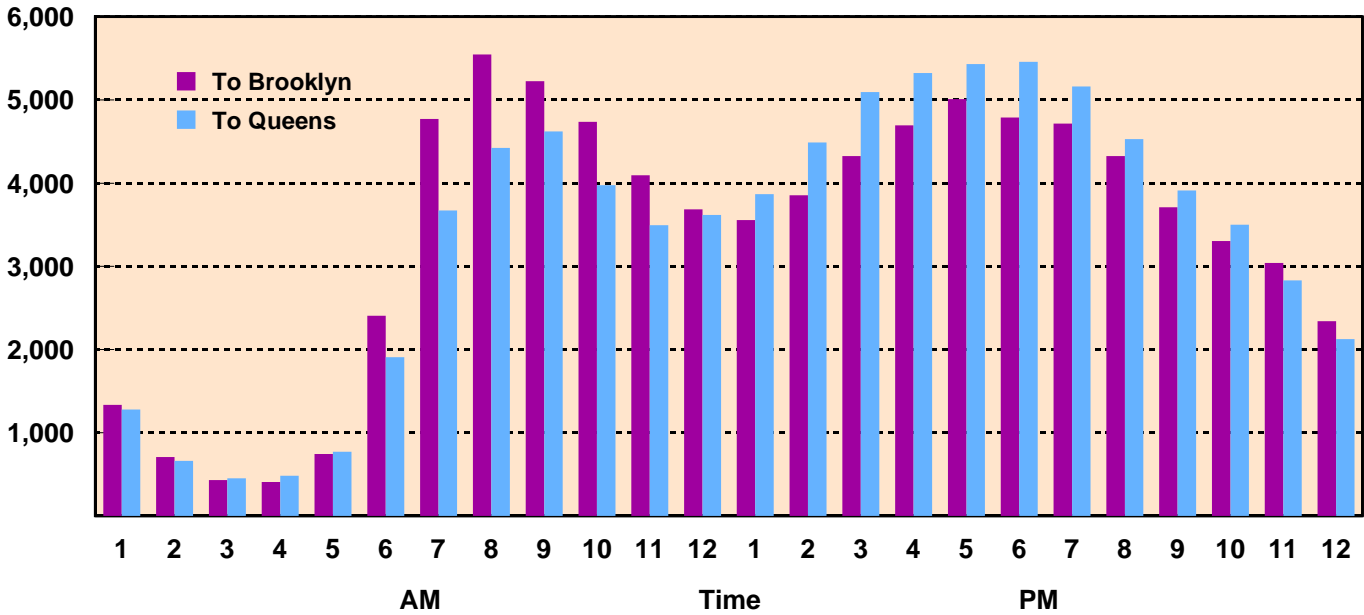


Linden Street Average Daily Traffic Volumes

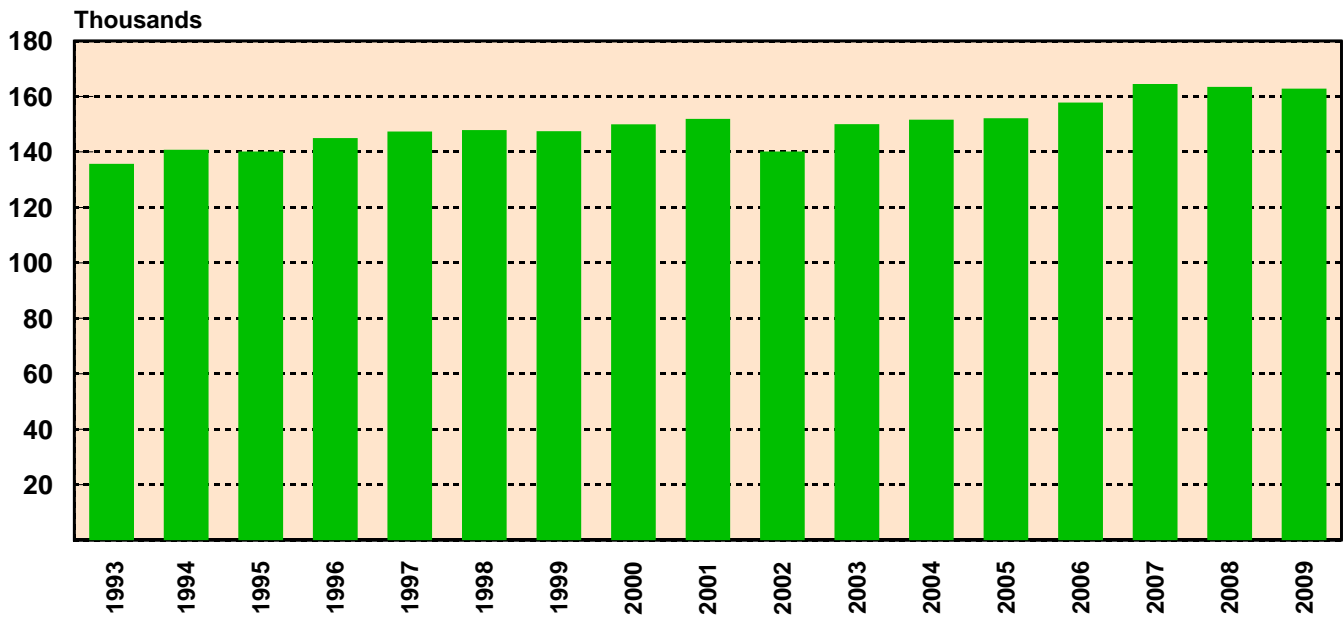


Brooklyn-Queens Screenline Volumes

Shore Parkway - 2009 Hourly Vehicular Volumes

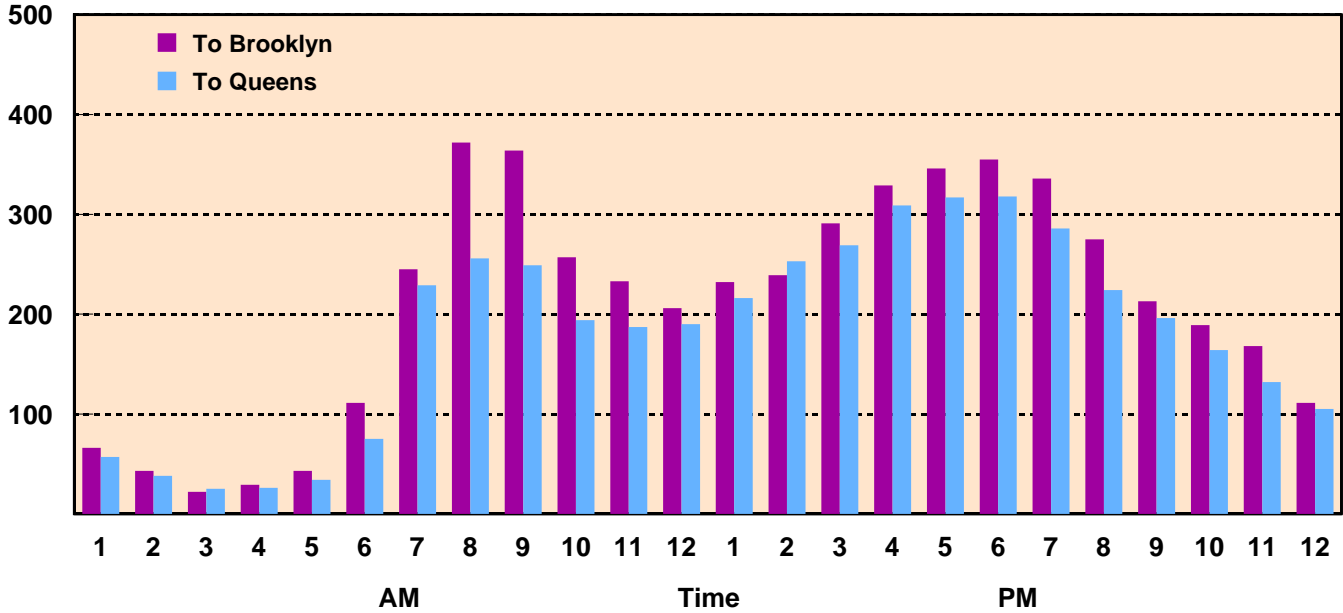


Shore Parkway Average Daily Traffic Volumes



Brooklyn-Queens Screenline Volumes

Sutter Avenue - 2009 Hourly Vehicular Volumes



Sutter Avenue Average Daily Traffic Volumes

