Traffic Volume Trends
Approval to Disseminate Monthly Report
Month / Year: August 2001
Number of States: 31 states submitted data and 28 were used to calculate VMT
Remarks:

Approvals/Concurrences:

U.S. Department of Transportation

Federal Highway Administration

## TRAFFIC VOLUME TRENDS

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Estimated Vehicle-Miles of Travel by Region - August 2001 - (in Billions)

| West | North Central | South Gulf | Northeast | South Atlantic |
| :---: | :---: | :---: | :---: | ---: |
| 54.8 | 58.4 | 47.1 | 38.6 | 46.6 |

Change in Traffic as compared to the same month last year.
$+1.1 \%+0.7 \% \quad+0.6 \% \quad+1.8 \% \quad+$

Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2. All vehicle-miles of travel computed with 1999 Table VM-2 as a base
Complied with data on hand as of November 2, 2001.
 Traffic Volume Trends is a monthly report based on hourly traffic count data．These data，collected at N够

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 99.8 billion vehicle－miles on rural roads and 145.7 billion vehicle－miles on urban roads
and streets．
 Based on preliminary reports from the State Highway Agencies，travel during August 2001

Traffic Volume Trends－August 2001

Federal Highway Administration
Office of Highway Policy Information
400 7th Street S.W.
Washington, D.C. 20590
Table 1 - Estimated Individual Monthly Motor Vehicle Travel In The United States

| System | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 2000 Individual Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.5 | 18.0 | 21.6 | 21.8 | 23.2 | 23.6 | 25.3 | 24.8 | 21.8 | 22.3 | 21.0 | 20.3 |
| Rural Other Arterial | 29.5 | 29.4 | 34.5 | 34.2 | 37.0 | 37.2 | 39.0 | 38.5 | 35.0 | 35.9 | 32.8 | 31.6 |
| Other Rural | 27.8 | 27.3 | 32.3 | 32.0 | 34.6 | 34.6 | 35.5 | 35.3 | 32.5 | 33.5 | 30.3 | 28.8 |
| Urban Interstate | 29.2 | 28.7 | 32.9 | 32.2 | 34.3 | 34.3 | 33.6 | 34.5 | 32.1 | 33.3 | 32.1 | 31.3 |
| Urban Other Arterial | 66.9 | 65.1 | 75.7 | 72.9 | 76.7 | 77.2 | 75.6 | 78.1 | 71.6 | 75.6 | 73.0 | 72.1 |
| Other Urban | 27.3 | 26.8 | 30.9 | 30.2 | 31.8 | 31.5 | 31.3 | 31.7 | 29.6 | 31.1 | 29.3 | 30.0 |
| All Systems | 199.3 | 195.2 | 227.8 | 223.2 | 237.6 | 238.3 | 240.3 | 242.9 | 222.6 | 231.8 | 218.4 | 214.2 |



Table 2 - Estimated Cumulative Monthly Motor Vehicle Travel In The United States

| System | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 2000 Cumulative Monthiy Vehicle-Miles of Travel In Billions* |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.5 | 36.5 | 58.1 | 79.8 | 103.0 | 126.6 | 151.8 | 176.6 | 198.5 | 220.8 | 241.8 | 262.1 |
| Rural Other Arterial | 29.5 | 58.9 | 93.4 | 127.6 | 164.6 | 201.8 | 240.7 | 279.2 | 314.2 | 350.1 | 382.9 | 414.6 |
| Other Rural | 27.8 | 55.1 | 87.4 | 119.5 | 154.1 | 188.6 | 224.1 | 259.4 | 291.9 | 325.4 | 355.7 | 384.5 |
| Urban Interstate | 29.2 | 57.9 | 90.8 | 123.0 | 157.3 | 191.6 | 225.2 | 259.6 | 291.7 | 325.0 | 357.1 | 388.3 |
| Urban Other Arterial | 66.9 | 132.0 | 207.7 | 280.5 | 357.2 | 434.4 | 510.0 | 588.1 | 659.7 | 735.3 | 808.4 | 880.5 |
| Other Urban | 27.3 | 54.1 | 84.9 | 115.1 | 146.9 | 178.4 | $\underline{209.8}$ | $\underline{241.5}$ | $\underline{271.1}$ | 302.2 | 331.5 | 361.5 |
| All Systems | 199.3 | 394.5 | 622.3 | 845.5 | 1083.1 | 1321.3 | 1561.6 | 1804.5 | 2027.1 | 2258.8 | 2477.3 | 2691.5 |
| 2001 Cumulative Monthiy Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.9 | 37.0 | 58.7 | 80.8 | 104.0 | 127.6 | 152.9 | 178.2 |  |  |  |  |
| Rural Other Arterial | 30.2 | 59.3 | 93.5 | 128.2 | 165.4 | 202.8 | 242.6 | 281.7 |  |  |  |  |
| Other Rural | 28.3 | 55.3 | 87.3 | 119.7 | 154.7 | 189.4 | 225.4 | 260.8 |  |  |  |  |
| Urban Interstate | 30.1 | 58.9 | 91.7 | 124.6 | 159.2 | 193.5 | 228.0 | 262.8 |  |  |  |  |
| Urban Other Arterial | 68.6 | 133.9 | 208.9 | 282.5 | 359.5 | 435.9 | 512.7 | 591.5 |  |  |  |  |
| Other Urban | $\underline{27.9}$ | 54.7 | 85.3 | 115.9 | 147.9 | 179.3 | $\underline{211.2}$ | $\underline{243.2}$ |  |  |  |  |
| All Systems. | 203.9 | 399.1 | 625.4 | 851.8 | 1090.7 | 1328.6 | 1572.8 | 1818.3 |  |  |  |  |
| Percent Change In Cumulative Monthly Travel 2000 vs. 2001 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 1.9 | 1.3 | 1.0 | 1.2 | 1.0 | 0.8 | 0.7 | 0.9 |  |  |  |  |
| Rural Other Arterial | 2.2 | 0.7 | 0.1 | 0.5 | 0.5 | 0.5 | 0.8 | 0.9 |  |  |  |  |
| Other Rural | 1.7 | 0.4 | -0.1 | 0.2 | 0.4 | 0.4 | 0.6 | 0.5 |  |  |  |  |
| Urban Interstate | 3.1 | 1.7 | 1.0 | 1.4 | 1.2 | 1.0 | 1.2 | 1.2 |  |  |  |  |
| Urban Other Arterial | 2.5 | 1.5 | 0.6 | 0.7 | 0.6 | 0.4 | 0.5 | 0.6 |  |  |  |  |
| Other Urban | 2.2 | 1.2 | 0.4 | 0.7 | 0.6 | 0.5 | 0.7 | 0.7 |  |  |  |  |
| All Systems | 2.3 | 1.2 | 0.5 | 0.7 | 0.7 | 0.6 | 0.7 | 0.8 |  |  |  |  |

* System entries may not add to give "All Systems" total due to rounding.

Table 3 - Changes On Rural Arterial Roads By Region and State

| . |  |  |  |  |  | Ju |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Region and State | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change |
|  |  | $\begin{gathered} 2001 \\ \text { (Preliminary) } \\ \hline \end{gathered}$ | 2000 |  |  | $\begin{gathered} 2001 \\ \text { (Revised) } \end{gathered}$ | 2000 |  |
| Northeast |  |  |  |  |  |  |  |  |
| Connecticut | 17 | 450 | 446 | 0.9 | 20 | 442 | 435 | 1.6 |
| Maine |  | 553 | 539 | 2.8 |  | 565 | 552 | 2.4 |
| Massachusetts | 3 | 576 | 573 | 0.5 | 6 | 601 | 590 | 1.9 |
| New Hampshire | 53 | 484 | 466 | 3.8 | 50 | 473 | 460 | 2.8 |
| New Jersey | 13 | 834 | 847 | -1.5 | 14 | ${ }^{8} 878$ | 816 | 2.8 |
| New York |  | 1,891 | 1,878 | 0.7 |  | 1,871 | 1,827 | 2.4 |
| Pennsylvania |  | 2,801 | 2,775 | 0.9 |  | 2,729 | 2,709 | 0.7 |
| Rhode Island | 6 | 77 | - 73 | 5.5 | 6 | 68 | 67 | 1.2 |
| Vermont | 35 | 307 | $\bigcirc \frac{291}{887}$ | 5.5 | 35 | $\underline{291}$ | $\underline{284}$ | 2.4 |
|  |  | 7,973 | 7,887 | 1.1 |  | 7,878 | 7,740 | 1.8 |
| South Atlantic |  |  |  |  |  |  |  |  |
| Delaware | - | 214 | 222 | -3.4 | - | 233 | 229 | 1.7 |
| Dist Of Columbia |  | 0 | 0 | 0.0 |  | 0 | 0 | 0.0 |
| Florida |  | 2,518 | 2,449 | 2.8 | 208 | 2,521 | 2,467 | 2.2 |
| Georgia | 11 | 2,195 | 2,123 | 3.4 | 15 | 2,322 | 2,268 | 2.4 |
| Maryland |  | 1,028 | 995 | 3.3 |  | 992 | 986 | 0.7 |
| North Carolina | 46 | 2,194 | 2,143 | 2.4 | 50 | 2,226 | 2,200 | 1.2 |
| South Carolina |  | 1,741 | 1,695 | 2.7 |  | 1,850 | 1,818 | 1.8 |
| Virginia | 135 | 2,103 | 2,025 | 3.8 | 132 | 2,107 | 2,077 | 1.4 |
| West Virginia | 27 | $12 \frac{838}{830}$ | $12 \frac{825}{476}$ | 1.6 | 33 | 13, $\frac{791}{042}$ | $12 \frac{804}{848}$ | -1.5 |
|  |  | 12,830 | 12,476 | 2.8 |  | 13,042 | 12,848 | 1.5 |
| North Central |  |  |  |  |  |  |  |  |
| Illinois | 18 | 2,005 | 1,936 | 3.5 | 10 | 2,083 | 2,016 | 3.3 |
| Indiana | 30 | 1,689 | 1,680 | 0.5 | 37 | 1,752 | 1,719 | 1.9 |
| lowa | 134 | 1,210 | 1,188 | 1.9 | 134 | 1,200 | 1,189 | 1.0 |
| Kansas | 151 | 939 | 934 | 0.6 | 146 | 936 | 938 | -0.2 |
| Michigan | 124 | 2,217 | 2,159 | 2.7 | 126 | 2,184 | 2,128 | 2.6 |
| Minnesota |  | 1,581 | 1,569 | 0.8 |  | 1,538 | 1,564 | -1.7 |
| Missouri | 4 | 1,827 | 1,791 | 2.0 | 48 | 1,888 | 1,864 | 1.3 |
| Nebraska | 46 | 780 | 749 | 4.1 | 48 | 772 | 750 | 2.9 |
| North Dakota |  | 356 | 365 | -2.5 | 52 | 384 | 411 | -6.5 |
| Ohio | 65 | 2,172 | 2,132 | 1.9 | 60 | 2,099 | 2,083 | 0.8 |
| South Dakota | 37 | +478 | 2,490 | -2.4 | 43 | 2,462 | 2,474 | -2.4 |
| Wisconsin |  | $\frac{2.165}{17.420}$ | 2, $\frac{2,099}{7,093}$ | 3.2 |  | + 17,202 | 2,144 | 2.7 1.3 |
|  |  | 17,420 | 17,093 | 1.9 |  | 17,500 | 17,279 | 1.3 |
| South Gulf |  |  |  |  |  |  |  |  |
| Alabama | 60 | 1,487 | 1,456 | 2.1 | 60 | 1,646 | 1,620 | 1.6 |
| Arkansas | 46 | 1,115 | 1,118 | -0.3 | 56 | 1,117 | 1,115 | 0.2 |
| Kentucky | 43 | 1,339 | 1,300 | 3.0 | 43 | 1,338 | 1,327 | 0.8 |
| Louisiana |  | 1,203 | 1,198 | 0.4 | - | 1,182 | 1,196 | -1.1 |
| Mississippi | 46 | 1,174 | 1,169 | 0.4 | 44 | 1,168 | 1,192 | -2.1 |
| Oklahoma |  | 1,229 | 1,227 | 0.2 | - | 1,221 | 1,224 | -0.2 |
| Tennessee |  | 1,901 | 1,857 | 2.4 | - | 1,973 | 1,954 | 1.0 |
| Texas | - | 4,160 | 4,171 | -0.3 | - | 4,357 | 4,337 | 0.4 |
|  |  | 13,608 | 13,496 | 0.8 |  | 14,001 | 13,965 | 0.3 |
| West |  |  |  |  |  |  |  |  |
| Alaska | 42 | 148 | 147 | 1.1 | 46 | 156 | 156 | 0.4 |
| Arizona |  | 1,023 | 998 | 2.5 |  | 1,114 | 1,070 | 4.1 |
| California | 44 | 4,126 | 4,088 | 0.9 | 38 | 4,327 | 4,074 | 6.2 |
| Colorado |  | 1,162 | 1,131 | 2.8 | - | 1,150 | 1,145 | 0.4 |
| Hawail | 8 | 154 | 153 | 0.8 | 4 | 163 | 157 | 3.9 |
| Idaho | 160 | 533 | 522 | 2.1 | 163 | 522 | 522 | 0.0 |
| Montana |  | 627. | 614 | 2.1 | 15 | 644 | 656 | -1.9 |
| Nevada |  | 397 | 390 | 1.8 | - | 410 | 399 | 2.7 |
| New Mexico |  | 811 | 795 | 2.1 | 51. | 807 | 806 | 0.1 |
| Oregon | 126 | 1,191 | 1,172 | 1.7 | 129 | 1,145 | 1,142 | 0.2 |
| Utah | 86 | 651 | 623 | 4.5 | 74 | , 642 | 649 | -1.1 |
| Washington | 63 | 1,199 | 1,162 | 3.2 | - | 1,143 | 1,141 | 0.1 |
| Wyoming |  | 12.507 | 12496 | 2.2 | - | 5501 | 504 | -0.4 |
| , |  | 12,531 | 12,290 | 2.0 |  | 12,725 | 12,423 | 2.4 |
| TOTALS | 1,675 | 64,361 | 63,242 | 1.8 | 1,948 | 65,147 | 64,254 | 1.4 |

Traffic Volume Trends-Rural
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Pervious Year
(Includes Preliminary Data for August 2001)



Traffic Volume Trends a Urban
Estimated Vehicie Miles (Millions) and Percent Change from Same Period Pervious Year
(Includes Preliminary Data for August 2001)

| Year - 2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Urban interstate |  |  | \% | Urban Other Arterial |  |  | \% | Other Urban |  |  | $\%$ | Total Urban |  |  | \% | All Systems |  |  | \% |
| Jan | 29,212 |  | 4.1 | Jan | 66,896 |  | 1.9 | Jan | 27,300 |  | 0.8 | Jan | 123,408 |  | 2.2 | Jan | 199,278 |  | 2.5 |
| Feb | 28,677 |  | 3.0 | Feb | 65,077 |  | 1.5 | Feb | 26,772 |  | 0.0 | Feb | 120,526 |  | 1.5 | Feb | 195,203 |  | 8.5 |
| Mar | 32.917 |  | 3.6 | Mar | 75,679 |  | 2.2 | Mar | 30,860 |  | 1.1 | Mar | 139,456 |  | 2.3 | Mar | $\underline{227.812}$ |  | 2.7 |
| Q1 | 90,806 |  | 3.6 | Q1 | 207,652 |  | 1.9 | Q1 | 84,932 |  | 0.7 | Q1 | 383,390 |  | 2.0 | Q1 | 622,293 |  | 2.3 |
| Apr | 32,151, |  | 1.8 | Apr | 72,868 |  | 0.6 | Apr | 30,174 |  | -0.6 | Apr | 135,193 |  | 0.6 | Apr | 223,188 |  | 0.5 |
| May | 34,333 |  | 4.8 | May | 76,654 |  | 3.2 | May | 31,843 |  | 1.6 | May | 142,830 |  | 3.2 | May | 237,596 |  | 2.5 |
| Jun | 34,268 |  | 1.9 | Jun | 77.184 |  | 0.6 | Jun | 31,500 |  | -0.8 | Jun | 142,952 |  | 0.6 | Jun | 238,257 |  | 0.5 |
| Q2 | 100,752 |  | 2.9 | Q2 | 226,706 |  | 1.4 | Q2 | 93,517 |  | 0.1 | Q2 | 420,975 |  | 1.5 | Q2 | 699,041 |  | 1.2 |
|  | 1st Half | 191,558 | 3.2 |  | 1 st Half | 434,358 | 1.6 |  | 1st Half | 178,449 | 0.3 |  | 1st Half | 804,365 | 1.7 |  | 1st Half | 1,321,334 | 1.7 |
| Jul | 33,598 |  | -0.1 | Jul | 75,645 |  | -1.5 | Jul | 31,325 |  | -3.1 | Jul | 140,568 |  | -1.5 | Jul | 240,291 |  | -1.6 |
| Aug | 34,489 |  | 1.3 | Aug | 78,137 |  | 0.8 | Aug | 31,702 |  | -1.4 | Aug | 144,328 |  | 0.4 | Aug | 242,856 |  | 0.1 |
| Sep | 32.072 |  | -0.7 | Sep | 71,564 |  | -0.6 | Sep | 29,605 |  | -2.9 | Sep | 133,241 |  | -1.1 | Sep | 222,609 |  | -1.2 |
| Q3 | 100,159 |  | 0.1 | Q3 | 225,346 |  | -0.4 | Q3 | 92,632 |  | -2.5 | Q3 | 418,137 |  | -0.7 | Q3 | 705,756 |  | -0.9 |
|  | 3 Qs | 291,717 | 2.1 |  | 3 Qs | 659,704 | 0.9 |  | 3 Qs | 271,081 | -0.6 |  | 3Qs | 1,222,502 | 0.9 |  | 3 as | 2,027,090 | 0.8 |
| Od | 33,310 |  | -0.4 | Oci | 75,643 |  | -1.7 | Oct | 31,085 |  | -1.5 | Oct | 140,038 |  | -1.4 | Oct | 231,755 |  | -1.2 |
| Nov | 32,060 |  | -0.6 | Nov | 73,025 |  | -0.9 | Nov | 29,309 |  | -3.4 | Nov | 134,394 |  | -1.3 | Nov | 218,446 |  | -2.0 |
| Dec | 31,250 |  | -1.3 | Dec | 72,123 |  | -2.6 | Dec | 30,035 |  | -5.6 | Dec | 133,408 |  | -3.0 | Dec | 214,176 |  | -3.7 |
| 04 | 96,620 |  | -0.7 | Q4 | 220,791 |  | -1.7 | Q4 | 90,429 |  | -3.5 | Q4 | 407,840 |  | -1.9 | Q4 | 664,377 |  | -2.3 |
|  | 2nd Half | 196,779 | -0.3 |  | 2nd Half | 446,137 | -1.1 |  | 2nd Half | 183,061 | -3.0 |  | 2nd Half | 825,977 | -1.3 |  | 2nd Half | 1,370,133 | -1.6 |
|  | Year | 388,337 | 1.4 |  | Year | 880,495 | 0.3 |  | Year | 361,510 | -1.4 |  | Year | 1,630,342 | 0.2 |  | Year | 2,691,467 | 0.0 |



FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS


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