

**FEDERAL WORKS AGENCY  
PUBLIC ROADS ADMINISTRATION  
WASHINGTON**

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Informational Memorandum No. 22

Date: November 30, 1942

Subject: Traffic volume trends.

A preliminary summary of the data for October 1942, from 498 automatic traffic recorders located in 42 States indicates traffic decreases as follows: In the rationed areas, 40 percent; in the unrationed areas, 24 percent as compared with traffic for October 1941.

**PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA  
FOR OCTOBER 1942, INCLUDING 498 STATIONS IN 42 STATES**

Type of highway and State	Number of stations	Total daily traffic October 1942	Percent decrease from 1/ October 1941	Type of highway and State	Number of stations	Total daily traffic October 1942	Percent decrease from 1/ October 1941
<b>STATE HIGHWAYS</b>				<b>STATE HIGHWAYS</b>			
Arizona	6	14,864	11.9	New Hampshire	7	5,472	48.4
Arkansas	22	19,063	31.9	New Mexico	10 <sup>4/</sup>	13,251*	17.4
Colorado	3 <sup>2/</sup>	2,186	16.0	New York	11 <sup>5/</sup>	30,349	38.6
Connecticut	17	57,425	40.4	North Carolina	5	7,939*	54.2
Delaware	4 <sup>3/</sup>	11,314	33.6	North Dakota	8	3,669	31.4
Florida	15	16,914*	39.1	Ohio	22	52,641	27.5
Georgia	6	7,873*	39.3	Oklahoma	20	37,093	19.9
Idaho	5	9,502	15.4	Oregon	2	4,906*	23.4
Illinois	3	1,857	27.2	Pennsylvania	29	54,937	34.3
Indiana	20	36,457	28.0	Rhode Island	3	5,347	39.6
Iowa	26	31,779	24.7	South Carolina	7	8,795	39.7
Kansas	10	11,743*	22.8	South Dakota	9 <sup>4/</sup>	7,894	16.0
Kentucky	14	24,181	27.5	Texas	40	88,092	20.4
Louisiana	7	17,129	36.1	Utah	6	9,457	11.1
Maine	3	2,033	38.4	Vermont	3	2,048*	38.8
Maryland	15 <sup>3/</sup>	38,309	36.4	Virginia	2	4,233	34.7
Massachusetts	9	29,256	42.6	Washington	10 <sup>4/</sup>	25,768	10.5
Michigan	24	68,150	26.9	West Virginia	10	16,966	36.0
Mississippi	9	13,945*	35.3	Wisconsin	9	23,399	20.7
Montana	12	8,736	19.7	Wyoming	2	1,667	24.9
Nebraska	11	13,388	13.7	<b>TOTAL</b>			
Nevada	11 <sup>4/</sup>	8,188	12.4	<b>42 STATES</b>	<b>467</b>	<b>848,220</b>	<b>29.8</b>

PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA  
FOR OCTOBER 1942, INCLUDING 498 STATIONS IN 42 STATES.  
(Continued)

Type of highway and State	Number of stations	Total daily traffic October 1942	Percent decrease <sup>1/</sup> from October 1941
<b>LOCAL HIGHWAYS</b>			
Connecticut	2	716	29.7
Delaware	1	254	19.4
Georgia	3	674*	1.9
Iowa	10	1,402	3.5
Kentucky	1	208	24.1
Maryland	1	271	24.1
Massachusetts	1	350	33.7
Michigan	2	802	19.8
Montana	2	390	25.0
Nebraska	1	184	+20.3
North Dakota	2	515	+44.3
Ohio	1	856	44.0
Oregon	1	265	13.1
Rhode Island	1	380	28.6
Wisconsin	2	455	22.8
Total - 15 States	31	7,722	19.7
<b>ALL HIGHWAYS</b>			
42 States	498	855,942	29.7
Rationed area <sup>6/</sup>	131	251,130	40.0
Unrationed area	367	604,812	24.3

\* Subject to revision.

<sup>1/</sup> Plus sign before percentage indicates increase.

<sup>2/</sup> Not including 2 stations affected by defense activities.

<sup>3/</sup> Not including 1 station affected by detour.

<sup>4/</sup> Not including 1 station affected by defense activities.

<sup>5/</sup> Not including 2 stations affected by detour.

<sup>6/</sup> Including eastern New York, Pennsylvania, West Virginia, Florida, and all other Atlantic seaboard States listed above.

A revised summary of traffic data for September covering 46 States and 545 stations is tabulated below.

Geographic division and State	Number of stations	Percent decrease from Sept. 1941 <sup>1/</sup>	Geographic division and State	Number of stations	Percent decrease from Sept. 1941 <sup>1/</sup>
<b>NEW ENGLAND</b>	48	45.5	<b>EAST SOUTH CENTRAL</b>	27	21.2
Connecticut	20	44.2	Kentucky	14	17.4
Maine	4	42.9	Mississippi	9	29.4
Massachusetts	10	46.8	Tennessee	4	15.1
New Hampshire	7	56.5	<b>WEST SOUTH CENTRAL</b>	83	24.7
Rhode Island	4	38.6	Arkansas	18	32.2
Vermont	3	48.6	Louisiana	7	39.4
<b>MIDDLE ATLANTIC</b>	44	38.4	Oklahoma	20	24.2
New Jersey	7	43.5	Texas	38	19.2
New York	8 <sup>2/</sup>	42.8	<b>MOUNTAIN</b>	56	16.1
Pennsylvania	29	33.9	Arizona	6	12.5
<b>SOUTH ATLANTIC</b>	82	39.5	Colorado	3 <sup>5/</sup>	+ 7.3
Delaware	5 <sup>3/</sup>	37.3	Idaho	5	19.4
Florida	15	37.2	Montana	13	14.2
Georgia	10	42.3	Nevada	11 <sup>4/</sup>	22.6
Maryland	16 <sup>3/</sup>	38.7	New Mexico	10 <sup>4/</sup>	22.5
North Carolina	18	46.0	Utah	6	19.4
South Carolina	5	38.1	Wyoming	2	27.4
Virginia	3	39.7	<b>PACIFIC</b>	24	16.1
West Virginia	10	31.6	California	9	19.9
<b>EAST NORTH CENTRAL</b>	79	22.1	Oregon	5	28.3
Illinois	5	23.9	Washington	10 <sup>4/</sup>	8.4
Indiana	19 <sup>3/</sup>	25.2	<b>TOTAL - 46 States</b>	545	29.9
Michigan	21	19.8			
Ohio	23	24.5	<b>RATIONED AREA <sup>6/</sup></b>	149	42.9
Wisconsin	11	16.7			
<b>WEST NORTH CENTRAL</b>	102	24.2	<b>UNRATIONED AREA</b>	396	22.7
Iowa	36	23.7			
Kansas	8	10.1	<b>STATE HIGHWAYS</b>	512	30.0
Missouri	27	28.7			
Nebraska	12	17.9	<b>LOCAL HIGHWAYS</b>	33	18.4
North Dakota	10	27.6			
South Dakota	9 <sup>4/</sup>	17.1			

<sup>1/</sup> Plus sign before percentage indicates increase.

<sup>2/</sup> Not including 2 stations affected by detour.

<sup>3/</sup> Not including 1 station affected by detour.

<sup>4/</sup> Not including 1 station affected by defense or military activities.

<sup>5/</sup> Not including 1 station affected by construction and military activities.

<sup>6/</sup> Including eastern New York, Pennsylvania, West Virginia, and Florida, and all other Atlantic seaboard States listed above.

The foregoing tabulations refer to traffic at representative points on the rural highway systems. In a number of additional points, most of which are at toll facilities, traffic data are tabulated below. These data are more representative of urban traffic. But since most of this traffic is toll paying, it is not strictly comparable with traffic on free highways, bridges, etc. Although traffic decreases on these facilities in the rationed areas generally exceed those in the unrationed areas, the differences are not so marked or so uniform as in the case of traffic on the rural highway system. In the urban areas truck and bus traffic decreases are usually much smaller than decreases in passenger car traffic, and in several instances, truck and bus traffic in October 1942, exceeds that in October 1941.

Traffic volume data for October 1942, by vehicle types, compared with similar information for October 1941. 1/

	Rationed area					
	October 1942			Percentage change from 1941		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses
23 toll facilities Maine to Florida	5,045,449	3,935,138	1,110,311	-24.2	-29.2	+1.2
Pennsylvania war production area	834,042	792,050	41,992	+15.9	+17.5	-7.6
24 toll facilities	5,879,491	4,727,188	1,152,303	-20.3	-24.2	+0.9
New York City tunnel	286,791	269,422	17,369	-31.4	-32.5	-7.7
14 stations in Washington, D. C. 2/	274,900	--	--	-22.4	--	--
Pennsylvania Turnpike 3/	107,376	76,652	30,724	-50.2	-58.3	-2.9
	Unrationed area					
5 toll facilities Eastern Canadian border	275,344	244,449	30,895	-22.1	-24.5	+3.2
25 toll facilities Ohio River and adjacent areas	1,246,526	1,052,816	193,710	-26.5	-26.9	-24.6
12 toll facilities Mississippi River and adjacent areas	807,007	680,607	126,400	-1.4	-2.3	+3.7
7 toll facilities Missouri River and adjacent areas	367,260	295,551	71,709	-10.9	-10.9	-11.1
Southwest area	31,251	29,345	1,906	+2.8	+2.8	+2.9
4 toll facilities West Coast area	223,572	192,289	31,283	+5.3	+2.3	+28.0
54 toll facilities	2,950,960	2,495,057	455,903	-16.3	-17.1	-11.6
6 facilities with total traffic only	307,371	--	--	-7.1	--	--

1/ Some specific locations in this table may not be disclosed for security reasons.

2/ Based on average weekday (Monday to Friday) for October.

3/ Approximately half of this highway is located in the unrationed area.

In certain war production areas traffic by all types of vehicles is greatly in excess of that of a year earlier; and in two instances the increases are more than 100 percent.

H. S. Fairbank, Chief,  
Division of Information.

A revised summary of traffic data for August covering 44 States and 507 stations is tabulated below. The figures differ little from those in the preliminary summary issued on September 28.

Geographic division and State	Number of stations	Percent decrease from Aug. 1941	Geographic division and State	Number of stations	Percent decrease from Aug. 1941
<b>NEW ENGLAND</b>	45	53.4	<b>EAST SOUTH CENTRAL</b>	26	24.7
Connecticut	20	52.8	Kentucky	14	19.5
Maine	4	57.0	Mississippi	9	34.3
Massachusetts	10	53.8	Tennessee	3	19.9
New Hampshire	2	71.2	<b>WEST SOUTH CENTRAL</b>	81	27.0
Rhode Island	4	43.5	Arkansas	17	37.1
Vermont	5	60.1	Louisiana	6	29.5
<b>MIDDLE ATLANTIC</b>	36	39.3	Oklahoma	20	27.6
New York	8	39.8	Texas	38	23.8
Pennsylvania	28	39.0	<b>MOUNTAIN</b>	56	23.6
<b>SOUTH ATLANTIC</b>	85	44.5	Arizona	6	12.4
Delaware	5	46.6	Colorado	3	3.6
Florida	15	43.7	Idaho	5	25.9
Georgia	11	43.5	Montana	13	26.2
Maryland	17	45.4	Nevada	10	31.0
North Carolina	19	47.1	New Mexico	10	30.5
South Carolina	4	48.8	Utah	6	26.5
Virginia	3	47.4	Wyoming	3	45.8
West Virginia	11	35.5	<b>PACIFIC</b>	26	21.6
<b>EAST NORTH CENTRAL</b>	75	28.6	California	10	25.9
Illinois	6	22.3	Oregon	5	37.4
Indiana	20	30.8	Washington	11	13.2
Michigan	20	29.2	<b>TOTAL - 44 States</b>	507	35.0
Ohio	18	27.7			
Wisconsin	11	27.8			
<b>WEST NORTH CENTRAL</b>	77	28.1	<b>RATIONED AREA</b>	142	48.6
Iowa	36	29.0			
Kansas	10	28.5	<b>UNRATIONED AREA</b>	365	27.1
Nebraska	12	25.3			
North Dakota	10	33.5	<b>STATE HIGHWAYS</b>	473	35.2
South Dakota	9	24.1			
			<b>LOCAL HIGHWAYS</b>	34	17.0

Additional traffic information, usually separated by the various types of vehicle may be obtained at a number of points and areas throughout the country. Many of these are toll facilities and, because of that fact, are not strictly comparable with traffic on free highways or other facilities. Much of the data in the following tabulation is from urban areas and more representative of urban traffic.

Traffic volume data in September 1942, by vehicle types, compared with similar information in September 1941

	Rationed area				Unrationed area				Percentage change from 1941			
	September 1941		September 1942		September 1941		September 1942		September 1941		September 1942	
	Total	Passenger cars	Commercial	Total	Passenger cars	Commercial	Total	Passenger cars	Commercial	Total	Passenger cars	Commercial
18 toll facilities Maine to Virginia	6,034,665	5,140,084	894,581	4,395,434	3,499,266	896,168	-27.2	-31.9	+0.2			
Facility in a Florida defense area	124,394	123,436	958	142,760	126,761	15,999 <sup>1/</sup>	+14.8	+2.7	+1570.0 <sup>1/</sup>			
19 toll facilities	6,159,059	5,263,520	895,539	4,538,194	3,626,027	912,167	-26.3	-31.1	+1.9			
9 stations in Washington, D. C.	4,500,276			3,442,824			-23.5					
Summer Tunnel, Boston, Mass.	604,492	558,829	45,663	480,814	438,540	42,274	-20.5	-21.5	-7.4			
Penn. Turnpike	256,472	225,943	30,529	125,775	95,068	30,707	-51.0	-56.9	+0.6			
Unrationed area												
Pensacola Bay Bridge, Fla.	27,741	25,415	2,326	23,559	19,364	4,195	-15.1	-23.8	+80.4			
Mississippi River Br. Baton Rouge, La.	150,173			118,862			-20.8					
16 toll bridges in Kentucky	699,424	577,961	121,463	514,333	426,343	87,990	-26.5	-26.2	-27.6			

1. Largely army vehicles.
2. Based on average weekday (Monday to Friday) for September.
3. Free vehicles not included because they were not segregated by type.
4. Approximately half of this highway is located in the unrationed area.