TRAFFIC VOLUME TRENDS

November 2013

Travel on all roads and streets changed by -0.1% (-0.2 billion vehicle miles) for November 2013 as compared with November 2012. Travel for the month is estimated to be 239.5 billion vehicle miles.

Cumulative Travel for 2013 changed by +0.6% (15.4 billion vehicle miles). The Cumulative estimate for the year is 2,732.2 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 January 17, 2014.

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 November 2013 on all roads and streets in the nation changed by **-0.1** percent (-0.2 billion vehicle miles) resulting in estimated travel for the month at **239.5** billion vehicle-miles.

This total includes **78.1** billion vehicle-miles on rural roads and **161.4** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+0.6** percent (15.4 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 1988 are also included.

### Travel in Millions of Vehicle Miles

<table>
<thead>
<tr>
<th>Year</th>
<th>November</th>
<th>Year to Date</th>
<th>Moving 12-Month</th>
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<td>1988</td>
<td>162,957</td>
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<td>1989</td>
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<td>1990</td>
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<td>1991</td>
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<td>1992</td>
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<td>1993</td>
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<td>1998</td>
<td>211,178</td>
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<td>2,732,194</td>
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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.

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** 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**

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<th></th>
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<tbody>
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<td>Rural Interstate</td>
<td>17.7 17.0 20.2 20.5 21.7 22.0 23.1 23.0 19.7 20.6 20.0 19.6</td>
<td>17.9 16.9 20.5 20.4 22.2 22.2 23.6 23.6 20.0 21.3 19.8</td>
<td>1.2 -0.5 1.6 -0.5 2.0 0.8 2.1 2.7 1.8 3.1 -1.1</td>
</tr>
<tr>
<td>Rural Other Arterial</td>
<td>27.2 26.6 31.3 30.7 33.2 33.5 34.9 34.7 31.1 32.4 30.3 28.9</td>
<td>27.2 26.2 30.9 30.7 33.3 33.5 35.4 35.2 31.6 33.1 30.2</td>
<td>0.0 -1.4 -1.3 0.0 0.4 -0.6 1.5 1.4 1.7 2.3 -0.4</td>
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<tr>
<td>Other Rural</td>
<td>26.6 25.5 30.5 30.1 32.0 32.2 32.6 32.7 29.4 31.0 28.2 27.1</td>
<td>26.5 25.0 29.8 30.2 32.1 32.1 33.2 33.3 29.9 31.6 28.2</td>
<td>-0.2 -1.8 -2.5 0.4 0.5 -0.4 1.7 1.8 1.7 1.9 -0.1</td>
</tr>
<tr>
<td>Urban Interstate</td>
<td>36.9 35.6 40.9 40.2 42.4 42.7 40.5 42.3 39.1 40.7 39.6 39.3</td>
<td>37.4 35.3 40.6 40.7 42.8 42.6 41.1 42.9 39.8 41.8 39.7</td>
<td>1.4 -1.1 -0.7 1.2 1.0 -0.2 1.5 1.3 1.8 2.6 0.2</td>
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<tr>
<td>Urban Other Arterial</td>
<td>81.8 78.8 90.7 88.3 90.8 89.6 89.5 91.9 83.3 90.2 85.1</td>
<td>82.3 77.6 88.9 90.1 91.6 89.1 90.7 92.4 84.0 92.1 85.1</td>
<td>0.5 -1.5 -2.0 2.0 0.8 -0.6 1.4 0.9 2.1 0.0</td>
</tr>
<tr>
<td>Other Urban</td>
<td>35.5 34.2 38.9 38.5 39.8 39.0 38.8 38.9 35.5 38.0 36.7 37.5</td>
<td>35.7 33.5 38.2 39.1 40.2 38.9 39.6 39.5 36.3 38.9 36.7</td>
<td>0.4 -1.9 -2.0 1.5 0.9 -0.4 1.9 1.7 2.3 2.4 0.0</td>
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<tr>
<td>All Systems</td>
<td>225.7 217.7 252.5 248.3 259.9 259.0 259.4 263.6 238.0 252.9 239.8 237.6</td>
<td>227.0 214.5 248.8 251.1 262.1 258.1 263.6 267.0 241.7 258.7 239.5</td>
<td>0.6 -1.4 -1.5 1.2 0.9 -0.3 1.6 1.3 1.5 2.3 -0.1</td>
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</table>

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

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

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<tr>
<td>Rural Interstate</td>
<td>17.7 34.7 54.8 75.3 97.0 119.1 142.2 165.2 184.9 205.6 225.5 245.2</td>
<td>17.9 34.8 55.3 75.3 97.8 120.1 143.7 165.2 184.9 205.6 225.5 245.2</td>
<td>1.2 0.4 1.6 0.5 2.0 0.8 2.1 2.7 1.8 3.1 -1.1</td>
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<tr>
<td>Rural Other Arterial</td>
<td>27.2 53.8 85.1 115.8 148.9 182.4 217.3 252.0 283.1 315.4 345.7 374.6</td>
<td>27.2 53.4 84.3 115.0 148.2 182.4 217.3 252.0 283.1 315.4 345.7 374.6</td>
<td>-0.1 -1.3 0.0 0.4 -0.6 1.5 1.4 1.7 2.3 -0.4</td>
</tr>
<tr>
<td>Other Rural</td>
<td>26.6 52.0 82.6 112.6 144.6 176.8 209.4 242.2 271.5 302.5 330.7 357.8</td>
<td>26.5 51.5 81.3 111.5 143.6 175.7 208.9 242.2 272.0 303.6 331.8</td>
<td>-0.2 -1.8 -2.5 0.4 0.5 -0.4 1.7 1.8 1.7 1.9 -0.1</td>
</tr>
<tr>
<td>Urban Interstate</td>
<td>36.9 72.5 113.4 153.6 196.0 238.7 279.2 321.5 360.6 401.3 440.9 480.2</td>
<td>37.4 72.7 113.3 154.0 196.8 239.4 280.4 323.4 363.2 404.9 446.4</td>
<td>1.4 -1.1 -0.7 1.2 1.0 -0.2 1.5 1.3 1.8 2.6 0.2</td>
</tr>
<tr>
<td>Urban Other Arterial</td>
<td>81.8 160.6 251.3 339.6 430.4 520.1 609.5 701.5 784.7 874.9 960.0 1045.2</td>
<td>82.3 159.8 248.7 338.8 430.4 519.5 610.2 702.6 786.6 878.7 963.8</td>
<td>0.5 -1.5 -2.0 2.0 0.8 -0.6 1.4 0.9 2.1 0.0</td>
</tr>
<tr>
<td>Other Urban</td>
<td>35.5 69.7 108.6 147.2 187.0 226.0 264.9 303.7 339.3 377.3 413.9</td>
<td>35.7 69.2 107.4 146.5 186.7 225.6 265.2 304.7 341.0 379.9 416.6</td>
<td>0.4 -1.9 -2.0 1.5 0.9 -0.4 1.9 1.7 2.3 2.4 0.0</td>
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<tr>
<td>All Systems</td>
<td>225.7 443.4 695.9 944.2 1204.1 1463.1 1722.5 1986.1 2224.1 2477.0 2716.8 2954.4</td>
<td>227.0 441.5 690.3 941.4 1203.5 1461.7 1725.3 1992.3 2233.9 2492.6 2732.2</td>
<td>0.6 -1.4 -1.5 1.2 0.9 -0.3 1.6 1.3 1.5 2.3 -0.1</td>
</tr>
</tbody>
</table>

*Percent change is based on vehicle travel in millions of miles.
<table>
<thead>
<tr>
<th>Region and State</th>
<th>November Vehicle-Miles (Millions)</th>
<th>October Vehicle-Miles (Millions)</th>
<th>Number of Stations</th>
<th>Number of Stations</th>
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<td>2013 Preliminary</td>
<td>2012</td>
<td>Percent Change</td>
<td>2013 Revised</td>
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<td>155</td>
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<td>178</td>
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<tr>
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<td>457</td>
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<td>197</td>
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<td>230</td>
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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.
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**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.
| Region and State | November | | | October | | |
|------------------|----------|----------|----------|----------|----------|
| Number of Stations | Vehicle-Miles (Millions) | Percent Change | Number of Stations | Vehicle-Miles (Millions) | Percent Change |
| **Northeast** | | | | | |
| Connecticut | 30 | 2,599 | 2,612 | -0.5 | 30 | 2,836 | 2,721 | 4.2 |
| Maine | 52 | 1,105 | 1,110 | -0.4 | 50 | 1,217 | 1,184 | 2.8 |
| Massachusetts | 58 | 4,522 | 4,501 | 0.5 | 48 | 4,816 | 4,649 | 3.6 |
| New Hampshire | 161 | 974 | 975 | -0.2 | 159 | 1,112 | 1,075 | 3.4 |
| New Jersey | 34 | 6,408 | 6,393 | 0.2 | 12 | 6,465 | 6,422 | 0.7 |
| New York | 146 | 9,593 | 9,796 | -2.1 | 155 | 10,645 | 10,362 | 2.7 |
| Pennsylvania | 39 | 7,826 | 7,957 | -1.6 | 40 | 8,795 | 8,567 | 2.7 |
| Rhode Island | 43 | 570 | 569 | 0.2 | 42 | 579 | 568 | 1.9 |
| Vermont | 66 | 500 | 512 | -2.2 | 68 | 614 | 597 | 2.8 |
| **Subtotal** | | | | | | | | 34,097 | 34,425 | -1.0 |
| **South Atlantic** | | | | | | | | 34,097 | 34,425 | -1.0 |
| Delaware | 68 | 662 | 669 | -1.1 | 65 | 764 | 728 | 4.9 |
| District of Columbia | 2 | 290 | 276 | 5.2 | 3 | 319 | 289 | 10.4 |
| Florida | 234 | 15,670 | 15,453 | 1.4 | 239 | 16,708 | 16,234 | 2.9 |
| Georgia | 207 | 8,399 | 8,381 | 0.2 | 212 | 9,695 | 9,412 | 3.0 |
| Maryland | 65 | 4,594 | 4,578 | 0.3 | 65 | 5,094 | 4,858 | 5.0 |
| North Carolina | 55 | 8,353 | 8,338 | 0.2 | 65 | 9,318 | 9,145 | 1.9 |
| South Carolina | 123 | 3,882 | 3,813 | 1.8 | 116 | 4,156 | 4,029 | 3.1 |
| Virginia | 643 | 6,536 | 6,672 | -2.0 | 636 | 6,875 | 6,748 | 1.9 |
| West Virginia | 40 | 1,829 | 1,838 | -0.2 | 37 | 1,729 | 1,703 | 1.6 |
| **Subtotal** | | | | | | | | 50,215 | 50,163 | 0.1 |
| **North Central** | | | | | | | | 50,215 | 50,163 | 0.1 |
| Illinois | 68 | 7,900 | 7,874 | 0.3 | 71 | 9,785 | 9,504 | 3.0 |
| Indiana | 67 | 6,033 | 6,046 | -0.2 | 66 | 7,087 | 6,914 | 2.5 |
| Iowa | 152 | 2,456 | 2,505 | -1.5 | 79 | 2,572 | 2,535 | 1.4 |
| Kansas | 118 | 7,351 | 7,373 | -0.3 | 116 | 8,319 | 8,223 | 2.2 |
| Michigan | 22 | 4,879 | 4,867 | 0.1 | 22 | 5,094 | 4,953 | 2.8 |
| Minnesota | 160 | 5,491 | 5,506 | -0.3 | 160 | 5,641 | 5,569 | 1.3 |
| Missouri | 61 | 1,599 | 1,585 | 0.9 | 60 | 1,737 | 1,705 | 1.9 |
| Nebraska | 9 | 735 | 711 | 3.5 | 9 | 887 | 939 | -0.7 |
| Ohio | 140 | 9,313 | 9,567 | -2.7 | 137 | 9,774 | 9,670 | 1.1 |
| South Dakota | 55 | 678 | 680 | -0.2 | 53 | 734 | 742 | -1.0 |
| Wisconsin | 643 | 6,536 | 6,672 | -2.0 | 636 | 6,875 | 6,748 | 1.9 |
| **Subtotal** | | | | | | | | 53,173 | 53,626 | -0.8 |
| **South Gulf** | | | | | | | | 53,173 | 53,626 | -0.8 |
| Alabama | 88 | 4,934 | 5,029 | -1.9 | 92 | 5,334 | 5,309 | 0.5 |
| Arkansas | 7 | 2,406 | 2,486 | -3.2 | 10 | 2,757 | 2,755 | 0.1 |
| Kentucky | 29 | 3,981 | 4,014 | -0.8 | 32 | 4,338 | 4,293 | 1.0 |
| Louisiana | 72 | 3,075 | 3,091 | -0.5 | 65 | 3,235 | 3,199 | 1.1 |
| Oklahoma | 85 | 4,012 | 4,115 | -2.5 | 84 | 4,193 | 4,139 | 1.3 |
| Tennessee | 33 | 5,613 | 5,678 | -1.2 | 35 | 5,595 | 5,555 | 0.7 |
| Texas | 225 | 20,083 | 20,008 | 0.4 | 237 | 21,421 | 21,011 | 2.0 |
| **Subtotal** | | | | | | | | 47,450 | 47,674 | -0.5 |
| **West** | | | | | | | | 47,450 | 47,674 | -0.5 |
| Alaska | 95 | 323 | 340 | -4.9 | 81 | 407 | 414 | -1.7 |
| Arizona | 60 | 4,621 | 4,649 | -0.6 | 65 | 4,894 | 4,906 | -0.2 |
| California | 144 | 28,996 | 28,580 | 1.5 | 36 | 28,772 | 27,586 | 4.3 |
| Colorado | 2 | 3,941 | 3,764 | 4.7 | 25 | 4,168 | 4,025 | 3.6 |
| Hawaii | 60 | 834 | 827 | 0.8 | 60 | 1,170 | 1,148 | 2.0 |
| Idaho | 193 | 1,275 | 1,258 | 1.3 | 187 | 1,422 | 1,386 | 2.6 |
| Montana | 66 | 938 | 911 | 3.0 | 10 | 998 | 995 | 0.3 |
| Nevada | 76 | 1,994 | 1,959 | 1.8 | 71 | 2,104 | 2,055 | 2.4 |
| New Mexico | 68 | 1,892 | 1,938 | -2.4 | 70 | 2,245 | 2,235 | 0.4 |
| Oregon | 146 | 2,577 | 2,518 | 2.4 | 141 | 2,902 | 2,809 | 3.3 |
| Utah | 91 | 2,102 | 2,090 | 0.6 | 91 | 2,283 | 2,256 | 1.2 |
| Washington | 114 | 4,393 | 4,329 | 1.5 | 72 | 4,600 | 4,491 | 2.4 |
| Wyoming | 159 | 721 | 744 | -3.1 | 155 | 802 | 839 | -4.4 |
| **Subtotal** | | | | | | | | 54,607 | 53,907 | 1.3 |
| **TOTALS** | | | | | | | | 239,545 | 239,791 | -0.1 |

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.
### Year - 2012

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<th>All Systems</th>
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### Year - 2013

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</tr>
<tr>
<td>Oct</td>
<td>21,287</td>
<td>33,103</td>
<td>31,599</td>
<td>85,989</td>
<td>258,718</td>
</tr>
<tr>
<td>Nov</td>
<td>19,780</td>
<td>30,162</td>
<td>28,166</td>
<td>78,108</td>
<td>239,545</td>
</tr>
<tr>
<td>Dec</td>
<td>41,067</td>
<td>63,265</td>
<td>59,765</td>
<td>164,097</td>
<td>498,264</td>
</tr>
<tr>
<td>2nd Half</td>
<td>108,377</td>
<td>165,491</td>
<td>156,123</td>
<td>429,991</td>
<td>1,270,526</td>
</tr>
<tr>
<td>Year</td>
<td>228,432</td>
<td>347,013</td>
<td>331,815</td>
<td>907,260</td>
<td>2,732,194</td>
</tr>
</tbody>
</table>
## Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>Urban Interstate %</th>
<th>Urban Other Arterial %</th>
<th>Other Urban %</th>
<th>Total Urban %</th>
<th>All Systems %</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>36,911  2.0</td>
<td>Jan 81,838  1.3</td>
<td>Jan 35,503</td>
<td>Jan 154,252</td>
<td>Jan 225,714</td>
</tr>
<tr>
<td>Feb</td>
<td>35,634  3.0</td>
<td>Feb 78,794  1.6</td>
<td>Feb 34,194</td>
<td>Feb 148,623</td>
<td>Feb 217,656</td>
</tr>
<tr>
<td>Mar</td>
<td>40,897  0.6</td>
<td>Mar 90,694  0.5</td>
<td>Mar 38,945</td>
<td>Mar 170,536</td>
<td>Mar 252,535</td>
</tr>
<tr>
<td>Q1</td>
<td>113,443  1.8</td>
<td>Q1 251,326  1.1</td>
<td>Q1 108,643</td>
<td>Q1 473,412</td>
<td>Q1 695,904</td>
</tr>
<tr>
<td>Apr</td>
<td>39,091 -1.0</td>
<td>Apr 85,104  -0.3</td>
<td>Apr 35,518</td>
<td>Apr 167,053</td>
<td>Apr 248,261</td>
</tr>
<tr>
<td>May</td>
<td>40,672  1.0</td>
<td>May 91,554  0.6</td>
<td>May 38,852</td>
<td>May 173,145</td>
<td>May 259,988</td>
</tr>
<tr>
<td>Jun</td>
<td>40,692  0.6</td>
<td>Jun 90,206  0.5</td>
<td>Jun 37,998</td>
<td>Jun 171,319</td>
<td>Jun 259,042</td>
</tr>
<tr>
<td>Q2</td>
<td>126,069  0.7</td>
<td>Q2 270,724  0.7</td>
<td>Q2 118,208</td>
<td>Q2 492,187</td>
<td>Q2 730,286</td>
</tr>
<tr>
<td>Jul</td>
<td>39,793  1.8</td>
<td>Jul 85,119  0.0</td>
<td>Jul 36,663</td>
<td>Jul 259,755</td>
<td>Jul 248,795</td>
</tr>
<tr>
<td>Aug</td>
<td>42,916  1.3</td>
<td>Aug 92,045  0.5</td>
<td>Aug 39,516</td>
<td>Aug 174,837</td>
<td>Aug 266,999</td>
</tr>
<tr>
<td>Sep</td>
<td>42,347  2.1</td>
<td>Sep 85,188  -3.2</td>
<td>Sep 37,479</td>
<td>Sep 157,960</td>
<td>Sep 237,970</td>
</tr>
<tr>
<td>Q3</td>
<td>122,909  0.5</td>
<td>Q3 264,660  -0.3</td>
<td>Q3 113,209</td>
<td>Q3 499,778</td>
<td>Q3 761,013</td>
</tr>
<tr>
<td>Oct</td>
<td>39,091 -1.0</td>
<td>Oct 85,250  -1.5</td>
<td>Oct 35,518</td>
<td>Oct 167,053</td>
<td>Oct 259,988</td>
</tr>
<tr>
<td>Nov</td>
<td>40,672  1.0</td>
<td>Nov 91,947  0.6</td>
<td>Nov 38,852</td>
<td>Nov 161,338</td>
<td>Nov 239,791</td>
</tr>
<tr>
<td>Dec</td>
<td>40,692  0.6</td>
<td>Dec 90,206  0.5</td>
<td>Dec 37,998</td>
<td>Dec 161,953</td>
<td>Dec 237,970</td>
</tr>
<tr>
<td>Q4</td>
<td>119,560 -0.4</td>
<td>Q4 260,499  -0.8</td>
<td>Q4 112,128</td>
<td>Q4 492,187</td>
<td>Q4 730,286</td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>37,436  1.4</td>
<td>Jan 82,262  0.5</td>
<td>Jan 35,656</td>
<td>Jan 155,354</td>
<td>Jan 226,983</td>
</tr>
<tr>
<td>Feb</td>
<td>35,253 -1.1</td>
<td>Feb 77,586  -1.5</td>
<td>Feb 33,550</td>
<td>Feb 146,389</td>
<td>Feb 214,505</td>
</tr>
<tr>
<td>Mar</td>
<td>40,599 -0.7</td>
<td>Mar 88,892  -2.0</td>
<td>Mar 38,166</td>
<td>Mar 167,656</td>
<td>Mar 248,795</td>
</tr>
<tr>
<td>Q1</td>
<td>113,249  0.9</td>
<td>Q1 268,738  0.5</td>
<td>Q1 117,405</td>
<td>Q1 499,399</td>
<td>Q1 690,283</td>
</tr>
<tr>
<td>Apr</td>
<td>39,091 -1.0</td>
<td>Apr 85,104  -0.3</td>
<td>Apr 35,518</td>
<td>Apr 167,053</td>
<td>Apr 259,988</td>
</tr>
<tr>
<td>May</td>
<td>42,804  1.0</td>
<td>May 91,554  0.6</td>
<td>May 38,852</td>
<td>May 173,145</td>
<td>May 259,988</td>
</tr>
<tr>
<td>Jun</td>
<td>42,347  2.1</td>
<td>Jun 85,188  -3.2</td>
<td>Jun 37,479</td>
<td>Jun 157,960</td>
<td>Jun 237,970</td>
</tr>
<tr>
<td>Q2</td>
<td>126,069  0.7</td>
<td>Q2 270,724  0.7</td>
<td>Q2 118,208</td>
<td>Q2 515,000</td>
<td>Q2 771,385</td>
</tr>
<tr>
<td>Jul</td>
<td>39,793  1.8</td>
<td>Jul 85,119  0.0</td>
<td>Jul 36,663</td>
<td>Jul 259,755</td>
<td>Jul 248,795</td>
</tr>
<tr>
<td>Aug</td>
<td>42,916  1.3</td>
<td>Aug 92,045  0.5</td>
<td>Aug 39,516</td>
<td>Aug 174,837</td>
<td>Aug 266,999</td>
</tr>
<tr>
<td>Sep</td>
<td>42,347  2.1</td>
<td>Sep 85,188  -3.2</td>
<td>Sep 37,479</td>
<td>Sep 157,960</td>
<td>Sep 237,970</td>
</tr>
<tr>
<td>Q3</td>
<td>122,909  0.5</td>
<td>Q3 267,132  0.9</td>
<td>Q3 115,438</td>
<td>Q3 506,369</td>
<td>Q3 772,262</td>
</tr>
<tr>
<td>Oct</td>
<td>39,091 -1.0</td>
<td>Oct 85,250  -1.5</td>
<td>Oct 35,518</td>
<td>Oct 167,053</td>
<td>Oct 259,988</td>
</tr>
<tr>
<td>Nov</td>
<td>40,672  1.0</td>
<td>Nov 91,947  0.6</td>
<td>Nov 38,852</td>
<td>Nov 161,338</td>
<td>Nov 239,791</td>
</tr>
<tr>
<td>Dec</td>
<td>40,692  0.6</td>
<td>Dec 90,206  0.5</td>
<td>Dec 37,998</td>
<td>Dec 161,953</td>
<td>Dec 237,970</td>
</tr>
<tr>
<td>Q4</td>
<td>119,560 -0.4</td>
<td>Q4 260,499  -0.8</td>
<td>Q4 112,128</td>
<td>Q4 492,187</td>
<td>Q4 730,286</td>
</tr>
<tr>
<td>2nd Half</td>
<td>241,469  0.0</td>
<td>2nd Half 525,159  -0.5</td>
<td>2nd Half 225,337  -0.5</td>
<td>2nd Half 991,965  -0.4</td>
<td>2nd Half 1,491,299  -0.4</td>
</tr>
</tbody>
</table>

** Table 7: Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year. The data shows the vehicle miles traveled in millions for different months and quarters from January to December across two years, 2012 and 2013, for various sectors such as Urban Interstate, Urban Other Arterial, and Other Urban. The data also includes the percent change from the same period in the previous year.**
Figure - 2. Travel on U.S. Highways by Month

Urban Highways

Average Daily Vehicle-Distance Traveled (Billion Miles)

Rural Highways

Average Daily Vehicle-Distance Traveled (Billion Miles)