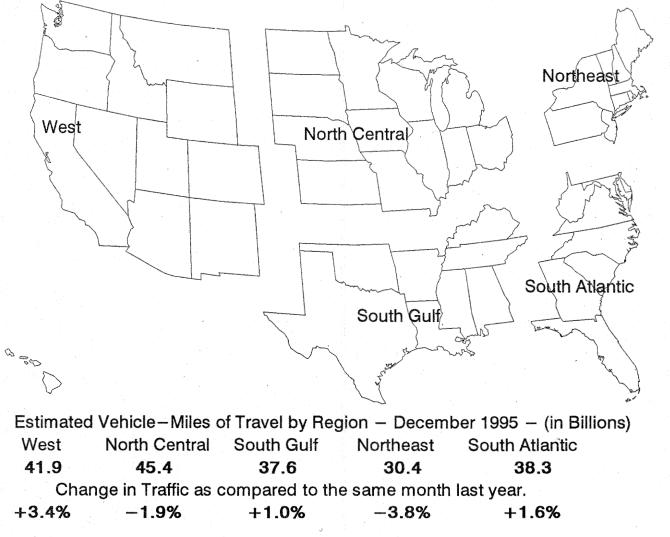


U.S. Department of Transportation

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.



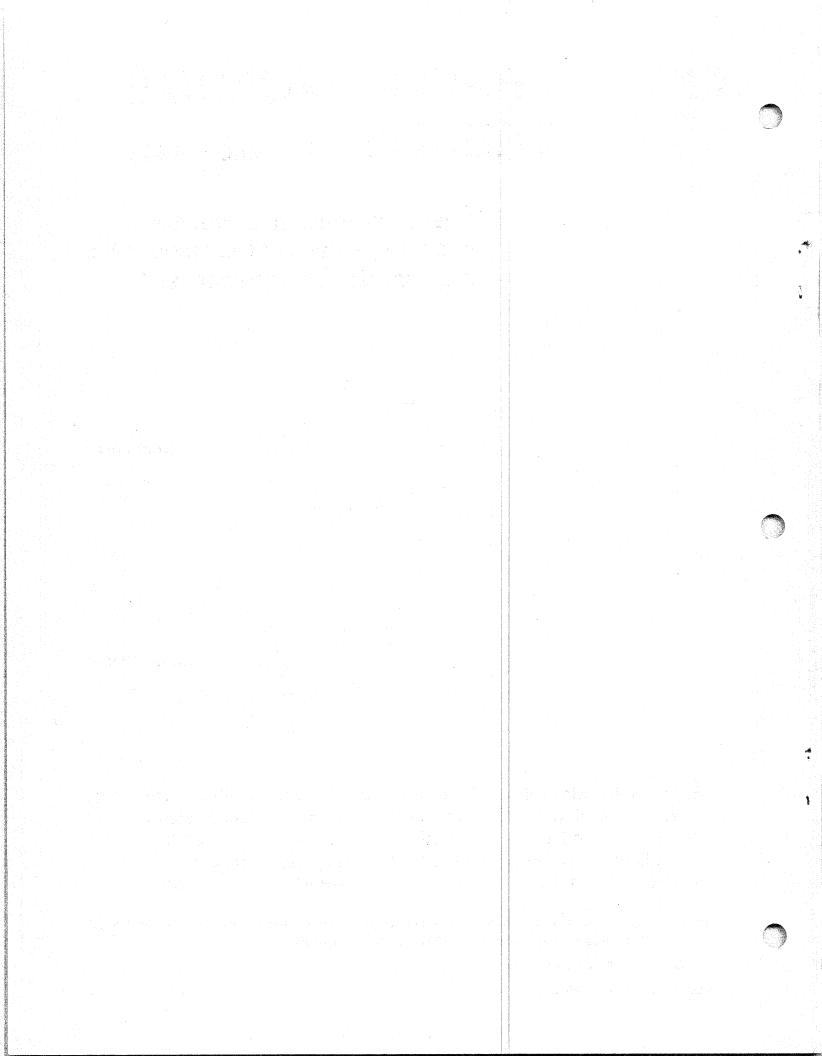
Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2. All vehicle-miles of travel computed with 1994 Table VM-2 as a base

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

Publication No. FHWA-PL-96-004

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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.

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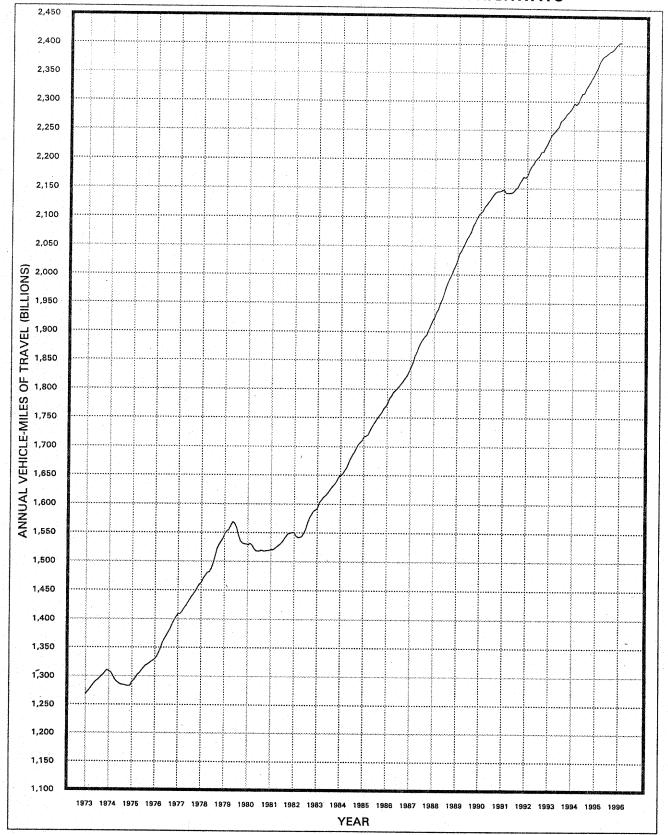
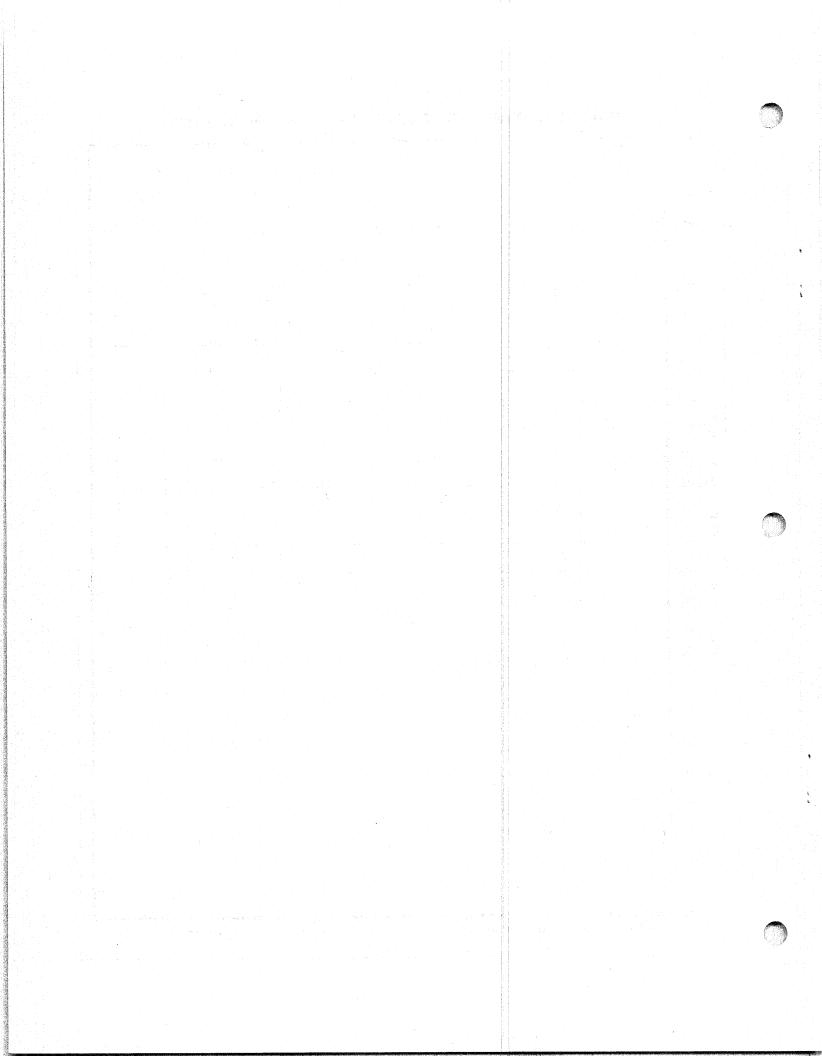
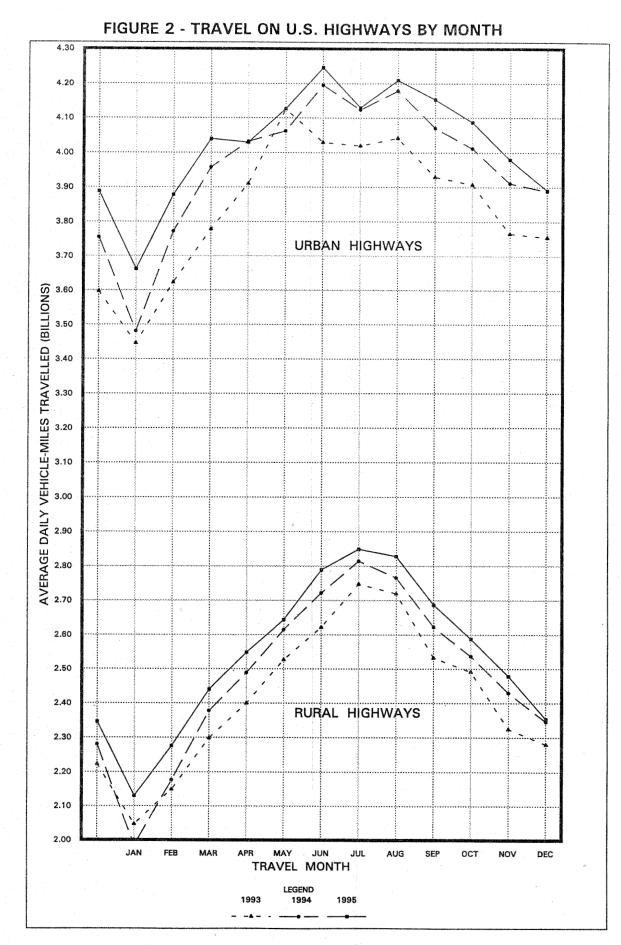


FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS



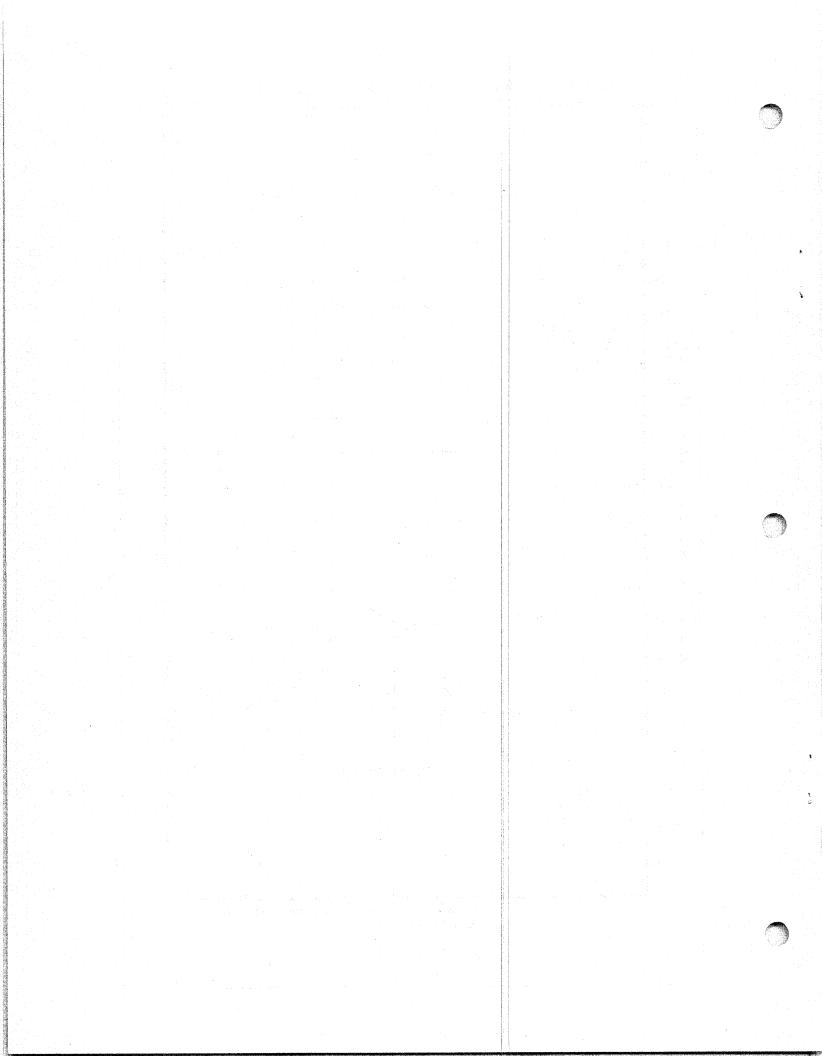


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Federal Highway Administration Office of Highway Information Management 400 7th Street S.W. Washington, D.C. 20590

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					•	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

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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.

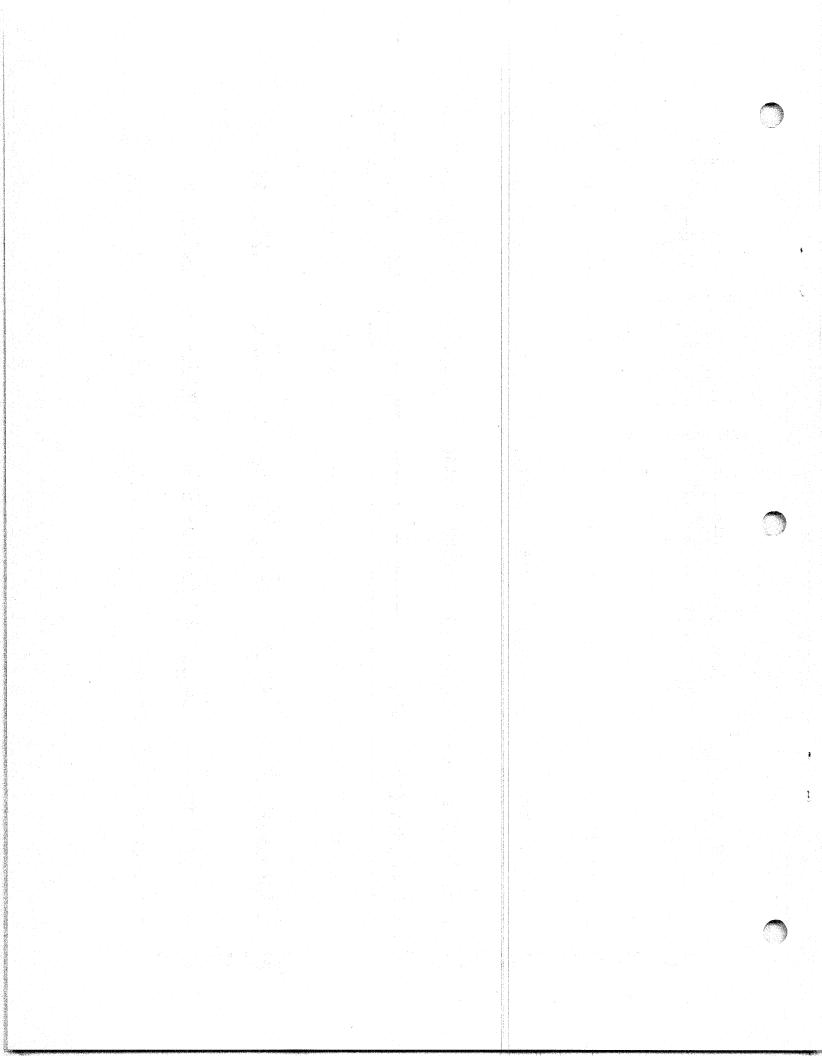
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		Vehicle	ember Miles			Nove Vehicle	mber	
	Number	(Millio	ons)	Percent	Number	(Millic		Percer
Region and State	of Stations	1995 (Preliminary)	1994	Change	of Stations	1995 (Revised)	1994	Chang
Vortheast					Otations	(Nevised)		
Connecticut	22	299	320	-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

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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*

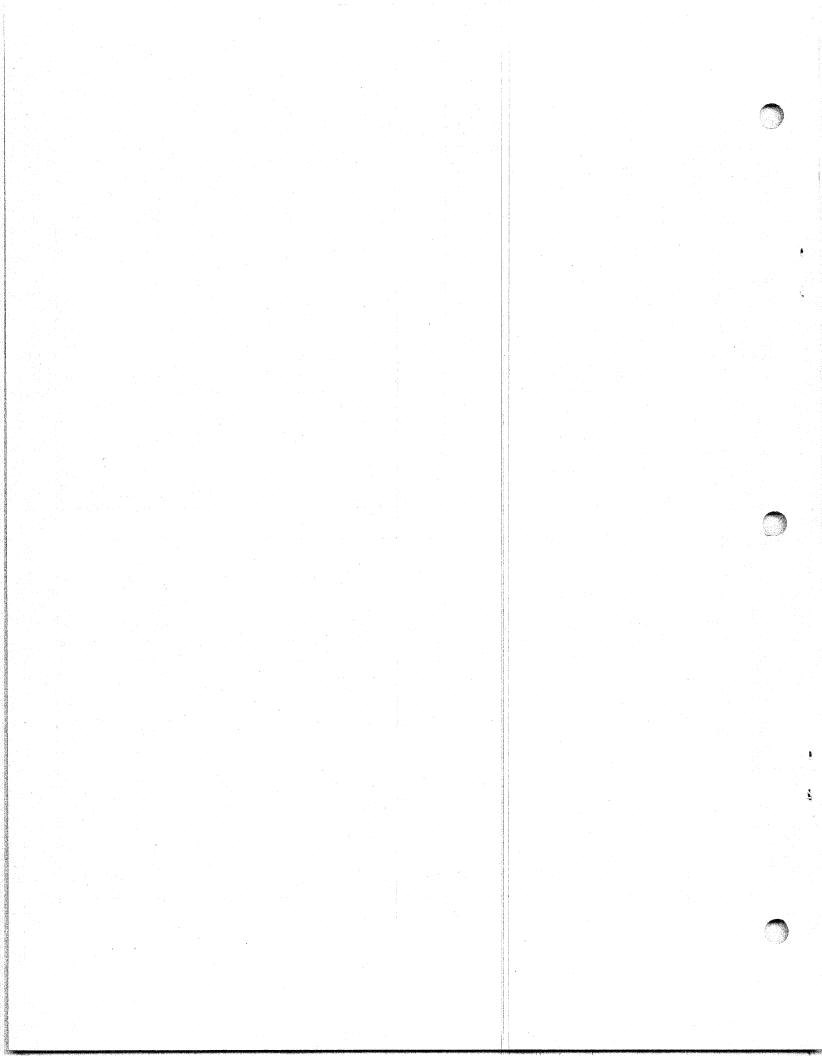
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year

(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	- , , , , ,	-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

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* formerly table 9B



Traffic Volume Trends Urban*

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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 %			
Year 1995 <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
Year 1995 <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
Year 1995 <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
Year 1995 <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
Year 1995 <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

