



U. S. Department of Transportation

Federal Highway Administration

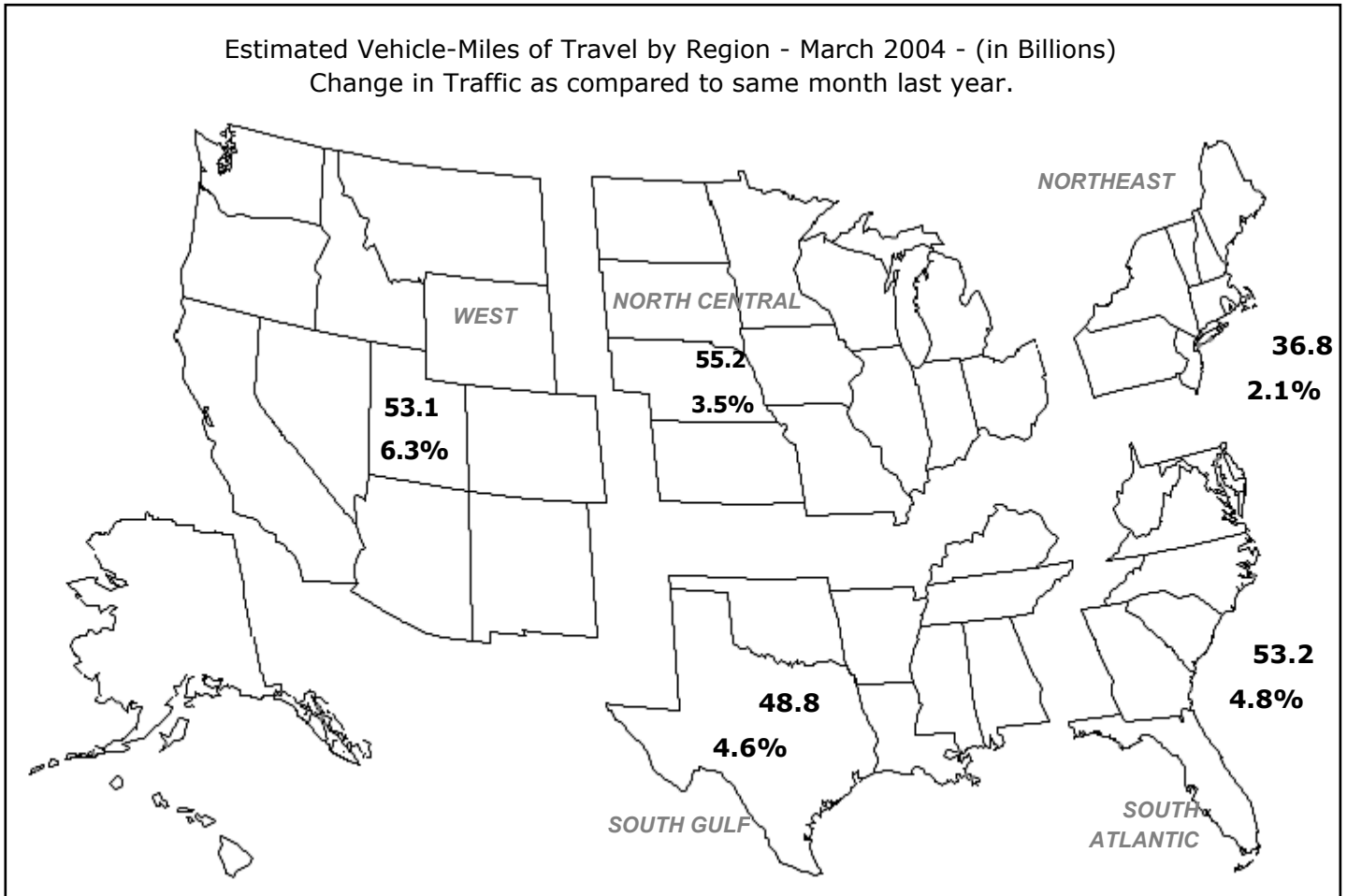
Office of Highway Policy Information

TRAFFIC VOLUME TRENDS

March 2004

Travel on all roads and streets changed by **+4.4** percent for March 2004 as compared with March 2003. Travel for the month is estimated to be 247.0 billion vehicle miles.

Cumulative Travel for 2004 changed by **3.0** percent. The Cumulative estimate for the year is 674.7 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 2002 Table VM-2 as a base.

Compiled with data on hand as of May 26, 2004.

Based on preliminary reports from the State Highway Agencies, travel during March 2004 on all roads and streets in the nation changed by **+4.4** percent resulting in estimated travel for the month at **247.0**** billion vehicle-miles.

This total includes **97.4** billion vehicle-miles on rural roads and **149.6** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **3.0** percent.

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 1979 are also included.

| Travel in Millions | | | |
|-----------------------|---------|--------------|-----------------|
| All Roads and Streets | | | |
| Year | March | Year to Date | Moving 12-Month |
| 1979 | 131,406 | 355,410 | 1,561,731,528 |
| 1980 | 125,179 | 348,980 | 1,522,701,652 |
| 1981 | 127,798 | 353,612 | 1,525,489,108 |
| 1982 | 128,182 | 345,451 | 1,542,108,115 |
| 1983 | 132,814 | 364,078 | 1,611,107,272 |
| 1984 | 137,307 | 377,319 | 1,662,349,182 |
| 1985 | 144,424 | 387,912 | 1,727,362,759 |
| 1986 | 151,183 | 407,707 | 1,794,557,510 |
| 1987 | 157,573 | 433,488 | 1,864,020,976 |
| 1988 | 167,836 | 458,463 | 1,949,303,278 |
| 1989 | 174,990 | 481,473 | 2,048,595,375 |
| 1990 | 178,771 | 495,930 | 2,121,497,465 |
| 1991 | 179,076 | 490,316 | 2,141,886,576 |
| 1992 | 183,778 | 511,634 | 2,193,532,183 |
| 1993 | 187,869 | 522,393 | 2,257,911,274 |
| 1994 | 196,190 | 531,948 | 2,306,259,723 |
| 1995 | 201,227 | 566,118 | 2,391,756,700 |
| 1996 | 204,172 | 564,198 | 2,420,856,250 |
| 1997 | 211,952 | 586,028 | 2,504,031,336 |
| 1998 | 214,222 | 598,259 | 2,572,603,235 |
| 1999 | 220,763 | 605,830 | 2,632,933,533 |
| 2000 | 232,627 | 635,579 | 2,709,207,891 |
| 2001 | 233,582 | 643,454 | 2,754,800,325 |
| 2002 | 237,093 | 659,376 | 2,813,208,767 |
| 2003 | 236,691 | 655,257 | 2,852,232,334 |
| 2004 | 247,035 | 674,736 | 2,899,197,941 |

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.

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

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

| Region and State | March | | | | February | | | |
|-----------------------|--------------------|--------------------------|---------------|----------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2004 (Preliminary) | 2003 | | | 2004 (Revised) | 2003 | |
| Northeast | | | | | | | | |
| Connecticut | 4 | 160 | 154 | 3.8 | 4 | 133 | 124 | 7.3 |
| Maine | - | 511 | 499 | 2.4 | - | 437 | 414 | 5.6 |
| Massachusetts | - | 527 | 516 | 2.3 | - | 472 | 445 | 5.9 |
| New Hampshire | 37 | 383 | 373 | 2.8 | 39 | 345 | 322 | 7.2 |
| New Jersey | 11 | 797 | 774 | 3.0 | 10 | 655 | 564 | 16.2 |
| New York | - | 1,478 | 1,444 | 2.4 | 24 | 1,223 | 1,164 | 5.1 |
| Pennsylvania | 31 | 2,405 | 2,353 | 2.2 | 31 | 2,040 | 1,901 | 7.3 |
| Rhode Island | 3 | 54 | 56 | -3.8 | - | 51 | 48 | 6.5 |
| Vermont | 23 | 244 | 240 | 1.7 | 23 | 230 | 222 | 3.5 |
| | | 6,559 | 6,409 | 2.3 | | 5,586 | 5,204 | 7.3 |
| South Atlantic | | | | | | | | |
| Delaware | 23 | 193 | 174 | 10.5 | 20 | 147 | 126 | 16.2 |
| District of Columbia | - | 0 | 0 | 0.0 | - | 0 | 0 | 0.0 |
| Florida | - | 3,148 | 3,006 | 4.7 | 94 | 2,673 | 2,522 | 6.0 |
| Georgia | 10 | 2,580 | 2,473 | 4.3 | 7 | 2,195 | 2,128 | 3.1 |
| Maryland | 20 | 988 | 953 | 3.7 | 20 | 779 | 739 | 5.5 |
| North Carolina | - | 2,245 | 2,125 | 5.6 | - | 1,888 | 1,771 | 6.6 |
| South Carolina | 62 | 1,882 | 1,753 | 7.4 | 58 | 1,532 | 1,485 | 3.2 |
| Virginia | 94 | 2,078 | 1,971 | 5.4 | 91 | 1,774 | 1,546 | 14.7 |
| West Virginia | 10 | 811 | 765 | 6.1 | 9 | 568 | 492 | 15.4 |
| | | 13,925 | 13,220 | 5.3 | | 11,556 | 10,809 | 6.9 |
| North Central | | | | | | | | |
| Illinois | 7 | 1,780 | 1,729 | 2.9 | 4 | 1,464 | 1,440 | 1.6 |
| Indiana | 15 | 1,568 | 1,522 | 3.0 | 21 | 1,319 | 1,214 | 8.7 |
| Iowa | 67 | 1,070 | 1,024 | 4.4 | 68 | 891 | 867 | 2.7 |
| Kansas | 59 | 907 | 865 | 4.9 | 61 | 724 | 728 | -0.6 |
| Michigan | 74 | 1,877 | 1,811 | 3.7 | 74 | 1,634 | 1,585 | 3.1 |
| Minnesota | 12 | 1,316 | 1,266 | 3.9 | 12 | 1,178 | 1,149 | 2.5 |
| Missouri | - | 1,696 | 1,630 | 4.0 | 74 | 1,263 | 1,193 | 5.9 |
| Nebraska | 32 | 748 | 712 | 5.1 | 32 | 541 | 538 | 0.5 |
| North Dakota | 30 | 284 | 270 | 5.3 | 30 | 241 | 227 | 6.2 |
| Ohio | 50 | 1,935 | 1,877 | 3.1 | 48 | 1,671 | 1,513 | 10.4 |
| South Dakota | 31 | 378 | 367 | 3.2 | 30 | 312 | 304 | 2.6 |
| Wisconsin | - | 1,738 | 1,675 | 3.8 | - | 1,362 | 1,327 | 2.6 |
| | | 15,297 | 14,748 | 3.7 | | 12,600 | 12,085 | 4.3 |
| South Gulf | | | | | | | | |
| Alabama | - | 1,495 | 1,441 | 3.7 | 53 | 1,235 | 1,195 | 3.3 |
| Arkansas | - | 1,027 | 995 | 3.2 | - | 815 | 775 | 5.2 |
| Kentucky | 58 | 1,323 | 1,300 | 1.7 | 57 | 1,031 | 964 | 6.9 |
| Louisiana | - | 1,087 | 1,061 | 2.4 | - | 903 | 867 | 4.1 |
| Mississippi | 35 | 1,229 | 1,201 | 2.4 | 35 | 1,072 | 1,036 | 3.4 |
| Oklahoma | 31 | 1,184 | 1,138 | 4.1 | 34 | 976 | 917 | 6.4 |
| Tennessee | - | 1,804 | 1,743 | 3.5 | - | 1,559 | 1,465 | 6.4 |
| Texas | - | 4,534 | 4,367 | 3.8 | - | 3,900 | 3,676 | 6.1 |
| | | 13,683 | 13,246 | 3.3 | | 11,491 | 10,895 | 5.5 |
| West | | | | | | | | |
| Alaska | 27 | 101 | 100 | 0.7 | 26 | 84 | 83 | 0.9 |
| Arizona | 11 | 1,006 | 973 | 3.4 | 9 | 1,034 | 991 | 4.3 |
| California | 33 | 3,892 | 3,685 | 5.6 | 31 | 3,463 | 3,338 | 3.7 |
| Colorado | 31 | 1,158 | 1,057 | 9.5 | 29 | 870 | 856 | 1.7 |
| Hawaii | 2 | 145 | 136 | 6.6 | 4 | 119 | 117 | 1.6 |
| Idaho | - | 423 | 397 | 6.4 | - | 347 | 341 | 1.7 |
| Montana | - | 454 | 430 | 5.5 | 64 | 389 | 365 | 6.7 |
| Nevada | 24 | 344 | 328 | 5.1 | 25 | 268 | 276 | -2.8 |
| New Mexico | - | 804 | 755 | 6.5 | - | 698 | 677 | 3.1 |
| Oregon | - | 982 | 930 | 5.7 | - | 841 | 813 | 3.5 |
| Utah | 44 | 555 | 521 | 6.4 | 44 | 430 | 431 | -0.2 |
| Washington | - | 915 | 877 | 4.3 | - | 832 | 787 | 5.7 |
| Wyoming | 77 | 337 | 312 | 8.1 | 72 | 282 | 274 | 2.8 |
| | | 11,116 | 10,501 | 5.9 | | 9,657 | 9,349 | 3.3 |
| TOTALS | 1,078 | 60,580 | 58,124 | 4.2 | 1,367 | 50,890 | 48,342 | 5.3 |

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

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

| Region and State | March | | | | February | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2004 (Preliminary) | 2003 | | | 2004 (Revised) | 2003 | |
| Northeast | | | | | | | | |
| Connecticut | 17 | 1,820 | 1,789 | 1.7 | 18 | 1,603 | 1,516 | 5.8 |
| Maine | - | 238 | 231 | 3.1 | - | 215 | 205 | 4.6 |
| Massachusetts | - | 2,867 | 2,841 | 0.9 | - | 2,626 | 2,475 | 6.1 |
| New Hampshire | 27 | 365 | 353 | 3.4 | 25 | 313 | 297 | 5.5 |
| New Jersey | 39 | 3,794 | 3,693 | 2.7 | 37 | 3,082 | 2,983 | 3.3 |
| New York | - | 6,190 | 6,091 | 1.6 | 27 | 5,447 | 5,111 | 6.6 |
| Pennsylvania | 17 | 3,696 | 3,650 | 1.3 | 17 | 3,154 | 3,031 | 4.1 |
| Rhode Island | 3 | 469 | 490 | -4.3 | - | 423 | 401 | 5.5 |
| Vermont | 5 | 102 | 100 | 1.7 | 5 | 90 | 88 | 2.1 |
| | | 19,541 | 19,238 | 1.6 | | 16,953 | 16,107 | 5.3 |
| South Atlantic | | | | | | | | |
| Delaware | 17 | 299 | 283 | 5.8 | 18 | 262 | 224 | 17.1 |
| District of Columbia | - | 237 | 226 | 5.2 | - | 213 | 199 | 6.9 |
| Florida | - | 7,445 | 7,224 | 3.1 | 65 | 6,495 | 6,324 | 2.7 |
| Georgia | 8 | 3,840 | 3,723 | 3.2 | 8 | 3,509 | 3,459 | 1.5 |
| Maryland | 23 | 2,725 | 2,635 | 3.4 | 18 | 2,187 | 2,120 | 3.1 |
| North Carolina | - | 2,806 | 2,677 | 4.8 | - | 2,443 | 2,341 | 4.4 |
| South Carolina | 16 | 1,290 | 1,216 | 6.1 | 14 | 1,086 | 1,083 | 0.2 |
| Virginia | 106 | 3,065 | 2,884 | 6.2 | 104 | 2,636 | 2,385 | 10.5 |
| West Virginia | 4 | 375 | 369 | 1.6 | 4 | 244 | 226 | 8.0 |
| | | 22,082 | 21,237 | 4.0 | | 19,075 | 18,361 | 3.9 |
| North Central | | | | | | | | |
| Illinois | 7 | 4,827 | 4,781 | 1.0 | 5 | 4,030 | 4,059 | -0.7 |
| Indiana | 15 | 2,290 | 2,208 | 3.7 | 20 | 2,070 | 1,930 | 7.2 |
| Iowa | 29 | 702 | 681 | 3.0 | 29 | 614 | 618 | -0.7 |
| Kansas | 7 | 900 | 867 | 3.8 | 8 | 757 | 764 | -1.0 |
| Michigan | 43 | 4,329 | 4,224 | 2.5 | 42 | 3,822 | 3,823 | 0.0 |
| Minnesota | 6 | 1,828 | 1,779 | 2.8 | 6 | 1,558 | 1,591 | -2.0 |
| Missouri | - | 2,217 | 2,156 | 2.8 | 53 | 1,847 | 1,831 | 0.8 |
| Nebraska | 10 | 479 | 464 | 3.2 | 10 | 402 | 410 | -2.2 |
| North Dakota | 10 | 106 | 99 | 6.5 | 9 | 95 | 91 | 3.5 |
| Ohio | 77 | 3,985 | 3,910 | 1.9 | 75 | 3,647 | 3,416 | 6.8 |
| South Dakota | 7 | 118 | 120 | -1.8 | 7 | 119 | 116 | 2.4 |
| Wisconsin | - | 1,620 | 1,593 | 1.7 | - | 1,378 | 1,386 | -0.6 |
| | | 23,401 | 22,882 | 2.3 | | 20,339 | 20,035 | 1.5 |
| South Gulf | | | | | | | | |
| Alabama | - | 1,655 | 1,612 | 2.7 | 23 | 1,457 | 1,451 | 0.4 |
| Arkansas | - | 779 | 746 | 4.4 | - | 620 | 607 | 2.2 |
| Kentucky | 39 | 1,336 | 1,306 | 2.3 | 36 | 1,137 | 1,074 | 5.9 |
| Louisiana | - | 1,445 | 1,421 | 1.7 | - | 1,244 | 1,246 | -0.1 |
| Mississippi | 15 | 678 | 669 | 1.4 | 15 | 597 | 600 | -0.5 |
| Oklahoma | 15 | 1,501 | 1,423 | 5.5 | 17 | 1,284 | 1,217 | 5.4 |
| Tennessee | - | 2,539 | 2,430 | 4.5 | - | 2,449 | 2,353 | 4.1 |
| Texas | - | 10,848 | 10,295 | 5.4 | - | 9,416 | 8,945 | 5.3 |
| | | 20,781 | 19,902 | 4.4 | | 18,204 | 17,493 | 4.1 |
| West | | | | | | | | |
| Alaska | 38 | 146 | 144 | 1.5 | 38 | 123 | 123 | -0.2 |
| Arizona | 1 | 2,369 | 2,237 | 5.9 | 1 | 2,268 | 2,167 | 4.7 |
| California | 35 | 18,978 | 17,936 | 5.8 | 32 | 16,518 | 15,906 | 3.8 |
| Colorado | 4 | 2,154 | 1,859 | 15.9 | 4 | 1,665 | 1,593 | 4.5 |
| Hawaii | 5 | 339 | 322 | 5.5 | 4 | 262 | 254 | 3.2 |
| Idaho | - | 336 | 319 | 5.5 | - | 294 | 294 | -0.1 |
| Montana | - | 140 | 136 | 2.9 | - | 131 | 122 | 6.9 |
| Nevada | 17 | 860 | 802 | 7.1 | 17 | 727 | 725 | 0.3 |
| New Mexico | - | 594 | 535 | 11.1 | - | 499 | 476 | 4.8 |
| Oregon | - | 1,087 | 1,026 | 5.9 | - | 986 | 950 | 3.8 |
| Utah | 28 | 932 | 899 | 3.7 | 28 | 772 | 791 | -2.4 |
| Washington | - | 2,291 | 2,206 | 3.9 | - | 2,221 | 2,154 | 3.1 |
| Wyoming | 31 | 107 | 99 | 8.1 | 30 | 130 | 127 | 2.3 |
| | | 30,333 | 28,520 | 6.4 | | 26,596 | 25,682 | 3.6 |
| TOTALS | 721 | 116,138 | 111,779 | 3.9 | 869 | 101,167 | 97,678 | 3.6 |

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

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

| Region and State | March | | | | February | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|----------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2004 (Preliminary) | 2003 | | | 2004 (Revised) | 2003 | |
| Northeast | | | | | | | | |
| Connecticut | 23 | 2,562 | 2,512 | 2.0 | 24 | 2,196 | 2,073 | 5.9 |
| Maine | - | 1,219 | 1,191 | 2.3 | - | 1,044 | 996 | 4.8 |
| Massachusetts | - | 4,360 | 4,307 | 1.2 | - | 3,973 | 3,756 | 5.8 |
| New Hampshire | 69 | 1,044 | 1,012 | 3.2 | 69 | 918 | 863 | 6.3 |
| New Jersey | 53 | 5,985 | 5,810 | 3.0 | 51 | 4,903 | 4,631 | 5.9 |
| New York | - | 11,228 | 10,969 | 2.4 | 57 | 9,666 | 9,186 | 5.2 |
| Pennsylvania | 63 | 8,331 | 8,147 | 2.3 | 63 | 7,133 | 6,761 | 5.5 |
| Rhode Island | 9 | 608 | 634 | -4.1 | - | 551 | 522 | 5.6 |
| Vermont | 33 | 1,465 | 1,447 | 1.3 | 33 | 644 | 627 | 2.7 |
| | | 36,802 | 36,029 | 2.1 | | 31,028 | 29,415 | 5.5 |
| South Atlantic | | | | | | | | |
| Delaware | 65 | 731 | 679 | 7.6 | 60 | 602 | 512 | 17.5 |
| District of Columbia | - | 313 | 297 | 5.4 | - | 278 | 258 | 7.7 |
| Florida | - | 16,544 | 15,903 | 4.0 | 166 | 14,137 | 13,681 | 3.3 |
| Georgia | 30 | 9,805 | 9,420 | 4.1 | 25 | 8,336 | 8,154 | 2.2 |
| Maryland | 45 | 4,625 | 4,465 | 3.6 | 40 | 3,701 | 3,563 | 3.9 |
| North Carolina | - | 8,171 | 7,769 | 5.2 | - | 7,006 | 6,656 | 5.3 |
| South Carolina | 86 | 4,391 | 4,107 | 6.9 | 80 | 3,660 | 3,582 | 2.2 |
| Virginia | 217 | 6,886 | 6,448 | 6.8 | 210 | 5,734 | 5,088 | 12.7 |
| West Virginia | 19 | 1,729 | 1,668 | 3.6 | 18 | 1,193 | 1,064 | 12.2 |
| | | 53,195 | 50,756 | 4.8 | | 44,647 | 42,558 | 4.9 |
| North Central | | | | | | | | |
| Illinois | 14 | 8,820 | 8,686 | 1.5 | 9 | 7,380 | 7,385 | -0.1 |
| Indiana | 40 | 6,164 | 5,903 | 4.4 | 54 | 5,309 | 4,962 | 7.0 |
| Iowa | 120 | 2,454 | 2,378 | 3.2 | 121 | 2,048 | 2,044 | 0.2 |
| Kansas | 76 | 2,437 | 2,330 | 4.6 | 78 | 1,980 | 2,003 | -1.1 |
| Michigan | 123 | 8,332 | 8,074 | 3.2 | 122 | 7,302 | 7,247 | 0.8 |
| Minnesota | 22 | 4,436 | 4,257 | 4.2 | 22 | 3,789 | 3,766 | 0.6 |
| Missouri | - | 5,640 | 5,471 | 3.1 | 141 | 4,510 | 4,382 | 2.9 |
| Nebraska | 52 | 1,588 | 1,534 | 3.5 | 52 | 1,223 | 1,241 | -1.4 |
| North Dakota | 44 | 564 | 535 | 5.5 | 43 | 493 | 467 | 5.4 |
| Ohio | 142 | 9,121 | 8,695 | 4.9 | 137 | 7,894 | 7,317 | 7.9 |
| South Dakota | 46 | 649 | 640 | 1.5 | 45 | 562 | 554 | 1.6 |
| Wisconsin | - | 4,958 | 4,812 | 3.0 | - | 3,968 | 3,936 | 0.8 |
| | | 55,163 | 53,315 | 3.5 | | 46,458 | 45,304 | 2.5 |
| South Gulf | | | | | | | | |
| Alabama | - | 5,118 | 4,923 | 4.0 | 85 | 4,372 | 4,299 | 1.7 |
| Arkansas | - | 2,649 | 2,523 | 5.0 | - | 2,008 | 1,921 | 4.5 |
| Kentucky | 127 | 4,005 | 3,962 | 1.1 | 123 | 3,254 | 3,053 | 6.6 |
| Louisiana | - | 3,659 | 3,537 | 3.4 | - | 3,099 | 3,034 | 2.1 |
| Mississippi | 55 | 3,281 | 3,148 | 4.2 | 57 | 2,831 | 2,736 | 3.5 |
| Oklahoma | 52 | 4,024 | 3,803 | 5.8 | 58 | 3,390 | 3,163 | 7.2 |
| Tennessee | - | 6,057 | 5,805 | 4.3 | - | 5,370 | 5,114 | 5.0 |
| Texas | - | 20,013 | 18,973 | 5.5 | - | 17,522 | 16,470 | 6.4 |
| | | 48,806 | 46,674 | 4.6 | | 41,846 | 39,790 | 5.2 |
| West | | | | | | | | |
| Alaska | 73 | 386 | 381 | 1.5 | 72 | 325 | 323 | 0.6 |
| Arizona | 16 | 4,602 | 4,375 | 5.2 | 13 | 4,393 | 4,222 | 4.1 |
| California | 68 | 27,710 | 26,196 | 5.8 | 63 | 24,155 | 23,265 | 3.8 |
| Colorado | 35 | 4,161 | 3,663 | 13.6 | 33 | 3,185 | 3,076 | 3.5 |
| Hawaii | 7 | 728 | 688 | 5.8 | 8 | 567 | 552 | 2.7 |
| Idaho | - | 1,173 | 1,100 | 6.6 | - | 1,015 | 1,005 | 1.1 |
| Montana | - | 866 | 824 | 5.2 | 73 | 765 | 716 | 6.9 |
| Nevada | 45 | 1,562 | 1,464 | 6.7 | 46 | 1,313 | 1,318 | -0.4 |
| New Mexico | - | 2,025 | 1,866 | 8.5 | - | 1,809 | 1,748 | 3.5 |
| Oregon | - | 2,856 | 2,698 | 5.8 | - | 2,539 | 2,451 | 3.6 |
| Utah | 77 | 2,087 | 1,988 | 5.0 | 76 | 1,665 | 1,694 | -1.7 |
| Washington | - | 4,236 | 4,045 | 4.7 | - | 4,071 | 3,917 | 3.9 |
| Wyoming | 137 | 683 | 629 | 8.6 | 129 | 582 | 568 | 2.4 |
| | | 53,075 | 49,917 | 6.3 | | 46,384 | 44,855 | 3.4 |
| TOTALS | 2,083 | 247,035 | 236,691 | 4.4 | 2,556 | 210,363 | 201,921 | 4.2 |

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 and streets.

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

| Year - 2003 | | | | | | | | | | | | | | |
|-------------|-------------------------|-------------|-----------------------------|----------------|--------------------|-------------|--------------------|-------------|--------------------|------------------|-------------|-------------|------------------|-------------|
| | <u>Rural Interstate</u> | <u>%</u> | <u>Rural Other Arterial</u> | <u>%</u> | <u>Other Rural</u> | <u>%</u> | <u>Total Rural</u> | <u>%</u> | <u>All Systems</u> | <u>%</u> | | | | |
| Jan | 20,236 | 2.7 | Jan | 31,714 | 1.6 | Jan | 30,575 | -0.1 | Jan | 82,525 | 1.2 | Jan | 216,645 | 0.9 |
| Feb | 18,844 | -2.7 | Feb | 29,499 | -3.5 | Feb | 28,265 | -3.1 | Feb | 76,608 | -3.2 | Feb | 201,921 | -2.7 |
| Mar | 22,778 | -1.6 | Mar | 35,347 | 0.0 | Mar | 34,847 | 0.9 | Mar | 92,972 | -0.1 | Mar | 236,691 | -0.2 |
| Q1 | <u>61,858</u> | <u>-0.6</u> | Q1 | <u>96,560</u> | <u>-0.6</u> | Q1 | <u>93,688</u> | <u>-0.7</u> | Q1 | <u>252,105</u> | <u>-0.6</u> | Q1 | <u>655,257</u> | <u>-0.6</u> |
| Apr | 23,182 | 3.2 | Apr | 35,796 | 0.5 | Apr | 34,351 | 0.7 | Apr | 93,330 | 1.2 | Apr | 238,103 | 0.5 |
| May | 25,102 | 1.1 | May | 38,973 | 0.3 | May | 38,141 | 0.9 | May | 102,215 | 0.7 | May | 253,216 | 0.2 |
| Jun | 25,224 | 1.6 | Jun | 39,006 | 0.9 | Jun | 37,522 | 2.4 | Jun | 101,752 | 1.6 | Jun | 251,991 | 1.6 |
| Q2 | <u>73,508</u> | <u>1.9</u> | Q2 | <u>113,775</u> | <u>0.6</u> | Q2 | <u>110,014</u> | <u>1.4</u> | Q2 | <u>297,297</u> | <u>1.2</u> | Q2 | <u>743,310</u> | <u>0.8</u> |
| 1st Half | 135,365 | 0.8 | 1st Half | 210,335 | 0.0 | 1st Half | 203,702 | 0.4 | 1st Half | 549,402 | 0.4 | 1st Half | 1,398,567 | 0.1 |
| Jul | 27,862 | 3.3 | Jul | 41,641 | 2.1 | Jul | 39,354 | 3.2 | Jul | 108,857 | 2.8 | Jul | 261,253 | 2.0 |
| Aug | 27,576 | 2.6 | Aug | 41,099 | 0.9 | Aug | 38,108 | 0.8 | Aug | 106,783 | 1.3 | Aug | 259,642 | 0.3 |
| Sep | 23,107 | 2.0 | Sep | 36,466 | 1.2 | Sep | 35,020 | 0.9 | Sep | 94,593 | 1.3 | Sep | 235,953 | 1.3 |
| Q3 | <u>78,545</u> | <u>2.6</u> | Q3 | <u>119,206</u> | <u>1.4</u> | Q3 | <u>112,482</u> | <u>1.7</u> | Q3 | <u>310,233</u> | <u>1.8</u> | Q3 | <u>756,848</u> | <u>1.2</u> |
| Oct | 24,846 | 5.3 | Oct | 38,784 | 4.0 | Oct | 37,226 | 4.0 | Oct | 100,856 | 4.3 | Oct | 253,447 | 3.2 |
| Nov | 23,343 | 5.1 | Nov | 34,558 | 0.7 | Nov | 33,095 | 0.1 | Nov | 90,996 | 1.6 | Nov | 233,293 | 0.8 |
| Dec | 23,140 | -0.6 | Dec | 35,024 | 1.8 | Dec | 32,622 | 1.5 | Dec | 90,786 | 1.1 | Dec | 237,564 | 1.3 |
| Q4 | <u>71,328</u> | <u>3.2</u> | Q4 | <u>108,367</u> | <u>2.2</u> | Q4 | <u>102,943</u> | <u>1.9</u> | Q4 | <u>282,637</u> | <u>2.4</u> | Q4 | <u>724,305</u> | <u>1.8</u> |
| 2nd Half | 149,874 | 2.9 | 2nd Half | 227,572 | 1.8 | 2nd Half | 215,425 | 1.8 | 2nd Half | 592,871 | 2.1 | 2nd Half | 1,481,152 | 1.5 |
| Year | 285,239 | 1.9 | Year | 437,907 | 0.9 | Year | 419,127 | 1.1 | Year | 1,142,273 | 1.2 | Year | 2,879,719 | 0.8 |

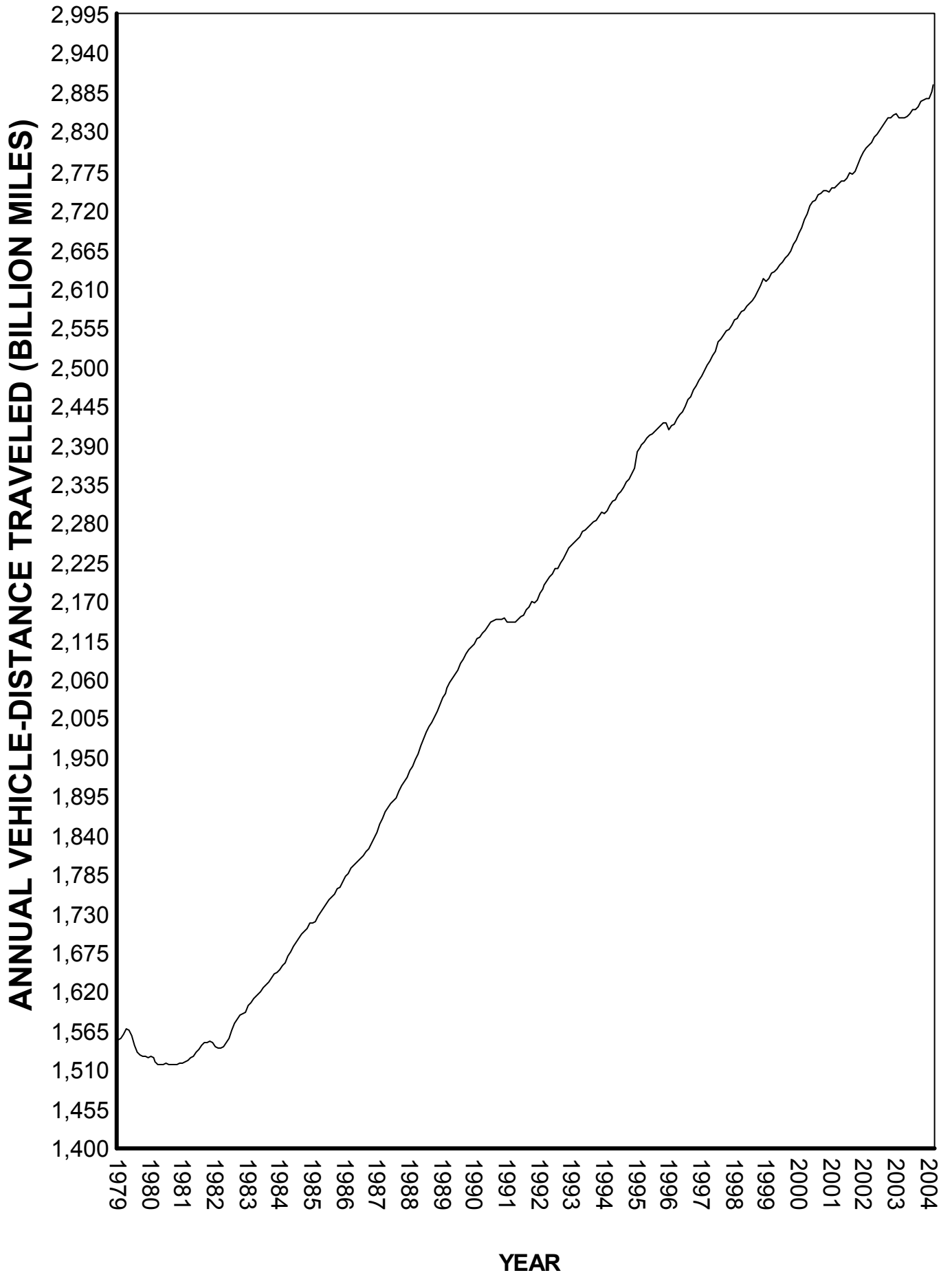
| Year - 2004 | | | | | | | | | | | | | | |
|-------------|-------------------------|------------|-----------------------------|---------------|--------------------|-------------|--------------------|------------|--------------------|----------------|------------|-------------|----------------|------------|
| | <u>Rural Interstate</u> | <u>%</u> | <u>Rural Other Arterial</u> | <u>%</u> | <u>Other Rural</u> | <u>%</u> | <u>Total Rural</u> | <u>%</u> | <u>All Systems</u> | <u>%</u> | | | | |
| Jan | 20,573 | 1.7 | Jan | 31,934 | 0.7 | Jan | 30,869 | 1.0 | Jan | 83,376 | 1.0 | Jan | 217,338 | 0.3 |
| Feb | 19,875 | 5.5 | Feb | 31,013 | 5.1 | Feb | 29,544 | 4.5 | Feb | 80,433 | 5.0 | Feb | 210,363 | 4.2 |
| Mar | 23,798 | 4.5 | Mar | 36,783 | 4.1 | Mar | 36,820 | 5.7 | Mar | 97,401 | 4.8 | Mar | 247,035 | 4.4 |
| Q1 | <u>64,246</u> | <u>3.9</u> | Q1 | <u>99,729</u> | <u>3.3</u> | Q1 | <u>97,233</u> | <u>3.8</u> | Q1 | <u>261,209</u> | <u>3.6</u> | Q1 | <u>674,736</u> | <u>3.0</u> |
| Apr | | | Apr | | | Apr | | | Apr | | | Apr | | |
| May | | | May | | | May | | | May | | | May | | |
| Jun | | | Jun | | | Jun | | | Jun | | | Jun | | |
| Q2 | | 0.0 | Q2 | | 0.0 | Q2 | | 0.0 | Q2 | | 0.0 | Q2 | | 0.0 |
| 1st Half | 64,246 | 3.9 | 1st Half | 99,729 | 3.3 | 1st Half | 97,233 | 3.8 | 1st Half | 261,209 | 3.6 | 1st Half | 674,736 | 3.0 |
| Jul | | | Jul | | | Jul | | | Jul | | | Jul | | |
| Aug | | | Aug | | | Aug | | | Aug | | | Aug | | |
| Sep | | | Sep | | | Sep | | | Sep | | | Sep | | |
| Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 |
| Year | 64,246 | 3.9 | Year | 99,729 | 3.3 | Year | 97,233 | 3.8 | Year | 261,209 | 3.6 | Year | 674,736 | 3.0 |

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

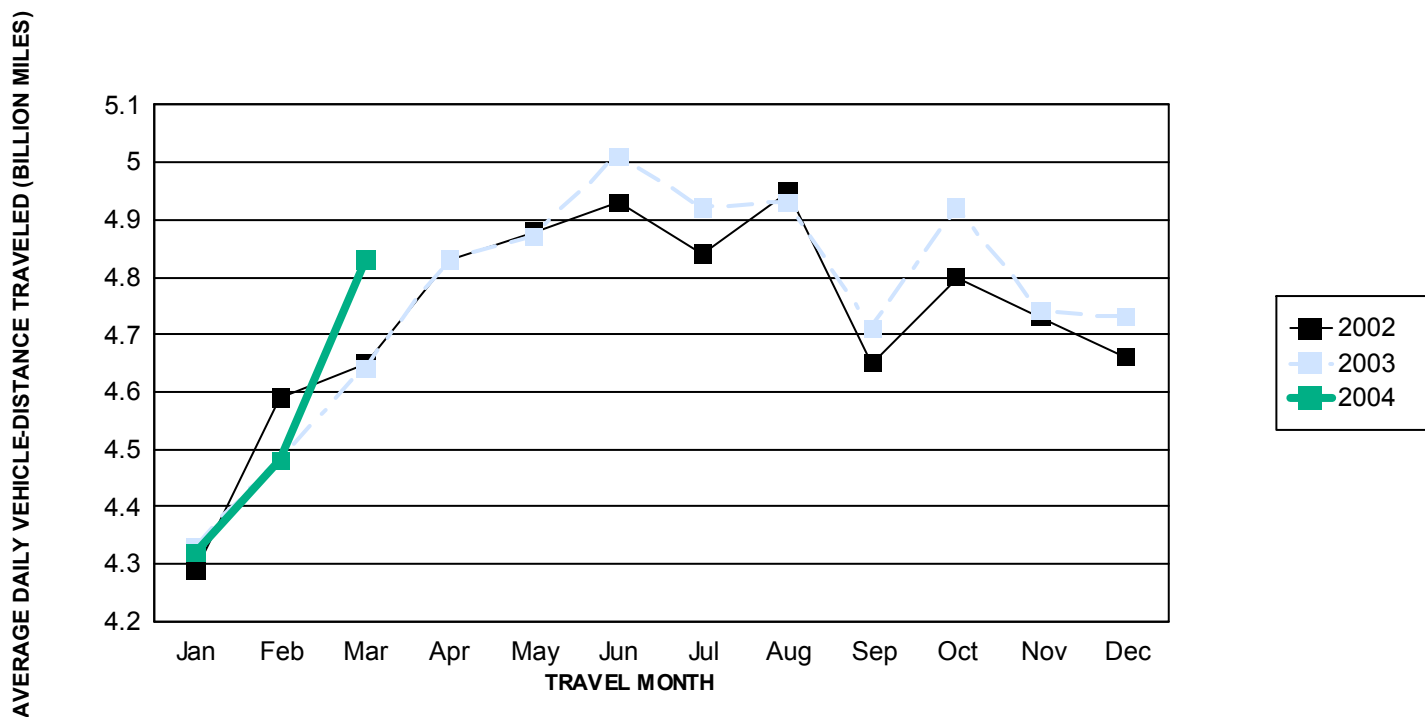
| Year - 2003 | | | | | | | | | | | | | | |
|-------------------------|----------------|------------|-----------------------------|----------------|-------------|--------------------|----------------|-------------|--------------------|------------------|-------------|--------------------|------------------|-------------|
| <u>Urban Interstate</u> | | <u>%</u> | <u>Urban Other Arterial</u> | | <u>%</u> | <u>Other Urban</u> | | <u>%</u> | <u>Total Urban</u> | | <u>%</u> | <u>All Systems</u> | | <u>%</u> |
| Jan | 32,020 | 2.1 | Jan | 72,530 | 0.1 | Jan | 29,571 | 0.9 | Jan | 134,121 | 0.7 | Jan | 216,645 | 0.9 |
| Feb | 29,484 | -2.1 | Feb | 68,195 | -2.7 | Feb | 27,635 | -2.4 | Feb | 125,313 | -2.5 | Feb | 201,921 | -2.7 |
| Mar | 33,823 | 0.3 | Mar | 77,952 | -0.5 | Mar | 31,943 | -0.1 | Mar | 143,718 | -0.2 | Mar | 236,691 | -0.2 |
| <i>Q1</i> | <i>95,327</i> | <i>0.1</i> | <i>Q1</i> | <i>218,676</i> | <i>-1.0</i> | <i>Q1</i> | <i>89,148</i> | <i>-0.5</i> | <i>Q1</i> | <i>403,152</i> | <i>-0.6</i> | <i>Q1</i> | <i>655,257</i> | <i>-0.6</i> |
| Apr | 34,285 | 1.3 | Apr | 78,196 | -0.5 | Apr | 32,293 | 0.1 | Apr | 144,774 | 0.0 | Apr | 238,103 | 0.5 |
| May | 36,091 | 0.7 | May | 81,057 | -0.7 | May | 33,853 | 0.4 | May | 151,001 | -0.1 | May | 253,216 | 0.2 |
| Jun | 35,998 | 1.5 | Jun | 80,892 | 1.2 | Jun | 33,348 | 2.1 | Jun | 150,239 | 1.5 | Jun | 251,991 | 1.6 |
| <i>Q2</i> | <i>106,374</i> | <i>1.2</i> | <i>Q2</i> | <i>240,144</i> | <i>0.0</i> | <i>Q2</i> | <i>99,494</i> | <i>0.9</i> | <i>Q2</i> | <i>446,013</i> | <i>0.5</i> | <i>Q2</i> | <i>743,310</i> | <i>0.8</i> |
| 1st Half | 201,701 | 0.7 | 1st Half | 458,821 | -0.5 | 1st Half | 188,642 | 0.2 | 1st Half | 849,165 | -0.1 | 1st Half | 1,398,567 | 0.1 |
| Jul | 36,083 | 1.4 | Jul | 82,044 | 1.1 | Jul | 34,269 | 2.8 | Jul | 152,395 | 1.5 | Jul | 261,253 | 2.0 |
| Aug | 36,594 | 0.2 | Aug | 82,502 | -0.9 | Aug | 33,764 | 0.3 | Aug | 152,859 | -0.3 | Aug | 259,642 | 0.3 |
| Sep | 34,096 | 1.7 | Sep | 75,704 | 0.5 | Sep | 31,560 | 2.4 | Sep | 141,360 | 1.2 | Sep | 235,953 | 1.3 |
| <i>Q3</i> | <i>106,772</i> | <i>1.1</i> | <i>Q3</i> | <i>240,250</i> | <i>0.2</i> | <i>Q3</i> | <i>99,592</i> | <i>1.8</i> | <i>Q3</i> | <i>446,614</i> | <i>0.8</i> | <i>Q3</i> | <i>756,848</i> | <i>1.2</i> |
| Oct | 35,804 | 2.2 | Oct | 82,835 | 2.0 | Oct | 33,952 | 3.9 | Oct | 152,591 | 2.5 | Oct | 253,447 | 3.2 |
| Nov | 33,813 | 1.4 | Nov | 77,106 | -0.6 | Nov | 31,380 | 1.6 | Nov | 142,298 | 0.3 | Nov | 233,293 | 0.8 |
| Dec | 34,904 | 1.8 | Dec | 78,579 | 1.0 | Dec | 33,295 | 2.5 | Dec | 146,778 | 1.5 | Dec | 237,564 | 1.3 |
| <i>Q4</i> | <i>104,520</i> | <i>1.8</i> | <i>Q4</i> | <i>238,520</i> | <i>0.8</i> | <i>Q4</i> | <i>98,626</i> | <i>2.7</i> | <i>Q4</i> | <i>441,667</i> | <i>1.5</i> | <i>Q4</i> | <i>724,305</i> | <i>1.8</i> |
| 2nd Half | 211,293 | 1.5 | 2nd Half | 478,770 | 0.5 | 2nd Half | 198,218 | 2.2 | 2nd Half | 888,281 | 1.1 | 2nd Half | 1,481,152 | 1.5 |
| Year | 412,994 | 1.1 | Year | 937,591 | 0.0 | Year | 386,861 | 1.2 | Year | 1,737,446 | 0.5 | Year | 2,879,719 | 0.8 |

| Year - 2004 | | | | | | | | | | | | | | |
|-------------------------|---------------|------------|-----------------------------|----------------|------------|--------------------|---------------|------------|--------------------|----------------|------------|--------------------|----------------|------------|
| <u>Urban Interstate</u> | | <u>%</u> | <u>Urban Other Arterial</u> | | <u>%</u> | <u>Other Urban</u> | | <u>%</u> | <u>Total Urban</u> | | <u>%</u> | <u>All Systems</u> | | <u>%</u> |
| Jan | 31,967 | -0.2 | Jan | 72,322 | -0.3 | Jan | 29,672 | 0.3 | Jan | 133,962 | -0.1 | Jan | 217,338 | 0.3 |
| Feb | 30,801 | 4.5 | Feb | 70,361 | 3.2 | Feb | 28,768 | 4.1 | Feb | 129,930 | 3.7 | Feb | 210,363 | 4.2 |
| Mar | 35,500 | 5.0 | Mar | 80,638 | 3.4 | Mar | 33,496 | 4.9 | Mar | 149,634 | 4.1 | Mar | 247,035 | 4.4 |
| <i>Q1</i> | <i>98,269</i> | <i>3.1</i> | <i>Q1</i> | <i>223,322</i> | <i>2.1</i> | <i>Q1</i> | <i>91,936</i> | <i>3.1</i> | <i>Q1</i> | <i>413,527</i> | <i>2.6</i> | <i>Q1</i> | <i>674,736</i> | <i>3.0</i> |
| Apr | | | Apr | | | Apr | | | Apr | | | Apr | | |
| May | | | May | | | May | | | May | | | May | | |
| Jun | | | Jun | | | Jun | | | Jun | | | Jun | | |
| <i>Q2</i> | | <i>0.0</i> | <i>Q2</i> | | <i>0.0</i> | <i>Q2</i> | | <i>0.0</i> | <i>Q2</i> | | <i>0.0</i> | <i>Q2</i> | | <i>0.0</i> |
| 1st Half | 98,269 | 3.1 | 1st Half | 223,322 | 2.1 | 1st Half | 91,936 | 3.1 | 1st Half | 413,527 | 2.6 | 1st Half | 674,736 | 3.0 |
| Jul | | | Jul | | | Jul | | | Jul | | | Jul | | |
| Aug | | | Aug | | | Aug | | | Aug | | | Aug | | |
| Sep | | | Sep | | | Sep | | | Sep | | | Sep | | |
| <i>Q3</i> | | <i>0.0</i> | <i>Q3</i> | | <i>0.0</i> | <i>Q3</i> | | <i>0.0</i> | <i>Q3</i> | | <i>0.0</i> | <i>Q3</i> | | <i>0.0</i> |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| <i>Q4</i> | | <i>0.0</i> | <i>Q4</i> | | <i>0.0</i> | <i>Q4</i> | | <i>0.0</i> | <i>Q4</i> | | <i>0.0</i> | <i>Q4</i> | | <i>0.0</i> |
| Year | 98,269 | 3.1 | Year | 223,322 | 2.1 | Year | 91,936 | 3.1 | Year | 413,527 | 2.6 | Year | 674,736 | 3.0 |

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



Urban Highways



Rural Highways

