

# TRAFFIC VOLUME TRENDS

Washington, D. C.

September 1962

SEPTEMBER (PRELIMINARY) AND AUGUST (REVISED), 1962 COMPARED TO 1961

Table 1.—Summary by Road Class and by Region

Class of road; all States: By region, 48 States (main rural only):	Preliminary data for September 1962			Revised data for August 1962		
	Vehicle-miles (millions)		Percentage change	Vehicle-miles (millions)		Percentage change
	1961	1962		1961	1962	
Main rural roads.....	26,095	27,061	+3.7	30,426	32,054	+5.4
Local rural roads.....	.....	.....	+4.8	.....	.....	+3.5
All rural roads.....	.....	.....	+4.0	.....	.....	+4.9
City streets.....	.....	.....	+4.1	.....	.....	+5.1
All roads and streets.....	.....	.....	+4.0	.....	.....	+5.0
Eastern region.....	9,823	10,054	+2.4	11,599	12,114	+4.4
Central region.....	12,247	12,672	+3.5	14,063	14,752	+4.9
Western region.....	3,929	4,235	+7.8	4,666	5,085	+9.0
Total.....	25,999	26,961	+3.7	30,328	31,951	+5.4

Table 2.—Changes on Main Rural Roads by States

Division and state	September (preliminary)		August (revised)		Division and state	September (preliminary)		August (revised)	
	Number of stations <sup>1</sup>	Percentage change	Number of stations <sup>1</sup>	Percentage change		Number of stations <sup>1</sup>	Percentage change	Number of stations <sup>1</sup>	Percentage change
<b>NEW ENGLAND:</b>					<b>EAST SOUTH CENTRAL:</b>				
Connecticut.....	13	+3.9	15	+9.8	Alabama.....	19	+4.2	22	+4.8
Maine.....	9	+1.9	9	0.0	Kentucky.....	11	-1.3	12	+1.7
Massachusetts.....	8	0.0	10	+5.9	Mississippi.....	36	+3.5	36	+5.5
New Hampshire.....	49	+3.0	50	+4.4	Tennessee.....	25	+4.2	23	+6.8
Rhode Island.....	.....	.....	5	+3.5					
Vermont.....	6	+1.2	26	+3.3	<b>WEST NORTH CENTRAL:</b>				
<b>MIDDLE ATLANTIC:</b>					Iowa.....	28	+3.8	27	+3.8
New Jersey.....	4	+4.3	5	+4.3	Kansas.....	67	+3.4	68	+3.7
New York.....	10	+4.1	11	+3.2	Minnesota.....	30	+2.6	29	+5.6
Pennsylvania.....	49	-2.3	50	+1.2	Missouri.....	20	+3.0	24	+8.7
<b>SOUTH ATLANTIC (North):</b>					Nebraska.....	12	+6.8	11	+10.2
Delaware.....	7	+5.2	8	+8.7	North Dakota.....	27	+9.6	24	+9.5
Maryland.....	32	+6.9	31	+10.2	South Dakota.....	23	+3.4	19	+2.2
Virginia.....	.....	+3.1	.....	+2.7	<b>WEST SOUTH CENTRAL:</b>				
West Virginia.....	23	+0.7	22	+2.6	Arkansas.....	28	+5.1	29	+10.9
<b>SOUTH ATLANTIC (South):</b>					Louisiana.....	41	+6.5	37	+2.9
Florida.....	.....	.....	49	+7.7	Oklahoma.....	24	+2.9	24	+3.1
Georgia.....	25	+7.8	25	+11.0	Texas.....	72	+1.1	81	+4.2
North Carolina.....	40	+2.1	34	+6.8	<b>MOUNTAIN:</b>				
South Carolina.....	10	+1.3	6	+1.0	Arizona.....	13	+8.1	13	+8.5
<b>EAST NORTH CENTRAL:</b>					Colorado.....	19	+9.0	19	+8.7
Illinois.....	.....	.....	.....	.....	Idaho.....	16	+2.3	14	+7.3
Indiana.....	23	+3.2	24	+3.0	Montana.....	18	+6.2	12	+7.9
Michigan.....	38	+5.0	37	+5.7	Nevada.....	18	+4.2	18	+6.8
Ohio.....	.....	.....	.....	.....	New Mexico.....	.....	+5.5	.....	+7.9
Wisconsin.....	31	+4.3	31	+4.0	Utah.....	38	+8.7	30	+8.1
Alaska.....	.....	.....	6	+0.9	Wyoming.....	.....	.....	28	+6.6
Hawaii.....	.....	.....	.....	.....	<b>PACIFIC:</b>				
					California.....	.....	.....	.....	.....
					Oregon.....	85	+9.0	85	+16.1
					Washington.....	10	+15.4	10	+19.2

<sup>1</sup>Rural mileage of each major toll route is considered as one station. Where the number of stations is not shown, the States prepared traffic estimates, generally based on extensive traffic sampling surveys.

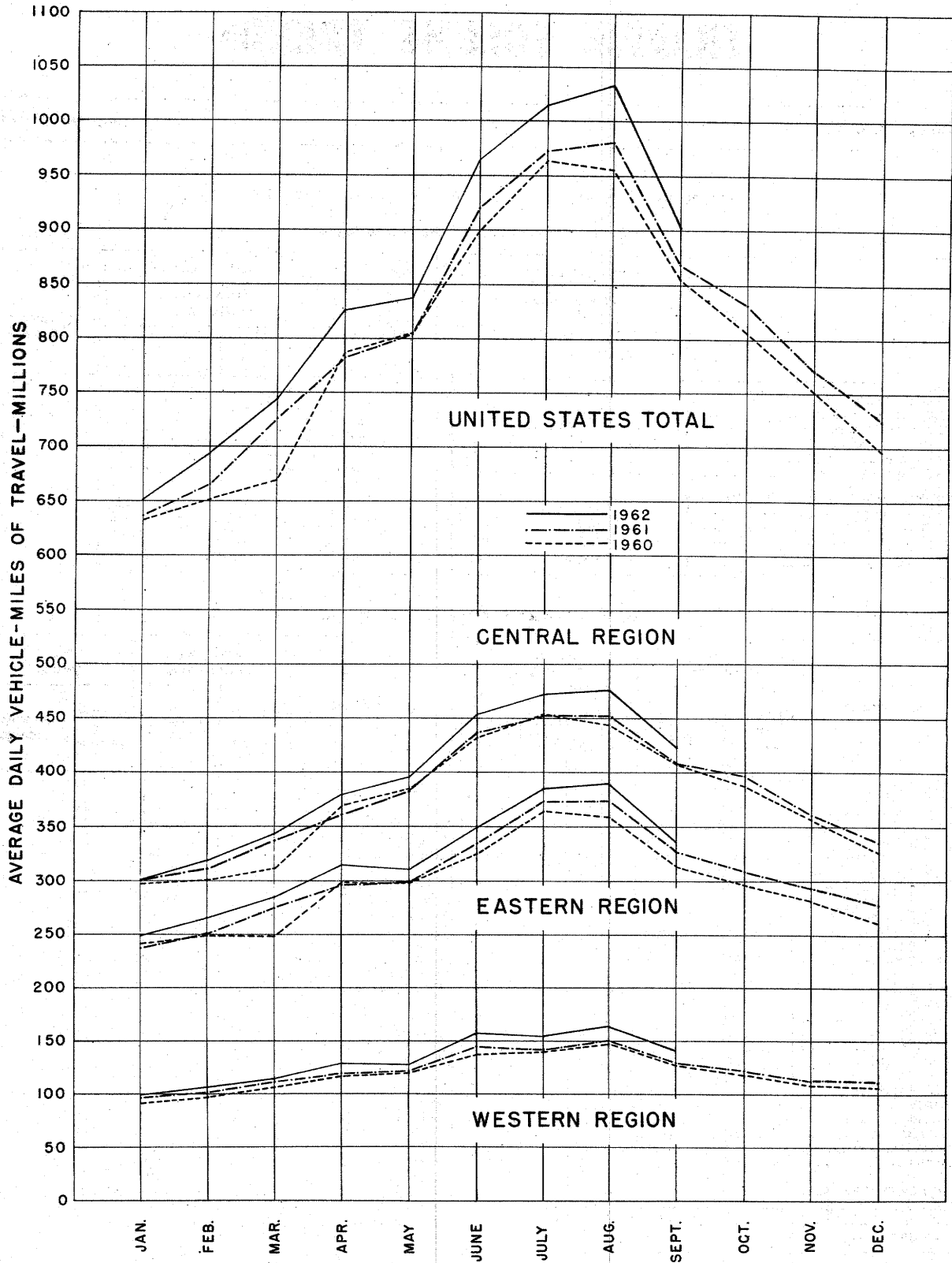


FIGURE 1--TRAVEL ON MAIN RURAL ROADS, BY MONTHS

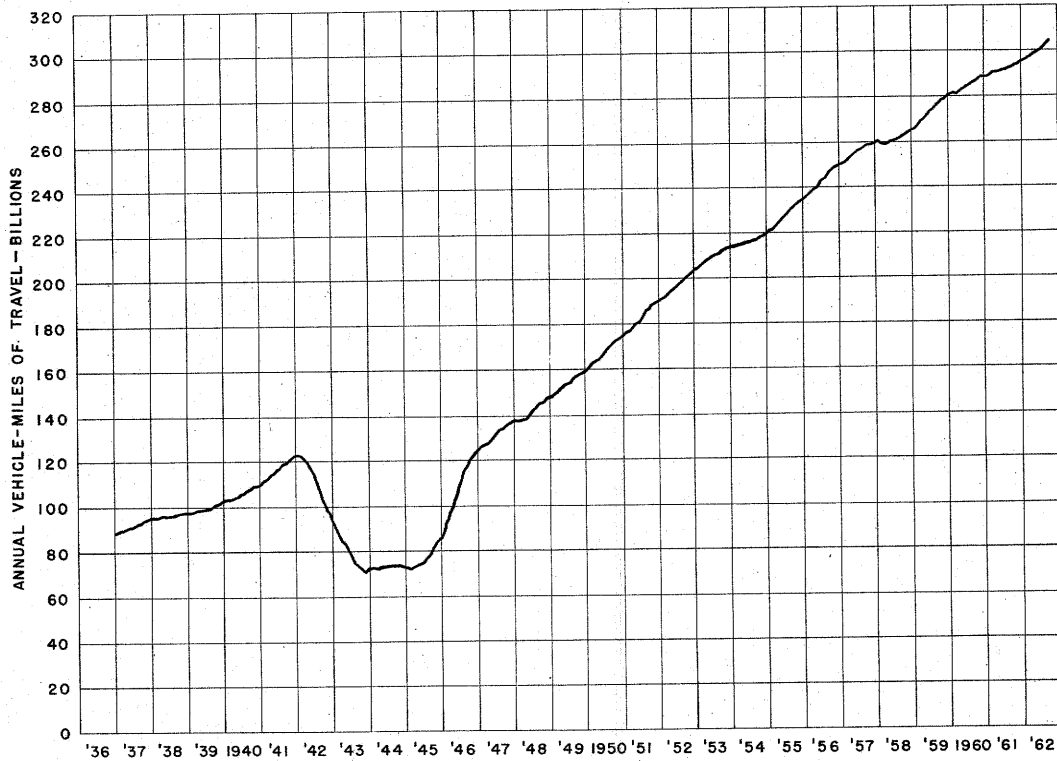


FIGURE 2--TRAVEL ON MAIN RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES

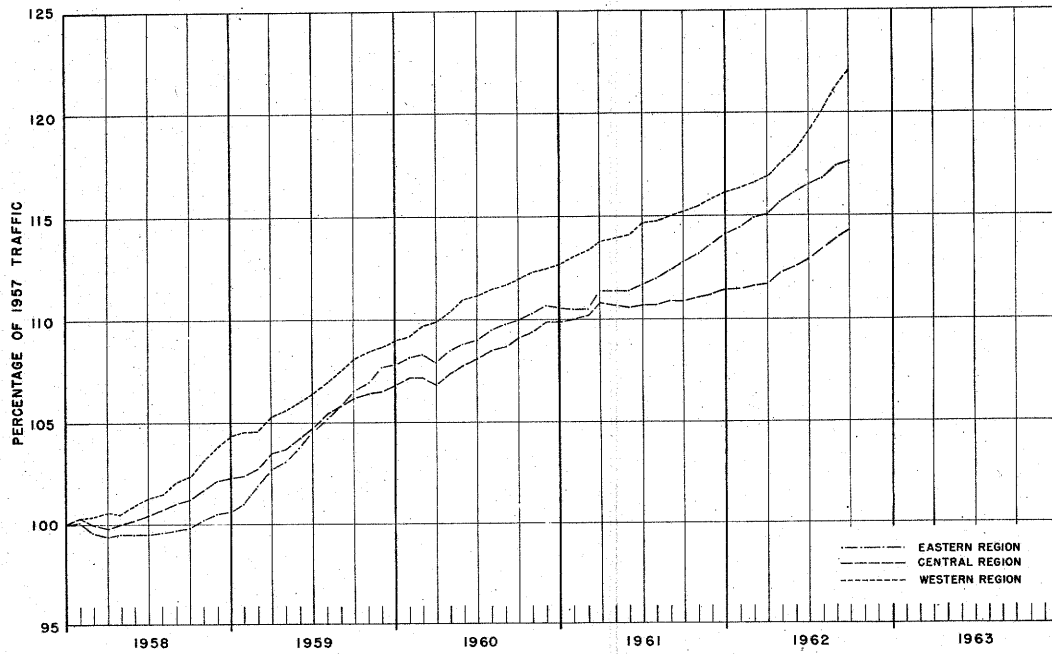


FIGURE 3 -- TRAVEL ON MAIN RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1957



Figure 1: A line graph showing a downward trend.

The data points for Figure 1 are as follows:

X-axis	Y-axis
1	95
2	85
3	75
4	65
5	55
6	45
7	35
8	25
9	15
10	5

The graph illustrates a clear negative correlation between the variables on the x and y axes.

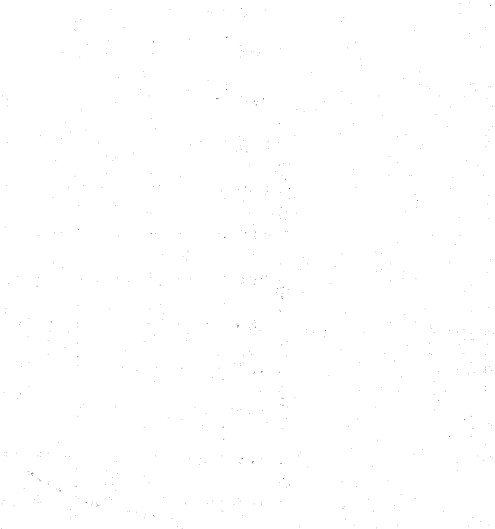


Figure 2: A line graph showing a downward trend.

The data points for Figure 2 are as follows:

X-axis	Y-axis
1	90
2	80
3	70
4	60
5	50
6	40
7	30
8	20
9	10
10	0

The graph illustrates a clear negative correlation between the variables on the x and y axes.

