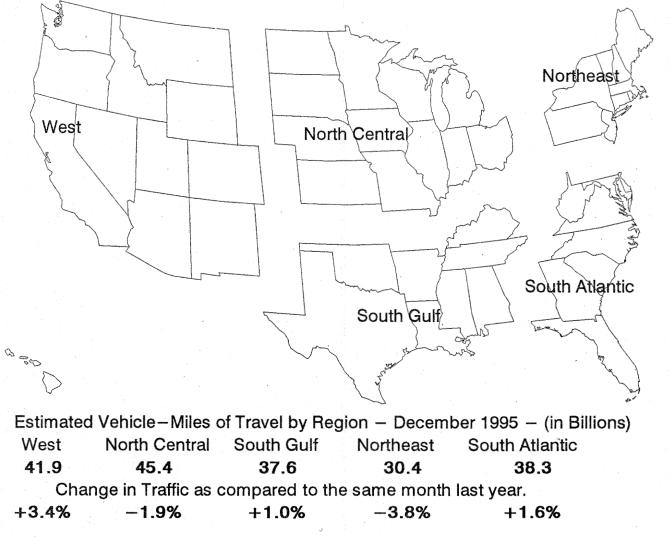


U.S. Department of Transportation

Federal Highway Administration

# TRAFFIC VOLUME TRENDS December 1995

Travel on all roads and streets is up by 0.2 percent for December 1995 as compared to December 1994.



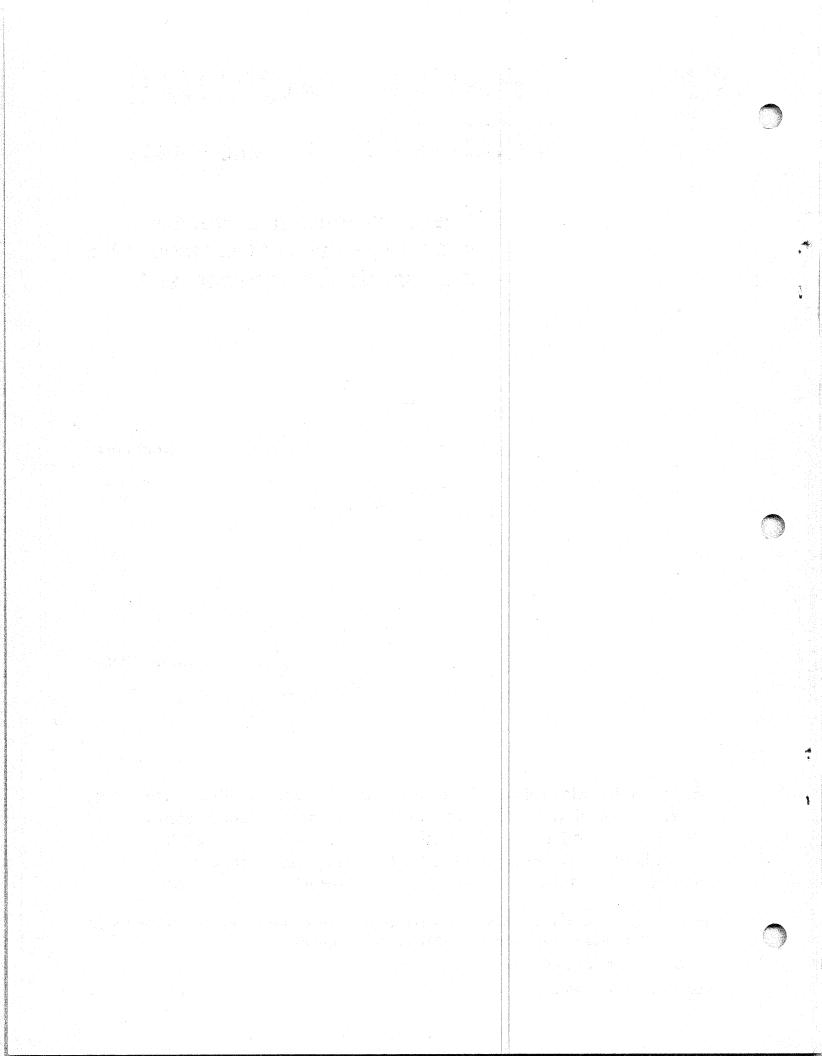
Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2. All vehicle-miles of travel computed with 1994 Table VM-2 as a base

Compiled with data on hand as of February 21, 1996.

Publication No. FHWA-PL-96-004

0

151.8



### Traffic Volume Trends - December 1995

Based on preliminary reports from the State Highway Agencies, travel during December 1995 on all roads and streets in the nation increased by 0.2 percent as compared to December 1994 resulting in estimated travel for the month at 193.6 billion vehicle-miles. This total includes 72.9 billion vehicle-miles on rural roads and 120.6 billion vehicle-miles on urban roads and streets.

Travel for the current month as well the cumulative yearly total on all roads and streets is shown below. Similar totals for each year since 1970 are also included.

ons
Streets
Year to Date
1,120,328
1,185,616
1,268,363
1,308,287
1,289,644
1,330,073
1,409,162
1,463,408
1,548,211
1,529,132
1,520,856
1,550,269
1,592,481
1,649,108
1,716,770
1,774,763
1,838,240
1,924,328
2,025,586
2,107,040
2,147,501
2,172,214
2,239,829
2,296,699
2,359,977
2,404,842

*Traffic Volume Trends* is a monthly report based on hourly traffic count data. These data, collected at approximately 4,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month.

For additional information, for extra copies, or to be put on the monthly mailing list, write:

Kenneth H. Welty

Federal Highway Administration

Office of Highway Information Management 400 7th Street, S.W., Room 3300, HPM-30 Washington, DC 20590

Phone (202) 366-5055 FAX (202) 366-7742

Change of address information should also be sent to the above address. Send the back cover (including your old address) of the most recent issue you have received with the new information clearly printed or typed.

	and the second	
		이 없이 가지?
1 p		
		이 같은 것이 같이 같이 같이 같이 않는 것이 같이 않는 것이 없다.
	1. C. M.	21
and the second		
н		
and the second		
		1
		·
		- 1 I. P
	1	
		1.1
		S.4.1
and the second		
	1 m m	
(1) (1) (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4		1 12
		6
		1
		1
		1 3.

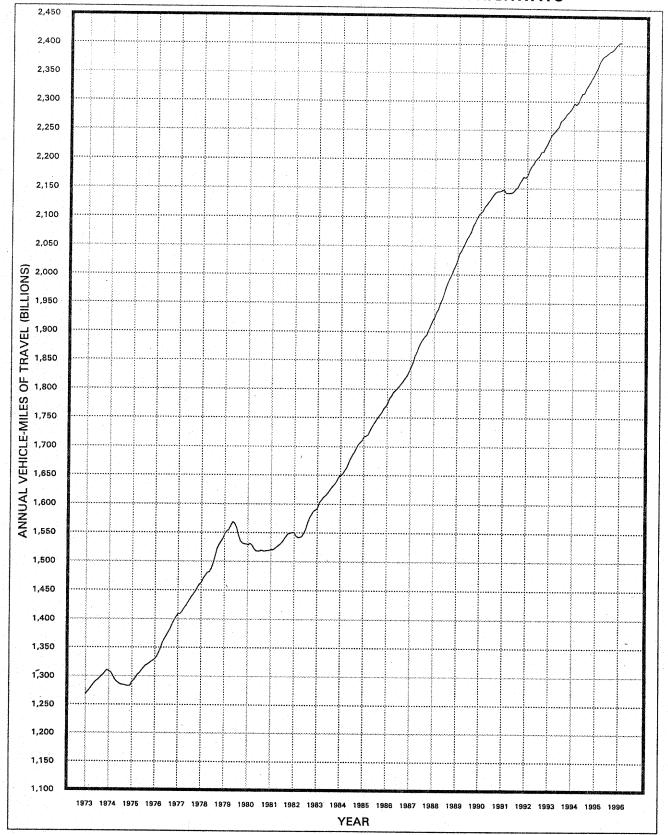
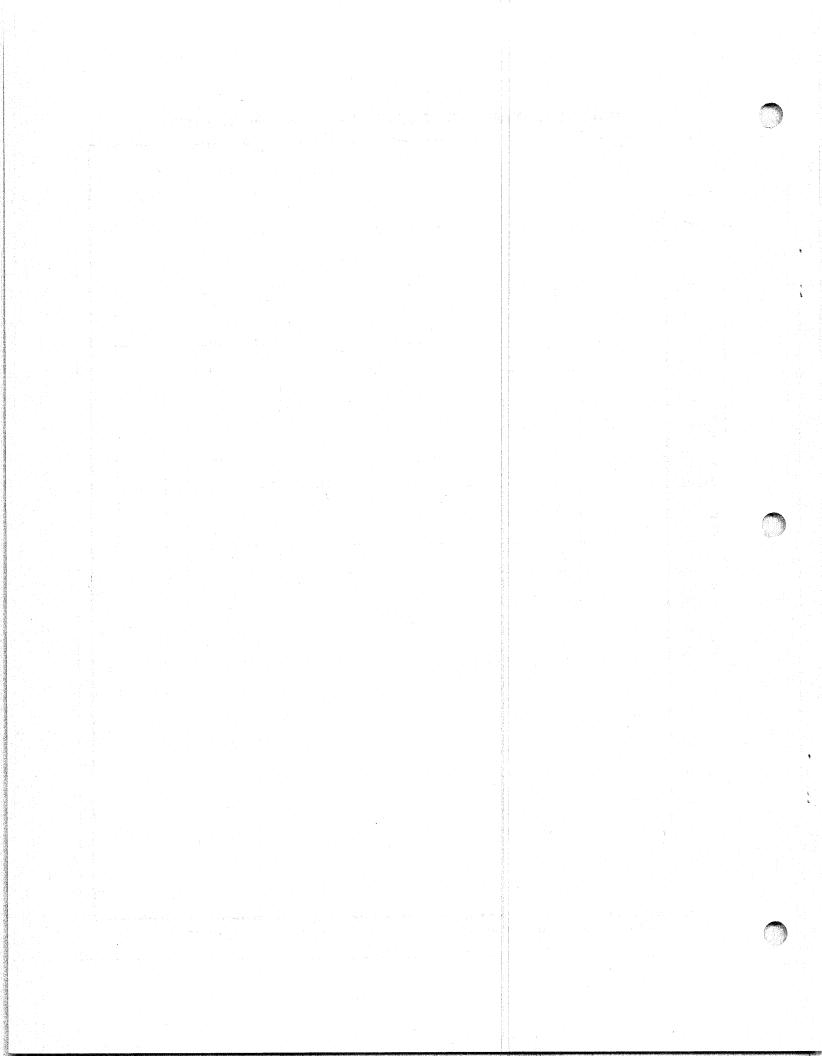
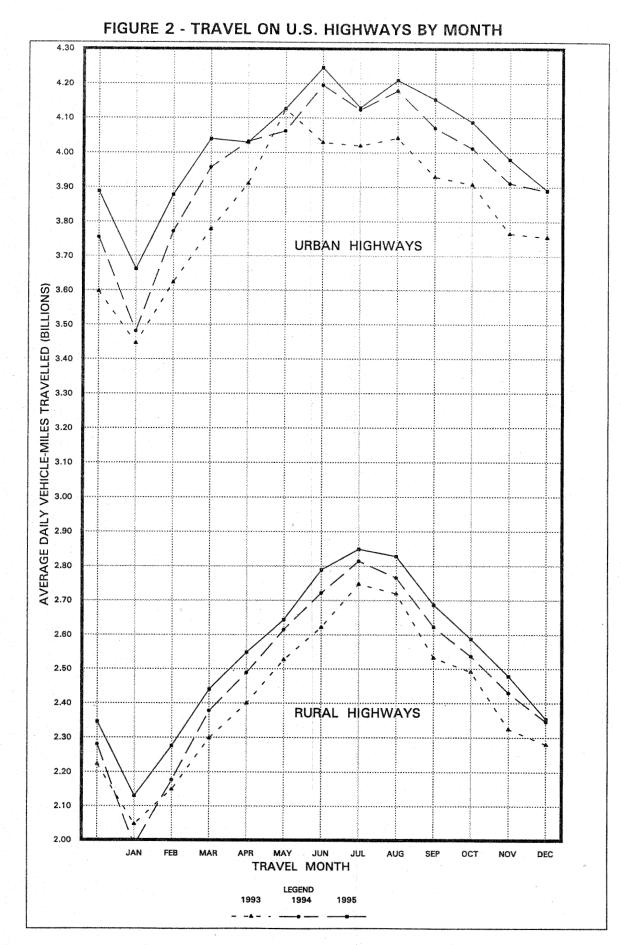


FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS



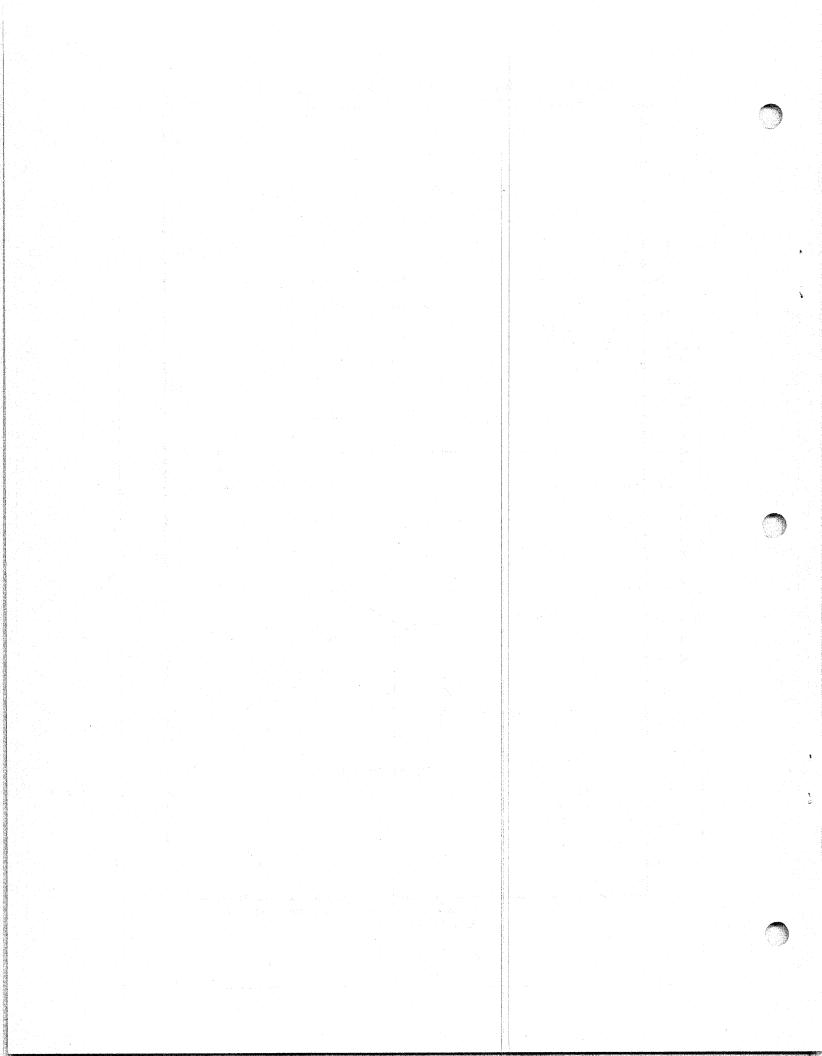


÷,

-

÷.,

į



Federal Highway Administration Office of Highway Information Management 400 7th Street S.W. Washington, D.C. 20590

11. 12. 14.

E.

					•	Month						
System	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
			1994 Individ	dual Monthl	y Vehicle-I	diles of Trav	el In Billion	s *				
Rural Interstate	14.0	14.0	17.4	17.6	19.1	19.4	21.4	20.8	18.6	18.5	17.7	17.5
Rural Other Arterial	24.0	23.8	28.7	29.2	31.8	32.2	34.5	34.0	31.3	31.2	28.5	28.3
Other Rural	23.4	23.1	27.5	27.9	30.2	30.1	31.3	30.9	28.8	29.0	26.7	26.9
Urban Interstate	24.4	24.4	28.0	27.3	28.4	28.7	29.3	30.0	27.8	28.4	27.0	27.4
Urban Other Arterial	59.9	58.2	67.7	66.9	69.5	69.2	69.9	70.7	67.1	68.5	64.3	66.5
Other Urban	23.5	23.0	27.0	26.7	28.0	27.9	28.6	28.8	27.1	27.5	26.0	26.6
All Systems	169.4	166.5	196.4	195.6	207.0	207.5	215.1	215.3	200.8	203.0	190.2	193.2
			1995 Individ	dual Monthl	/ Vehicle-N	Ailes of Trav	el In Billion	s *				
Rural Interstate	15.2	14.8	17.9	18.5	19.3	20.0	21.7	21.4	19.2	19.1	18.2	17.7
Rural Other Arterial	25.8	25.0	29.7	29.8	32.3	33.1	34.9	34.8	32.0	31.8	29.0	28.2
Other Rural	25.0	23.8	28.1	28.1	30.4	30,5	31.7	31.5	29.4	29.4	27.2	27.0
Urban Interstate	25.8	25.2	28.9	27.6	29.2	29.5	29.9	30.6	28.5	29.1	27.9	28.0
Urban Other Arterial	62.7	59.5	68.7	66.4	70.3	69,6	69.4	70.8	68.4	69.6	65.0	66.2
Other Urban	25.0	23.8	27.7	26.9	28.4	28.3	28.7	29,2	27.7	28.0	26.5	26.4
All Systems	179.5	172.3	200.9	197.4	209.9	211.0	216.3	218.2	205.2	206.9	193.7	193.6
			Percent Cha	ange In Indi	vidual Mon	thly Travel 1	995 vs. 199	94				
Rural Interstate	8.3	5.9	2.7	5.2	1.1	3.5	1.3	2.8	3.3	3.3	2.8	1.1
Rural Other Arterial	7.5	5.1	3.3	2.3	1.5	2.9	1.2	2.2	2.3	1.9	1.7	-0.1
Other Rural	6.7	3.2	1.9	0.7	0.6	1.3	1.3	1.9	2.1	1.4	1.8	0.3
Urban Interstate	5.8	3.4	2.9	1.1	2.6	3.0	1.8	2.0	2.4	2.6	3.3	2.1
Urban Other Arterial	4.6	2.3	1.5	-0.8	1.1	0.5	-0.6	0.1	1.9	1.7	1.1	-0.6
Other Urban	<u>6.1</u>	<u>3.5</u>	2.5	0.5	<u>1.6</u>	1.2	0.4	1.1	2.1	<u>1.7</u>	1.6	-0.5
All Systems	6.0	3.5	2.3	0.9	1.4	1.7	0.6	1.3	2.2	1.9	1.9	0.2

### Table 1 - Estimated Individual Monthly Motor Vehicle Travel In The United States

ŧ B

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

						Month						
System	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
		1	994 Cumu	lative Monti	hly Vehicle-	-Miles of Tr	avel In Billic	ons *				
Rural Interstate	14.0	28.1	45.5	63.0	82.1	101.5	122.9	143.7	162.3	180.7	198.4	215.9
Rural Other Arterial	24.0	47.8	76.6	105.7	137.6	169.7	204.2	238.2	269.5	300.7	329.3	357.5
Other Rural	23.4	46.5	74.1	102.0	132.2	162.3	193.6	224.6	253.4	282.3	309.0	336.0
Urban Interstate	24.4	48.8	76.9	104.2	132.6	161.3	190.6	220.6	248.4	276.8	303.8	331.2
Urban Other Arterial	59.9	118.1	185.8	252.7	322.2	391.5	461.3	532.1	599.2	667.6	731.9	798.4
Other Urban	23.5	46.5	73.5	100.3	128.3	156.2	184.8	213.6	240.8	268.3	294.4	321.0
All Systems	169.4	335.9	532.3	728.0	934.9	1142.4	1357.5	1572.8	1773.5	1976.5	2166.7	2360.0
		1	995 Cumu	lative Montl	hly Vehicle-	-Miles of Tr	avel In Billic	ons *				
Rural Interstate	15.2	30.1	47.9	66.4	85.7	105.7	127.4	148.8	168.0	187.1	205.2	223.0
Rural Other Arterial	25.8	50.8	80.5	110.4	142.7	175.8	210.7	245.5	277.5	309.3	338.3	366.5
Other Rural	25.0	48.8	76.9	105.1	135.4	165.9	197.6	229.2	258.6	287.9	315.1	342.2
Urban Interstate	25.8	51.1	79.9	107.5	136.7	166.2	196.1	226.7	255.2	284.3	312.2	340.2
Urban Other Arterial	62.7	122.2	190.9	257.4	327.6	397.2	466.6	537.4	605.8	675.4	740.4	806.5
Other Urban	25.0	48.8	76.4	103.3	<u>131.7</u>	160.0	188.7	217.9	245.6	273.6	300.1	326.5
All Systems	179.5	351.8	552.7	750.0	959.9	1170.9	1387.3	1605.4	1810.6	2017.6	2211.3	2404.8
		F	Percent Cha	ange in Cur	nulative Mo	nthly Trave	1995 vs. 1	994				
Rural Interstate	8.3	7.1	5.4	5.4	4.4	4.2	3.7	3.6	3.5	3.5	3.4	3.3
Rural Other Arterial	7.5	6.3	5.2	4.4	3.7	3.6	3.2	3.0	3.0	2.8	2.7	2.5
Other Rural	6.7	5.0	3.8	3.0	2.4	2.2	2.1	2.0	2.1	2.0	2.0	1.8
Urban Interstate	5.8	4.6	4.0	3.3	3.1	3.1	2.9	2.8	2.7	2.7	2.8	2.7
Urban Other Arterial	4.6	3,5	2.8	1.8	1.7	1.5	1.1	1.0	1.1	1.2	1.2	1.0
Other Urban	6.1	4.8	3.9	3.0	2.7	2.4	2.1	2.0	2.0	2.0	1.9	1.7
All Systems	6.0	4.7	3.8	3.0	2.7	2.5	2.2	2.1	2.1	2.1	2,1	1.9

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

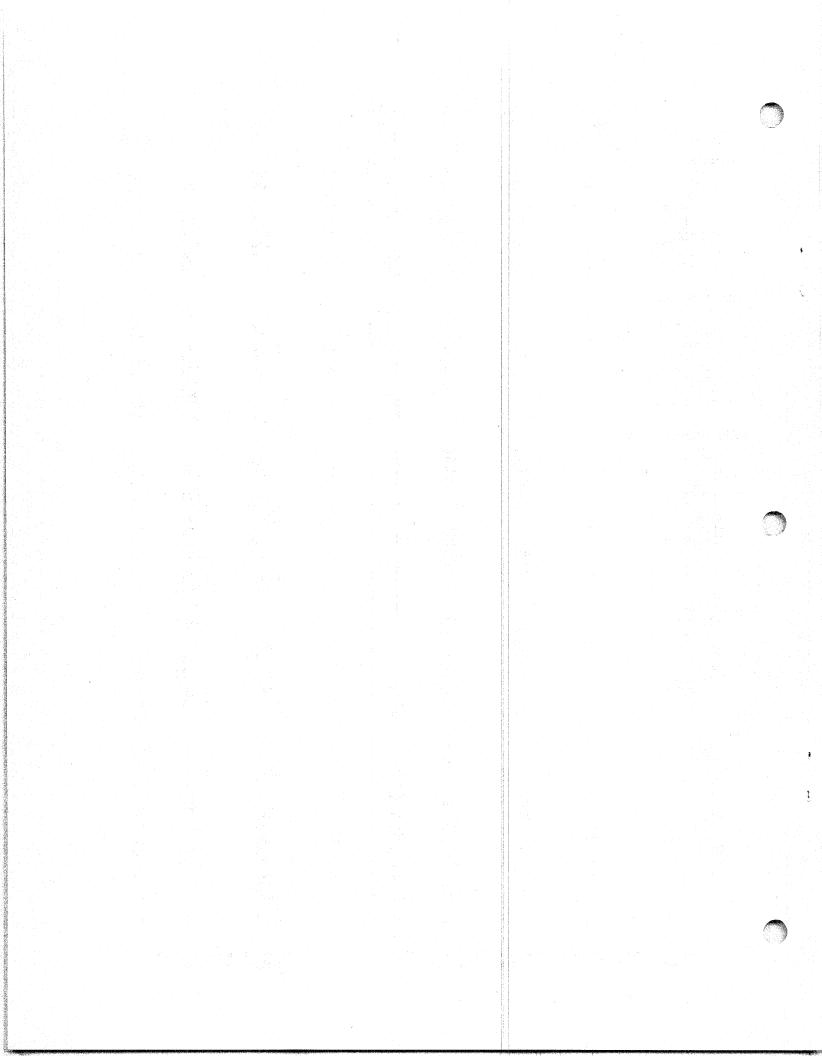
a consequence of the second second

		Vehicle	ember Miles			Nove Vehicle	mber	
	Number	(Millio	ons)	Percent	Number	(Millic		Percer
Region and State	of Stations	1995 (Preliminary)	1994	Change	of Stations	1995 (Revised)	1994	Chang
Vortheast					Otations	(Nevised)		
Connecticut	22	299	320	-6.4	22	322	321	0.6
Maine	30	374	386	-3.1	30	389	385	1.2
Massachusetts	12	410	428	-4.4	8	441	439	0.6
New Hampshire	56	292	298	-2.1	58	300	296	1.5
New Jersey	10	568	575	-1.2	10	568	586	-3.2
New York	-	1,237	1,276	-3.0	· · · · ·	1,302	1,310	0.6
Pennsylvania		1,896	1,954	-3.0		2,053	2,087	-1.7
Rhode Island		51	54	-5.0		55	55	0.8
Vermont	37	<u>202</u> 5,330	<u>207</u> 5,498	-2.2 -3.1	37	<u>205</u>	<u>201</u>	1.6
n an an an Arrange. An Arrange an Arrange a		5,550	5,490	-3.1		5,635	5,680	-0.8
South Atlantic	9	110	101	17	10	100	104	
Delaware Dist Of Oslumbia	9	119	121	-1.7	12	123	121	1.9
Dist Of Columbia	170	0	0	0.0		0	0	0.0
Florida	172	2,126	2,088	1.8	157	2,065	1,963	5.1
Georgia	35	1,824	1,766	3.3	38	1,828	1,747	4.6
Maryland	-	683	680	0,4		702	683	2.7
North Carolina	20	1,640	1,534	6.9	25	1,554	1,574	-1.3
South Carolina	-	1,277	1,212	5.3	-	1,221	1,202	1.6
Virginia		1,631	1,605	1.6	- 1	1,613	1,605	0.5
West Virginia		<u>591</u>	604	-2.1		606	606	-0.1
		9,891	9,610	2.9		9,711	9,502	2.2
North Central	30	1,533	1,484	3.3	31	1,554	1,493	4.1
Indiana	30	1,360			27	1,554		
	125	1,360	1,392	-2.3		1,470 904	1,415	3.8
lowa			878	0.5	125		885	2.1
Kansas	64	660	677	-2.5	22	736	709	3.9
Michigan	_	1,483	1,513	-2.0	-	1,587	1,572	1.0
Minnesota		1,056	1,059	-0.3	· · · · ·	1,078	1,073	0.5
Missouri	73	1,331	1,315	1.2	71	1,383	1,341	3.1
Nebraska	29	528	515	2.4	29	543	530	2.4
North Dakota	30	221	229	-3.6	32	231	240	-3.9
Ohio	42	1,618	1,675	-3.4	45	1,680	1,697	-1.0
South Dakota	50	304	310	-1.8	48	313	313	0.1
Wisconsin	119	<u>1,315</u> 12,290	<u>1,314</u> 12,360	0.1 0.6	129	1,380 12,858	<u>1,376</u> 12,643	0.3
		,	12,000	010		.2,000		
South Gulf Alabama	50	1,118	1,101	1.5	54	1,135	1,119	1.5
Arkansas	50	855	856	-0.1	12	880	878	0.1
	48	982	982			992		
Kentucky	40	982 870	982 844	0.0	52	871	980	1.2
Louisiana	72	936		3.1	- 71	921	848	2.8
Mississippi	12		923	1.5	71		916	0.6
Oklahoma Tennessee	21	864 1,286	845	2.3	- 01	935 1,367	904	3.4
	114		1,329	-3.2 3.3	21 114	1,30/	1,335	2.4
Texas	114	<u>3,389</u> 10,300	<u>3,280</u> 10,160	3.3 1.4	114	<u>3,285</u> 10,385	<u>3,153</u> 10,133	4.2 2.5
Vest							•	
Alaska	39	80	74	8.3	37	81	76	6.9
Arizona		708	724	-2.2		749	727	2.9
California	15	3,000	3,117	-3.7	20	3,235	3,178	1.8
Colorado		770	762	1.0		806	766	5.2
Hawaii		101	101	-0.3		106	102	4.2
Idaho	117	320	303	5.6	112	339	305	11.1
Montana	42	341	331	2.9	43	354	346	2.4
Nevada	60	270	259	4.2	43 57	270	242	11.7
New Mexico	66	425			66	425	403	5.4
	105		410	3.6				
Oregon	105	742	742	-0.0	97	806	751	7.3
Utah	50	373	356	4.7	64	382	342	11.7
Washington		743	727	2.2	55	781	748	4.4
Wyoming	124	<u>251</u> 8,123	<u>243</u> 8,149	3.5 -0.3	124	<u>255</u> 8,587	<u>243</u> 8,227	4.8 4.4
TOTALS		45,935	45,778	0.3		47,177	46,186	2.1

AND A

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

Note: Where Number of Stations are shown as dashes, the values for Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the Nationwide average VMT.



### Traffic Volume Trends Rural\*

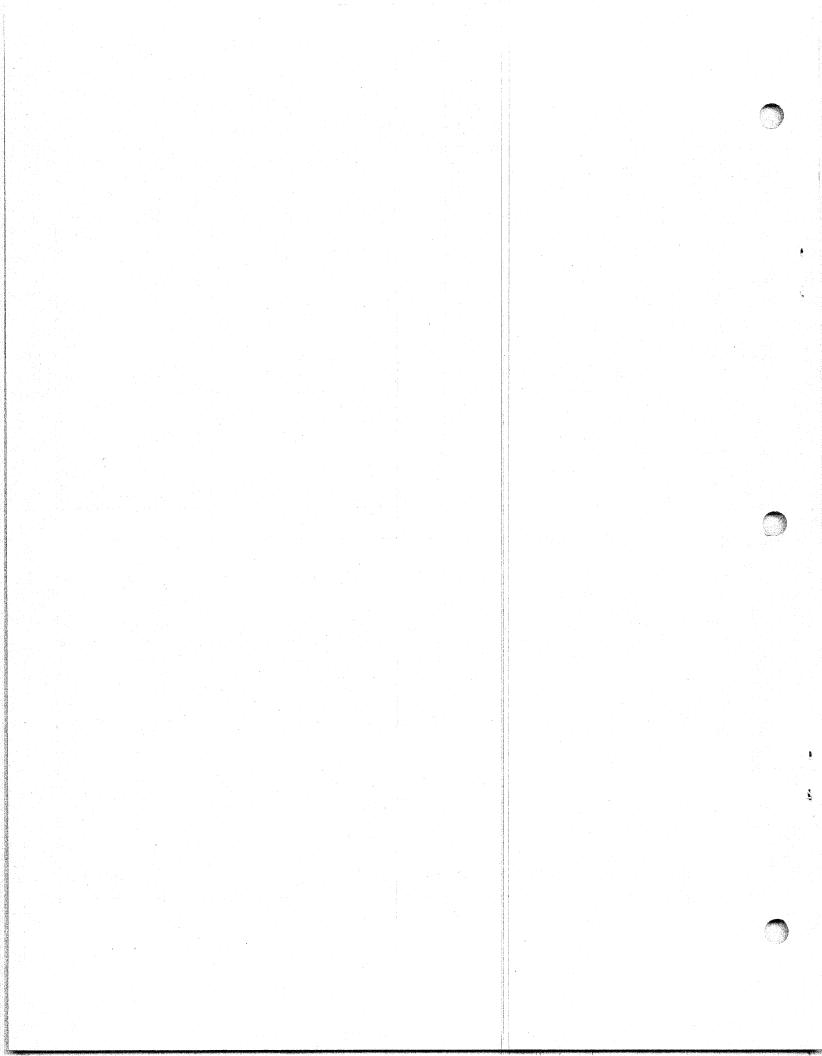
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year

(Includes Preliminary Data for December 1995)

Rural Interstate	%	Rural Other A	rterial %	Other Ru	ural <u>%</u>	Total Run	al	%		All Systems	\$	9
lan 14,049		Jan 24,003	-2.6					-3.1	100 C 100 C 100 C 100 C	169,411	<b>-</b> , , , , ,	-0
-eb 14,006	1.6	Feb 23,826	1.8	Feb 23,098		Feb 60,930	· · · ·	1.3	Feb	166,522		3
Mar <u>17,418</u>	5.2	Mar <u>28,746</u>	5.6	Mar 27,542		Mar <u>73,706</u>			Mar	196,391		4
Q1 45,473	1.4	Q1 76,575	1.8	Q1 74,084		Q1 196,132		0.6	Q1	532,324		2
Apr 17,552	3.6	Apr 29,173	3.5	Apr 27,939	4.0	Apr 74,664		3.7	Apr	195,627		3
lay 19,064	6.6	May 31,808	3.3	May 30,190	1.9	May 81,062		3.5	Мау	206,972		C
Jun <u>19,375</u>	5.3	Jun <u>32,163</u>	3.1	Jun <u>30,108</u>	3.6	Jun <u>81,646</u>		3.8	Jun	207,494		4
Q2 55,991	5.2	Q2 93,144	3.3	Q2 88,237	3.1	Q2 237,372		3.7	Q2	610,093		2
1st Half 101,464	3.5	1st Half	169,719 2.6	1st Half	162,321 1.2	1st Half	433,504	2.3	15	t Half 1	,142,417	2
Jul 21,434	4.8	Jul 34,505	1.9	Jul 31,291	1.4	Jul 87,230		2.4	Jul	215,058		2
Aug 20,795	2.4	Aug 34,002	1.6	Aug 30,947	1.4	Aug 85,744		1.7	Aug	215,281		2
Sep <u>18,574</u>	5.1	Sep <u>31,312</u>	3.2	Sep <u>28,795</u>	3.0	Sep <u>78,681</u>		3.5	Sep	200,774		з
Q3 60,803	4.0	Q3 99,819	2.2	Q3 91,033	1.9	Q3 251,655		2.5	Q3	631,113		2
3 Qs 162,267	3.7	3 Qs	269,538 2.4	3 Qs	253,354 1.5	3 Qs	685,159	2.4	3	3 Qs 1	,773,530	2
Oct 18,470	2.8	Oct 31,195	1.7	Oct 28,984	1.5	Oct 78,649		1.8	Oct	203,009		2
Nov 17,654	6.0	Nov 28,532	4.0	Nov 26,697	4.1	Nov 72,883		4.5	Nov	190,200		4
Dec <u>17,526</u>	3.8	Dec <u>28,251</u>	2.7	Dec <u>26,944</u>	2.6	Dec <u>72,721</u>		2.9	Dec	193,241		3
Q4 53,650	4.2	Q4 87,978	2.7	Q4 82,625	2.6	Q4 224,253		3.0	Q4	586,450		3
2nd Half 114,453	4.1	2nd Half	187,797 2.4	2nd Half	173,658 2.3	2nd Half	475,908	2.8	2r	nd Half 1	,217,563	3
 Year — 1995		· · · · · · · · · · · · · · · · · · ·								4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
Year — 1995												
Year – 1995 Rural Interstate	<u>%</u>	Rural Other A	<u>irterial %</u>	Other Ru	<u>ıral %</u>	<u>Total Rura</u>	<u>əl</u>	<u>%</u>	Į	All Systems	<u>s</u>	
Rural Interstate				<u>Other Ru</u> Jan 25,004		<u>Total Rura</u> Jan 66,038	<u>əl</u>			All Systems 179,548	<u>5</u>	6
and the second	8.3		7.5		6.7		<u>al</u>	7.4	Jan		<u>3</u>	
<u>Rural Interstate</u> Jan 15,220 Feb 14,832	8.3 5.9	Jan 25,814	7.5 5.1	Jan 25,004	6.7 3.2	Jan 66,038	<u>al</u>	7.4 4.6	Jan Feb	179,548	<u>3</u>	6
<u>Rural Interstate</u> Jan 15,220 Feb 14,832	8.3 5.9	Jan 25,814 Feb 25,030	7.5 5.1	Jan 25,004 Feb 23,844	6.7 3.2 1.9	Jan 66,038 Feb 63,706	<u>al</u>	7.4 4.6	Jan Feb Mar	179,548 172,283	<u>5</u>	3
<u>Rural Interstate</u> Jan 15,220 Feb 14,832 Mar <u>17,890</u>	8.3 5.9 2.7 5.4	Jan 25,814 Feb 25,030 Mar <u>29,699</u>	7.5 5.1 3.3 5.2 2.3	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147	6.7 3.2 1.9 3.8	Jan 66,038 Feb 63,706 Mar <u>75,646</u>	<u>al</u>	7.4 4.6 2.6 4.7	Jan Feb Mar Q1	179,548 172,283 200,864	<u>3</u>	6 3
Rural Interstate     Jan   15,220     Feb   14,832     Mar <u>17,890</u> Q1   47,942     Apr   18,469	8.3 5.9 2.7 5.4 5.2 1.1	Jan   25,814     Feb   25,030     Mar <u>29,699</u> Q1   80,543     Apr   29,845     May   32,292	7.5 5.1 3.3 5.2 2.3	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905	6.7 3.2 1.9 3.8 0.7 0.6	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390	<u>al</u>	7.4 4.6 2.6 4.7 2.4	Jan Feb Mar Q1 Apr	179,548 172,283 <u>200,864</u> 552,695	3	3 2 3 0
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044	8.3 5.9 2.7 5.4 5.2 1.1 3.5	Jan   25,814     Feb   25,030     Mar <u>29,699</u> Q1   80,543     Apr   29,845     May   32,292     Jun <u>33,109</u>	7.5 5.1 3.3 5.2 2.3 1.5 2.9	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u>	6.7 3.2 1.9 3.8 0.7 0.6 1.3	Jan   66,038     Feb   63,706     Mar <u>75,646</u> Q1   205,390     Apr   76,461     May   81,952     Jun <u>83,667</u>	<u>1</u>	7.4 4.6 2.6 4.7 2.4 1.1 2.5	Jan Feb Mar Q1 Apr May Jun	179,548 172,283 200,864 552,695 197,352 209,852 211,049	<u>\$</u>	6 3 2 3 0 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3	Jan 25,004 Feb 23,844 Mar <u>28,057 Q1</u> 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080		7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0	Jan Feb Mar Q1 Apr May Jun	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253		3 2 3 0 1 1 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2	Jan 25,814 Feb 25,030 Mar <u>29,699</u> Q1 80,543 Apr 29,845 May 32,292 Jun <u>33,109</u> Q2 95,246 ist Half	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6	Jan 25,004 Feb 23,844 Mar <u>28,057 Q1</u> 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 1st Half	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half	<u>व</u> 447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2	Jan Feb Mar Q1 Apr May Jun Q2 1s	179,548 172,283 <u>200,864</u> 552,695 197,352 209,852 <u>211,049</u> 618,253 at Half 1	<u>3</u> ,170,948	3 2 3 0 1 1 1 2
Bural Interstate     Jan   15,220     Feb   14,832     Mar <u>17,890</u> Q1   47,942     Apr   18,469     May   19,282     Jun <u>20,044</u> Q2   57,795     1st Half   105,737     Jul   21,705	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 <u>1st Half</u> Jul 88,315		7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337		3 2 3 0 1 1 1 1 2 2 0
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9	Jan   66,038     Feb   63,706     Mar <u>75,646</u> Q1   205,390     Apr   76,461     May   81,952     Jun <u>83,667</u> Q2   242,080     1st Half     Jul   88,315     Aug   87,656		7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337 218,152		3 2 3 0 1 1 1 1 2 2 0 0 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374     Sep   19,186	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     ist Half     Jul   34,922     Aug   34,758     Sep   32,030	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524 Sep <u>29,397</u>	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 <u>1st Half</u> Jul 88,315 Aug 87,656 Sep <u>80,613</u>	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2 2.5	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 tt Half 1 216,337 218,152 205,194		3 2 3 1 1 1 1 1 2 2 0 0 1 1 2
Rural Interstate     Ian   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,374     Sep   19,186     Q3   62,265	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 <u>1st Half</u> Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2 2.5 2.0	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337 218,152 205,194 639,683	,170,948	2 2 3 ( 1 1 1 2 2 ( ( 1 1 2 1 1
Bural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   19,186     Q3   62,265     3 Qs   168,002	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4 3.5	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710     3 Qs   34	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9 277,499 3.0	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609 <u>3 Qs</u>	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7 258,553 2.1	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584 <u>3</u> Qs	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2 2.5 2.0 2.8	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 t Half 1 216,337 218,152 205,194 639,683 3 Qs 1	,170,948	3 2 3 1 1 1 1 2 2 1 2 1 2
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374     Sep   19,186     Q3   62,265     3 Qs   168,002     Oct   19,078	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4 3.5 3.3	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     ist Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710     Q3   3Q;     Q3   32,030	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9 277,499 3.0 1.9	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609 <u>3</u> Qs	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7 258,553 2.1 1.4	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584 <u>3</u> Qs Oct 80,236	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2 2.5 2.0 2.8 2.0 2.8 2.0	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3 Q3 QCt	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 et Half 1 216,337 218,152 205,194 639,683 9 Qs 1, 206,923	,170,948	3 2 3 0 1 1 1 1 2 2 1 1 2 2 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374     Sep   19,186     Q3   62,265     3   Qs   168,002     Oct   19,078   Nov   18,156	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4 3.5 3.3 2.4 3.5 3.3 2.8	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710     3 Qs   Oct     Oct   31,773     Nov   29,021	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9 277,499 3.0 1.9 1.7	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 <u>1st Half</u> Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609 <u>3 Qs</u> Oct 29,385 Nov 27,180	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7 258,553 2.1 1.4 1.8	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584 <u>3 Qs</u> Oct 80,236 Nov 74,357	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 2.2 2.5 2.0 2.8 2.0 2.8 2.0 2.8	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3 Q3 Cot Nov	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337 218,152 205,194 639,683 3 Qs 1, 206,923 193,728	,170,948	3 2 3 3 3 3 3 4 1 1 2 2 1 1 2 2 1 1 1 1 1 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374     Sep   19,186     Q3   62,265     3 Qs   168,002     Dot   19,078     Nov   18,156     Dec   17,722	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4 3.5 3.3 2.4 3.5 3.3 1.1	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710     3 Qs   00t     Oct   31,773     Nov   29,021     Dec   28,213	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9 277,499 3.0 1.9 1.7 -0.1	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 1st Half Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609 3 Qs Oct 29,385 Nov 27,180 Dec <u>27,036</u>	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7 258,553 2.1 1.4 1.8 0.3	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584 <u>3 Qs</u> Oct 80,236 Nov 74,357 Dec <u>72,971</u>	447,470	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 1.2 2.2 2.5 2.0 2.8 2.0 2.8 2.0 0.3	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3 Cot Nov Dec	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337 218,152 205,194 639,683 3 Qs 1, 206,923 193,728 193,564	,170,948	3 2 3 1 1 1 1 2 2 1 1 2 1 1 1 1 1 1 1 1
Rural Interstate     Jan   15,220     Feb   14,832     Mar   17,890     Q1   47,942     Apr   18,469     May   19,282     Jun   20,044     Q2   57,795     1st Half   105,737     Jul   21,705     Aug   21,374     Sep   19,186     Q3   62,265     3 Qs   168,002     Oct   19,078     Nov   18,156	8.3 5.9 2.7 5.4 5.2 1.1 3.5 3.2 4.2 1.3 2.8 3.3 2.4 3.5 3.3 2.4 3.5 3.3 2.8	Jan   25,814     Feb   25,030     Mar   29,699     Q1   80,543     Apr   29,845     May   32,292     Jun   33,109     Q2   95,246     1st Half     Jul   34,922     Aug   34,758     Sep   32,030     Q3   101,710     3 Qs   Oct     Oct   31,773     Nov   29,021	7.5 5.1 3.3 5.2 2.3 1.5 2.9 2.3 175,789 3.6 1.2 2.2 2.3 1.9 277,499 3.0 1.9 1.7 -0.1 1.2	Jan 25,004 Feb 23,844 Mar <u>28,057</u> Q1 76,905 Apr 28,147 May 30,378 Jun <u>30,514</u> Q2 89,039 1st Half Jul 31,688 Aug 31,524 Sep <u>29,397</u> Q3 92,609 <u>3 Qs</u> Oct 29,385 Nov 27,180 Dec <u>27,036</u> Q4 83,601	6.7 3.2 1.9 3.8 0.7 0.6 1.3 0.9 165,944 2.2 1.3 1.9 2.1 1.7 258,553 2.1 1.4 1.8 0.3	Jan 66,038 Feb 63,706 Mar <u>75,646</u> Q1 205,390 Apr 76,461 May 81,952 Jun <u>83,667</u> Q2 242,080 1st Half Jul 88,315 Aug 87,656 Sep <u>80,613</u> Q3 256,584 <u>3 Qs</u> Oct 80,236 Nov 74,357 Dec <u>72,971</u> Q4 227,564	447,470 704,054	7.4 4.6 2.6 4.7 2.4 1.1 2.5 2.0 3.2 2.2 2.5 2.0 2.8 2.0 2.8 2.0 2.8	Jan Feb Mar Q1 Apr May Jun Q2 1s Jul Aug Sep Q3 Cot Nov Dec Q4	179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1 216,337 218,152 205,194 639,683 3 Qs 1, 206,923 193,728	, <u>170,948</u> ,810,631	3 2 3 3 3 3 3 4 1 1 2 2 1 1 2 2 1 1 1 1 1 1

þ

\* formerly table 9B



### Traffic Volume Trends Urban\*

ŧ.

Estimated Vehicle Miles	(Millions) and	Percent Change fro	om Same P	eriod Previous Year

(Includes Preliminary Data for December 1995)

Urban Interstate	%	Urban Other /	Arterial %	Other Urba	an %	Total Ur	ban %		All Systems	9
Jan 24,425	-0.8		2.9		-1.7			Jan	169,411	0.
Feb 24,403		Feb 58,192		Feb 22,997		Feb 105,592		Feb	166,522	3
Var 28,028		Mar 67,661		Mar 26,996				Mar	<u>196,391</u>	4
Q1 76,856	2.9	Q1 185,794	4.6	Q1 73,542	0.6	Q1 336,192			532,324	2
Apr 27,294		Apr 66,944	· · · · · · · · · · · · · · · · · · ·	Apr 26,725		Apr 120,963		Apr	195,627	3
May 28,423		May 69,496		May 27,991	-2.8			May	206,972	0
Jun <u>28,687</u>		Jun <u>69,230</u>		Jun <u>27,931</u>	1.3			Jun	207,494	4
Q2 84,404	5.7	Q2 205,670	1.2	Q2 82,647	-0.4	Q2 372,721		1	610,093	2
1st Half 161,260	4.4	1st Half		1st Half 1		1st Half	708,913 2.5	1.1	st Half 1,142,417	2
Jul 29,340		Jul 69,876		Jul 28,612		Jul 127,828		Jul	215,058	2
		Aug 70,715		Aug 28,846	100 C					
•		-						Aug	215,281	2
Sep <u>27,842</u>		Sep <u>67,102</u>		Sep <u>27,149</u>		Sep <u>122,093</u>		Sep	200,774	3
Q3 87,158	5.4	Q3 207,693	3.3	Q3 84,607	0.8	Q3 379,458			631,113	2
3 Qs 248,418	4.7	3 Qs	599,157 3.0		240,796 0.3		1,088,371 2.8	1	3 Qs 1,773,530	2
Oct 28,359		Oct 68,466		Oct 27,535		Oct 124,360		Oct	203,009	2
Nov 27,020		Nov 64,252	3.8	Nov 26,045		Nov 117,317		Nov	190,200	: 4
Dec <u>27,402</u>		Dec <u>66,537</u>	4.1	Dec <u>26,581</u>		Dec <u>120,520</u>		Dec	193,241	3
Q4 82,781	5.3	Q4 199,255	3.6	Q4 80,161	0.8	Q4 362,197			586,450	3
2nd Half 169,939	5.4	2nd Half	406,948 3.4	2nd Half 1	164,768 0.8	2nd Half	741,655 3.3	2	nd Half 1,217,563	3
Year 331,199 Year - 1995	4.9	Year	798,412 3.1	Year 3	320,957 0.5	Year	1,450,568 2.9	Υ	ear 2,359,980	
	4.9	Year	798,412 3.1	Year 3	320,957 0.5	Year	1,450,568 2.9	Y	ear 2,359,980	
	<u>4.9</u>	Tear Urban Other /							ear 2,359,980	2
Year - 1995 <u>Urban Interstate</u>	<u>%</u>		Arterial %		<u>an %</u>	<u>Total Ur</u>	ban %			
<b>Year 1995</b> <u>Urban Interstate</u> Jan 25,847	<u>%</u> 5.8	Urban Other /	Arterial <u>%</u> 4.6	Other Urba	<u>an %</u> 6.1	<u>Total Ur</u>	<u>ban %</u> 5.2		All Systems	6
<b>Year 1995</b> <u>Urban Interstate</u> Jan 25,847 Feb 25,239	<u>%</u> 5.8 3.4	<u>Urban Other /</u> Jan 62,687	Arterial % 4.6 2.3	<u>Other Urba</u> Jan 24,976	<u>an %</u> 6.1 3.5	<u>Total Ur</u> Jan 113,510	ban % 5.2 2.8	Jan	<u>All Systems</u> 179,548	6 3
<b>Year 1995</b> <u>Urban Interstate</u> Jan 25,847 Feb 25,239	<u>%</u> 5.8 3.4	<u>Urban Other /</u> Jan 62,687 Feb 59,539	Arterial % 4.6 2.3	<u>Other Urba</u> Jan 24,976 Feb 23,799	<u>an %</u> 6.1 3.5	<u>Total Ur</u> Jan 113,510 Feb 108,577	<u>ban %</u> 5.2 2.8 2.1	Jan Feb Mar	<u>All Systems</u> 179,548 172,283	6 3 2
<b>Year 1995</b> <u>Urban Interstate</u> Jan 25,847 Feb 25,239 Mar <u>28,853</u> Q1 79,939	<u>%</u> 5.8 3.4 2.9 4.0	<u>Urban Other /</u> Jan 62,687 Feb 59,539 Mar <u>68,704</u>	A <u>rterial %</u> 4.6 2.3 1.5	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436	an <u>%</u> 6.1 3.5 2.5 3.9	<u>Total Ur</u> Jan 113,510 Feb 108,577 Mar <u>125,218</u>	ban % 5.2 2.8 2.1 3.3	Jan Feb Mar	<u>All Systems</u> 179,548 172,283 <u>200,864</u>	6 3 2 3
<b>Year 1995</b> <u>Urban Interstate</u> Jan 25,847 Feb 25,239 Mar <u>28,853</u> Q1 79,939	<u>%</u> 5.8 3.4 2.9 4.0 1.1	<u>Urban Other</u> / Jan 62,687 Feb 59,539 Mar <u>68,704</u> Q1 190,930	Arterial % 4.6 2.3 1.5 2.8 -0.8	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436	an <u>%</u> 6.1 3.5 2.5 3.9 0.5	<u>Total Ur</u> Jan 113,510 Feb 108,577 Mar <u>125,218</u> Q1 347,305	ban % 5.2 2.6 2.1 3.3 -0.1	Jan Feb Mar Q1	All Systems 179,548 172,283 200,864 552,695	6 3 2 3 0
Year 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602	<u>%</u> 5.8 3.4 2.9 4.0 1.1 2.6	<u>Urban Other /</u> Jan 62,687 Feb 59,539 Mar <u>66,704</u> Q1 190,930 Apr 66,427	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900	ban % 5.2 2.6 2.1 3.3 -0.1 1.6	Jan Feb Mar Q1 Apr	All Systems 179,548 172,283 200,864 552,695 197,352	2 6 3 2 3 0 1 1
Year - 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602     May   29,169	<u>%</u> 5.8 3.4 2.9 4.0 1.1 2.6	Urban Other / Jan 62,687 Feb 59,539 Mar <u>68,704</u> Q1 190,930 Apr 66,427 May 70,288	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862 May 28,443	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2	Jan Feb Mar Q1 Apr May Jun	All Systems 179,548 172,283 200,864 552,695 197,352 209,852	6 3 2 3 0 1
Year - 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602     May   29,169     Jun   29,533	<u>%</u> 5.8 3.4 2.9 4.0 1.1 2.6 3.0	<u>Urban Other /</u> Jan 62,687 Feb 59,539 Mar <u>68,704</u> Q1 190,930 Apr 66,427 May 70,288 Jun <u>69,574</u>	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3	Other Urba Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862 May 28,443 Jun <u>28,275</u>	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2	Jan Feb Mar Q1 Apr May Jun Q2	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049	6 3 2 3 0 1 1
Year 1995 <u>Urban Interstate</u> Jan 25,847 Feb 25,239 Mar <u>28,853</u> Q1 79,939 Apr 27,602 May 29,169 Jun <u>29,533</u> Q2 86,304 1st Half 166,243	<u>%</u> 5.8 3.4 2.9 4.0 1.1 2.6 3.0 2.3 3.1	<u>Urban Other /</u> Jan 62,687 Feb 59,539 Mar <u>68,704</u> Q1 190,930 Apr 66,427 May 70,288 Jun <u>69,574</u> Q2 206,289 1st Half	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862 May 28,443 Jun <u>28,275</u> Q2 83,580 1st Half 1	an % 6,1 3,5 2,5 3,9 0,5 1,6 1,2 1,1 160,016 2,5	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 0.9 723,478 2.1	Jan Feb Mar Q1 Apr May Jun Q2 11	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253	6 3 2 3 0 1 1 1 1 2
Year   - 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602     May   29,169     Jun   29,533     Q2   86,304     1st Half   166,243     Jul   29,871	<u>%</u> 5.8 3.4 2.9 4.0 1.1 2.6 3.0 2.3 3.1 1.8	<u>Urban Other</u> Jan 62,687 Feb 59,539 Mar <u>68,704</u> Q1 190,930 Apr 66,427 May 70,288 Jun <u>69,574</u> Q2 206,289	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6	Other Urba Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862 May 28,443 Jun <u>28,275</u> Q2 83,580 1st Half 1	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173	ban % 5.2 2.8 2.1 3.3 -0.1 1.6 1.2 0.9 723,478 2.1 0.2	Jan Feb Mar Q1 Apr May Jun Q2 11	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948	6 3 3 0 1 1 1 1 1 2 0
Year - 1995   Urban Interstate   Jan 25,847   Feb 25,239   Mar 28,853   Q1 79,939   Apr 27,602   May 29,169   Jun 29,533   Q2 86,304   1st Half 166,243   Jul 29,871	%   5.8   3.4   2.9   4.0   1.1   2.6   3.0   2.3   3.1   1.8   2.0	Urban Other /     Jan   62,687     Feb   59,539     Mar <u>68,704</u> Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1	<u>Other Urba</u> Jan 24,976 Feb 23,799 Mar <u>27,661</u> Q1 76,436 Apr 26,862 May 28,443 Jun <u>28,275</u> Q2 83,580 <u>1st Half 1</u> Jul 28,726	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half   Jul	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 at Half 1,170,948 216,337	6 3 2 3 0 1 1 1 1 2 0 0 1
Year   - 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602     May   29,169     Jun   29,533     Q2   86,304     1st Half   166,243     Jul   29,871     Aug   30,572	%   5.8   3.4   2.9   4.0   1.1   2.6   3.0   2.3   3.1   1.8   2.0	Urban Other /     Jan   62,687     Feb   59,539     Mar <u>68,704</u> Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u>	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half     Jul   128,022     Aug   130,496     Sep   124,581	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7 2.0	Jan Feb Mar Q1 Apr May Jun Q2 1: Jul Aug Sep	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152	6 3 2 3 0 1 1 1
Year   - 1995     Urban Interstate     Jan   25,847     Feb   25,239     Mar   28,853     Q1   79,939     Apr   27,602     May   29,169     Jun   29,533     Q2   86,304     1st Half   166,243     Jul   29,871     Aug   30,572     Sep   28,516	%   5.8   3.4   2.9   4.0   1.1   2.6   3.0   2.3   3.1   1.8   2.0   2.4	Urban Other /     Jan   62,687     Feb   59,539     Mar   68,704     Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 1.2	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half   Jul     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7 2.0	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul Aug Sep Q3	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194	6 3 2 3 0 1 1 1 1 2 0 1 2
Year   -   1995     Urban Interstate   Jan   25,847     Feb   25,239   Jan     Mar   28,853   Jan     Q1   79,939   Jan     Apr   27,602   Jan     Jun   29,533   Jan     Q2   86,304   1st Half     1st Half   166,243   Jul     Jul   29,871   Sep     Aug   30,572   Sep     Q3   88,959   3 Qs     3 Qs   255,202	%   5.8   3.4   2.9   4.0   1.1   2.6   3.0   2.3   3.1   1.8   2.0   2.4   2.1   2.7	Urban Other /     Jan   62,687     Feb   59,539     Mar   68,704     Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9 0.4 605,769 1.1	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 1.2 245,606 2.0	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half   Jul     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 0.9 723,478 2.1 0.2 0.7 2.0 1.0 1,106,577 1.7	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul Aug Sep Q3	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194 639,683	6 3 2 3 3 0 0 1 1 1 2 0 0 1 2 1 2
Year   -   1995     Urban Interstate   Jan   25,847     Feb   25,239   Jan   28,853     Q1   79,939   Apr   27,602     May   29,169   Jun   29,533     Q2   86,304   1st Half   166,243     Jul   29,871   Aug   30,572     Sep   28,516   Q3   88,959     3   Qs   255,202     Oct   29,089   1	%     5.8     3.4     2.9     4.0     1.1     2.6     3.0     2.3     3.1     1.8     2.0     2.4     2.1     2.7     2.6	Urban Other /     Jan   62,687     Feb   59,539     Mar   68,704     Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550     3 Q8	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9 0.4 605,769 1.1 1.7	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590     3 Qs   2	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 245,606 2.0 1.7	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     1st Half   Jul     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099     3 QS   3	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 0.9 723,478 2.1 0.2 0.7 2.0 1.0 1,106,577 1.7 1.9	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul Aug Sep Q3 Oct	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194 639,683 3 Qs 1,810,631	6 3 2 3 0 0 1 1 1 2 0 0 1 1 2 1
Year - 1995   Urban Interstate   Jan 25,847   Feb 25,239   Mar 28,853   Q1 79,939   Apr 27,602   May 29,169   Jun 29,533   Q2 86,304   1st Half 166,243   Jul 29,871   Aug 30,572   Sep 28,516   Q3 88,959   3 Qs 255,202   Oct 29,089   Nov 27,916	%   5.8   3.4   2.9   4.0   1.1   2.6   3.1   1.8   2.0   2.4   2.1   2.7   2.6   3.3	Urban Other /     Jan   62,687     Feb   59,539     Mar <u>68,704</u> Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550     3   Qs     Oct   69,598     Nov   64,984	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9 0.4 605,769 1.1 1.7 1.7	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590     3 Qs   2     Oct   28,000     Nov   26,471	an <u>%</u> 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 245,606 2.0 1.7 1.6	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099     3   Qs     Oct   126,687     Nov   119,371	ban % 5.2 2.8 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7 2.0 1.0 1.106,577 1.7 1.9 1.8	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul Aug Sep Q3 Cot Nov	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194 639,683 3 Qs 1,810,631 206,923 193,728	6 3 2 3 0 1 1 1 2 0 0 1 1 2 2 1 1 1
Year 1995   Urban Interstate   Jan 25,847   Feb 25,239   Mar 28,853   Q1 79,939   Apr 27,602   May 29,169   Jun 29,533   Q2 86,304   1st Half 166,243   Jul 29,871   Aug 30,572   Sep 28,516   Q3 88,959   3 Qs 255,202   Oct 29,089   Nov 27,916   Dec 27,988	%   5.8   3.4   2.9   4.0   1.1   2.6   3.0   2.3   3.1   1.8   2.0   2.4   2.7   2.6   3.3   2.1   2.7   2.6   3.3   2.1	Urban Other /     Jan   62,687     Feb   59,539     Mar <u>68,704</u> Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550     3 Q8   Oct     Nov   64,984     Dec <u>66,165</u>	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9 0.4 605,769 1.1 1.7 1.1 -0.6	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590     3 Qs   2     Oct   28,000     Nov   26,471     Dec   26,440	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 1.2 245,606 2.0 1.7 1.6 -0.5	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099     3   Qs     Oct   126,687     Nov   119,371     Dec   120,593	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7 2.0 1,106,577 1.7 1.6 1.8 0.1	Jan Feb Mar Q1 Apr May Jun Q2 11 Jul Aug Sep Q3 Oct Nov Dec	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194 639,683 3 Qs 1,810,631 206,923 193,728 193,564	6 3 2 3 0 1 1 1 1 2 0 0 1 2 1
Year - 1995   Urban Interstate   Jan 25,847   Feb 25,239   Mar 28,853   Q1 79,939   Apr 27,602   May 29,169   Jun 29,533   Q2 86,304   1st Half 166,243   Jul 29,871   Aug 30,572   Sep 28,516   Q3 88,959   3 Qs 255,202   Oct 29,089   Nov 27,916	%   5.8   3.4   2.9   4.0   1.1   2.6   3.1   1.8   2.0   2.4   2.1   2.7   2.6   3.3	Urban Other /     Jan   62,687     Feb   59,539     Mar <u>68,704</u> Q1   190,930     Apr   66,427     May   70,288     Jun <u>69,574</u> Q2   206,289     1st Half     Jul   69,425     Aug   70,767     Sep <u>68,358</u> Q3   208,550     3   Qs     Oct   69,598     Nov   64,984	Arterial % 4.6 2.3 1.5 2.8 -0.8 1.1 0.5 0.3 397,219 1.5 -0.6 0.1 1.9 0.4 605,769 1.1 1.7 1.1 -0.6 0.7	Other Urba     Jan   24,976     Feb   23,799     Mar   27,661     Q1   76,436     Apr   26,862     May   28,443     Jun   28,275     Q2   83,580     1st Half   1     Jul   28,726     Aug   29,157     Sep   27,707     Q3   85,590     3 Qs   2     Oct   28,000     Nov   26,471     Dec   26,440     Q4   80,911	an % 6.1 3.5 2.5 3.9 0.5 1.6 1.2 1.1 160,016 2.5 0.4 1.1 2.1 245,606 2.0 1.7 1.6 -0.5 0.9	Total Ur     Jan   113,510     Feb   108,577     Mar   125,218     Q1   347,305     Apr   120,891     May   127,900     Jun   127,382     Q2   376,173     Jul   128,022     Aug   130,496     Sep   124,581     Q3   383,099     3   Q8     Oct   126,687     Nov   119,371     Dec   120,593     Q4   366,651	ban % 5.2 2.6 2.1 3.3 -0.1 1.6 1.2 723,478 2.1 0.2 0.7 2.0 1,106,577 1.7 1.6 1.8 0.1	Jan Feb Mar Q1 Apr May Jun Q2 1: Jul Aug Sep Q3 Oct Nov Dec Q4	All Systems 179,548 172,283 200,864 552,695 197,352 209,852 211,049 618,253 st Half 1,170,948 216,337 218,152 205,194 639,683 3 Qs 1,810,631 206,923 193,728	e 3 3 0 1 1 1 1 2 2 0 1 1 2 1 1 1 1 2 1 1 1 0 0

\* formerly table 9B

