Traffic Volume Trends Rural*
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year
(Includes Preliminary Data for July 1996)

| Year - 1995 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Rural Interstate | \% | Rural Other Arterial |  |  | \% | Other Rural |  |  | \% | Total Rural |  |  | \% | All Systems |  |  | \% |
| Jan $\quad 15,220$ | 8.3 | Jan | 25,814 |  | 7.5 | Jan | 25,004 |  | 6.7 | Jan | 66,038 |  | 7.4 | Jan | 179,548 |  | 6.0 |
| Feb 14,832 | 5.9 | Feb | 25,030 |  | 5.1 | Feb | 23,844 |  | 3.2 | Feb | 63,706 |  | 4.6 | Feb | 172,283 |  | 3.5 |
| Mar $\quad 17,890$ | 2.7 | Mar | 29,699 |  | 3.3 | Mar | 28,057 |  | 1.9 | Mar | 75,646 |  | 2.6 | Mar | 200,864 |  | 2.3 |
| Q1 47,942 | 5.4 | Q1 | 80,543 |  | 5.2 | Q1 | 76,905 |  | 3.8 |  | Q1 205,390 |  | 4.7 | Q1 | 552,695 |  | 3.8 |
| Apr 18,469 | 5.2 | Apr | 29,845 |  | 2.3 | Apr | 28,147 |  | 0.7 | Apr | 76,461 |  | 2.4 | Apr | 197,352 |  | 0.9 |
| May 19,282 | 1.1 | May | 32,292 |  | 1.5 | May | 30,378 |  | 0.6 | May | 81,952 |  | 1.1 | May | 209,852 |  | 1.4 |
| Jun $\quad 20,044$ | 3.5 | Jun | 33,109 |  | 2.9 | Jun | 30,514 |  | 1.3 | Jun | 83,667 |  | 2.5 | Jun | 211,049 |  | 1.7 |
| Q2 57,795 | 3.2 |  | 95,246 |  | 2.3 |  | 89,039 |  | 0.9 |  | Q2 242,080 |  | 2.0 | Q2 | 618,253 |  | 1.3 |
| 1st Half 105,737 | 4.2 |  | 1st Half | 175,789 | 3.6 |  | ist Half | 165,944 | 2.2 |  | 1st Half | 447,470 | 3.2 |  | 1st Half | 1,170,948 | 2.5 |
| Jul 21,665 | 1.1 | Jul | 34,913 |  | 1.2 | Jul | 31,677 |  | 1.2 | Jul | 88,255 |  | 1.2 | Jul | 216,251 |  | 0.6 |
| Aug 21,374 | 2.8 | Aug | 34,768 |  | 2.3 | Aug | 31,512 |  | 1.8 | Aug | 87,654 |  | 2.2 | Aug | 218,061 |  | 1.3 |
| Sep 19,199 | 3.4 | Sep | 32,034 |  | 2.3 | Sep | 29,354 |  | 1.9 | Sep | 80,587 |  | 2.4 | Sep | 204,766 |  | 2.0 |
| Q3 62,238 | 2.4 |  | 101,715 |  | 1.9 |  | 92,543 |  | 1.7 |  | Q3 256,496 |  | 1.9 | Q3 | 639,078 |  | 1.3 |
| 3 Qs 167,975 | 3.5 |  | 3 Qs | 277,504 | 3.0 |  | 3 Qs | 258,487 | 2.0 |  | 3 Qs | 703,966 | 2.7 |  | 3 Qs | 1,810,026 | 2.1 |
| Oct 19,070 | 3.2 | Oct | 31,792 |  | 1.9 | Oct | 29,451. |  | 1.6 | Oct | 80,313 |  | 2.1 | Oct | 206,993 |  | 2.0 |
| Nov 18,094 | 2.5 | Nov | 28,989 |  | 1.6 | Nov | 27,110 |  | 1.5 | Nov | 74,193 |  | 1.8 | Nov | 193,321 |  | 1.6 |
| Dec 17,678 | 0.9 | Dec | $\underline{27,957}$ |  | -1.0 | Dec | 26,855 |  | -0.3 | Dec | 72,490 |  | -0.3 | Dec | 192,938 |  | -0.2 |
| Q4 54,842 | 2.2 |  | 88,738 |  | 0.9 | Q4 | 83,416 |  | 1.0 |  | Q4 226,996 |  | 1.2 | Q4 | 593,252 |  | 1.2 |
| 2nd Half 117,080 | 2.3 |  | 2nd Half | 190,453 | 1.4 |  | 2nd Half | 175,959 | 1.3 |  | 2nd Half | 483,492 | 1.6 |  | 2nd Half | 1,232,330 | 1.2 |
| Year $\quad 222,817$ | 3.2 |  | Year | 366,242 | 2.4 |  | Year | 341,903 | 1.8 |  | Year | 930,962 | 2.4 |  | Year | 2,403,278 | 1.8 |


| Year - 1996 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| $\therefore$ Rural Interstate | $\frac{\%}{1.2}$ | Rural Other Arterial |  |  | $\begin{array}{r} \% \\ 0.3 \end{array}$ | Other Rural |  |  | $\underline{\%}$ | Total Rural |  |  | \% | All Systems |  |  | \% |
| Jan : 15,403 |  | Jan | 25,895 |  |  | Jan | 25,033 |  |  | Jan | 66,331 |  | 0.4 | Jan | 181,047. |  | 0.8 |
| Feb 15,168 | 2.3 | Feb | 25,518 |  | 1.9 | Feb | 24,313 |  | 2.0 | Feb | 64,999 |  | 2.0 | Feb | 175,720 |  | 2.0 |
| Mar $\quad 18,567$ | 3.8 | Mar | 29,970 |  | 0.9 | Mar | 28,104 |  | 0.2 | Mar | 76,641 |  | 1.3 | Mar | 202,016 |  | 0.6 |
| Q1 49,138 | 2.5 | Q1 | 81,383 |  | 1.0 | Q1 | 77,450 |  | 0.7 |  | 207,971 |  | 1.3 | Q1 | 558,783 |  | 1.1 |
| Apr 18,925 | 2.5 | Apr | 30,639 |  | 2.7 | Apr | 28,879 |  | 2.6 | Apr | 78,443 |  | 2.6 | Apr | 203,198 |  | 3.0 |
| May $\quad 20,149$ | 4.5 | May | 33,344 |  | 3.3 | May | 31,155 |  | 2.6 | May | 84,648 |  | 3.3 | May | 215,846 |  | 2.9 |
| Jun 20,705 | 3.3 | Jun | 33,466 |  | 1.1 | Jun | 30,850 |  | 1.1 | Jun | 85,021 |  | 1.6 | Jun | 213,262 |  | 1.0 |
| Q2 59,779 | 3.4 |  | 97,449 |  | 2.3 | Q2 | 90,884 |  | 2.1 |  | 248,112 |  | 2.5 | Q2 | 632,306 |  | 2.3 |
| 1st Half 108,917 | 3.0 |  | 1st Half | 178,832 | 1.7 |  | 1st Half | 168,334 | 1.4 |  | 1st Half | 456,083 | 1.9 |  | 1 st Half 1 | 1,191,089 | 1.7 |
| Jul 22,265 | 2.8 | Jul | 35,736 |  | 2.4 | Jul | 32,302 |  | 2.0 | Jul | 90,303 |  | 2.3 | Jul | 222,915 |  | 3.1 |
| Aug 0 | - | Aug |  |  | - | Aug | 0 |  | - | Aug | 0 |  | - | Aug | 0 |  | - |
| Sep $\quad \underline{0}$ | - | Sep | 0 |  | - | Sep | $\underline{0}$ |  | - | Sep | $\underline{0}$ |  | - | Sep | $\underline{0}$ |  | - |
| Q3 22,265 | 2.8 |  | 35,736 |  | 2.4 | Q3 | 32,302 |  | 2.0 |  | 90,303 |  | 2.3 | Q3 | 222,915 |  | 3.1 |
| $3 \mathrm{Qs} \quad 131,182$ | 3.0 |  | 3 Qs | 214,568 | 1.8 |  | 3 Qs | 200,636 | 1.5 |  | 3 Qs | 546,386 | 2.0 |  | $3 \mathrm{Qs} \quad 1$ | 1,414,004 | 1.9 |
| Oct 0 | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - |
| Nov $\quad 0$ | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - |
| Dec $\quad$ Q | - | Dec | $\underline{0}$ |  | - | Dec | 0 |  | - | Dec | $\underline{0}$ |  | - | Dec | $\underline{0}$ |  | - |
| Q4 0 | - | Q4 | 0 |  | - | Q4 | 0 |  | - |  | 0 |  | - | Q4 | 0 |  | - |
| 2nd Half 22,265 | 3.0 |  | 2nd Half | 35,736 | 1.8 |  | 2nd Half | 32,302 | 1.5 |  | 2nd Half | 90,303 | 2.0 |  | 2nd Half | 222,915 | 1.9 |
| Year 131,182 | 3.0 |  | Year | 214,568 | 1.8 |  | Year | 200,636 | 1.5 |  | Year | 546,386 | 2.0 |  | Year 1 | 1,414,004 | 1.9 |

[^0]Traffic Volume Trends Urban*
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year (Includes Preliminary Data for July 1996)



[^1]
[^0]:    * formerly table 9B

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