

*Mr Hitchcock*

PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY  
WASHINGTON 25, D. C.

INFORMATIONAL MEMORANDUM NO. 61

DATE: MARCH 31, 1944

SUBJECT: TRAFFIC VOLUME TRENDS

To fill a long-felt need, a chart is added to this issue of the traffic volume trends (figure 1) which shows the variation of traffic on all rural roads by months. Monthly indices of traffic were calculated for each year from 1941 to 1943, inclusive, from the automatic traffic recorder data, and these indices were used in distributing the estimated total traffic for each year. The estimates for January and February of 1944 were obtained by increasing the estimated volumes for the corresponding months in 1943 by the increases in total traffic for these two months which were indicated by the traffic recorder data collected in these periods.

The curves in figure 1 indicate the growth of traffic which occurred between 1940 and 1941 and the all-time peak in traffic which occurred in the latter year. Traffic continued to increase slightly in January of 1942, but in February of that year the effects of restrictive regulations were felt and traffic fell below the estimate for February of the previous year. The effects of restrictions in the succeeding months are clearly indicated, especially the drop which occurred in December 1942 when gasoline rationing became Nation-wide. The curves indicate that, at present, traffic is recovering slightly, but a portion of this apparent increase may be due to the unusually mild weather conditions which have been prevalent over a large portion of the country in recent months. The amount of traffic in the succeeding months of this year will depend on the amount of available gasoline and probably will not exceed 1943 figures.

Comparisons of city street traffic in February 1944 with that in February 1943 are as follows:

12 stations in Washington, D. C.	+8.1
3 stations in Detroit, Michigan	+4.8

Columns have been added to table 3 to show the portion of total traffic which is military. Data have been received from the toll facility operators which are believed to be complete. It is possible, however, that a small portion of this type of traffic was not segregated from other traffic and hence was not reported. The information tabulated is the best available, and it is believed that any possible errors would not affect appreciably the relationships which are indicated by the available data.

Attachments.

H. S. FAIRBANK, DEPUTY COMMISSIONER  
PUBLIC ROADS ADMINISTRATION

CONFIDENTIAL - SECURITY INFORMATION

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The following information was obtained from a review of the records of the [redacted] and is being provided to you for your information. The information is being provided to you in confidence and is not to be disseminated outside of your agency without the express written consent of the [redacted].

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TABLE 1.--PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR FEBRUARY 1944  
INCLUDING 548 STATIONS IN 41 STATES<sup>1</sup>

Type of highway and State	Number of stations	Percent change from February 1943	Type of highway and State	Number of stations	Percent change from February 1943
<i>STATE HIGHWAYS</i>			<i>STATE HIGHWAYS (Continued)</i>		
Alabama	8	+ 9.3	Washington	9	+ 2.3
Arizona	5	+ 4.5	West Virginia	11	+ 6.8
Arkansas	21	- 6.3	Wisconsin	9	+ 4.5
California	9	+13.9	Wyoming	3	-12.3
Colorado	6	- 7.9			
Connecticut	18	+21.7	<i>TOTAL - 41 STATES</i>	513	+ 6.7
Delaware	4	- 5.2	<i>LOCAL HIGHWAYS</i>		
Georgia	4	+18.1	Alabama	1	- 4.9
Idaho	6	+ 8.1	Connecticut	3	+11.9
Illinois	3	-10.2	Georgia	4	+ 2.1
Indiana	21	+ 1.3	Indiana	2	- 5.1
Iowa	26	- 6.3	Iowa	9	- 7.4
Kentucky	12	+ 1.2	Maryland	1	+19.1
Louisiana <sup>2</sup>	8	+24.1	Massachusetts	1	+49.4
Maine	11	+15.7	Michigan	2	+26.0
Maryland	16	+14.7	Montana	2	+16.3
Massachusetts	8	+19.2	North Dakota	2	+42.2
Michigan	26	- 2.2	Ohio	3	- 1.9
Mississippi	10	+12.4	Oregon	1	+ 9.9
Montana	12	+ 1.0	Tennessee	2	- 9.6
New Hampshire	8	+16.4	Wisconsin	2	+ 4.1
New Mexico <sup>2</sup>	13	+12.4			
New York	7	+14.8	<i>TOTAL - 14 STATES</i>	35	+10.8
North Carolina	20	+14.8	<i>ALL HIGHWAYS - 41 STATES</i>		
North Dakota	9	+25.9		548	+ 7.9
Ohio	24	0.0	<i>3 EASTERN REGIONS</i>		
Oklahoma	20	- 2.9		170	+13.5
Oregon	2	- 2.8	<i>4 CENTRAL REGIONS</i>		
Pennsylvania	30	+11.4		303	+ 1.5
Rhode Island	3	+17.5	<i>2 WESTERN REGIONS</i>		
South Carolina	9	+24.1		75	+ 6.0
South Dakota	10	+ 2.2			
Tennessee <sup>2</sup>	3	+42.6			
Texas	70	+ 2.1			
Utah	7	- 4.2			
Vermont	7	+ 8.0			
Virginia	5	- 1.1			

1 Includes all States except the following: Florida, Kansas, Minnesota, Missouri, Nebraska, Nevada, and New Jersey.

2 Abnormal conditions in 1944 affect 3 counts in the following States: Louisiana, excluding station 23 the increase is 10.1 percent. Tennessee, excluding station 6 the increase is 21.2 percent; New Mexico, excluding station 3 the increase is 7.5 percent.



TABLE 2.--REVISED SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR JANUARY 1944  
INCLUDING 629 STATIONS IN 46 STATES<sup>1</sup>

Region and State	Number of stations	Percent change from Jan. 1943	Region and State	Number of stations	Percent change from Jan. 1943
<i>NEW ENGLAND</i>			<i>EAST SOUTH CENTRAL</i>		
Connecticut	21	+23.8	Alabama	8	+11.1
Maine	11	+21.4	Kentucky	13	+10.5
Massachusetts	9	+23.0	Mississippi	10	+26.7
New Hampshire	11	+26.8	Tennessee <sup>2</sup>	3	+50.9
Rhode Island	4	+22.4	<i>Subtotal</i>	34	+19.8
Vermont	7	+11.9	<i>WEST SOUTH CENTRAL</i>		
<i>Subtotal</i>	63	+22.7	Arkansas	20	- 1.8
<i>MIDDLE ATLANTIC</i>			Louisiana <sup>2</sup>	8	+51.8
New York	12	+26.6	Oklahoma	20	- 1.2
Pennsylvania	30	+24.2	Texas	69	+ 6.7
<i>Subtotal</i>	42	+25.1	<i>Subtotal</i>	117+	+ 9.0
<i>SOUTH ATLANTIC</i>			<i>MOUNTAIN</i>		
Delaware	4	+ 1.0	Arizona	4	+11.7
Maryland	17	+26.0	Colorado	6	- 4.5
Virginia	4	- 4.4	Idaho	7	+19.8
West Virginia	11	+25.4	Montana	13	+37.8
<i>Subtotal north portion</i>	36	+17.3	Nevada <sup>2</sup>	13	-37.7
Florida	19	+27.7	New Mexico	13	+ 7.2
Georgia	9	+23.4	Utah	6	- 3.6
North Carolina	19	+26.0	Wyoming	4	+ 1.9
South Carolina <sup>2</sup>	6	+43.5	<i>Subtotal</i>	66	- 0.7
<i>Subtotal south portion</i>	53	+28.0	<i>PACIFIC</i>		
<i>Subtotal region</i>	89	+23.3	California	10	+16.1
<i>EAST NORTH CENTRAL</i>			Oregon	4	+19.9
Illinois	4	+ 2.2	Washington	9	+22.6
Indiana	23	+16.0	<i>Subtotal</i>	23	+18.8
Michigan	28	+12.9	<i>TOTAL 46 STATES</i> <sup>1</sup>	629	+16.9
Ohio	24	+ 7.4	<i>STATE HIGHWAYS</i> <sup>1</sup>	591	+15.7
Wisconsin	11	+27.2	<i>LOCAL HIGHWAYS</i>	38	+20.1
<i>Subtotal</i>	90	+13.1	<i>3 EASTERN REGIONS</i>	194	+23.9
<i>WEST NORTH CENTRAL</i>			<i>4 CENTRAL REGIONS</i>	346	+12.6
Iowa	36	+16.7	<i>2 WESTERN REGIONS</i>	89	+12.1
Kansas	9	+10.4			
Missouri	26	+ 2.0			
Nebraska	12	+18.7			
North Dakota	12	+53.7			
South Dakota	10	+35.5			
<i>Subtotal</i>	105	+11.8			

1 Includes all States except Minnesota and New Jersey.

2 Abnormal conditions in 1943 or 1944 affected 4 counts in the following States: Louisiana excluding station 23 the increase is 14.3 percent; Nevada excluding station 10 the decrease is 10.0 Percent; South Carolina excluding station 101 the increase is 35.0 percent; Tennessee excluding station 6 the increase is 23.3 percent.

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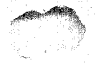


TABLE 3.--NUMBER OF VEHICLES, CLASSIFIED BY TYPES, USING TOLL FACILITIES IN FEBRUARY 1944 COMPARED WITH THOSE IN FEBRUARY 1943 AND 1941

Facilities	February 1944				Percentage change from 1943				Percentage change from 1941			
	Total	Passenger cars	Trucks and busses	Military	Total	Passenger cars	Trucks and busses	Military	Total	Passenger cars	Trucks and busses	Military
<i>3 eastern regions</i>												
3 in the New England States	23,197	20,572	2,625		+ 3.3	+ 4.5	- 5.0		-16.0	-17.9	+ 3.2	
12 in the Middle Atlantic States	3,375,961	2,601,803	774,158		+ 38.6	+ 53.1	+ 5.1		-12.1	-17.3	+10.9	
7 in the South Atlantic States	380,938	296,620	74,537	9,781	+ 23.0	+ 30.8	+ 0.6	+ 9.0	- 7.5	-14.2	+12.8	Inf.
<b>TOTAL - 22 FACILITIES IN THE EASTERN STATES</b>	<b>3,780,096</b>	<b>2,918,995</b>	<b>851,320</b>	<b>9,781</b>	<b>+ 36.6</b>	<b>+ 50.0</b>	<b>+ 4.6</b>	<b>+ 9.0</b>	<b>-11.7</b>	<b>-17.0</b>	<b>+11.0</b>	<b>Inf.</b>
<i>Miscellaneous not included above:</i>												
Fleetwood Viaduct, Westchester County, New York	103,188	103,188	--		+119.5	+119.5	--		-65.2	-65.2	--	
Pennsylvania Turnpike	64,289	40,568	23,721		+ 29.0	+ 52.7	+ 1.9		-25.9	-39.6	+21.1	
<i>4 central regions and 2 western regions</i>												
6 on the Great Lakes Canadian Border <sup>1</sup>	205,491	169,266	36,225		+ 40.1	+ 42.7	+28.9		+14.4	+ 9.6	+43.9	
2 in the Great Lakes Region	41,796	23,875	17,558	363	+ 12.6	- 1.5	+37.6	+188.1	-27.1	-35.8	-12.9	Inf.
<i>Subtotal - 8 facilities</i>	<i>247,287</i>	<i>193,141</i>	<i>53,783</i>	<i>363</i>	<i>+ 34.5</i>	<i>+ 35.2</i>	<i>+31.6</i>	<i>+188.1</i>	<i>+ 4.3</i>	<i>+ 0.8</i>	<i>+18.6</i>	<i>Inf.</i>
7 on the Ohio River <sup>2</sup>	564,129	469,469	94,543	117	- 0.2	- 1.7	+ 7.9	- 6.4	- 7.1	- 6.7	- 9.3	+277.4
9 in Kentucky	105,451	81,918	23,533		+ 16.9	+ 18.7	+11.3		+ 7.1	+ 3.8	+20.4	
<i>Subtotal - 16 facilities</i>	<i>669,580</i>	<i>551,387</i>	<i>118,076</i>	<i>117</i>	<i>+ 2.1</i>	<i>+ 0.9</i>	<i>+ 8.6</i>	<i>- 6.4</i>	<i>- 5.1</i>	<i>- 5.3</i>	<i>- 4.6</i>	<i>+277.4</i>
10 on the Mississippi and St. Croix Rivers, St. Louis and north	797,019	600,260	196,759		- 12.0	- 14.7	- 2.7		-19.8	-20.9	-16.0	
3 on the Mississippi River south of St. Louis	58,445	42,020	16,119	306	+ 26.6	+ 40.2	+ 4.6	- 60.4	-11.0	-10.5	- 8.6	- 71.8
<i>Subtotal - 13 facilities</i>	<i>855,464</i>	<i>642,280</i>	<i>212,878</i>	<i>306</i>	<i>- 10.1</i>	<i>- 12.4</i>	<i>- 2.2</i>	<i>- 60.4</i>	<i>-19.2</i>	<i>-20.3</i>	<i>-15.5</i>	<i>-71.8</i>
2 on the Missouri River	164,679	128,182	36,497		+ 1.6	- 0.4	+ 9.4		-16.4	-19.4	- 4.1	
2 in the Missouri River area	1,929	1,485	348	96	+ 7.8	+ 2.1	+ 5.8	+540.0	-28.7	-31.6	-34.7	Inf.
<i>Subtotal - 4 facilities</i>	<i>166,608</i>	<i>129,667</i>	<i>36,845</i>	<i>96</i>	<i>+ 1.6</i>	<i>- 0.4</i>	<i>+ 9.3</i>	<i>+540.0</i>	<i>-16.6</i>	<i>-19.5</i>	<i>- 4.5</i>	<i>Inf.</i>
4 in California	1,845,792	1,615,711	230,081		+ 4.4	+ 4.1	+ 6.1		+ 3.2	- 2.1	+66.2	
3 in the Oregon-Washington area	152,251	127,220	25,007	24	+ 12.0	+ 13.2	+ 6.6	- 57.9	+25.2	+17.1	+93.9	Inf.
<i>Subtotal - 7 facilities</i>	<i>1,998,043</i>	<i>1,742,931</i>	<i>255,088</i>	<i>24</i>	<i>+ 4.9</i>	<i>+ 4.7</i>	<i>+ 6.2</i>	<i>- 57.9</i>	<i>+ 4.6</i>	<i>- 0.9</i>	<i>+68.6</i>	<i>Inf.</i>
<b>TOTAL - 48 FACILITIES<sup>3</sup></b>	<b>3,936,982</b>	<b>3,259,406</b>	<b>676,670</b>	<b>906</b>	<b>+ 2.0</b>	<b>+ 1.3</b>	<b>+ 5.5</b>	<b>- 17.3</b>	<b>- 4.3</b>	<b>- 6.9</b>	<b>+10.7</b>	<b>- 18.7</b>
<b>TOTAL - 52 FACILITIES</b>	<b>4,093,636</b>	<b>3,393,878</b>	<b>698,852</b>	<b>906</b>	<b>+ 2.4</b>	<b>+ 1.8</b>	<b>+ 5.4</b>	<b>- 17.3</b>				
4 reporting only total traffic	134,423				+ 16.6							

1 Three of the facilities are in western New York and therefore are related to similar facilities in the Central States.  
2 Four of the facilities are between Ohio and West Virginia.  
3 These facilities have comparative data for 1944, 1943 and 1941 and are included in the 52 facilities.

MEMORANDUM FOR THE RECORD

DATE: 10/15/54  
SUBJECT: [Illegible]

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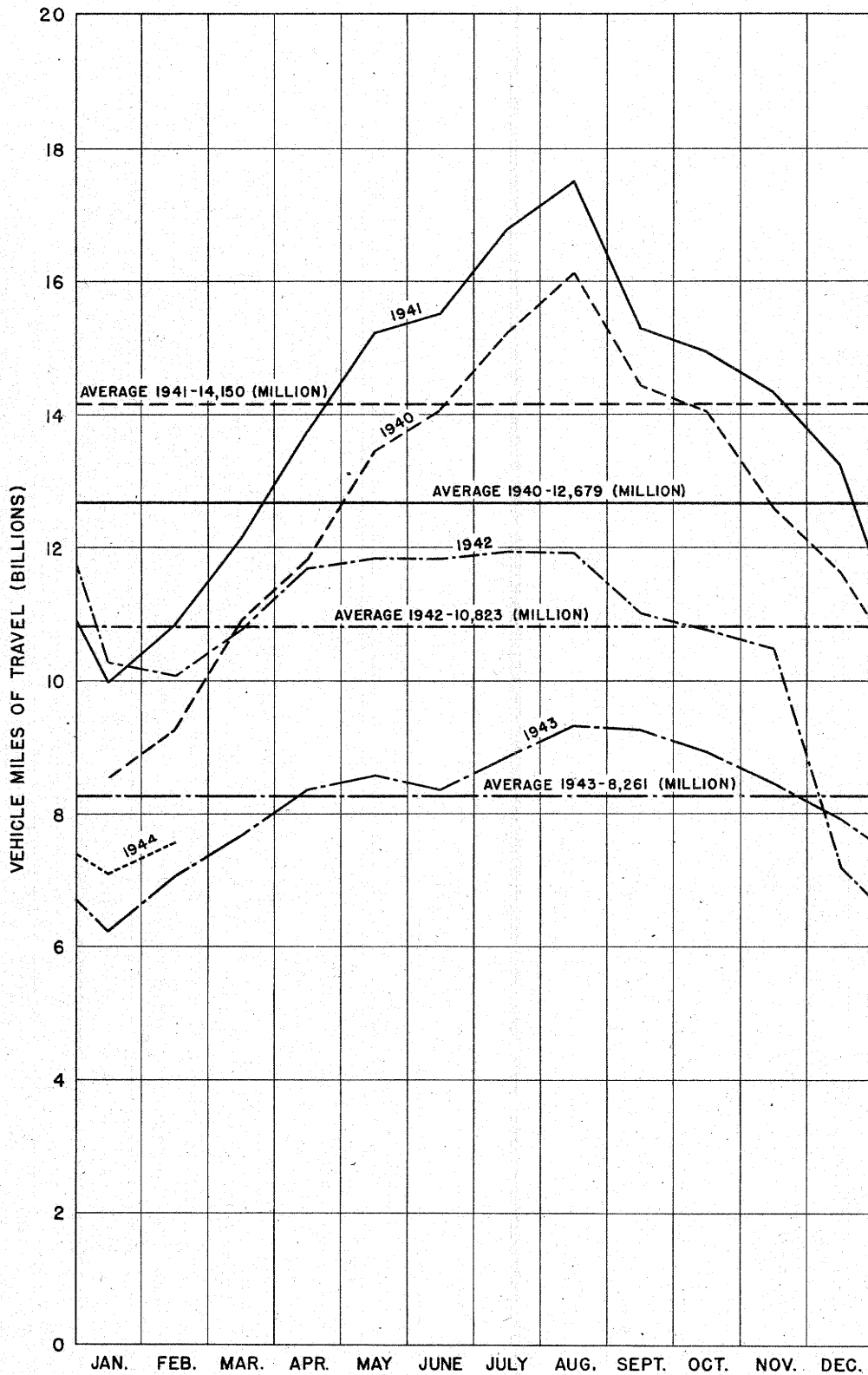
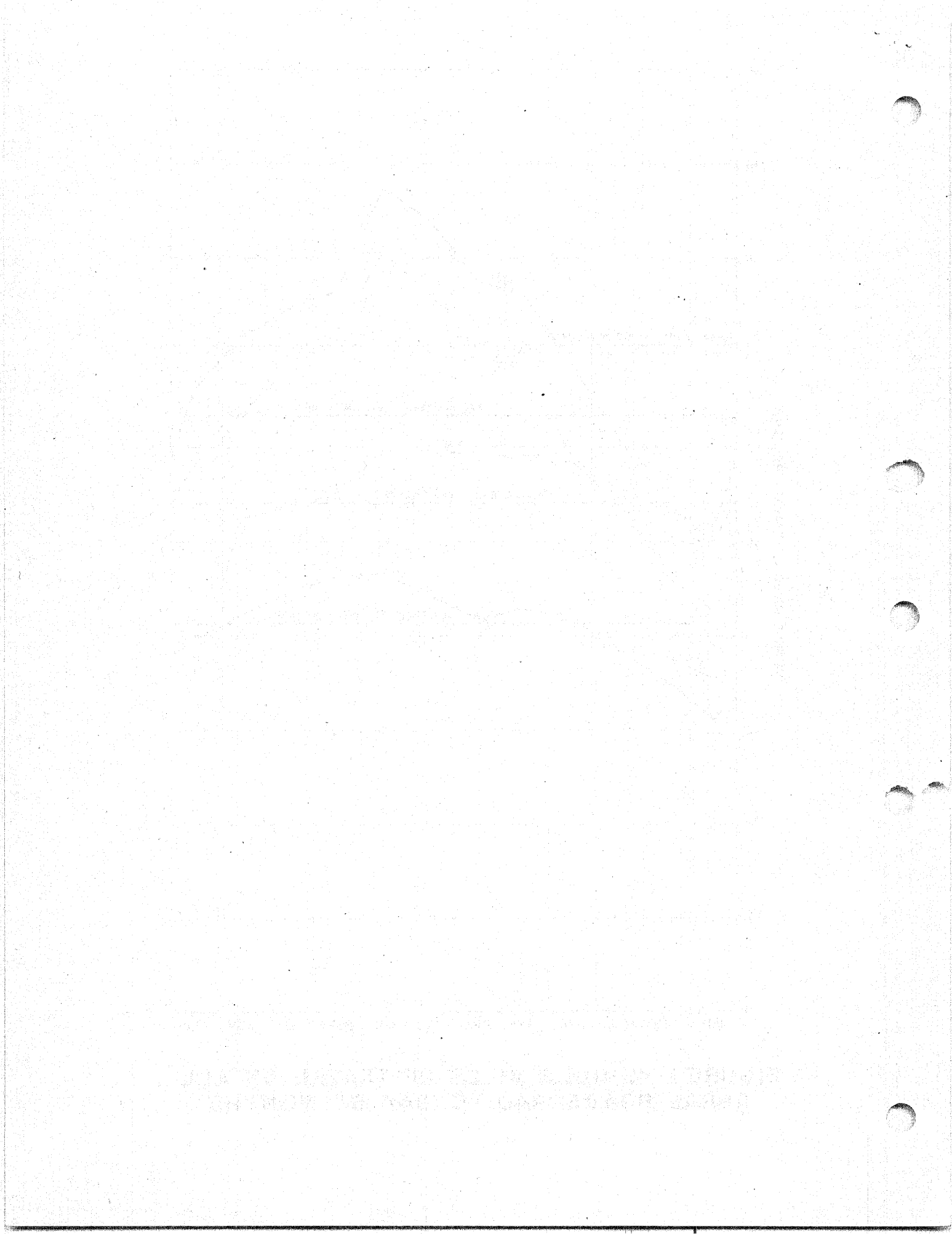


FIGURE I. VEHICLE MILES OF TRAVEL ON ALL RURAL ROADS 1940 TO 1944 BY MONTHS



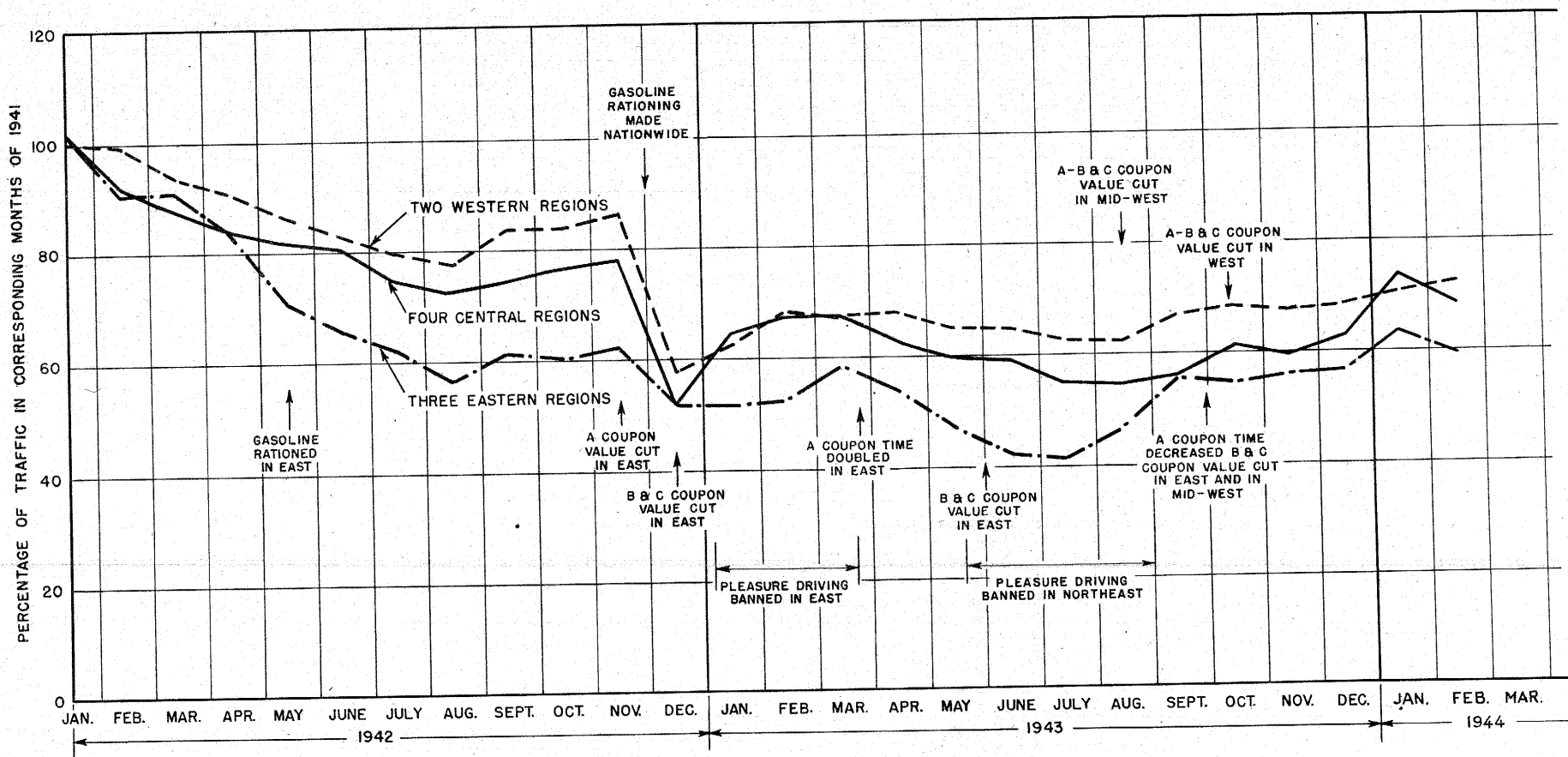


FIGURE 2. PERCENTAGE RELATIONS OF RURAL TRAFFIC IN MONTHS OF 1942, 1943, AND 1944 WITH THAT IN CORRESPONDING MONTHS OF 1941

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