

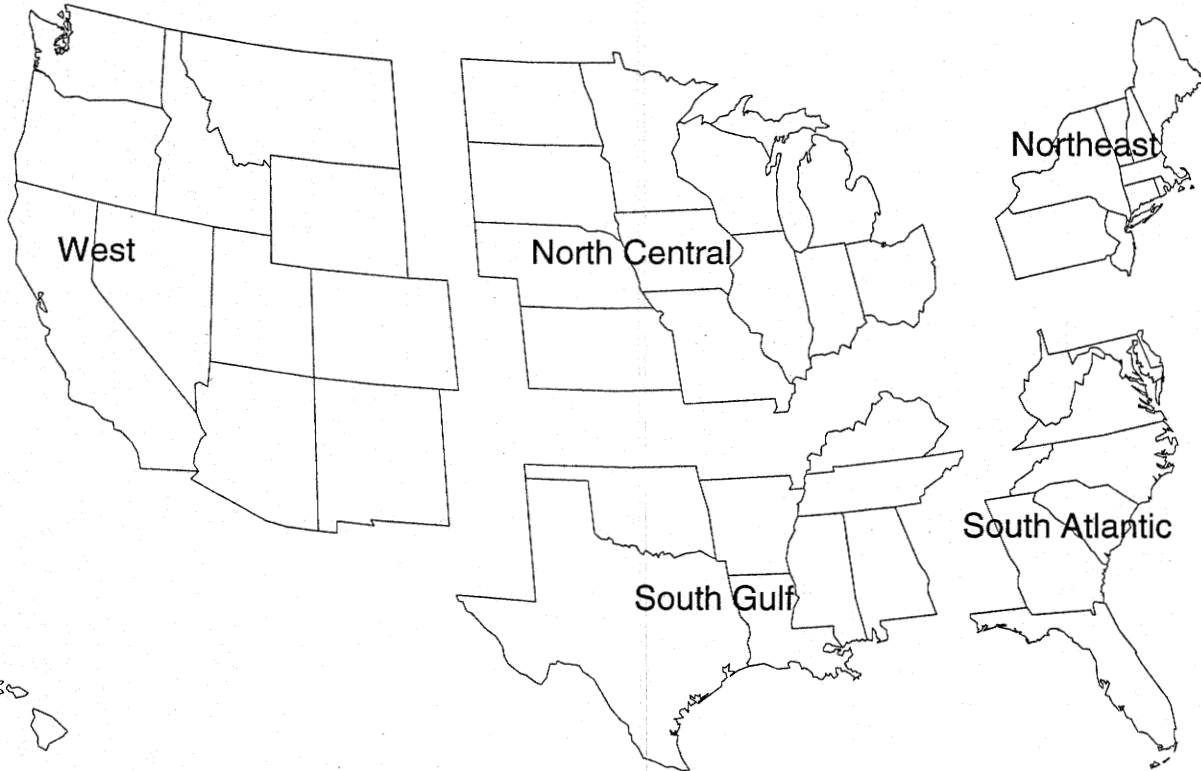


U.S. Department
of Transportation
Federal Highway
Administration

TRAFFIC VOLUME TRENDS

April 1997

Travel on all roads and streets is up by 0.3 percent for April 1997 as compared to April 1996.



Estimated Vehicle-Miles of Travel by Region - April 1997 - (in Billions)

| West | North Central | South Gulf | Northeast | South Atlantic |
|--|---------------|------------|-----------|----------------|
| 43.7 | 48.4 | 39.7 | 31.9 | 41.5 |
| Change in Traffic as compared to the same month last year. | | | | |
| +0.2% | -0.2% | +0.1% | +1.1% | +0.8% |

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 1995 Table VM-2 as a base

Compiled with data on hand as of June 16, 1997.

1930

1931

1932

1933

1934

1935

1936

1937

1938

1939

1940

1941

1942

1943

1944

Traffic Volume Trends - April 1997

Based on preliminary reports from the State Highway Agencies, travel during April 1997 on all roads and streets in the nation increased by 0.3 percent as compared to April 1996 resulting in estimated travel for the month at 205.2 billion vehicle-miles. This total includes 78.4 billion vehicle-miles on rural roads and 126.8 billion vehicle-miles on urban roads and streets.

Travel for the current month as well the cumulative yearly total on all roads and streets is shown below. Similar totals for each year since 1970 are also included.

| Travel in Millions All Roads and Streets | | |
|---|---------|--------------|
| Year | April | Year to Date |
| 1970 | 89,956 | 337,794 |
| 1971 | 98,106 | 356,536 |
| 1972 | 103,238 | 386,902 |
| 1973 | 108,120 | 404,841 |
| 1974 | 104,579 | 386,771 |
| 1975 | 107,133 | 402,848 |
| 1976 | 117,014 | 432,285 |
| 1977 | 121,513 | 446,334 |
| 1978 | 122,741 | 464,631 |
| 1979 | 129,539 | 484,950 |
| 1980 | 125,698 | 474,678 |
| 1981 | 128,465 | 482,077 |
| 1982 | 129,845 | 475,296 |
| 1983 | 132,741 | 496,819 |
| 1984 | 141,327 | 518,647 |
| 1985 | 147,635 | 535,547 |
| 1986 | 150,277 | 557,984 |
| 1987 | 159,801 | 593,289 |
| 1988 | 166,804 | 625,267 |
| 1989 | 174,320 | 655,793 |
| 1990 | 179,033 | 674,963 |
| 1991 | 179,538 | 669,854 |
| 1992 | 186,069 | 697,702 |
| 1993 | 188,737 | 711,130 |
| 1994 | 195,407 | 727,355 |
| 1995 | 198,213 | 764,330 |
| 1996 | 204,534 | 767,062 |
| 1997 | 205,173 | 783,980 |

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.

For additional information, for extra copies, or to be put on the monthly mailing list, write:

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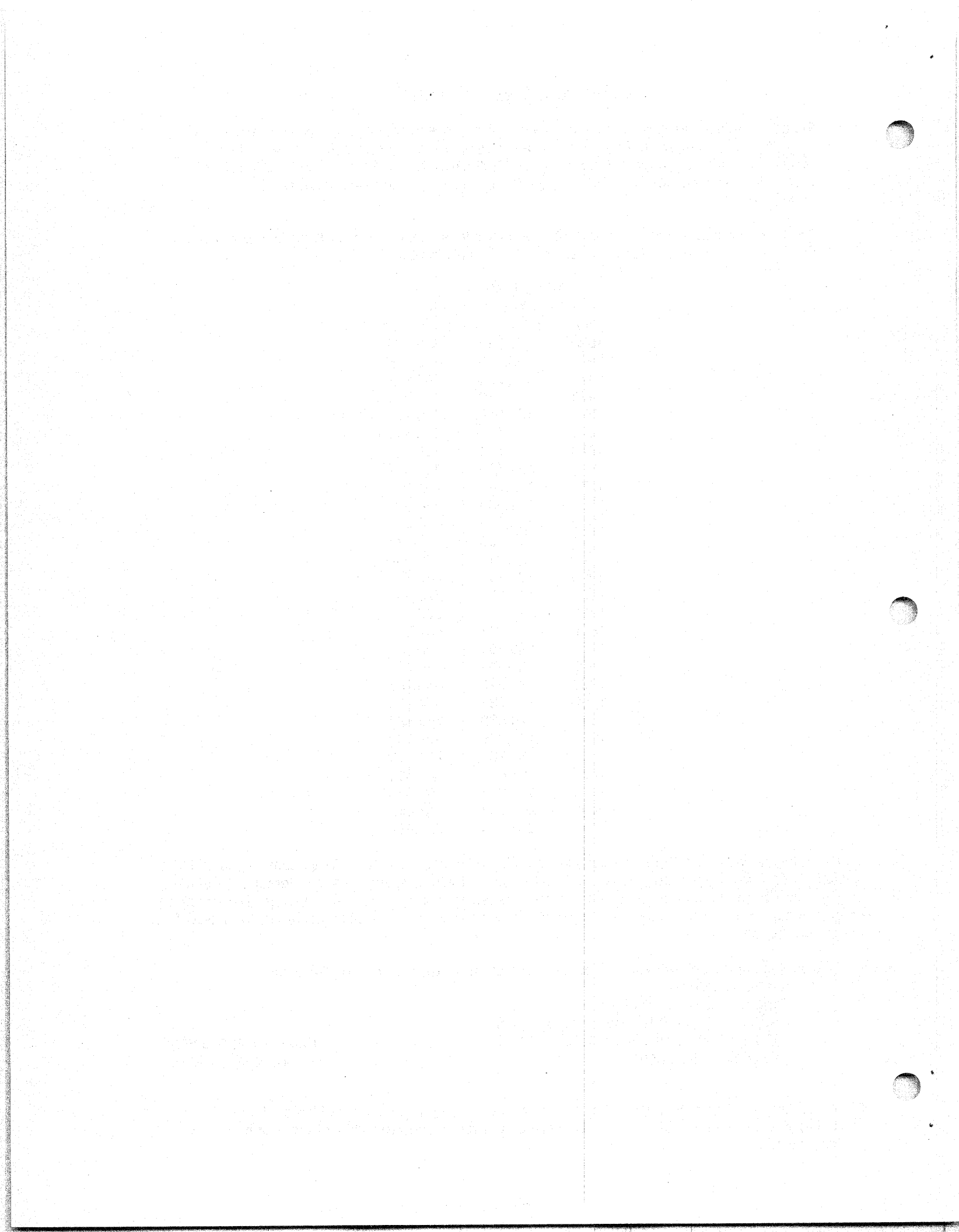


Table 1 - Estimated Individual Monthly Motor Vehicle Travel In The United States

| System | Month | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 1996 Individual Monthly Vehicle-Miles of Travel In Billions * | | | | | | | | | | | | |
| Rural Interstate | 15.4 | 15.1 | 18.6 | 18.8 | 20.2 | 20.8 | 22.6 | 22.9 | 19.2 | 19.6 | 18.3 | 18.6 |
| Rural Other Arterial | 26.8 | 25.6 | 30.0 | 30.7 | 34.3 | 33.3 | 35.8 | 36.0 | 31.8 | 32.6 | 29.5 | 29.2 |
| Other Rural | 24.8 | 23.9 | 27.9 | 28.6 | 31.2 | 30.7 | 32.2 | 32.4 | 29.2 | 30.4 | 27.9 | 27.5 |
| Urban Interstate | 26.4 | 25.4 | 29.4 | 28.9 | 31.0 | 30.0 | 30.8 | 31.3 | 29.0 | 30.2 | 28.3 | 28.5 |
| Urban Other Arterial | 64.6 | 60.6 | 69.0 | 69.2 | 72.6 | 70.1 | 73.3 | 74.0 | 68.7 | 71.7 | 67.0 | 67.8 |
| Other Urban | 26.0 | 24.7 | 28.4 | 28.3 | 30.3 | 29.1 | 30.0 | 30.2 | 27.7 | 29.0 | 27.2 | 27.3 |
| All Systems | 183.9 | 175.3 | 203.3 | 204.5 | 219.7 | 214.1 | 224.7 | 226.8 | 205.6 | 213.5 | 198.4 | 198.9 |
| 1997 Individual Monthly Vehicle-Miles of Travel In Billions * | | | | | | | | | | | | |
| Rural Interstate | 16.0 | 15.9 | 19.7 | 18.5 | | | | | | | | |
| Rural Other Arterial | 27.5 | 26.6 | 31.2 | 31.0 | | | | | | | | |
| Other Rural | 25.4 | 24.6 | 29.1 | 28.9 | | | | | | | | |
| Urban Interstate | 27.1 | 26.0 | 30.1 | 29.4 | | | | | | | | |
| Urban Other Arterial | 66.1 | 62.1 | 70.5 | 69.3 | | | | | | | | |
| Other Urban | 26.5 | 25.1 | 29.3 | 28.1 | | | | | | | | |
| All Systems | 188.6 | 180.3 | 209.9 | 205.2 | | | | | | | | |
| Percent Change In Individual Monthly Travel 1997 vs. 1996 | | | | | | | | | | | | |
| Rural Interstate | 3.7 | 5.0 | 5.7 | -1.5 | | | | | | | | |
| Rural Other Arterial | 2.7 | 4.0 | 4.1 | 0.9 | | | | | | | | |
| Other Rural | 2.6 | 2.9 | 4.2 | 1.0 | | | | | | | | |
| Urban Interstate | 2.7 | 2.4 | 2.3 | 1.4 | | | | | | | | |
| Urban Other Arterial | 2.4 | 2.4 | 2.2 | 0.3 | | | | | | | | |
| Other Urban | 2.2 | 1.9 | 3.1 | -0.8 | | | | | | | | |
| All Systems | 2.6 | 2.9 | 3.2 | 0.3 | | | | | | | | |

Table 2 - Estimated Cumulative Monthly Motor Vehicle Travel In The United States

| System | Month | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 1996 Cumulative Monthly Vehicle-Miles of Travel In Billions * | | | | | | | | | | | | |
| Rural Interstate | 15.4 | 30.5 | 49.2 | 68.0 | 88.1 | 108.9 | 131.5 | 154.4 | 173.7 | 193.2 | 211.5 | 230.1 |
| Rural Other Arterial | 26.8 | 52.4 | 82.4 | 113.1 | 147.4 | 180.7 | 216.5 | 252.5 | 284.3 | 316.9 | 346.4 | 375.6 |
| Other Rural | 24.8 | 48.6 | 76.5 | 105.2 | 136.4 | 167.1 | 199.3 | 231.8 | 261.0 | 291.4 | 319.3 | 346.9 |
| Urban Interstate | 26.4 | 51.8 | 81.2 | 110.1 | 141.2 | 171.2 | 202.0 | 233.3 | 262.3 | 292.5 | 320.9 | 349.4 |
| Urban Other Arterial | 64.6 | 125.2 | 194.2 | 263.3 | 335.9 | 406.1 | 479.4 | 553.3 | 622.0 | 693.7 | 760.7 | 828.5 |
| Other Urban | 26.0 | 50.6 | 79.1 | 107.4 | 137.6 | 166.8 | 196.8 | 227.0 | 254.7 | 283.7 | 311.0 | 338.3 |
| All Systems | 183.9 | 359.2 | 562.5 | 767.1 | 986.8 | 1200.9 | 1425.5 | 1652.4 | 1858.0 | 2071.5 | 2269.8 | 2468.7 |
| 1997 Cumulative Monthly Vehicle-Miles of Travel In Billions * | | | | | | | | | | | | |
| Rural Interstate | 16.0 | 31.9 | 51.6 | 70.1 | | | | | | | | |
| Rural Other Arterial | 27.5 | 54.1 | 85.4 | 116.4 | | | | | | | | |
| Other Rural | 25.4 | 50.0 | 79.0 | 108.0 | | | | | | | | |
| Urban Interstate | 27.1 | 53.1 | 83.2 | 112.5 | | | | | | | | |
| Urban Other Arterial | 66.1 | 128.2 | 198.7 | 268.0 | | | | | | | | |
| Other Urban | 26.5 | 51.7 | 81.0 | 109.1 | | | | | | | | |
| All Systems | 188.6 | 368.9 | 578.8 | 784.0 | | | | | | | | |
| Percent Change In Cumulative Monthly Travel 1997 vs. 1996 | | | | | | | | | | | | |
| Rural Interstate | 3.7 | 4.4 | 4.9 | 3.1 | | | | | | | | |
| Rural Other Arterial | 2.7 | 3.3 | 3.6 | 2.9 | | | | | | | | |
| Other Rural | 2.6 | 2.8 | 3.3 | 2.6 | | | | | | | | |
| Urban Interstate | 2.7 | 2.5 | 2.4 | 2.2 | | | | | | | | |
| Urban Other Arterial | 2.4 | 2.4 | 2.3 | 1.8 | | | | | | | | |
| Other Urban | 2.2 | 2.1 | 2.5 | 1.6 | | | | | | | | |
| All Systems | 2.6 | 2.7 | 2.9 | 2.2 | | | | | | | | |

* System entries may not add to give "All Systems" total due to rounding.

For further information, contact Ken Welty

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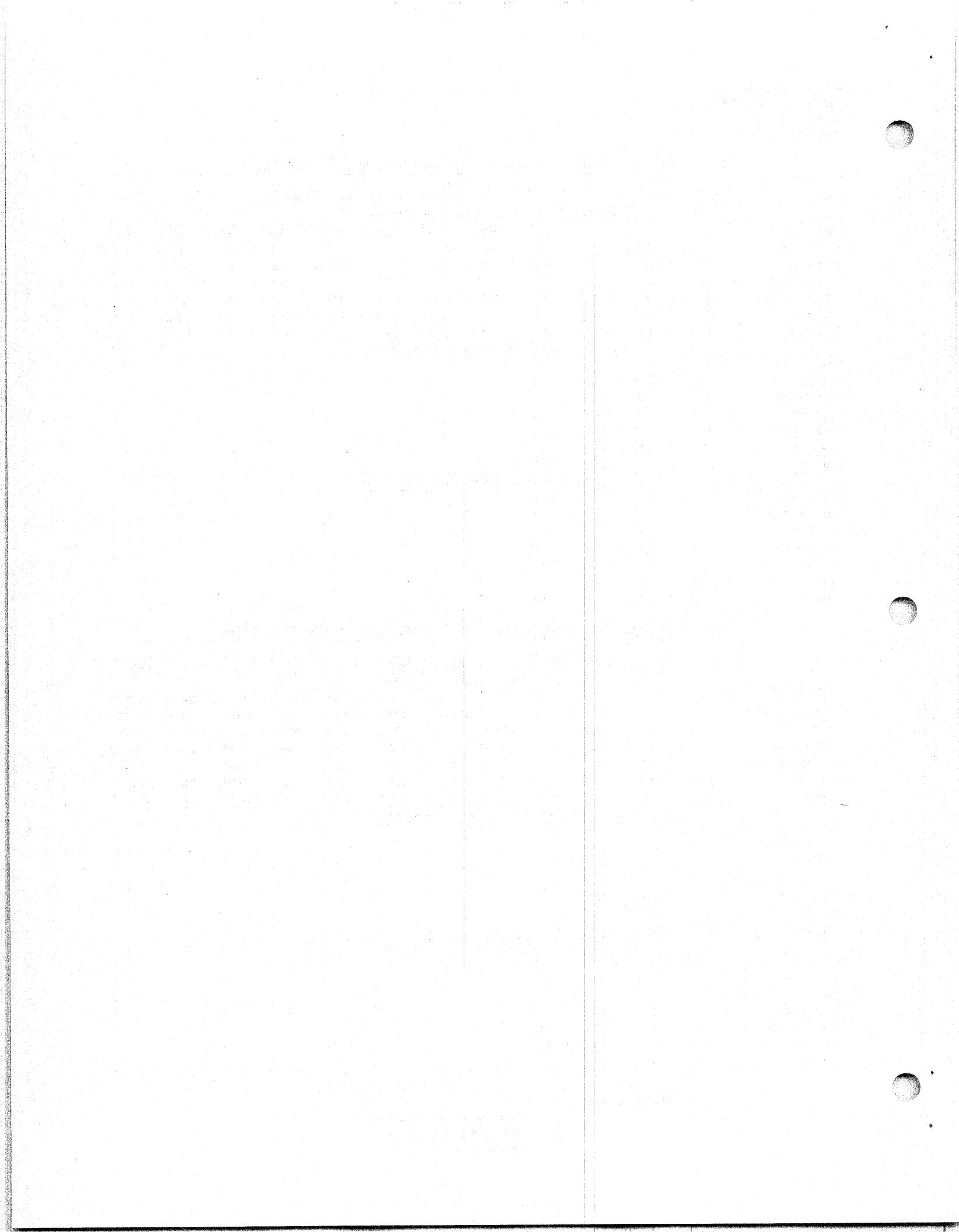


Table 3 - Changes On Rural Arterial Roads By Region and State

| Region and State | April | | | | March | | | |
|-----------------------|--------------------|--------------------------|---------------|----------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 1997 (Preliminary) | 1996 | | | 1997 (Revised) | 1996 | |
| Northeast | | | | | | | | |
| Connecticut | 14 | 340 | 329 | 3.4 | 19 | 327 | 311 | 5.1 |
| Maine | - | 399 | 401 | -0.3 | - | 396 | 390 | 1.6 |
| Massachusetts | 21 | 415 | 419 | -1.1 | 19 | 404 | 391 | 3.1 |
| New Hampshire | - | 304 | 305 | -0.2 | 59 | 306 | 302 | 1.5 |
| New Jersey | 10 | 621 | 612 | 1.6 | 10 | 593 | 580 | 2.3 |
| New York | - | 1,314 | 1,300 | 1.1 | 38 | 1,244 | 1,218 | 2.2 |
| Pennsylvania | - | 2,227 | 2,207 | 0.9 | - | 2,137 | 2,061 | 3.7 |
| Rhode Island | 8 | 55 | 54 | 1.9 | 7 | 53 | 51 | 2.3 |
| Vermont | 32 | 200 | 197 | 1.6 | 33 | 210 | 210 | -0.1 |
| | | 5,876 | 5,823 | 0.9 | | 5,671 | 5,516 | 2.8 |
| South Atlantic | | | | | | | | |
| Delaware | 36 | 150 | 146 | 2.3 | 36 | 137 | 129 | 5.8 |
| Dist Of Columbia | - | 0 | 0 | 0.0 | - | 0 | 0 | 0.0 |
| Florida | 188 | 2,259 | 2,201 | 2.7 | 194 | 2,478 | 2,329 | 6.4 |
| Georgia | 39 | 2,017 | 1,991 | 1.3 | 37 | 2,082 | 1,955 | 6.5 |
| Maryland | - | 739 | 735 | 0.6 | - | 726 | 706 | 2.8 |
| North Carolina | - | 1,750 | 1,746 | 0.2 | - | 1,783 | 1,684 | 5.9 |
| South Carolina | 22 | 1,557 | 1,529 | 1.8 | 18 | 1,590 | 1,455 | 9.3 |
| Virginia | - | 1,800 | 1,845 | -2.4 | - | 1,709 | 1,656 | 3.2 |
| West Virginia | - | 651 | 646 | 0.7 | - | 669 | 633 | 5.6 |
| | | 10,922 | 10,839 | 0.8 | | 11,174 | 10,548 | 5.9 |
| North Central | | | | | | | | |
| Illinois | - | 1,581 | 1,578 | 0.2 | 28 | 1,617 | 1,550 | 4.3 |
| Indiana | - | 1,457 | 1,447 | 0.7 | - | 1,445 | 1,374 | 5.1 |
| Iowa | 129 | 909 | 923 | -1.5 | 129 | 923 | 896 | 3.0 |
| Kansas | 19 | 711 | 732 | -2.8 | 20 | 754 | 741 | 1.8 |
| Michigan | - | 1,511 | 1,488 | 1.5 | - | 1,494 | 1,434 | 4.2 |
| Minnesota | - | 1,089 | 1,088 | 0.1 | - | 1,138 | 1,107 | 2.8 |
| Missouri | - | 1,403 | 1,435 | -2.2 | 68 | 1,449 | 1,376 | 5.3 |
| Nebraska | 30 | 563 | 564 | -0.2 | 31 | 595 | 546 | 8.9 |
| North Dakota | 34 | 238 | 248 | -4.1 | - | 243 | 233 | 4.0 |
| Ohio | 46 | 1,713 | 1,701 | 0.7 | 56 | 1,720 | 1,623 | 6.0 |
| South Dakota | 49 | 340 | 350 | -2.8 | 57 | 342 | 329 | 3.9 |
| Wisconsin | 115 | 1,460 | 1,427 | 2.4 | 120 | 1,433 | 1,400 | 2.4 |
| | | 12,977 | 12,983 | -0.0 | | 13,154 | 12,609 | 4.3 |
| South Gulf | | | | | | | | |
| Alabama | 58 | 1,277 | 1,239 | 3.1 | 59 | 1,314 | 1,277 | 2.9 |
| Arkansas | - | 903 | 902 | 0.2 | 8 | 1,001 | 912 | 9.8 |
| Kentucky | - | 1,062 | 1,075 | -1.2 | 41 | 1,091 | 1,037 | 5.2 |
| Louisiana | - | 894 | 880 | 1.6 | - | 980 | 910 | 7.6 |
| Mississippi | 71 | 1,009 | 985 | 2.4 | 71 | 1,035 | 992 | 4.4 |
| Oklahoma | - | 930 | 958 | -2.9 | - | 909 | 851 | 6.9 |
| Tennessee | 19 | 1,478 | 1,520 | -2.8 | 17 | 1,446 | 1,430 | 1.1 |
| Texas | - | 3,336 | 3,326 | 0.3 | - | 3,857 | 3,503 | 10.1 |
| | | 10,889 | 10,885 | 0.0 | | 11,633 | 10,912 | 6.6 |
| West | | | | | | | | |
| Alaska | 46 | 95 | 92 | 3.4 | 48 | 88 | 87 | 1.2 |
| Arizona | - | 734 | 766 | -4.3 | - | 998 | 967 | 3.2 |
| California | 22 | 3,112 | 3,209 | -3.0 | 22 | 3,079 | 2,999 | 2.7 |
| Colorado | 31 | 743 | 758 | -2.0 | 47 | 875 | 837 | 4.5 |
| Hawaii | - | 81 | 80 | 1.5 | - | 126 | 124 | 1.9 |
| Idaho | - | 359 | 359 | -0.1 | - | 356 | 351 | 1.5 |
| Montana | 41 | 365 | 380 | -4.0 | 32 | 372 | 355 | 4.7 |
| Nevada | - | 282 | 289 | -2.3 | 42 | 309 | 289 | 6.7 |
| New Mexico | - | 644 | 656 | -1.8 | - | 720 | 688 | 4.7 |
| Oregon | 143 | 835 | 807 | 3.5 | 134 | 806 | 809 | -0.4 |
| Utah | 18 | 426 | 430 | -0.8 | - | 452 | 430 | 5.2 |
| Washington | - | 892 | 861 | 3.5 | 57 | 831 | 843 | -1.4 |
| Wyoming | 125 | 266 | 276 | -3.9 | 124 | 282 | 267 | 5.4 |
| | | 8,833 | 8,963 | -1.4 | | 9,294 | 9,047 | 2.7 |
| TOTALS | | 49,497 | 49,491 | 0.0 | | 50,926 | 48,632 | 4.7 |

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

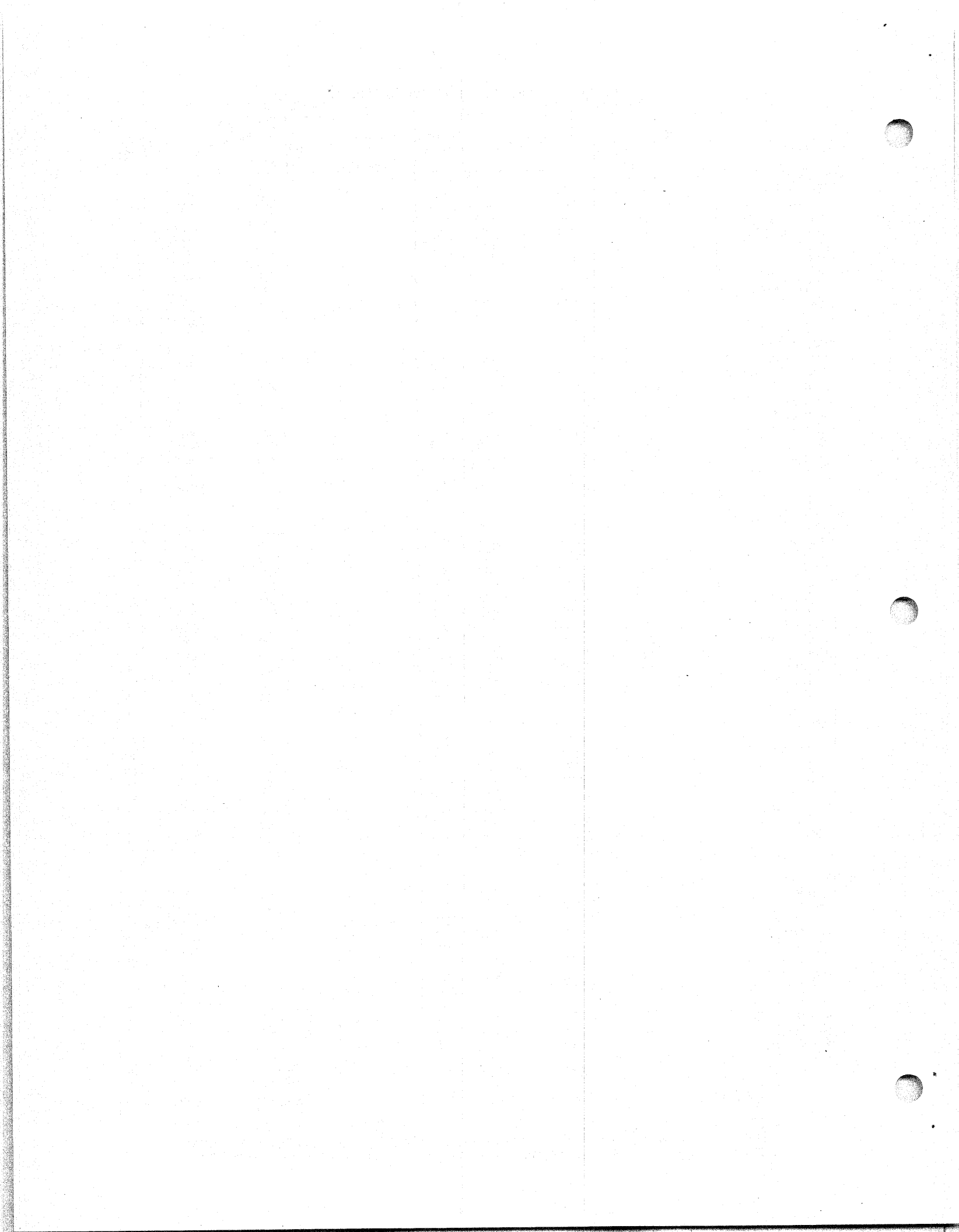
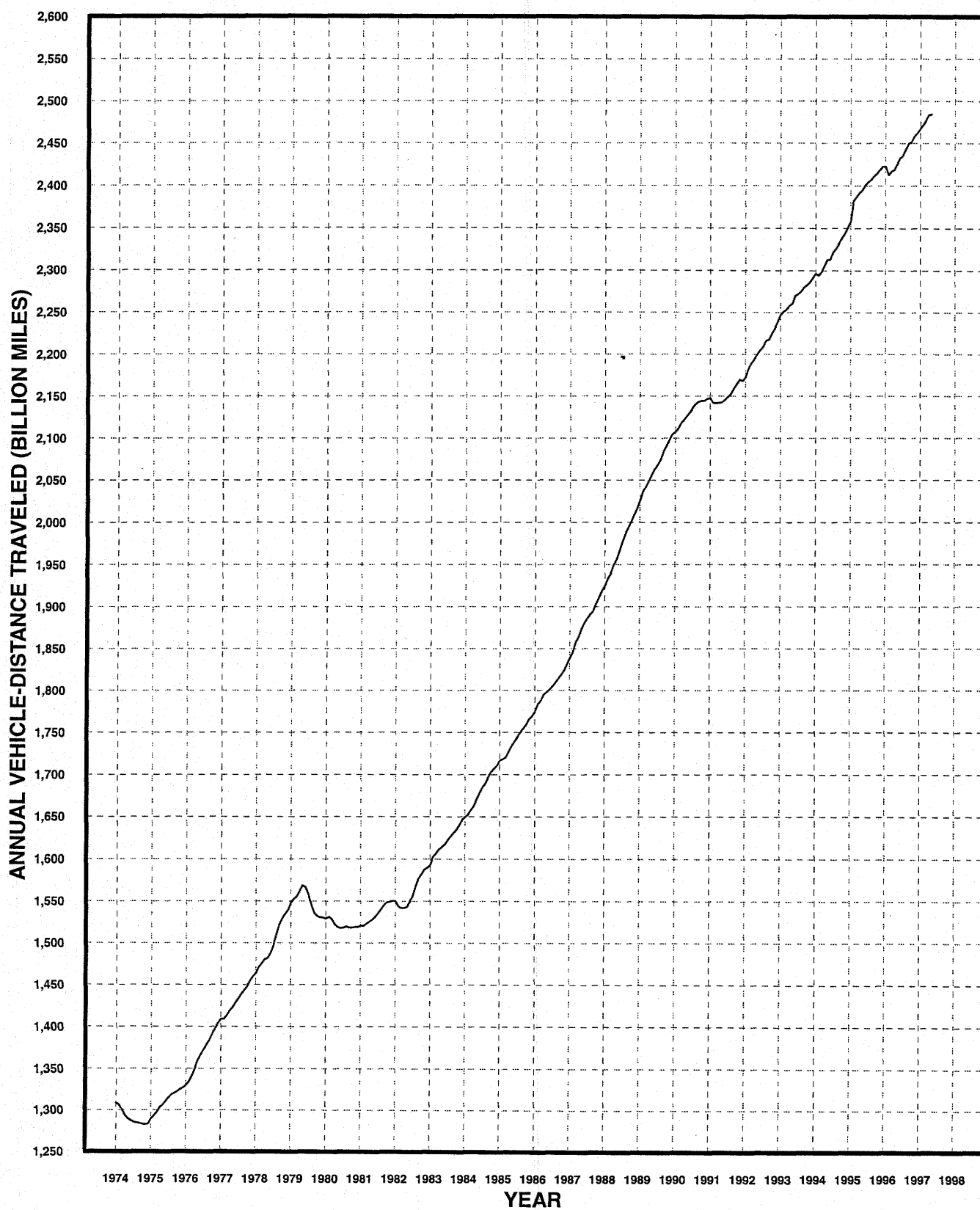


FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS



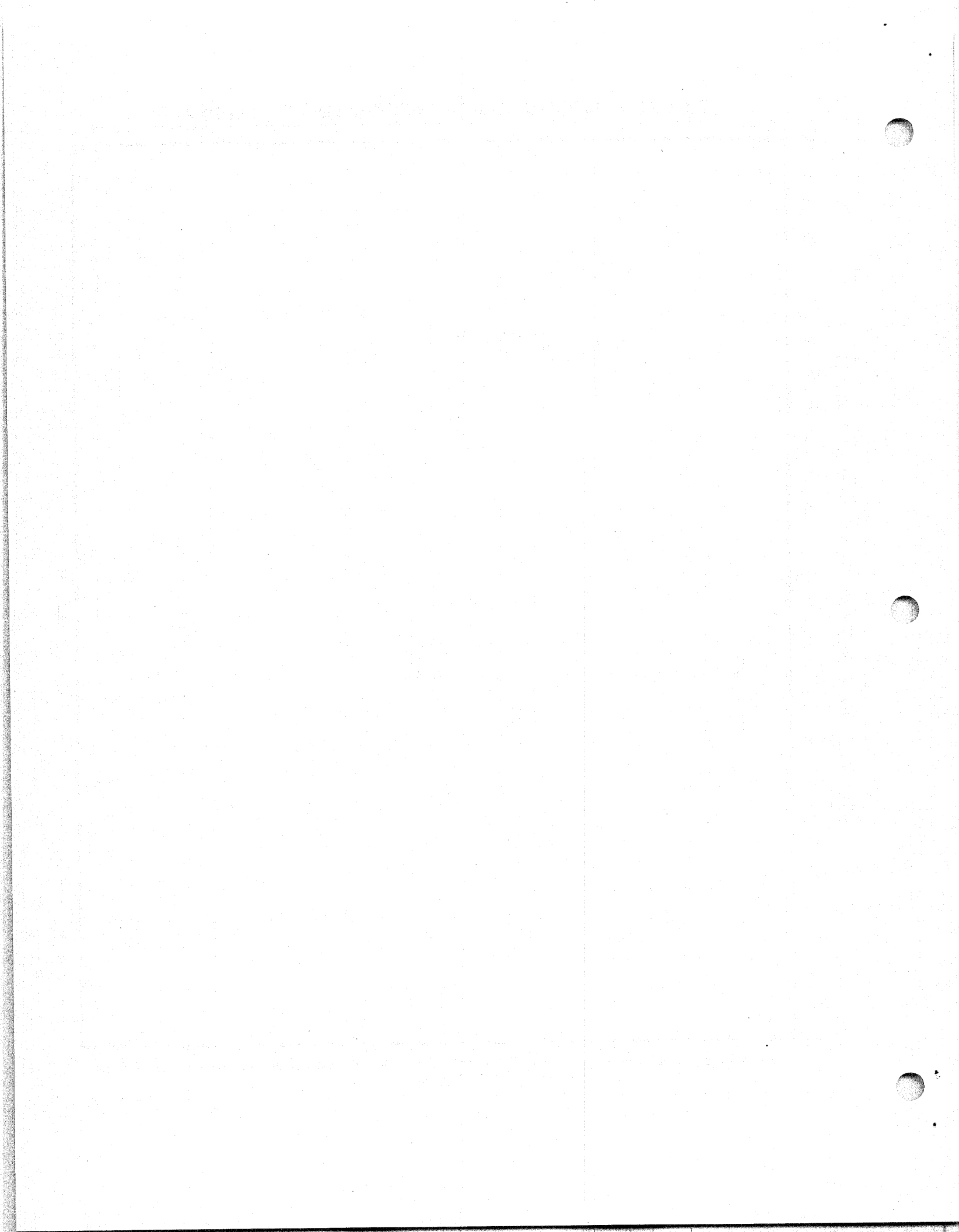
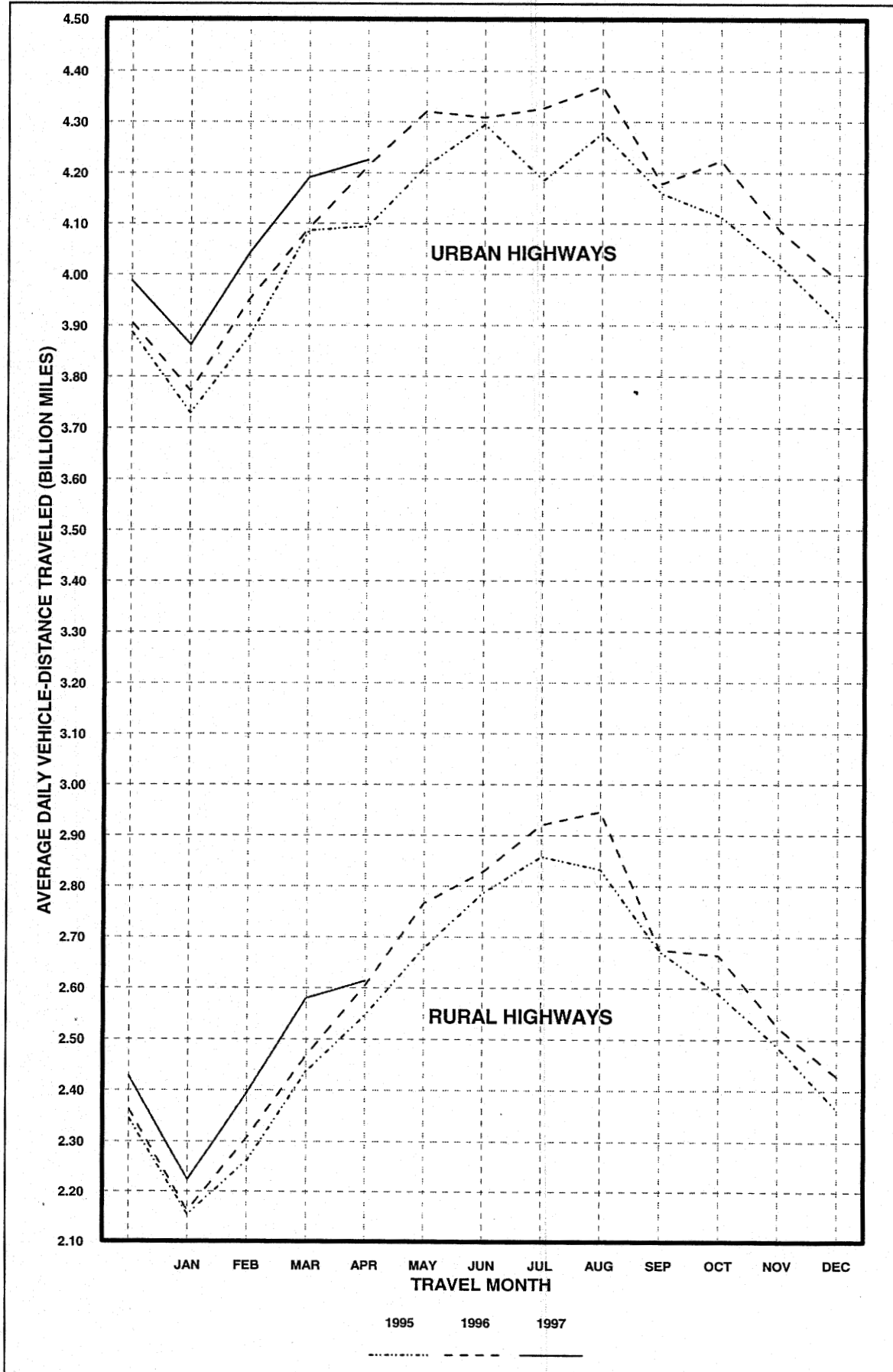
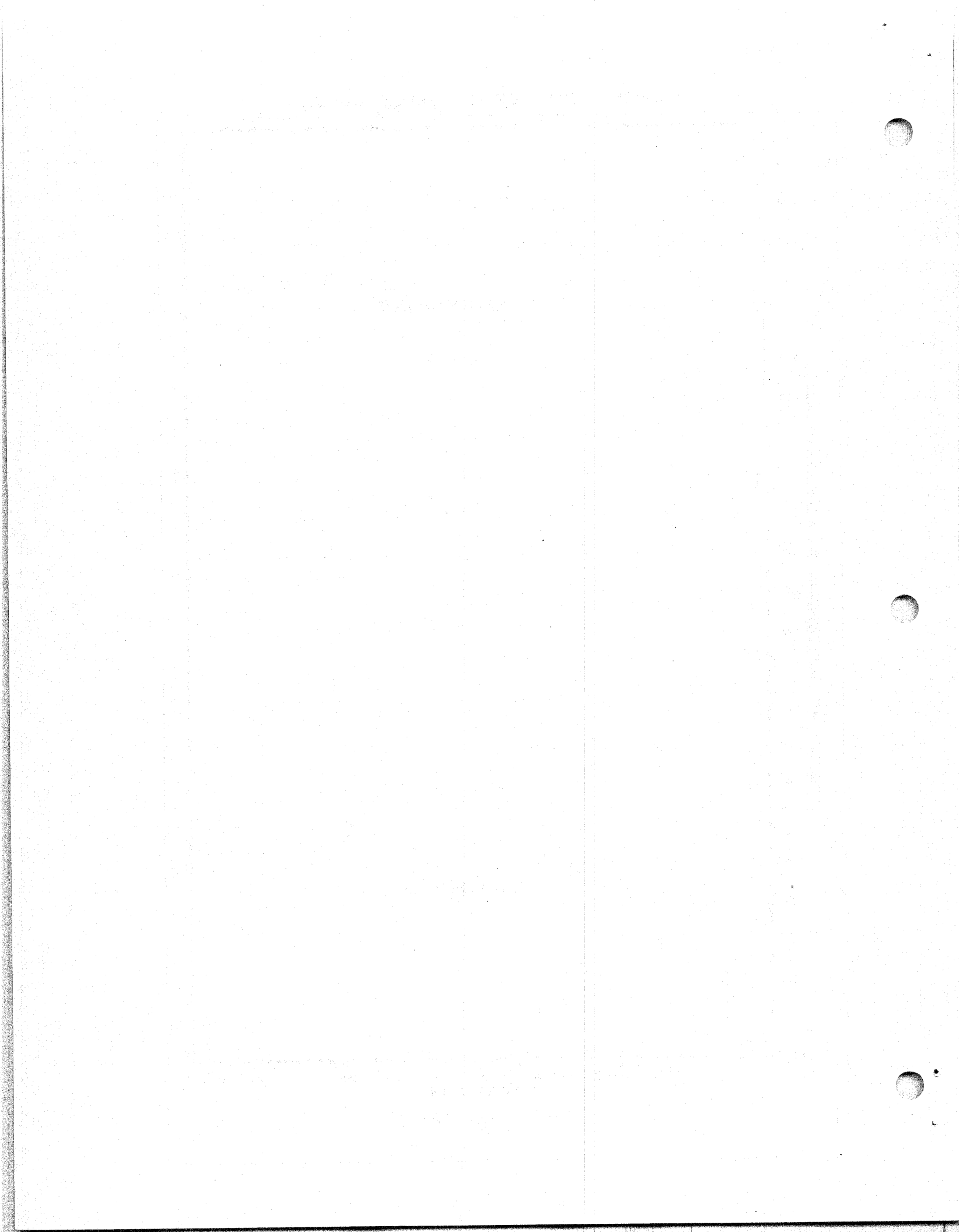


FIGURE 2 - TRAVEL ON U.S. HIGHWAYS BY MONTH



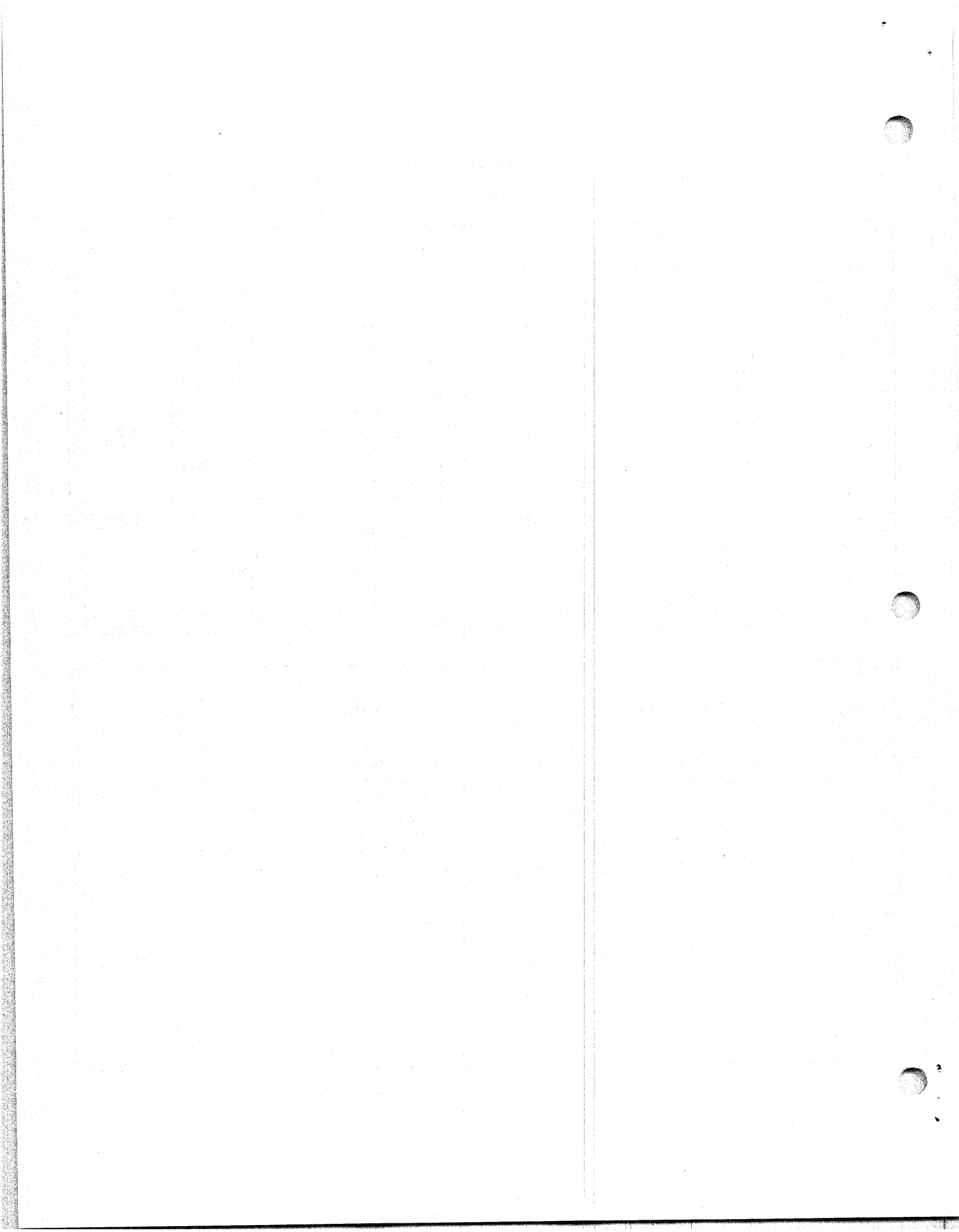


Traffic Volume Trends Rural*
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year
(Includes Preliminary Data for April 1997)

| Year - 1996 | | | | | | | | | | | | | | |
|------------------|---------|-----|----------------------|---------|------|-------------|---------|------|-------------|---------|-----|-------------|-----------|-----|
| Rural Interstate | | | Rural Other Arterial | | | Other Rural | | | Total Rural | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 15,438 | 1.1 | Jan | 26,784 | 0.2 | Jan | 24,764 | 0.1 | Jan | 66,986 | 0.4 | Jan | 183,910 | 0.9 |
| Feb | 15,100 | 2.4 | Feb | 25,611 | 1.8 | Feb | 23,881 | 2.1 | Feb | 64,592 | 2.0 | Feb | 175,269 | 1.9 |
| Mar | 18,624 | 3.7 | Mar | 30,008 | 0.9 | Mar | 27,893 | 0.2 | Mar | 76,525 | 1.3 | Mar | 203,349 | 0.6 |
| Q1 | 49,162 | 2.5 | Q1 | 82,403 | 0.9 | Q1 | 76,538 | 0.7 | Q1 | 208,103 | 1.2 | Q1 | 562,528 | 1.1 |
| Apr | 18,793 | 2.2 | Apr | 30,699 | 2.3 | Apr | 28,645 | 2.3 | Apr | 78,137 | 2.3 | Apr | 204,535 | 2.7 |
| May | 20,187 | 4.6 | May | 34,319 | 3.1 | May | 31,242 | 2.6 | May | 85,748 | 3.3 | May | 219,698 | 2.8 |
| Jun | 20,807 | 3.1 | Jun | 33,323 | 1.2 | Jun | 30,694 | 0.8 | Jun | 84,824 | 1.5 | Jun | 214,091 | 0.8 |
| Q2 | 59,787 | 3.3 | Q2 | 98,341 | 2.2 | Q2 | 90,581 | 1.9 | Q2 | 248,709 | 2.4 | Q2 | 638,324 | 2.1 |
| 1st Half | 108,949 | 2.9 | 1st Half | 180,744 | 1.6 | 1st Half | 167,119 | 1.4 | 1st Half | 456,812 | 1.8 | 1st Half | 1,200,852 | 1.6 |
| Jul | 22,580 | 3.2 | Jul | 35,756 | 1.9 | Jul | 32,210 | 1.9 | Jul | 90,546 | 2.2 | Jul | 224,679 | 2.9 |
| Aug | 22,908 | 6.3 | Aug | 35,994 | 4.0 | Aug | 32,437 | 2.6 | Aug | 91,339 | 4.0 | Aug | 226,832 | 2.9 |
| Sep | 19,228 | 0.9 | Sep | 31,793 | -0.0 | Sep | 29,230 | -0.3 | Sep | 80,251 | 0.1 | Sep | 205,595 | 0.3 |
| Q3 | 64,716 | 3.6 | Q3 | 103,543 | 2.0 | Q3 | 93,877 | 1.4 | Q3 | 262,136 | 2.2 | Q3 | 657,106 | 2.1 |
| 3 Qs | 173,665 | 3.2 | 3 Qs | 284,287 | 1.8 | 3 Qs | 260,996 | 1.4 | 3 Qs | 718,948 | 2.0 | 3 Qs | 1,857,958 | 1.8 |
| Oct | 19,556 | 3.0 | Oct | 32,609 | 2.8 | Oct | 30,431 | 2.9 | Oct | 82,596 | 2.9 | Oct | 213,532 | 2.8 |
| Nov | 18,300 | 0.7 | Nov | 29,534 | 1.8 | Nov | 27,922 | 1.9 | Nov | 75,756 | 1.5 | Nov | 198,361 | 1.6 |
| Dec | 18,566 | 3.7 | Dec | 29,201 | 2.5 | Dec | 27,502 | 2.3 | Dec | 75,269 | 2.7 | Dec | 198,881 | 2.3 |
| Q4 | 56,422 | 2.5 | Q4 | 91,344 | 2.4 | Q4 | 85,855 | 2.4 | Q4 | 233,621 | 2.4 | Q4 | 610,774 | 2.3 |
| 2nd Half | 121,138 | 3.1 | 2nd Half | 194,887 | 2.2 | 2nd Half | 179,732 | 1.9 | 2nd Half | 495,757 | 2.3 | 2nd Half | 1,267,880 | 2.2 |
| Year | 230,087 | 3.0 | Year | 375,631 | 1.9 | Year | 346,851 | 1.6 | Year | 952,569 | 2.1 | Year | 2,468,732 | 1.9 |

| Year - 1997 | | | | | | | | | | | | | | |
|------------------|--------|------|----------------------|---------|-----|-------------|---------|-----|-------------|---------|-----|-------------|---------|-----|
| Rural Interstate | | | Rural Other Arterial | | | Other Rural | | | Total Rural | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 16,009 | 3.7 | Jan | 27,495 | 2.7 | Jan | 25,410 | 2.6 | Jan | 68,914 | 2.9 | Jan | 188,637 | 2.6 |
| Feb | 15,859 | 5.0 | Feb | 26,632 | 4.0 | Feb | 24,583 | 2.9 | Feb | 67,074 | 3.8 | Feb | 180,282 | 2.9 |
| Mar | 19,687 | 5.7 | Mar | 31,239 | 4.1 | Mar | 29,054 | 4.2 | Mar | 79,980 | 4.5 | Mar | 209,888 | 3.2 |
| Q1 | 51,555 | 4.9 | Q1 | 85,366 | 3.6 | Q1 | 79,047 | 3.3 | Q1 | 215,968 | 3.8 | Q1 | 578,807 | 2.9 |
| Apr | 18,511 | -1.5 | Apr | 30,985 | 0.9 | Apr | 28,920 | 1.0 | Apr | 78,416 | 0.4 | Apr | 205,172 | 0.3 |
| May | 0 | - | May | 0 | - | May | 0 | - | May | 0 | - | May | 0 | - |
| Jun | 0 | - | Jun | 0 | - | Jun | 0 | - | Jun | 0 | - | Jun | 0 | - |
| Q2 | 18,511 | -1.5 | Q2 | 30,985 | 0.9 | Q2 | 28,920 | 1.0 | Q2 | 78,416 | 0.4 | Q2 | 205,172 | 0.3 |
| 1st Half | 70,066 | 3.1 | 1st Half | 116,351 | 2.9 | 1st Half | 107,967 | 2.6 | 1st Half | 294,384 | 2.8 | 1st Half | 783,979 | 2.2 |
| Jul | 0 | - | Jul | 0 | - | Jul | 0 | - | Jul | 0 | - | Jul | 0 | - |
| Aug | 0 | - | Aug | 0 | - | Aug | 0 | - | Aug | 0 | - | Aug | 0 | - |
| Sep | 0 | - | Sep | 0 | - | Sep | 0 | - | Sep | 0 | - | Sep | 0 | - |
| Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - |
| 3 Qs | 70,066 | 3.1 | 3 Qs | 116,351 | 2.9 | 3 Qs | 107,967 | 2.6 | 3 Qs | 294,384 | 2.8 | 3 Qs | 783,979 | 2.2 |
| Oct | 0 | - | Oct | 0 | - | Oct | 0 | - | Oct | 0 | - | Oct | 0 | - |
| Nov | 0 | - | Nov | 0 | - | Nov | 0 | - | Nov | 0 | - | Nov | 0 | - |
| Dec | 0 | - | Dec | 0 | - | Dec | 0 | - | Dec | 0 | - | Dec | 0 | - |
| Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - |
| 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - |
| Year | 70,066 | 3.1 | Year | 116,351 | 2.9 | Year | 107,967 | 2.6 | Year | 294,384 | 2.8 | Year | 783,979 | 2.2 |

* formerly table 9B



Traffic Volume Trends Urban*
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Previous Year
(Includes Preliminary Data for April 1997)

| Year - 1996 | | | | | | | | | | | | | | |
|------------------|---------|-----|----------------------|---------|------|-------------|---------|------|-------------|-----------|-----|-------------|-----------|-----|
| Urban Interstate | | | Urban Other Arterial | | | Other Urban | | | Total Urban | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 26,377 | 2.3 | Jan | 64,590 | 0.8 | Jan | 25,957 | 1.0 | Jan | 116,924 | 1.2 | Jan | 183,910 | 0.9 |
| Feb | 25,403 | 2.7 | Feb | 60,613 | 1.5 | Feb | 24,661 | 2.0 | Feb | 110,677 | 1.9 | Feb | 175,269 | 1.9 |
| Mar | 29,422 | 0.6 | Mar | 68,953 | -0.2 | Mar | 28,449 | 0.3 | Mar | 126,824 | 0.1 | Mar | 203,349 | 0.6 |
| Q1 | 81,202 | 1.8 | Q1 | 194,156 | 0.6 | Q1 | 79,067 | 1.1 | Q1 | 354,425 | 1.0 | Q1 | 562,528 | 1.1 |
| Apr | 28,942 | 3.4 | Apr | 69,156 | 2.7 | Apr | 28,300 | 3.0 | Apr | 126,398 | 2.9 | Apr | 204,535 | 2.7 |
| May | 31,041 | 3.6 | May | 72,631 | 1.9 | May | 30,278 | 3.0 | May | 133,950 | 2.5 | May | 219,698 | 2.8 |
| Jun | 30,008 | 0.7 | Jun | 70,121 | 0.0 | Jun | 29,138 | 0.7 | Jun | 129,267 | 0.3 | Jun | 214,091 | 0.8 |
| Q2 | 89,991 | 2.5 | Q2 | 211,908 | 1.5 | Q2 | 87,716 | 2.2 | Q2 | 389,615 | 1.9 | Q2 | 638,324 | 2.1 |
| 1st Half | 171,193 | 2.2 | 1st Half | 406,064 | 1.1 | 1st Half | 166,783 | 1.7 | 1st Half | 744,040 | 1.5 | 1st Half | 1,200,852 | 1.6 |
| Jul | 30,789 | 3.0 | Jul | 73,294 | 3.8 | Jul | 30,050 | 2.7 | Jul | 134,133 | 3.4 | Jul | 224,679 | 2.9 |
| Aug | 31,307 | 2.6 | Aug | 73,979 | 2.1 | Aug | 30,207 | 2.1 | Aug | 135,493 | 2.2 | Aug | 226,832 | 2.9 |
| Sep | 28,986 | 1.1 | Sep | 68,698 | 0.5 | Sep | 27,660 | -0.3 | Sep | 125,344 | 0.5 | Sep | 205,595 | 0.3 |
| Q3 | 91,082 | 2.3 | Q3 | 215,971 | 2.1 | Q3 | 87,917 | 1.5 | Q3 | 394,970 | 2.0 | Q3 | 657,106 | 2.1 |
| 3 Qs | 262,275 | 2.2 | 3 Qs | 622,035 | 1.5 | 3 Qs | 254,700 | 1.6 | 3 Qs | 1,139,010 | 1.7 | 3 Qs | 1,857,958 | 1.8 |
| Oct | 30,246 | 2.9 | Oct | 71,663 | 2.7 | Oct | 29,027 | 2.4 | Oct | 130,936 | 2.7 | Oct | 213,532 | 2.8 |
| Nov | 28,334 | 2.1 | Nov | 67,023 | 1.8 | Nov | 27,248 | 1.1 | Nov | 122,605 | 1.7 | Nov | 198,361 | 1.6 |
| Dec | 28,542 | 2.7 | Dec | 67,778 | 2.0 | Dec | 27,292 | 1.7 | Dec | 123,612 | 2.1 | Dec | 198,881 | 2.3 |
| Q4 | 87,122 | 2.6 | Q4 | 206,464 | 2.2 | Q4 | 83,567 | 1.7 | Q4 | 377,153 | 2.2 | Q4 | 610,774 | 2.3 |
| 2nd Half | 178,204 | 2.4 | 2nd Half | 422,435 | 2.1 | 2nd Half | 171,484 | 1.6 | 2nd Half | 772,123 | 2.1 | 2nd Half | 1,267,880 | 2.2 |
| Year | 349,397 | 2.3 | Year | 828,499 | 1.6 | Year | 338,267 | 1.6 | Year | 1,516,163 | 1.8 | Year | 2,468,732 | 1.9 |

| Year - 1997 | | | | | | | | | | | | | | |
|------------------|---------|-----|----------------------|---------|-----|-------------|---------|------|-------------|---------|-----|-------------|---------|-----|
| Urban Interstate | | | Urban Other Arterial | | | Other Urban | | | Total Urban | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 27,078 | 2.7 | Jan | 66,115 | 2.4 | Jan | 26,530 | 2.2 | Jan | 119,723 | 2.4 | Jan | 188,637 | 2.6 |
| Feb | 26,000 | 2.4 | Feb | 62,075 | 2.4 | Feb | 25,133 | 1.9 | Feb | 113,208 | 2.3 | Feb | 180,282 | 2.9 |
| Mar | 30,085 | 2.3 | Mar | 70,478 | 2.2 | Mar | 29,345 | 3.1 | Mar | 129,908 | 2.4 | Mar | 209,888 | 3.2 |
| Q1 | 83,163 | 2.4 | Q1 | 198,668 | 2.3 | Q1 | 81,008 | 2.5 | Q1 | 362,839 | 2.4 | Q1 | 578,807 | 2.9 |
| Apr | 29,359 | 1.4 | Apr | 69,329 | 0.3 | Apr | 28,068 | -0.8 | Apr | 126,756 | 0.3 | Apr | 205,172 | 0.3 |
| May | 0 | - | May | 0 | - | May | 0 | - | May | 0 | - | May | 0 | - |
| Jun | 0 | - | Jun | 0 | - | Jun | 0 | - | Jun | 0 | - | Jun | 0 | - |
| Q2 | 29,359 | 1.4 | Q2 | 69,329 | 0.3 | Q2 | 28,068 | -0.8 | Q2 | 126,756 | 0.3 | Q2 | 205,172 | 0.3 |
| 1st Half | 112,522 | 2.2 | 1st Half | 267,997 | 1.8 | 1st Half | 109,076 | 1.6 | 1st Half | 489,595 | 1.8 | 1st Half | 783,979 | 2.2 |
| Jul | 0 | - | Jul | 0 | - | Jul | 0 | - | Jul | 0 | - | Jul | 0 | - |
| Aug | 0 | - | Aug | 0 | - | Aug | 0 | - | Aug | 0 | - | Aug | 0 | - |
| Sep | 0 | - | Sep | 0 | - | Sep | 0 | - | Sep | 0 | - | Sep | 0 | - |
| Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - | Q3 | 0 | - |
| 3 Qs | 112,522 | 2.2 | 3 Qs | 267,997 | 1.8 | 3 Qs | 109,076 | 1.6 | 3 Qs | 489,595 | 1.8 | 3 Qs | 783,979 | 2.2 |
| Oct | 0 | - | Oct | 0 | - | Oct | 0 | - | Oct | 0 | - | Oct | 0 | - |
| Nov | 0 | - | Nov | 0 | - | Nov | 0 | - | Nov | 0 | - | Nov | 0 | - |
| Dec | 0 | - | Dec | 0 | - | Dec | 0 | - | Dec | 0 | - | Dec | 0 | - |
| Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - | Q4 | 0 | - |
| 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - | 2nd Half | 0 | - |
| Year | 112,522 | 2.2 | Year | 267,997 | 1.8 | Year | 109,076 | 1.6 | Year | 489,595 | 1.8 | Year | 783,979 | 2.2 |

* formerly table 9B

