

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

INFORMATIONAL MEMORANDUM

DATE: FEBRUARY 28, 1947

SUBJECT: TRAFFIC VOLUME TRENDS

With the beginning of the new year, some changes are being made in the comparisons to be shown in these bulletins. Traffic estimates for each month during 1947 will be compared with those for the corresponding months in 1941, the high traffic year prior to the war; in 1943, the war year with the lowest traffic; and in 1946, the latest previous year. Estimates of the variation of urban traffic also will be given, using all available traffic data, including data for toll facilities within or immediately adjacent to urban areas for the use of which only nominal charges are made.

On the basis of preliminary figures, traffic during January 1947 was considerably higher than in any previous January. As the winter traffic figures are greatly affected by weather, this may have been due, in part, to exceptionally favorable driving conditions over much of the country. Increases were found on main highways, local roads, and city streets as follows:

	Percentage change from		
	1941	1943	1946
Main roads	+14.9	+89.2	+ 8.1
Local roads	+21.3	+91.0	+18.9
All rural roads	+16.7	+89.7	+11.1
City streets	+14.7	+74.4	+ 9.0
Average	+15.7	+81.4	+10.0

The changes in rural traffic volumes by geographic regions were as follows:

	Percentage change from		
	1941	1943	1946
Eastern regions	+11.6	+105.8	+17.9
Central regions	+14.6	+ 74.5	+ 5.7
Western regions	+34.3	+110.7	+14.7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY

PLANT INDUSTRY REPORT

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The following information was obtained from the records of the Bureau of Plant Industry, United States Department of Agriculture, during the year 1914. The information is given in the form of a list of plants which were introduced into the United States during the year 1914. The list is arranged in alphabetical order of the names of the plants. The names of the plants are given in full, and the names of the countries from which they were introduced are given in parentheses. The names of the persons who introduced the plants are given in parentheses after the names of the countries. The names of the persons who introduced the plants are given in parentheses after the names of the countries. The names of the persons who introduced the plants are given in parentheses after the names of the countries.

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Comparisons of January 1947 traffic in several cities collecting continuous data with that of January 1946 are as follows:

6 stations in Chicago, Illinois	+13.2 percent
3 stations in Columbus, Ohio	+ 6.0 percent
3 stations in Detroit, Michigan	-11.0 percent
1 station in Duluth, Minnesota	+ 8.4 percent
6 stations in St. Louis, Missouri	+16.6 percent
1 station in Santa Fe, New Mexico	+16.5 percent
13 stations in Washington, D. C.	+ 8.6 percent

H. S. FAIRBANK, DEPUTY COMMISSIONER,
PUBLIC ROADS ADMINISTRATION

Attachments

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Section 1
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Section 2
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TABLE 1.--PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR
JANUARY 1947 INCLUDING 590 STATIONS IN 43 STATES¹

Type of highway and State	Number of stations	Traffic volume percentage change from January 1946	Type of highway and State	Number of stations	Traffic volume percentage change from January 1946
<i>STATE HIGHWAYS</i>			<i>STATE HIGHWAYS</i>		
Alabama	8	+13.4	(Continued)		
Arizona	3	+19.5	Utah	10	+15.9
Arkansas	13	+ 5.3	Vermont	9	+14.6
California	6	+12.1	Washington	10	- 2.1
Colorado	5	+ 2.5	West Virginia	11	+15.0
Connecticut	16	+15.5	Wisconsin	9	+11.5
Delaware	5	+24.8	Wyoming	6	+13.8
Florida	19	+18.4			
Georgia	5	+14.6	<i>TOTAL - 43 STATES</i>	559	+ 8.1
Idaho	8	+13.1			
Illinois	6	+18.6	<i>LOCAL HIGHWAYS</i>		
Iowa	26	+20.9	Alabama	1	- 5.7
Kansas	14	+ 8.5	Connecticut	3	+24.5
Kentucky	9	+10.2	Delaware	2	+59.0
Louisiana	7	+ 6.0	Georgia	3	+16.9
Maine	10	+ 7.8	Iowa	8	+19.7
Maryland	17	+14.3	Maryland	1	+27.4
Massachusetts	9	+17.6	Michigan	2	+73.8
Michigan	26	+26.9	Missouri	2	+13.8
Minnesota	27	+26.4	Montana	2	+ 1.2
Mississippi	10	+19.4	Nebraska	1	-17.3
Missouri	25	+10.4	North Dakota	1	- 8.8
Montana	12	+10.8	Ohio	2	+24.7
Nebraska	11	+15.2	Oregon	1	+ 9.0
Nevada	16	+11.3	Rhode Island	1	+14.8
New Hampshire	14	+15.5	Wisconsin	1	+55.0
New Jersey	2	+43.2			
New Mexico	15	+ 9.7	<i>TOTAL - 15 STATES</i>	31	+18.9
North Carolina	20	+16.3			
North Dakota	9	+19.6	<i>ALL HIGHWAYS</i>		
Ohio	20	+ 9.9	<i>43 STATES</i>	590	+11.1
Oklahoma	20	+ 1.3			
Oregon	3	+ 5.7	<i>3 EASTERN REGIONS</i>	149	+17.9
Rhode Island	2	+21.7	<i>4 CENTRAL REGIONS</i>	344	+ 5.7
South Dakota	10	+19.9	<i>2 WESTERN REGIONS</i>	97	+14.7
Tennessee	3	- 6.6			
Texas	73	+ 5.8			

¹Includes all States except Indiana, New York, Pennsylvania, South Carolina, and Virginia.

TABLE 1.--PRELIMINARY SUMMARY OF AUTOMATED TRAFFIC RECORD DATA FOR JANUARY 1947 INCLUDING 200 STATIONS IN 48 STATES

Traffic volume percentage change from January 1946	Number of stations	Type of highway and State	Traffic volume percentage change from January 1946	Number of stations	Type of highway and State
+13.3	10	STATE HIGHWAYS (Continued)	+11.4	8	Alabama
+14.8	2	Idaho	+11.3	3	Arizona
-2.1	10	Washington	+10.5	13	Arkansas
+13.0	11	West Virginia	+11.1	2	California
+11.8	3	Wisconsin	+10.8	2	Colorado
+11.8	3	Wyoming	+10.3	13	Connecticut
		TOTAL - 48 STATES	+10.3	2	Delaware
+2.1	200		+10.3	10	Florida
		LOCAL HIGHWAYS	+11.1	3	Georgia
-3.7	1	Alabama	+11.0	3	Idaho
+24.3	2	Connecticut	+10.8	4	Illinois
+22.0	2	Delaware	+10.7	25	Iowa
+13.3	2	Georgia	+10.5	14	Kansas
+12.7	3	Iowa	+10.3	3	Kentucky
+27.4	1	Maryland	+10.2	7	Louisiana
+23.3	2	Michigan	+10.1	10	Maine
+13.8	2	Missouri	+10.0	17	Massachusetts
+1.2	3	Montana	+9.9	2	Massachusetts
-12.1	1	Nebraska	+9.8	23	Michigan
-8.8	1	North Dakota	+9.7	10	Minnesota
+24.7	1	Ohio	+9.6	10	Mississippi
+2.0	1	Oregon	+9.5	22	Missouri
+14.8	1	Rhode Island	+9.4	11	Montana
+22.0	1	Washington	+9.3	11	Nebraska
		TOTAL - 48 STATES	+9.3	15	Nevada
+13.0	21		+9.2	2	New Hampshire
		ALL HIGHWAYS	+9.1	12	New Jersey
+11.1	200	48 STATES	+9.0	25	New Mexico
		3 REGIONAL REGIONS	+8.9	25	North Carolina
+13.3	103	" " " "	+8.8	9	North Dakota
+2.7	204	" " " "	+8.7	20	Ohio
+12.7	23	" " " "	+8.6	20	Oklahoma
			+8.5	3	Oregon
			+8.4	2	Rhode Island
			+8.3	10	South Dakota
			+8.2	3	Tennessee
			+8.1	23	Texas

* Includes all States except Indiana, New York, Pennsylvania, South Carolina, and Virginia.

TABLE 2.--REVISED SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR
DECEMBER 1946 INCLUDING 618 STATIONS IN 46 STATES¹

Region and State	Number of stations	Percentage change from Dec. 1945	Region and State	Number of stations	Percentage change from Dec. 1945
NEW ENGLAND			EAST SOUTH CENTRAL		
Connecticut	19	+36.2	Alabama	9	+27.2
Maine	10	+21.3	Kentucky	11	+32.4
Massachusetts	8	+33.8	Mississippi	10	+29.3
New Hampshire	14	+44.0	Tennessee	3	+13.2
Rhode Island	2	+24.9	Subtotal	33	+27.9
Vermont	9	+27.3			
Subtotal	62	+34.1	WEST SOUTH CENTRAL		
MIDDLE ATLANTIC			Arkansas	8	+42.7
New Jersey	1	+43.8	Louisiana	8	+21.9
New York	2	+23.1	Oklahoma	20	+16.0
Pennsylvania	29	+33.7	Texas	73	+11.9
Subtotal	32	+32.5	Subtotal	109	+14.3
SOUTH ATLANTIC			MOUNTAIN		
Delaware	7	+45.8	Arizona	5	+20.6
Maryland	18	+30.5	Colorado	6	+17.6
Virginia	2	+12.3	Idaho	8	+22.3
West Virginia	11	+34.3	Montana	14	+26.2
Subtotal north portion	38	+32.4	Nevada	16	+17.8
Florida	19	+20.0	New Mexico	14	+12.1
Georgia	10	+31.9	Utah	10	+28.4
North Carolina	20	+29.6	Wyoming	6	+12.2
Subtotal south portion	49	+26.2	Subtotal	79	+19.3
Subtotal region	87	+29.2	PACIFIC		
EAST NORTH CENTRAL			California	7	+13.6
Illinois	6	+47.4	Oregon	5	+18.1
Indiana	22	+35.7	Washington	10	+15.5
Michigan	28	+38.0	Subtotal	22	+15.0
Ohio	21	+26.1			
Wisconsin	10	+32.6	TOTAL ALL STATES²	618	+28.5
Subtotal	87	+34.2			
WEST NORTH CENTRAL			STATE HIGHWAYS²	586	+26.9
Iowa	34	+42.9			
Kansas	13	+32.9	LOCAL HIGHWAYS	32	+33.0
Missouri	27	+31.1			
Nebraska	12	+33.6	3 EASTERN REGIONS	181	+32.3
North Dakota	11	+ 8.9	4 CENTRAL REGIONS	337	+32.1
South Dakota	10	+30.9	2 WESTERN REGIONS	100	+14.4
Subtotal	107	+33.5			

¹Combined State and local highways.

²Includes all States except the following: Minnesota and South Carolina.

Year	Month	Day	Event	Location	Remarks
1911	Jan	1	...	...	...
1911	Jan	2	...	...	...
1911	Jan	3	...	...	...
1911	Jan	4	...	...	...
1911	Jan	5	...	...	...
1911	Jan	6	...	...	...
1911	Jan	7	...	...	...
1911	Jan	8	...	...	...
1911	Jan	9	...	...	...
1911	Jan	10	...	...	...
1911	Jan	11	...	...	...
1911	Jan	12	...	...	...
1911	Jan	13	...	...	...
1911	Jan	14	...	...	...
1911	Jan	15	...	...	...
1911	Jan	16	...	...	...
1911	Jan	17	...	...	...
1911	Jan	18	...	...	...
1911	Jan	19	...	...	...
1911	Jan	20	...	...	...
1911	Jan	21	...	...	...
1911	Jan	22	...	...	...
1911	Jan	23	...	...	...
1911	Jan	24	...	...	...
1911	Jan	25
1911	Jan	26
1911	Jan	27
1911	Jan	28
1911	Jan	29
1911	Jan	30
1911	Jan	31

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TABLE 3.--NUMBER OF VEHICLES, CLASSIFIED BY TYPES, USING TOLL FACILITIES IN JANUARY 1947
COMPARED WITH THOSE IN JANUARY 1946 AND 1941.

Facilities	1947			Percentage change from 1946			Percentage change from 1941		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses
EASTERN REGIONS									
3 in the New England States	35,732	30,884	4,848	- 2.2	- 1.6	- 5.4	+12.0	+ 6.4	+68.4
17 in the Middle Atlantic States	9,129,759	7,761,422	1,368,337	+20.9	+21.5	+17.7	+42.4	+41.0	+50.8
Fleetwood Viaduct, Westchester County, New York	316,399	316,399	---	+23.3	+23.3	---	+16.0	+16.0	---
Pennsylvania Turnpike	140,679	99,947	40,732	+15.1	+ 7.9	+37.6	+44.2	+27.3	+114.3
4 in the South Atlantic States	289,964	222,323	67,641	+ 1.9	- 3.2	+23.1	+28.7	+27.3	+33.4
TOTAL - 26 facilities¹	9,912,533	8,430,975	1,481,558	+20.2	+20.5	+18.3	+40.8	+39.1	+51.1
TOTAL - 30 facilities	10,807,747	9,227,019	1,580,728	+20.1	+20.7	+17.0	---	---	---
CENTRAL REGIONS									
3 on the Great Lakes Canadian Border ²	157,068	143,394	13,674	+22.5	+22.7	+20.8	+103.9	+112.5	+43.2
1 in the Great Lakes Region	6,234	4,978	1,256	+13.1	+ 7.2	+44.2	+17.2	+10.8	+52.2
Subtotal - 4 facilities	163,302	148,372	14,930	+22.1	+22.1	+22.5	+98.3	+106.1	+43.9
5 on the Ohio River	401,045	330,199	70,846	+ 7.6	+ 7.3	+ 8.9	+20.8	+23.7	+ 8.8
1 in Kentucky	8,659	6,155	2,504	+15.3	+15.8	+14.0	+78.5	+74.1	+90.3
Subtotal - 6 facilities	409,704	336,354	73,350	+ 7.7	+ 7.4	+ 8.1	+21.6	+24.4	+10.4
7 on the Mississippi and St. Croix Rivers	422,341	353,159	69,382	+13.3	+10.5	+30.1	+43.7	+46.8	+29.6
St. Louis and North	94,367	72,511	21,856	+10.2	+ 9.6	+12.0	+54.3	+73.2	+13.4
3 on the Mississippi River south of St. Louis	516,908	425,670	91,238	+12.7	+10.3	+25.2	+45.5	+50.7	+25.3
Subtotal - 10 facilities	124,696	95,334	29,362	+ 9.6	+ 8.3	+14.0	+59.8	+67.6	+38.8
2 on the Missouri River	3,391	2,716	675	+13.8	+13.4	+15.4	+ 9.8	+18.3	+85.2
2 in the Missouri River area	128,087	98,050	30,037	+ 9.7	+ 8.4	+14.0	+57.9	+65.7	+36.8
Subtotal - 4 facilities	18,735	17,845	890	+11.1	+10.8	+16.3	+115.4	+110.3	+321.8
1 on the Mexican Border	1,236,736	1,026,291	210,445	+11.8	+10.7	+17.3	+43.1	+48.2	+22.5
TOTAL - 25 facilities¹	1,431,265	1,180,943	250,322	+10.6	+10.0	+13.2	---	---	---
TOTAL - 30 facilities	1,431,265	1,180,943	250,322	+10.6	+10.0	+13.2	---	---	---
WESTERN REGIONS									
2 in California	2,441,600	2,191,283	250,317	+ 4.1	+ 2.7	+18.8	+51.5	+46.8	+110.3
4 in the Oregon-Washington area	280,502	243,271	37,231	+ 2.1	+ 1.5	+ 6.1	+131.1	+126.5	+165.9
TOTAL - 6 facilities	2,722,102	2,434,554	287,548	+ 3.9	+ 2.6	+16.9	+57.1	+52.2	+116.2
UNITED STATES									
TOTAL - 57 facilities¹	13,871,371	11,891,820	1,979,551	+15.8	+15.5	+18.0	+43.9	+42.4	+54.1
TOTAL - 66 facilities	14,961,114	12,842,516	2,118,598	+15.9	+15.8	+16.5	---	---	---

¹These facilities have comparative data for 1947, 1946, and 1941 and are included in the larger total below.

²One of these facilities is in Western New York and therefore is related to similar facilities in the central States.

STATE OF TEXAS
COMMISSIONERS OF THE GENERAL LAND OFFICE

Tract No.	Section	Range	County	Acres	Original Grantee	Subsequent Grantee	Remarks
1001	1	10N	10W	36.00	John Smith	John Smith	
1002	2	10N	10W	36.00	John Smith	John Smith	
1003	3	10N	10W	36.00	John Smith	John Smith	
1004	4	10N	10W	36.00	John Smith	John Smith	
1005	5	10N	10W	36.00	John Smith	John Smith	
1006	6	10N	10W	36.00	John Smith	John Smith	
1007	7	10N	10W	36.00	John Smith	John Smith	
1008	8	10N	10W	36.00	John Smith	John Smith	
1009	9	10N	10W	36.00	John Smith	John Smith	
1010	10	10N	10W	36.00	John Smith	John Smith	
1011	11	10N	10W	36.00	John Smith	John Smith	
1012	12	10N	10W	36.00	John Smith	John Smith	
1013	13	10N	10W	36.00	John Smith	John Smith	
1014	14	10N	10W	36.00	John Smith	John Smith	
1015	15	10N	10W	36.00	John Smith	John Smith	
1016	16	10N	10W	36.00	John Smith	John Smith	
1017	17	10N	10W	36.00	John Smith	John Smith	
1018	18	10N	10W	36.00	John Smith	John Smith	
1019	19	10N	10W	36.00	John Smith	John Smith	
1020	20	10N	10W	36.00	John Smith	John Smith	
1021	21	10N	10W	36.00	John Smith	John Smith	
1022	22	10N	10W	36.00	John Smith	John Smith	
1023	23	10N	10W	36.00	John Smith	John Smith	
1024	24	10N	10W	36.00	John Smith	John Smith	
1025	25	10N	10W	36.00	John Smith	John Smith	
1026	26	10N	10W	36.00	John Smith	John Smith	
1027	27	10N	10W	36.00	John Smith	John Smith	
1028	28	10N	10W	36.00	John Smith	John Smith	
1029	29	10N	10W	36.00	John Smith	John Smith	
1030	30	10N	10W	36.00	John Smith	John Smith	
1031	31	10N	10W	36.00	John Smith	John Smith	
1032	32	10N	10W	36.00	John Smith	John Smith	
1033	33	10N	10W	36.00	John Smith	John Smith	
1034	34	10N	10W	36.00	John Smith	John Smith	
1035	35	10N	10W	36.00	John Smith	John Smith	
1036	36	10N	10W	36.00	John Smith	John Smith	
1037	37	10N	10W	36.00	John Smith	John Smith	
1038	38	10N	10W	36.00	John Smith	John Smith	
1039	39	10N	10W	36.00	John Smith	John Smith	
1040	40	10N	10W	36.00	John Smith	John Smith	
1041	41	10N	10W	36.00	John Smith	John Smith	
1042	42	10N	10W	36.00	John Smith	John Smith	
1043	43	10N	10W	36.00	John Smith	John Smith	
1044	44	10N	10W	36.00	John Smith	John Smith	
1045	45	10N	10W	36.00	John Smith	John Smith	
1046	46	10N	10W	36.00	John Smith	John Smith	
1047	47	10N	10W	36.00	John Smith	John Smith	
1048	48	10N	10W	36.00	John Smith	John Smith	
1049	49	10N	10W	36.00	John Smith	John Smith	
1050	50	10N	10W	36.00	John Smith	John Smith	

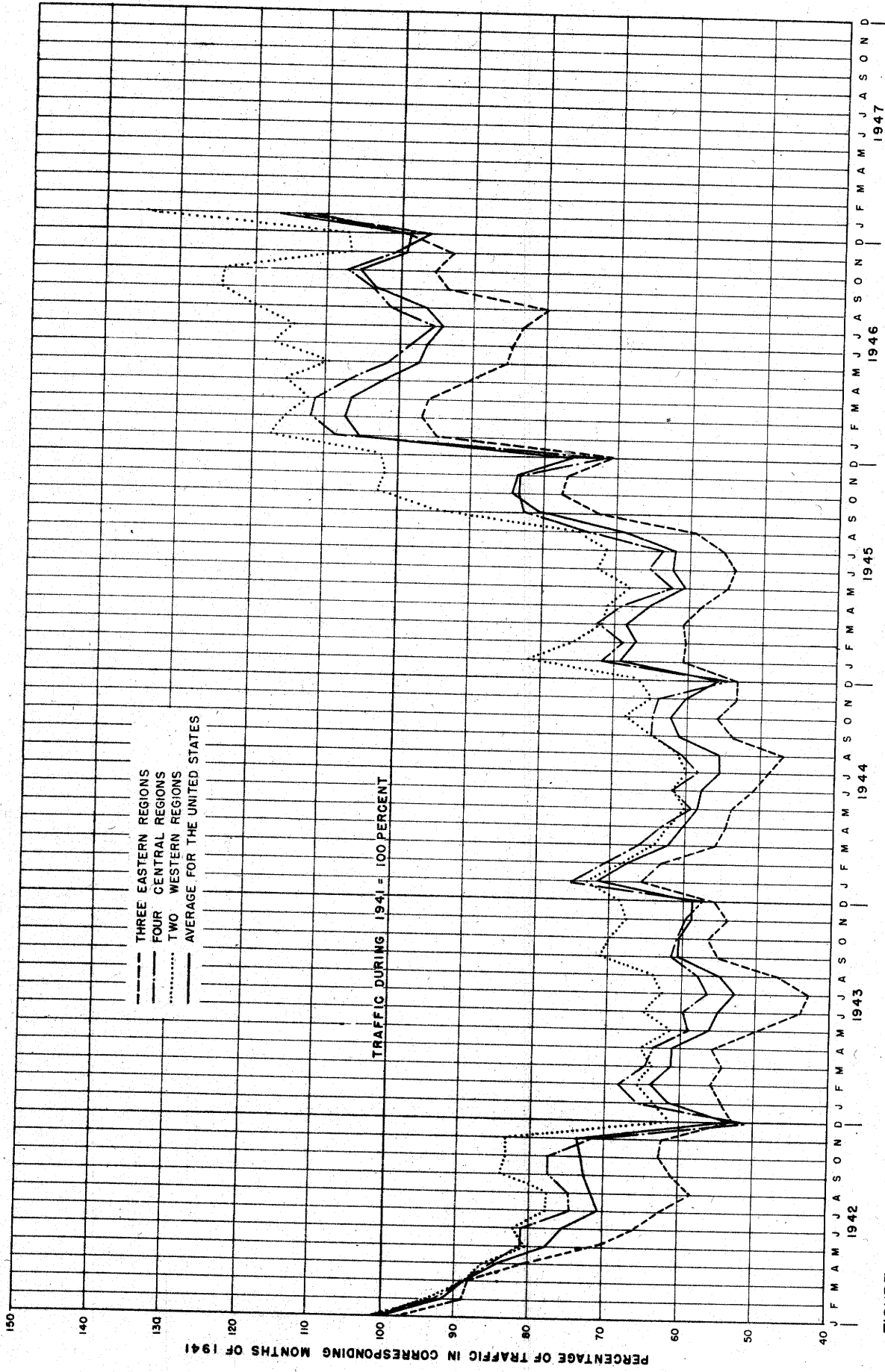
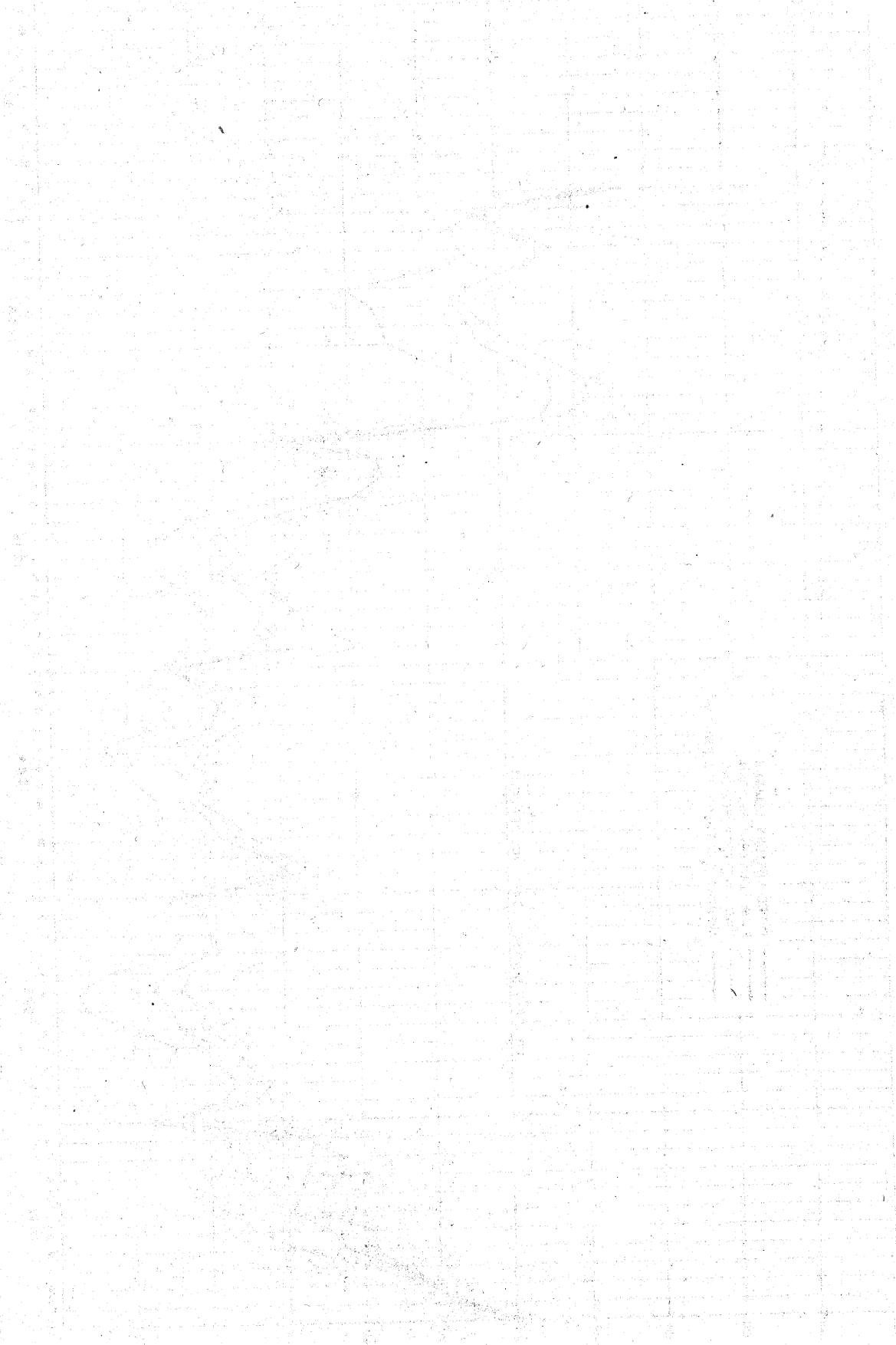
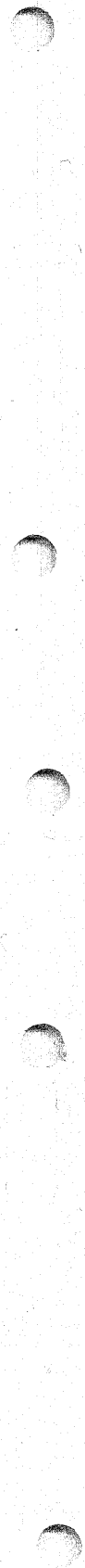


FIGURE 1 — PERCENTAGE RELATIONS OF RURAL TRAFFIC BY MONTHS IN 1942 TO 1947 WITH THAT IN CORRESPONDING MONTHS OF 1941

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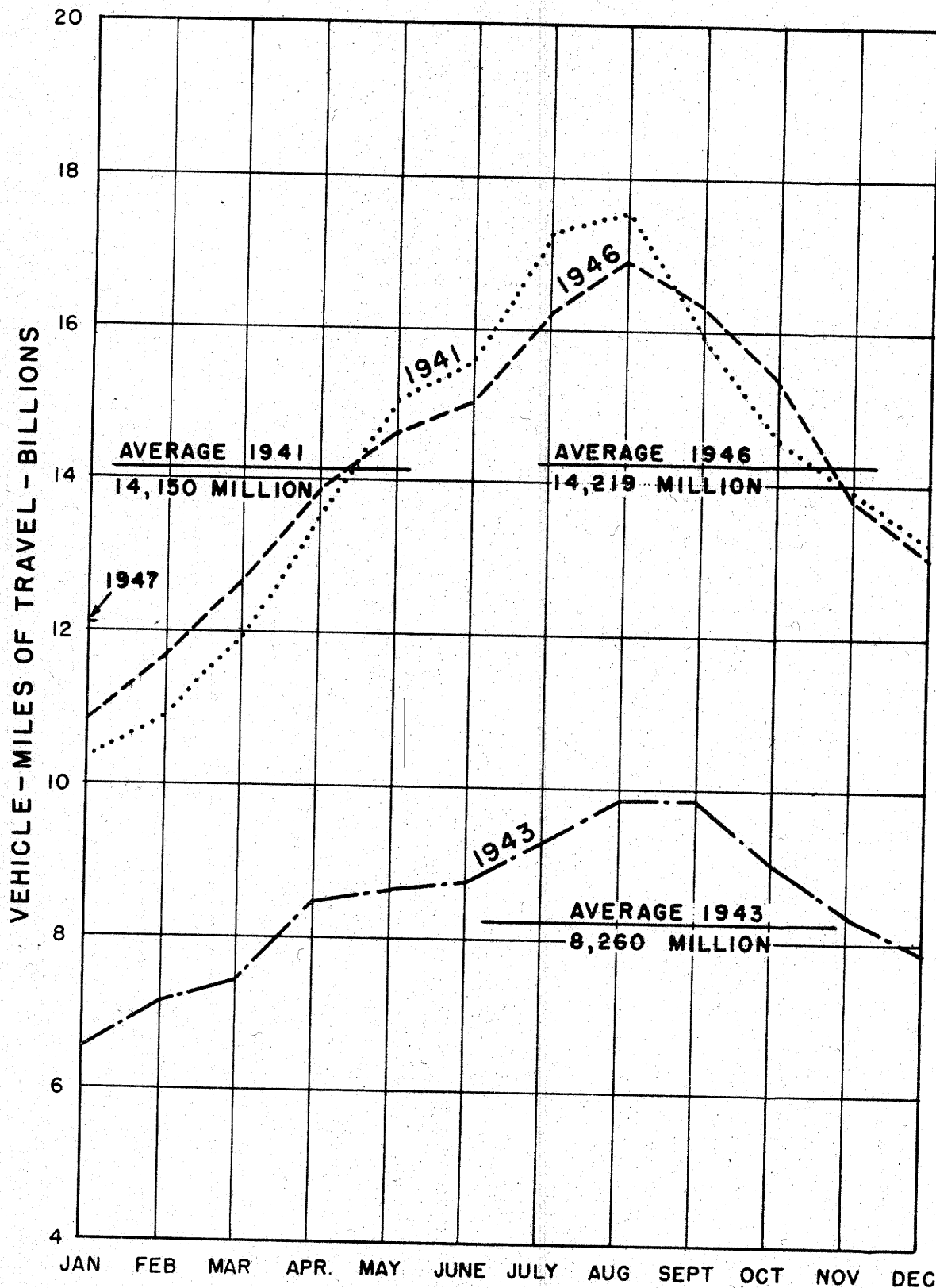
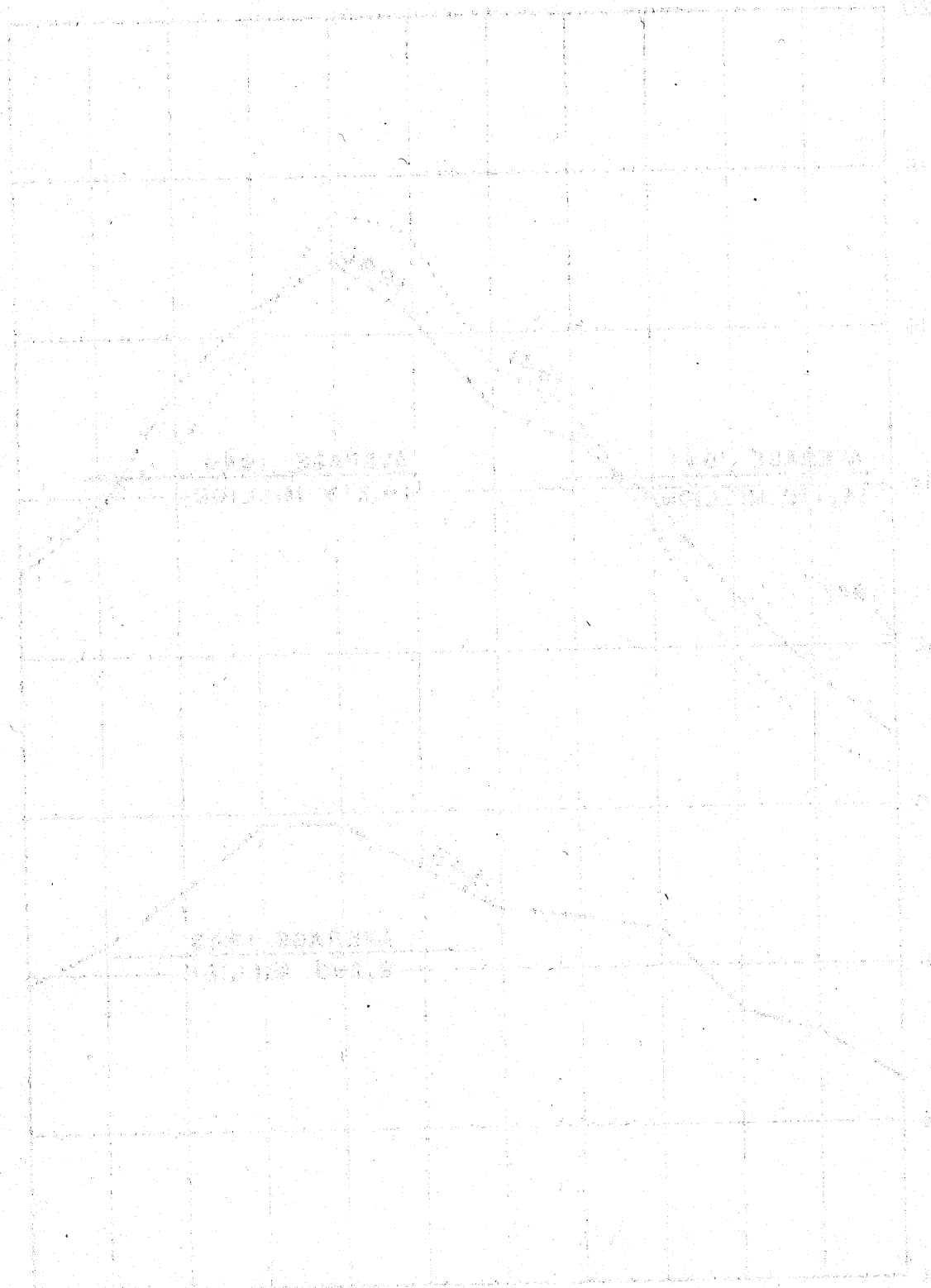


FIGURE 2 - VEHICLE - MILES OF TRAVEL ON ALL RURAL ROADS IN 1941, 1943, 1946 AND 1947



THE Y-AXIS IS IN MILLIONS OF VEHICLE-MILES TRAVELLED

FIGURE 2 - VEHICLE-MILES OF TRAVEL ON ALL RURAL ROADS IN 1950, 1955, 1960 AND 1965