



U. S. Department of Transportation

Federal Highway Administration

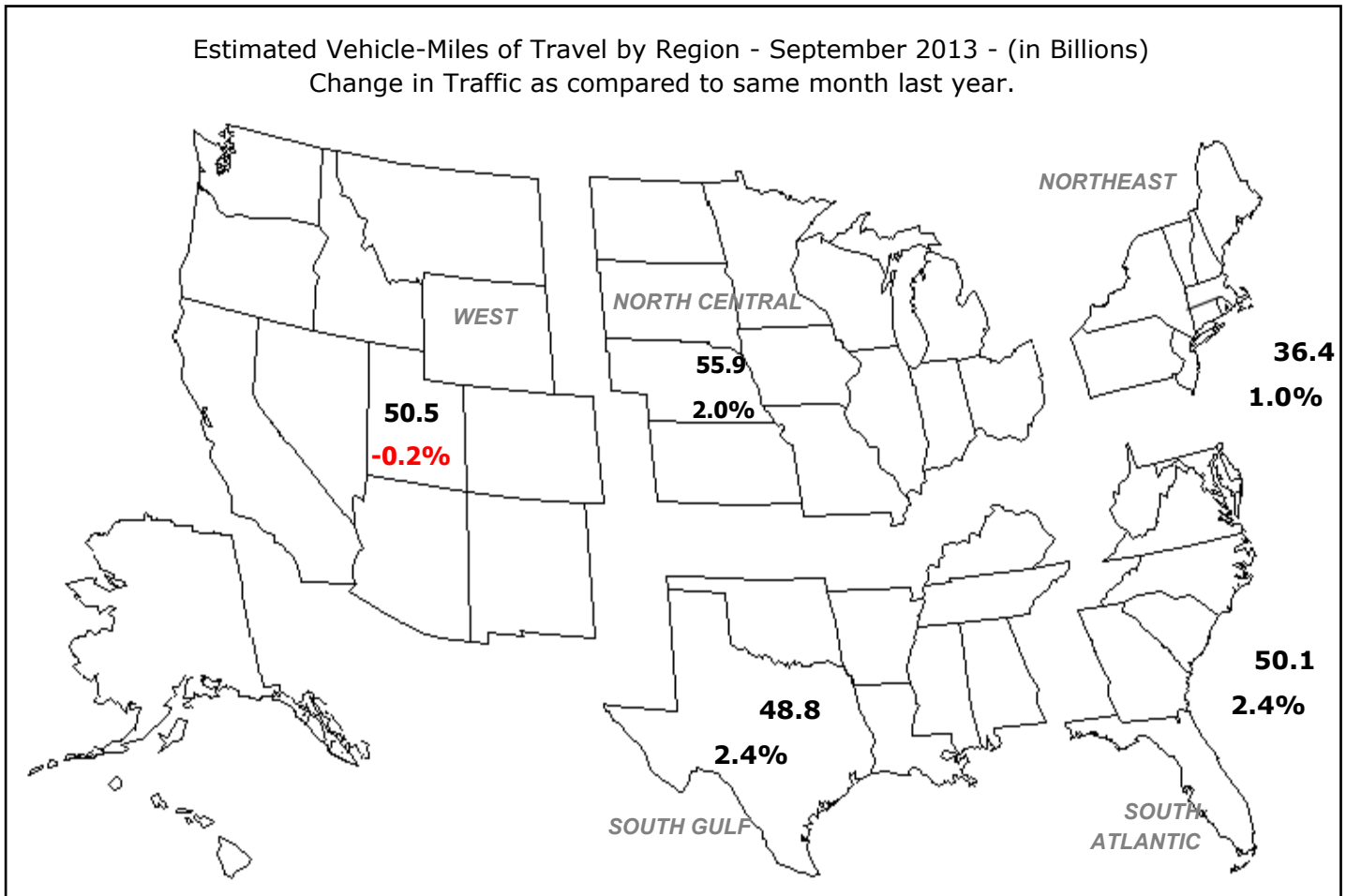
Office of Highway Policy Information

TRAFFIC VOLUME TRENDS

September 2013

Travel on all roads and streets changed by **+1.5%** (3.7 billion vehicle miles) for September 2013 as compared with September 2012. Travel for the month is estimated to be 241.7 billion vehicle miles.

Cumulative Travel for 2013 changed by **+0.4%** (9.8 billion vehicle miles). The Cumulative estimate for the year is 2,233.9 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 2011 Table VM-2 as a base.
Compiled with data on hand as of November 15, 2013.

Some historical data were revised based on HPMS and amended TVT data as of December 2011.
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).

Based on preliminary reports from the State Highway Agencies, travel during September 2013 on all roads and streets in the nation changed by **+1.5** percent (3.7 billion vehicle miles) resulting in estimated travel for the month at **241.7**** billion vehicle-miles.

This total includes **81.5** billion vehicle-miles on rural roads and **160.2** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+0.4** percent (9.8 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 1988 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

| Year | September | Year to Date | Moving 12-Month |
|------|-----------|--------------|-----------------|
| 1988 | 171,072 | 1,522,352 | 2,000,444 |
| 1989 | 177,326 | 1,587,193 | 2,090,426 |
| 1990 | 178,415 | 1,624,682 | 2,144,530 |
| 1991 | 183,594 | 1,641,294 | 2,164,112 |
| 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 | 245,624 | 2,262,835 | 3,003,097 |
| 2007 | 246,050 | 2,283,247 | 3,034,783 |
| 2008 | 238,701 | 2,240,791 | 2,988,668 |
| 2009 | 242,034 | 2,226,963 | 2,962,700 |
| 2010 | 244,712 | 2,229,508 | 2,959,308 |
| 2011 | 241,764 | 2,210,864 | 2,948,319 |
| 2012 | 237,970 | 2,224,108 | 2,959,059 |
| 2013 | 241,656 | 2,233,931 | 2,964,217 |

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. 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 |
| 2012 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 17.7 | 17.0 | 20.2 | 20.5 | 21.7 | 22.0 | 23.1 | 23.0 | 19.7 | 20.6 | 20.0 | 19.6 |
| Rural Other Arterial | 27.2 | 26.6 | 31.3 | 30.7 | 33.2 | 33.5 | 34.9 | 34.7 | 31.1 | 32.4 | 30.3 | 28.9 |
| Other Rural | 26.6 | 25.5 | 30.5 | 30.1 | 32.0 | 32.2 | 32.6 | 32.7 | 29.4 | 31.0 | 28.2 | 27.1 |
| Urban Interstate | 36.9 | 35.6 | 40.9 | 40.2 | 42.4 | 42.7 | 40.5 | 42.3 | 39.1 | 40.7 | 39.6 | 39.3 |
| Urban Other Arterial | 81.8 | 78.8 | 90.7 | 88.3 | 90.8 | 89.6 | 89.5 | 91.9 | 83.3 | 90.2 | 85.1 | 85.2 |
| Other Urban | 35.5 | 34.2 | 38.9 | 38.5 | 39.8 | 39.0 | 38.8 | 38.9 | 35.5 | 38.0 | 36.7 | 37.5 |
| All Systems | 225.7 | 217.7 | 252.5 | 248.3 | 259.9 | 259.0 | 259.4 | 263.6 | 238.0 | 252.9 | 239.8 | 237.6 |
| 2013 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 17.9 | 16.9 | 20.5 | 20.4 | 22.2 | 22.2 | 23.6 | 23.6 | 20.0 | | | |
| Rural Other Arterial | 27.2 | 26.2 | 30.9 | 30.7 | 33.3 | 33.3 | 35.4 | 35.2 | 31.6 | | | |
| Other Rural | 26.5 | 25.0 | 29.8 | 30.2 | 32.1 | 32.1 | 33.2 | 33.3 | 29.9 | | | |
| Urban Interstate | 37.4 | 35.3 | 40.6 | 40.7 | 42.8 | 42.6 | 41.1 | 42.9 | 39.8 | | | |
| Urban Other Arterial | 82.3 | 77.6 | 88.9 | 90.1 | 91.6 | 89.1 | 90.7 | 92.4 | 84.0 | | | |
| Other Urban | 35.7 | 33.5 | 38.2 | 39.1 | 40.2 | 38.9 | 39.6 | 39.5 | 36.3 | | | |
| All Systems | 227.0 | 214.5 | 248.8 | 251.1 | 262.1 | 258.1 | 263.6 | 267.0 | 241.7 | | | |
| * Percent Change In Individual Monthly Travel 2012 vs. 2013 | | | | | | | | | | | | |
| Rural Interstate | 1.2 | -0.5 | 1.6 | -0.5 | 2.0 | 0.8 | 2.1 | 2.7 | 1.8 | | | |
| Rural Other Arterial | 0.0 | -1.4 | -1.3 | 0.0 | 0.4 | -0.6 | 1.5 | 1.4 | 1.7 | | | |
| Other Rural | -0.2 | -1.8 | -2.5 | 0.4 | 0.5 | -0.4 | 1.7 | 1.8 | 1.7 | | | |
| Urban Interstate | 1.4 | -1.1 | -0.7 | 1.2 | 1.0 | -0.2 | 1.5 | 1.3 | 1.8 | | | |
| Urban Other Arterial | 0.5 | -1.5 | -2.0 | 2.0 | 0.8 | -0.6 | 1.4 | 0.5 | 0.9 | | | |
| Other Urban | 0.4 | -1.9 | -2.0 | 1.5 | 0.9 | -0.4 | 1.9 | 1.7 | 2.3 | | | |
| All Systems | 0.6 | -1.4 | -1.5 | 1.2 | 0.9 | -0.3 | 1.6 | 1.3 | 1.5 | | | |

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 |
| 2012 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 17.7 | 34.7 | 54.8 | 75.3 | 97.0 | 119.1 | 142.2 | 165.2 | 184.9 | 205.6 | 225.5 | 245.2 |
| Rural Other Arterial | 27.2 | 53.8 | 85.1 | 115.8 | 148.9 | 182.4 | 217.3 | 252.0 | 283.1 | 315.4 | 345.7 | 374.6 |
| Other Rural | 26.6 | 52.0 | 82.6 | 112.6 | 144.6 | 176.8 | 209.4 | 242.2 | 271.5 | 302.5 | 330.7 | 357.8 |
| Urban Interstate | 36.9 | 72.5 | 113.4 | 153.6 | 196.0 | 238.7 | 279.2 | 321.5 | 360.6 | 401.3 | 440.9 | 480.2 |
| Urban Other Arterial | 81.8 | 160.6 | 251.3 | 339.6 | 430.4 | 520.1 | 609.5 | 701.5 | 784.7 | 874.9 | 960.0 | 1045.2 |
| Other Urban | 35.5 | 69.7 | 108.6 | 147.2 | 187.0 | 226.0 | 264.9 | 303.7 | 339.3 | 377.3 | 413.9 | 451.4 |
| All Systems | 225.7 | 443.4 | 695.9 | 944.2 | 1204.1 | 1463.1 | 1722.5 | 1986.1 | 2224.1 | 2477.0 | 2716.8 | 2954.4 |
| 2013 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 17.9 | 34.8 | 55.3 | 75.7 | 97.8 | 120.1 | 143.7 | 167.3 | 187.4 | | | |
| Rural Other Arterial | 27.2 | 53.4 | 84.3 | 115.0 | 148.2 | 181.5 | 216.9 | 252.2 | 283.7 | | | |
| Other Rural | 26.5 | 51.5 | 81.3 | 111.5 | 143.6 | 175.7 | 208.9 | 242.2 | 272.0 | | | |
| Urban Interstate | 37.4 | 72.7 | 113.3 | 154.0 | 196.8 | 239.4 | 280.4 | 323.4 | 363.2 | | | |
| Urban Other Arterial | 82.3 | 159.8 | 248.7 | 338.8 | 430.4 | 519.5 | 610.2 | 702.6 | 786.6 | | | |
| Other Urban | 35.7 | 69.2 | 107.4 | 146.5 | 186.7 | 225.6 | 265.2 | 304.7 | 341.0 | | | |
| All Systems | 227.0 | 441.5 | 690.3 | 941.4 | 1203.5 | 1461.7 | 1725.3 | 1992.3 | 2233.9 | | | |
| * Percent Change In Cumulative Monthly Travel 2012 vs. 2013 | | | | | | | | | | | | |
| Rural Interstate | 1.2 | 0.4 | 0.8 | 0.5 | 0.8 | 0.8 | 1.0 | 1.3 | 1.3 | | | |
| Rural Other Arterial | 0.0 | -0.7 | -0.9 | -0.7 | -0.4 | -0.5 | -0.2 | 0.1 | 0.2 | | | |
| Other Rural | -0.2 | -1.0 | -1.6 | -1.0 | -0.7 | -0.6 | -0.3 | 0.0 | 0.2 | | | |
| Urban Interstate | 1.4 | 0.2 | -0.1 | 0.2 | 0.4 | 0.3 | 0.5 | 0.6 | 0.7 | | | |
| Urban Other Arterial | 0.5 | -0.5 | -1.0 | -0.2 | 0.0 | -0.1 | 0.1 | 0.2 | 0.2 | | | |
| Other Urban | 0.4 | -0.7 | -1.2 | -0.5 | -0.2 | -0.2 | 0.1 | 0.3 | 0.5 | | | |
| All Systems | 0.6 | -0.4 | -0.8 | -0.3 | 0.0 | -0.1 | 0.2 | 0.3 | 0.4 | | | |

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

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

| Region and State | September | | | | August | | | |
|-----------------------|--------------------|--------------------------|---------------|----------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2013 (Preliminary) | 2012 | | | 2013 (Revised) | 2012 | |
| Northeast | | | | | | | | |
| Connecticut | 4 | 174 | 173 | 0.6 | 5 | 188 | 186 | 1.1 |
| Maine | 29 | 495 | 491 | 0.8 | 29 | 565 | 556 | 1.7 |
| Massachusetts | 5 | 208 | 206 | 0.7 | 7 | 221 | 218 | 1.7 |
| New Hampshire | 22 | 300 | 298 | 0.7 | 22 | 371 | 364 | 2.0 |
| New Jersey | 6 | 419 | 413 | 1.5 | 5 | 383 | 384 | -0.2 |
| New York | 54 | 1,184 | 1,185 | 0.0 | 56 | 1,514 | 1,534 | -1.3 |
| Pennsylvania | 29 | 1,984 | 1,976 | 0.4 | 20 | 2,292 | 2,274 | 0.8 |
| Rhode Island | - | 85 | 84 | 1.8 | - | 73 | 72 | 0.8 |
| Vermont | 38 | 245 | 243 | 1.0 | 39 | 295 | 291 | 1.2 |
| Subtotal | | 5,094 | 5,069 | 0.5 | | 5,902 | 5,879 | 0.4 |
| South Atlantic | | | | | | | | |
| Delaware | 24 | 155 | 151 | 2.6 | 24 | 157 | 155 | 1.4 |
| District of Columbia | - | 0 | 0 | 0.0 | - | 0 | 0 | 0.0 |
| Florida | 97 | 1,800 | 1,750 | 2.9 | 99 | 2,017 | 1,921 | 5.0 |
| Georgia | 63 | 1,650 | 1,609 | 2.6 | 63 | 1,823 | 1,785 | 2.1 |
| Maryland | 26 | 803 | 792 | 1.3 | 26 | 900 | 889 | 1.2 |
| North Carolina | 22 | 1,524 | 1,497 | 1.8 | 21 | 1,717 | 1,677 | 2.4 |
| South Carolina | 67 | 1,332 | 1,286 | 3.6 | 68 | 1,509 | 1,453 | 3.8 |
| Virginia | 281 | 1,685 | 1,658 | 1.7 | 273 | 1,935 | 1,903 | 1.7 |
| West Virginia | 10 | 558 | 554 | 0.7 | 14 | 609 | 620 | -1.8 |
| Subtotal | | 9,507 | 9,297 | 2.3 | | 10,667 | 10,403 | 2.5 |
| North Central | | | | | | | | |
| Illinois | 17 | 1,379 | 1,373 | 0.4 | 19 | 1,589 | 1,579 | 0.6 |
| Indiana | 27 | 1,270 | 1,229 | 3.4 | - | 1,316 | 1,294 | 1.6 |
| Iowa | 57 | 1,147 | 1,142 | 0.5 | 91 | 1,266 | 1,245 | 1.7 |
| Kansas | 55 | 883 | 870 | 1.5 | 54 | 904 | 890 | 1.6 |
| Michigan | 63 | 1,597 | 1,576 | 1.4 | 61 | 1,862 | 1,806 | 3.1 |
| Minnesota | 3 | 1,452 | 1,404 | 3.4 | 3 | 1,598 | 1,584 | 0.8 |
| Missouri | 85 | 1,685 | 1,678 | 0.4 | 81 | 1,856 | 1,830 | 1.4 |
| Nebraska | 36 | 743 | 723 | 2.8 | 35 | 787 | 772 | 1.9 |
| North Dakota | 1 | 401 | 417 | -3.8 | 30 | 467 | 460 | 1.6 |
| Ohio | 45 | 1,756 | 1,698 | 3.4 | 45 | 1,930 | 1,878 | 2.8 |
| South Dakota | 34 | 430 | 427 | 0.8 | 31 | 492 | 479 | 2.7 |
| Wisconsin | 35 | 1,654 | 1,599 | 3.5 | 73 | 1,850 | 1,795 | 3.1 |
| Subtotal | | 14,397 | 14,136 | 1.8 | | 15,917 | 15,612 | 2.0 |
| South Gulf | | | | | | | | |
| Alabama | 46 | 1,315 | 1,284 | 2.5 | 47 | 1,558 | 1,535 | 1.5 |
| Arkansas | 12 | 880 | 880 | 0.0 | 7 | 1,118 | 1,084 | 3.1 |
| Kentucky | - | 1,406 | 1,379 | 2.0 | 17 | 1,511 | 1,521 | -0.6 |
| Louisiana | - | 817 | 781 | 4.6 | 15 | 1,282 | 1,164 | 10.2 |
| Mississippi | 25 | 1,043 | 1,044 | -0.1 | 26 | 1,153 | 1,111 | 3.8 |
| Oklahoma | - | 1,171 | 1,143 | 2.5 | - | 1,411 | 1,371 | 2.9 |
| Tennessee | 19 | 1,601 | 1,560 | 2.6 | 18 | 1,752 | 1,735 | 1.0 |
| Texas | 119 | 4,102 | 3,974 | 3.2 | 119 | 4,610 | 4,473 | 3.1 |
| Subtotal | | 12,335 | 12,045 | 2.4 | | 14,395 | 13,994 | 2.9 |
| West | | | | | | | | |
| Alaska | 35 | 114 | 112 | 2.1 | 36 | 141 | 139 | 1.2 |
| Arizona | 40 | 928 | 917 | 1.2 | 33 | 971 | 949 | 2.3 |
| California | 46 | 3,220 | 3,117 | 3.3 | 15 | 3,955 | 3,923 | 0.8 |
| Colorado | 17 | 931 | 941 | -1.1 | 55 | 1,009 | 999 | 1.0 |
| Hawaii | 11 | 112 | 109 | 2.8 | 9 | 117 | 114 | 2.0 |
| Idaho | 108 | 474 | 475 | 0.0 | 104 | 562 | 558 | 0.6 |
| Montana | 49 | 557 | 560 | -0.5 | 45 | 709 | 702 | 1.1 |
| Nevada | 31 | 330 | 329 | 0.2 | 32 | 382 | 377 | 1.3 |
| New Mexico | 30 | 767 | 762 | 0.7 | 32 | 842 | 832 | 1.3 |
| Oregon | 101 | 958 | 965 | -0.8 | 107 | 1,110 | 1,105 | 0.4 |
| Utah | 42 | 500 | 501 | -0.1 | 41 | 574 | 558 | 2.7 |
| Washington | 63 | 950 | 961 | -1.2 | 63 | 1,111 | 1,092 | 1.7 |
| Wyoming | 99 | 447 | 451 | -0.8 | 67 | 493 | 492 | 0.3 |
| Subtotal | | 10,288 | 10,200 | 0.9 | | 11,976 | 11,840 | 1.1 |
| TOTALS | 2,128 | 51,621 | 50,747 | 1.7 | 2,182 | 58,857 | 57,728 | 2.0 |

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**

| Region and State | September | | | | August | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|----------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2013 (Preliminary) | 2012 | | | 2013 (Revised) | 2012 | |
| Northeast | | | | | | | | |
| Connecticut | 25 | 1,875 | 1,850 | 1.4 | 27 | 2,018 | 2,003 | 0.8 |
| Maine | 4 | 210 | 202 | 3.8 | 4 | 234 | 229 | 2.1 |
| Massachusetts | 42 | 3,275 | 3,223 | 1.6 | 46 | 3,637 | 3,667 | -0.8 |
| New Hampshire | 22 | 448 | 448 | 0.0 | 23 | 519 | 518 | 0.1 |
| New Jersey | 17 | 4,560 | 4,480 | 1.8 | 16 | 4,430 | 4,420 | 0.2 |
| New York | 86 | 5,993 | 6,031 | -0.6 | 84 | 6,359 | 6,430 | -1.1 |
| Pennsylvania | 22 | 4,223 | 4,179 | 1.0 | 9 | 4,477 | 4,463 | 0.3 |
| Rhode Island | 39 | 712 | 699 | 1.8 | 41 | 636 | 631 | 0.8 |
| Vermont | 15 | 103 | 101 | 1.4 | 14 | 114 | 114 | -0.4 |
| Subtotal | | 21,399 | 21,213 | 0.9 | | 22,424 | 22,475 | -0.2 |
| South Atlantic | | | | | | | | |
| Delaware | 15 | 435 | 427 | 2.0 | 14 | 458 | 455 | 0.8 |
| District of Columbia | - | 201 | 199 | 1.0 | - | 229 | 228 | 0.4 |
| Florida | 137 | 8,340 | 8,204 | 1.7 | 137 | 9,029 | 8,767 | 3.0 |
| Georgia | 112 | 3,928 | 3,867 | 1.6 | 111 | 4,406 | 4,390 | 0.4 |
| Maryland | 36 | 2,675 | 2,634 | 1.6 | 36 | 3,327 | 3,298 | 0.9 |
| North Carolina | 24 | 3,674 | 3,571 | 2.9 | 23 | 4,091 | 4,019 | 1.8 |
| South Carolina | 42 | 1,653 | 1,599 | 3.4 | 44 | 1,719 | 1,688 | 1.8 |
| Virginia | 345 | 3,364 | 3,321 | 1.3 | 338 | 3,676 | 3,658 | 0.5 |
| West Virginia | 7 | 517 | 518 | -0.3 | 10 | 572 | 560 | 2.0 |
| Subtotal | | 24,787 | 24,340 | 1.8 | | 27,507 | 27,063 | 1.6 |
| North Central | | | | | | | | |
| Illinois | 37 | 4,943 | 4,835 | 2.2 | 38 | 5,059 | 5,022 | 0.8 |
| Indiana | 24 | 2,362 | 2,267 | 4.2 | - | 2,465 | 2,443 | 0.9 |
| Iowa | 20 | 791 | 795 | -0.4 | 28 | 830 | 837 | -0.9 |
| Kansas | 16 | 958 | 944 | 1.5 | 17 | 1,017 | 1,011 | 0.6 |
| Michigan | 50 | 4,361 | 4,228 | 3.1 | 51 | 4,589 | 4,511 | 1.7 |
| Minnesota | 17 | 2,021 | 2,042 | -1.0 | 16 | 2,234 | 2,271 | -1.7 |
| Missouri | 66 | 2,537 | 2,492 | 1.8 | 67 | 2,567 | 2,551 | 0.6 |
| Nebraska | 14 | 508 | 506 | 0.4 | 14 | 543 | 551 | -1.5 |
| North Dakota | 5 | 137 | 135 | 1.1 | 7 | 143 | 144 | -0.5 |
| Ohio | 74 | 4,401 | 4,337 | 1.5 | 67 | 4,756 | 4,702 | 1.2 |
| South Dakota | 10 | 172 | 166 | 3.4 | 10 | 190 | 182 | 4.0 |
| Wisconsin | 19 | 1,961 | 1,960 | 0.0 | 50 | 2,177 | 2,116 | 2.9 |
| Subtotal | | 25,152 | 24,707 | 1.8 | | 26,570 | 26,341 | 0.9 |
| South Gulf | | | | | | | | |
| Alabama | 30 | 1,804 | 1,796 | 0.4 | 40 | 1,964 | 1,965 | -0.1 |
| Arkansas | 4 | 909 | 865 | 5.1 | - | 1,048 | 1,015 | 3.2 |
| Kentucky | - | 1,383 | 1,360 | 1.7 | 5 | 1,548 | 1,540 | 0.6 |
| Louisiana | - | 1,892 | 1,809 | 4.6 | 14 | 1,988 | 1,994 | -0.3 |
| Mississippi | 23 | 853 | 839 | 1.7 | 26 | 963 | 951 | 1.3 |
| Oklahoma | - | 1,704 | 1,664 | 2.4 | - | 1,791 | 1,740 | 2.9 |
| Tennessee | 7 | 2,681 | 2,650 | 1.2 | 7 | 2,766 | 2,770 | -0.1 |
| Texas | 88 | 11,867 | 11,583 | 2.5 | 87 | 12,475 | 12,136 | 2.8 |
| Subtotal | | 23,093 | 22,566 | 2.3 | | 24,543 | 24,111 | 1.8 |
| West | | | | | | | | |
| Alaska | 42 | 155 | 158 | -2.2 | 42 | 169 | 173 | -2.8 |
| Arizona | 15 | 2,474 | 2,458 | 0.7 | 18 | 2,393 | 2,381 | 0.5 |
| California | 65 | 16,502 | 16,713 | -1.3 | 51 | 20,480 | 20,650 | -0.8 |
| Colorado | 19 | 2,232 | 2,204 | 1.3 | 23 | 2,538 | 2,433 | 4.3 |
| Hawaii | 46 | 521 | 513 | 1.5 | 42 | 397 | 393 | 1.1 |
| Idaho | 80 | 439 | 427 | 2.7 | 78 | 484 | 474 | 2.2 |
| Montana | 4 | 176 | 174 | 1.0 | 5 | 239 | 234 | 2.0 |
| Nevada | 25 | 1,006 | 996 | 1.0 | 25 | 1,043 | 1,044 | -0.1 |
| New Mexico | 26 | 630 | 631 | -0.1 | 30 | 645 | 649 | -0.5 |
| Oregon | 40 | 1,193 | 1,190 | 0.3 | 38 | 1,333 | 1,324 | 0.7 |
| Utah | 45 | 1,075 | 1,071 | 0.3 | 45 | 1,261 | 1,261 | 0.0 |
| Washington | 45 | 2,842 | 2,838 | 0.1 | 39 | 3,139 | 3,131 | 0.3 |
| Wyoming | 33 | 141 | 141 | -0.2 | 20 | 155 | 156 | -0.2 |
| Subtotal | | 29,386 | 29,514 | -0.4 | | 34,276 | 34,303 | -0.1 |
| TOTALS | 1,979 | 123,817 | 122,340 | 1.2 | 1,977 | 135,320 | 134,293 | 0.8 |

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**

| Region and State | September | | | | August | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|----------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2013 (Preliminary) | 2012 | | | 2013 (Revised) | 2012 | |
| Northeast | | | | | | | | |
| Connecticut | 30 | 2,629 | 2,596 | 1.2 | 33 | 2,852 | 2,833 | 0.7 |
| Maine | 47 | 1,166 | 1,150 | 1.4 | 46 | 1,309 | 1,292 | 1.4 |
| Massachusetts | 47 | 4,415 | 4,348 | 1.5 | 53 | 4,849 | 4,882 | -0.7 |
| New Hampshire | 48 | 1,047 | 1,042 | 0.4 | 49 | 1,239 | 1,229 | 0.8 |
| New Jersey | 23 | 6,562 | 6,448 | 1.8 | 21 | 6,339 | 6,327 | 0.2 |
| New York | 158 | 10,549 | 10,536 | 0.1 | 158 | 11,700 | 11,837 | -1.2 |
| Pennsylvania | 63 | 8,417 | 8,342 | 0.9 | 35 | 9,319 | 9,296 | 0.2 |
| Rhode Island | 39 | 973 | 956 | 1.8 | 41 | 848 | 841 | 0.8 |
| Vermont | 68 | 610 | 604 | 1.0 | 68 | 712 | 705 | 1.1 |
| Subtotal | | 36,368 | 36,022 | 1.0 | | 39,167 | 39,242 | -0.2 |
| South Atlantic | | | | | | | | |
| Delaware | 65 | 834 | 820 | 1.8 | 63 | 880 | 872 | 0.9 |
| District of Columbia | - | 292 | 289 | 1.1 | - | 325 | 324 | 0.2 |
| Florida | 241 | 15,152 | 14,854 | 2.0 | 243 | 16,475 | 15,964 | 3.2 |
| Georgia | 213 | 8,494 | 8,197 | 3.6 | 212 | 9,193 | 9,024 | 1.9 |
| Maryland | 64 | 4,444 | 4,379 | 1.5 | 63 | 5,369 | 5,323 | 0.9 |
| North Carolina | 66 | 8,699 | 8,432 | 3.2 | 65 | 8,996 | 8,828 | 1.9 |
| South Carolina | 117 | 4,066 | 3,936 | 3.3 | 120 | 4,356 | 4,264 | 2.2 |
| Virginia | 640 | 6,658 | 6,547 | 1.7 | 625 | 7,244 | 7,238 | 0.1 |
| West Virginia | 22 | 1,478 | 1,470 | 0.5 | 31 | 1,658 | 1,669 | -0.6 |
| Subtotal | | 50,117 | 48,924 | 2.4 | | 54,496 | 53,506 | 1.9 |
| North Central | | | | | | | | |
| Illinois | 63 | 8,597 | 8,360 | 2.8 | 66 | 9,386 | 9,204 | 2.0 |
| Indiana | 64 | 6,205 | 5,984 | 3.7 | - | 6,552 | 6,416 | 2.1 |
| Iowa | 81 | 2,692 | 2,718 | -0.9 | 145 | 2,830 | 2,810 | 0.7 |
| Kansas | 80 | 2,479 | 2,447 | 1.3 | 80 | 2,734 | 2,719 | 0.6 |
| Michigan | 115 | 7,815 | 7,591 | 3.0 | 114 | 8,529 | 8,326 | 2.4 |
| Minnesota | 22 | 4,841 | 4,805 | 0.8 | 21 | 5,281 | 5,299 | -0.3 |
| Missouri | 161 | 6,196 | 6,111 | 1.4 | 156 | 6,420 | 6,295 | 2.0 |
| Nebraska | 59 | 1,642 | 1,624 | 1.1 | 58 | 1,772 | 1,768 | 0.3 |
| North Dakota | 8 | 763 | 777 | -1.8 | 41 | 888 | 904 | -1.8 |
| Ohio | 131 | 9,240 | 9,033 | 2.3 | 124 | 9,897 | 9,632 | 2.7 |
| South Dakota | 50 | 785 | 774 | 1.4 | 47 | 913 | 890 | 2.6 |
| Wisconsin | 55 | 4,617 | 4,552 | 1.4 | 128 | 5,241 | 5,088 | 3.0 |
| Subtotal | | 55,872 | 54,776 | 2.0 | | 60,443 | 59,351 | 1.8 |
| South Gulf | | | | | | | | |
| Alabama | 80 | 5,157 | 5,039 | 2.3 | 91 | 5,983 | 5,848 | 2.3 |
| Arkansas | 17 | 2,492 | 2,477 | 0.6 | 7 | 2,997 | 2,904 | 3.2 |
| Kentucky | - | 4,008 | 3,920 | 2.2 | 32 | 4,331 | 4,340 | -0.2 |
| Louisiana | 1 | 3,765 | 3,599 | 4.6 | 40 | 4,526 | 4,361 | 3.8 |
| Mississippi | 48 | 3,021 | 3,000 | 0.7 | 57 | 3,413 | 3,323 | 2.7 |
| Oklahoma | - | 4,153 | 4,065 | 2.2 | - | 4,677 | 4,549 | 2.8 |
| Tennessee | 31 | 5,873 | 5,765 | 1.9 | 31 | 6,200 | 6,194 | 0.1 |
| Texas | 235 | 20,352 | 19,820 | 2.7 | 234 | 21,803 | 21,185 | 2.9 |
| Subtotal | | 48,821 | 47,685 | 2.4 | | 53,930 | 52,704 | 2.3 |
| West | | | | | | | | |
| Alaska | 82 | 384 | 383 | 0.1 | 83 | 446 | 446 | -0.1 |
| Arizona | 68 | 4,408 | 4,381 | 0.6 | 62 | 4,442 | 4,403 | 0.9 |
| California | 111 | 23,324 | 23,450 | -0.5 | 66 | 28,958 | 29,118 | -0.6 |
| Colorado | 37 | 3,988 | 3,968 | 0.5 | 80 | 4,513 | 4,364 | 3.4 |
| Hawaii | 63 | 1,053 | 1,027 | 2.6 | 55 | 859 | 847 | 1.4 |
| Idaho | 198 | 1,403 | 1,397 | 0.4 | 193 | 1,601 | 1,584 | 1.1 |
| Montana | 64 | 1,081 | 1,073 | 0.8 | 60 | 1,415 | 1,382 | 2.4 |
| Nevada | 66 | 1,961 | 1,949 | 0.6 | 67 | 2,090 | 2,088 | 0.1 |
| New Mexico | 63 | 1,969 | 1,968 | 0.1 | 72 | 2,185 | 2,183 | 0.1 |
| Oregon | 148 | 2,893 | 2,906 | -0.4 | 153 | 3,355 | 3,335 | 0.6 |
| Utah | 92 | 2,197 | 2,204 | -0.3 | 91 | 2,576 | 2,554 | 0.9 |
| Washington | 111 | 4,991 | 5,018 | -0.5 | 106 | 5,587 | 5,554 | 0.6 |
| Wyoming | 155 | 829 | 836 | -0.8 | 99 | 936 | 940 | -0.4 |
| Subtotal | | 50,481 | 50,560 | -0.2 | | 58,963 | 58,798 | 0.3 |
| TOTALS | 4,510 | 241,656 | 237,970 | 1.5 | 4,585 | 266,999 | 263,601 | 1.3 |

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 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 - 2012 | | | | | | | | | | | | | | |
|-------------|------------------|------------|----------------------|----------------|-------------|-------------|----------------|------------|-------------|----------------|------------|-------------|------------------|------------|
| | Rural Interstate | | Rural Other Arterial | | Other Rural | | Total Rural | | All Systems | | | | | |
| | | % | | % | | % | | % | | % | | | | |
| Jan | 17,710 | 0.7 | Jan | 27,190 | 1.2 | Jan | 26,561 | 1.0 | Jan | 71,461 | 1.0 | Jan | 225,714 | 1.3 |
| Feb | 16,969 | 2.2 | Feb | 26,597 | 2.0 | Feb | 25,467 | 1.8 | Feb | 69,033 | 2.0 | Feb | 217,656 | 1.9 |
| Mar | 20,165 | 1.1 | Mar | 31,293 | 2.0 | Mar | 30,541 | 1.5 | Mar | 81,999 | 1.6 | Mar | 252,535 | 0.8 |
| Q1 | 54,843 | 1.3 | Q1 | 85,080 | 1.7 | Q1 | 82,569 | 1.4 | Q1 | 222,493 | 1.5 | Q1 | 695,904 | 1.3 |
| Apr | 20,487 | -0.3 | Apr | 30,670 | 0.2 | Apr | 30,052 | -0.5 | Apr | 81,209 | -0.2 | Apr | 248,261 | -0.4 |
| May | 21,716 | 2.4 | May | 33,158 | 3.0 | May | 31,993 | 2.0 | May | 86,867 | 2.5 | May | 259,888 | 2.3 |
| Jun | 22,027 | 2.8 | Jun | 33,483 | 0.8 | Jun | 32,214 | 0.1 | Jun | 87,723 | 1.0 | Jun | 259,042 | 0.4 |
| Q2 | 64,230 | 1.7 | Q2 | 97,311 | 1.4 | Q2 | 94,259 | 0.6 | Q2 | 255,799 | 1.1 | Q2 | 767,191 | 0.8 |
| 1st Half | 119,073 | 1.5 | 1st Half | 182,391 | 1.6 | 1st Half | 176,828 | 1.0 | 1st Half | 478,292 | 1.3 | 1st Half | 1,463,095 | 1.0 |
| Jul | 23,143 | -1.0 | Jul | 34,910 | -0.9 | Jul | 32,616 | -1.2 | Jul | 90,669 | -1.0 | Jul | 259,443 | -0.3 |
| Aug | 23,018 | 2.7 | Aug | 34,713 | 1.2 | Aug | 32,725 | 1.2 | Aug | 90,456 | 1.6 | Aug | 263,601 | 1.1 |
| Sep | 19,687 | -2.0 | Sep | 31,059 | -1.9 | Sep | 29,364 | -1.4 | Sep | 80,110 | -1.8 | Sep | 237,970 | -1.6 |
| Q3 | 65,848 | 0.0 | Q3 | 100,682 | -0.5 | Q3 | 94,704 | -0.4 | Q3 | 261,235 | -0.4 | Q3 | 761,013 | -0.2 |
| Oct | 20,638 | -0.6 | Oct | 32,359 | -0.6 | Oct | 31,006 | -0.2 | Oct | 84,003 | -0.4 | Oct | 252,899 | 0.3 |
| Nov | 19,991 | 1.5 | Nov | 30,268 | 1.0 | Nov | 28,195 | 0.7 | Nov | 78,454 | 1.1 | Nov | 239,791 | 0.6 |
| Dec | 19,630 | -1.4 | Dec | 28,950 | -2.6 | Dec | 27,063 | -3.2 | Dec | 75,642 | -2.5 | Dec | 237,595 | -2.9 |
| Q4 | 60,259 | -0.2 | Q4 | 91,577 | -0.7 | Q4 | 86,264 | -0.9 | Q4 | 238,099 | -0.6 | Q4 | 730,286 | -0.6 |
| 2nd Half | 126,107 | -0.1 | 2nd Half | 192,259 | -0.6 | 2nd Half | 180,968 | -0.6 | 2nd Half | 499,334 | -0.5 | 2nd Half | 1,491,299 | -0.4 |
| Year | 245,180 | 0.7 | Year | 374,650 | 0.4 | Year | 357,796 | 0.1 | Year | 977,626 | 0.4 | Year | 2,954,394 | 0.3 |

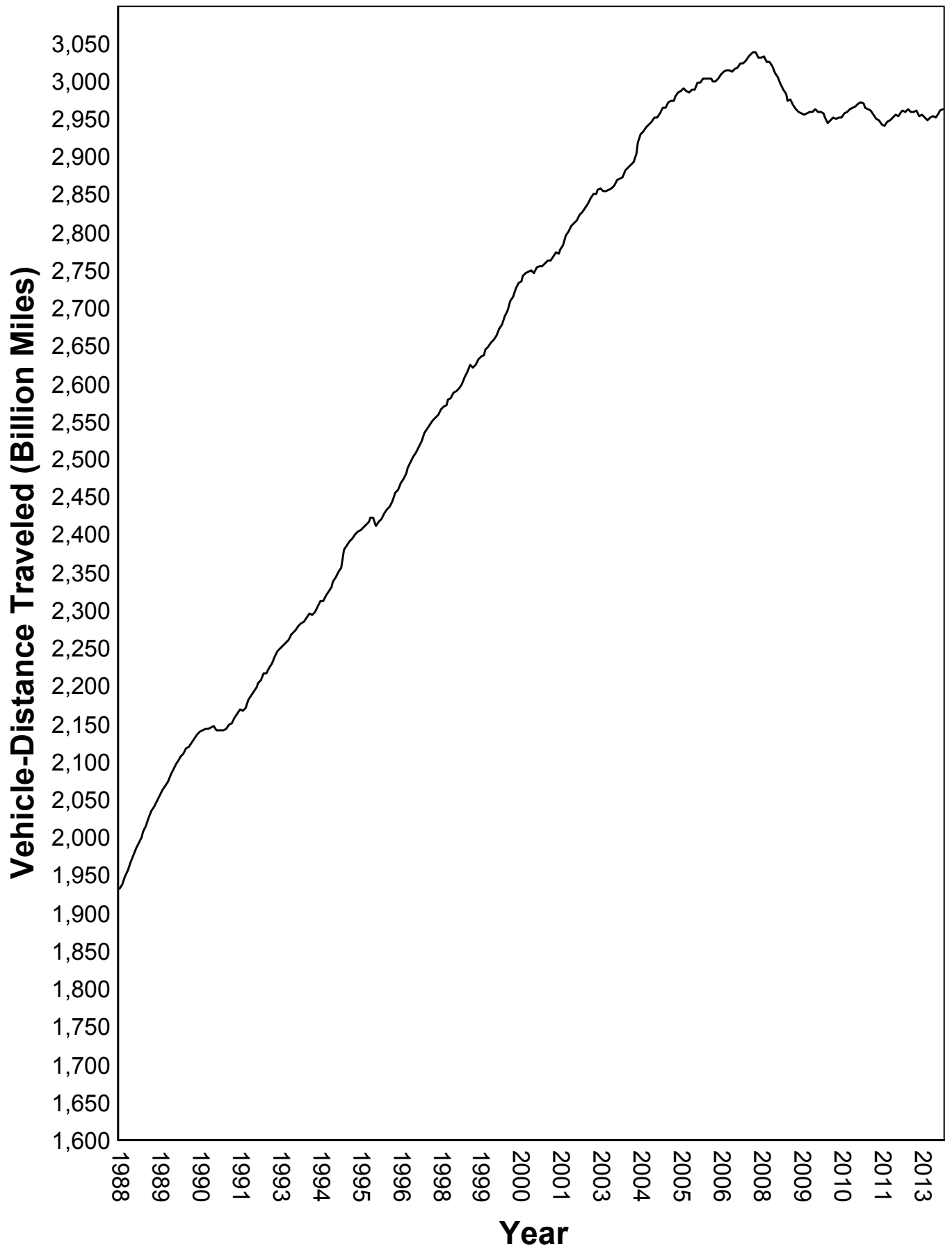
| Year - 2013 | | | | | | | | | | | | | | |
|-------------|------------------|------------|----------------------|----------------|-------------|-------------|----------------|------------|-------------|----------------|------------|-------------|------------------|------------|
| | Rural Interstate | | Rural Other Arterial | | Other Rural | | Total Rural | | All Systems | | | | | |
| | | % | | % | | % | | % | | % | | | | |
| Jan | 17,928 | 1.2 | Jan | 27,185 | 0.0 | Jan | 26,516 | -0.2 | Jan | 71,629 | 0.2 | Jan | 226,983 | 0.6 |
| Feb | 16,888 | -0.5 | Feb | 26,231 | -1.4 | Feb | 24,998 | -1.8 | Feb | 68,116 | -1.3 | Feb | 214,505 | -1.4 |
| Mar | 20,485 | 1.6 | Mar | 30,887 | -1.3 | Mar | 29,767 | -2.5 | Mar | 81,139 | -1.0 | Mar | 248,795 | -1.5 |
| Q1 | 55,302 | 0.8 | Q1 | 84,302 | -0.9 | Q1 | 81,280 | -1.6 | Q1 | 220,884 | -0.7 | Q1 | 690,283 | -0.8 |
| Apr | 20,384 | -0.5 | Apr | 30,669 | 0.0 | Apr | 30,184 | 0.4 | Apr | 81,237 | 0.0 | Apr | 251,126 | 1.2 |
| May | 22,158 | 2.0 | May | 33,275 | 0.4 | May | 32,147 | 0.5 | May | 87,580 | 0.8 | May | 262,122 | 0.9 |
| Jun | 22,211 | 0.8 | Jun | 33,276 | -0.6 | Jun | 32,081 | -0.4 | Jun | 87,568 | -0.2 | Jun | 258,137 | -0.3 |
| Q2 | 64,753 | 0.8 | Q2 | 97,220 | -0.1 | Q2 | 94,412 | 0.2 | Q2 | 256,385 | 0.2 | Q2 | 771,385 | 0.5 |
| 1st Half | 120,055 | 0.8 | 1st Half | 181,522 | -0.5 | 1st Half | 175,692 | -0.6 | 1st Half | 477,269 | -0.2 | 1st Half | 1,461,668 | -0.1 |
| Jul | 23,629 | 2.1 | Jul | 35,424 | 1.5 | Jul | 33,180 | 1.7 | Jul | 92,233 | 1.7 | Jul | 263,607 | 1.6 |
| Aug | 23,646 | 2.7 | Aug | 35,212 | 1.4 | Aug | 33,304 | 1.8 | Aug | 92,163 | 1.9 | Aug | 266,999 | 1.3 |
| Sep | 20,035 | 1.8 | Sep | 31,590 | 1.7 | Sep | 29,873 | 1.7 | Sep | 81,497 | 1.7 | Sep | 241,656 | 1.5 |
| Q3 | 67,310 | 2.2 | Q3 | 102,226 | 1.5 | Q3 | 96,358 | 1.7 | Q3 | 265,893 | 1.8 | Q3 | 772,262 | 1.5 |
| 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 |
| 2nd Half | 67,310 | 2.2 | 2nd Half | 102,226 | 1.5 | 2nd Half | 96,358 | 1.7 | 2nd Half | 265,893 | 1.8 | 2nd Half | 772,262 | 1.5 |
| Year | 187,365 | 1.3 | Year | 283,748 | 0.2 | Year | 272,050 | 0.2 | Year | 743,163 | 0.5 | Year | 2,233,931 | 0.4 |

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

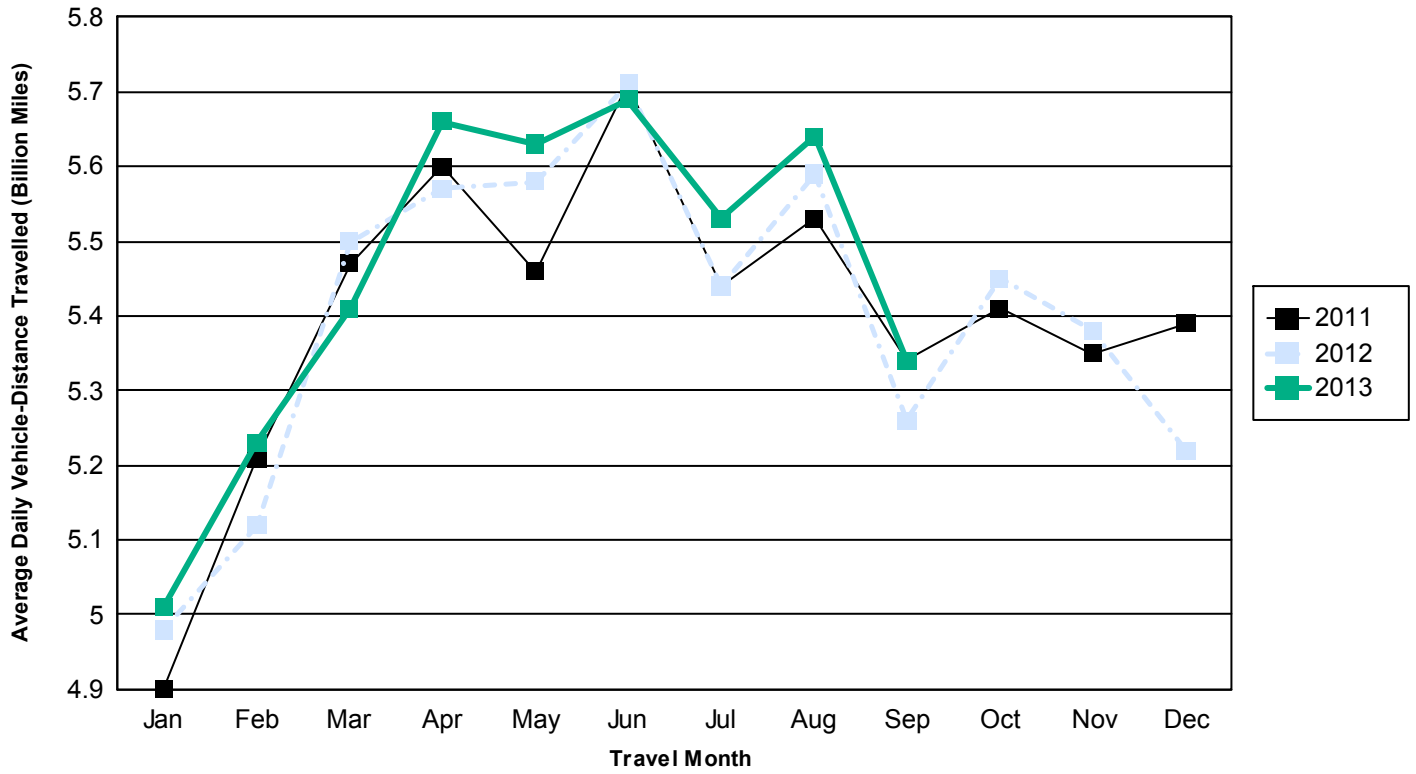
| Year - 2012 | | | | | | | | | | | | | | |
|---------------------------|----------------|-------------|-------------------------------|------------------|-------------|----------------------|----------------|-------------|----------------------|------------------|-------------|----------------------|------------------|-------------|
| <u>Urban Interstate</u> % | | | <u>Urban Other Arterial</u> % | | | <u>Other Urban</u> % | | | <u>Total Urban</u> % | | | <u>All Systems</u> % | | |
| Jan | 36,911 | 2.0 | Jan | 81,838 | 1.3 | Jan | 35,503 | 1.6 | Jan | 154,252 | 1.5 | Jan | 225,714 | 1.3 |
| Feb | 35,634 | 3.0 | Feb | 78,794 | 1.6 | Feb | 34,194 | 1.5 | Feb | 148,623 | 1.9 | Feb | 217,656 | 1.9 |
| Mar | 40,897 | 0.6 | Mar | 90,694 | 0.5 | Mar | 38,945 | 0.2 | Mar | 170,536 | 0.5 | Mar | 252,535 | 0.8 |
| <i>Q1</i> | <i>113,443</i> | <i>1.8</i> | <i>Q1</i> | <i>251,326</i> | <i>1.1</i> | <i>Q1</i> | <i>108,643</i> | <i>1.1</i> | <i>Q1</i> | <i>473,412</i> | <i>1.3</i> | <i>Q1</i> | <i>695,904</i> | <i>1.3</i> |
| Apr | 40,188 | 0.1 | Apr | 88,316 | -0.6 | Apr | 38,548 | -1.1 | Apr | 167,053 | -0.5 | Apr | 248,261 | -0.4 |
| May | 42,400 | 2.5 | May | 90,807 | 2.2 | May | 39,814 | 1.7 | May | 173,020 | 2.1 | May | 259,888 | 2.3 |
| Jun | 42,660 | 0.7 | Jun | 89,615 | -0.1 | Jun | 39,043 | -0.2 | Jun | 171,319 | 0.1 | Jun | 259,042 | 0.4 |
| <i>Q2</i> | <i>125,249</i> | <i>1.1</i> | <i>Q2</i> | <i>268,738</i> | <i>0.5</i> | <i>Q2</i> | <i>117,405</i> | <i>0.1</i> | <i>Q2</i> | <i>511,392</i> | <i>0.6</i> | <i>Q2</i> | <i>767,191</i> | <i>0.8</i> |
| 1st Half | 238,691 | 1.4 | 1st Half | 520,064 | 0.8 | 1st Half | 226,048 | 0.6 | 1st Half | 984,804 | 0.9 | 1st Half | 1,463,095 | 1.0 |
| Jul | 40,472 | 0.4 | Jul | 89,463 | 0.0 | Jul | 38,838 | -0.3 | Jul | 168,773 | 0.0 | Jul | 259,443 | -0.3 |
| Aug | 42,347 | 2.1 | Aug | 91,947 | 0.6 | Aug | 38,852 | 0.4 | Aug | 173,145 | 0.9 | Aug | 263,601 | 1.1 |
| Sep | 39,091 | -1.0 | Sep | 83,250 | -1.5 | Sep | 35,518 | -1.8 | Sep | 157,860 | -1.5 | Sep | 237,970 | -1.6 |
| <i>Q3</i> | <i>121,909</i> | <i>0.5</i> | <i>Q3</i> | <i>264,660</i> | <i>-0.3</i> | <i>Q3</i> | <i>113,209</i> | <i>-0.5</i> | <i>Q3</i> | <i>499,778</i> | <i>-0.1</i> | <i>Q3</i> | <i>761,013</i> | <i>-0.2</i> |
| Oct | 40,692 | 0.6 | Oct | 90,206 | 0.5 | Oct | 37,998 | 1.3 | Oct | 168,896 | 0.7 | Oct | 252,899 | 0.3 |
| Nov | 39,583 | 0.3 | Nov | 85,104 | 0.3 | Nov | 36,651 | 0.8 | Nov | 161,338 | 0.4 | Nov | 239,791 | 0.6 |
| Dec | 39,285 | -2.3 | Dec | 85,188 | -3.2 | Dec | 37,479 | -3.5 | Dec | 161,953 | -3.0 | Dec | 237,595 | -2.9 |
| <i>Q4</i> | <i>119,560</i> | <i>-0.4</i> | <i>Q4</i> | <i>260,499</i> | <i>-0.8</i> | <i>Q4</i> | <i>112,128</i> | <i>-0.5</i> | <i>Q4</i> | <i>492,187</i> | <i>-0.6</i> | <i>Q4</i> | <i>730,286</i> | <i>-0.6</i> |
| 2nd Half | 241,469 | 0.0 | 2nd Half | 525,159 | -0.5 | 2nd Half | 225,337 | -0.5 | 2nd Half | 991,965 | -0.4 | 2nd Half | 1,491,299 | -0.4 |
| Year | 480,160 | 0.7 | Year | 1,045,223 | 0.1 | Year | 451,385 | 0.0 | Year | 1,976,768 | 0.2 | Year | 2,954,394 | 0.3 |

| Year - 2013 | | | | | | | | | | | | | | |
|---------------------------|----------------|-------------|-------------------------------|----------------|-------------|----------------------|----------------|-------------|----------------------|------------------|-------------|----------------------|------------------|-------------|
| <u>Urban Interstate</u> % | | | <u>Urban Other Arterial</u> % | | | <u>Other Urban</u> % | | | <u>Total Urban</u> % | | | <u>All Systems</u> % | | |
| Jan | 37,436 | 1.4 | Jan | 82,262 | 0.5 | Jan | 35,656 | 0.4 | Jan | 155,354 | 0.7 | Jan | 226,983 | 0.6 |
| Feb | 35,253 | -1.1 | Feb | 77,586 | -1.5 | Feb | 33,550 | -1.9 | Feb | 146,389 | -1.5 | Feb | 214,505 | -1.4 |
| Mar | 40,599 | -0.7 | Mar | 88,892 | -2.0 | Mar | 38,166 | -2.0 | Mar | 167,656 | -1.7 | Mar | 248,795 | -1.5 |
| <i>Q1</i> | <i>113,288</i> | <i>-0.1</i> | <i>Q1</i> | <i>248,740</i> | <i>-1.0</i> | <i>Q1</i> | <i>107,371</i> | <i>-1.2</i> | <i>Q1</i> | <i>469,399</i> | <i>-0.8</i> | <i>Q1</i> | <i>690,283</i> | <i>-0.8</i> |
| Apr | 40,672 | 1.2 | Apr | 90,083 | 2.0 | Apr | 39,134 | 1.5 | Apr | 169,889 | 1.7 | Apr | 251,126 | 1.2 |
| May | 42,804 | 1.0 | May | 91,554 | 0.8 | May | 40,185 | 0.9 | May | 174,542 | 0.9 | May | 262,122 | 0.9 |
| Jun | 42,593 | -0.2 | Jun | 89,087 | -0.6 | Jun | 38,889 | -0.4 | Jun | 170,569 | -0.4 | Jun | 258,137 | -0.3 |
| <i>Q2</i> | <i>126,069</i> | <i>0.7</i> | <i>Q2</i> | <i>270,724</i> | <i>0.7</i> | <i>Q2</i> | <i>118,208</i> | <i>0.7</i> | <i>Q2</i> | <i>515,000</i> | <i>0.7</i> | <i>Q2</i> | <i>771,385</i> | <i>0.5</i> |
| 1st Half | 239,357 | 0.3 | 1st Half | 519,463 | -0.1 | 1st Half | 225,579 | -0.2 | 1st Half | 984,399 | 0.0 | 1st Half | 1,461,668 | -0.1 |
| Jul | 41,089 | 1.5 | Jul | 90,706 | 1.4 | Jul | 39,578 | 1.9 | Jul | 171,374 | 1.5 | Jul | 263,607 | 1.6 |
| Aug | 42,916 | 1.3 | Aug | 92,405 | 0.5 | Aug | 39,516 | 1.7 | Aug | 174,837 | 1.0 | Aug | 266,999 | 1.3 |
| Sep | 39,793 | 1.8 | Sep | 84,021 | 0.9 | Sep | 36,344 | 2.3 | Sep | 160,159 | 1.5 | Sep | 241,656 | 1.5 |
| <i>Q3</i> | <i>123,799</i> | <i>1.6</i> | <i>Q3</i> | <i>267,132</i> | <i>0.9</i> | <i>Q3</i> | <i>115,438</i> | <i>2.0</i> | <i>Q3</i> | <i>506,369</i> | <i>1.3</i> | <i>Q3</i> | <i>772,262</i> | <i>1.5</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> |
| 2nd Half | 123,799 | 1.6 | 2nd Half | 267,132 | 0.9 | 2nd Half | 115,438 | 2.0 | 2nd Half | 506,369 | 1.3 | 2nd Half | 772,262 | 1.5 |
| Year | 363,156 | 0.7 | Year | 786,595 | 0.2 | Year | 341,017 | 0.5 | Year | 1,490,768 | 0.4 | Year | 2,233,931 | 0.4 |

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



Urban Highways



Rural Highways

