# TRAFFIC TRENDS <br> February 2000 

## Travel on all roads and streets is up by 1.6 percent for February 2000 as compared to February 1999.



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 1998 Table VM-2 as a base

Compiledwith data on hand as of 06-Jun-2000

Based on preliminary reports from the State Highway Agencies, travel during February 2000 on all roads and streets in the nation increased by 1.6 percent as compared to February 1999 resulting in estimated travel for the month at 194.6 billion vehicle-miles. This total includes 74.4 billion vehicle-miles on rural roads and 120.1 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.

| Travel in Millions |  |  |
| :---: | :---: | :---: |
| All Roads and Streets |  |  |
| Year | February | Year to Date |
| 1970 | 77,442 | 157,615 |
| 1971 | 80,118 | 165,455 |
| 1972 | 88,272 | 180,738 |
| 1973 | 92,567 | 189,231 |
| 1974 | 86,426 | 181,456 |
| 1975 | 91,303 | 189,645 |
| 1976 | 98,528 | 200,988 |
| 1977 | 102,416 | 204,861 |
| 1978 | 107,018 | 216,855 |
| 1979 | 109,650 | 224,004 |
| 1980 | 107,338 | 22,800 |
| 1981 | 109,765 | 225,814 |
| 1982 | 107,512 | 217,269 |
| 1983 | 111,828 | 231,263 |
| 1984 | 117,483 | 240,013 |
| 1985 | 119,367 | 243,488 |
| 1986 | 123,526 | 256,524 |
| 1987 | 135,996 | 275,914 |
| 1988 | 141,748 | 290,627 |
| 1989 | 146,732 | 306,482 |
| 1990 | 153,559 | 317,159 |
| 1991 | 153,351 | 311,240 |
| 1992 | 160,204 | 327,856 |
| 1993 | 162,844 | 334,524 |
| 1994 | 166,444 | 335,758 |
| 1995 | 171,053 | 364,891 |
| 1996 | 176,562 | 360,027 |
| 1997 | 183,950 | 374,076 |
| 1998 | 187,167 | 384,037 |
| 1999 | 191,485 | 385,067 |
| 2000 | 194,572 | 394,628 |

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.

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FIGURE 2 - TRAVEL ON U.S. HIGHWAYS BY MONTH



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

| System | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| ( 1999 Individual Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 17.6 | 17.5 | 20.5 | 21.3 | 22.4 | 23.0 | 25.3 | 24.5 | 21.7 | 22.4 | 21.4 | 20.8 |
| Rural Other Arterial | 28.7 | 28.8 | 33.2 | 33.9 | 36.3 | 36.8 | 39.5 | 38.6 | 35.5 | 36.2 | 33.7 | 33.1 |
| Other Rural | 27.0 | 27.0 | 31.2 | 32.0 | 34.1 | 34.6 | 36.2 | 35.3 | 32.9 | 33.6 | 31.1 | 30.7 |
| Urban Interstate | 28.0 | 27.8 | 31.8 | 31.6 | 32.7 | 33.6 | 33.6 | 34.0 | 32.3 | 33.4 | 32.2 | 31.6 |
| Urban Other Arterial | 65.6 | 64.1 | 74.0 | 72.4 | 74.3 | 76.7 | 76.7 | 77.5 | 71.9 | 76.9 | 73.6 | 74.0 |
| Other Urban | 26.6 | 26.3 | 30.0 | $\underline{29.9}$ | 30.8 | 31.3 | 31.8 | 31.6 | 30.0 | 31.1 | 29.8 | 31.3 |
| Other Urban | 193.6 | 191.5 | $220.8$ | $221.0$ | $230.6$ | 236.0 | 243.1 |  |  | 233.6 | 221.9 | 221.5 |
| 2000 Individual Monthly Vehicle-Miles of Travel in Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.6 | 17.9 |  |  |  |  |  |  |  |  |  |  |
| Rural Other Arterial | 29.5 | 29.2 |  |  |  |  |  |  |  |  |  |  |
| Other Rural | 28.0 | 27.3 |  |  |  |  |  |  |  |  |  |  |
| Urban Interstate | 29.1 | 28.4 |  |  |  |  |  |  |  |  |  |  |
| Urban Other Arterial | 67.4 | 65.1 |  |  |  |  |  |  |  |  |  |  |
| Other Urban | 27.5 | 26.6 |  |  |  |  |  |  |  |  |  |  |
| All Systems | 200.1 | 194.6 |  |  |  |  |  |  |  |  |  |  |
| Percent Change In Individual Monthly Travel 2000 vs. 1999 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 5.3 | 2.4 |  |  |  |  |  |  |  |  |  |  |
| Rural Other Arterial | 3.0 | 1.5 |  |  |  |  |  |  |  |  |  |  |
| Other Rural | 3.7 | 1.3 |  |  |  |  |  |  |  |  |  |  |
| Urban Interstate | 3.8 | 2.0 |  |  |  |  |  |  |  |  |  |  |
| Urban Other Arterial | 2.8 | 1.7 |  |  |  |  |  |  |  |  |  |  |
| Other Urban | 3.0 | 1.1 |  |  | , |  |  |  |  |  |  |  |
| All Systems | 3.3 | 1.6 |  |  |  |  |  |  |  |  |  |  |

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 |
| 1999 Cumulative Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 17.6 | 35.2 | 55.7 | 76.9 | 99.4 | 122.4 | 147.7 | 172.2 | 193.9 | 216.3 | 237.7 | 258.4 |
| Rural Other Arterial | 28.7 | 57.4 | 90.7 | 124.6 | 160.9 | 197.7 | 237.1 | 275.7 | 311.2 | 347.5 | 381.2 | 414.2 |
| Other Rural | 27.0 | 53.9 | 85.2 | 117.2 | 151.3 | 185.9 | 222.1 | 257.3 | 290.2 | 323.8 | 355.0 | 385.7 |
| Urban Interstate | 28.0 | 55.9 | 87.6 | 119.2 | 151.9 | 185.5 | 219.1 | 253.2 | 285.5 | 318.9 | 351.1 | 382.8 |
| Urban Other Arterial | 65.6 | 129.7 | 203.6 | 276.1 | 350.3 | 427.0 | 503.7 | 581.2 | 653.1 | 730.0 | 803.6 | 877.6 |
| Other Urban | 26.6 | 53.0 | 83.0 | 112.9 | 143.7 | 174.9 | 206.7 | 238.4 | 268.4 | 299.4 | 329.3 | 360.6 |
| All Systems | 193.6 | 385.1 | 605.8 | 826.8 | 1057.4 | 1293.4 | 1536.5 | 1778.0 | 2002.3 | 2236.0 | 2457.8 | 2679.3 |
| 2000 Cumulative Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.6 | 36.5 |  |  |  |  |  |  |  |  |  |  |
| Rural Other Arterial | 29.5 | 58.7 |  |  |  |  |  |  |  |  |  |  |
| Other Rural | 28.0 | 55.3 |  |  |  |  |  |  |  |  |  |  |
| Urban Interstate | 29.1 | 57.5 |  |  |  |  |  |  |  |  |  |  |
| Urban Other Arterial | 67.4 | 132.6 |  |  |  |  |  |  |  |  |  |  |
| Other Urban | 27.5 | 54.1 |  |  |  |  |  |  |  |  |  |  |
| All Systems | 200.1 | 394.6 |  |  |  |  |  |  |  |  |  |  |
| Percent Change In Cumulative Monthly Travel 2000 vs. 1999 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 5.3 | 3.8 |  |  |  |  |  |  |  |  |  |  |
| Rural Other Arterial | 3.0 | 2.2 |  |  |  |  |  |  |  |  |  | . |
| Other Rural | 3.7 | 2.5 |  |  |  |  | $\cdots$ |  |  |  |  |  |
| Urban Interstate | 3.8 | 2.9 |  |  |  |  |  |  |  |  |  |  |
| Urban Other Arterial | 2.8 | 2.2 |  |  |  |  |  |  |  |  |  |  |
| Other Urban | 3.0 | $\underline{2.1}$ |  |  |  |  |  |  |  |  |  |  |
| All Systems | 3.3 | 2.5 |  |  |  |  |  |  |  |  |  |  |

[^0]Table 3 - Changes On Rural Arterial Roads By Region and State

| Region and State | February |  |  |  | January |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change |
|  |  | 2000 (Preliminary) | 1999 |  |  | $\begin{gathered} 2000 \\ \text { (Revised) } \end{gathered}$ | 1999 |  |
| Northeast |  |  |  |  |  |  |  |  |
| Connecticut | 23 | 316 | 302 | 4.7 | 23 | 323 | 301 | 7.2 |
| Maine | - | 400 | 392 | 2.3 | - | 406 | 393 | 3.3 |
| Massachusetts | 7 | 427 | 415 | 3.1 | 7 | 427 | 412 | 3.4 |
| New Hampshire | - | 317 | 310 | 2.2 | 52 | 310 | 301 | 2.9 |
| New Jersey | 23 | 670 | 661 | 1.3 | - | 623 | 595 | 4.8 |
| New York | 48 | 1,146 | 1,147 | -0.1 | 49 | 1,173 | 1,112 | 5.6 |
| Pennsylvania | 59 | 1,898 | 1,902 | -0.2 | 20 | 1,876 | 1,843 | 1.8 |
| Rhode Island | 14 | 47 | 47 | 1.9 | 14 | 30 | 29 | 1.8 |
| Vermont | 38 | 216 | $\underline{215}$ | 0.7 | 38 | $\underline{217}$ | 208 | 4.4 |
|  |  | 5,438 | 5,389 | 0.9 |  | 5,384 | 5,193 | 3.7 |
| South Atlantic |  |  |  |  |  |  |  |  |
| Delaware | - | 126 | 127 | -0.7 | - | 134 | 129 | 3.7 |
| Dist Of Columbia | - | 0 | 0 | 0.0 | - | 0 | 0 | 0.0 |
| Florida | - | 2,352 | 2,307 | 1.9 | 203 | 2,421 | 2,336 | 3.6 |
| Georgia | - | 1,977 | 1,944 | 1.7 | - | 2,037 | 2,035 | 0.1 |
| Maryland | - | 708 | 703 | 0.7 | $\bigcirc$ | 698 | 695 | 0.5 |
| North Carolina | 34 | 1,789 | 1,650 | 8.4 | 36 | 1,796 | 1,715 | 4.7 |
| South Carolina | 21 | 1,389 | 1,344 | 3.3 | 20. | 1,313 | 1,368 | -4.0 |
| Virginia | $\underline{-18}$ | 1,571 | 1,509 | 4.1 | $-136$ | 1,481 | 1,529 | -3.1 |
| West Virginia | 18 | - 527 | $\underline{505}$ | 4.3 | 15 | 545 | $\underline{524}$ | 4.0 |
|  |  | 10,439 | 10,089 | 3.5 |  | 10,426 | 10,331 | 0.9 |
| North Central |  |  |  |  |  |  |  |  |
| Illinois | 29 | 1,397 | 1,386 | 0.8 | - 29 | 1,352 | 1,232 | 9.8 |
| Indiana | - | 1,370 | 1,369 | 0.1 | - | 1,455 | 1,363 | 6.7 |
| lowa | 135 | 837 | 831 | 0.7 | 132 | 877 | 819 | 7.1 |
| Kansas | 150 | 722 | 715 | 1.0 | 154 | 747 | 713 | 4.8 |
| Michigan | - | 1,553 | 1,535 | 1.2 | - | 1,641 | 1,486 | 10.4 |
| Minnesota | - | 1,065 | 1,054 | 1.0 | - | 1,136 | 1,043 | 8.9 |
| Missouri | - | 1,225 | 1,215 | 0.8 | - | 1,234 | 1,150 | 7.3 |
| Nebraska | 27 | 542 | 523 | 3.5 | 27 | 574 | 541 | 6.2 |
| North Dakota | - | 248 | 238 | 4.2 | - | 239 | 227 | 5.2 |
| Ohio | 44 | 1,581 | 1,564 | 1.1 | - | 1,521 | 1,470 | 3.5 |
| South Dakota | - | 300 | 293 | 2.4 | 58 | 315 | +298 | 5.7 |
| Wisconsin | 134 | 1,401 | 1,382 | 1.4 | 58 | 1,467 | 1,329 | 10.4 |
|  |  | 12,242 | 12,107 | 1.1 |  | 12,558 | 11,670 | 7.6 |
| South Gulf |  |  |  |  |  |  |  |  |
| Alabama | 68 | 1,205 | 1,206 | -0.1 | 76 | 1,192 | 1,200 | -0.6 |
| Arkansas | 70 | 831 | 826 | 0.6 | 62 | 870 | 823 | 5.6 |
| Kentucky | 37 | 978 | 1,002 | -2.4 | 30 | 1,014 | 984 | 3.1 |
| Louisiana | - | 858 | 849 | 1.1 | - | 898 | 854 | 5.2 |
| Mississippi | 56 | 1,024 | 1,008 | 1.6 | 54 | 1,047 | 1,004 | 4.3 |
| Oklahoma | - | 876 | 867 | 1.0 | - - | 919 | 871 | 5.5 |
| Tennessee | - | 1,402 | 1,375 | 2.0 | - | 1,389 | 1,364 | 1.8 |
| Texas | - | 3,545 | 3,521 | 0.7 | - | 3,830 | 3,622 | 5.7 |
| . |  | 10,720 | 10,656 | 0.6 |  | 11,159 | 10,722 | 4.1 |
| West |  |  |  |  |  |  |  |  |
| Alaska | 38 | 77 | 73 | 5.3 | 42 | 75 | 76 | -1.8 |
| Arizona | - | 870 | 847 | 2.7 | - | 906 | 873 | 3.9 |
| California | - | 2,682 | 2,629 | 2.0 | - | 2,790 | 2,757 | 1.2 |
| Colorado | - | 843 | 823 | 2.4 | : - | 873 | 833 | 4.8 |
| Hawaii | - | 105 | 103 | 1.5 | - | 109 | 107 | 2.6 |
| Idaho | 144 | 327 | 310 | 5.5 | 146 | 325 | 326 | -0.3 |
| Montana | 39 | 348 | 334 | 4.1 | 40 | 361 | 343 | 5.2 |
| Nevada | 24 | 255 | 249 | 2.4 | 24 | 270 | 266 | 1.3 |
| New Mexico | - | 619 | 608 | 1.9 | - | 665 | 641 | 3.9 |
| Oregon | - | 754 | 724 | 4.1 | - | 752 | 749 | 0.4 |
| Utah | - | 412 | 396 | 4.0 | 78 | 429 | 408 | 5.1 |
| Washington | - | 752 | 713 | 5.5 | - | 750 | 752 | -0.3 |
| Wyoming | 46 | $\underline{264}$ | 254 | 3.7 | - | $\underline{265}$ | $\underline{262}$ | 0.9 |
|  |  | 8,305 | 8,062 | 3.0 |  | 8,570 | 8,393 | 2.1 |
| TOTALS |  | 47,143 | 46,303 | 1.8 | - | 48,097 | 46,309 | 3.9 |

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 February 2000)

| Year - 1999 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Rural Interstate | \% | Bural Other Arterial |  |  |  | Other Rural |  |  | \% |  | Total Rural |  | \% |  | All Systems |  | $\%$ |
| Jan 17,645 | 0.4 | Jan | 28,664 |  |  | Jan | 26,980 |  | -2.5 | Jan | 73,289 |  | -1.0 | Jan | 193,581 |  | -1.7 |
| Feb 17,519 | 3.9 | Feb | 28,784 |  | 4.0 | Feb | 26,952 |  | 2.3 | Feb | 73,255 |  | 3.3 | Feb | 191,486 |  | 2.3 |
| Mar $\quad 20,520$ | 3.8 | Mar | 33,220 |  | 3.7 | Mar | 31,241 |  | 3.8 | Mar | 84,981 |  | 3.8 | Mar | 220,763 |  | 3.1 |
| Q1 55,684 | 2.7 | Q1 | 90,668 |  | 2.4 | Q1 | 85,173 |  | 1.3 |  | 1231,525 |  | 2.1 | Q1 | 605,830 |  | 1.3 |
| Apr 21,252 | 2.5 | Apr | 33,899 |  | 2.4 | Apr | 31,998 |  | 1.9 | Apr | 87,149 |  | 2.2 | Apr | 220,994 |  | 1.4 |
| May $\quad 22,434$ | 1.8 | May | 36,330 |  | 1.6 | May | 34,100 |  | 1.2 | May | 92,864 |  | 1.5 | May | 230,612 |  | 1.2 |
| Jun 23,035 | 2.8 | Jun | 36,766 |  | 2.8 | Jun | 34,614 |  | 3.0 | Jun | 94,415 |  | 2.9 | Jun | 235,970 |  | 3.2 |
| Q2 66,721 | 2.4 |  | 106,995 |  | 2.3 |  | 100,712 |  | 2.0 |  | 274,428 |  | 2.2 | Q2 | 687,576 |  | 1.9 |
| 1st Half 122,405 | 2.5 |  | 1st Half | 197,663 | 2.3 |  | 1st Half | 185,885 | 1.7 |  | 1st Half | 505,953 | 2.1 |  | 1st Half | 1,293,406 | 1.6 |
| Jul 25;320 | 3.4 | Jul | 39,467 |  | 2.1 | Jul | 36,182 |  | 2.0 | Jul | 100,969 |  | 2.4 | Jul | 243,118 |  | 1.3 |
| Aug 24,493 | 1.6 | Aug | 38,597 |  | 2.1 | Aug | 35,277 |  | 0.9 | Aug | 98,367 |  | 1.5 | Aug | 241,501 |  | 1.8 |
| Sep 21,715 | 4.4 | Sep | 35,513 |  | 3.3 | Sep | 32.880 |  | 2.4 | Sep | 90,108 |  | 3.2 | Sep | 224,307 |  | 2.2 |
| Q3 71,528 | 3.1 |  | 113,577 |  | 2.5 |  | 104,339 |  | 1.7 |  | 3 289,444 |  | 2.3 | Q3 | 708,926 |  | 1.8 |
| 3 Qs 193,933 | 2.7 |  | 3 Qs | 311,240 | 2.4 |  | 3 Qs | 290,224 | 1.7 |  | 3 Qs | 795,397 | 2.2 |  | 3Qs | 2,002,332 | 1.7 |
| Oct 22,387 | 3.2 | Oct | 36,216 |  | 2.5 | Oct | 33,625 |  | 1.1 | Oct | 92,228 |  | 2.1 | Oct | 233,631 |  | 2.2 |
| Nov 21,352 | 4.6 | Nov | 33,727 |  | 5.1 | Nov | 31,109 |  | 4.1 | Nov | 86,188 |  | 4.6 | Nov | 221,855 |  | 5.1 |
| Dec $\underline{20.767}$ | 3.0 | Dec | 33,065 |  | 2.9 | Dec | 30,722 |  | 2.0 | Dec | 84,554 |  | 2.6 | Dec | 221,465 |  | 2.4 |
| Q4 64,506 | 3.6 |  | 103,008 |  | 3.4 |  | 95,456 |  | 2.3 |  | 4 262,970 |  | 3.1 | Q4 | 676,951 |  | 3.2 |
| 2nd Half 136,034 | 3.3 |  | 2nd Half | 216,585 | 2.9 |  | 2nd Half | 199,795 | 2.0 |  | 2nd Half | 552,414 | 2.7 |  | 2nd Half | 1,385,877 | 2.5 |
| Year 258,439 | 2.9 |  | Year | 414,248 | 2.6 |  | Year | 385,680 | 1.9 |  | Year | 1,058,367 | 2.4 |  | Year | 2,679,283 | 2.1 |



Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year (Includes Preliminary Data for February 2000)

| Year - 1999 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Urban interstate | $\begin{array}{r} \% \\ -2.8 \\ 1.7 \\ 1.7 \\ 0.2 \end{array}$ |  | Urban Other Arterial |  | $\begin{array}{r} \% \\ \hline-1.8 \\ 1.5 \\ 3.0 \\ 1.0 \end{array}$ |   <br> Jan 26,650 <br> Feb 26,336 <br> Mar $\underline{30,049}$ <br> Q1 83,035 |  |  | $\begin{array}{r} \% \\ -1.9 \\ 2.0 \\ 2.6 \\ 0.9 \end{array}$ |   <br> Jan Total Urban <br> Feb 120,292 <br> Mar 13,231 <br> Q1 135,782 |  |  | $\begin{array}{r} \% \\ -2.1 \\ 1.7 \\ 2.6 \\ 0.8 \end{array}$ |  | All Systerms <br> 193,581 <br> 191,486 <br> 220,763 <br> 605,830 |  | $\begin{array}{r} \% \\ -1.7 \\ 2.3 \\ 3.1 \\ 1.3 \end{array}$ |
| Jan 28,040 |  |  | 65,602 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Feb 27,819 |  |  | 64,076 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mar $\quad 31.768$ |  |  | 73,965 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Q1 87,627 |  |  | 1 203,643 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Apr 31,571 | 0.5 | Apr | 72,411 |  | 1.0 | Apr | 29,863 |  | 1.0 | Apr | 133,845 |  | 0.9 | Apr | 220,994 |  | 1.4 |
| May 32,713 | 1.8 | May | 74,261 |  | 0.8 | May | 30,774 |  | 0.5 | May | 137,748 |  | 1.0 | May | 230,612 |  | 1.2 |
| Jun $\quad 33.596$ | 4.1 | Jun | 76.699 |  | 3.6 | Jun | 31,260 |  | 2.1 | Jun | 141,555 |  | 3.4 | Jun | 235,970 |  | 3.2 |
| Q2 97,880 | 2.1 |  | 2 223,371 |  | 1.8 | Q2 | 91,897 |  | 1.2 | Q2 | 413,148 |  | 1.7 | Q2 | 687,576 |  | 1.9 |
| 1st Half 185,507 | 1.2 |  | 1st Half | 427,014 | 1.4 |  | 1st Half | 174,932 | 1.1 |  | 1st Haif | 787,453 | 1.3 |  | 1st Half | 1,293,406 | 1.6 |
| Jul 33,629 | 0.6 | Jul | 76,703 |  | 0.6 | Jul | 31,817 |  | 0.6 | Jul | 142,149 |  | 0.6 | Jul | 243,118 |  | 1.3 |
| Aug 34,042 | 2.6 | Aug | 77,462 |  | 2.1 | Aug | 31,630 |  | 1.3 | Aug | 143,134 |  | 2.0 | Aug | 241,501 |  | 1.8 |
| Sep $\quad 32,292$ | 3.1 | Sep | 71.909 |  | 0.7 | Sep | 29,998 |  | 2.0 | Sep | 134,199 |  | 1.6 | Sep | 224,307 |  | 2.2 |
| Q3 99,963 | 2.1 |  | 3 226,074 |  | 1.1 | Q3 | 93,445 |  | 1.3 |  | 419,482 |  | 1.4 | Q3 | 708,926 |  | 1.8 |
| 3 Os 285,470 | 1.5 |  | 3 Qs | 653,088 | 1.3 |  | 3 Qs | 268,377 | 1.2 |  | 3 Qs | 1,206,935 | 1.3 |  | 3Qs | 2,002,332 | 1.7 |
| Oct 33,433 | 3.4 | Oct | 76,913 |  | 2.2 | Oct | 31,057 |  | 1.3 | Oct | 141,403 |  | 2.3 | Oct | 233,631 |  | 2.2 |
| Nov 32,231 | 6.7 | Nov | 73,594 |  | 5.1 | Nov | 29,842 |  | 4.5 | Nov | 135,667 |  | 5.4 | Nov | 221,855 |  | 5.1 |
| Dec 31,635 | 3.0 | Dec | 73,962 |  | 2.0 | Dec | 31,314 |  | 2.1 | Dec | 136,911 |  | 2.3 | Dec | 221,465 |  | 2.4 |
| Q4 97,299 | 4.4 |  | 4 224,469 |  | 3.1 |  | 92,213 |  | 2.6 |  | 4 413,981 |  | 3.3 | Q4 | 676,951 |  | 3.2 |
| 2nd Half 197,262 | 3.2 |  | 2nd Half | 450,543 | 2.1 |  | 2nd Half | 185,658 | 1.9 |  | 2nd Half | 833,463 | 2.3 |  | 2nd Half | 1,385,877 | 2.5 |
| Year 382,769 | 2.2 |  | Year | 877,557 | 1.8 |  | Year | 360,590 | 1.5 |  | Year | 1,620,916 | 1.8 |  | Year | 2,679,283 | 2.1 |


| Year - 2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Urban Interstate | $3.8$ | Urban Other Arterial \% |  |  |  | Other Urban |  |  | \% |  | Total Urban |  | \% | All Systems |  |  | $\%$ |
| Jan 29,110 |  | Jan | 67,411 |  | 2.8 | Jan | 27,459 |  | 3.0 | Jan | 123,980 |  | 3.1 | Jan | 200,056 |  | 3.3 |
| Feb 28,377 | 2.0 | Feb | 65,145 |  | 1.7 | Feb | 26,618 |  | 1.1 | Feb | 120,140 |  | 1.6 | Feb | 194,573 |  | 1.6 |
| Mar $\quad 0$ | - | Mar | Q |  | - | Mar | 0 |  | - | Mar | $\underline{\square}$ |  | - | Mar | 0 |  |  |
| Q1 57,487 | 2.9 | Q | 132,556 |  | 2.2 | Q1 | 54,077 |  | 2.1 |  | 244,120 |  | 2.3 | Q1 | 394,629 |  | 2.5 |
| Apr 0 | - | Apr | 0 |  | - | Apr | 0 |  | - | Apr | 0 |  | - | Apr | 0 |  |  |
| May : 0 | - | May | 0 |  | - | May | 0 |  | - | May | 0 |  | - | May | 0 |  |  |
| Jun $\quad \underline{0}$ | - | Jun | 0 |  | - |  | 0 |  | - | Jun | $\underline{0}$ |  | - | Jun | $\underline{0}$ |  |  |
| Q2 0 | - | Q | 0 |  | - | Q2 | 0 |  | - | Q | 0 |  | - | Q2 | 0 |  |  |
| 1st Half 57,487 | 2.9 |  | 1st Half | 132,556 | 2.2 |  | 1st Half | 54,077 | 2.1 |  | 1st Half | 244,120 | 2.3 |  | 1st Half | 394,629 | 2.5 |
| Jul 0 | - | Jui | 0 |  | - | Jul | 0 |  | - | Jul | 0 |  | - | Jul | 0 |  |  |
| Aug 0 | - | Aug | 0 |  | - | Aug | 0 |  | - | Aug | 0 |  | - | Aug | 0 |  |  |
| Sep $\quad 0$ | - | Sep | 0 |  | - | Sep | 0 |  | - | Sep | 0 |  | - | Sep | 0 |  |  |
| Q3 0 | - | Q | 0 |  | - | Q3 | 0 |  | - |  | 0 |  | - | Q3 | 0 |  | - |
| 3 Qs $\quad 57,487$ | 2.9 |  | 3 Qs | 132,556 | 2.2 |  | 3 Qs | 54,077 | 2.1 |  | 3 Qs | 244,120 | 2.3 |  | 3 Qs | 394,629 | 2.5 |
| Oct 0 | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - |
| Nov 0 | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - |
| Dec $\quad 0$ | - | Dec | 0 |  | - | Dec. | 0 |  | - | Dec | $\underline{0}$ |  | - | Dec | $\bigcirc$ |  | - |
| Q4 0 | - | Q | 0 |  | - | Q4. | 0 |  | - |  | 0 |  | - | Q4 | 0 |  |  |
| 2nd Half 0 | - |  | 2nd Half | 0 | - |  | 2nd Half | 0 | - |  | 2nd Half | 0 | - |  | 2nd Half | 0 | - |
| Year 57,487 | 2.9 |  | Year | 132,556 | 2.2 |  | Year | 54,077 | 2.1 |  | Year | 244,120 | 2.3 |  | Year | 394,629 | 2.5 |

[^1]FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS


FIGURE 2 - TRAVEL ON U.S. HIGHWAYS BY MONTH


* . .


[^0]:    * System entries may not add to give "All Systems" total due to rounding.

[^1]:    * Table 98 Urban

