



U. S. Department  
of Transportation

**Federal Highway  
Administration**

Office of Highway  
Policy Information

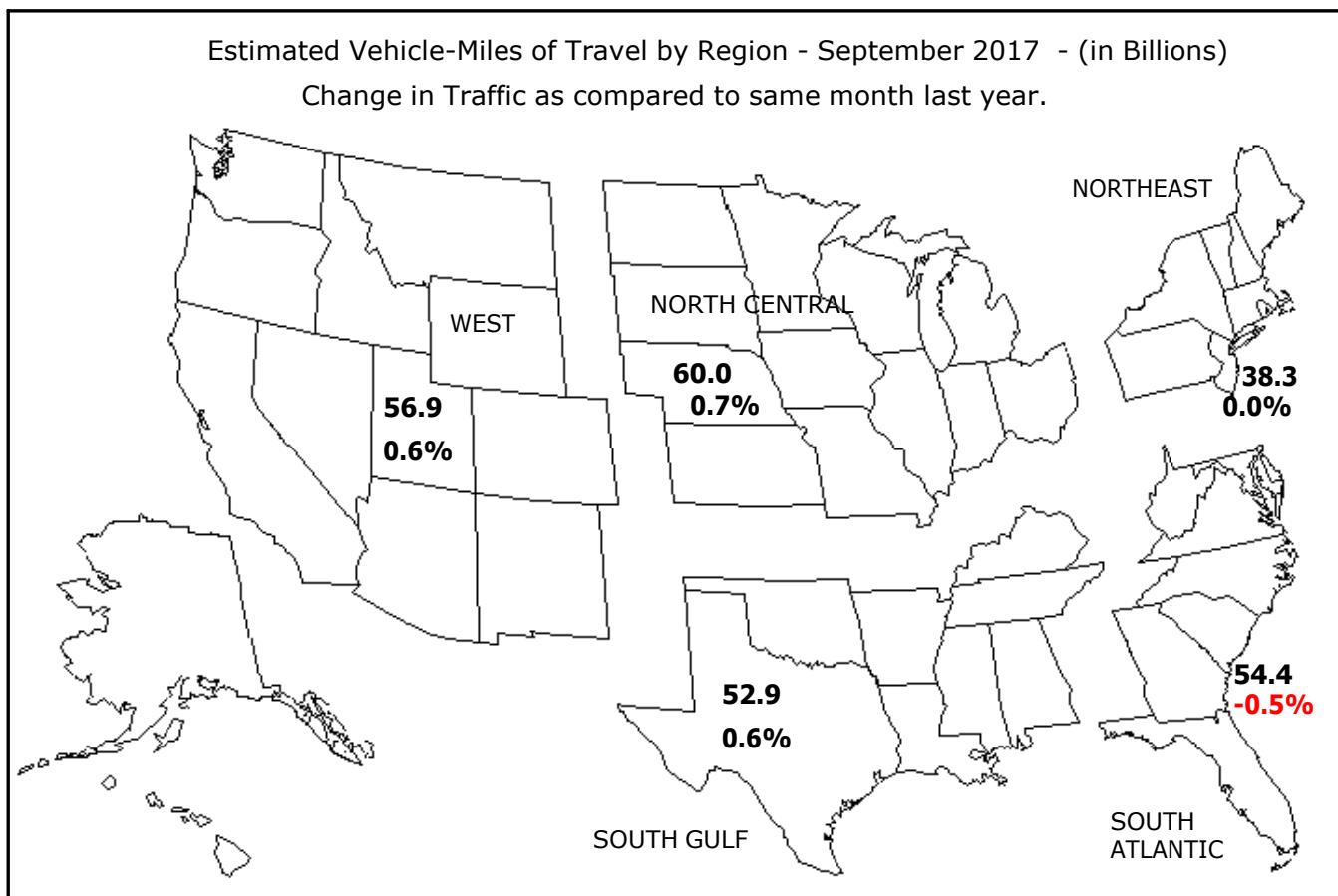
# TRAFFIC VOLUME TRENDS

## September 2017

Travel on all roads and streets changed by **+0.3%** (+0.8 billion vehicle miles) for September 2017 as compared with September 2016. Travel for the month is estimated to be 262.5 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for September 2017 is 267.4 billion miles, a 0.9% (2.3 billion vehicle miles) increase over September 2016. It also represents 0.04% increase (0.1 billion vehicle miles) compared with August 2017.

Cumulative Travel for 2017 changed by **+1.3%** (+31.4 billion vehicle miles). The Cumulative estimate for the year is 2,410.3 billion vehicle miles of travel.



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 Highway Statistics 2015 Table VM-2 as a base.

Compiled with data on hand as of November 08, 2017.

Some historical data were revised based on HPMS and amended TTV data as of December 2015.

For information on total licensed drivers in the U.S. visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>.

Select the year of interest then Section III (Driver Licensing).

For information on total registered motor vehicles in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>

Select the year of interest and Section II (Motor Vehicles).

## Traffic Volume Trends - September 2017

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Based on preliminary reports from the State Highway Agencies, travel during September 2017 on all roads and streets in the nation changed by **+0.3%** (+0.8 billion vehicle miles) resulting in estimated travel for the month at **262.5\*\*** billion vehicle-miles.

This total includes **80.9** billion vehicle-miles on rural roads and **181.7** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+1.3%** (+31.4 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2000 census. Travel estimates for 2004 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1992 are also included.

### Travel in Millions of Vehicle Miles

#### All Roads and Streets

Year	September	Year to Date	Moving 12-Month
1992	190,908	1,693,936	2,224,857
1993	193,765	1,729,762	2,282,978
1994	200,511	1,771,563	2,338,506
1995	203,866	1,828,558	2,414,582
1996	207,604	1,865,442	2,459,660
1997	213,547	1,929,411	2,546,170
1998	219,461	1,969,360	2,600,322
1999	224,306	2,002,507	2,658,510
2000	227,899	2,069,225	2,746,178
2001	226,312	2,094,466	2,772,166
2002	233,625	2,145,045	2,846,190
2003	237,451	2,163,938	2,874,402
2004	243,515	2,225,468	2,951,752
2005	242,240	2,249,168	2,988,489
2006	245,605	2,262,644	3,002,906
2007	245,965	2,282,330	3,033,802
2008	239,607	2,239,454	2,986,946
2009	241,970	2,227,698	2,961,753
2010	244,682	2,230,491	2,959,557
2011	242,062	2,215,151	2,951,926
2012	238,867	2,235,925	2,971,175
2013	242,536	2,248,241	2,980,885
2014	247,688	2,266,789	3,006,829
2015	255,090	2,318,636	3,077,503
2016	261,756	2,378,943	3,155,679
2017	262,543	2,410,338	3,200,598

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 5,000 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. Because of the limited sample sizes, caution should be used with these estimates. The Highway Performance Monitoring System provides more accurate information on an annual basis.

\*\* System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

**Table - 1. Estimated Individual Monthly Motor Vehicle Travel in the United States\*\***

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2016 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.2	16.4	20.0	20.1	21.3	21.8	23.7	22.3	20.2	20.9	19.9	19.6
Rural Other Arterial	25.5	25.6	30.5	30.1	31.9	32.9	34.5	33.4	31.2	32.0	29.8	29.1
Other Rural	24.7	23.8	28.7	29.3	30.5	31.1	32.3	31.2	28.6	29.7	27.0	26.3
Urban Interstate	42.0	40.3	47.4	46.6	48.4	49.5	47.1	48.3	45.8	47.0	46.3	46.9
Urban Other Arterial	86.8	84.1	97.7	97.0	97.4	96.6	97.5	98.8	93.0	98.0	92.4	93.6
Other Urban	40.2	38.9	45.4	45.4	45.8	45.6	46.3	45.4	42.9	44.1	43.2	44.4
All Systems	236.5	229.0	269.7	268.4	275.3	277.5	281.4	279.4	261.8	271.7	258.6	260.0
2017 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	16.9	20.2	20.9	21.8	22.4	23.9	23.1	20.7			
Rural Other Arterial	26.1	26.1	30.9	30.6	32.7	33.6	34.9	34.2	31.5			
Other Rural	25.3	24.3	28.8	29.6	31.1	31.4	32.6	31.5	28.7			
Urban Interstate	43.1	41.1	47.7	47.2	49.5	50.2	47.6	49.0	46.0			
Urban Other Arterial	88.9	85.2	98.7	97.8	99.3	97.0	97.9	99.5	92.8			
Other Urban	41.1	39.5	45.6	45.7	46.8	46.3	46.6	46.0	43.0			
All Systems	242.2	233.1	271.9	271.7	281.2	280.9	283.5	283.3	262.5			
* Percent Change In Individual Monthly Travel 2016 vs. 2017												
Rural Interstate	2.7	2.8	0.8	4.1	2.3	2.9	0.8	3.4	2.1			
Rural Other Arterial	2.2	2.1	1.2	1.6	2.3	2.1	1.2	2.4	0.8			
Other Rural	2.2	2.3	0.2	1.2	2.0	1.0	0.7	0.9	0.4			
Urban Interstate	2.6	2.0	0.8	1.3	2.4	1.4	1.1	1.5	0.4			
Urban Other Arterial	2.4	1.4	1.0	0.8	1.9	0.5	0.5	0.8	-0.3			
Other Urban	2.3	1.4	0.5	0.6	2.2	1.5	0.6	1.3	0.1			
All Systems	2.4	1.8	0.8	1.2	2.2	1.2	0.8	1.4	0.3			

**Table - 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States\*\***

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2016 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.2	33.6	53.6	73.7	95.0	116.8	140.5	162.8	183.1	203.9	223.8	243.4
Rural Other Arterial	25.5	51.1	81.6	111.7	143.7	176.6	211.0	244.4	275.6	307.7	337.5	366.6
Other Rural	24.7	48.5	77.3	106.5	137.0	168.1	200.4	231.6	260.2	290.0	317.0	343.3
Urban Interstate	42.0	82.3	129.6	176.2	224.6	274.1	321.2	369.5	415.3	462.2	508.5	555.4
Urban Other Arterial	86.8	170.9	268.6	365.6	463.0	559.6	657.0	755.8	848.8	946.8	1039.3	1132.9
Other Urban	40.2	79.1	124.5	169.9	215.7	261.3	307.6	353.0	395.9	440.0	483.2	527.6
All Systems	236.5	465.5	735.2	1003.6	1278.9	1556.4	1837.8	2117.2	2378.9	2650.7	2909.2	3169.2
2017 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	34.5	54.7	75.6	97.4	119.8	143.7	166.8	187.5			
Rural Other Arterial	26.1	52.2	83.1	113.7	146.3	179.9	214.8	249.0	280.5			
Other Rural	25.3	49.6	78.4	108.0	139.1	170.5	203.1	234.5	263.3			
Urban Interstate	43.1	84.2	131.9	179.1	228.6	278.8	326.4	375.5	421.4			
Urban Other Arterial	88.9	174.1	272.8	370.6	469.9	566.9	664.9	764.4	857.2			
Other Urban	41.1	80.6	126.2	171.8	218.7	265.0	311.6	357.6	400.5			
All Systems	242.2	475.3	747.1	1018.8	1300.0	1581.0	1864.5	2147.8	2410.3			
* Percent Change In Cumulative Monthly Travel 2016 vs. 2017												
Rural Interstate	2.7	2.8	2.0	2.6	2.5	2.6	2.3	2.4	2.4			
Rural Other Arterial	2.2	2.2	1.8	1.7	1.9	1.9	1.8	1.9	1.7			
Other Rural	2.2	2.3	1.5	1.4	1.5	1.4	1.3	1.3	1.2			
Urban Interstate	2.6	2.3	1.8	1.6	1.8	1.7	1.6	1.6	1.5			
Urban Other Arterial	2.4	1.9	1.6	1.4	1.5	1.3	1.2	1.1	1.0			
Other Urban	2.3	1.9	1.4	1.2	1.4	1.4	1.3	1.3	1.2			
All Systems	2.4	2.1	1.6	1.5	1.7	1.6	1.5	1.4	1.3			

\* Percent change is based on vehicle travel in millions of miles.

Table - 3. Changes on Rural Arterial Roads by Region and State\*\*

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Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	6	146	144	1.5	5	153	152	0.6
Maine	48	530	534	-0.7	53	583	580	0.6
Massachusetts	-	136	135	0.8	8	146	139	5.5
New Hampshire	83	294	293	0.4	83	344	340	1.0
New Jersey	1	306	303	1.0	3	271	270	0.4
New York	50	1,117	1,124	-0.6	50	1,476	1,473	0.2
Pennsylvania	24	2,120	2,074	2.2	23	2,324	2,274	2.2
Rhode Island	6	71	68	3.4	5	83	84	-1.5
Vermont	27	257	255	0.9	23	304	295	2.8
<b>Subtotal</b>	<b>4,977</b>	<b>4,930</b>	<b>1.0</b>		<b>5,684</b>	<b>5,607</b>	<b>1.4</b>	
<b>South Atlantic</b>								
Delaware	20	163	160	1.9	19	159	157	1.0
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	96	1,894	1,832	3.4	99	2,027	1,955	3.7
Georgia	45	1,453	1,443	0.7	48	1,564	1,524	2.6
Maryland	20	553	543	1.8	20	613	603	1.8
North Carolina	14	1,644	1,646	-0.2	16	1,815	1,788	1.5
South Carolina	59	1,398	1,387	0.8	55	1,545	1,506	2.6
Virginia	319	1,411	1,395	1.2	319	1,581	1,542	2.5
West Virginia	17	526	529	-0.4	17	553	541	2.2
<b>Subtotal</b>	<b>9,042</b>	<b>8,935</b>	<b>1.2</b>		<b>9,857</b>	<b>9,616</b>	<b>2.5</b>	
<b>North Central</b>								
Illinois	28	1,450	1,449	0.1	24	1,619	1,587	2.0
Indiana	-	1,415	1,384	2.3	-	1,410	1,362	3.5
Iowa	79	1,222	1,213	0.8	76	1,302	1,287	1.2
Kansas	63	961	938	2.4	62	956	915	4.4
Michigan	63	1,679	1,605	4.6	63	1,810	1,734	4.4
Minnesota	16	1,357	1,368	-0.8	15	1,484	1,460	1.7
Missouri	81	1,892	1,883	0.5	81	1,931	1,880	2.7
Nebraska	36	795	781	1.8	36	853	811	5.2
North Dakota	42	384	382	0.5	41	424	419	1.2
Ohio	41	1,675	1,630	2.8	41	1,789	1,727	3.6
South Dakota	33	433	437	-0.9	30	471	468	0.6
Wisconsin	89	1,649	1,606	2.7	74	1,754	1,717	2.2
<b>Subtotal</b>	<b>14,912</b>	<b>14,676</b>	<b>1.6</b>		<b>15,803</b>	<b>15,367</b>	<b>2.8</b>	
<b>South Gulf</b>								
Alabama	51	1,321	1,304	1.3	53	1,501	1,465	2.5
Arkansas	20	838	819	2.3	25	1,002	958	4.6
Kentucky	20	1,431	1,413	1.3	24	1,516	1,439	5.3
Louisiana	-	775	814	-4.8	1	1,185	1,211	-2.2
Mississippi	37	1,132	1,122	0.9	34	1,157	1,143	1.3
Oklahoma	43	1,172	1,156	1.4	39	1,351	1,319	2.4
Tennessee	19	1,532	1,480	3.5	18	1,660	1,573	5.5
Texas	94	4,425	4,347	1.8	98	4,703	4,535	3.7
<b>Subtotal</b>	<b>12,626</b>	<b>12,455</b>	<b>1.4</b>		<b>14,075</b>	<b>13,643</b>	<b>3.2</b>	
<b>West</b>								
Alaska	33	111	112	-0.9	38	133	134	-0.6
Arizona	39	912	906	0.7	40	925	908	1.9
California	66	3,064	3,037	0.9	65	3,728	3,625	2.8
Colorado	48	1,003	993	1.0	50	1,021	992	2.9
Hawaii	10	75	75	0.4	10	87	87	0.8
Idaho	-	552	545	1.1	-	639	613	4.2
Montana	66	556	567	-1.8	67	712	687	3.6
Nevada	40	372	361	3.1	33	422	402	5.0
New Mexico	39	869	867	0.1	33	905	890	1.7
Oregon	98	920	919	0.1	96	1,047	1,015	3.2
Utah	41	550	538	2.3	36	611	590	3.6
Washington	70	1,123	1,098	2.2	73	1,121	1,077	4.1
Wyoming	91	462	455	1.5	81	511	480	6.6
<b>Subtotal</b>	<b>10,569</b>	<b>10,473</b>	<b>0.9</b>		<b>11,862</b>	<b>11,500</b>	<b>3.1</b>	
<b>TOTALS</b>	<b>2,331</b>	<b>52,127</b>	<b>51,466</b>	<b>1.3</b>	<b>2,303</b>	<b>57,285</b>	<b>55,736</b>	<b>2.8</b>

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

Table - 4. Changes on Urban Arterial Roads by Region and State\*\*

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Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	14	1,980	1,982	-0.1	15	2,073	2,099	-1.2
Maine	22	222	223	-0.6	24	231	234	-1.4
Massachusetts	36	3,777	3,746	0.8	43	4,170	4,083	2.1
New Hampshire	78	525	526	-0.2	78	591	587	0.6
New Jersey	38	4,938	4,883	1.1	36	4,686	4,635	1.1
New York	77	6,227	6,229	0.0	72	6,913	6,882	0.5
Pennsylvania	18	4,567	4,574	-0.2	18	4,759	4,628	2.8
Rhode Island	31	741	725	2.2	32	650	634	2.5
Vermont	10	126	128	-1.3	8	142	141	0.5
Subtotal	<b>23,103</b>	<b>23,016</b>	<b>0.4</b>		<b>24,215</b>	<b>23,923</b>	<b>1.2</b>	
<b>South Atlantic</b>								
Delaware	12	518	510	1.5	12	519	516	0.5
District of Columbia	3	234	230	1.7	3	257	258	-0.4
Florida	128	9,129	9,422	-3.1	131	10,046	9,814	2.4
Georgia	73	4,921	4,982	-1.2	78	5,563	5,527	0.7
Maryland	22	3,077	3,026	1.7	22	3,774	3,750	0.7
North Carolina	15	4,346	4,302	1.0	19	4,768	4,736	0.7
South Carolina	35	1,809	1,882	-3.8	38	1,956	1,939	0.9
Virginia	360	4,124	4,103	0.5	359	4,474	4,457	0.4
West Virginia	19	647	652	-0.8	16	671	665	0.8
Subtotal	<b>28,805</b>	<b>29,109</b>	<b>-1.0</b>		<b>32,028</b>	<b>31,662</b>	<b>1.2</b>	
<b>North Central</b>								
Illinois	49	5,077	5,115	-0.7	47	5,042	5,016	0.5
Indiana	-	2,652	2,643	0.4	-	2,758	2,735	0.8
Iowa	25	997	974	2.3	23	1,018	985	3.4
Kansas	18	947	913	3.8	18	1,034	997	3.7
Michigan	53	5,174	4,999	3.5	51	4,860	4,832	0.6
Minnesota	26	2,152	2,188	-1.6	23	2,355	2,335	0.9
Missouri	66	2,777	2,791	-0.5	66	2,839	2,831	0.3
Nebraska	14	543	559	-2.9	14	580	590	-1.7
North Dakota	9	149	151	-1.6	8	156	154	1.6
Ohio	73	4,745	4,785	-0.8	75	5,220	5,139	1.6
South Dakota	3	179	181	-1.4	3	208	206	1.4
Wisconsin	97	2,138	2,122	0.7	92	2,316	2,271	2.0
Subtotal	<b>27,530</b>	<b>27,421</b>	<b>0.4</b>		<b>28,386</b>	<b>28,091</b>	<b>1.1</b>	
<b>South Gulf</b>								
Alabama	53	2,178	2,184	-0.3	53	2,318	2,299	0.8
Arkansas	9	1,048	1,053	-0.4	11	1,208	1,199	0.8
Kentucky	18	1,513	1,542	-1.9	15	1,754	1,735	1.1
Louisiana	2	2,025	2,122	-4.6	3	2,183	2,276	-4.1
Mississippi	23	1,017	1,013	0.4	22	1,057	1,056	0.1
Oklahoma	25	1,722	1,699	1.3	24	1,768	1,758	0.6
Tennessee	7	3,032	3,048	-0.5	6	3,146	3,103	1.4
Texas	76	13,363	13,335	0.2	77	13,458	13,545	-0.6
Subtotal	<b>25,898</b>	<b>25,996</b>	<b>-0.4</b>		<b>26,892</b>	<b>26,971</b>	<b>-0.3</b>	
<b>West</b>								
Alaska	48	186	187	-0.5	46	205	204	0.4
Arizona	51	2,932	2,894	1.3	24	2,647	2,655	-0.3
California	107	18,389	18,327	0.3	106	21,423	21,093	1.6
Colorado	23	2,591	2,562	1.1	22	2,883	2,824	2.1
Hawaii	48	549	548	0.3	49	523	524	-0.1
Idaho	-	496	493	0.5	-	543	529	2.5
Montana	10	217	224	-3.3	11	297	303	-2.0
Nevada	34	1,178	1,139	3.4	29	1,218	1,151	5.8
New Mexico	31	707	719	-1.6	26	713	713	0.0
Oregon	40	1,451	1,446	0.3	42	1,598	1,571	1.8
Utah	56	1,356	1,338	1.4	53	1,587	1,540	3.0
Washington	68	3,188	3,204	-0.5	67	3,254	3,187	2.1
Wyoming	16	152	153	-0.9	16	163	165	-0.8
Subtotal	<b>33,392</b>	<b>33,234</b>	<b>0.5</b>		<b>37,054</b>	<b>36,459</b>	<b>1.6</b>	
<b>TOTALS</b>	<b>2,169</b>	<b>138,729</b>	<b>138,778</b>	<b>0.0</b>	<b>2,126</b>	<b>148,577</b>	<b>147,107</b>	<b>1.0</b>

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

Table - 5. Changes on ALL\* Estimated Roads by Region and State\*\*

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Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	20	2,715	2,715	0.0	20	2,865	2,897	-1.1
Maine	90	1,262	1,278	-1.2	99	1,366	1,353	1.0
Massachusetts	36	4,963	4,922	0.8	51	5,418	5,300	2.2
New Hampshire	173	1,121	1,121	0.0	173	1,278	1,269	0.8
New Jersey	41	6,954	6,878	1.1	43	6,531	6,461	1.1
New York	145	10,612	10,753	-1.3	140	12,378	12,302	0.6
Pennsylvania	47	9,056	9,053	0.0	46	9,812	9,589	2.3
Rhode Island	37	982	960	2.3	37	866	848	2.1
Vermont	50	649	650	-0.2	43	749	738	1.6
<b>Subtotal</b>	<b>38,314</b>	<b>38,330</b>	<b>0.0</b>		<b>41,263</b>	<b>40,757</b>	<b>1.2</b>	
<b>South Atlantic</b>								
Delaware	50	958	943	1.7	45	962	958	0.5
District of Columbia	3	337	331	1.7	3	363	365	-0.4
Florida	231	16,644	16,895	-1.5	236	18,097	17,597	2.8
Georgia	145	9,298	9,424	-1.3	155	10,301	10,269	0.3
Maryland	51	4,460	4,383	1.8	50	5,353	5,313	0.8
North Carolina	43	9,692	9,648	0.5	51	9,922	9,837	0.9
South Carolina	99	4,343	4,402	-1.3	98	4,752	4,668	1.8
Virginia	692	7,042	7,020	0.3	691	7,697	7,648	0.6
West Virginia	47	1,631	1,640	-0.6	44	1,749	1,728	1.2
<b>Subtotal</b>	<b>54,405</b>	<b>54,686</b>	<b>-0.5</b>		<b>59,196</b>	<b>58,383</b>	<b>1.4</b>	
<b>North Central</b>								
Illinois	84	8,884	8,876	0.1	77	9,374	9,279	1.0
Indiana	-	6,786	6,722	1.0	-	6,983	6,899	1.2
Iowa	128	2,962	2,944	0.6	123	3,078	3,055	0.8
Kansas	89	2,682	2,612	2.7	88	2,946	2,830	4.1
Michigan	117	8,890	8,579	3.6	115	8,827	8,729	1.1
Minnesota	49	4,844	4,869	-0.5	44	5,227	5,211	0.3
Missouri	161	6,726	6,839	-1.7	160	6,824	6,824	0.0
Nebraska	60	1,746	1,749	-0.2	58	1,901	1,872	1.6
North Dakota	56	767	765	0.2	57	842	842	0.0
Ohio	128	9,585	9,571	0.1	129	10,237	10,096	1.4
South Dakota	41	797	806	-1.1	37	906	905	0.1
Wisconsin	194	5,332	5,259	1.4	174	5,794	5,732	1.1
<b>Subtotal</b>	<b>60,001</b>	<b>59,591</b>	<b>0.7</b>		<b>62,939</b>	<b>62,274</b>	<b>1.1</b>	
<b>South Gulf</b>								
Alabama	110	5,585	5,586	0.0	112	6,319	6,225	1.5
Arkansas	34	2,708	2,676	1.2	42	2,966	2,890	2.6
Kentucky	53	4,164	4,183	-0.5	53	4,555	4,438	2.6
Louisiana	8	3,683	3,868	-4.8	13	4,410	4,574	-3.6
Mississippi	73	3,374	3,364	0.3	67	3,538	3,514	0.7
Oklahoma	76	4,195	4,135	1.5	72	4,589	4,524	1.4
Tennessee	34	6,413	6,367	0.7	29	6,797	6,620	2.7
Texas	200	22,796	22,426	1.6	205	23,183	22,880	1.3
<b>Subtotal</b>	<b>52,918</b>	<b>52,605</b>	<b>0.6</b>		<b>56,357</b>	<b>55,665</b>	<b>1.2</b>	
<b>West</b>								
Alaska	89	417	421	-0.9	90	479	482	-0.5
Arizona	104	4,975	4,918	1.2	76	4,752	4,729	0.5
California	174	26,332	26,215	0.4	171	30,898	30,366	1.8
Colorado	73	4,490	4,439	1.2	74	4,922	4,801	2.5
Hawaii	66	1,019	1,016	0.3	67	991	990	0.2
Idaho	-	1,552	1,538	0.9	-	1,729	1,681	2.9
Montana	86	1,124	1,147	-2.1	88	1,503	1,478	1.7
Nevada	85	2,290	2,217	3.3	73	2,419	2,293	5.5
New Mexico	80	2,221	2,240	-0.9	65	2,390	2,368	0.9
Oregon	145	3,269	3,263	0.2	144	3,693	3,618	2.1
Utah	101	2,671	2,619	2.0	93	3,080	2,983	3.2
Washington	141	5,668	5,644	0.4	143	5,732	5,607	2.2
Wyoming	125	875	869	0.7	117	983	949	3.5
<b>Subtotal</b>	<b>56,903</b>	<b>56,546</b>	<b>0.6</b>		<b>63,571</b>	<b>62,345</b>	<b>2.0</b>	
<b>TOTALS</b>	<b>4,964</b>	<b>262,543</b>	<b>261,756</b>	<b>0.3</b>	<b>4,881</b>	<b>283,323</b>	<b>279,418</b>	<b>1.4</b>

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

\* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

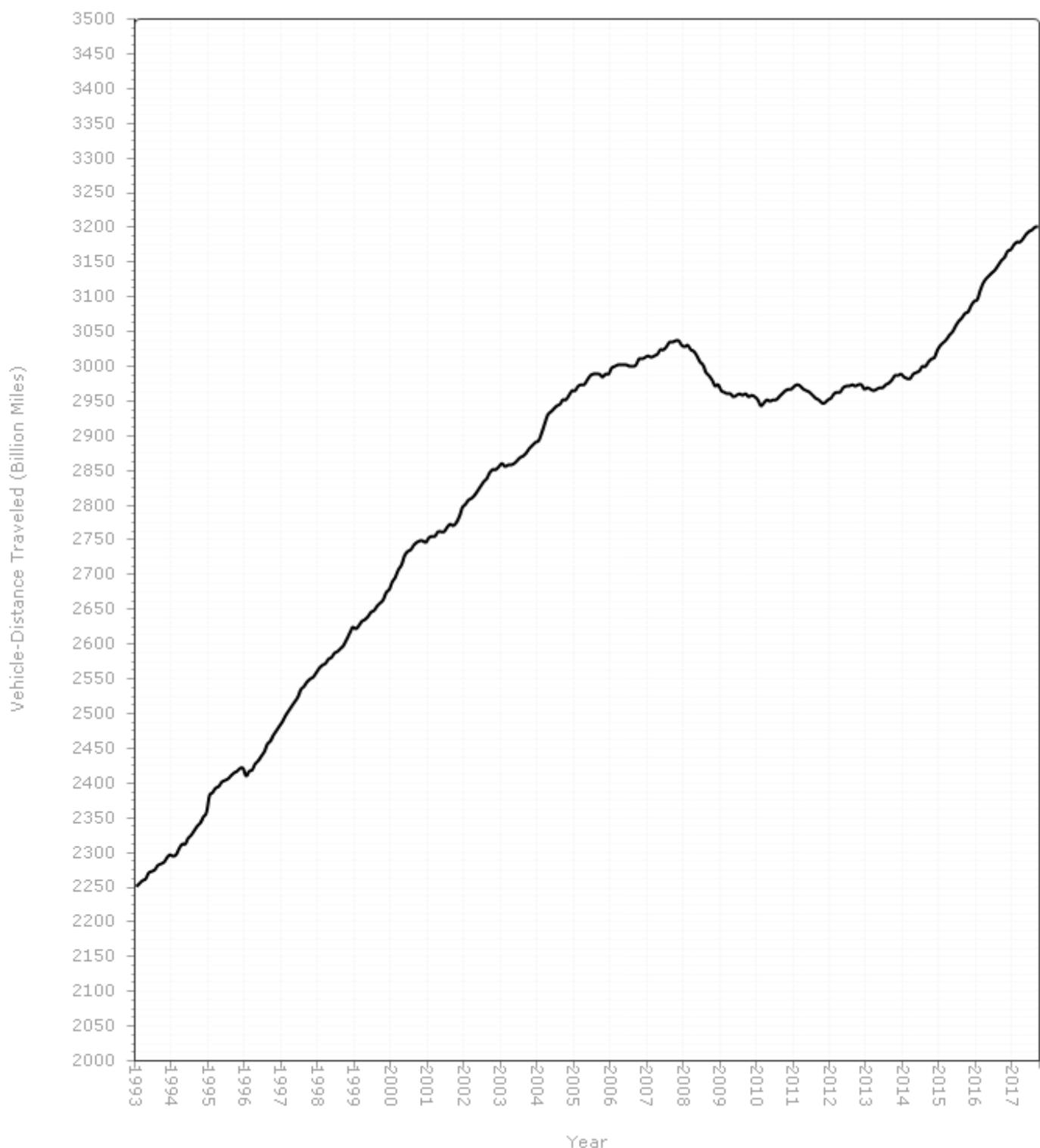
**Table - 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\***

Year - 2017											
	Rural Interstate	%	Rural Other Arter	%	Other Rural	%	Total Rural	%	All Systems	%	
Jan	17,655	2.7	Jan	26,104	2.2	Jan	25,294	2.2	Jan	69,052	2.3
Feb	16,860	2.8	Feb	26,110	2.1	Feb	24,343	2.3	Feb	67,314	2.3
Mar	20,196	0.8	Mar	30,862	1.2	Mar	28,772	0.2	Mar	79,830	0.7
Q1	54,711	2.0	Q1	83,077	1.8	Q1	78,409	1.5	Q1	216,196	1.7
Apr	20,874	4.1	Apr	30,582	1.6	Apr	29,597	1.2	Apr	81,054	2.1
May	21,809	2.3	May	32,690	2.3	May	31,085	2.0	May	85,584	2.2
Jun	22,396	2.9	Jun	33,567	2.1	Jun	31,431	1.0	Jun	87,394	1.9
Q2	65,079	3.1	Q2	96,839	2.0	Q2	92,113	1.4	Q2	254,032	2.1
1st Half	119,790	2.6	1st Half	179,916	1.9	1st Half	170,522	1.4	1st Half	470,228	1.9
Jul	23,940	0.8	Jul	34,874	1.2	Jul	32,556	0.7	Jul	91,370	0.9
Aug	23,072	3.4	Aug	34,213	2.4	Aug	31,463	0.9	Aug	88,748	2.1
Sep	20,676	2.1	Sep	31,451	0.8	Sep	28,732	0.4	Sep	80,859	1.0
Q3	67,687	2.1	Q3	100,539	1.5	Q3	92,751	0.7	Q3	260,976	1.3
Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec		
Q4	0.0		Q4	0.0		Q4	0.0		Q4	0.0	
2nd Half	67,687	2.1	2nd Half	100,539	1.5	2nd Half	92,751	0.7	2nd Half	260,976	1.3
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	<b>1.7</b>
<b>Year</b>	<b>187,477</b>	<b>2.4</b>	<b>Year</b>	<b>280,454</b>	<b>1.7</b>	<b>Year</b>	<b>263,273</b>	<b>1.2</b>	<b>Year</b>	<b>731,204</b>	

**Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\***

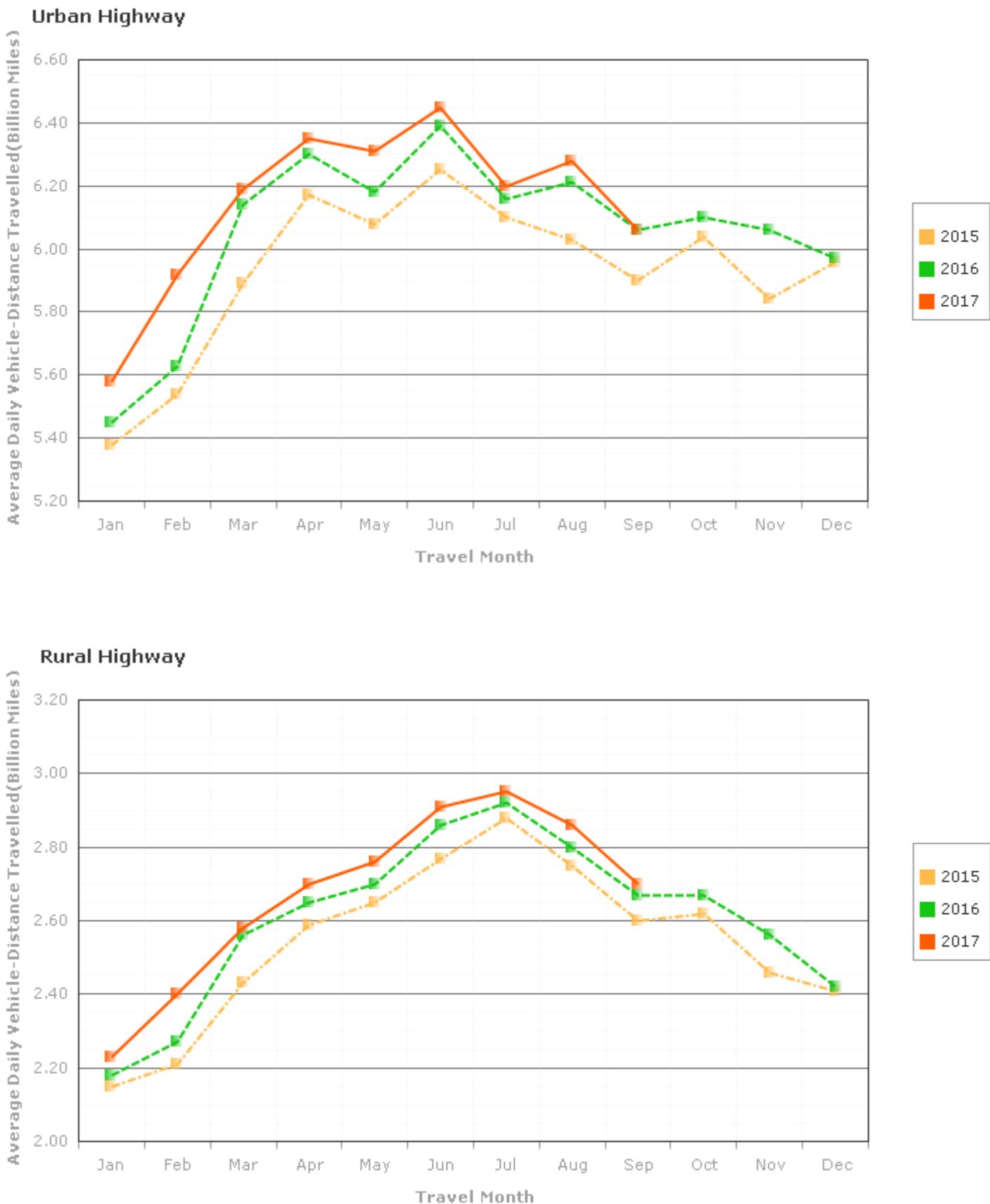
Year - 2016														
Urban Interstate		%	Urban Other Arte		%	Other Urban		%	Total Urban		%	All Systems		%
Jan	42,010	1.9	Jan	86,813	1.2	Jan	40,185	0.6	Jan	169,009	1.3	Jan	236,480	1.3
Feb	40,284	6.1	Feb	84,059	4.8	Feb	38,926	5.1	Feb	163,269	5.2	Feb	229,039	5.4
Mar	<u>47,356</u>	4.7	Mar	<u>97,721</u>	4.0	Mar	<u>45,364</u>	4.5	Mar	<u>190,441</u>	4.3	Mar	<u>269,709</u>	4.5
Q1	<u>129,650</u>	4.2	Q1	<u>268,593</u>	3.3	Q1	<u>124,475</u>	3.4	Q1	<u>522,718</u>	3.6	Q1	<u>735,228</u>	3.7
Apr	46,554	2.2	Apr	97,043	2.2	Apr	45,384	1.8	Apr	188,980	2.1	Apr	268,383	2.1
May	48,372	2.2	May	97,358	1.3	May	45,819	1.6	May	191,549	1.6	May	275,288	1.6
Jun	<u>49,515</u>	2.7	Jun	<u>96,588</u>	2.2	Jun	<u>45,612</u>	2.0	Jun	<u>191,715</u>	2.3	Jun	<u>277,496</u>	2.6
Q2	<u>144,441</u>	2.4	Q2	<u>290,989</u>	1.9	Q2	<u>136,814</u>	1.8	Q2	<u>572,244</u>	2.0	Q2	<u>821,168</u>	2.1
1st Half	274,091	3.2	1st Half	559,582	2.6	1st Half	261,290	2.6	1st Half	1,094,963	2.7	1st Half	1,556,396	2.9
Jul	47,080	0.7	Jul	97,451	0.8	Jul	46,322	1.2	Jul	190,853	0.9	Jul	281,374	1.1
Aug	48,330	2.8	Aug	98,777	3.0	Aug	45,395	2.8	Aug	192,502	2.9	Aug	279,418	2.6
Sep	<u>45,766</u>	2.5	Sep	<u>93,012</u>	2.6	Sep	<u>42,894</u>	2.5	Sep	<u>181,672</u>	2.6	Sep	<u>261,756</u>	2.6
Q3	<u>141,175</u>	2.0	Q3	<u>289,239</u>	2.1	Q3	<u>134,612</u>	2.2	Q3	<u>565,027</u>	2.1	Q3	<u>822,547</u>	2.1
Oct	46,976	1.3	Oct	98,017	0.7	Oct	44,075	1.1	Oct	189,068	1.0	Oct	271,711	1.2
Nov	46,295	3.9	Nov	92,427	3.9	Nov	43,187	3.6	Nov	181,910	3.8	Nov	258,590	3.9
Dec	<u>46,893</u>	1.1	Dec	<u>93,618</u>	-0.1	Dec	<u>44,447</u>	-0.5	Dec	<u>184,957</u>	0.1	Dec	<u>259,960</u>	0.2
Q4	<u>140,164</u>	2.1	Q4	<u>284,062</u>	1.4	Q4	<u>131,709</u>	1.4	Q4	<u>555,935</u>	1.6	Q4	<u>790,260</u>	1.7
2nd Half	281,339	2.0	2nd Half	573,302	1.8	2nd Half	266,321	1.8	2nd Half	1,120,962	1.8	2nd Half	1,612,808	1.9
<b>Year</b>	<b>555,430</b>	<b>2.6</b>	<b>Year</b>	<b>1,132,884</b>	<b>2.2</b>	<b>Year</b>	<b>527,611</b>	<b>2.2</b>	<b>Year</b>	<b>2,215,924</b>	<b>2.3</b>	<b>Year</b>	<b>3,169,203</b>	<b>2.4</b>

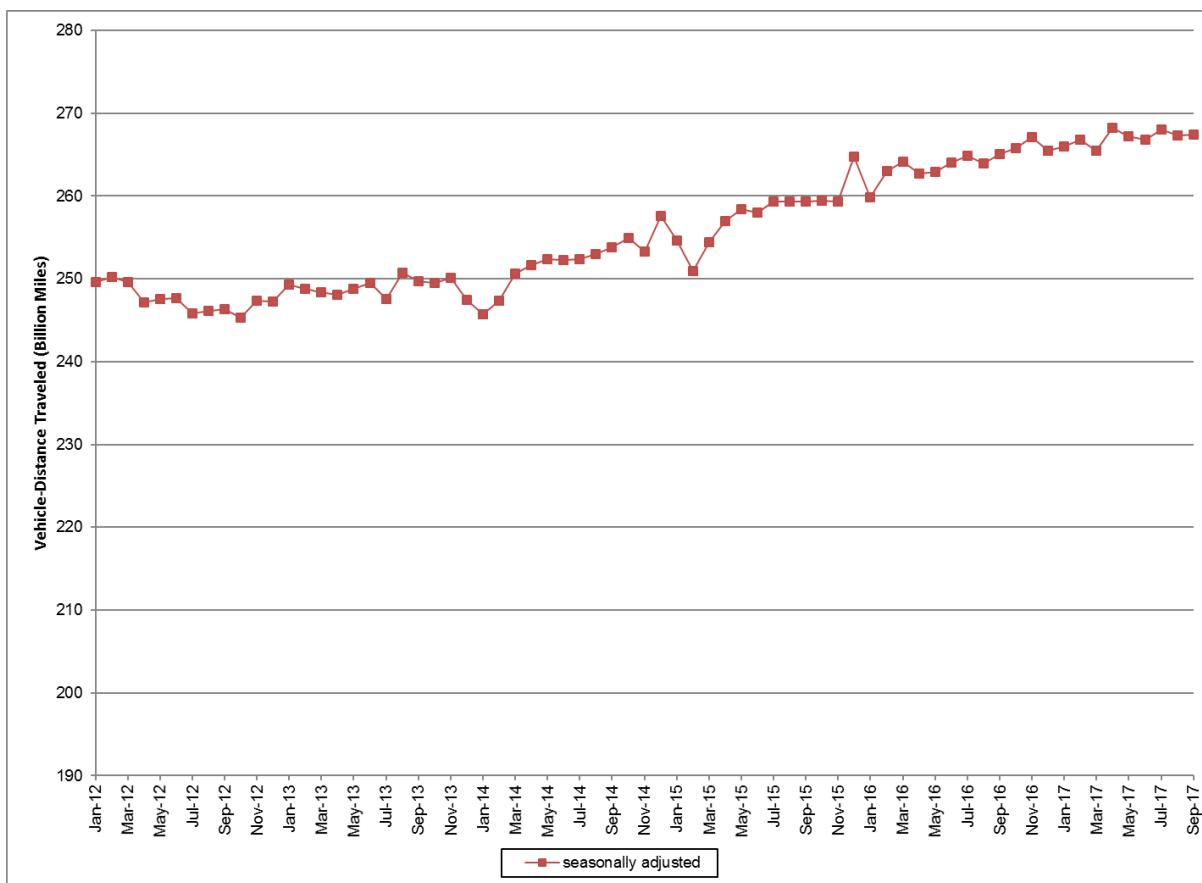
**Figure - 1. Moving 12-Month Total on ALL Roads**



**Figure - 2. Travel on U.S. Highways by Month**

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**Figure 3: Seasonally Adjusted Vehicle Miles Traveled by Month**

Seasonally adjusted data are modeled by the Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation. See <http://www.transtats.bts.gov/OSEA/SeasonalAdjustment/> for additional seasonally adjusted travel data and information.