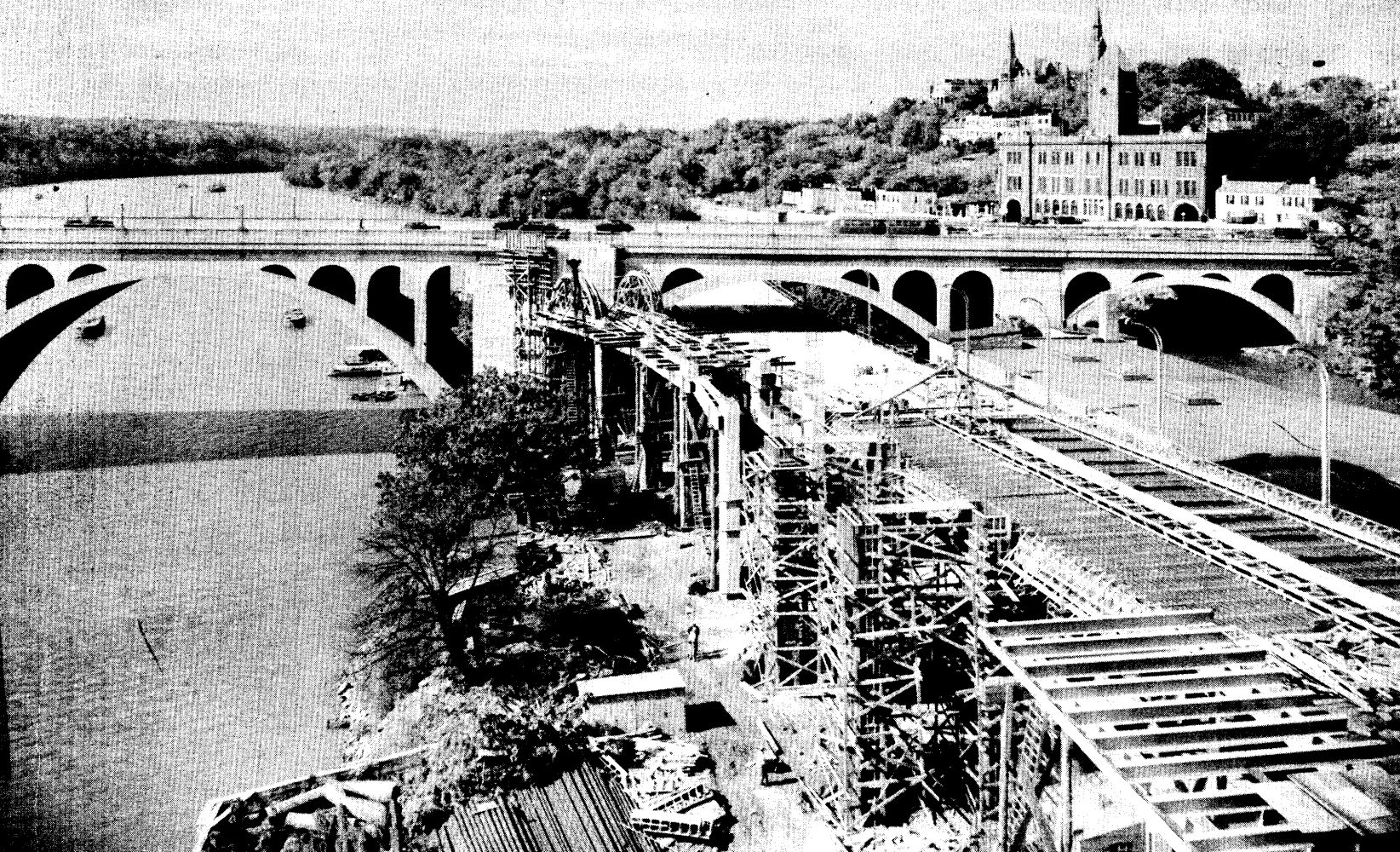


David Sacks.

HIGHWAY STATISTICS 1947

PUBLIC ROADS ADMINISTRATION • FEDERAL WORKS AGENCY



HIGHWAY STATISTICS 1947

PUBLIC ROADS ADMINISTRATION • FEDERAL WORKS AGENCY

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PREFACE

1948
This pamphlet, the ^{first} ~~third~~ of an annual series, presents the ~~1947~~ statistical and analytical tables of general interest on the subjects of motor fuel, motor vehicles, highway-user taxation, financing of State highways, and highway mileage.

The brief text is not intended to provide a full explanation of all the data, since in most cases they are self-explanatory; nor is any attempt made to present a complete exposition of the methods of analysis. It is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Many of the tables in this pamphlet ~~have been~~ ^{are} issued separately ~~for a number of years and this practice will be continued~~ so that the information on each particular subject can be made available at the earliest possible date. However, the favorable public reception of previous **HIGHWAY STATISTICS** publications indicates that the issuance of the tables in assembled, permanent form makes the data much more convenient and serviceable to their users. ~~HIGHWAY STATISTICS, 1945 and HIGHWAY STATISTICS, 1946~~ are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 35 cents and 50 cents a copy, respectively,

Previous editions of Highway Statistics are for

| | |
|------------|----------|
| H. S. 1945 | 35 cents |
| H. S. 1946 | 50 " |
| H. S. 1947 | 45 " |

^{at the following prices:}
In addition to the annual pamphlets, and supplementing them, the Public Roads Administration has published **HIGHWAY STATISTICS, SUMMARY TO 1945** in which are presented selected historical summaries of highway data carried from the earliest years that available information warrants. This publication is also for sale by the Superintendent of Documents, at 40 cents a copy.

COVER: The K Street Viaduct connection with Key Bridge, Washington, D. C.

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MOTOR FUEL

Motor-fuel consumption in 1947 exceeded that for 1946 by more than 9 percent to establish a new all-time high for the second year in succession. Although consumption in terms of gallons per vehicle decreased slightly, the larger numbers of automobiles, busses, and trucks on the highways during 1947, together with the continuing upward trend in the mechanization of agriculture, brought total motor-fuel consumption to over 32 billion gallons, and highway consumption alone to more than 28 billion gallons.

The term "motor fuel" applies to all gasoline coming under the purview of the State motor-fuel taxing laws. It also includes liquids other than gasoline when they are used to propel motor vehicles on the public highways. Among these are diesel fuel, liquified petroleum gases, and others known by such names as "tractor fuel" and "power fuel."

The words "exemption" and "refund" are not used interchangeably: "exemption" applies where the State purposely does not collect the tax; "refund" applies to the procedure whereby the State collects the tax and later returns it in whole or in part. Exemptions are most frequently found in connection with motor fuel purchased by the Federal government, or in connection with allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Table G-2 reports the gallonage passing through State taxing channels. This table is intended primarily to give data needed in tax analyses and in preliminary studies of motor-fuel consumption. It reflects data as reported by the States, and is published prior to analysis for determination of highway and nonhighway uses.

The highway and nonhighway uses of motor fuel are shown in tables G-21, 22, 23, and 24. These tables do not include purchases by the Federal government for military use, nor fuel exported

from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to obtain uniformity among States and to report gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made to allow for losses from evaporation, spillage, etc., and to correct errors.

Most of the States refund the tax paid on motor fuel used for nonhighway purposes. Two States—Kansas and Oklahoma—permit tax exemptions for motor fuel used for most nonhighway purposes. North Dakota also permitted exemptions until January 1, 1947, but on that date changed to a refund system. At various times several other States have allowed tax exemption, but losses of revenue through tax evasion and difficulties of administering the exemption law have led them to abandon it in favor of the refund procedure.

In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by the type of use. For States that tax all motor fuel regardless of use, allowing neither exemptions nor refunds, the nonhighway portion has been estimated on the basis of the reports of adjoining States and of States having similar economic characteristics.

Table G-1 shows the motor-fuel tax collections of all States. The last column of the table, "adjusted net total receipts," gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Where the amounts of motor-fuel tax paid on aviation gasoline have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next to last column of that table.

MOTOR-FUEL CONSUMPTION-1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE G-2, 1947
ISSUED MAY 1948

| STATE | TAX RATE PER GALLON ON DECEMBER 31 | GROSS AMOUNT REPORTED 2/ | AMOUNT EXEMPTED FROM PAYMENT OF TAX 3/ | GROSS AMOUNT ASSESSED FOR TAXATION | AMOUNT SUBJECT TO REFUND OF ENTIRE TAX | NET AMOUNT TAXED | | | | AMOUNT TAXED AT PREVAILING RATE DURING 1946 | INCREASE DURING 1947 | | STATE |
|----------------------|------------------------------------|--------------------------|--|------------------------------------|--|------------------|--------------------|-----------------|---------------|---|----------------------|------------|----------------------|
| | | | | | | TOTAL | AT PREVAILING RATE | AT OTHER RATES | | | AMOUNT | PERCENTAGE | |
| | | | | | | | | RATE PER GALLON | AMOUNT | | | | |
| | CENTS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | CENTS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | | |
| ALABAMA | 6 | 434,620 | - | 434,620 | - | 434,620 | 434,620 | - | - | 390,475 | 44,145 | 11.3 | ALABAMA |
| ARIZONA | 5 | 195,527 | 5,168 | 190,359 | 19,359 | 171,000 | 171,000 | - | - | 155,468 | 15,532 | 10.0 | ARIZONA |
| ARKANSAS | 6.5 | 302,312 | 8,295 | 294,017 | - | 294,017 | 267,476 | (4/) | 26,541 | 256,064 | 11,412 | 4.5 | ARKANSAS |
| CALIFORNIA | 5/ 4.5 | 3,362,318 | 275,196 | 3,087,122 | 34,721 | 2,739,906 | 2,739,906 | - | - | 2,436,430 | 303,476 | 12.5 | CALIFORNIA |
| COLORADO | 5/ 6 | 374,416 | 17,458 | 356,958 | 59,160 | 297,798 | 297,798 | - | - | 270,456 | 27,342 | 10.1 | COLORADO |
| CONNECTICUT | 5/ 4 | 423,626 | 411,510 | 12,116 | 6,673 | 404,837 | 404,837 | - | - | 369,306 | 35,531 | 9.6 | CONNECTICUT |
| DELAWARE | 5/ 4 | 78,004 | 1,733 | 76,271 | 7,887 | 68,444 | 68,444 | - | - | 63,950 | 4,494 | 7.0 | DELAWARE |
| FLORIDA | 7 | 653,110 | 62,382 | 590,728 | - | 590,728 | 590,728 | - | - | 522,557 | 68,171 | 13.0 | FLORIDA |
| GEORGIA | 6 | 590,965 | 8,990 | 581,975 | - | 581,975 | 568,405 | 1 | 6/ 13,570 | 528,892 | 39,513 | 7.5 | GEORGIA |
| IDAHO | 6 | 170,000 | 2,163 | 167,837 | 22,453 | 145,384 | 142,724 | 2.5 | 2/ 2,660 | 133,818 | 8,906 | 6.7 | IDAHO |
| ILLINOIS | 3 | 1,847,395 | - | 1,847,395 | 263,918 | 1,583,477 | 1,583,477 | - | - | 1,476,200 | 107,277 | 7.3 | ILLINOIS |
| INDIANA | 4 | 969,670 | 29,184 | 940,486 | - | 940,486 | 836,695 | - | - | 750,262 | 86,433 | 11.5 | INDIANA |
| IOWA | 4 | 793,632 | 16,853 | 776,779 | 202,395 | 574,384 | 574,384 | - | - | 547,072 | 27,312 | 5.0 | IOWA |
| KANSAS | 4 | 641,710 | 214,428 | 427,282 | - | 427,282 | 427,282 | - | - | 391,848 | 35,434 | 9.0 | KANSAS |
| KENTUCKY | 5 | 455,241 | 10,948 | 444,293 | 4,664 | 440,433 | 435,119 | 0.5 | 6/ 5,314 | 396,908 | 38,211 | 9.6 | KENTUCKY |
| LOUISIANA | 7 | 418,548 | 10,948 | 407,600 | - | 407,600 | 401,516 | (2/) | 6,084 | 362,405 | 39,111 | 10.8 | LOUISIANA |
| MAINE | 5/ 6 | 200,931 | 2,091 | 198,840 | - | 198,840 | 190,453 | (9/) | 8,387 | 174,653 | 15,800 | 9.0 | MAINE |
| MARYLAND | 5/ 5 | 420,720 | 13,674 | 407,046 | 31,624 | 375,422 | 374,816 | 3 | 19/ 606 | 341,011 | 33,805 | 9.9 | MARYLAND |
| MASSACHUSETTS | 5/ 5 | 819,293 | 9,609 | 809,684 | 32,450 | 777,234 | 777,234 | - | - | 706,292 | 70,942 | 10.0 | MASSACHUSETTS |
| MICHIGAN | 3 | 1,423,835 | 174,750 | 1,249,085 | 108,503 | 1,340,582 | 1,333,540 | (11/) | 7,042 | 1,210,884 | 122,656 | 10.1 | MICHIGAN |
| MINNESOTA | 4 | 770,125 | 16,997 | 753,128 | 150,113 | 603,105 | 596,089 | (12/) | 7,016 | 581,077 | 15,012 | 2.6 | MINNESOTA |
| MISSISSIPPI | 6 | 335,862 | 6,497 | 329,365 | 329,365 | 315,903 | 315,903 | - | 13/ 13,462 | 281,738 | 34,165 | 12.1 | MISSISSIPPI |
| MISSOURI | 2 | 879,534 | 7,244 | 872,290 | 69,495 | 802,795 | 802,795 | - | - | 731,644 | 71,151 | 9.7 | MISSOURI |
| MONTANA | 5 | 191,745 | 5,219 | 186,526 | 47,620 | 138,906 | 138,906 | - | - | 123,993 | 14,913 | 12.0 | MONTANA |
| NEBRASKA | 5 | 368,767 | 7,752 | 361,015 | 275 | 360,740 | 337,129 | (14/) | 23,611 | 312,368 | 24,761 | 7.9 | NEBRASKA |
| NEVADA | 4 | 66,435 | 2,865 | 63,570 | 4,622 | 58,948 | 55,238 | 5 | 15/ 3,710 | 50,460 | 4,778 | 9.5 | NEVADA |
| NEW HAMPSHIRE | 4 | 112,415 | 1,939 | 110,476 | 2,584 | 107,892 | 107,892 | - | - | 98,135 | 9,757 | 9.2 | NEW HAMPSHIRE |
| NEW JERSEY | 3 | 1,030,834 | 41,838 | 988,996 | 88,731 | 900,265 | 900,265 | - | - | 816,933 | 83,332 | 10.9 | NEW JERSEY |
| NEW MEXICO | 5 | 181,372 | 7,748 | 173,624 | 17,800 | 155,824 | 155,824 | - | - | 140,243 | 15,581 | 11.1 | NEW MEXICO |
| NEW YORK | 4 | 2,139,351 | 117,680 | 2,021,671 | 78,242 | 1,943,429 | 1,943,429 | - | - | 1,732,865 | 150,544 | 8.4 | NEW YORK |
| NORTH CAROLINA | 6 | 708,509 | 26,409 | 682,100 | 682,100 | 657,045 | 657,045 | 1 | 13/ 25,055 | 593,622 | 63,423 | 10.7 | NORTH CAROLINA |
| NORTH DAKOTA 15/ | 4 | 238,354 | 4,304 | 234,050 | 93,162 | 140,888 | 140,888 | - | - | 95,328 | 45,560 | 47.8 | NORTH DAKOTA 15/ |
| OHIO | 4 | 1,774,103 | 39,768 | 1,734,335 | 5,860 | 1,728,475 | 1,615,867 | 1 | 13/ 112,608 | 1,479,450 | 136,417 | 9.2 | OHIO |
| OKLAHOMA | 5/ 5.5 | 583,735 | 14,488 | 569,247 | - | 569,247 | 441,875 | 1 | 17/ 127,372 | 396,317 | 45,558 | 11.5 | OKLAHOMA |
| OREGON | 4 | 437,779 | 3,013 | 434,766 | 45,726 | 389,040 | 383,497 | 1 | 18/ 5,543 | 338,409 | 45,094 | 13.3 | OREGON |
| PENNSYLVANIA | 4 | 1,816,247 | 14,779 | 1,801,468 | - | 1,801,468 | 1,801,468 | - | - | 1,653,352 | 148,116 | 9.0 | PENNSYLVANIA |
| RHODE ISLAND 19/ | 5/ 4 | 145,368 | 2,493 | 142,875 | 1,859 | 141,016 | 141,016 | - | - | 129,489 | 11,527 | 8.9 | RHODE ISLAND 19/ |
| SOUTH CAROLINA | 6 | 351,349 | 5,620 | 345,729 | 1,709 | 344,020 | 339,553 | 1 | 6/ 4,467 | 305,589 | 33,954 | 11.1 | SOUTH CAROLINA |
| SOUTH DAKOTA | 4 | 227,588 | 3,598 | 223,990 | 65,514 | 158,476 | 158,476 | - | - | 145,893 | 12,583 | 8.6 | SOUTH DAKOTA |
| TENNESSEE | 7 | 531,340 | 30,851 | 500,489 | 19,329 | 481,160 | 481,160 | - | - | 451,658 | 29,502 | 6.5 | TENNESSEE |
| TEXAS | 4 | 2,297,324 | 249,777 | 2,047,547 | 338,305 | 1,709,242 | 1,708,454 | 6 | 15/ 788 | 1,546,335 | 162,119 | 10.5 | TEXAS |
| UTAH | 4 | 170,164 | 5,584 | 164,580 | - | 164,580 | 164,580 | - | - | 147,525 | 17,055 | 11.6 | UTAH |
| VERMONT | 5/ 4.5 | 85,369 | 423 | 84,946 | - | 84,946 | 84,946 | - | - | 77,076 | 7,870 | 10.2 | VERMONT |
| VIRGINIA | 6 | 601,377 | - | 601,377 | 37,354 | 564,023 | 562,854 | (20/) | 1,169 | 516,799 | 46,061 | 8.9 | VIRGINIA |
| WASHINGTON | 5 | 575,192 | 20,264 | 554,928 | 31,857 | 523,071 | 523,071 | - | - | 477,018 | 46,053 | 9.7 | WASHINGTON |
| WEST VIRGINIA 19/ | 5 | 288,646 | 2,429 | 286,217 | 8,753 | 277,464 | 277,464 | - | - | 253,616 | 23,848 | 9.4 | WEST VIRGINIA 19/ |
| WISCONSIN | 4 | 799,664 | 27,678 | 771,986 | 81,150 | 690,836 | 690,836 | - | - | 613,072 | 77,764 | 12.7 | WISCONSIN |
| WYOMING | 4 | 108,384 | 965 | 107,419 | - | 107,419 | 107,419 | - | - | 93,450 | 13,969 | 14.9 | WYOMING |
| DISTRICT OF COLUMBIA | 5/ 4 | 159,109 | 5,027 | 154,082 | 1,397 | 152,685 | 152,685 | - | - | 139,709 | 12,976 | 9.3 | DISTRICT OF COLUMBIA |
| TOTAL | 21/ 4.25 | 32,751,954 | 1,548,341 | 31,203,613 | 2,401,550 | 28,802,063 | 28,407,058 | - | 395,005 | 25,868,102 | 2,538,956 | 9.8 | TOTAL |

Highway Statistics, 1947

1/ AN ANALYSIS OF MOTOR-FUEL USAGE WILL BE GIVEN IN TABLE G-21 TO BE PUBLISHED LATER.
 2/ EXPORT SALES AND OTHER AMOUNTS NOT REPRESENTING CONSUMPTION IN STATE HAVE BEEN ELIMINATED AS FAR AS POSSIBLE. IN CASES WHERE STATES FAILED TO REPORT AMOUNTS EXEMPTED FROM TAXATION, THE GROSS AMOUNT TAXED IS SHOWN IN THIS COLUMN.
 3/ INCLUDES ALLOWANCES FOR EVAPORATION AND OTHER LOSSES, FEDERAL USE, OTHER PUBLIC USE, AND NONHIGHWAY USE, WHERE INITIAL EXEMPTIONS RATHER THAN REFUNDS ARE MADE.
 4/ WITHIN 300 FEET OF BORDER, TAX IS REDUCED TO THAT OF ADJACENT STATE. GALLONS TAXED AT 2 CENTS, 7,017,000; AT 4 CENTS, 6,622,000; AT 5.5 CENTS, 12,902,000.
 5/ TAX RATES CHANGED AS FOLLOWS: CALIFORNIA, 3 TO 4.5 CENTS, JULY 1; COLORADO, 4 TO 6 CENTS, APRIL 1; CONNECTICUT, 3 TO 4 CENTS, JULY 1; MAINE, 4 TO 6 CENTS, JUNE 1; MARYLAND, 4 TO 5 CENTS, JULY 1; OKLAHOMA, 7.5 TO 5.5 CENTS, JANUARY 1; RHODE ISLAND, 3 TO 4 CENTS, MAY 28; VERMONT, 4 TO 4.5 CENTS, MAY 1; DISTRICT OF COLUMBIA, 3 TO 4 CENTS, AUGUST 1.
 6/ PARTIAL REFUNDS MADE ON AGRICULTURAL USE AS FOLLOWS: GEORGIA, 5 CENTS; KENTUCKY, 4.5 CENTS; SOUTH CAROLINA, 5 CENTS.
 7/ REPRESENTS EVAPORATION OR LOSS ALLOWANCE UNDER 5-CENT TAX NOT ALLOWED UNDER ADDITIONAL 2-CENT TAX, WHICH IS ADMINISTERED UNDER A SEPARATE LAW.
 9/ AVIATION USE REFUNDED AT 2 CENTS, OTHER NONHIGHWAY USES REFUNDED AT 5 CENTS.
 10/ ONE CENT PER GALLON REFUNDED ON MOTOR FUEL USED IN VEHICLES LICENSED TO OPERATE EXCLUSIVELY IN CITIES, REPEALED JULY 1.
 11/ 4,310,000 GALLONS USED IN INTERSTATE AVIATION REFUNDED AT 1.5 CENTS. 2,732,000 GALLONS OF USE FUEL TAXED AT 5 CENTS.
 12/ REFUNDS ON AVIATION GASOLINE ARE ON A SLIDING SCALE ACCORDING TO THE NUMBER OF GALLONS CONSUMED.
 13/ NONHIGHWAY USES REFUNDED AS FOLLOWS: MISSISSIPPI AND NORTH CAROLINA, 5 CENTS; OHIO, 3 CENTS.
 14/ AVIATION USE REFUNDED AT 2.5 CENTS PER GALLON; AGRICULTURAL USE REFUNDED AT 4 CENTS PER GALLON.
 15/ MOTOR FUELS OTHER THAN GASOLINE.
 16/ GROSS GALLONS TAXED ARE AS REPORTED BY NORTH DAKOTA. IN ORDER TO PRESENT DATA COMPARABLE TO THOSE FOR OTHER STATES, THE REMAINING FIGURES FOR NORTH DAKOTA ARE ESTIMATED BY PUBLIC ROADS ADMINISTRATION. THE STATE CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947 AND BEGINNING IN MAY, REFUNDS WERE PAID ON 46,280,599 GALLONS.
 17/ NONHIGHWAY USES EXEMPT FROM 4.5 CENTS OF TAX.
 18/ AVIATION USE REFUNDED AT 4 CENTS PER GALLON.
 19/ AMOUNTS DO NOT INCLUDE 285,000 GALLONS (RHODE ISLAND) AND 15,618,000 GALLONS (WEST VIRGINIA) OF DIESEL FUEL USED FOR NONHIGHWAY PURPOSES, TAXED AT FULL RATE AND REFUNDED.
 20/ TWO CENTS REFUNDED ON MOTOR FUEL USED IN INTRASTATE AVIATION.
 21/ WEIGHTED AVERAGE RATE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1947

TABLE G-21, 1947
ISSUED JULY 1948

| STATE | PRIVATE AND COMMERCIAL USE | | | PUBLIC USE | | | SUMMARY OF TOTAL USAGE | | | LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC. 5/ | TOTAL QUANTITY CONSUMED IN STATE | STATE | | |
|----------------------|----------------------------|----------------|---------------|--|---------------------------------|---------------|------------------------|---------------|---------------|---|----------------------------------|---------------|---------------|----------------------|
| | HIGHWAY 2/ | NON-HIGHWAY 2/ | TOTAL | FEDERAL (HIGHWAY CIVILIAN USE ONLY) 3/ | STATE, COUNTY, AND MUNICIPAL 4/ | | TOTAL PUBLIC USE | HIGHWAY | NON-HIGHWAY | | | | TOTAL | |
| | | | | | HIGHWAY | NON-HIGHWAY | | | | | | | | TOTAL |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | | |
| 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | |
| ALABAMA | 394,140 | 28,939 | 423,079 | *1,055 | 8,656 | 2,885 | 11,541 | 12,596 | 403,851 | 31,824 | 435,675 | 6,619 | 442,294 | ALABAMA |
| ARIZONA | 172,197 | 19,270 | 191,467 | 1,728 | 3,345 | 1,115 | 4,460 | 6,388 | 177,270 | 20,385 | 197,655 | 1,895 | 199,550 | ARIZONA |
| ARKANSAS | 269,765 | 18,564 | 288,329 | 649 | 6,685 | 2,228 | 8,913 | 9,562 | 277,099 | 20,792 | 297,891 | 2,999 | 300,890 | ARKANSAS |
| CALIFORNIA | 2,708,203 | 152,135 | 2,860,338 | 5,033 | 31,704 | 10,568 | 42,272 | 47,905 | 2,745,540 | 162,709 | 2,908,249 | 14,810 | 2,923,059 | CALIFORNIA |
| COLORADO | 296,733 | 55,199 | 351,932 | 1,731 | 4,360 | 3,644 | *8,004 | 9,735 | 302,824 | 58,837 | 361,661 | 5,557 | 367,218 | COLORADO |
| CONNECTICUT | 400,242 | 15,791 | 416,033 | 313 | 4,914 | 1,101 | *6,075 | 6,388 | 405,469 | 16,952 | 422,421 | 4,156 | 426,577 | CONNECTICUT |
| DELAWARE | 68,305 | 6,778 | 75,083 | 100 | 990 | 312 | *1,240 | 1,348 | 69,341 | 7,090 | 76,431 | 1,379 | 77,810 | DELAWARE |
| FLORIDA | 535,399 | 77,755 | 613,154 | 1,168 | 7,523 | 4,174 | 16,697 | 17,865 | 549,090 | 81,989 | 631,079 | 7,926 | 639,045 | FLORIDA |
| GEORGIA | 529,686 | 42,144 | 571,830 | 2,792 | 7,609 | 2,536 | 10,145 | 12,937 | 540,087 | 54,087 | 594,174 | 1,843 | 596,017 | GEORGIA |
| IDaho | 140,051 | 25,375 | 165,426 | 1,010 | 2,673 | 891 | 3,564 | 4,574 | 143,734 | 26,266 | 170,000 | 1,371 | 171,371 | IDaho |
| ILLINOIS | 1,567,839 | 261,775 | 1,829,614 | *6,085 | 13,336 | 4,445 | 17,781 | 19,866 | 1,583,260 | 266,220 | 1,849,480 | 27,976 | 1,877,456 | ILLINOIS |
| INDIANA | 827,923 | 114,491 | 942,414 | 789 | 7,865 | 2,622 | 10,487 | 11,276 | 836,577 | 117,113 | 953,690 | 14,322 | 968,012 | INDIANA |
| IOWA | 566,477 | 202,334 | 768,811 | 621 | 8,130 | 2,710 | 10,840 | 11,261 | 575,028 | 205,044 | 780,072 | 11,905 | 791,977 | IOWA |
| KANSAS | 450,356 | 201,594 | 651,950 | 406 | 7,926 | 2,642 | 10,568 | 11,174 | 427,888 | 204,336 | 632,224 | 9,486 | 641,710 | KANSAS |
| KENTUCKY | 429,059 | 18,215 | 447,274 | 691 | 6,871 | 2,259 | 8,900 | 9,511 | 432,361 | 13,444 | 445,805 | 5,617 | 451,422 | KENTUCKY |
| LOUISIANA | 379,451 | 16,305 | 395,756 | 862 | 4,320 | 1,440 | 5,760 | 6,622 | 384,633 | 17,745 | 402,378 | 6,084 | 408,462 | LOUISIANA |
| MAINE | 185,590 | 9,842 | 195,432 | 320 | 2,556 | 852 | 3,408 | 3,728 | 188,466 | 10,694 | 199,160 | 2,030 | 201,190 | MAINE |
| MARYLAND | 368,959 | 26,844 | 395,803 | 1,079 | 6,075 | 2,025 | 8,100 | 9,179 | 376,113 | 28,869 | 404,982 | 4,250 | 409,232 | MARYLAND |
| MASSACHUSETTS | 760,524 | 39,131 | 799,655 | 1,035 | 7,025 | 2,342 | 9,367 | 10,402 | 768,584 | 41,473 | 810,057 | 8,291 | 818,348 | MASSACHUSETTS |
| MICHIGAN | 1,315,435 | 245,412 | 1,560,847 | 1,080 | 28,413 | 9,471 | 37,884 | 39,964 | 1,344,928 | 254,883 | 1,599,811 | 22,030 | 1,621,841 | MICHIGAN |
| MINNESOTA | 589,764 | 158,024 | 747,788 | 985 | 7,112 | 2,371 | 9,483 | 10,466 | 597,861 | 160,395 | 758,256 | 11,380 | 769,636 | MINNESOTA |
| MISSISSIPPI | 308,972 | 13,266 | 322,238 | 765 | 7,066 | 2,355 | 9,421 | 10,186 | 316,803 | 15,641 | 332,444 | 6,032 | 338,476 | MISSISSIPPI |
| MISSOURI | 809,287 | 72,104 | 881,391 | 1,283 | 6,980 | 2,327 | 9,307 | 10,590 | 817,550 | 78,431 | 895,981 | 13,489 | 909,470 | MISSOURI |
| MONTANA | 135,933 | 40,009 | 181,942 | 1,598 | 3,438 | 1,146 | 4,584 | 6,182 | 140,969 | 47,155 | 188,124 | 2,835 | 190,959 | MONTANA |
| NEBRASKA | 266,342 | 88,781 | 355,123 | 740 | 4,412 | 1,471 | 5,883 | 6,623 | 271,494 | 90,252 | 361,746 | 5,605 | 367,351 | NEBRASKA |
| NEVADA | 57,479 | 6,331 | 63,810 | 498 | 874 | 291 | 1,165 | 1,663 | 58,851 | 6,622 | 65,473 | 603 | 66,076 | NEVADA |
| NEW HAMPSHIRE | 105,309 | 2,154 | 107,463 | 142 | 2,259 | 753 | 3,012 | 3,154 | 107,710 | 2,907 | 110,617 | 1,266 | 111,883 | NEW HAMPSHIRE |
| NEW JERSEY | 937,355 | 55,705 | 993,060 | 850 | 8,847 | 2,948 | *11,795 | 12,645 | 947,052 | 58,653 | 1,005,705 | 10,412 | 1,016,117 | NEW JERSEY |
| NEW MEXICO | 152,979 | 18,241 | 171,220 | 1,072 | 1,781 | 594 | 2,375 | 3,447 | 155,832 | 18,835 | 174,667 | 2,644 | 177,311 | NEW MEXICO |
| NEW YORK | 1,999,647 | 121,910 | 2,061,557 | 2,690 | 46,615 | 15,538 | *62,153 | 64,843 | 1,988,952 | 137,448 | 2,126,400 | 21,609 | 2,148,009 | NEW YORK |
| NORTH CAROLINA | 635,717 | 32,937 | 668,654 | 976 | 20,516 | 6,839 | 27,355 | 28,331 | 657,209 | 39,796 | 697,005 | 6,845 | 703,850 | NORTH CAROLINA |
| NORTH DAKOTA | 148,259 | 81,012 | 229,271 | *474 | 1,255 | 3,195 | 4,450 | 4,924 | 149,988 | 84,207 | 234,195 | 4,139 | 238,334 | NORTH DAKOTA |
| OHIO | 1,597,612 | 110,013 | 1,707,625 | 1,495 | 22,694 | 7,565 | 30,259 | 31,754 | 1,621,801 | 117,578 | 1,739,379 | 26,411 | 1,765,790 | OHIO |
| OKLAHOMA | 428,345 | 124,339 | 552,684 | 1,241 | 9,108 | 3,036 | 12,144 | 13,385 | 438,694 | 127,375 | 566,069 | 4,419 | 570,488 | OKLAHOMA |
| OREGON | 376,691 | 50,678 | 427,369 | 1,734 | 4,985 | 2,878 | 7,863 | 9,597 | 383,410 | 53,556 | 436,966 | 4,396 | 441,362 | OREGON |
| PENNSYLVANIA | 1,671,751 | 103,408 | 1,775,159 | 1,696 | 19,372 | 6,577 | 26,309 | 28,005 | 1,693,179 | 109,985 | 1,803,164 | 13,725 | 1,816,889 | PENNSYLVANIA |
| RHODE ISLAND | 137,196 | 2,024 | 139,220 | 107 | 2,750 | 917 | 3,667 | 3,774 | 140,053 | 2,941 | 142,994 | 1,451 | 144,445 | RHODE ISLAND |
| SOUTH CAROLINA | 314,933 | 16,332 | 331,265 | 457 | 9,551 | 3,184 | 12,735 | 13,92 | 324,961 | 19,516 | 344,477 | 2,115 | 346,592 | SOUTH CAROLINA |
| SOUTH DAKOTA | 162,845 | 58,110 | 220,955 | 711 | 2,276 | 759 | 3,035 | 3,746 | 165,832 | 58,869 | 224,701 | 2,282 | 226,983 | SOUTH DAKOTA |
| TENNESSEE | 459,427 | 41,062 | 500,489 | 1,730 | 10,771 | 3,591 | *14,362 | 16,092 | 471,928 | 44,653 | 516,581 | 5,031 | 521,612 | TENNESSEE |
| TEXAS | 1,657,507 | 331,254 | 1,988,761 | 3,300 | 30,927 | 8,285 | *37,212 | 40,512 | 1,691,734 | 337,539 | 2,029,273 | 20,767 | 2,050,040 | TEXAS |
| UTAH | 147,720 | 13,361 | 161,081 | 1,078 | 2,624 | 875 | 3,499 | 4,577 | 151,422 | 14,236 | 165,658 | 2,445 | 168,103 | UTAH |
| VERMONT | 80,417 | 3,213 | 83,630 | 170 | 462 | 154 | 616 | 786 | 81,049 | 4,067 | 85,116 | 882 | 85,998 | VERMONT |
| VIRGINIA | 558,496 | 29,515 | 588,011 | 1,414 | 7,380 | 2,460 | 9,840 | 11,254 | 567,290 | 31,975 | 599,265 | 6,189 | 605,454 | VIRGINIA |
| WASHINGTON | 508,678 | 43,886 | 552,564 | 2,582 | 13,416 | 4,472 | 17,888 | 20,470 | 524,676 | 48,358 | 573,034 | 2,730 | 575,764 | WASHINGTON |
| WEST VIRGINIA | 271,905 | 5,230 | 277,135 | 401 | 4,824 | 1,608 | 6,432 | 6,832 | 277,130 | 6,838 | 283,968 | 2,028 | 285,996 | WEST VIRGINIA |
| WISCONSIN | 681,003 | 96,781 | 777,784 | 745 | 11,927 | 3,976 | 15,903 | 16,648 | 693,675 | 100,757 | 794,432 | 11,852 | 806,284 | WISCONSIN |
| WYOMING | 88,884 | 10,529 | 99,413 | 805 | 1,528 | 509 | 2,037 | 2,842 | 91,217 | 17,038 | 108,255 | 1,082 | 109,337 | WYOMING |
| DISTRICT OF COLUMBIA | 152,685 | 1,397 | 154,082 | 1,063 | 1,492 | 497 | 1,989 | 3,052 | 155,240 | 1,894 | 157,134 | 175 | 157,309 | DISTRICT OF COLUMBIA |
| TOTAL | 27,714,492 | 3,315,333 | 31,029,825 | 57,889 | 443,324 | 149,463 | 592,787 | 650,676 | 28,215,705 | 3,464,796 | 31,680,501 | 355,385 | 32,035,886 | TOTAL |
| PERCENTAGE | 87.48 | 10.47 | 97.95 | 0.18 | 1.40 | 0.47 | 1.87 | 2.05 | 89.06 | 10.94 | 100.00 | - | - | PERCENTAGE |

1/ THE DATA GIVEN IN THIS TABLE ARE BASED ON REPORTS OF MOTOR-FUEL CONSUMPTION, SUBMITTED BY THE SEVERAL STATES AND THE DISTRICT OF COLUMBIA. THE GALLONAGES REPORTED HERE DIFFER IN SOME INSTANCES FROM THOSE IN TABLE G-2, 1947. GALLONAGES IN THE LATTER TABLE ARE, IN MOST INSTANCES, AS REPORTED BY THE STATES WITHOUT ADJUSTMENT FOR PERIOD OF USE, TIME LAG IN CLAIMING REFUNDS, ETC. TO MAKE THE ANALYSIS UNIFORM AND COMPLETE, IT WAS NECESSARY TO MAKE NUMEROUS ESTIMATES AND APPROXIMATIONS, MANY OF WHICH ARE DISCUSSED IN SUBSEQUENT NOTES.

2/ AMOUNTS OF HIGHWAY AND NONHIGHWAY USE WERE DETERMINED BY ANALYSIS OF DATA ON EXEMPTIONS AND REFUNDS. AS MOST STATES REPORT REFUNDS CERTIFIED OR PAID IN A GIVEN PERIOD AND NOT THE AMOUNT OF NONTAXABLE FUEL PURCHASED IN THE PERIOD, A PROCEDURE WAS ADOPTED WHEREBY THE MONTHLY SERIES OF REFUND GALLONAGE WAS OFFSET ONE OR MORE MONTHS TO APPROXIMATE THE AMOUNT OF FUEL SUBJECT TO REFUND WHICH WAS PURCHASED DURING THE CALENDAR YEAR. FOR STATES WHICH REPORT NO EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE, ESTIMATES WERE BASED ON PLANNING SURVEY DATA AND ON REPORTS OF HIGHWAY AND NONHIGHWAY USE IN ADJACENT STATES.

3/ THE AMOUNTS OF MOTOR FUEL EXEMPTED OR SUBJECT TO REFUND BECAUSE OF PURCHASE FOR FEDERAL USE WERE REPORTED BY ALL STATES EXCEPT THOSE INDICATED BY ASTERISKS (*) IN COLUMN 4. THE DATA GIVEN IN THIS COLUMN REPRESENT CIVILIAN HIGHWAY USE ONLY, AND ARE BASED ON THE REPORTS OF THE AGENCIES OF THE FEDERAL GOVERNMENT. GALLONAGES REPORTED BY THE STATES WERE IN MOST INSTANCES MORE THAN THOSE REPORTED BY THE FEDERAL AGENCIES, AND THE DIFFERENCE WAS ASCRIBED TO MILITARY USE AND NONHIGHWAY USE. GALLONAGE REPRESENTING THESE TWO USES HAS BEEN OMITTED FROM THE PUBLISHED PORTION OF THE MOTOR-FUEL ANALYSIS FOR 1947.

4/ IN THE MAJORITY OF STATES, MOTOR FUEL USED BY STATE, COUNTY, AND LOCAL GOVERNMENTS IS TAXED IF USED FOR HIGHWAY PURPOSES, AND SUBJECT TO REFUND IF USED FOR NONHIGHWAY PURPOSES. FOR PROVISIONS OF STATE LAWS GOVERNING STATE, COUNTY, AND

MUNICIPAL USE OF MOTOR FUEL, SEE TABLE G-105. WHERE THE AMOUNT WAS NOT REPORTED, HIGHWAY USE BY GOVERNMENT UNITS WAS ESTIMATED BY APPLYING TO THE NUMBER OF STATE, COUNTY, AND MUNICIPAL VEHICLES IN EACH STATE (SEE TABLE MV-7, 1947) THE FOLLOWING ASSUMED FACTORS: FOR AUTOMOBILES AVERAGE ANNUAL MILEAGE 9,108 AND AVERAGE MILES PER GALLON 14.16; FOR TRUCKS AND BUSES THE AVERAGE MILES PER GALLON 8.6 AND 7.0, RESPECTIVELY, AND THE AVERAGE ANNUAL MILEAGES WERE ESTIMATED FOR EACH STATE FROM TRUCK AND BUS INVENTORY DATA. AMOUNTS THIS COMPUTED WERE SEGREGATED FROM THE REPORTED TOTAL HIGHWAY USE, LEAVING PRIVATE AND COMMERCIAL HIGHWAY USE AS GIVEN IN COLUMN 1. NONHIGHWAY USE IS GIVEN (COLUMN 6) FOR ALL STATES, WITH THE EXCEPTION OF THE STATES INDICATED BY ASTERISKS (*) IN COLUMN 7. TOTAL STATE, COUNTY, AND MUNICIPAL USE WAS COMPUTED FROM THE HIGHWAY USE ESTIMATE IN COLUMN 5 ON THE ASSUMPTION THAT HIGHWAY USE WAS 75 PERCENT AND NONHIGHWAY 25 PERCENT OF TOTAL USE.

5/ SOME STATES MAKE A FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING, AND OTHERS ALLOW FOR ACTUAL LOSSES NOT TO EXCEED A SPECIFIC PERCENTAGE (SEE TABLE G-103). STILL OTHERS PERMIT DISTRIBUTORS TO CLAIM STOCK LOSSES IN RECONCILIATION OF INVENTORY, THUS EXCEPTING THE LOST GALLONAGE FROM TAXATION. LOSSES BY DESTRUCTION, WHERE REPORTED SEPARATELY, ARE ALSO INCLUDED IN THIS COLUMN. THE MAXIMUM ALLOWANCE USED IN THIS ANALYSIS TO COVER LOSSES IN STORAGE AND HANDLING WAS 1-1/2 PERCENT. WHERE ALLOWANCES WERE NOT REPORTED, ESTIMATES WERE MADE ON THE BASIS OF LEGAL PROVISIONS AND REPORTED PRACTICES. WHERE NO DEFINITE PERCENTAGE IS STIPULATED, AN ALLOWANCE OF 1 PERCENT WAS MADE.

6/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947, AND IN THE PERIOD MAY THROUGH DECEMBER, 1947, REFUNDS WERE PAID ON 45,280,999 GALLONS. IN ORDER TO PRESENT DATA COMPARABLE TO THOSE FOR OTHER STATES, THE FIGURES FOR NORTH DAKOTA GIVEN IN THIS TABLE WERE ESTIMATED BY THE PUBLIC ROADS ADMINISTRATION.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1947 1/

TABLE G-22, 1947
ISSUED JULY 1948

| STATE | JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | TOTAL 1/ | STATE |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | |
| ALABAMA | 33,042 | 32,765 | 35,664 | 35,546 | 37,708 | 35,470 | 38,654 | 38,451 | 38,695 | 40,173 | 36,465 | 39,661 | 442,294 | ALABAMA |
| ARIZONA | 15,961 | 15,431 | 16,029 | 16,029 | 16,495 | 17,117 | 16,058 | 16,086 | 16,231 | 16,848 | 19,129 | 19,129 | *159,550 | ARIZONA |
| ARKANSAS | 21,799 | 21,115 | 24,712 | 24,147 | 25,823 | 26,733 | 27,380 | 27,380 | 25,853 | 27,317 | 23,763 | 27,788 | *900,890 | ARKANSAS |
| CALIFORNIA | 224,593 | 219,122 | 207,281 | 227,567 | 233,302 | 263,186 | 241,867 | 261,425 | 259,803 | 257,854 | 252,634 | 274,509 | 2,923,053 | CALIFORNIA |
| COLORADO | 23,091 | 21,924 | 29,482 | 26,380 | 30,899 | 33,868 | 40,489 | 39,726 | 35,490 | 31,990 | 26,497 | 27,382 | *367,218 | COLORADO |
| CONNECTICUT | 30,341 | 27,947 | 32,269 | 37,716 | 37,432 | 40,704 | 37,716 | 40,267 | 37,091 | 38,661 | 34,860 | 35,583 | *26,577 | CONNECTICUT |
| DELAWARE | 5,345 | 4,820 | 5,878 | 6,542 | 7,106 | 7,038 | 7,530 | 7,195 | 6,851 | 6,999 | 6,035 | 6,531 | 77,810 | DELAWARE |
| FLORIDA | 58,125 | 55,955 | 59,275 | 53,732 | 51,606 | 48,266 | 50,305 | 48,070 | 47,822 | 53,057 | 51,477 | 61,505 | 638,945 | FLORIDA |
| GEORGIA | 45,583 | 43,653 | 47,963 | 48,728 | 49,893 | 47,664 | 51,973 | 50,895 | 50,596 | 51,916 | 46,231 | 51,515 | 586,610 | GEORGIA |
| IDAHO | 9,165 | 10,477 | 12,900 | 14,256 | 15,435 | 17,461 | 18,600 | 18,600 | 15,698 | 17,139 | 11,842 | 12,975 | 171,371 | IDAHO |
| ILLINOIS | 122,347 | 117,732 | 130,998 | 149,276 | 187,422 | 177,369 | 178,612 | 165,419 | 163,184 | 174,745 | 148,668 | 155,684 | 1,877,456 | ILLINOIS |
| INDIANA | 66,201 | 60,643 | 71,064 | 80,260 | 90,956 | 92,857 | 90,158 | 81,270 | 89,611 | 89,611 | 77,109 | 81,327 | *968,012 | INDIANA |
| IOWA | 47,134 | 40,099 | 58,777 | 70,496 | 94,969 | 69,401 | 84,504 | 70,516 | 65,643 | 72,727 | 57,291 | 60,420 | *791,977 | IOWA |
| KANSAS | 30,859 | 41,852 | 44,037 | 48,040 | 58,162 | 66,953 | 78,688 | 59,628 | 50,902 | 52,053 | 45,700 | 49,766 | *541,710 | KANSAS |
| KENTUCKY | 31,444 | 30,296 | 34,023 | 35,637 | 38,210 | 41,085 | 39,782 | 40,392 | 41,992 | 38,299 | 39,232 | 39,232 | *451,422 | KENTUCKY |
| LOUISIANA | 29,575 | 29,534 | 31,992 | 31,751 | 34,446 | 32,654 | 36,218 | 34,792 | 34,983 | 37,401 | 35,238 | 39,878 | 408,462 | LOUISIANA |
| MAINE | 12,876 | 11,577 | 13,203 | 13,870 | 21,035 | 15,410 | 21,492 | 22,446 | 18,774 | 18,999 | 15,872 | 15,696 | 201,190 | MAINE |
| MARYLAND | 29,018 | 25,881 | 30,791 | 34,481 | 37,634 | 37,877 | 35,626 | 36,546 | 35,547 | 37,830 | 32,782 | 35,219 | *409,232 | MARYLAND |
| MASSACHUSETTS | 57,783 | 54,228 | 63,825 | 70,970 | 71,367 | 77,532 | 70,970 | 70,016 | 71,282 | 73,935 | 68,463 | 68,332 | 818,348 | MASSACHUSETTS |
| MICHIGAN | 116,603 | 110,607 | 117,398 | 128,896 | 142,480 | 148,659 | 151,742 | 154,467 | 140,987 | 147,862 | 129,747 | 130,993 | *1,621,841 | MICHIGAN |
| MINNESOTA | 45,687 | 41,159 | 55,691 | 55,912 | 80,972 | 75,136 | 79,650 | 75,408 | 74,393 | 75,060 | 54,980 | 55,286 | *769,636 | MINNESOTA |
| MISSISSIPPI | 24,621 | 23,915 | 26,096 | 26,691 | 29,531 | 30,358 | 33,366 | 30,993 | 27,863 | 28,706 | 26,524 | 29,812 | *338,476 | MISSISSIPPI |
| MISSOURI | 64,960 | 61,582 | 68,379 | 72,997 | 85,178 | 79,963 | 82,989 | 79,233 | 78,496 | 84,001 | 68,512 | 79,180 | *905,470 | MISSOURI |
| MONTANA | 9,727 | 9,104 | 11,639 | 16,657 | 20,451 | 17,993 | 22,977 | 22,748 | 18,780 | 17,245 | 12,635 | 12,003 | 2/ 190,959 | MONTANA |
| NEBRASKA | 23,967 | 21,534 | 26,709 | 31,124 | 34,046 | 31,782 | 39,577 | 36,655 | 32,712 | 32,370 | 27,651 | 29,224 | *367,351 | NEBRASKA |
| NEVADA | 4,112 | 4,090 | 4,406 | 5,069 | 5,485 | 6,631 | 7,017 | 7,110 | 6,577 | 5,723 | 4,884 | 4,972 | 66,076 | NEVADA |
| NEW HAMPSHIRE | 7,301 | 6,586 | 7,504 | 7,289 | 9,285 | 9,957 | 12,611 | 13,000 | 10,153 | 10,465 | 8,726 | 8,906 | 3/ 111,883 | NEW HAMPSHIRE |
| NEW JERSEY | 73,167 | 65,054 | 76,658 | 81,863 | 88,020 | 91,321 | 92,805 | 99,920 | 89,792 | 90,935 | 81,687 | 82,895 | *1,016,117 | NEW JERSEY |
| NEW MEXICO | 12,533 | 12,130 | 13,394 | 13,881 | 14,919 | 16,378 | 17,040 | 16,510 | 15,852 | 15,280 | 14,002 | 15,392 | *177,311 | NEW MEXICO |
| NEW YORK | 147,904 | 135,637 | 155,832 | 166,852 | 187,839 | 190,837 | 213,375 | 213,163 | 194,752 | 198,898 | 174,733 | 168,187 | 2,148,000 | NEW YORK |
| NORTH CAROLINA | 60,350 | 49,909 | 51,995 | 58,129 | 59,684 | 53,613 | 64,667 | 61,391 | 57,851 | 68,642 | 57,537 | 60,082 | 3/ 703,850 | NORTH CAROLINA |
| NORTH DAKOTA | 8,356 | 7,757 | 26,125 | 20,451 | 31,260 | 21,462 | 26,125 | 31,383 | 28,500 | 21,851 | 16,144 | 12,245 | 236,354 | NORTH DAKOTA |
| OHIO | 129,397 | 114,112 | 133,730 | 144,445 | 145,229 | 165,500 | 167,249 | 158,369 | 153,663 | 158,843 | 141,245 | 154,008 | *1,765,790 | OHIO |
| OKLAHOMA | 41,048 | 38,928 | 43,461 | 41,129 | 47,610 | 58,361 | 58,329 | 50,282 | 49,098 | 51,030 | 42,998 | 48,214 | 570,488 | OKLAHOMA |
| OREGON | 27,847 | 29,503 | 32,312 | 35,155 | 38,213 | 39,087 | 43,759 | 44,413 | 42,809 | 38,480 | 33,578 | 36,206 | 441,362 | OREGON |
| PENNSYLVANIA | 130,374 | 114,969 | 159,616 | 148,206 | 158,061 | 158,061 | 168,832 | 168,621 | 162,411 | 170,370 | 148,239 | 154,648 | 1,816,689 | PENNSYLVANIA |
| RHODE ISLAND | 10,799 | 9,844 | 11,405 | 11,037 | 12,497 | 12,794 | 14,337 | 13,631 | 11,437 | 13,249 | 11,040 | 12,375 | 144,445 | RHODE ISLAND |
| SOUTH CAROLINA | 26,597 | 25,151 | 27,162 | 28,711 | 29,462 | 28,848 | 30,684 | 30,399 | 30,163 | 30,699 | 27,996 | 30,720 | 346,592 | SOUTH CAROLINA |
| SOUTH DAKOTA | 12,282 | 11,646 | 15,788 | 16,448 | 21,543 | 16,853 | 24,017 | 25,048 | 24,045 | 20,644 | 16,835 | 15,834 | *226,983 | SOUTH DAKOTA |
| TENNESSEE | 38,045 | 33,005 | 42,100 | 43,476 | 42,546 | 47,665 | 46,305 | 46,393 | 42,533 | 44,318 | 40,219 | 47,007 | *521,612 | TENNESSEE |
| TEXAS | 146,700 | 148,861 | 161,106 | 168,449 | 176,209 | 184,538 | 192,377 | 171,812 | 177,917 | 181,598 | 157,278 | 183,195 | 2,050,040 | TEXAS |
| UTAH | 11,325 | 10,491 | 12,372 | 13,279 | 14,035 | 15,448 | 17,032 | 16,920 | 16,141 | 15,246 | 12,564 | 13,250 | 168,103 | UTAH |
| VERMONT | 5,518 | 5,077 | 5,451 | 6,483 | 6,771 | 7,787 | 9,440 | 9,668 | 8,026 | 8,222 | 6,815 | 6,720 | 3/ 85,978 | VERMONT |
| VIRGINIA | 44,750 | 38,648 | 44,999 | 50,849 | 52,301 | 52,508 | 56,404 | 54,404 | 53,322 | 54,570 | 49,117 | 53,582 | 605,454 | VIRGINIA |
| WASHINGTON | 36,455 | 38,425 | 43,830 | 47,117 | 49,443 | 51,080 | 56,048 | 56,649 | 53,202 | 50,118 | 45,406 | 47,990 | 575,764 | WASHINGTON |
| WEST VIRGINIA | 19,684 | 17,530 | 19,763 | 22,591 | 24,520 | 27,000 | 27,738 | 24,318 | 28,547 | 25,658 | 22,438 | 26,149 | *285,996 | WEST VIRGINIA |
| WISCONSIN | 51,700 | 44,434 | 59,019 | 69,427 | 76,092 | 76,377 | 82,668 | 77,593 | 75,066 | 77,486 | 59,601 | 62,811 | *806,284 | WISCONSIN |
| WYOMING | 6,703 | 5,923 | 7,139 | 8,057 | 8,712 | 10,769 | 12,920 | 14,354 | 9,720 | 9,597 | 7,453 | 7,990 | 109,337 | WYOMING |
| DISTRICT OF COLUMBIA | 12,158 | 11,002 | 12,465 | 12,860 | 13,624 | 13,320 | 14,639 | 13,122 | 12,967 | 13,843 | 13,125 | 14,184 | 157,309 | DISTRICT OF COLUMBIA |
| TOTAL | 2,853,843 | 2,111,234 | 2,388,665 | 2,562,318 | 2,850,158 | 2,881,529 | 3,037,777 | 2,958,655 | 2,832,348 | 2,902,194 | 2,544,873 | 2,712,292 | 32,035,886 | TOTAL |

Highway Statistics, 1947

1/ SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE IN 1947, AND TABLE G-23, HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1947. STATEMENTS OF MOTOR-FUEL CONSUMPTION BY MONTHS, AS COMPILED BY STATE AUTHORITIES, ARE BASED ON REPORTS OF DISTRIBUTORS. IN STATES INDICATED BY ASTERISKS (*) IN THIS COLUMN, MOTOR-FUEL TAX IS BASED ON QUANTITIES RECEIVED OR PRODUCED RATHER THAN ON DISTRIBUTION, AND MONTHLY FIGURES ARE NOT ACCURATELY INDICATIVE OF

CONSUMPTION IN THOSE MONTHS BECAUSE OF FLUCTUATION OF INVENTORIES.
2/ IN-STATE PRODUCTION IS TAXED ON DISTRIBUTION BASIS; INSHIPMENTS ARE TAXED ON ARRIVAL IN STATE.
3/ TAX PAYMENT IS ON RECEIPTS OR DISTRIBUTION BASIS, OPTIONAL WITH DISTRIBUTORS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYHIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1947 \downarrow (FOR COMPARABLE DATA FOR 1946, SEE
REVISED TABLE G-23, ISSUED AUGUST 1948.)TABLE G-23, 1947
ISSUED JULY 1948

| STATE | JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | TOTAL | STATE |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------------|
| | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | |
| ALABAMA | 31,151 | 30,982 | 33,237 | 32,054 | 33,922 | 30,204 | 33,948 | 34,139 | 35,500 | 37,325 | 33,926 | 37,463 | 403,851 | ALABAMA |
| ARIZONA | 13,559 | 13,806 | 14,320 | 15,117 | 14,164 | 15,252 | 14,721 | 14,299 | 14,391 | 15,071 | 15,325 | 17,245 | 177,270 | ARIZONA |
| ARKANSAS | 20,666 | 20,061 | 23,224 | 21,975 | 22,107 | 22,476 | 23,777 | 24,670 | 23,890 | 25,568 | 22,216 | 26,469 | 277,099 | ARKANSAS |
| CALIFORNIA | 211,496 | 205,784 | 194,061 | 215,460 | 219,990 | 248,310 | 227,115 | 245,140 | 242,623 | 240,110 | 237,757 | 257,694 | 2,745,540 | CALIFORNIA |
| COLORADO | 20,594 | 19,873 | 25,991 | 21,115 | 24,025 | 26,182 | 31,178 | 27,458 | 32,317 | 26,186 | 22,929 | 24,976 | 302,824 | COLORADO |
| CONNECTICUT | 28,417 | 26,513 | 30,446 | 32,142 | 35,778 | 39,299 | 35,464 | 38,393 | 35,324 | 36,641 | 33,014 | 34,038 | 405,459 | CONNECTICUT |
| DELAWARE | 4,947 | 4,333 | 5,341 | 5,827 | 6,145 | 6,055 | 6,708 | 6,389 | 6,003 | 6,241 | 5,410 | 6,942 | 69,341 | DELAWARE |
| FLORIDA | 50,149 | 48,156 | 50,435 | 46,046 | 44,521 | 41,547 | 43,162 | 41,938 | 40,874 | 45,544 | 43,815 | 52,903 | 548,990 | FLORIDA |
| GEORGIA | 43,435 | 41,587 | 44,513 | 45,178 | 45,339 | 40,972 | 46,021 | 45,602 | 46,722 | 48,652 | 43,121 | 48,945 | 540,087 | GEORGIA |
| IDAHO | 7,525 | 7,338 | 10,937 | 12,539 | 13,426 | 13,947 | 15,707 | 16,307 | 12,647 | 14,566 | 8,775 | 10,020 | 143,734 | IDAHO |
| ILLINOIS | 100,058 | 94,287 | 114,507 | 137,818 | 161,378 | 154,161 | 151,499 | 132,652 | 137,296 | 146,495 | 121,082 | 132,027 | 1,583,260 | ILLINOIS |
| INDIANA | 60,647 | 55,384 | 64,278 | 69,342 | 79,520 | 75,940 | 64,195 | 76,347 | 76,761 | 79,438 | 64,461 | 70,264 | 836,577 | INDIANA |
| IOWA | 35,631 | 26,581 | 49,465 | 58,590 | 80,623 | 84,322 | 65,157 | 66,802 | 48,741 | 48,366 | 39,373 | 41,377 | 575,028 | IOWA |
| KANSAS | 34,724 | 33,128 | 32,972 | 35,181 | 38,878 | 41,016 | 36,806 | 32,890 | 35,855 | 34,997 | 35,694 | 35,747 | 427,888 | KANSAS |
| KENTUCKY | 30,493 | 29,302 | 32,541 | 33,549 | 35,618 | 38,580 | 37,970 | 38,962 | 40,497 | 37,134 | 39,055 | 37,134 | 432,361 | KENTUCKY |
| LOUISIANA | 28,357 | 28,373 | 30,460 | 29,627 | 32,136 | 29,528 | 33,376 | 32,190 | 33,003 | 35,591 | 33,602 | 38,390 | 384,633 | LOUISIANA |
| MAINE | 12,329 | 11,050 | 12,469 | 13,192 | 20,204 | 14,316 | 20,091 | 21,269 | 17,289 | 14,211 | 17,305 | 14,811 | 188,466 | MAINE |
| MARYLAND | 27,537 | 24,594 | 28,904 | 31,632 | 34,292 | 34,202 | 31,885 | 32,407 | 32,366 | 34,390 | 30,446 | 33,468 | 376,113 | MARYLAND |
| MASSACHUSETTS | 54,434 | 50,016 | 58,701 | 59,616 | 67,083 | 67,157 | 71,850 | 67,609 | 73,498 | 69,022 | 65,080 | 64,518 | 768,584 | MASSACHUSETTS |
| MICHIGAN | 96,037 | 85,770 | 95,386 | 109,128 | 119,601 | 122,705 | 127,353 | 127,448 | 115,114 | 124,516 | 107,757 | 114,113 | 1,344,928 | MICHIGAN |
| MINNESOTA | 41,025 | 35,484 | 47,760 | 41,764 | 58,751 | 52,787 | 56,400 | 53,298 | 56,469 | 59,699 | 45,439 | 48,985 | 597,861 | MINNESOTA |
| MISSISSIPPI | 23,498 | 22,865 | 24,693 | 27,422 | 24,762 | 27,490 | 30,750 | 28,603 | 26,072 | 27,088 | 25,069 | 28,491 | 316,803 | MISSISSIPPI |
| MISSOURI | 61,776 | 55,989 | 63,380 | 64,567 | 75,303 | 70,337 | 74,282 | 72,334 | 69,721 | 73,545 | 61,378 | 74,938 | 817,550 | MISSOURI |
| MONTANA | 8,254 | 7,515 | 9,728 | 12,207 | 16,046 | 12,424 | 14,638 | 13,856 | 13,524 | 13,862 | 10,410 | 10,505 | 140,969 | MONTANA |
| NEBRASKA | 18,822 | 16,900 | 20,652 | 23,577 | 24,888 | 22,553 | 28,311 | 26,885 | 23,190 | 23,348 | 20,118 | 22,250 | 271,494 | NEBRASKA |
| NEVADA | 3,674 | 3,640 | 3,918 | 4,610 | 4,865 | 5,871 | 6,148 | 6,186 | 5,871 | 5,064 | 4,389 | 4,615 | 58,851 | NEVADA |
| NEW HAMPSHIRE | 7,061 | 6,269 | 7,252 | 7,140 | 9,043 | 9,619 | 12,207 | 12,555 | 9,686 | 10,099 | 8,305 | 8,474 | 107,710 | NEW HAMPSHIRE |
| NEW JERSEY | 68,191 | 60,618 | 72,722 | 75,454 | 81,958 | 85,280 | 86,786 | 93,831 | 83,764 | 84,335 | 76,300 | 77,813 | 947,052 | NEW JERSEY |
| NEW MEXICO | 11,238 | 11,107 | 11,947 | 11,878 | 12,593 | 14,053 | 14,632 | 14,545 | 13,731 | 13,226 | 12,938 | 13,944 | 155,832 | NEW MEXICO |
| NEW YORK | 134,777 | 124,385 | 140,821 | 154,808 | 176,905 | 180,663 | 201,206 | 198,100 | 179,801 | 185,228 | 159,445 | 152,813 | 1,988,952 | NEW YORK |
| NORTH CAROLINA | 57,065 | 47,155 | 49,018 | 53,587 | 54,833 | 48,919 | 60,674 | 57,803 | 54,283 | 63,963 | 53,701 | 56,208 | 657,209 | NORTH CAROLINA |
| NORTH DAKOTA | 6,580 | 5,988 | 10,153 | 9,279 | 22,496 | 17,000 | 16,978 | 13,278 | 11,125 | 13,915 | 13,089 | 10,107 | 2/ 149,988 | NORTH DAKOTA |
| OHIO | 118,547 | 107,855 | 125,773 | 135,509 | 135,094 | 152,361 | 151,469 | 145,295 | 135,819 | 144,745 | 125,659 | 143,675 | 1,621,801 | OHIO |
| OKLAHOMA | 34,830 | 31,455 | 34,867 | 33,569 | 36,852 | 38,154 | 38,364 | 38,194 | 37,499 | 38,727 | 35,726 | 40,457 | 438,694 | OKLAHOMA |
| OREGON | 23,177 | 26,831 | 28,931 | 31,896 | 35,072 | 39,346 | 38,770 | 34,505 | 38,770 | 29,617 | 28,797 | 31,247 | 389,410 | OREGON |
| PENNSYLVANIA | 120,386 | 105,982 | 122,150 | 139,356 | 149,613 | 151,632 | 159,519 | 158,737 | 150,201 | 158,443 | 135,534 | 141,626 | 1,693,179 | PENNSYLVANIA |
| RHODE ISLAND | 10,519 | 9,503 | 11,067 | 10,719 | 12,129 | 12,390 | 13,880 | 13,173 | 11,045 | 12,830 | 10,690 | 12,108 | 140,053 | RHODE ISLAND |
| SOUTH CAROLINA | 25,138 | 23,902 | 25,789 | 26,632 | 27,219 | 26,618 | 28,945 | 28,922 | 28,479 | 28,525 | 26,075 | 28,717 | 324,961 | SOUTH CAROLINA |
| SOUTH DAKOTA | 10,768 | 10,135 | 13,096 | 9,304 | 20,905 | 10,330 | 15,184 | 16,141 | 16,309 | 15,629 | 14,337 | 14,337 | 165,832 | SOUTH DAKOTA |
| TENNESSEE | 34,785 | 29,989 | 38,815 | 39,613 | 38,304 | 42,670 | 41,066 | 41,842 | 38,150 | 39,765 | 44,028 | 42,901 | 471,928 | TENNESSEE |
| TEXAS | 116,938 | 125,373 | 139,689 | 145,275 | 147,703 | 153,380 | 155,940 | 133,921 | 146,037 | 148,026 | 126,852 | 152,600 | 1,691,734 | TEXAS |
| UTAH | 10,574 | 9,692 | 11,488 | 12,059 | 13,596 | 14,894 | 15,146 | 15,146 | 13,731 | 13,731 | 11,607 | 12,443 | 151,422 | UTAH |
| VERMONT | 5,220 | 5,135 | 6,116 | 6,116 | 6,359 | 7,212 | 8,932 | 9,090 | 7,547 | 7,824 | 6,414 | 6,408 | 81,049 | VERMONT |
| VIRGINIA | 41,992 | 36,196 | 42,159 | 47,749 | 49,440 | 48,952 | 53,256 | 50,751 | 50,474 | 50,936 | 45,668 | 50,717 | 567,290 | VIRGINIA |
| WASHINGTON | 33,358 | 35,843 | 40,842 | 44,282 | 45,708 | 46,624 | 51,527 | 51,280 | 47,035 | 44,409 | 40,672 | 43,096 | 524,676 | WASHINGTON |
| WEST VIRGINIA | 19,056 | 16,766 | 19,215 | 21,842 | 23,935 | 26,160 | 23,427 | 27,678 | 24,924 | 26,977 | 21,642 | 25,508 | 277,130 | WEST VIRGINIA |
| WISCONSIN | 46,678 | 39,477 | 52,208 | 55,206 | 65,301 | 63,074 | 67,919 | 63,821 | 61,606 | 68,858 | 53,260 | 56,267 | 693,675 | WISCONSIN |
| WYOMING | 5,509 | 4,796 | 5,983 | 6,721 | 7,337 | 8,021 | 10,873 | 12,051 | 8,059 | 7,885 | 6,164 | 6,818 | 91,217 | WYOMING |
| DISTRICT OF COLUMBIA | 11,874 | 10,879 | 12,355 | 12,709 | 13,494 | 13,151 | 14,460 | 12,952 | 12,792 | 13,696 | 12,860 | 14,018 | 155,240 | DISTRICT OF COLUMBIA |
| TOTAL | 2,023,496 | 1,884,299 | 2,144,459 | 2,286,385 | 2,519,377 | 2,503,713 | 2,613,486 | 2,560,385 | 2,449,060 | 2,548,453 | 2,251,651 | 2,430,941 | 28,215,705 | TOTAL |

1/ SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE IN 1947, AND TABLE G-22, TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1947. THE AMOUNTS OF HIGHWAY AND NONHIGHWAY USE IN EACH MONTH WERE DETERMINED BY ANALYSIS OF DATA ON EXEMPTIONS AND REFUNDS REPORTED BY THE STATES. NUMEROUS APPROXIMATIONS WERE NECESSARY, OF WHICH THE FOLLOWING ARE THE MOST SIGNIFICANT: (1) FOR STATES IN WHICH REFUNDS FOR NONHIGHWAY USE WERE REPORTED BY MONTHS OF CERTIFICATION OR PAYMENT, THE REFUND SERIES WAS OFFSET ONE OR MORE MONTHS TO APPROXIMATE THE MONTH

OF PURCHASE; (2) FOR STATES WHICH HAVE NO EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE, ESTIMATES WERE BASED PRINCIPALLY ON REPORTS OF HIGHWAY AND NONHIGHWAY USE IN ADJACENT STATES. 2/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947, AND IN THE PERIOD MAY THROUGH DECEMBER 1947, REFUNDS WERE PAID ON 46,280,999 GALLONS. IN ORDER TO PRESENT DATA COMPARABLE TO THOSE FOR OTHER STATES, THE FIGURES FOR NORTH DAKOTA GIVEN IN THIS TABLE WERE ESTIMATED BY THE PUBLIC ROADS ADMINISTRATION.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

NONHIGHWAY USE OF MOTOR FUEL IN 1947

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

TABLE G-24, 1947
ISSUED JULY 1948

| STATE | TOTAL NON-HIGHWAY USE 1/ | UNCLAS-SIFIED | CLASSIFIED | | | | | | | | | STATE | |
|----------------------|--------------------------|---------------|---------------|-------------------|---------------|---------------|------------------------------|-----------------------|---------------|---------------|----------------|---------------|----------------------|
| | | | TOTAL | AGRICUL-TURAL USE | OTHER USES | | | | | | | | |
| | | | | | TOTAL | AVIATION | INDUSTRIAL AND COMMERCIAL 2/ | CONSTRUC-TION WORK 3/ | DOMESTIC | MARINE | MISCEL-LANEOUS | | |
| | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | 1,000 GALLONS | |
| ALABAMA | *28,939 | 28,939 | - | - | - | - | - | - | - | - | - | - | ALABAMA |
| ARIZONA | 19,270 | - | 19,270 | 8,183 | 11,087 | 8,053 | 2,341 | 612 | - | 53 | - | - | ARIZONA |
| ARKANSAS | *18,564 | 18,564 | - | - | - | (b/) | - | - | - | - | - | - | ARKANSAS |
| CALIFORNIA | 152,135 | - | 152,135 | 62,235 | 89,900 | 55,909 | 4,779 | 8,568 | - | - | 4,734 | 15,910 | CALIFORNIA |
| COLORADO | 55,193 | - | 55,193 | 40,632 | 14,561 | 10,630 | 2,436 | 1,077 | 133 | - | - | 285 | COLORADO |
| CONNECTICUT | 15,791 | - | 15,791 | 555 | 15,236 | 534 | 11,591 | 2,772 | 7 | 332 | - | - | CONNECTICUT |
| DELAWARE | 6,778 | - | 6,778 | 3,817 | 2,961 | 1,797 | 927 | - | - | 237 | - | - | DELAWARE |
| FLORIDA | *77,755 | 77,755 | - | - | - | (b/) | - | - | - | - | - | - | FLORIDA |
| GEORGIA | *42,144 | 42,144 | - | - | - | - | - | - | - | - | - | - | GEORGIA |
| IDAHO | 25,375 | 25,375 | - | - | - | (b/) | - | - | - | - | - | - | IDAHO |
| ILLINOIS | 261,775 | - | 261,775 | 185,268 | 76,507 | 36,935 | 29,002 | 5,469 | 529 | 416 | - | 4,156 | ILLINOIS |
| INDIANA | 114,491 | - | 114,491 | 86,131 | 28,360 | 5,285 | 19,410 | 2,698 | 183 | 130 | - | 654 | INDIANA |
| IOWA | 202,334 | - | 202,334 | 186,588 | 15,746 | 1,700 | 11,476 | 2,145 | - | - | - | 425 | IOWA |
| KANSAS | 201,694 | 201,694 | - | - | - | - | - | - | - | - | - | - | KANSAS |
| KENTUCKY | *11,215 | - | 11,215 | 6,089 | 5,126 | 1,685 | - | - | - | - | - | 3,441 | KENTUCKY |
| LOUISIANA | *16,305 | 16,305 | - | - | - | - | - | - | - | - | - | - | LOUISIANA |
| MAINE | 9,842 | - | 9,842 | 3,362 | 6,480 | 1,175 | 2,826 | - | - | 2,479 | - | - | MAINE |
| MARYLAND | 26,844 | - | 26,844 | 16,701 | 10,143 | 2,303 | 44 | 4,549 | 22 | 2,855 | - | - | MARYLAND |
| MASSACHUSETTS | 39,131 | - | 39,131 | 1,646 | 37,485 | 6,387 | 29,741 | - | - | 1,357 | - | - | MASSACHUSETTS |
| MICHIGAN | 245,412 | - | 245,412 | 74,070 | 171,342 | 14,804 | 151,434 | 3,984 | 119 | 930 | - | 71 | MICHIGAN |
| MINNESOTA | 158,024 | - | 158,024 | 135,603 | 22,421 | 8,622 | 13,351 | - | - | - | - | 448 | MINNESOTA |
| MISSISSIPPI | 13,286 | - | 13,286 | 8,612 | 4,674 | 2,228 | 2,112 | 136 | - | 195 | - | 3 | MISSISSIPPI |
| MISSOURI | 72,104 | - | 72,104 | 44,496 | 27,608 | 19,084 | 429 | 2,173 | - | - | - | 5,922 | MISSOURI |
| MONTANA | 46,009 | - | 46,009 | 38,594 | 7,415 | 3,147 | 4,088 | - | 121 | - | - | 59 | MONTANA |
| NEBRASKA | *88,781 | 88,781 | - | - | - | (b/) | - | - | - | - | - | - | NEBRASKA |
| NEVADA | 6,331 | - | 6,331 | 1,715 | 4,616 | 2,520 | 1,296 | - | - | - | - | 800 | NEVADA |
| NEW HAMPSHIRE | 2,154 | - | 2,154 | 399 | 1,755 | 230 | 1,117 | 197 | 1 | 204 | - | 6 | NEW HAMPSHIRE |
| NEW JERSEY | 55,705 | - | 55,705 | 6,639 | 49,066 | 14,931 | 31,146 | - | 93 | 1,048 | - | 1,848 | NEW JERSEY |
| NEW MEXICO | 18,241 | - | 18,241 | 11,853 | 6,388 | 4,342 | 1,606 | 345 | 81 | 14 | - | - | NEW MEXICO |
| NEW YORK | 121,910 | - | 121,910 | 42,107 | 79,803 | 12,719 | 52,774 | 8,027 | - | 4,168 | - | 2,115 | NEW YORK |
| NORTH CAROLINA | 32,957 | - | 32,957 | 12,801 | 20,156 | 8,435 | 5,477 | 2,425 | 43 | 2,962 | - | 814 | NORTH CAROLINA |
| NORTH DAKOTA | 5/ 81,012 | 81,012 | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA |
| OHIO | 110,013 | 110,013 | - | - | - | - | - | - | - | - | - | - | OHIO |
| OKLAHOMA | 124,339 | - | 124,339 | 110,835 | 13,504 | 10,999 | 2,475 | - | - | - | - | 30 | OKLAHOMA |
| OREGON | 50,678 | - | 50,678 | 27,782 | 22,896 | 5,468 | 16,184 | - | - | 1,244 | - | - | OREGON |
| PENNSYLVANIA | *103,408 | 103,408 | - | - | - | (b/) | - | - | - | - | - | - | PENNSYLVANIA |
| RHODE ISLAND | 2,024 | - | 2,024 | 62 | 1,962 | 287 | 1,224 | - | - | 451 | - | - | RHODE ISLAND |
| SOUTH CAROLINA | *16,332 | 16,332 | - | - | - | - | - | - | - | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 58,110 | - | 58,110 | 55,365 | 2,745 | 1,503 | 1,167 | - | - | - | - | 75 | SOUTH DAKOTA |
| TENNESSEE | *41,062 | 41,062 | - | - | - | - | - | - | - | - | - | - | TENNESSEE |
| TEXAS | 331,254 | - | 331,254 | 254,455 | 76,799 | 37,205 | 14,064 | 11,681 | - | - | - | 13,849 | TEXAS |
| UTAH | *13,361 | 13,361 | - | - | - | (b/) | - | - | - | - | - | - | UTAH |
| VERMONT | *3,913 | 3,913 | - | - | - | - | - | - | - | - | - | - | VERMONT |
| VIRGINIA | 29,515 | - | 29,515 | 11,536 | 17,979 | 4,018 | 7,307 | 4,081 | - | 2,233 | - | 340 | VIRGINIA |
| WASHINGTON | 43,886 | - | 43,886 | 13,952 | 29,934 | 13,006 | 9,079 | 2,517 | - | 3,122 | - | 2,210 | WASHINGTON |
| WEST VIRGINIA | 5,230 | - | 5,230 | 2,335 | 2,895 | 512 | 2,360 | - | - | 23 | - | - | WEST VIRGINIA |
| WISCONSIN | 96,781 | - | 96,781 | 65,161 | 31,620 | 2,688 | 20,442 | - | - | - | - | 8,490 | WISCONSIN |
| WYOMING | *16,529 | 16,529 | - | - | - | (b/) | - | - | - | - | - | - | WYOMING |
| DISTRICT OF COLUMBIA | 1,397 | 1,397 | - | - | - | - | - | - | - | - | - | - | DISTRICT OF COLUMBIA |
| PARTIAL TOTALS 6/ | - | - | 2,428,749 | 1,519,579 | 909,170 | 299,141 | 454,075 | 63,456 | 1,385 | 29,134 | - | 61,979 | PARTIAL TOTALS 6/ |
| PERCENTAGE | - | - | 100.0 | 62.57 | 37.43 | - | - | - | - | - | - | - | PERCENTAGE |
| FULL TOTALS | 3,315,333 | 886,584 | 2,428,749 | - | - | - | - | - | - | - | - | - | FULL TOTALS |

1/ DATA ON PRIVATE AND COMMERCIAL NONHIGHWAY USE OF MOTOR-VEHICLE FUEL WERE OBTAINED BY ANALYSIS OF REPORTED EXEMPTIONS AND REFUNDS. A COMPLETE AND UNIFORM CLASSIFICATION OF NONHIGHWAY USE IS IMPOSSIBLE BECAUSE (1) THERE ARE CONSIDERABLE DIFFERENCES AMONG THE STATES IN THE DEFINITIONS OF FLUIDS COMING WITHIN THE PURVIEW OF THE TAX, (2) SEVERAL STATES DO NOT ALLOW EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE OF MOTOR FUEL, (3) SOME STATES ALLOW EXEMPTIONS OR REFUNDS FOR CERTAIN NONHIGHWAY USES BUT FAILED TO REPORT THE TOTAL NONHIGHWAY USE, AND (4) SOME STATES FAILED TO REPORT A CLASSIFICATION OF EXEMPTIONS OR REFUNDS ACCORDING TO USE. ASTERISKS (*) INDICATE STATES FOR WHICH IT WAS NECESSARY TO ESTIMATE A PORTION, OR ALL, OF THE NONHIGHWAY USE. SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1947, NOTE 2.

2/ IN ADDITION TO STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, IDAHO AND TENNESSEE REPORTED 292,000 AND 15,379,000 GALLONS, RESPECTIVELY, OF INDUSTRIAL USE.

3/ "CONSTRUCTION" IS INCLUDED WITH "INDUSTRIAL AND COMMERCIAL" IN THE CLASSIFICATIONS OF SOME STATES.

4/ IN ADDITION TO THE STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, THE FOLLOWING STATES REPORTED AMOUNTS OF AVIATION USE SEPARATELY, BECAUSE OF SPECIAL PROVISIONS GOVERNING EXEMPTIONS OR PAYMENT OF TAX: AMOUNTS IN 1,000 GALLONS - ARKANSAS, 3,225; FLORIDA, 39,123; IDAHO, 2,600; NEBRASKA, 3,088; PENNSYLVANIA, 9,325; TENNESSEE, 6,473; UTAH, 4,325; AND WYOMING, 2,883.

5/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947 AND IN THE PERIOD MAY THROUGH DECEMBER 1947, REFUNDS WERE PAID ON 46,280,999 GALLONS. IN ORDER TO PRESENT DATA COMPARABLE TO THOSE FOR OTHER STATES, THE FIGURES FOR NORTH DAKOTA GIVEN IN THIS TABLE WERE ESTIMATED BY THE PUBLIC ROADS ADMINISTRATION.

6/ TOTALS FOR 32 STATES FOR WHICH CLASSIFICATION OF NONHIGHWAY USE WAS REPORTED.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE 1/

TABLE G-240
ISSUED AUGUST 1948

| EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR | STATES | | | | | | | |
|--|---|--|--|--|--|---|--|---|
| | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
| 0 - 4.9 | ALABAMA, ARKANSAS, CONNECTICUT, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MICHIGAN, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, NEBRASKA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, UTAH, VERMONT, WEST VIRGINIA, WYOMING | ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, NEBRASKA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA | ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MISSISSIPPI, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA |
| 5.0 - 9.9 | CALIFORNIA, DELAWARE, IDAHO, ILLINOIS, INDIANA, MARYLAND, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN | CALIFORNIA, CONNECTICUT, DELAWARE, IDAHO, ILLINOIS, INDIANA, MARYLAND, MICHIGAN, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN | CONNECTICUT, DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MICHIGAN, MISSOURI, NEW HAMPSHIRE, NEW YORK, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WISCONSIN, DISTRICT OF COLUMBIA | DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MICHIGAN, MISSISSIPPI, MISSOURI, NEW HAMPSHIRE, NORTH CAROLINA, TENNESSEE, WASHINGTON, WEST VIRGINIA | DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WEST VIRGINIA | CONNECTICUT, DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NEW YORK, OHIO, TENNESSEE, VIRGINIA, WASHINGTON | ARIZONA, DELAWARE, FLORIDA, IDAHO, MARYLAND, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, WASHINGTON | ARIZONA, CALIFORNIA, DELAWARE, FLORIDA, MARYLAND, MASSACHUSETTS, MISSOURI, NEBRASKA, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON |
| 10.0 - 14.9 | ARIZONA, MINNESOTA, NEW MEXICO, OKLAHOMA, OREGON, TEXAS | ARIZONA, COLORADO, MINNESOTA, NEW MEXICO, OKLAHOMA, OREGON, TEXAS | ARIZONA, CALIFORNIA, COLORADO, IDAHO, ILLINOIS, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OHIO, OREGON | CALIFORNIA, CONNECTICUT, IDAHO, ILLINOIS, MARYLAND, NEW YORK, OHIO, VIRGINIA | ARIZONA, CALIFORNIA, CONNECTICUT, IDAHO, MICHIGAN, NEW JERSEY, NEW YORK, OHIO, WISCONSIN | ARIZONA, CALIFORNIA, IDAHO, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OREGON | CALIFORNIA, ILLINOIS, INDIANA, MICHIGAN, NEW MEXICO, OREGON, WISCONSIN | IDAHO, ILLINOIS, INDIANA, NEW MEXICO, OREGON, WISCONSIN |
| 15.0 - 19.9 | COLORADO, IOWA | IOWA | IOWA, MINNESOTA, TEXAS | ARIZONA, COLORADO, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OREGON, TEXAS, WISCONSIN | COLORADO, ILLINOIS, INDIANA, NEVADA, NEW MEXICO, OREGON, TEXAS | COLORADO, ILLINOIS, MICHIGAN, TEXAS, WISCONSIN | COLORADO, MINNESOTA, TEXAS | COLORADO, MICHIGAN, 2/ NORTH DAKOTA, TEXAS |
| 20.0 - 24.9 | MONTANA, SOUTH DAKOTA | MONTANA, SOUTH DAKOTA | MONTANA, OKLAHOMA, SOUTH DAKOTA | MINNESOTA, OKLAHOMA | MINNESOTA | MINNESOTA, OKLAHOMA | MONTANA, OKLAHOMA | MINNESOTA, MONTANA, OKLAHOMA |
| 25.0 - 29.9 | KANSAS | KANSAS | | IOWA, MONTANA | IOWA, OKLAHOMA | IOWA, MONTANA | IOWA | IOWA, SOUTH DAKOTA |
| 30.0 - 34.9 | | | KANSAS | SOUTH DAKOTA | MONTANA, SOUTH DAKOTA | | KANSAS, SOUTH DAKOTA | KANSAS |
| 35.0 - 39.9 | | | | KANSAS | | KANSAS, SOUTH DAKOTA | | |
| 40.0 - 44.9 | NORTH DAKOTA | NORTH DAKOTA | | | KANSAS | | | |
| 45.0 - 49.9 | | | | | | | | |
| 50.0 - 54.9 | | | NORTH DAKOTA | | | | | |
| 55.0 - 59.9 | | | | NORTH DAKOTA | | | NORTH DAKOTA | |
| 60.0 - 64.9 | | | | | NORTH DAKOTA | NORTH DAKOTA | | |

1/ SOME STATES DO NOT ALLOW FULL REFUND OR EXEMPTION FOR ALLEGED NONHIGHWAY USE. GALLONAGE ON WHICH PARTIAL REFUNDS OR EXEMPTIONS WERE ALLOWED IS CLASSIFIED AS REFUNDED OR EXEMPT. DOES NOT INCLUDE EXEMPTED OR REFUNDED USE BY FEDERAL GOVERNMENT.

2/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947, BUT REFUND PAYMENTS DID NOT BEGIN UNTIL MAY. THE PERCENTAGE OF REFUNDS FOR 1947 IS THEREFORE BASED ON THE TAXED GALLONAGE FOR THE FULL YEAR, AND REFUNDS FOR ONLY PART OF A YEAR. PRELIMINARY DATA INDICATE THAT REFUNDS HAVE BEEN CLAIMED ON OVER 40 PERCENT OF THE GASOLINE SOLD DURING 1947.

Motor Fuel

Highway Statistics, 1947

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CENTS PER GALLON

TABLE G-205
ISSUED AUGUST 1948

| STATE | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | STATE | |
|----------------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------------|----------------|----------------|
| ALABAMA | - | - | 1-1 | 2 | 2 | 2 | 2 | 2 | 2-4 | 4 | 4 | 4 | 4-5 | 5-6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | ALABAMA | | |
| ARIZONA | - | - | 1-3 | 4 | 4 | 4 | 4 | 4 | 3-4 | 5 | 5 | 5 | 5-6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | ARIZONA | | |
| ARKANSAS | - | - | 1-3 | 2 | 2 | 2 | 2 | 2 | 2-3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | ARKANSAS | | |
| CALIFORNIA | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2-3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | CALIFORNIA | | |
| COLORADO | 1-2 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2-3 | 3 | 3-4 | 3-4 | 4 | 4 | 4 | 4-5-4 | 4-5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | COLORADO | |
| CONNECTICUT | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | CONNECTICUT | |
| DELAWARE | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | DELAWARE | |
| FLORIDA | - | - | 1-3 | 3 | 3-4 | 4 | 4 | 4 | 4-5 | 5 | 5-6 | 5-6 | 6-7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | FLORIDA | |
| GEORGIA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | GEORGIA | |
| IDAHOW | - | - | 1-3 | 3 | 3 | 3 | 3 | 3 | 3-3-5 | 4 | 4-6 | 4-5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | IDAHOW | |
| ILLINOIS | - | - | 2 | 2 | 2-3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | ILLINOIS | |
| INDIANA | - | - | 2 | 2 | 2-3 | 3 | 3 | 3 | 3 | 3 | 3-4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | INDIANA | |
| IOWA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | IOWA | |
| KANSAS | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | KANSAS | |
| KENTUCKY | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | KENTUCKY | |
| LOUISIANA | - | - | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | LOUISIANA | |
| MAINE | - | - | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | MAINE | |
| MASSACHUSETTS | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | MASSACHUSETTS | |
| MICHIGAN | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | MICHIGAN | |
| MINNESOTA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | MINNESOTA | |
| MISSISSIPPI | - | - | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | MISSISSIPPI | |
| MISSOURI | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | MISSOURI | |
| MONTANA | - | - | 1 | 1 | 1-2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | MONTANA | |
| NEBRASKA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NEBRASKA | |
| NEVADA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NEVADA | |
| NEW HAMPSHIRE | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NEW HAMPSHIRE | |
| NEW JERSEY | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NEW JERSEY | |
| NEW MEXICO | 1 | 2 | 1 | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | NEW MEXICO | |
| NORTH CAROLINA | - | - | 1 | 1 | 1-3 | 3 | 3-4 | 4 | 4 | 4 | 4-5 | 5 | 5-6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | NORTH CAROLINA | |
| NORTH DAKOTA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1-2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | NORTH DAKOTA | |
| OHIO | - | - | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | OHIO | |
| OKLAHOMA | 1 | 1 | 1 | 1 | 1 | 1-3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | OKLAHOMA | |
| OREGON | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | OREGON | |
| PENNSYLVANIA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | PENNSYLVANIA | |
| RHODE ISLAND | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | RHODE ISLAND |
| SOUTH CAROLINA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | SOUTH DAKOTA |
| TENNESSEE | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | TENNESSEE |
| TEXAS | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | TEXAS |
| UTAH | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | UTAH |
| VERMONT | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | VERMONT |
| VIRGINIA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | VIRGINIA |
| WASHINGTON | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | WASHINGTON |
| WEST VIRGINIA | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | WEST VIRGINIA |
| WISCONSIN | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | WISCONSIN |
| WYOMING | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | WYOMING |
| DIST. OF COL. | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | DIST. OF COL. |
| STATE AVG. 2/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE AVG. 2/ | |
| FEDERAL TAX | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | FEDERAL TAX | |

1/ THE TAX RATES GIVEN WERE IN EFFECT DECEMBER 31 FOR ALL YEARS EXCEPT 1948. THE 1948 TAX RATES GIVEN WERE IN EFFECT JULY 1.
2/ WEIGHTED AVERAGE RATES BASED ON THE NET GALLONS TAXED. THE FIRST YEAR IN WHICH GASOLINE TAXES WERE IN EFFECT IN ALL STATES DURING THE ENTIRE YEAR WAS 1936.

MOTOR VEHICLES

With a continued high rate of production and low rate of retirement of motor vehicles, private and commercial registrations during 1947 reached a total of 37,360,000 vehicles, surpassing the previous record year of 1941 by more than 8 percent and exceeding the 1946 total by 10 percent. Trucks and busses led in the percentage gained, being nearly 14 percent greater than in 1946, while automobile registrations increased 9 percent in the same period.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. The differences between registrations on this basis and those of the actual State registration years are small and from a statistical standpoint are of little significance.

Registration practices vary considerably among the States: Several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. Only a few register diesel vehicles separately. Complete uniformity does not exist in the registration of taxicabs, station wagons, and special-type vehicles released by the military services. In one State—Vermont—trucks of less than 1,500 pounds capacity are registered with automobiles. In many cases, therefore, it is necessary to supplement the data supplied by the States with information obtained from special studies and trade sources.

The motor-vehicle registrations given in the following tables do not include transfers or re-registrations. Insofar as possible, these and all other items that might cause duplication have been removed.

For publicly-owned vehicles, only totals are given in table MV-1. Further classification of these vehicles is given in table MV-7. License plates for publicly-owned vehicles are usually issued free, or for a nominal charge, and the States in many cases do not keep detailed records. Where the State records are not in sufficient detail to show separately the number of such automobiles, trucks, and busses, the segregation has been estimated by the Public Roads Administration.

The tables on pages 17 and 18 present for the first time selected data on motor-truck registrations by weight and capacity classifications, and by year model. The lack of uniformity in vehicle registration procedures among the States makes it possible to obtain useful data for only a few States. As more data become available they will be reported from time to time.

Inquiries are frequently received concerning the number of valid operators' licenses outstanding. While there is no way of determining the number of existing valid licenses at a given time, the numbers issued, and the periods for which they were issued, are given annually in table MV-12.

The taxes and fees connected with State motor-vehicle registration are given in table MV-2, and special taxes on motor carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are the motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

STATE MOTOR-VEHICLE REGISTRATIONS - 1947

TABLE MV-1, 1947
REVISED SEPTEMBER 1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES ^{1/}

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

| STATE | MOTOR VEHICLES | | | | | TRAILERS AND SEMI-TRAILERS | | | | | MOTORCYCLES | | | | | COMPARISON OF REGISTRATIONS OF PRIVATE AND COMMERCIAL MOTOR VEHICLES, 1946-1947 | | | STATE |
|-------------|----------------|--|---------------------|---|--------|----------------------------|--|---------|--------------------------------------|-----------------------|--|---------|------------------------|-----------------------|------------------------------|---|---------------|----------------------|-------|
| | TOTAL | PRIVATE AND COMMERCIAL | | TRUCKS AND TRACTOR TRUCKS ^{2/} | TOTAL | FEDERAL ^{3/} | STATE, COUNTY, AND MUNICIPAL ^{4/} | TOTAL | PRIVATE AND COMMERCIAL ^{5/} | FEDERAL ^{6/} | STATE, COUNTY, AND MUNICIPAL ^{7/} | TOTAL | PRIVATE AND COMMERCIAL | FEDERAL ^{8/} | STATE, COUNTY, AND MUNICIPAL | TOTAL REGISTRATIONS | INCREASE 1947 | PERCENT-AGE INCREASE | |
| | | AUTOMOBILES (INCLUDING TAXICABS) ^{2/} | BUSES ^{2/} | | | | | | | | | | | | | | | | |
| ALABAMA | 492,079 | 359,403 | 3,699 | 121,088 | 8,089 | 1,325 | 6,764 | 8,206 | 4,220 | 34 | 42 | 8,174 | 6,274 | - | 100 | 430,247 | 53,743 | 12.5 | |
| ALABAMA | 190,919 | 142,945 | 804 | 44,970 | 4,875 | 2,161 | 2,714 | 16,827 | 16,637 | 16 | 174 | 2,763 | 2,722 | - | 41 | 159,729 | 26,315 | 16.5 | |
| ARIZONA | 357,734 | 211,120 | 1,092 | 145,522 | 4,876 | 814 | 4,062 | 23,767 | 23,601 | 5 | 161 | 3,143 | 3,127 | - | 16 | 318,897 | 34,081 | 10.7 | |
| ARIZONA | 3,577,128 | 2,992,060 | 7,473 | 577,595 | 49,688 | 7,066 | 41,562 | 352,740 | 349,743 | 48 | 2,949 | 59,199 | 59,234 | - | 4 | 3,099,510 | 378,590 | 12.2 | |
| COLORADO | 429,594 | 306,970 | 2,280 | 120,344 | 6,650 | 2,169 | 4,481 | 7,451 | 7,311 | 30 | 110 | 4,270 | 4,218 | - | 2 | 386,118 | 34,807 | 9.0 | |
| COLORADO | 299,570 | 209,651 | 2,280 | 97,639 | 6,118 | 3,392 | 2,726 | 18,190 | 17,714 | 2 | 100 | 4,215 | 4,021 | - | 80 | 249,840 | 39,811 | 7.2 | |
| CONNECTICUT | 80,690 | 79,502 | 693,071 | 137,549 | 10,028 | 1,188 | 1,064 | 3,453 | 3,351 | 14 | 413 | 13,241 | 12,979 | - | 262 | 72,829 | 6,073 | 9.2 | |
| CONNECTICUT | 709,699 | 693,071 | 2,509 | 13,119 | 10,028 | 1,188 | 1,064 | 54,196 | 54,052 | 14 | 413 | 13,241 | 12,979 | - | 262 | 59,984 | 95,984 | 16.1 | |
| CONNECTICUT | 688,535 | 648,535 | 3,684 | 136,316 | 9,771 | 3,101 | 6,670 | 28,075 | 28,075 | 7 | 88 | 7,109 | 7,270 | - | 211 | 175,615 | 72,093 | 12.7 | |
| CONNECTICUT | 191,336 | 191,336 | 222 | 51,137 | 2,501 | 1,524 | 999 | 28,364 | 28,109 | 21 | 153 | 2,709 | 2,688 | - | 11 | 169,740 | 21,625 | 12.7 | |
| CONNECTICUT | 2,030,000 | 1,749,182 | 3,770 | 277,749 | 15,832 | 2,613 | 13,219 | 51,604 | 51,308 | 5 | 351 | 22,509 | 22,098 | - | 405 | 1,856,056 | 173,945 | 9.4 | |
| CONNECTICUT | 1,151,157 | 950,072 | 6,504 | 195,581 | 9,235 | 2,966 | 6,269 | 124,178 | 124,178 | 4 | 558 | 20,958 | 20,071 | - | 287 | 1,056,689 | 84,468 | 7.9 | |
| CONNECTICUT | 851,361 | 816,785 | 1,196 | 137,700 | 8,276 | 2,977 | 5,299 | 122,778 | 122,235 | 1 | 542 | 9,015 | 8,939 | - | 76 | 741,019 | 75,766 | 10.2 | |
| CONNECTICUT | 697,217 | 648,815 | 3,410 | 144,992 | 7,735 | 2,551 | 5,184 | 131,915 | 131,915 | 6 | 6 | 7,735 | 7,735 | - | - | 644,085 | 52,392 | 8.1 | |
| CONNECTICUT | 486,958 | 486,958 | 3,410 | 109,958 | 3,659 | 1,087 | 2,572 | 29,239 | 29,144 | 19 | 128 | 6,038 | 5,997 | - | 100 | 493,459 | 63,157 | 10.2 | |
| CONNECTICUT | 243,923 | 240,430 | 476 | 180,516 | 3,523 | 4,02 | 3,121 | 16,119 | 15,828 | - | 291 | 2,700 | 2,602 | - | 188 | 229,826 | 10,604 | 4.6 | |
| CONNECTICUT | 544,510 | 539,597 | 3,747 | 44,913 | 4,813 | 1,355 | 3,458 | 12,306 | 12,306 | 15 | 110 | 6,774 | 6,734 | - | 40 | 525,211 | 14,396 | 2.7 | |
| CONNECTICUT | 1,077,643 | 889,530 | 5,794 | 142,319 | 9,076 | 1,297 | 7,779 | 43,047 | 43,047 | - | - | 5,869 | 5,869 | - | - | 969,911 | 67,732 | 7.0 | |
| CONNECTICUT | 1,894,958 | 1,597,576 | 1,960 | 200,481 | 25,380 | 1,357 | 24,023 | 106,729 | 106,729 | 2 | - | 194,475 | 194,475 | - | - | 1,579,095 | 280,483 | 14.0 | |
| CONNECTICUT | 883,865 | 875,042 | 2,302 | 148,523 | 8,823 | 1,237 | 7,586 | 199,224 | 199,224 | 17 | 417 | 9,270 | 9,120 | - | 150 | 807,610 | 67,432 | 8.3 | |
| CONNECTICUT | 352,115 | 329,028 | 3,750 | 192,273 | 6,987 | 1,958 | 5,029 | 19,758 | 19,607 | 24 | 127 | 8,273 | 8,272 | - | 1 | 318,927 | 33,188 | 10.4 | |
| CONNECTICUT | 1,099,149 | 829,151 | 8,140 | 269,458 | 7,540 | 1,608 | 5,932 | 72,892 | 72,892 | 2 | - | 8,375 | 8,375 | - | 2 | 965,206 | 73,943 | 7.7 | |
| CONNECTICUT | 191,383 | 131,468 | 724 | 51,681 | 5,098 | 2,002 | 3,096 | 5,652 | 5,504 | 9 | 139 | 1,171 | 1,171 | - | - | 175,050 | 18,334 | 10.5 | |
| CONNECTICUT | 466,817 | 466,817 | 839 | 90,019 | 5,076 | 991 | 4,085 | 54,787 | 54,787 | 11 | 495 | 5,091 | 4,981 | - | 50 | 436,167 | 30,972 | 7.0 | |
| CONNECTICUT | 150,271 | 141,668 | 620 | 7,982 | 3,023 | 1,176 | 1,847 | 8,693 | 8,693 | 30 | 30 | 1,710 | 1,710 | - | 15 | 142,015 | 8,252 | 5.8 | |
| CONNECTICUT | 1,028,389 | 6,013 | 6,013 | 180,232 | 13,312 | 1,005 | 12,307 | 22,802 | 22,787 | 15 | - | 10,404 | 10,053 | - | 441 | 1,425,280 | 95,354 | 8.5 | |
| CONNECTICUT | 1,220,634 | 1,604 | 1,604 | 39,968 | 2,901 | 1,341 | 1,560 | 5,411 | 5,365 | 25 | 21 | 1,652 | 1,652 | - | - | 139,702 | 21,795 | 16.3 | |
| CONNECTICUT | 2,885,209 | 2,881,478 | 3,729 | 4,731 | 34,159 | 3,374 | 30,885 | 99,395 | 98,000 | 4 | 1,301 | 2,632 | 2,632 | - | 1,098 | 2,682,435 | 286,774 | 9.3 | |
| CONNECTICUT | 219,391 | 166,538 | 4,937 | 48,923 | 15,488 | 1,916 | 14,572 | 70,286 | 70,286 | 1 | 1,252 | 1,142 | 1,142 | - | 4 | 193,689 | 26,219 | 10.5 | |
| CONNECTICUT | 2,293,202 | 1,965,307 | 2,312 | 327,895 | 24,638 | 1,872 | 22,766 | 190,267 | 188,748 | 10 | 1,509 | 31,238 | 30,882 | - | 3 | 2,087,268 | 151,934 | 7.3 | |
| CONNECTICUT | 620,572 | 605,686 | 3,011 | 141,878 | 9,496 | 1,562 | 7,934 | 11,187 | 10,961 | 20 | 206 | 6,117 | 6,117 | - | - | 559,653 | 51,423 | 9.2 | |
| CONNECTICUT | 531,875 | 409,015 | 1,040 | 122,860 | 9,275 | 2,150 | 7,125 | 30 | 30 | 30 | - | 6,083 | 6,077 | - | 6 | 460,659 | 61,811 | 13.4 | |
| CONNECTICUT | 2,392,181 | 1,961,275 | 9,180 | 429,906 | 26,195 | 2,129 | 24,066 | 75,669 | 74,547 | 5 | 1,057 | 29,688 | 29,411 | - | 475 | 2,104,271 | 182,415 | 8.4 | |
| CONNECTICUT | 209,461 | 207,529 | 832 | 28,152 | 1,869 | 134 | 1,735 | 3,271 | 3,265 | 3 | 2 | 1,729 | 1,729 | - | 12 | 193,808 | 13,764 | 7.1 | |
| CONNECTICUT | 456,967 | 449,819 | 2,991 | 66,148 | 7,148 | 373 | 6,775 | 10,352 | 10,352 | 7 | - | 7,435 | 7,359 | - | 76 | 399,513 | 56,306 | 14.3 | |
| CONNECTICUT | 221,745 | 218,000 | 2,991 | 50,623 | 2,839 | 886 | 1,953 | 31,171 | 31,000 | 9 | 156 | 2,019 | 2,000 | - | 19 | 192,944 | 25,962 | 13.5 | |
| CONNECTICUT | 609,578 | 600,882 | 2,715 | 122,111 | 8,696 | 2,174 | 6,522 | 104 | 104 | 104 | - | 7,992 | 7,866 | - | 6 | 586,519 | 74,369 | 14.1 | |
| CONNECTICUT | 2,052,379 | 2,052,379 | 2,055 | 432,821 | 26,978 | 4,158 | 24,720 | 96,581 | 95,744 | 37 | 800 | 24,411 | 24,027 | - | 12 | 1,794,860 | 228,641 | 12.7 | |
| CONNECTICUT | 108,316 | 108,316 | 3,019 | 11,408 | 3,864 | 1,215 | 2,649 | 1,880 | 1,880 | 15 | 15 | 1,880 | 1,880 | - | 39 | 101,585 | 15,688 | 15.8 | |
| CONNECTICUT | 711,433 | 700,691 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | 1,765 | 8,997 | 29,170 | 29,170 | 13 | 14 | 13,146 | 13,144 | - | 14 | 627,085 | 73,606 | 11.7 | |
| CONNECTICUT | 711,433 | 711,433 | 3,019 | 132,956 | 10,762 | | | | | | | | | | | | | | |

PUBLICLY OWNED VEHICLES IN THE UNITED STATES-1947

COMPILED FOR THE CALENDAR YEAR

TABLE MV-7, 1947
ISSUED APRIL 1948

| STATE | FEDERAL 1/ | | | | | | | STATE, COUNTY, AND MUNICIPAL 3/ | | | | | | | ALL PUBLICLY OWNED VEHICLES | | STATE |
|----------------------|----------------|--------|---------------------------|--------|-------------------------------|-----------------|--------|---------------------------------|--------|---------------------------|---------|----------------------------|--------------|---------|-----------------------------|---|----------------------|
| | MOTOR VEHICLES | | | | TRAILERS AND SEMI-TRAILERS 2/ | MOTOR-CYCLES 2/ | TOTAL | MOTOR VEHICLES | | | | TRAILERS AND SEMI-TRAILERS | MOTOR-CYCLES | TOTAL | TOTAL MOTOR VEHICLES | TOTAL INCLUDING TRAILERS AND MOTOR-CYCLES | |
| | AUTO-MOBILES | BUSSES | TRUCKS AND TRACTOR TRUCKS | TOTAL | | | | AUTO-MOBILES | BUSSES | TRUCKS AND TRACTOR TRUCKS | TOTAL | | | | | | |
| ALABAMA | 484 | 7 | 834 | 1,325 | 34 | - | 1,359 | 1,071 | 1,659 | 4,034 | 6,764 | 42 | 100 | 6,906 | 8,089 | 8,265 | ALABAMA |
| ARIZONA | 743 | 54 | 1,364 | 2,161 | 16 | - | 2,177 | 808 | 369 | 1,537 | 2,714 | 174 | 41 | 2,929 | 4,875 | 5,106 | ARIZONA |
| ARKANSAS | 278 | 5 | 531 | 814 | 5 | - | 819 | 422 | 1,265 | 2,375 | 4,062 | 161 | 16 | 4,239 | 4,876 | 5,058 | ARKANSAS |
| CALIFORNIA | 2,526 | 56 | 4,484 | 7,066 | 48 | 4 | 7,118 | 13,767 | 700 | 27,095 | 41,562 | 2,949 | 1,901 | 46,412 | 48,628 | 53,530 | CALIFORNIA |
| COLORADO | 716 | 17 | 1,436 | 2,169 | 30 | 2 | 2,201 | 722 | 518 | 3,260 | 4,500 | 110 | 50 | 4,660 | 6,669 | 6,860 | COLORADO |
| CONNECTICUT | 107 | - | 285 | 392 | - | - | 392 | 2,343 | 76 | 3,307 | 5,726 | 476 | 121 | 6,323 | 6,118 | 6,715 | CONNECTICUT |
| DELAWARE | 30 | 5 | 89 | 124 | 2 | - | 126 | 517 | 5 | 542 | 1,064 | 100 | 80 | 1,244 | 1,188 | 1,370 | DELAWARE |
| FLORIDA | 563 | 7 | 898 | 1,468 | 14 | - | 1,482 | 1,866 | 1,519 | 5,775 | 9,160 | 413 | 262 | 9,835 | 10,628 | 11,317 | FLORIDA |
| GEORGIA | 949 | 12 | 2,530 | 3,491 | 7 | - | 3,498 | 852 | 1,392 | 4,036 | 6,280 | 98 | 211 | 6,589 | 9,771 | 10,087 | GEORGIA |
| IDAHO | 340 | 15 | 1,168 | 1,523 | 21 | - | 1,544 | 531 | 268 | 1,702 | 2,501 | 153 | 14 | 2,668 | 4,024 | 4,212 | IDAHO |
| ILLINOIS | 859 | 13 | 1,741 | 2,613 | 5 | - | 2,618 | 3,724 | 585 | 8,910 | 13,219 | 351 | 405 | 13,975 | 15,832 | 16,593 | ILLINOIS |
| INDIANA | 282 | 6 | 698 | 986 | 4 | - | 990 | 2,534 | 872 | 4,843 | 8,249 | 558 | 287 | 9,094 | 9,235 | 10,084 | INDIANA |
| IOWA | 152 | 2 | 373 | 527 | 1 | - | 528 | 1,325 | 2,033 | 4,691 | 8,049 | 542 | 76 | 8,667 | 8,576 | 9,195 | IOWA |
| KANSAS | 189 | 13 | 553 | 755 | 6 | - | 761 | 1,540 | 624 | 4,816 | 6,980 | - | - | 6,980 | 7,735 | 7,741 | KANSAS |
| KENTUCKY | 280 | 6 | 506 | 792 | 19 | - | 811 | 976 | 550 | 4,557 | 6,083 | - | - | 6,083 | 6,875 | 7,484 | KENTUCKY |
| LOUISIANA | 503 | 8 | 576 | 1,087 | 7 | 1 | 1,095 | 496 | 311 | 1,765 | 2,572 | 128 | 100 | 2,800 | 3,659 | 3,895 | LOUISIANA |
| MAINE | 160 | 4 | 238 | 402 | - | - | 402 | 716 | 210 | 2,195 | 3,121 | 291 | 188 | 3,600 | 3,523 | 4,002 | MAINE |
| MARYLAND | 516 | 10 | 829 | 1,355 | 15 | - | 1,370 | 1,580 | 140 | 1,838 | 3,558 | 110 | 40 | 3,708 | 4,913 | 5,078 | MARYLAND |
| MASSACHUSETTS | 457 | 15 | 825 | 1,297 | 3 | - | 1,300 | 2,078 | 32 | 6,269 | 8,379 | - | - | 8,379 | 9,676 | 9,679 | MASSACHUSETTS |
| MICHIGAN | 532 | 8 | 817 | 1,357 | 2 | - | 1,359 | 4,820 | 3,800 | 15,403 | 24,023 | - | - | 24,023 | 25,380 | 25,822 | MICHIGAN |
| MINNESOTA | 468 | 12 | 757 | 1,237 | 17 | - | 1,254 | 1,324 | 1,295 | 4,967 | 7,586 | 417 | 150 | 8,153 | 8,823 | 9,407 | MINNESOTA |
| MISSISSIPPI | 300 | 7 | 651 | 958 | 24 | - | 982 | 603 | 2,451 | 2,975 | 6,029 | 127 | 1 | 6,157 | 6,987 | 7,139 | MISSISSIPPI |
| MISSOURI | 528 | 10 | 1,070 | 1,608 | 2 | 2 | 1,612 | 1,170 | 820 | 3,982 | 5,992 | 87 | 1 | 6,020 | 7,540 | 7,632 | MISSOURI |
| MONTANA | 631 | 9 | 1,362 | 2,002 | 9 | - | 2,011 | 516 | - | 2,580 | 3,096 | 139 | - | 3,235 | 5,098 | 5,246 | MONTANA |
| NEBRASKA | 389 | 3 | 539 | 931 | 11 | - | 942 | 795 | 217 | 3,133 | 4,145 | 495 | 50 | 4,690 | 5,076 | 5,632 | NEBRASKA |
| NEVADA | 269 | 8 | 350 | 627 | 30 | - | 657 | 341 | 61 | 762 | 1,164 | 187 | 13 | 1,364 | 1,791 | 2,021 | NEVADA |
| NEW HAMPSHIRE | 52 | - | 126 | 178 | - | - | 178 | 603 | - | 2,237 | 2,845 | 71 | - | 2,916 | 3,023 | 3,094 | NEW HAMPSHIRE |
| NEW JERSEY | 344 | 8 | 713 | 1,065 | 15 | - | 1,080 | 4,356 | - | 7,891 | 12,247 | - | 447 | 12,688 | 13,312 | 13,768 | NEW JERSEY |
| NEW MEXICO | 412 | 15 | 914 | 1,341 | 25 | 4 | 1,370 | 504 | - | 1,056 | 1,560 | 21 | - | 1,581 | 2,901 | 2,951 | NEW MEXICO |
| NEW YORK | 1,181 | 18 | 2,175 | 3,374 | 4 | 1 | 3,379 | 9,250 | 3,454 | 18,121 | 30,825 | 1,301 | 1,098 | 33,224 | 34,199 | 36,603 | NEW YORK |
| NORTH CAROLINA | 375 | 31 | 812 | 1,218 | 11 | - | 1,229 | 1,640 | 5,483 | 6,927 | 14,050 | 1,252 | 100 | 15,402 | 15,268 | 16,631 | NORTH CAROLINA |
| NORTH DAKOTA | 224 | 7 | 364 | 595 | 5 | - | 600 | 293 | 39 | 956 | 1,288 | - | 4 | 1,292 | 1,883 | 1,892 | NORTH DAKOTA |
| OHIO | 621 | 19 | 1,232 | 1,872 | 10 | 3 | 1,885 | 4,626 | 7,657 | 10,483 | 22,766 | 1,509 | 353 | 24,628 | 24,638 | 26,513 | OHIO |
| OKLAHOMA | 664 | 13 | 885 | 1,562 | 20 | - | 1,582 | 1,259 | 2,821 | 3,854 | 7,994 | 206 | - | 8,140 | 9,496 | 9,722 | OKLAHOMA |
| OREGON | 677 | 12 | 1,461 | 2,150 | 30 | 6 | 2,186 | 952 | 4,160 | 7,225 | 9,522 | - | - | 7,225 | 9,375 | 9,411 | OREGON |
| PENNSYLVANIA | 780 | 17 | 1,332 | 2,129 | 5 | 3 | 2,137 | 8,100 | 720 | 15,246 | 24,066 | 1,057 | 475 | 25,598 | 26,195 | 27,735 | PENNSYLVANIA |
| RHODE ISLAND | 42 | 1 | 91 | 134 | 3 | - | 137 | 362 | 51 | 1,322 | 1,735 | 2 | 12 | 1,749 | 1,869 | 1,886 | RHODE ISLAND |
| SOUTH CAROLINA | 206 | 2 | 365 | 573 | 7 | - | 580 | 802 | 1,604 | 4,169 | 6,575 | - | 76 | 6,651 | 7,148 | 7,231 | SOUTH CAROLINA |
| SOUTH DAKOTA | 261 | 28 | 597 | 886 | 9 | - | 895 | 347 | 55 | 1,551 | 1,953 | 156 | 19 | 2,128 | 2,839 | 3,023 | SOUTH DAKOTA |
| TENNESSEE | 844 | 13 | 1,317 | 2,174 | 104 | - | 2,278 | 1,260 | 931 | 4,331 | 6,522 | - | 6 | 6,528 | 8,696 | 8,803 | TENNESSEE |
| TEXAS | 1,831 | 24 | 2,303 | 4,158 | 37 | 12 | 4,207 | 5,008 | 6,683 | 13,029 | 24,720 | 800 | 372 | 25,892 | 28,878 | 30,099 | TEXAS |
| UTAH | 476 | 7 | 870 | 1,353 | 35 | - | 1,388 | 555 | 361 | 1,539 | 2,455 | 15 | 39 | 2,509 | 3,808 | 3,877 | UTAH |
| VERMONT | 98 | 1 | 115 | 214 | 3 | - | 217 | 162 | 488 | 650 | 808 | - | - | 650 | 864 | 867 | VERMONT |
| VIRGINIA | 483 | 25 | 1,257 | 1,765 | 13 | 10 | 1,788 | 4,743 | 1,450 | 2,804 | 8,997 | 14 | 14 | 9,025 | 10,762 | 10,813 | VIRGINIA |
| WASHINGTON | 1,098 | 14 | 2,126 | 3,238 | 53 | 2 | 3,293 | 3,240 | 1,503 | 7,559 | 12,302 | 390 | 237 | 12,929 | 15,540 | 16,222 | WASHINGTON |
| WEST VIRGINIA | 176 | 8 | 341 | 525 | 1 | - | 526 | 1,165 | 1,242 | 2,397 | 4,804 | 92 | 122 | 5,018 | 5,329 | 5,544 | WEST VIRGINIA |
| WISCONSIN | 262 | 12 | 657 | 931 | 1 | - | 932 | 1,736 | 885 | 9,637 | 12,258 | 328 | 349 | 12,935 | 13,189 | 13,867 | WISCONSIN |
| WYOMING | 271 | 5 | 730 | 1,006 | 5 | - | 1,011 | 336 | 196 | 1,107 | 1,639 | 145 | - | 1,784 | 2,645 | 2,795 | WYOMING |
| DISTRICT OF COLUMBIA | 518 | 18 | 799 | 1,335 | 6 | 51 | 1,392 | 1,454 | - | 804 | 2,258 | 111 | 22 | 2,391 | 3,593 | 3,783 | DISTRICT OF COLUMBIA |
| TOTAL | 25,147 | 610 | 47,086 | 72,843 | 734 | 101 | 73,678 | 101,351 | 57,864 | 248,977 | 408,192 | 15,578 | 7,846 | 431,616 | 481,035 | 505,294 | TOTAL |

Motor Vehicles

1/ ONLY THE VEHICLES OF THE CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT ARE GIVEN IN THIS TABLE. VEHICLES OF THE NAVY AND WAR DEPARTMENTS, AND THE MARITIME COMMISSION, ARE NOT INCLUDED.
2/ THE TRAILER AND MOTORCYCLE FIGURES GIVEN ARE FOR 1946. DATA FOR 1947 ARE NOT AVAILABLE.
3/ THIS INFORMATION, COMPILED CHIEFLY FROM REPORTS OF STATE AUTHORITIES, IS INCOMPLETE IN MANY CASES. SOME STATES GIVE STATE-OWNED VEHICLES ONLY; OTHER EXCLUDE FROM REGISTRATION CERTAIN

CLASSES, SUCH AS FIRE APPARATUS AND POLICE VEHICLES. FOR THE STATES NOT REPORTING STATE, COUNTY, AND MUNICIPAL VEHICLES SEPARATELY FROM PRIVATE AND COMMERCIAL VEHICLES, AND THOSE REPORTING UNSEGREGATED TOTALS ONLY, CLASSIFICATION BY VEHICLE TYPES HAS BEEN APPROXIMATED ON THE BASIS OF OTHER AVAILABLE DATA.

4/ INCLUDES 1,113 AUTOMOBILES OF THE DIPLOMATIC CORPS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYNUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1947 ^{1/}

COMPILED FOR THE CALENDAR YEAR

TABLE MV-9, 1947
REVISED SEPTEMBER 1948

| STATE | PRIVATE AND COMMERCIAL | | | | | PUBLICLY OWNED | | | GRAND TOTAL | STATE |
|-----------------------|------------------------|----------------|-----------|--|-----------|-----------------------|---|---------|-------------|-----------------------|
| | GASOLINE | | | DIESEL TRUCKS AND TRACTOR TRUCKS ^{3/} | TOTAL | BY FEDERAL GOVERNMENT | BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS | TOTAL | | |
| | TRUCKS ^{2/} | TRACTOR TRUCKS | TOTAL | | | | | | | |
| ALABAMA | 121,088 | - | 121,088 | - | 121,088 | 834 | 4,034 | 4,868 | 125,956 | ALABAMA |
| ARIZONA | 41,100 | - | 41,100 | 1,195 | 42,295 | 1,364 | 1,537 | 2,901 | 45,196 | ARIZONA |
| ARKANSAS | 107,011 | 3,635 | 110,646 | - | 110,646 | 531 | 2,375 | 2,906 | 113,552 | ARKANSAS |
| CALIFORNIA | 455,921 | 18,082 | 474,003 | 4,964 | 478,967 | 4,484 | 27,095 | 31,579 | 510,546 | CALIFORNIA |
| COLORADO | 91,992 | 2,409 | 94,401 | 336 | 94,737 | 1,436 | 3,260 | 4,696 | 99,433 | COLORADO |
| CONNECTICUT | 79,568 | 2,171 | 81,739 | 55 | 81,794 | 285 | 3,307 | 3,592 | 85,386 | CONNECTICUT |
| DELAWARE | 16,322 | - | 16,322 | - | 16,322 | 89 | 542 | 631 | 16,953 | DELAWARE |
| FLORIDA | 137,487 | - | 137,487 | 62 | 137,549 | 898 | 5,775 | 6,673 | 144,222 | FLORIDA |
| GEORGIA | 145,251 | - | 145,251 | - | 145,251 | 2,530 | 4,036 | 6,566 | 151,817 | GEORGIA |
| IDAHO | 51,104 | 33 | 51,137 | - | 51,137 | 1,168 | 1,702 | 2,870 | 54,007 | IDAHO |
| ILLINOIS | 277,749 | - | 277,749 | - | 277,749 | 1,741 | 8,910 | 10,651 | 288,400 | ILLINOIS |
| INDIANA | 178,649 | 13,932 | 192,581 | - | 192,581 | 698 | 4,843 | 5,541 | 198,122 | INDIANA |
| IOWA | 133,751 | 4,009 | 137,760 | - | 137,760 | 373 | 4,691 | 5,064 | 142,824 | IOWA |
| KANSAS | 162,550 | - | 162,550 | - | 162,550 | 553 | 4,816 | 5,369 | 167,919 | KANSAS |
| KENTUCKY | 118,461 | - | 118,461 | - | 118,461 | 506 | 4,557 | 5,063 | 123,524 | KENTUCKY |
| LOUISIANA | 105,958 | - | 105,958 | - | 105,958 | 576 | 1,765 | 2,341 | 108,299 | LOUISIANA |
| MAINE | 58,802 | 636 | 59,438 | - | 59,438 | 238 | 2,195 | 2,433 | 61,871 | MAINE |
| MARYLAND | 84,892 | 5,917 | 90,809 | - | 90,809 | 829 | 1,838 | 2,667 | 93,476 | MARYLAND |
| MASSACHUSETTS | 142,319 | - | 142,319 | - | 142,319 | 825 | 6,269 | 7,094 | 149,413 | MASSACHUSETTS |
| MICHIGAN | 200,481 | - | 200,481 | - | 200,481 | 817 | 15,403 | 16,220 | 216,701 | MICHIGAN |
| MINNESOTA | 148,533 | - | 148,533 | - | 148,533 | 757 | 4,967 | 5,724 | 154,257 | MINNESOTA |
| MISSISSIPPI | 109,012 | 261 | 109,273 | - | 109,273 | 651 | 2,975 | 3,626 | 112,899 | MISSISSIPPI |
| MISSOURI | 205,458 | - | 205,458 | - | 205,458 | 1,070 | 3,942 | 5,012 | 210,470 | MISSOURI |
| MONTANA | 60,532 | 505 | 61,037 | 144 | 61,181 | 1,362 | 2,580 | 3,942 | 65,123 | MONTANA |
| NEBRASKA | 95,942 | - | 95,942 | 77 | 96,019 | 539 | 3,133 | 3,672 | 99,691 | NEBRASKA |
| NEVADA | 12,330 | - | 12,330 | - | 12,330 | 350 | 762 | 1,112 | 13,442 | NEVADA |
| NEW HAMPSHIRE | 35,043 | - | 35,043 | - | 35,043 | 126 | 2,237 | 2,363 | 37,406 | NEW HAMPSHIRE |
| NEW JERSEY | 186,232 | - | 186,232 | - | 186,232 | 713 | 7,891 | 8,604 | 194,836 | NEW JERSEY |
| NEW MEXICO | 40,471 | - | 40,471 | 360 | 40,831 | 914 | 1,056 | 1,970 | 42,801 | NEW MEXICO |
| NEW YORK | 396,368 | - | 396,368 | - | 396,368 | 2,175 | 18,121 | 20,296 | 416,664 | NEW YORK |
| NORTH CAROLINA | 147,703 | - | 147,703 | - | 147,703 | 812 | 6,927 | 7,739 | 155,442 | NORTH CAROLINA |
| NORTH DAKOTA | 60,721 | - | 60,721 | 56 | 60,777 | 364 | 956 | 1,320 | 62,097 | NORTH DAKOTA |
| OHIO | 270,215 | - | 270,215 | 69 | 270,284 | 1,232 | 10,483 | 11,715 | 281,999 | OHIO |
| OKLAHOMA | 143,078 | - | 143,078 | - | 143,078 | 885 | 3,854 | 4,739 | 147,817 | OKLAHOMA |
| OREGON ^{4/} | 115,104 | - | 115,104 | 741 | 115,845 | 1,461 | 4,160 | 5,621 | 121,466 | OREGON ^{4/} |
| PENNSYLVANIA | 355,289 | 16,942 | 372,231 | - | 372,231 | 1,332 | 15,246 | 16,578 | 388,809 | PENNSYLVANIA |
| RHODE ISLAND | 28,152 | - | 28,152 | - | 28,152 | 91 | 1,322 | 1,413 | 29,565 | RHODE ISLAND |
| SOUTH CAROLINA | 90,388 | - | 90,388 | 84 | 90,472 | 365 | 4,769 | 4,534 | 95,006 | SOUTH CAROLINA |
| SOUTH DAKOTA | 50,623 | - | 50,623 | - | 50,623 | 597 | 1,551 | 2,148 | 52,771 | SOUTH DAKOTA |
| TENNESSEE | 122,035 | - | 122,035 | 76 | 122,111 | 1,317 | 4,331 | 5,648 | 127,759 | TENNESSEE |
| TEXAS | 435,821 | - | 435,821 | - | 435,821 | 2,303 | 13,029 | 15,332 | 451,153 | TEXAS |
| UTAH | 35,670 | - | 35,670 | - | 35,670 | 870 | 1,539 | 2,409 | 38,079 | UTAH |
| VERMONT ^{5/} | 14,406 | - | 14,406 | - | 14,406 | 115 | 488 | 603 | 15,009 | VERMONT ^{5/} |
| VIRGINIA | 132,996 | - | 132,996 | - | 132,996 | 1,257 | 2,804 | 4,061 | 137,057 | VIRGINIA |
| WASHINGTON | 132,588 | - | 132,588 | 827 | 133,415 | 2,126 | 7,559 | 9,685 | 143,100 | WASHINGTON |
| WEST VIRGINIA | 76,940 | - | 76,940 | - | 76,940 | 341 | 2,397 | 2,738 | 79,678 | WEST VIRGINIA |
| WISCONSIN | 181,443 | - | 181,443 | - | 181,443 | 657 | 9,637 | 10,294 | 191,737 | WISCONSIN |
| WYOMING | 24,086 | 1,659 | 25,745 | - | 25,745 | 730 | 1,107 | 1,837 | 27,582 | WYOMING |
| DISTRICT OF COLUMBIA | 15,756 | - | 15,756 | - | 15,756 | 799 | 804 | 1,603 | 17,359 | DISTRICT OF COLUMBIA |
| TOTAL | 6,433,391 | 70,191 | 6,503,582 | 9,046 | 6,512,628 | 47,086 | 248,977 | 296,063 | 6,808,691 | TOTAL |

^{1/} THE REGISTRATIONS GIVEN IN THIS TABLE ARE AS REPORTED BY STATES IN MOST INSTANCES, BUT HAVE BEEN SUPPLEMENTED IN SOME CASES BY ESTIMATES BASED ON OTHER SOURCES.

^{2/} WHERE SEGREGATION IS NOT AVAILABLE ALL FREIGHT VEHICLES, REGARDLESS OF TYPE, ARE SHOWN IN THIS COLUMN.

^{3/} MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES SEPARATELY.

WHERE NO FIGURE IS GIVEN IN THIS COLUMN, DIESEL TRUCKS ARE INCLUDED WITH GASOLINE-POWERED VEHICLES.

^{4/} INCLUDES ALL TRAILERS.

^{5/} DOES NOT INCLUDE TRUCKS UNDER 1,500 POUNDS CAPACITY, WHICH ARE REGISTERED WITH PASSENGER CARS IN VERMONT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1947 1/

COMPILED FOR THE CALENDAR YEAR

TABLE MV-10, 1947
REVISED SEPTEMBER 1948

| STATE | PRIVATELY OWNED | | | | | PUBLICLY OWNED | | | GRAND TOTAL | STATE |
|----------------------|------------------|-----------|--------------|------------|---------|-----------------------|--|--------|-------------|----------------------|
| | COMMERCIAL BUSES | | SCHOOL BUSES | NOT STATED | TOTAL | BY FEDERAL GOVERNMENT | BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS 3/ | TOTAL | | |
| | GASOLINE | DIESEL 2/ | | | | | | | | |
| ALABAMA | 2,086 | - | 1,413 | - | 3,499 | 7 | 1,659 | 1,666 | 5,165 | ALABAMA |
| ARIZONA | 804 | - | - | - | 804 | 54 | 369 | 423 | 1,227 | ARIZONA |
| ARKANSAS | 970 | - | 122 | - | 1,092 | 5 | 1,265 | 1,270 | 2,362 | ARKANSAS |
| CALIFORNIA | 5,873 | 1,600 | - | - | 7,473 | 56 | 700 | 756 | 8,229 | CALIFORNIA |
| COLORADO | 696 | 9 | 513 | - | 1,218 | 17 | 518 | 535 | 1,753 | COLORADO |
| CONNECTICUT | 1,503 | 233 | 844 | - | 2,580 | - | 76 | 76 | 2,656 | CONNECTICUT |
| DELAWARE | - | - | - | 469 | 469 | 5 | 5 | 10 | 479 | DELAWARE |
| FLORIDA | 1,897 | 205 | 401 | - | 2,503 | 7 | 1,519 | 1,526 | 4,029 | FLORIDA |
| GEORGIA | 1,936 | - | 1,748 | - | 3,684 | 12 | 1,392 | 1,404 | 5,088 | GEORGIA |
| IDAHO | 222 | - | - | - | 222 | 15 | 268 | 283 | 505 | IDAHO |
| ILLINOIS | - | - | - | 3,770 | 3,770 | 13 | 585 | 598 | 4,368 | ILLINOIS |
| INDIANA | 2,498 | - | 6,006 | - | 8,504 | 6 | 872 | 878 | 9,382 | INDIANA |
| IOWA | 929 | - | 267 | - | 1,196 | 2 | 2,033 | 2,035 | 3,231 | IOWA |
| KANSAS | - | - | - | 570 | 570 | 13 | 624 | 637 | 1,207 | KANSAS |
| KENTUCKY | - | - | - | 2,813 | 2,813 | 6 | 550 | 556 | 3,369 | KENTUCKY |
| LOUISIANA | 1,041 | - | 2,369 | - | 3,410 | 8 | 311 | 319 | 3,729 | LOUISIANA |
| MAINE | 262 | - | 214 | - | 476 | 4 | 210 | 214 | 690 | MAINE |
| MARYLAND | 2,255 | - | 1,492 | - | 3,747 | 10 | 140 | 150 | 3,897 | MARYLAND |
| MASSACHUSETTS | - | - | - | 5,794 | 5,794 | 15 | 32 | 47 | 5,841 | MASSACHUSETTS |
| MICHIGAN | - | - | - | 1,960 | 1,960 | 8 | 3,800 | 3,808 | 5,768 | MICHIGAN |
| MINNESOTA | 1,202 | - | 1,100 | - | 2,302 | 12 | 1,295 | 1,307 | 3,609 | MINNESOTA |
| MISSISSIPPI | 3,750 | - | - | - | 3,750 | 7 | 2,451 | 2,458 | 6,208 | MISSISSIPPI |
| MISSOURI | 2,390 | - | 2,150 | - | 4,540 | 10 | 820 | 830 | 5,370 | MISSOURI |
| MONTANA | 422 | 6 | 306 | - | 734 | 9 | (4/) | 9 | 743 | MONTANA |
| NEBRASKA | 762 | 91 | - | - | 853 | 3 | 217 | 220 | 1,073 | NEBRASKA |
| NEVADA | - | - | - | 175 | 175 | 8 | 61 | 69 | 244 | NEVADA |
| NEW HAMPSHIRE | - | - | - | 620 | 620 | - | 5 | 5 | 625 | NEW HAMPSHIRE |
| NEW JERSEY | 6,013 | - | - | - | 6,013 | 8 | (4/) | 8 | 6,021 | NEW JERSEY |
| NEW MEXICO | 672 | 50 | 882 | - | 1,604 | 15 | (4/) | 15 | 1,619 | NEW MEXICO |
| NEW YORK | - | - | - | 11,363 | 11,363 | 18 | 3,454 | 3,472 | 14,835 | NEW YORK |
| NORTH CAROLINA | 2,957 | - | - | - | 2,957 | 31 | 5,483 | 5,514 | 8,471 | NORTH CAROLINA |
| NORTH DAKOTA | 308 | 15 | - | - | 323 | 7 | 39 | 46 | 369 | NORTH DAKOTA |
| OHIO | 2,930 | 681 | - | - | 3,611 | 19 | 7,657 | 7,676 | 11,287 | OHIO |
| OKLAHOMA | 1,660 | - | 652 | - | 2,312 | 13 | 2,821 | 2,834 | 5,146 | OKLAHOMA |
| OREGON | - | - | - | 1,640 | 1,640 | 12 | 952 | 964 | 2,604 | OREGON |
| PENNSYLVANIA | 5,900 | - | 3,280 | - | 9,180 | 17 | 720 | 737 | 9,917 | PENNSYLVANIA |
| RHODE ISLAND | 682 | - | 150 | - | 832 | 1 | 51 | 52 | 884 | RHODE ISLAND |
| SOUTH CAROLINA | 2,839 | 92 | - | - | 2,931 | 2 | 1,604 | 1,606 | 4,537 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | - | - | 292 | 292 | 28 | 55 | 83 | 375 | SOUTH DAKOTA |
| TENNESSEE | 2,507 | 208 | - | - | 2,715 | 13 | 931 | 944 | 3,659 | TENNESSEE |
| TEXAS | - | - | - | 2,035 | 2,035 | 24 | 6,683 | 6,707 | 8,742 | TEXAS |
| UTAH | - | - | - | 553 | 553 | 7 | 361 | 368 | 921 | UTAH |
| VERMONT | 174 | - | 290 | - | 464 | 1 | (4/) | 1 | 465 | VERMONT |
| VIRGINIA | 2,019 | - | 1,000 | - | 3,019 | 25 | 1,450 | 1,475 | 4,494 | VIRGINIA |
| WASHINGTON | 1,342 | 172 | - | - | 1,514 | 14 | 1,503 | 1,517 | 3,031 | WASHINGTON |
| WEST VIRGINIA | 1,360 | - | 38 | - | 1,398 | 8 | 1,242 | 1,250 | 2,648 | WEST VIRGINIA |
| WISCONSIN | 1,861 | - | 742 | - | 2,603 | 12 | 885 | 897 | 3,500 | WISCONSIN |
| WYOMING | 308 | - | 203 | - | 511 | 5 | 196 | 201 | 712 | WYOMING |
| DISTRICT OF COLUMBIA | 2,355 | - | - | - | 2,355 | 18 | - | 18 | 2,373 | DISTRICT OF COLUMBIA |
| TOTAL | 67,385 | 3,362 | 26,182 | 32,054 | 128,983 | 610 | 57,864 | 58,474 | 187,457 | TOTAL |

1/ THIS TABLE GIVES BUS REGISTRATIONS REPORTED BY THE STATES, SUPPLEMENTED WHERE POSSIBLE BY PUBLIC ROADS ADMINISTRATION ESTIMATES BASED ON OTHER DATA. THE FIGURES FOR MANY STATES APPEAR QUESTIONABLE, AND ARE INCONSISTENT IN SOME RESPECTS. THEY ARE, HOWEVER, THE BEST AVAILABLE AT THE PRESENT, AND ARE PRESENTED FOR SUCH INFORMATIONAL VALUE AS THEY MAY HAVE.

2/ MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES SEPARATELY. WHERE NO FIGURE IS GIVEN IN THIS COLUMN DIESEL BUSES ARE INCLUDED

WITH THOSE PROPELLED BY GASOLINE.

3/ NEARLY ALL OF THE VEHICLES LISTED IN THIS COLUMN ARE SCHOOL BUSES, BUT OTHERS, SUCH AS THOSE USED IN CONNECTION WITH OTHER PUBLIC INSTITUTIONS, ARE INCLUDED.

4/ INFORMATION NOT AVAILABLE. PUBLICLY-OWNED BUSES INCLUDED WITH TRUCKS IN MONTANA, NEW JERSEY, AND NEW MEXICO AND WITH PASSENGER CARS IN VERMONT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES
ISSUED IN 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE MV-12, 1947
ISSUED JUNE 1948

| STATE | NUMBER OF LEARNERS PERMITS ISSUED | OPERATORS LICENSES | | CHAUFFEURS LICENSES | | PUBLIC SERVICE AND OTHER SPECIAL LICENSES ISSUED | | STATE |
|----------------------|-----------------------------------|--------------------|-------------------------|---------------------|-------------------------|--|-------------------------|----------------------|
| | | NUMBER ISSUED | PERIOD FOR WHICH ISSUED | NUMBER ISSUED | PERIOD FOR WHICH ISSUED | NUMBER ISSUED | PERIOD FOR WHICH ISSUED | |
| ALABAMA | - | 662,863 | 2 YEARS | NOT REQUIRED | - | - | - | ALABAMA |
| ARIZONA | - | 47,602 | INDEFINITE | 26,918 | 1 YEAR | - | - | ARIZONA |
| ARKANSAS | - | 497,983 | 1 YEAR | 19,311 | 1 YEAR | - | - | ARKANSAS |
| CALIFORNIA | - | 1,076,708 | 4 YEARS | 107,298 | 4 YEARS | - | - | CALIFORNIA |
| COLORADO | - | 144,947 | 3 YEARS | 45,319 | 1 YEAR | - | - | COLORADO |
| CONNECTICUT | - | 741,841 | 1 YEAR | NOT REQUIRED | - | 8,502 | 1 YEAR | CONNECTICUT |
| DELAWARE | 11,218 | 67,848 | (2/) | 21,806 | (2/) | - | - | DELAWARE |
| FLORIDA | - | 900,535 | 1 YEAR | 180,420 | 1 YEAR | - | - | FLORIDA |
| GEORGIA | 11,039 | 895,959 | (3/) | 91,468 | (3/) | - | - | GEORGIA |
| IDAHO | - | 188,793 | 2 YEARS | 17,706 | 2 YEARS | - | - | IDAHO |
| ILLINOIS | - | 311,366 | 3 YEARS | 214,318 | 1 YEAR | - | - | ILLINOIS |
| INDIANA | 55,290 | 180,114 | 2 YEARS | 4/ 209,932 | 2 YEARS | (4/) | 2 YEARS | INDIANA |
| IOWA | - | 82,271 | 2 YEARS | 104,507 | 1 YEAR | - | - | IOWA |
| KANSAS | - | 833,019 | 2 YEARS | 100,543 | 2 YEARS | - | - | KANSAS |
| KENTUCKY | - | 674,652 | 1 YEAR | NOT REQUIRED | - | 28,704 | 1 YEAR | KENTUCKY |
| LOUISIANA | - | 582,920 | 2 YEARS | 71,920 | 1 YEAR | - | - | LOUISIANA |
| MAINE | 14,914 | 310,772 | 1 YEAR | NOT REQUIRED | - | - | - | MAINE |
| MARYLAND | 98,875 | 56,911 | INDEFINITE | 37,404 | 2 YEARS | - | - | MARYLAND |
| MASSACHUSETTS | 101,860 | 1,510,680 | 1 YEAR | NOT REQUIRED | - | 7,956 | 1 YEAR | MASSACHUSETTS |
| MICHIGAN | - | 963,492 | 3 YEARS | 177,459 | 1 YEAR | - | - | MICHIGAN |
| MINNESOTA | - | 425,690 | 4 YEARS | 120,779 | 1 YEAR | - | - | MINNESOTA |
| MISSISSIPPI | - | 437,627 | 1 YEAR | 17,095 | 1 YEAR | - | - | MISSISSIPPI |
| MISSOURI | - | 960,944 | (5/) | 81,076 | 1 YEAR | - | - | MISSOURI |
| MONTANA | - | 270,782 | 1 YEAR | (6/) | 1 YEAR | - | - | MONTANA |
| NEBRASKA | - | 639,525 | 2 YEARS | NOT REQUIRED | - | - | - | NEBRASKA |
| NEVADA | - | 60,252 | 2 YEARS | 7,542 | 1 YEAR | - | - | NEVADA |
| NEW HAMPSHIRE | - | 104,517 | 1 YEAR | 82,840 | 1 YEAR | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 278,104 | 1,616,451 | 1 YEAR | NOT REQUIRED | - | - | - | NEW JERSEY |
| NEW MEXICO | - | 145,095 | 1 YEAR | 31,507 | 1 YEAR | - | - | NEW MEXICO |
| NEW YORK | - | 771,266 | (7/) | 191,852 | (7/) | - | - | NEW YORK |
| NORTH CAROLINA | - | 162,399 | 4 YEARS | 53,403 | 1 YEAR | - | - | NORTH CAROLINA |
| NORTH DAKOTA | - | 242,703 | 2 YEARS | NOT REQUIRED | - | - | - | NORTH DAKOTA |
| OHIO | 363,212 | 2,829,920 | 1 YEAR | 285,328 | 1 YEAR | - | - | OHIO |
| OKLAHOMA | - | 339,069 | 2 YEARS | 49,451 | 2 YEARS | - | - | OKLAHOMA |
| OREGON | 15,221 | 224,645 | 2 YEARS | 46,089 | 1 YEAR | - | - | OREGON |
| PENNSYLVANIA | 318,821 | 3,219,203 | 1 YEAR | NOT REQUIRED | - | - | - | PENNSYLVANIA |
| RHODE ISLAND | 13,858 | 283,987 | 1 YEAR | NOT REQUIRED | - | 3,375 | 1 YEAR | RHODE ISLAND |
| SOUTH CAROLINA | - | 64,344 | 4 YEARS | NOT REQUIRED | - | 4,336 | 1 YEAR | SOUTH CAROLINA |
| SOUTH DAKOTA | - | NOT REQUIRED | - | NOT REQUIRED | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 3,815 | 763,028 | 2 YEARS | 47,218 | 2 YEARS | 25,014 | 2 YEARS | TENNESSEE |
| TEXAS | - | 1,089,768 | 2 YEARS | 64,799 | 1 YEAR | 324,878 | 1 YEAR | TEXAS |
| UTAH | - | (8/) | 3 YEARS | (8/) | 3 YEARS | - | - | UTAH |
| VERMONT | 4,110 | 129,492 | 1 YEAR | NOT REQUIRED | - | - | - | VERMONT |
| VIRGINIA | - | 139,255 | 3 YEARS | 48,460 | 1 YEAR | - | - | VIRGINIA |
| WASHINGTON | - | 467,500 | 2 YEARS | NOT REQUIRED | - | - | - | WASHINGTON |
| WEST VIRGINIA | 74,786 | 195,014 | 4 YEARS | 42,415 | 1 YEAR | - | - | WEST VIRGINIA |
| WISCONSIN | - | 465,377 | INDEFINITE | NOT REQUIRED | - | - | - | WISCONSIN |
| WYOMING | - | 124,949 | 3 YEARS | 10,000 | 3 YEARS | - | - | WYOMING |
| DISTRICT OF COLUMBIA | 7,972 | 101,780 | 3 YEARS | NOT REQUIRED | - | - | - | DISTRICT OF COLUMBIA |

1/ COMPLETE DATA FOR ALL STATES WERE NOT AVAILABLE.
 2/ DRIVERS MEETING CERTAIN REQUIREMENTS OF TENURE RESIDENCE AND HAVING A MOTOR VEHICLE OPERATION RECORD SHOWING NO PREVIOUS ARREST AND CONVICTION, MAY OBTAIN LICENSES FOR AN INDEFINITE PERIOD. LICENSES WERE ISSUED AS FOLLOWS:

| | ONE-YEAR | INDEFINITE | TOTAL |
|------------|----------|------------|--------|
| OPERATORS | 64,841 | 3,007 | 67,848 |
| CHAUFFEURS | 21,172 | 634 | 21,806 |

3/ OPERATORS AND CHAUFFEURS LICENSES ARE ISSUED FOR ONE-YEAR OR FIVE-YEAR PERIOD AT OPTION OF THE APPLICANT. LICENSES WERE ISSUED AS FOLLOWS:

| | ONE-YEAR | FIVE-YEARS | TOTAL |
|------------|----------|------------|---------|
| OPERATORS | 856,121 | 39,838 | 895,959 |
| CHAUFFEURS | 91,246 | 222 | 91,468 |

4/ PUBLIC SERVICE OPERATORS LICENSES INCLUDED WITH

CHAUFFEURS LICENSES.
 5/ INCLUDES 934,631 REGULAR OPERATORS LICENSES ISSUED FOR A TWO-YEAR PERIOD AND 26,313 REGISTERED OPERATORS LICENSES ISSUED FOR A ONE-YEAR PERIOD. THE LATTER ARE REQUIRED FOR PERSONS WHOSE EMPLOYMENT REQUIRES OPERATION OF MOTOR VEHICLES OTHER THAN THEIR OWN, BUT WHOSE PRINCIPAL OCCUPATION IS NOT THE OPERATION OF SUCH MOTOR VEHICLES.
 6/ CHAUFFEURS LICENSES INCLUDED WITH OPERATORS LICENSES.
 7/ SOME OF THESE LICENSES WERE FOR A ONE-YEAR PERIOD, AND SOME FOR A THREE-YEAR PERIOD AS FOLLOWS:

| | ONE-YEAR | THREE-YEARS | TOTAL |
|------------|----------|-------------|---------|
| OPERATORS | 135,742 | 635,524 | 771,266 |
| CHAUFFEURS | 10,155 | 181,697 | 191,852 |

8/ THE AMOUNT RECEIVED FROM OPERATORS AND CHAUFFEURS LICENSES WAS \$47,633, BUT NO SEGREGATION BETWEEN OPERATORS AND CHAUFFEURS WAS AVAILABLE, EITHER IN AMOUNTS OR NUMBERS.

NUMBER OF TRUCKS AND TRACTOR TRUCKS REGISTERED BY WEIGHT OR CAPACITY IN 1947

COMPILED FROM REPORTS OF STATE AUTHORITIES

SEPTEMBER 1948

| VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY | | | | | | | | | | |
|--|--------------------|--------------|--------------------|--------------|--------------------|--------------|-----------------------|--------------|--------------------|--------------|
| MANUFACTURERS RATED CAPACITY | ALABAMA | | ARKANSAS | | GEORGIA | | INDIANA ^{1/} | | MONTANA | |
| | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT |
| LESS THAN 1 TON | 62,715 | 51.8 | 63,338 | 57.3 | 77,150 | 53.1 | 77,480 | 43.4 | 34,393 | 56.2 |
| 1 TO 2 TONS | 53,035 | 43.8 | 43,600 | 39.5 | 61,295 | 42.2 | 91,627 | 51.2 | 23,168 | 37.9 |
| 2 TO 3 TONS | 5,046 | 4.2 | 3,238 | 2.9 | 6,165 | 4.2 | 9,045 | 5.1 | 2,693 | 4.4 |
| 3 TO 4 TONS | 248 | .2 | 215 | .2 | 508 | .3 | (2/) | - | 509 | .8 |
| 4 TO 5 TONS | 28 | - | 52 | .1 | 65 | .1 | 315 | .2 | 194 | .3 |
| 5 TONS AND OVER | 14 | - | 37 | - | 68 | .1 | 182 | .1 | 224 | .4 |
| TOTAL | 121,086 | 100.0 | 110,480 | 100.0 | 145,251 | 100.0 | 2/ 178,649 | 100.0 | 61,181 | 100.0 |

| VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT, IN FLORIDA | | |
|--|--------------------|-------------|
| NET WEIGHT | NUMBER OF VEHICLES | PERCENT |
| NOT FOR HIRE: | | |
| 2,050 LBS. AND UNDER | 4,654 | 3.5 |
| 2,051 TO 3,050 LBS. | 50,260 | 37.3 |
| 3,051 TO 5,050 LBS. | 44,308 | 32.9 |
| 5,051 LBS. AND OVER | <u>35,424</u> | <u>26.3</u> |
| TOTAL NOT FOR HIRE | 134,646 | 100.0 |
| FOR HIRE: | | |
| 4,050 LBS. AND UNDER | 307 | 8.2 |
| 4,051 LBS. AND OVER | <u>3,420</u> | <u>91.8</u> |
| TOTAL FOR HIRE | 3,727 | 100.0 |

| VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT | | | | | | | |
|--|--------------------|--------------|--------------------|--------------|-----------------------|----------------------------------|--------------|
| GROSS WEIGHT | NEW JERSEY | | TENNESSEE | | WISCONSIN | | |
| | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT | GROSS WEIGHT | NUMBER OF VEHICLES ^{1/} | PERCENT |
| 8,000 LBS. AND UNDER | 114,134 | 63.2 | 63,095 | 61.4 | UNDER 8,000 LBS. | 69,780 | 61.8 |
| 8,001 TO 14,000 LBS. | 33,806 | 18.7 | 25,991 | 25.3 | 8,000 TO 13,999 LBS. | 30,861 | 27.3 |
| 14,001 TO 18,000 LBS. | 13,467 | 7.5 | 8,338 | 8.1 | 14,000 TO 17,999 LBS. | 8,048 | 7.1 |
| 18,001 TO 24,000 LBS. | 9,438 | 5.2 | 2,528 | 2.5 | 18,000 TO 23,999 LBS. | 3,335 | 3.0 |
| 24,001 TO 30,000 LBS. | 9,158 | 5.1 | 816 | .8 | 24,000 TO 29,999 LBS. | 613 | .6 |
| 30,001 TO 36,000 LBS. | 164 | .1 | 564 | .5 | 30,000 LBS. AND OVER | 252 | .2 |
| 36,001 TO 42,000 LBS. | 356 | .2 | 1,479 | 1.4 | | | |
| TOTAL | 180,523 | 100.0 | 102,811 | 100.0 | TOTAL | 112,889 | 100.0 |

| VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN PENNSYLVANIA | | | | | | | | |
|--|----------------------|--------------------|--------------|----------------------|--------------------|--------------|--------------------|--------------|
| CHASSIS WEIGHT | 2-AXLE | | | 3-AXLE | | | TOTAL | |
| | MAXIMUM GROSS WEIGHT | NUMBER OF VEHICLES | PERCENT | MAXIMUM GROSS WEIGHT | NUMBER OF VEHICLES | PERCENT | NUMBER OF VEHICLES | PERCENT |
| 1,999 LBS. AND UNDER | 5,000 | 111,725 | 30.6 | - | - | - | 111,725 | 30.3 |
| 2,000 TO 2,999 LBS. | 7,000 | 64,092 | 17.6 | - | - | - | 64,092 | 17.4 |
| 3,000 TO 3,999 LBS. | 11,000 | 42,251 | 11.6 | - | - | - | 42,251 | 11.5 |
| 4,000 TO 4,999 LBS. | 15,000 | 86,402 | 23.7 | 16,000 | 11 | .3 | 86,413 | 23.5 |
| 5,000 TO 5,999 LBS. | 19,000 | 25,712 | 7.0 | 24,000 | 136 | 3.8 | 25,848 | 7.0 |
| 6,000 TO 7,499 LBS. | 23,000 | 14,502 | 4.0 | 28,000 | 691 | 19.2 | 15,193 | 4.1 |
| 7,500 TO 8,999 LBS. | 27,000 | 12,122 | 3.3 | 32,000 | 1,683 | 46.8 | 13,805 | 3.7 |
| 9,000 LBS. AND OVER | 30,000 | 8,221 | 2.2 | - | - | - | 8,221 | 2.2 |
| 9,000 TO 11,999 LBS. | - | - | - | 36,000 | 315 | 8.8 | 315 | 0.1 |
| 12,000 LBS. AND OVER | - | - | - | 40,000 | 758 | 21.1 | 758 | 0.2 |
| TOTAL | - | 365,027 | 100.0 | - | 3,594 | 100.0 | 368,621 | 100.0 |

^{1/} TRUCK REGISTRATION IS BASED ON THE HIGHEST MANUFACTURERS RATED CAPACITY IN INDIANA AND ON THE NOMINAL MANUFACTURERS RATED CAPACITY IN ALABAMA, ARKANSAS, GEORGIA, AND MONTANA. THIS MAY TEND TO CAUSE VEHICLES IN INDIANA TO BE REGISTERED IN SOMEWHAT LARGER CAPACITIES THAN IN THE OTHER FOUR STATES.

^{2/} INCLUDED WITH VEHICLES OF FOUR TO FIVE TONS CAPACITY.
^{3/} DOES NOT INCLUDE 13,932 TRACTOR TRUCKS, FOR WHICH CAPACITY DATA WERE NOT AVAILABLE.
^{4/} DOES NOT INCLUDE 68,554 FARM VEHICLES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYYEAR-MODEL DISTRIBUTION OF TRUCKS REGISTERED IN 1947
IN ARKANSAS, INDIANA, AND MONTANA

COMPILED FROM REPORTS OF STATE AUTHORITIES

| YEAR MODEL | ARKANSAS | | | INDIANA | | | MONTANA | | | TOTAL, THREE STATES | | |
|---------------|--------------------------|---------|------------|--------------------------|---------|------------|--------------------------|---------|------------|--------------------------|---------|------------|
| | NUMBER OF VEHICLES | PERCENT | | NUMBER OF VEHICLES | PERCENT | | NUMBER OF VEHICLES | PERCENT | | NUMBER OF VEHICLES | PERCENT | |
| | | YEAR | CUMULATIVE | | YEAR | CUMULATIVE | | YEAR | CUMULATIVE | | YEAR | CUMULATIVE |
| 1930 & OLDER | 8,504 | 8.0 | | 14,265 | 8.0 | | 6,197 | 10.1 | | 28,966 | 8.4 | |
| 1931 | 2,430 | 2.3 | 10.3 | 4,823 | 2.7 | 10.7 | 1,228 | 2.0 | 12.1 | 8,481 | 2.4 | 10.8 |
| 1932 | 1,263 | 1.2 | 11.5 | 2,274 | 1.3 | 12.0 | 697 | 1.1 | 13.2 | 4,234 | 1.2 | 12.0 |
| 1933 | 1,449 | 1.4 | 12.9 | 3,457 | 1.9 | 13.9 | 1,299 | 2.1 | 15.3 | 6,205 | 1.8 | 13.8 |
| 1934 | 2,829 | 2.7 | 15.6 | 6,560 | 3.7 | 17.6 | 2,745 | 4.5 | 19.8 | 12,134 | 3.5 | 17.3 |
| 1935 | 4,037 | 3.8 | 19.4 | 12,086 | 6.8 | 24.4 | 4,005 | 6.6 | 26.4 | 20,128 | 5.8 | 23.1 |
| 1936 | 7,073 | 6.7 | 26.1 | 15,270 | 8.6 | 33.0 | 4,899 | 8.0 | 34.4 | 27,242 | 7.9 | 31.0 |
| 1937 | 7,904 | 7.4 | 33.5 | 16,084 | 9.0 | 42.0 | 4,196 | 6.9 | 41.3 | 28,184 | 8.1 | 39.1 |
| 1938 | 4,494 | 4.2 | 37.7 | 8,555 | 4.8 | 46.8 | 3,261 | 5.3 | 46.6 | 16,310 | 4.7 | 43.8 |
| 1939 | 7,118 | 6.7 | 44.4 | 11,284 | 6.3 | 53.1 | 3,542 | 5.8 | 52.4 | 21,944 | 6.3 | 50.1 |
| 1940 | 8,990 | 8.5 | 52.9 | 14,863 | 8.3 | 61.4 | 4,647 | 7.6 | 60.0 | 28,500 | 8.2 | 58.3 |
| 1941 | 12,839 | 12.1 | 65.0 | 18,666 | 10.4 | 71.8 | 6,062 | 9.9 | 69.9 | 37,567 | 10.9 | 69.2 |
| 1942 | 8,124 | 7.6 | 72.6 | 6,058 | 3.4 | 75.2 | 2,676 | 4.4 | 74.3 | 16,858 | 4.9 | 74.1 |
| 1943 | 372 | .3 | 72.9 | 220 | .1 | 75.3 | 355 | .6 | 74.9 | 947 | .3 | 74.4 |
| 1944 | 1,441 | 1.4 | 74.3 | 1,292 | .7 | 76.0 | 678 | 1.1 | 76.0 | 3,411 | 1.0 | 75.4 |
| 1945 | 2,978 | 2.8 | 77.1 | 5,215 | 2.9 | 78.9 | 1,424 | 2.3 | 78.3 | 9,617 | 2.8 | 78.2 |
| 1946 | 15,836 | 14.9 | 92.0 | 19,062 | 10.7 | 89.6 | 6,327 | 10.4 | 88.7 | 41,225 | 11.9 | 90.1 |
| 1947 | 8,373 | 7.9 | 99.9 | 18,615 | 10.4 | 100.0 | 6,862 | 11.2 | 99.9 | 33,850 | 9.8 | 99.9 |
| 1948 | 75 | .1 | 100.0 | - | - | - | 81 | .1 | 100.0 | 156 | .1 | 100.0 |
| TOTAL | 1/106,129 | 100.0 | - | 178,649 | 100.0 | - | 61,181 | 100.0 | - | 345,959 | 100.0 | - |

1/ APPROXIMATELY 4,300 VEHICLES WERE NOT TABULATED BY YEAR MODEL, AND ARE NOT INCLUDED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CLASSIFIED ESTIMATE OF TRAVEL BY MOTOR VEHICLES IN THE
UNITED STATES IN THE CALENDAR YEAR 1947 ^{1/}

TABLE VM-1, 1947
REVISED NOVEMBER 1948

| ITEM | PASSENGER VEHICLES | | | | ALL PASSENGER VEHICLES | TRUCKS AND COMBINATIONS | ALL MOTOR VEHICLES |
|--|------------------------------------|--------------|------------------------|--------------|------------------------|-------------------------|----------------------|
| | PASSENGER CARS, INCLUDING TAXICABS | BUSSES | | | | | |
| | | COMMERCIAL | SCHOOL AND NON-REVENUE | ALL BUSSES | | | |
| VEHICLE-MILES TRAVELED IN YEAR (MILLIONS): | | | | | | | |
| RURAL TRAVEL | 143,662 | 1,480 | 621 | 2,101 | 145,763 | 40,771 | 186,534 |
| URBAN TRAVEL | <u>156,620</u> | <u>2,080</u> | <u>70</u> | <u>2,150</u> | <u>158,770</u> | <u>25,313</u> | <u>184,088</u> |
| TOTAL | 300,282 | 3,560 | 691 | 4,251 | 304,533 | 66,089 | 370,622 |
| AVERAGE MILES TRAVELED PER VEHICLE | 9,727 | 40,000 | 7,989 | 24,221 | 9,809 | 9,939 | 9,831 |
| MOTOR FUEL CONSUMED: | | | | | | | |
| TOTAL (MILLION GALLONS) | 20,086 | 712 | 66 | 778 | 20,864 | 7,243 | ^{2/} 28,107 |
| AVERAGE PER VEHICLE (GALLONS) | 651 | 8,000 | 770 | 4,436 | 672 | 1,089 | 746 |
| AVERAGE MILES PER GALLON | 14.95 | 5.00 | 10.37 | 5.46 | 14.60 | 9.13 | 13.19 |

^{1/} THIS TABLE REPLACES TABLE VM-1, 1947, ISSUED IN AUGUST 1948.

^{2/} TOTAL HIGHWAY USE OF MOTOR FUEL, GIVEN IN PUBLIC ROADS TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1947, AS 28,216 MILLION GALLONS, HAS BEEN REDUCED BY A SMALL AMOUNT TO ALLOW FOR CONSUMPTION BY MOTORCYCLES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1947

| CLASSIFICATION | EASTERN REGIONS 2/ | | | | | | CENTRAL REGIONS 2/ | | | | | | WESTERN REGIONS 2/ | | | | TOTAL ALL REGIONS |
|-----------------------------|--------------------|-----------------|----------------|------------------|----------------|----------------|--------------------|--------------------|--------------------|--------------------|------------------|----------------|--------------------|---------|------------------|----------------|-------------------|
| | NEW ENGLAND | MIDDLE ATLANTIC | SOUTH ATLANTIC | REGIONAL AVERAGE | | REGIONAL TOTAL | EAST NORTH CENTRAL | EAST SOUTH CENTRAL | WEST NORTH CENTRAL | WEST SOUTH CENTRAL | REGIONAL AVERAGE | | MOUNTAIN | PACIFIC | REGIONAL AVERAGE | REGIONAL TOTAL | |
| | | | | REGIONAL AVERAGE | REGIONAL TOTAL | | | | | | REGIONAL AVERAGE | REGIONAL TOTAL | | | | | |
| 18,000 POUNDS OR MORE | 126 | 152 | 74 | 109 | 54 | 57 | 43 | 66 | 35 | 44 | 61 | 76 | | | | | |
| 20,000 POUNDS OR MORE | 74 | 93 | 32 | 59 | 22 | 18 | 15 | 23 | 12 | 9 | 11 | 33 | | | | | |
| 22,000 POUNDS OR MORE | 40 | 50 | 12 | 29 | 9 | 5 | 5 | 7 | | 2 | 3 | 14 | | | | | |
| 30,000 POUNDS OR MORE | 127 | 116 | 95 | 107 | 79 | 123 | 87 | 116 | 90 | 197 | 158 | 120 | | | | | |
| 40,000 POUNDS OR MORE | 64 | 55 | 39 | 48 | 25 | 55 | 31 | 50 | 52 | 120 | 95 | 57 | | | | | |
| 50,000 POUNDS OR MORE | 17 | 14 | 8 | 11 | 3 | 20 | 8 | 22 | 31 | 87 | 67 | 26 | | | | | |
| ALL TRUCKS AND COMBINATIONS | 1,012 | 3,496 | 4,934 | 9,442 | 1,806 | 3,721 | 4,107 | 14,143 | 1,829 | 3,218 | 5,047 | 26,632 | | | | | |
| ALL SINGLE-JUNIT TRUCKS | 811 | 2,577 | 3,610 | 6,998 | 1,470 | 2,914 | 2,999 | 10,285 | 1,560 | 1,960 | 3,463 | 20,746 | | | | | |
| ALL TRUCK COMBINATIONS | 201 | 919 | 1,324 | 2,444 | 336 | 807 | 1,108 | 3,858 | 326 | 1,258 | 1,584 | 7,886 | | | | | |
| ALL TRUCKS AND COMBINATION | 54.1 | 52.1 | 55.7 | 54.2 | 44.6 | 55.9 | 46.1 | 52.6 | 39.8 | 69.8 | 54.5 | 53.5 | | | | | |
| SINGLE-JUNIT TRUCKS | 50.5 | 48.9 | 51.6 | 50.4 | 39.4 | 53.0 | 41.2 | 47.6 | 34.5 | 54.9 | 46.0 | 48.3 | | | | | |
| TRUCK COMBINATIONS | 69.0 | 61.2 | 66.8 | 64.9 | 67.3 | 66.3 | 59.3 | 66.1 | 64.4 | 75.3 | 73.0 | 67.1 | | | | | |
| ALL TRUCKS AND COMBINATIONS | 3.99 | 4.40 | 4.55 | 4.44 | 4.21 | 3.77 | 4.14 | 4.32 | 5.16 | 7.40 | 6.81 | 4.81 | | | | | |
| SINGLE-JUNIT TRUCKS | 2.10 | 2.35 | 2.16 | 2.22 | 2.52 | 1.93 | 2.51 | 2.22 | 2.61 | 2.35 | 2.43 | 2.26 | | | | | |
| TRUCK COMBINATIONS | 9.56 | 8.99 | 9.58 | 9.37 | 8.54 | 9.05 | 7.19 | 8.34 | 11.48 | 13.14 | 12.84 | 9.63 | | | | | |
| ALL TRUCKS AND COMBINATIONS | 2,187 | 8,026 | 12,505 | 22,718 | 3,384 | 7,832 | 7,892 | 32,165 | 3,763 | 14,564 | 18,727 | 73,610 | | | | | |
| SINGLE-JUNIT TRUCKS | 860 | 2,966 | 4,021 | 7,847 | 1,455 | 2,985 | 3,106 | 10,884 | 1,555 | 2,524 | 3,879 | 22,610 | | | | | |
| TRUCK COMBINATIONS | 1,327 | 5,060 | 8,484 | 14,871 | 1,929 | 4,847 | 4,786 | 21,281 | 2,408 | 12,440 | 14,848 | 51,000 | | | | | |

TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY 4/

FREQUENCY OF HEAVY AXLE LOADS 3/

FREQUENCY OF HEAVY LOADS 3/

PERCENT CARRYING LOADS

AVERAGE CARRIED LOADS IN TONS

CARRIED LOADS IN TON - MILES 5/

1/ MAIN RURAL ROADS CONSIST OF APPROXIMATELY 356,000 MILES OF ROADS OF PRIMARY IMPORTANCE IN THE STATE HIGHWAY SYSTEMS.
 2/ REGIONS ARE THOSE ESTABLISHED BY THE U.S. BUREAU OF THE CENSUS.
 3/ NUMBER PER 1,000 VEHICLES, LOADED AND EMPTY TRUCKS AND COMBINATIONS.
 4/ DATA GIVEN ARE IN MILLIONS OF VEHICLE-MILES.
 5/ DATA GIVEN ARE IN MILLIONS OF TON-MILES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE MOTOR-VEHICLE RECEIPTS-1947

TABLE MV-2, 1947
ISSUED APRIL 1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

| STATE | TOTAL RECEIPTS | REGISTRATION FEES | | | | | | | | MISCELLANEOUS RECEIPTS | | | | | | | | | | STATE |
|----------------------|----------------|-----------------------------------|--------|---------------------------|---------|----------|----------------|---------|---------------|------------------------|----------------------------------|---------------------------|--------------------------|---------------------|----------------------------------|---|-----------------|--|----------------------|-------|
| | | MOTOR VEHICLES | | | | | OTHER VEHICLES | | | DEALERS LICENSES | OPERATORS AND CHAUFFEURS PERMITS | CERTIFICATE OF TITLE FEES | SPECIAL TITLING TAXES 2/ | FINES AND PENALTIES | TRANSFER OR REREGLISTRATION FEES | ESTIMATED SERVICE CHARGES, LOCAL COLLECTIONS 3/ | CARAVAN FEES 4/ | OTHER RECEIPTS LESS UNCLASSIFIED REFUNDS | TOTAL | |
| | | AUTO-MOBILES (INCLUDING TAXICABS) | BUSSES | TRUCKS AND TRACTOR TRUCKS | TOTAL | TRAILERS | MOTOR-CYCLES | TOTAL | 1,000 DOLLARS | | | | | | | | | | | |
| ALABAMA | 8,544 | 4,490 | 287 | 2,192 | 6,969 | 110 | 28 | 7,107 | 4 | 729 | - | - | 442 | - | 250 | - | 12 | 1,437 | ALABAMA | |
| ARIZONA | 2,366 | 489 | 66 | 1,022 | 1,577 | 316 | 9 | 1,902 | 16 | 51 | 126 | - | 18 | 20 | - | - | 233 | 464 | ARIZONA | |
| ARKANSAS | 5,559 | 2,828 | 189 | 1,692 | 4,709 | 250 | 7 | 4,966 | 59 | 369 | - | - | 6 | 42 | - | 104 | 13 | 593 | ARKANSAS | |
| CALIFORNIA 5/ | 54,572 | 29,662 | (6/) | 5/ 14,543 | 44,205 | 4,209 | 268 | 48,682 | 82 | 1,219 | - | - | 907 | 1,899 | - | 497 | 1,292 | 5,890 | CALIFORNIA 5/ | |
| COLORADO | 3,960 | 1,725 | (6/) | 5/ 1,045 | 2,770 | 119 | 7 | 2,896 | 36 | 236 | 227 | - | 402 | 71 | - | - | 92 | 1,064 | COLORADO | |
| CONNECTICUT | 9,349 | 3,712 | 247 | 2,152 | 6,121 | 332 | 12 | 6,455 | 97 | 2,304 | - | - | 158 | 195 | - | 24 | 95 | 2,884 | CONNECTICUT | |
| DELAWARE | 1,493 | 528 | (6/) | 5/ 553 | 1,081 | 92 | 2 | 1,175 | 10 | 116 | 42 | - | 116 | - | - | - | 34 | 318 | DELAWARE | |
| FLORIDA | 16,652 | 8,200 | 593 | 4,469 | 13,262 | 1,009 | 66 | 14,337 | 48 | 1,266 | 402 | - | 29 | - | 197 | - | 373 | 2,315 | FLORIDA | |
| GEORGIA | 4,513 | 1,480 | 383 | 952 | 2,815 | 495 | 11 | 3,321 | 42 | 1,099 | - | - | - | 17 | - | - | 34 | 1,192 | GEORGIA | |
| IDAHO | 2,133 | 701 | 18 | 897 | 1,616 | 144 | 8 | 1,768 | 40 | 215 | 77 | - | - | - | - | 20 | 13 | 365 | IDAHO | |
| ILLINOIS | 30,131 | 16,586 | (6/) | 5/ 10,938 | 27,524 | 417 | 55 | 27,996 | 156 | 899 | 556 | - | 9 | 229 | - | - | 286 | 2,135 | ILLINOIS | |
| INDIANA | 13,046 | 7,597 | 238 | 2,596 | 10,431 | 969 | 37 | 11,397 | 106 | 453 | 271 | - | - | 72 | 507 | - | 66 | 1,049 | INDIANA | |
| IOWA | 15,182 | 8,304 | (6/) | 5/ 5,943 | 14,247 | 428 | 32 | 14,707 | 116 | 255 | - | - | - | 179 | - | - | -75 | 475 | IOWA | |
| KANSAS | 5,904 | 3,108 | (6/) | 5/ 1,648 | 4,756 | 179 | 33 | 4,968 | 56 | 434 | 168 | - | - | 152 | 88 | - | 38 | 996 | KANSAS | |
| KENTUCKY | 9,343 | 1,778 | 372 | 2,609 | 4,759 | (7/) | 19 | 4,768 | 48 | 675 | - | - | - | 232 | - | - | 34 | 4,575 | KENTUCKY | |
| LOUISIANA | 5,837 | 1,219 | 190 | 2,481 | 3,890 | 1,001 | 9 | 4,910 | 6 | 799 | - | - | - | - | 1 | - | 122 | 927 | LOUISIANA | |
| MAINE | 5,103 | 2,398 | 40 | 1,681 | 4,119 | 45 | 12 | 4,176 | 87 | 626 | - | - | 27 | 145 | - | - | 42 | 927 | MAINE | |
| MARYLAND | 10,442 | 4,259 | 373 | 1,963 | 6,595 | 499 | 16 | 7,112 | 85 | 318 | 235 | - | 691 | 85 | - | - | -13 | 3,530 | MARYLAND | |
| MASSACHUSETTS | 8,811 | 3,015 | 232 | 2,075 | 5,222 | 56 | 8 | 5,386 | 68 | 3,211 | - | - | - | 221 | - | - | -45 | 3,455 | MASSACHUSETTS | |
| MICHIGAN | 31,220 | 16,596 | (8/) | 8/ 9,037 | 25,633 | 2,258 | 64 | 27,955 | 114 | 1,559 | 956 | - | - | 433 | - | - | 203 | 3,265 | MICHIGAN | |
| MINNESOTA | 11,823 | 7,036 | 203 | 3,156 | 10,395 | 629 | 29 | 11,053 | 76 | 282 | - | - | 262 | - | - | 3 | 147 | 770 | MINNESOTA | |
| MISSISSIPPI | 4,745 | 1,851 | 365 | 2,145 | 4,361 | 34 | 11 | 4,406 | 18 | 254 | - | - | 32 | - | - | - | 35 | 339 | MISSISSIPPI | |
| MISSOURI | 13,689 | 8,328 | (6/) | 5/ 3,440 | 11,768 | 193 | 41 | 12,002 | 125 | 592 | 568 | - | - | 338 | - | 7 | 57 | 1,687 | MISSOURI | |
| MONTANA | 2,095 | 1,067 | 14 | 487 | 1,568 | 48 | 2 | 1,618 | 28 | 203 | 38 | - | - | 123 | 46 | - | 39 | 477 | MONTANA | |
| NEBRASKA | 5,098 | 1,511 | 57 | 1,943 | 3,511 | 88 | 9 | 3,608 | 47 | 1,130 | 121 | - | - | 60 | - | 41 | 91 | 1,490 | NEBRASKA | |
| NEVADA | 564 | 222 | 1 | 188 | 411 | 24 | 1 | 436 | 3 | 75 | - | - | 7 | 17 | - | 13 | 13 | 128 | NEVADA | |
| NEW HAMPSHIRE | 3,517 | 1,490 | (9/) | 9/ 1,436 | 2,926 | (9/) | 9 | 2,925 | 33 | 426 | - | - | 101 | - | - | - | 22 | 582 | NEW HAMPSHIRE | |
| NEW JERSEY | 28,665 | 12,057 | 383 | 6,598 | 19,038 | 1,122 | 20 | 20,180 | 84 | 5,044 | 1,319 | - | - | 385 | 181 | - | 1,472 | 8,485 | NEW JERSEY | |
| NEW MEXICO | 2,834 | 1,099 | 144 | 1,018 | 2,261 | 158 | 4 | 2,423 | 16 | 260 | 46 | - | 2 | - | 15 | - | 72 | 411 | NEW MEXICO | |
| NEW YORK | 59,006 | 30,453 | 519 | 15,936 | 52,900 | 1,510 | 78 | 54,456 | 189 | 1,995 | - | - | 773 | 965 | - | - | 588 | 4,510 | NEW YORK | |
| NORTH CAROLINA | 14,208 | 6,265 | 264 | 5,886 | 12,415 | 821 | 44 | 13,280 | 79 | 282 | 270 | - | 125 | 213 | - | - | -41 | 928 | NORTH CAROLINA | |
| NORTH DAKOTA | 2,595 | 952 | 23 | 906 | 1,881 | 6 | 6 | 1,893 | 24 | 449 | 37 | 121 | - | 45 | 23 | - | 3 | 702 | NORTH DAKOTA | |
| OHIO | 40,181 | 18,395 | 806 | 12,954 | 32,155 | 3,086 | 136 | 35,377 | 318 | 1,103 | 513 | - | - | 185 | 231 | 1,966 | 488 | 4,804 | OHIO | |
| OKLAHOMA | 10,900 | 4,819 | 240 | 2,884 | 7,943 | 1,359 | 34 | 9,336 | 83 | 672 | 374 | - | - | - | 413 | - | 22 | 1,564 | OKLAHOMA | |
| OREGON | 6,079 | 2,025 | 91 | 10/ 2,954 | 5,070 | (10/) | 17 | 5,087 | 36 | 335 | 311 | - | - | 213 | - | - | 97 | 992 | OREGON | |
| PENNSYLVANIA | 43,606 | 18,988 | 1,160 | 13,985 | 34,133 | 1,532 | 62 | 35,727 | 338 | 3,857 | 2,212 | - | - | 7 | 1,182 | - | 283 | 7,879 | PENNSYLVANIA | |
| RHODE ISLAND | 3,788 | 2,156 | 84 | 778 | 3,018 | 9 | 8 | 3,095 | 15 | 585 | - | - | - | 71 | - | - | 42 | 713 | RHODE ISLAND | |
| SOUTH CAROLINA | 3,708 | 1,254 | 101 | 1,617 | 2,972 | 334 | 7 | 3,213 | 49 | 267 | - | - | 34 | 48 | - | - | -3 | 395 | SOUTH CAROLINA | |
| SOUTH DAKOTA | 1,767 | 1,129 | 13 | 443 | 1,585 | 100 | 4 | 1,689 | 26 | - | 26 | - | - | - | - | - | 26 | 78 | SOUTH DAKOTA | |
| TENNESSEE | 9,964 | 3,760 | 556 | 3,923 | 8,239 | (7/) | 25 | 8,264 | 38 | 832 | - | - | - | 222 | 143 | 308 | 98 | 1,700 | TENNESSEE | |
| TEXAS | 42,977 | 17,186 | 689 | 12,561 | 30,436 | 2,759 | 98 | 33,293 | 126 | 910 | 620 | 7,709 | - | 65 | - | - | 254 | 9,684 | TEXAS | |
| UTAH | 1,965 | 709 | (9/) | 9/ 1,072 | 1,781 | (9/) | 3 | 1,784 | 20 | 48 | 83 | - | - | 1 | - | - | 13 | 181 | UTAH | |
| VERMONT | 3,177 | 1,604 | 27 | 11/ 1,026 | 2,657 | 91 | 6 | 2,754 | 33 | 341 | - | - | - | 49 | - | - | 423 | 423 | VERMONT | |
| VIRGINIA | 9,758 | 5,017 | 194 | 2,763 | 7,974 | 963 | 36 | 8,973 | 68 | 166 | 417 | - | - | 186 | - | - | -52 | 785 | VIRGINIA | |
| WASHINGTON 12/ | 7,901 | 1,744 | 157 | 2,525 | 4,426 | 675 | 16 | 5,117 | 19 | 1,879 | 138 | - | - | 310 | - | - | 53 | 2,784 | WASHINGTON 12/ | |
| WEST VIRGINIA | 10,263 | 4,503 | 93 | 2,191 | 6,787 | 149 | 17 | 6,953 | 82 | 349 | 209 | 2,578 | - | 62 | - | - | 30 | 3,310 | WEST VIRGINIA | |
| WISCONSIN | 19,490 | 12,776 | 443 | 4,927 | 18,146 | 785 | 32 | 18,963 | 80 | 209 | 4 | - | - | 220 | - | - | 14 | 527 | WISCONSIN | |
| WYOMING | 1,144 | 347 | 13 | 421 | 781 | 102 | 2 | 885 | 10 | 135 | - | - | - | 10 | - | 99 | 5 | 259 | WYOMING | |
| DISTRICT OF COLUMBIA | 1,993 | 787 | 28 | 542 | 1,357 | 26 | 4 | 1,387 | 22 | 305 | 76 | - | - | 17 | - | - | 186 | 606 | DISTRICT OF COLUMBIA | |
| TOTAL | 611,650 | 294,205 | 9,896 | 181,203 | 485,304 | 29,491 | 1,466 | 516,261 | 3,361 | 39,818 | 10,442 | 15,527 | 5,821 | 8,384 | 4,249 | 922 | 6,865 | 95,389 | TOTAL | |

1/ RECEIPTS FOR REGISTRATION PERIODS ENDING NOT EARLIER THAN NOVEMBER 30 AND NOT LATER THAN JANUARY 31 ARE CONSIDERED CALENDAR-YEAR RECEIPTS. IN STATES WHERE THE REGISTRATION PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION RECEIPTS WERE OBTAINED FOR THE CALENDAR-YEAR PERIOD.

2/ SPECIAL TITLE TAXES IMPOSED UNDER GENERAL SALES TAX LEVIES ARE NOT INCLUDED.

3/ IN MANY STATES COUNTY OR LOCAL OFFICERS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. SOME OF THESE CHARGES ARE INCLUDED WITH REGISTRATION AND OTHER FEES. THE AMOUNTS SHOWN IN THIS COLUMN ARE ESTIMATES OF SERVICE CHARGES THAT ARE COLLECTED AND RETAINED BY LOCAL OFFICIALS AND NOT REPORTED ELSEWHERE IN THIS TABLE.

4/ FEES CHARGED FOR THE PRIVILEGE OF TRANSPORTING VEHICLES TO BE SOLD ARE USUALLY TERMED CARAVAN FEES, BUT ARE ALSO KNOWN AS IN-TRANSIT LICENSES, TOWING FEES, AND SPECIAL LICENSES.

5/ REGISTRATION FEES INCLUDE PROCEEDS OF STATE "VEHICLE LICENSE FEES", \$29,505,000, IMPOSED IN ADDITION TO THE REGULAR REGISTRATION FEES OF \$19,177,000.

6/ BUS FEES INCLUDED WITH THOSE OF TRUCKS.

7/ HEAVY SEMITRAILERS INCLUDED WITH TRACTOR TRUCKS AS ONE UNIT. FULL TRAILERS NOT PERMITTED. AUTOMOBILE TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

8/ TAXICAB AND BUS FEES INCLUDED WITH THOSE OF TRUCKS.

9/ BUS AND TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

10/ TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

11/ FEES OF TRUCKS UNDER 1,500 POUNDS CAPACITY INCLUDED WITH THOSE OF PASSENGER CARS.

12/ THE AMOUNTS GIVEN FOR WASHINGTON DO NOT INCLUDE \$4,563,597 PROCEEDS OF THE VEHICLE EXCISE TAX.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE MOTOR-CARRIER TAX RECEIPTS-1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE MC-1, 1947
ISSUED MAY 1948

| STATE | PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS 1/ | | | | | | TOTAL | STATE |
|----------------------|--|--|---|--------------------|-------------------------------|------------------------|---------------|----------------------|
| | GROSS RECEIPTS TAXES 2/ | MILEAGE TON-MILE, AND PASSENGER-MILE TAXES | SPECIAL LICENSE FEES AND FRANCHISE TAXES 3/ | | CERTIFICATE OR PERMIT FEES 3/ | MISCELLANEOUS RECEIPTS | | |
| | | | ON WEIGHT OR CAPACITY BASIS | ON FLAT RATE BASIS | | | | |
| | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | |
| ALABAMA | - | 652 | - | - | 22 | - | 674 | ALABAMA |
| ARIZONA | 696 | - | - | - | - | - | 696 | ARIZONA |
| ARKANSAS | - | - | - | - | 4 | - | 4 | ARKANSAS |
| CALIFORNIA | 9,051 | - | - | - | 172 | - | 9,223 | CALIFORNIA |
| COLORADO | - | 1,397 | - | - | 16 | - | 1,413 | COLORADO |
| CONNECTICUT | 651 | - | - | 87 | 1 | - | 739 | CONNECTICUT |
| DELAWARE 4/ | - | - | - | - | - | - | - | DELAWARE 4/ |
| FLORIDA | - | 582 | - | 26 | 27 | - | 635 | FLORIDA |
| GEORGIA | - | - | - | 130 | 4 | - | 134 | GEORGIA |
| IDAHO | 73 | - | 44 | - | 1 | - | 118 | IDAHO |
| ILLINOIS 4/ | - | - | - | - | - | - | - | ILLINOIS 4/ |
| INDIANA | - | - | - | 213 | 13 | - | 226 | INDIANA |
| IOWA | - | - | 463 | 87 | - | - | 550 | IOWA |
| KANSAS | - | 1,952 | - | - | - | - | 1,952 | KANSAS |
| KENTUCKY | - | 327 | 714 | - | 107 | 5/ 57 | 1,205 | KENTUCKY |
| LOUISIANA | - | - | - | - | 25 | 29 | 54 | LOUISIANA |
| MAINE | - | - | - | 12 | 12 | 2 | 26 | MAINE |
| MARYLAND 6/ | - | - | - | - | - | - | - | MARYLAND 6/ |
| MASSACHUSETTS | - | - | - | 135 | 24 | 5/ 8 | 167 | MASSACHUSETTS |
| MICHIGAN | - | 796 | - | - | 23 | - | 819 | MICHIGAN |
| MINNESOTA | - | - | - | - | 52 | - | 52 | MINNESOTA |
| MISSISSIPPI | - | 61 | - | - | 4 | 64 | 129 | MISSISSIPPI |
| MISSOURI | - | - | 665 | - | - | - | 665 | MISSOURI |
| MONTANA | 80 | - | - | 23 | 2 | 2 | 107 | MONTANA |
| NEBRASKA | - | - | - | 44 | 5 | - | 49 | NEBRASKA |
| NEVADA | - | - | 419 | 77 | - | 57 | 553 | NEVADA |
| NEW HAMPSHIRE | - | - | - | 6 | - | - | 6 | NEW HAMPSHIRE |
| NEW JERSEY | - | 108 | - | - | - | - | 108 | NEW JERSEY |
| NEW MEXICO | - | 619 | - | - | 4 | - | 623 | NEW MEXICO |
| NEW YORK | - | - | - | 1 | 7 | 11 | 19 | NEW YORK |
| NORTH CAROLINA | 1,500 | - | - | - | 13 | - | 1,513 | NORTH CAROLINA |
| NORTH DAKOTA | - | 4 | - | 17 | 43 | - | 64 | NORTH DAKOTA |
| OHIO | - | - | 1,004 | - | - | - | 1,004 | OHIO |
| OKLAHOMA | - | 420 | - | - | 28 | - | 448 | OKLAHOMA |
| OREGON | 869 | 1,354 | 1,202 | - | 62 | 4 | 3,491 | OREGON |
| PENNSYLVANIA | 10 | - | - | - | - | - | 10 | PENNSYLVANIA |
| RHODE ISLAND | - | - | - | 58 | 1 | - | 59 | RHODE ISLAND |
| SOUTH CAROLINA | - | 412 | 68 | - | - | 5/ 9 | 489 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 16 | 1,106 | - | 25 | 6 | 1,159 | SOUTH DAKOTA |
| TENNESSEE | - | - | 90 | - | 4 | - | 94 | TENNESSEE |
| TEXAS | - | - | 68 | 198 | 19 | - | 285 | TEXAS |
| UTAH 4/ | - | - | - | - | - | - | - | UTAH 4/ |
| VERMONT 4/ | - | - | - | - | - | - | - | VERMONT 4/ |
| VIRGINIA | 569 | - | - | - | 12 | - | 575 | VIRGINIA |
| WASHINGTON | 59 | - | 246 | 37 | 42 | 27 | 405 | WASHINGTON |
| WEST VIRGINIA | - | 337 | - | - | - | - | 337 | WEST VIRGINIA |
| WISCONSIN | - | - | 2/ 2,138 | 327 | - | - | 2,465 | WISCONSIN |
| WYOMING | - | 604 | - | 39 | - | - | 643 | WYOMING |
| DISTRICT OF COLUMBIA | - | 206 | - | 214 | 46 | - | 466 | DISTRICT OF COLUMBIA |
| TOTAL | 13,546 | 9,847 | 8,227 | 1,731 | 820 | 276 | 34,447 | TOTAL |

1/ COMPLETE CLASSIFICATION OF MOTOR-CARRIER TAX RECEIPTS IS NOT AVAILABLE IN ALL STATES. THE CLASSIFIED RECEIPTS, IN SOME CASES, INCLUDE MISCELLANEOUS SMALL RECEIPTS NOT CLASSIFIED.

2/ NUMEROUS STATES IMPOSE TAXES ON THE GROSS RECEIPTS OF MOTOR CARRIERS IN CONNECTION WITH GENERAL STATE SALES TAXES OR TAXES ON ALL TRANSPORTATION COMPANIES OR PUBLIC UTILITIES. THIS COLUMN INCLUDES ONLY THE PROCEEDS OF GROSS RECEIPTS TAXES REPORTED BY THE STATES AS SPECIAL TAXES ON MOTOR CARRIERS.

3/ IT IS SOMETIMES DIFFICULT TO MAKE A DISTINCTION BETWEEN THE THREE CLASSES OF RECEIPTS LISTED IN THE THIRD, FOURTH, AND FIFTH COLUMNS OF FIGURES. IN GENERAL, THE PROCEEDS OF SPECIAL WEIGHT OR CAPACITY TAXES AND TAXES IMPOSED AT A FLAT RATE PER VEHICLE ARE INCLUDED UNDER SPECIAL LICENSE FEES AND FRANCHISE TAXES.

APPLICATION OR FILING FEES REQUIRED FOR THE ISSUANCE OF CERTIFICATES OF CONVENIENCE AND NECESSITY TO COMMON CARRIERS AND CORRESPONDING PERMITS TO CONTRACT AND OTHER MOTOR CARRIERS ARE INCLUDED UNDER CERTIFICATES OR PERMIT FEES.

4/ NO SPECIAL TAXES ON MOTOR CARRIERS REPORTED.

5/ MOTOR-CARRIER DRIVERS LICENSES.

6/ TON-MILE AND PASSENGER-MILE TAXES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES INCLUDED IN TABLE MV-2, STATE MOTOR-VEHICLE RECEIPTS - 1947.

7/ INCLUDES RECEIPTS FROM MILEAGE TAXES WHICH CAN BE PAID IN LIEU OF WEIGHT TAXES AT OPTION OF CARRIER. AMOUNT NOT REPORTED.

HIGHWAY TAXATION

14 W
D.S.

The proceeds of special imposts on highway users comprise the principal sources of State revenue for highways. A highway-user tax is defined as a special tax or fee paid by motor-vehicle users, because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public.

Disposition of the motor-fuel tax is reported in table G-3; that of motor-vehicle registration fees in table MV-3; and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues reported in the State highway finance (SF) series of tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general purposes, including highways. For the latter group of States, each particular appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, highway-user revenues have been augmented by general-fund appropriations for highway purposes. Since these appropriations usually represent revenue from a nonhighway source, they have been offset, in the ^{current} Public Roads Administration analyses, against the nonhighway allocations of highway-user revenues.

The States received \$1,852,000,000 from highway-user taxes in 1947; \$236,000,000 more than the previous all-time high of 1946. This increase resulted primarily from increased consumption of highway gasoline, and also in part from increases in fuel tax rates and vehicle registration fees.

Highway-user tax revenues have not only practically replaced the State property taxes formerly levied for roads, but in 1947 alone provided \$484,000,000 for State-aid funds to counties and local units for expenditure on local roads and streets. While these grants were generally intended to permit additional highway construction, their net effect in many cases has been to reduce or eliminate local taxes for roads.

Keep sending

PROVISIONS GOVERNING DISPOSITION

To supplement the tables showing the amounts of highway-user revenues distributed, tables G-106, MV-106, and MC-106 give the legal or administrative provisions for allocating these revenues. Table G-106 records provisions governing the disposition of State motor-fuel tax receipts, and, in addition, the disposition of all other highway-user revenues in the States where these revenues are placed in a common fund for further distribution. Tables MV-106 and MC-106 record the provisions governing the disposition of State motor-vehicle fees and motor-carrier taxes, respectively. These tables are based on laws and regulations in effect January 1, 1948.

FEDERAL EXCISE TAXES

Federal excise tax collections relating to motor vehicles ^{paid by highway users, are summarized by years in table E-3B, and given for the current year, by State in table E-4.} are given in table E-4. The tax rates in effect during ¹⁹⁴⁷ were as follows: gasoline, 1.5 cents per gallon; lubricating oils, 6 cents per gallon; automobiles and motorcycles, 7 percent on wholesale list price; busses, trucks, trailers, automotive parts, and accessories, 5 percent on wholesale list price; and tires and inner tubes, 5 cents and 7 cents per pound, respectively.

9

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE G-3, 1947
ISSUED AUGUST 1948

| STATE | NET TOTAL RECEIPTS OF CALENDAR YEAR 1/ | ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | RECEIPTS AVAILABLE FOR DISTRIBUTION | FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES 2/ | FOR INSPECTION OF MOTOR-FUEL LICENSING DEALERS, ETC. | NET FUNDS DISTRIBUTED 3/ | FOR STATE HIGHWAY PURPOSES | | | | | FOR LOCAL ROADS AND STREETS | | | | | FOR NONHIGHWAY PURPOSES 8/ | | | | | STATE | | | | | | |
|------------------|--|---|-------------------------------------|--|--|--------------------------|---|-----------------------------------|---------------------------------|---|------------------------------|-----------------------------|---------------------------------|-----------------|--|---------------|----------------------------|--|---|---------------|--------------------|---------------|---------------|---------------------|-------|--------------|------------------|---------------|
| | | | | | | | CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION | | STATE HIGHWAY POLICE AND SAFETY | SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS | | | COUNTY AND OTHER LOCAL ROADS 5/ | CITY STREETS 7/ | SERVICE OF OBLIGATIONS FOR LOCAL ROADS | TOTAL | STATE GENERAL FUND | | COUNTY AND OTHER LOCAL GENERAL FUNDS 9/ | EDUCATION | OTHER PURPOSES 10/ | | TOTAL | | | | | |
| | | | | | | | STATE HIGHWAYS 4/ | STATE PARK AND FOREST ROADS, ETC. | | STATE | REIMBURSEMENT OBLIGATIONS 5/ | TOTAL | | | | | TOTAL | FROM INSPECTION FEES, DEALERS LICENSES, ETC. | | | | | | FROM MOTOR-FUEL TAX | | | | |
| 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | | | | |
| ALABAMA | 25,761 | -58 | 25,703 | 26 | 106 | 25,571 | 5,501 | 32 | - | 2,073 | - | 2,073 | 7,606 | 17,902 | 63 | - | 17,965 | - | - | - | - | - | - | - | - | - | ALABAMA | |
| ARIZONA | 8,386 | 26 | 8,412 | 108 | - | 8,304 | 5,526 | - | 255 | - | - | 5,781 | 1,707 | 816 | - | - | 2,523 | - | - | - | - | - | - | - | - | ARIZONA | | |
| ARKANSAS | 18,491 | - | 18,491 | 460 | 3 | 18,028 | 7,266 | - | 6,722 | - | 6,722 | 13,988 | 3,603 | 113 | 279 | - | 3,995 | - | - | - | - | - | 45 | - | 45 | ARKANSAS | | |
| CALIFORNIA | 95,003 | -17,661 | 77,402 | 415 | - | 76,987 | 45,785 | - | - | - | - | 45,785 | 22,704 | 6,238 | - | - | 28,924 | - | - | - | - | - | - | 2,260 | 2,260 | CALIFORNIA | | |
| COLORADO | 16,328 | -272 | 16,056 | 171 | - | 15,885 | 8,102 | - | 1,023 | 1,618 | - | 1,618 | 10,743 | 4,688 | 454 | - | 5,142 | - | - | - | - | - | - | - | - | - | COLORADO | |
| CONNECTICUT | 13,611 | 10 | 13,621 | 58 | - | 13,563 | 9,649 | - | 314 | - | 732 | 10,695 | 2,868 | - | - | - | 2,868 | - | - | - | - | - | - | - | - | CONNECTICUT | | |
| DELAWARE 11/ | 2,729 | - | 2,729 | 19 | - | 2,710 | 1,910 | - | 130 | - | 283 | 2,664 | 413 | - | - | - | 3,502 | - | - | - | - | - | 46 | - | 46 | DELAWARE 11/ | | |
| FLORIDA | 41,681 | -4 | 41,677 | 35 | 228 | 41,414 | 24,736 | - | 2 | 472 | - | 25,210 | 9,505 | 210 | 14 | 9,274 | 508 | - | - | - | - | 2,920 | - | - | 6,930 | FLORIDA | | |
| GEORGIA 11/ | 34,044 | - | 34,044 | 128 | 56 | 33,660 | 13,184 | - | 845 | 2,498 | - | 2,498 | 16,527 | 5,088 | - | - | 5,088 | - | - | - | - | - | - | - | - | 12,245 | GEORGIA 11/ | |
| IDAH0 | 8,538 | 189 | 8,727 | 28 | - | 8,699 | 6,730 | - | - | - | - | 6,730 | 1,900 | 69 | - | - | 1,969 | - | - | - | - | - | - | - | - | 576 | IDAH0 | |
| ILLINOIS | 46,538 | -16 | 46,522 | 284 | 445 | 45,799 | 14,007 | - | 275 | - | - | 14,282 | 15,747 | 13,724 | 1,464 | 30,935 | (8/) | - | - | - | - | - | 8 | 576 | 576 | ILLINOIS | | |
| INDIANA | 35,281 | 2,390 | 35,671 | 87 | 127 | 35,457 | 21,483 | - | 819 | - | 472 | 22,329 | 3,964 | 3,132 | - | 12,496 | 632 | - | - | - | - | - | - | - | - | 652 | INDIANA | |
| IOWA | 22,954 | 7,551 | 30,505 | 212 | - | 30,293 | 4,434 | - | 34 | - | 3,344 | 3,344 | 17,159 | 5,322 | - | 22,481 | - | - | - | - | - | - | - | - | - | 22,481 | IOWA | |
| KANSAS | 19,023 | - | 19,023 | 719 | - | 18,304 | 13,217 | - | 251 | - | 751 | 1,002 | 14,219 | 4,068 | 17 | 4,085 | - | - | - | - | - | - | - | - | - | 4,085 | KANSAS | |
| KENTUCKY | 21,606 | -703 | 20,903 | 60 | - | 20,903 | 16,985 | - | 362 | - | - | 17,347 | 3,556 | - | - | 3,556 | - | - | - | - | - | - | - | - | - | 3,556 | KENTUCKY | |
| LOUISIANA | 27,487 | -192 | 27,295 | 87 | 130 | 27,078 | 5,557 | - | 9 | 13,265 | - | 13,265 | 18,851 | 3,965 | 1,073 | 5,058 | - | - | - | - | - | - | 8 | 1,905 | 3,189 | LOUISIANA | | |
| MAINE | 9,759 | -3 | 9,756 | 18 | - | 9,738 | 7,639 | - | 361 | - | - | 1,048 | 9,048 | 535 | 147 | 682 | - | - | - | - | - | - | - | - | - | 8 | MAINE | |
| MARYLAND | 16,574 | -150 | 16,424 | 25 | - | 16,399 | 7,394 | - | 663 | - | 663 | 8,057 | 3,294 | 5,048 | 48 | 8,342 | - | - | - | - | - | - | - | - | - | 8,342 | MARYLAND | |
| MASSACHUSETTS | 22,882 | -1 | 22,881 | 111 | - | 22,770 | 13,419 | - | 679 | - | 13 | 16,525 | 6,196 | 772 | - | 6,244 | - | - | - | - | - | - | - | - | - | 6,244 | MASSACHUSETTS | |
| MICHIGAN | 39,090 | - | 39,090 | 612 | - | 38,418 | 31,681 | - | - | - | - | 31,681 | 5,965 | - | - | 6,737 | - | - | - | - | - | - | - | - | - | 6,737 | MICHIGAN | |
| MINNESOTA | 23,405 | -81 | 23,324 | 134 | 97 | 23,093 | 14,698 | - | 563 | - | - | 15,261 | 7,631 | - | - | 7,631 | - | - | - | - | - | - | - | - | - | 201 | MINNESOTA | |
| MISSISSIPPI | 19,061 | -6 | 19,055 | 303 | - | 18,752 | 5,882 | - | 588 | - | 4,061 | 10,881 | 7,871 | - | - | 7,871 | - | - | - | - | - | - | - | - | - | - | 7,871 | MISSISSIPPI |
| MISSOURI | 16,685 | 1,066 | 17,692 | 78 | 9 | 17,517 | 12,287 | - | 727 | - | 105 | 13,200 | 17,515 | 2 | - | 19 | - | - | - | - | - | - | - | - | - | - | 19 | MISSOURI |
| MONTANA | 6,869 | 355 | 7,224 | 62 | 5 | 7,157 | 6,973 | - | - | - | - | 6,973 | 7,158 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MONTANA |
| NEBRASKA | 16,732 | - | 16,732 | 270 | 13 | 16,449 | 8,180 | - | - | - | - | 8,180 | 5,534 | 491 | - | 6,025 | - | - | - | - | - | - | - | - | - | 2,244 | NEBRASKA | |
| NEVADA | 2,393 | - | 2,393 | 17 | 32 | 2,344 | 2,242 | - | - | - | - | 2,242 | 102 | - | - | 102 | - | - | - | - | - | - | - | - | - | - | 102 | NEVADA |
| NEW HAMPSHIRE | 4,205 | -2 | 4,203 | 117 | - | 4,207 | 2,840 | - | 956 | - | 956 | 3,800 | 357 | - | 110 | 467 | - | - | - | - | - | - | - | - | - | - | 467 | NEW HAMPSHIRE |
| NEW JERSEY 11/ | 26,974 | - | 26,974 | 400 | - | 26,574 | 16,315 | 344 | 1,124 | 1,271 | - | 1,271 | 19,054 | 6,271 | - | 7,206 | - | - | - | - | - | - | - | - | - | 314 | NEW JERSEY 11/ | |
| NEW MEXICO | 7,542 | - | 7,542 | 227 | - | 7,315 | 5,349 | - | - | 1,966 | - | 1,966 | 7,315 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW MEXICO |
| NEW YORK 11/ | 76,161 | -815 | 75,346 | 160 | - | 75,186 | 29,528 | - | 4,072 | 1,876 | - | 6,115 | 41,597 | 8,576 | 1,913 | 10,489 | - | - | - | - | - | - | - | - | - | 23,106 | NEW YORK 11/ | |
| NORTH CAROLINA | 41,109 | 1 | 41,110 | 131 | 109 | 41,001 | 32,859 | - | 1,414 | 5 | - | 4,957 | 39,200 | 1,414 | - | 1,642 | - | - | - | - | - | - | - | - | - | 1,601 | NORTH CAROLINA | |
| NORTH DAKOTA | 7,357 | -1,484 | 5,873 | 20 | 119 | 5,734 | 4,306 | - | - | - | - | 4,311 | 1,423 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA |
| OHIO | 66,445 | 841 | 67,286 | 144 | - | 67,142 | 33,662 | - | - | - | - | 33,662 | 14,441 | 11,629 | - | 26,264 | - | - | - | - | - | - | - | - | - | 7,216 | OHIO | |
| OKLAHOMA | 25,890 | -378 | 25,512 | 507 | 89 | 24,916 | 16,233 | - | 625 | - | 9 | 16,233 | 7,218 | 842 | - | 8,060 | - | - | - | - | - | - | - | - | - | 623 | OKLAHOMA | |
| OREGON | 18,675 | -28 | 18,605 | 97 | - | 18,506 | 12,635 | 22 | 1,982 | 3,123 | - | 551 | 13,853 | 4,026 | - | 13,830 | - | - | - | - | - | - | - | - | - | 166 | OREGON | |
| PENNSYLVANIA | 69,953 | - | 69,953 | 284 | - | 69,669 | 50,553 | 161 | 1,982 | 3,123 | - | 3,123 | 55,819 | 11,307 | 2,523 | 13,830 | - | - | - | - | - | - | - | - | - | 20 | PENNSYLVANIA | |
| RHODE ISLAND 11/ | 4,960 | 11 | 4,971 | 16 | - | 4,955 | 1,759 | - | 179 | 127 | - | 127 | 2,066 | 50 | - | 50 | - | - | - | - | - | - | - | - | - | 2,839 | RHODE ISLAND 11/ | |
| SOUTH CAROLINA | 20,590 | 1 | 20,591 | 33 | 30 | 20,528 | 8,599 | - | 74 | 7,076 | 1,213 | 8,289 | 16,798 | 3,355 | - | 3,355 | - | - | - | - | - | - | - | - | - | 375 | SOUTH CAROLINA | |
| SOUTH DAKOTA | 6,176 | -386 | 5,790 | 63 | 80 | 5,847 | 4,725 | - | - | - | - | 4,729 | 848 | - | - | 848 | - | - | - | - | - | - | - | - | - | - | 848 | SOUTH DAKOTA |
| TENNESSEE | 34,755 | 96 | 34,851 | 570 | 87 | 34,194 | 11,730 | - | - | 5,102 | 200 | 5,302 | 17,032 | 10,962 | - | 10,962 | - | - | - | - | - | - | - | - | - | 4,278 | TENNESSEE | |
| TEXAS | 66,854 | -183 | 66,671 | 611 | - | 66,060 | 35,462 | - | 867 | - | 9,861 | 9,861 | 46,190 | 858 | - | 3,355 | - | - | - | - | - | - | - | - | - | 16,515 | TEXAS | |
| UTAH | 6,257 | 6 | 6,263 | 28 | 26 | 6,209 | 6,209 | - | - | - | - | 6,209 | 5 | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | UTAH |
| VERMONT | 3,511 | -7 | 3,518 | 6 | - | 3,512 | 1,786 | - | 222 | - | 10 | 2,022 | 1,248 | - | - | 1,472 | - | - | - | - | - | - | - | - | - | 18 | VERMONT | |
| VIRGINIA | 33,410 | 12 | 33,398 | 122 | 44 | 33,232 | 31,220 | - | 5 | 1,316 | - | 32,541 | 618 | - | - | 618 | - | - | - | - | - | - | - | - | - | 73 | VIRGINIA | |
| WASHINGTON | 25,860 | - | 25,860 | 98 | - | 25,762 | 12,173 | 64 | - | - | 14 | 12,251 | 9,883 | 3,628 | - | 13,511 | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| WEST VIRGINIA | 19,706 | - | 19,706 | (16/) | - | 19,706 | 9,154 | - | - | 4,552 | - | 4,552 | 19,706 | 14 | - | 14 | - | - | - | - | - | - | - | - | - | - | - | WEST VIRGINIA |
| WISCONSIN | 27,546 | - | 27,546 | 106 | 225 | 27,215 | 15,314 | 227 | - | - | 431 | 15,972 | 6,923 | 1,946 | - | 8,869 | - | - | - | - | - | - | - | - | - | 2,374 | WISCONSIN | |
| WYOMING | 4,13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS-1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE MC-2, 1947
ISSUED AUGUST 1948

| STATE | NET TOTAL RECEIPTS OF CALENDAR YEAR ^{1/} | ADJUSTMENTS DUE TO UN-DISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | RECEIPTS AVAILABLE FOR DISTRIBUTION | FOR COLLECTION AND ADMINISTRATION OF MOTOR-CARRIER TAXES | NET FUNDS DISTRIBUTED ^{2/} | FOR STATE HIGHWAY PURPOSES | | | | | | | FOR LOCAL ROADS AND STREETS | | | FOR NONHIGHWAY PURPOSES ^{7/} | | | | STATE | |
|-------------------------|---|--|-------------------------------------|--|-------------------------------------|---|-----------------------------------|---------------------------------|---|---|------------|---------------|---|----------------------------|---------------|---------------------------------------|--|---------------------|---------------|--------------|-------------------------|
| | | | | | | CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION | | STATE HIGHWAY POLICE AND SAFETY | SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS | | | TOTAL | COUNTY AND OTHER LOCAL ROADS ^{3/ 5/} | CITY STREETS ^{5/} | TOTAL | STATE GENERAL FUND | COUNTY AND OTHER LOCAL GENERAL FUNDS ^{8/} | OTHER ^{9/} | TOTAL | | |
| | | | | | | STATE HIGHWAYS ^{3/} | STATE PARK AND FOREST ROADS, ETC. | | STATE HIGHWAY BONDS AND NOTES | REIMBURSEMENT OBLIGATIONS ^{4/} | TOTAL | | | | | | | | | | |
| | | | | | | | | 1,000 DOLLARS | | | | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | | 1,000 DOLLARS |
| ALABAMA | 674 | -24 | 650 | 100 | 550 | 460 | 3 | - | - | - | - | 463 | 87 | - | 87 | - | - | - | - | - | ALABAMA |
| ARIZONA | 696 | -10 | 686 | 64 | 622 | 595 | - | 27 | - | - | - | 622 | - | - | - | - | - | - | - | - | ARIZONA |
| ARKANSAS | 9,223 | -2,181 | 7,042 | 922 | 6,120 | - | - | - | - | - | - | - | 2 | - | 2 | 6,118 | - | - | - | - | ARKANSAS |
| CALIFORNIA | | | | | | | | | | | | | | | | | | | | | CALIFORNIA |
| COLORADO | 1,413 | -37 | 1,376 | 125 | 1,251 | 546 | - | 13 | 109 | - | 109 | 668 | 579 | 4 | 583 | - | - | - | - | - | COLORADO |
| CONNECTICUT | 739 | 18 | 757 | 88 | 669 | 239 | - | 8 | - | 18 | 265 | 72 | 332 | 404 | - | - | - | - | - | - | CONNECTICUT |
| DELAWARE ^{10/} | 635 | -1 | 636 | 115 | 521 | - | - | - | - | - | - | - | 472 | - | 472 | 13 | 12 | 24 | 49 | - | DELAWARE ^{10/} |
| FLORIDA | | | | | | | | | | | | | | | | | | | | | FLORIDA |
| GEORGIA | 134 | - | 134 | 76 | 58 | 23 | - | 2 | 4 | - | 4 | 29 | 8 | - | 8 | 21 | - | - | - | - | GEORGIA |
| IDAHO | 116 | -47 | 71 | 39 | 32 | - | - | 32 | - | - | 32 | - | - | - | - | - | - | - | - | - | IDAHO |
| ILLINOIS ^{10/} | | | | | | | | | | | | | | | | | | | | | ILLINOIS ^{10/} |
| INDIANA | 226 | -4 | 222 | 113 | 109 | 68 | - | 2 | - | - | 70 | 29 | 10 | 39 | - | - | - | - | - | - | INDIANA |
| IOWA | 550 | -15 | 535 | 88 | 447 | 99 | - | - | - | 75 | 75 | 174 | 273 | - | 273 | - | - | - | - | - | IOWA |
| KANSAS | 1,952 | - | 1,952 | 492 | 1,460 | 778 | - | 382 | - | 15 | 59 | 1,219 | 240 | 1 | 241 | - | - | - | - | - | KANSAS |
| KENTUCKY | 1,205 | -20 | 1,225 | 75 | 1,150 | 934 | - | 20 | - | - | - | 954 | 196 | - | 196 | - | - | - | - | - | KENTUCKY |
| LOUISIANA | 54 | - | 54 | 54 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOUISIANA |
| MAINE | 26 | 1 | 27 | 27 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MAINE |
| MARYLAND ^{11/} | 167 | -2 | 169 | 99 | 70 | 4 | - | - | - | - | 4 | - | - | - | - | 66 | - | - | - | - | MARYLAND ^{11/} |
| MASSACHUSETTS | 819 | - | 819 | 326 | 493 | 493 | - | - | - | - | 493 | - | - | - | - | - | - | - | - | - | MASSACHUSETTS |
| MICHIGAN | | | | | | | | | | | | | | | | | | | | | MICHIGAN |
| MINNESOTA | 52 | - | 52 | 52 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MINNESOTA |
| MISSISSIPPI | 129 | -1 | 130 | 75 | 55 | - | - | - | - | - | - | - | 55 | - | 55 | - | - | - | - | - | MISSISSIPPI |
| MISSOURI | 665 | - | 665 | 105 | 560 | 321 | - | 19 | 117 | - | 117 | 457 | 103 | 103 | - | - | - | - | - | - | MISSOURI |
| MONTANA | 107 | - | 107 | 81 | 26 | 26 | - | - | - | - | - | 26 | - | - | - | - | - | - | - | - | MONTANA |
| NEBRASKA | 49 | - | 49 | 49 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEBRASKA |
| NEVADA | 533 | -4 | 549 | 62 | 487 | 466 | - | - | - | - | - | 466 | 21 | - | 21 | - | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | 6 | - | 6 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 108 | - | 108 | (12/) | 108 | 108 | - | - | - | - | - | 108 | - | - | - | - | - | - | - | - | NEW JERSEY |
| NEW MEXICO | 623 | -18 | 605 | 179 | 426 | 426 | - | - | - | - | - | 426 | - | - | - | - | - | - | - | - | NEW MEXICO |
| NEW YORK | 19 | - | 19 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW YORK |
| NORTH CAROLINA | 1,513 | -1 | 1,514 | 13/ 76 | 1,438 | 3/ 1,200 | - | 51 | 181 | - | 181 | 1,432 | (3/) | - | - | - | - | - | 6 | 6 | NORTH CAROLINA |
| NORTH DAKOTA | 64 | - | 64 | 29 | 35 | 35 | - | - | - | - | - | 35 | - | - | - | - | - | - | - | - | NORTH DAKOTA |
| OHIO | 1,004 | - | 1,004 | 198 | 806 | 579 | - | - | - | - | - | 579 | 172 | 55 | 227 | - | - | - | - | - | OHIO |
| OKLAHOMA | 448 | - | 448 | 44 | 404 | 5 | - | - | - | - | - | 5 | 299 | 99 | 398 | 1 | - | - | - | - | OKLAHOMA |
| OREGON | 3,491 | -84 | 3,407 | 340 | 3,067 | 2,013 | - | 4 | 169 | - | 86 | 2,274 | 642 | 124 | 766 | - | - | - | 27 | 27 | OREGON |
| PENNSYLVANIA | 10 | - | 10 | 10 | - | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - | PENNSYLVANIA |
| RHODE ISLAND | 59 | - | 59 | 22 | 37 | 13 | - | - | 1 | - | 1 | 16 | - | - | - | 21 | - | - | - | - | RHODE ISLAND |
| SOUTH CAROLINA | 489 | -10 | 479 | 117 | 362 | 200 | - | - | - | - | - | 337 | - | - | 362 | - | - | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 1,153 | -24 | 1,177 | 28 | 1,149 | 1,041 | - | 17 | - | - | - | 1,058 | 31 | 31 | 60 | 362 | - | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 94 | - | 94 | 72 | 22 | 22 | - | - | - | - | - | 22 | - | - | 22 | - | - | - | - | - | TENNESSEE |
| TEXAS | 285 | 2 | 287 | 266 | 21 | 21 | - | - | - | - | - | 21 | - | - | - | - | - | - | - | - | TEXAS |
| UTAH ^{10/} | 575 | -13 | 562 | 111 | 451 | 404 | - | 47 | - | - | - | 451 | - | - | - | - | - | - | - | - | UTAH ^{10/} |
| VERMONT ^{10/} | | | | | | | | | | | | | | | | | | | | | VERMONT ^{10/} |
| VIRGINIA | | | | | | | | | | | | | | | | | | | | | VIRGINIA |
| WASHINGTON | 405 | - | 405 | 405 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| WEST VIRGINIA | 337 | - | 337 | (12/) | 337 | 200 | - | - | 137 | - | 137 | 337 | - | - | - | - | - | - | - | - | WEST VIRGINIA |
| WISCONSIN | 2,465 | - | 2,465 | 123 | 2,342 | 1,318 | 19 | - | - | 37 | 37 | 1,374 | 596 | 168 | 764 | 204 | - | - | - | 204 | WISCONSIN |
| WYOMING | 643 | -1 | 642 | 57 | 585 | 528 | - | 17 | - | - | - | 545 | 40 | 40 | - | - | - | - | - | - | WYOMING |
| DISTRICT OF COLUMBIA | 466 | - | 466 | (14/) | 466 | 466 | - | - | - | - | - | 466 | - | - | - | - | - | - | - | - | DISTRICT OF COLUMBIA |
| TOTAL | 34,447 | -2,378 | 32,069 | 5,323 | 26,746 | 12,953 | 26 | 806 | 650 | 176 | 826 | 14,613 | 3,814 | 896 | 4,710 | 6,788 | 578 | 57 | 7,423 | TOTAL | |

^{1/} SEE TABLE MC-1 FOR ANALYSIS OF RECEIPTS.

^{2/} MOTOR-CARRIER TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO RATA MOTOR-CARRIER TAX PORTIONS OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

^{3/} ALLOTMENT OF \$777,000 FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL IN NORTH CAROLINA IS INCLUDED WITH THAT FOR STATE HIGHWAYS.

^{4/} OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW ON STATE SYSTEMS.

^{5/} IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

^{6/} THIS COLUMN RECORDS SPECIFIC ALLOTMENTS FOR LOCAL CITY STREETS. FUNDS ALLOTTED FOR CITY STREETS FORMING URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS ARE INCLUDED IN ALLOTMENTS FOR STATE HIGHWAY PURPOSES.

^{7/} FOR THIS ANALYSIS, GROSS ALLOCATION OF \$4,000 OF MOTOR-CARRIER REVENUES TO STATE GENERAL FUND IN MASSACHUSETTS

WAS OFFSET AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUND.

^{8/} ALLOCATIONS TO COUNTY OR OTHER LOCAL GENERAL FUNDS MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED. WISCONSIN ALLOCATION WAS IN LIEU OF PERSONAL PROPERTY TAX FORMERLY IMPOSED ON MOTOR VEHICLES.

^{9/} FOR THE FOLLOWING PURPOSES: FLORIDA, EDUCATION; NORTH CAROLINA, PROBATION AND PAROLE COMMISSION; OREGON, STATE PARKS.

^{10/} NO SPECIAL TAXES ON MOTOR CARRIERS REPORTED.

^{11/} WEIGHT AND PASSENGER-MILE TAXES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES ARE INCLUDED IN MOTOR-VEHICLE RECEIPTS, TABLE MV-3.

^{12/} INCLUDED WITH MOTOR-VEHICLE COLLECTION EXPENSES. AMOUNT NOT SEGREGATED.

^{13/} BUS INVESTIGATION EXPENSES. REMAINING MOTOR-CARRIER COLLECTION COSTS WERE PAID FROM MOTOR-VEHICLE FEES.

^{14/} COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATESTABLE G-106 (SHEET 2 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|-------------|---------------------|--|--|---|---|
| CALIFORNIA | 4.5 | STATE MOTOR-VEHICLE FUEL FUND | ALL AMOUNT REQUIRED | ADMINISTRATIVE EXPENSE OF THE MOTOR-VEHICLE FUEL TAX DIVISION OF THE STATE BOARD OF EQUALIZATION AND THE GAS TAX REFUND DIVISION OF THE STATE CONTROLLER'S OFFICE; PAYMENT OF REFUNDS. | THIS FUND RECEIVES THE NET PROCEEDS OF THE GASOLINE AND DIESEL TAXES, THE TRANSPORTATION LICENSE TAX (THE 3 PERCENT GROSS RECEIPTS TAX), AND THE BALANCE IN THE MOTOR VEHICLE FUND AFTER APPROPRIATIONS FOR THE SUPPORT OF THE MOTOR VEHICLE DEPARTMENT AND HIGHWAY PATROL HAVE BEEN MADE. THE BASE SUM OF \$5,400,000 TO BE INCREASED OR DECREASED IN THE RATIO THAT THE TOTAL STATE REGISTRATION OF PRECEDING CALENDAR YEAR BEARS TO THE REGISTRATION IN 1946. PAYMENTS ARE MADE TO THE COUNTIES IN PROPORTION TO THE NUMBER OF FEE-PAID VEHICLES REGISTERED IN SUCH COUNTIES. 1. EACH COUNTY RECEIVES \$5,000 QUARTERLY - ANY UNEXPENDED BALANCE WITHIN 18 MONTHS AFTER CLOSE OF QUARTER IS DEDUCTED FROM SUBSEQUENT APPORTIONMENTS; 2. EACH COUNTY ALSO RECEIVES QUARTERLY AN EQUALIZATION ALLOTMENT OF \$7,500; 3. THE BALANCE REMAINING IS APPORTIONED TO THE COUNTIES IN THE PROPORTION THAT THE REGISTRATION OF VEHICLES IN EACH OF THE COUNTIES BEARS TO THE TOTAL STATE REGISTRATION. FUND IS DISTRIBUTED QUARTERLY AND COMPUTED AS FOLLOWS: THE NUMBER OF MILES OF MAINTAINED COUNTY ROADS IN EACH COUNTY SHALL BE MULTIPLIED BY \$75, FROM THE RESULTANT AMOUNT THE AMOUNT RECEIVED BY EACH COUNTY UNDER THE SECOND AND THIRD SUBDIVISIONS OF THE ABOVE PARAGRAPH IS DEDUCTED AND THE REMAINDER PAID TO EACH COUNTY. ONE HALF OF THE BALANCE IS DISTRIBUTED ON THE BASIS OF MOTOR-VEHICLE REGISTRATION AND THE OTHER HALF IS DISTRIBUTED ON BASIS OF MAINTAINED MILEAGE OF COUNTY ROADS TO THOSE COUNTIES THAT HAVE NOT ALREADY RECEIVED A TOTAL OF \$150 PER QUARTER PER MILE OF MAINTAINED ROAD. FROM THE \$5,400,000 PLUS THE SECOND AND THIRD SUBDIVISIONS OF THE ONE CENT APPORTIONMENT, FUND TRANSFERRED TO STATE HIGHWAY FUND AND DISTRIBUTED TO THE CITIES ON THE BASIS OF POPULATION. STATE HIGHWAY MONIES FOR CONSTRUCTION ARE TO BE ALLOCATED 45 PERCENT TO NORTHERN COUNTIES AND 55 PERCENT TO SOUTHERN COUNTIES. |
| | | HIGHWAY-USERS TAX FUND | REMAINDER | ACQUISITION OF RIGHTS-OF-WAY FOR, AND THE CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT, AND MAINTENANCE OF, PUBLIC STREETS AND HIGHWAYS. | |
| | | STATE CONTROLLER COUNTIES | \$100,000 OR AMOUNT REQUIRED \$5,400,000 PER YEAR | FOR THE STATE CONTROLLER TO COVER HIS EXPENSES IN CARRYING OUT HIS DUTIES UNDER THE COLLIER-BURNS HIGHWAY ACT OF 1947. | |
| | | COUNTIES | 1 CENT | WORK ON LOCAL ROADS; ENGINEERING AND ADMINISTRATIVE COSTS ON COUNTY ROADS (\$5,000 QUARTERLY). | |
| | | COUNTIES | 3/8 CENT | OF THE 3/8 CENT APPORTIONMENT 1/4 TO BE USED EXCLUSIVELY FOR CONSTRUCTION EXPENDITURES ON COUNTY PRIMARY ROAD SYSTEM EXCEPT AMOUNT NECESSARY WHEN ADDED TO THE RECEIPTS FROM 2nd AND 3rd SUBDIVISIONS OF THE ONE CENT APPORTIONMENT TO EQUAL \$75 PER MILE PER QUARTER. | |
| CITIES | 5/8 CENT | WORK ON CITY STREETS NOT ON STATE HIGHWAY SYSTEM. ALL STATE HIGHWAYS IN CITIES ARE MAINTAINED BY THE DIVISION OF HIGHWAYS. | | | |
| | | STATE HIGHWAY FUND | RESIDUE | WORK ON STATE HIGHWAYS. | |
| COLORADO | 6 | STATE TREASURER | AMOUNT REQUIRED | REFUNDS OF MOTOR-FUEL TAX | REFUNDS MADE BY STATE TREASURER ON VOUCHER CERTIFIED BY THE DEPARTMENT OF REVENUE. EXPENDITURES LIMITED TO 3 PERCENT OF THE GROSS PROCEEDS COLLECTED FROM THE MOTOR-FUEL TAX. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. THESE FUNDS ARE DISTRIBUTED IN THE PROPORTION THAT THE NUMBER OF MOTOR-VEHICLE LICENSES ISSUED TO PERSONS RESIDING WITHIN THE CORPORATE LIMITS OF EACH CITY OR TOWN BEARS TO THE TOTAL LICENSES ISSUED TO PERSONS RESIDING WITHIN THE CORPORATE LIMITS OF ALL CITIES AND TOWNS IN SAID COUNTY. FUND APPORTIONED TO COUNTIES ON BASIS OF MILEAGE DESIGNATED BY THE STATE HIGHWAY DEPARTMENT AS STATE HIGHWAYS. PORTION TO DENVER COUNTY USED ON CITY STREETS. |
| | | DEPARTMENT OF REVENUE, ADMINISTRATION FUND | AMOUNT REQUIRED | COLLECTION AND REFUND EXPENSE OF MOTOR-FUEL DIVISION AND EXPENSE OF OIL INSPECTOR | |
| | | STATE HIGHWAY FUND | 70 PERCENT OF 1/4 CENT TAX 50 PERCENT OF 2 CENT TAX | STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION; DEBT SERVICE ON STATE HIGHWAY BONDS AND NOTES; STATE HIGHWAY POLICE. | |
| | | COUNTIES FOR CITIES AND TOWNS THREE PERCENT FUND SIX PERCENT FUND | 3 PERCENT OF 1/4 CENT TAX 6 PERCENT OF 2 CENT TAX. | WORK ON STREETS IN CITIES AND TOWNS. | |
| | | COUNTY APPORTIONMENT FUND | 27 PERCENT OF 1/4 CENT TAX 44 PERCENT OF 2 CENT TAX | WORK ON COUNTY AND LOCAL ROADS. FUNDS MAY ALSO BE USED ON STATE ROADS. CONSTRUCTION, IMPROVEMENT, REPAIR OR MAINTENANCE OF PUBLIC HIGHWAYS | |
| CONNECTICUT | 4 | STATE HIGHWAY FUND | AMOUNT REQUIRED | REFUNDS OF MOTOR-FUEL TAX. THE HIGHWAY FUND IS THE DEPOSITORY FOR MOTOR-VEHICLE REGISTRATION FEES, DRIVER LICENSE FEES, MOTOR-FUEL TAXES AND MISCELLANEOUS RECEIPTS FROM WHICH THE FOLLOWING EXPENDITURES ARE MADE WITHOUT REGARD TO SOURCE: SALARIES AND EXPENSE OF MOTOR VEHICLE DEPARTMENT. SALARIES AND EXPENSE OF HIGHWAY SAFETY COMMISSION. SALARIES AND EXPENSE OF STATE POLICE DEPARTMENT. CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT OR MAINTENANCE OF LOCAL ROADS AND STREETS. | FUND IS DIVIDED ON MILEAGE BASIS: \$1,000 PER MILE FOR FIRST 23 MILES OF IMPROVED ROADS IN EACH TOWN AND THEN \$250 PER MILE FOR EACH ADDITIONAL MILE OF IMPROVED ROAD. FUND IS DISTRIBUTED PRO RATA TO THE TOWNS IN THE STATE, ON THE BASIS OF THE TOTAL MILEAGE OF UNIMPROVED HIGHWAYS IN EACH TOWN. MERRITT PARKWAY WAS PARTIALLY FINANCED WITH PROCEEDS OF FAIRFIELD COUNTY BONDS. |
| | | STATE POLICE DEPARTMENT | AMOUNT REQUIRED \$750,000 PER YEAR | SALARIES AND EXPENSE OF STATE POLICE DEPARTMENT. | |
| | | TOWN-AID FUND | \$5,000,000 PER YEAR | CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT OR MAINTENANCE OF LOCAL ROADS AND STREETS. | |
| | | TOWN-AID FUND | \$1,000,000 PER YEAR | IMPROVEMENT OF LOCAL DIRT AND UNIMPROVED ROADS, INCLUDING BRIDGES ON SUCH ROADS. | |
| | | | \$1,090,000 PER YEAR THE RESIDUE | PRINCIPAL AND INTEREST ON STATE-ASSUMED COUNTY BONDS. ADMINISTRATION, MAINTENANCE, CONSTRUCTION AND RECONSTRUCTION OF STATE HIGHWAYS. | |
| DELAWARE | 4 | STATE GENERAL FUND | AMOUNT REQUIRED ALL | REFUND OF TAX, SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES. | NET REVENUE FROM MOTOR-FUEL TAX GOES INTO THE STATE GENERAL FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES, ARE MADE FROM THE STATE GENERAL FUND AND MAY BE CONSIDERED AS MADE FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INSOFAR AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES. |
| FLORIDA | 7 | STATE ROAD LICENSE FUND | 4 CENTS | COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. | PAID OUT OF DEALERS' AND USERS' LICENSES AND NOT OUT OF GALLONAGE TAX. |
| | | STATE ROAD DISTRIBUTION FUND | 2 CENTS | STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUNDS ARE ALLOTTED FOR THE AMORTIZATION OF COUNTY AND DISTRICT ROAD AND BRIDGE BONDS, TIME WARRANTS, NOTES AND OTHER FORMS OF INDEBTEDNESS ISSUED FOR ROAD AND BRIDGE PURPOSES BY ANY COUNTY OR SPECIAL ROAD AND BRIDGE DISTRICT OR OTHER SPECIAL TAXING DISTRICT, OUTSTANDING ON JULY 1, 1931, OR ANY REFUNDING ISSUES THEREOF. ADMINISTERED BY STATE BOARD OF ADMINISTRATION AND APPLIED AS FOLLOWS: (1) PAYMENT OF PRINCIPAL AND INTEREST ON COUNTY ROAD AND ROAD DISTRICT OBLIGATIONS; (2) ESTABLISHMENT OF A SINKING FUND ACCOUNT TO MEET FUTURE REQUIREMENTS OF SAID OBLIGATIONS OR OTHER MOTOR-FUEL ANTICIPATION CERTIFICATES WHERE IT APPEARS THE ANTICIPATED INCOME FOR ANY YEAR OR YEARS WILL NOT EQUAL SCHEDULED PAYMENTS THEREON; (3) REMIT REMAINDER OF FUND AS FOLLOWS: 80 PERCENT TO STATE ROAD DEPARTMENT FOR EXPENDITURES ON STATE ROADS AND BRIDGES WITHIN COUNTY AND FOR THE LEASE OR PURCHASE OF BRIDGES CONNECTING STATE HIGHWAYS WITHIN THE COUNTY; 20 PERCENT TO THE COUNTIES TO BE SPENT ON LOCAL ROADS. -- THE PROCEEDS OF THE TWO CENTS TAX ARE ALLOTTED TO THE COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD IN THE RATIO THAT THE AREA OF THE COUNTY BEARS TO THE AREA OF ALL COUNTIES; ONE-THIRD IN THE RATIO THAT THE POPULATION OF THE COUNTY BEARS TO THE POPULATION OF ALL COUNTIES (IN THE LAST PRECEDING FEDERAL CENSUS); AND ONE-THIRD IN THE RATIO THAT THE AMOUNT EXPENDED OR CONTRIBUTED BY THE COUNTY AND/OR SPECIAL ROAD AND BRIDGE DISTRICTS THEREIN FOR THE CONSTRUCTION OF STATE ROADS BEARS TO THE TOTAL AMOUNT EXPENDED OR CONTRIBUTED FOR SUCH PURPOSES BY ALL COUNTIES AND SPECIAL ROAD AND BRIDGE DISTRICTS. | |
| | | GENERAL REVENUE FUND | 1/2 CENT | GENERAL GOVERNMENTAL PURPOSES. | |
| | | COUNTY SCHOOL FUND | 1/2 CENT | EDUCATION. | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATESTABLE G-106 (SHEET 3 OF 11 SHEETS
STATUS AS OF JANUARY 1, 1948)

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|----------|---------------------|---|---|--|---|
| GEORGIA | 6 | STATE GENERAL FUND REVENUE DEPARTMENT STATE HIGHWAY PURPOSES LOCAL ROADS AND STREETS | ALL AMOUNT REQUIRED \$4,817,013 AMOUNT REQUIRED | FUNDS ARE EXPENDED FOR WHATEVER PURPOSES THE LEGISLATURE MAY DESIGNATE BY APPROPRIATION. APPROPRIATIONS FOR FOLLOWING PURPOSES ARE CONSIDERED TO BE DERIVED FROM HIGHWAY-USER REVENUES: REFUND OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, ADMINISTRATION AND DEBT SERVICE ON STATE HIGHWAYS. CONSTRUCTION, MAINTENANCE, ADMINISTRATION OF COUNTY AND LOCAL ROADS. COLLECTION AND ADMINISTRATION EXPENSES. | NET REVENUE FROM MOTOR-FUEL TAX GOES INTO THE STATE GENERAL FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES, ARE MADE FROM THE STATE GENERAL FUND AND MAY BE CONSIDERED AS MADE FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES. FUNDS ORIGINALLY DISTRIBUTED TO COUNTIES ON BASIS OF STATE-AID SYSTEM MILEAGE BUT MODIFIED BY ACT NO. 343, 1945. |
| IDaho | 6 | TAX REFUND FUND, MOTOR FUELS BUREAU, DEPARTMENT OF LAW ENFORCEMENT STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT MOTOR FUELS TAX FUND IN EACH COUNTY FEDERAL-AID MATCHING FUND, "POST-WAR FUND" STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT STATE AERONAUTICS FUND | 15 PERCENT OF 6 CENT TAX AMOUNT REQUIRED 20 PERCENT, BUT NOT LESS THAN \$1,000,000 1 CENT THE RESIDUE 2.5 CENTS AVIATION FUEL TAX | REFUNDS OF MOTOR-FUEL TAX COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. DEBT SERVICE ON COUNTY HIGHWAY BONDS; CONSTRUCTION AND MAINTENANCE OF STATE AND COUNTY HIGHWAYS WITHIN COUNTY; TO EACH ROAD DISTRICT AN AMOUNT PROPORTIONAL TO DISTRICTS SHARE OF PASSENGER CAR REGISTRATION FEES OF PREVIOUS YEAR, TO BE USED FOR DEBT SERVICE ON ROAD DISTRICT BONDS AND ROAD AND BRIDGE MAINTENANCE. FOR THE PURPOSE OF MATCHING FEDERAL FUNDS FOR THE CONSTRUCTION, MAINTENANCE, IMPROVEMENT AND RECONSTRUCTION OF HIGHWAYS AND FARM-TO-MARKET ROADS. CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF STATE HIGHWAYS, INCLUDING STATE HIGHWAYS IN CITIES. PROMOTION OF AVIATION. | 15 PERCENT OF GROSS COLLECTIONS CREDITED MONTHLY TO REFUND FUND. ON JUNE 30 EACH YEAR ALL MONEY OVER \$30,000 IN THE REFUND ACCOUNT SHALL BE TRANSFERRED TO THE STATE HIGHWAY FUND. PAID OUT OF STATE HIGHWAY FUND ON EXPENSE CLAIMS PRESENTED BY COMMISSIONER OF LAW ENFORCEMENT. STATE HIGHWAY SHARE IS 5 CENTS (INCLUDING 1 CENT FEDERAL-AID MATCHING FUND), LESS AMOUNT BY WHICH \$1,000,000 EXCEEDS 1 CENT OF TAX. THIS FUND ALSO RECEIVES MOTOR-VEHICLE REVENUES. |
| ILLINOIS | 3 | MOTOR-FUEL TAX FUND DEPARTMENT OF FINANCE DIVISION OF HIGHWAYS DIVISION OF HIGHWAYS RESERVE FOR EMERGENCY RELIEF BONDS, \$30,000,000 ISSUE COUNTIES MUNICIPALITIES | ALL AMOUNT REQUIRED AMOUNT REQUIRED 1 CENT AMOUNT REQUIRED 1 CENT, LESS RELIEF BOND ALLOCATION 1 CENT, LESS RELIEF BOND ALLOCATION | COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX. ADMINISTRATION OF COUNTIES' AND CITIES' SHARES OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE BOND ISSUE ROADS, FEDERAL-AID ROADS INCLUDING AUTHORIZED MUNICIPAL PROJECTS, AND FEDERAL-AID SECONDARY AND STATE HIGHWAY BELTLINE ROADS, INCLUDING MAINTENANCE OF SAID HIGHWAYS IN CITIES. DEBT SERVICE ON EMERGENCY RELIEF BONDS. RETIREMENT OF COUNTY BONDS ISSUED FOR "SUPER HIGHWAYS" AND STATE-AID ROADS, CONSTRUCTION AND MAINTENANCE (SUBJECT TO APPROVAL OF DEPARTMENT OF PUBLIC WORKS AND BUILDINGS) OF STATE-AID ROADS, INCLUDING URBAN EXTENSIONS THEREOF, AND MAINTENANCE OF FEDERAL-AID SECONDARY ROADS. PERMITTED TO PAY 50 PERCENT OF THE COST OF PROJECTS ON FEDERAL-AID SECONDARY AND FEEDER ROADS CONSTRUCTED UNDER THE FEDERAL-AID HIGHWAY ACT. CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS IN MUNICIPALITIES, MAINTENANCE OF FEDERAL-AID SECONDARY ROADS; CONSTRUCTION AND MAINTENANCE (WITH APPROVAL OF DEPARTMENT OF PUBLIC WORKS) OF ARTERIAL STREETS AND EXTENSIONS OUTSIDE CORPORATE LIMITS; PAYMENT OF MUNICIPAL INDEBTEDNESS INCURRED FOR THE CONSTRUCTION OR MAINTENANCE OF ARTERIAL STREETS OR STATE HIGHWAYS. PERMITTED TO PAY 50 PERCENT OF COST OF CONSTRUCTION PROJECTS ON THE FEDERAL-AID HIGHWAY SYSTEM IN URBAN AREAS. | ALL RECEIPTS ARE PLACED IN MOTOR-FUEL TAX FUND, FROM WHICH ALLOCATIONS TO OTHER FUNDS ARE MADE. EXPENDITURES MADE BY DEPARTMENT OF FINANCE OUT OF MOTOR-FUEL TAX FUND. EXPENDITURES MADE BY DIVISION OF HIGHWAYS OUT OF MOTOR-FUEL TAX FUND. ONE-HALF PAID FROM COUNTIES' 1-CENT SHARE, ONE HALF FROM MUNICIPALITIES' 1-CENT SHARE. THE JOINT RESOLUTION ADOPTED JUNE 20, 1945, CREATING AN ANTI-DIVERSION POLICY IS NOT APPLICABLE TO THE RELIEF BOND ISSUE. FUNDS TO COUNTIES ARE ALLOCATED IN PROPORTION TO THE AMOUNT OF MOTOR-VEHICLE LICENSE FEES RECEIVED FROM THEIR RESIDENTS DURING THE PRECEDING YEAR. THE MUNICIPALITIES' SHARE IS APPOINTIONED TO THE SEVERAL MUNICIPALITIES IN PROPORTION TO THEIR POPULATION AS DETERMINED BY THE LAST FEDERAL CENSUS. |
| INDIANA | 4 | STATE AUDITOR MOTOR VEHICLE HIGHWAY ACCOUNT DIVISION OF PUBLIC SAFETY STATE POLICE CITIES AND TOWNS COUNTIES STATE HIGHWAY COMMISSION CITIES AND TOWNS COUNTIES STATE HIGHWAY COMMISSION | AMOUNT REQUIRED \$7,500,000 EACH QUARTER AMOUNT REQUIRED AMOUNT REQUIRED \$3,000,000 PER YEAR \$12,200,000 PER YEAR LESS ALLOTMENTS TO CITIES OF 1st, 2nd, 3rd, AND 4th CLASSES THE RESIDUE EXCESS OVER \$7,500,000 EACH QUARTER 16 PERCENT 64 PERCENT 20 PERCENT | COLLECTION, ADMINISTRATION AND REFUNDS OF MOTOR-FUEL TAX. THE MOTOR VEHICLE HIGHWAY ACCOUNT RECEIVES THE FIRST \$7,500,000 OF MOTOR-FUEL TAXES EACH QUARTER AND ALL MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM COMBINED REVENUES. IF THE FULL \$7,500,000 IS NOT TRANSFERRED ANY QUARTER THE DEFICIT IS MADE UP FROM ANY EXCESSES IN SUBSEQUENT QUARTERS. ADMINISTERING AUTO THEFT AND DRIVER'S RESPONSIBILITY ACTS. POLICING THE HIGHWAYS OF THE STATE. STREETS AND ALLEYS, CONSTRUCTION, MAINTENANCE, TRAFFIC SIGNALS AND POLICING, STREET CLEANING, PURCHASE AND REPAIR OF STREET AND HIGHWAY EQUIPMENT. CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS AND BRIDGES INCLUDING EXTENSIONS IN INCORPORATED TOWNS. COUNTY TO APPROPRIATE 60 PERCENT OF FUNDS FOR OPERATION OF COUNTY HIGHWAY DEPARTMENT STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION. CONSTRUCTION OR RECONSTRUCTION AND MAINTENANCE OF STREETS AND ALLEYS. FOR USES STATED ABOVE. FOR USES STATED ABOVE. IF AT THE END OF THE TWO-YEAR PERIOD BEGINNING JANUARY 1, 1947 THE STATE HIGHWAY COMMISSION HAS NOT RECEIVED \$30,000,000 FOR EACH OF THE TWO PRECEDING YEARS AND DISTRIBUTIONS OF "EXCESSES" HAVE BEEN MADE TO CITIES, TOWNS, AND COUNTIES, THERE SHALL BE ALLOCATED TO THE STATE HIGHWAY COMMISSION FROM THE DISTRIBUTION TO BE MADE TO CITIES, TOWNS, AND COUNTIES FROM THE MOTOR VEHICLE HIGHWAY ACCOUNT, THE AMOUNT, NOT TO EXCEED DISTRIBUTIONS OF "EXCESSES" TO THESE POLITICAL SUBDIVISIONS, NECESSARY TO MAKE THE SUM OF \$30,000,000 FOR EACH OF SAID YEARS. | FUNDS RECEIVED PARTLY FROM THE MOTOR VEHICLE HIGHWAY ACCOUNT AND PARTLY FROM INSURANCE AND ASSESSMENTS BY THE PUBLIC SERVICE COMMISSION. FIFTY PERCENT CHARGEABLE TO MOTOR VEHICLE HIGHWAY ACCOUNT AND FIFTY PERCENT CHARGEABLE TO STATE GENERAL FUND. ALLOTMENTS TO CITIES AND TOWNS BASED ON POPULATION. CITIES OF THE 1st, 2nd, 3rd AND 4th CLASSES RECEIVE ADDITIONAL ALLOTMENTS FROM COUNTY SHARE. DISTRIBUTION OF FUNDS IS AS FOLLOWS: 5 PERCENT EQUALLY AMONG THE 92 COUNTIES; 52-1/2 PERCENT ON THE BASIS OF MILEAGE IN THE COUNTY; AND 42-1/2 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATION. IF THE REMAINDER IS LESS THAN \$22,650,000 THEN THE CITIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 13 PERCENT OF SUCH DIFFERENCE AND THE COUNTIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 54 PERCENT OF SUCH DIFFERENCE. ALLOCATION TO CITIES AND TOWNS UPON THE BASIS THAT THE POPULATION OF EACH CITY AND TOWN BEARS TO THE TOTAL POPULATION OF ALL CITIES AND TOWNS AT THE LAST PRECEDING U.S. CENSUS. FUNDS ARE DISTRIBUTED AMONG THE SEVERAL COUNTIES UPON THE BASIS OF THE RATIO OF THE ACTUAL MILES, NOW TRAVELED AND IN USE, OF COUNTY HIGHWAYS IN EACH COUNTY TO THE TOTAL MILEAGE OF ALL COUNTY HIGHWAYS IN THE STATE, WHICH SHALL BE DETERMINED ACCURATELY BY THE STATE HIGHWAY COMMISSION AS OF JANUARY 1, 1947 AND ANNUALLY THEREAFTER. |

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 4 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|-----------|---------------------|---|--|--|---|
| IDAHO | | MOTOR-VEHICLE FUEL TAX FUND | AMOUNT REQUIRED | COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX. | |
| | | SECONDARY ROAD CONSTRUCTION FUND OF EACH COUNTY | 4/9 OF 3 CENT TAX 3/5 OF 1 CENT TAX | COUNTY ROAD CONSTRUCTION AND MAINTENANCE. DEBT SERVICE ON COUNTY ROAD OBLIGATIONS AND ON OBLIGATIONS ASSUMED BY COUNTIES UNDER SECONDARY ROAD PLAN. | FUND USED OCCASIONALLY FOR MAINTENANCE BY TRANSFER FROM THIS FUND TO SECONDARY ROAD FUND. THE 4/9 AND 3/5 PORTIONS ARE DISTRIBUTED ON THE BASIS OF THE COUNTY AREA TO THE TOTAL AREA OF THE STATE. |
| | | STATE PRIMARY ROAD FUND, STATE HIGHWAY COMMISSION | 5/9 OF 3 CENT TAX | DEBT SERVICE ON STATE-ASSIGNED COUNTY OBLIGATIONS (PRIMARY ROAD BONDS), STATE HIGHWAY CONSTRUCTION, MAINTENANCE, ADMINISTRATION, AND STATE HIGHWAY POLICE. | FUNDS TRANSFERRED ANNUALLY FROM EXCESS OF \$17,000,000 IN PRIMARY ROAD FUND. |
| | | STREET CONSTRUCTION FUNDS OF THE INCORPORATED CITIES AND TOWNS | 2/5 OF 1 CENT TAX | CONSTRUCTION, RECONSTRUCTION, REPAIR AND MAINTENANCE OF ROADS AND STREETS IN THE INCORPORATED CITIES AND TOWNS. | DISTRIBUTED IN PROPORTION OF POPULATION OF THE CITY OR TOWN TO THE TOTAL CITY AND TOWN POPULATION. |
| KANSAS | | REVENUE ADMINISTRATION FEE FUND - DIRECTOR OF REVENUE, STATE COMMISSION OF REVENUE AND TAXATION | 3 CENTS | | EXCESS OVER \$20,000 RESERVE IS TRANSFERRED QUARTERLY TO THE HIGHWAY FUND. |
| | | HIGHWAY FUND - STATE HIGHWAY COMMISSION | 97 PERCENT OF 3 CENTS | APPLIED AS NOTED HEREINAFTER. | |
| | | STATE HIGHWAY BENEFIT DISTRICT FUND - STATE HIGHWAY COMMISSION | \$1,000,000 PER YEAR FROM HIGHWAY FUND | REIMBURSEMENT OF INDIVIDUALS, TOWNSHIPS AND COUNTIES FOR COST OF ROADS, IMPROVED THROUGH THE MEDIUM OF BENEFIT DISTRICTS, ON LOCATIONS WHICH ARE NOW A PART OF THE STATE HIGHWAY SYSTEM. | |
| | | COUNTY AND TOWNSHIP ROAD FUND - STATE HIGHWAY COMMISSION | \$3,600,000 PER YEAR FROM HIGHWAY FUND | APPORTIONED TO COUNTIES FOR CONSTRUCTION AND MAINTENANCE OF COUNTY AND TOWNSHIP ROADS AND BRIDGES. | APPORTIONMENT TO COUNTIES: 40 PERCENT EQUALLY AND 60 PERCENT ON BASIS OF RELATIVE ASSESSED VALUATIONS OF PREVIOUS YEARS; NOT LESS THAN 50 PERCENT TO BE USED ON TOWNSHIP ROADS. THIS FUND RECEIVES QUARTERLY ALLOTMENTS. COUNTIES ALLOCATE \$250 PER MILE ANNUALLY FOR MAINTENANCE OF CONNECTION LINKS OF THE COUNTY HIGHWAY SYSTEM THROUGH CITIES OF THE 1st AND 2nd CLASSES. |
| | | HIGHWAY FUND (DIRECT EXPENDITURES) | AMOUNTS AS REQUIRED | DEBT SERVICE ON STATE HIGHWAY REVENUE ANTICIPATION WARRANTS, SERIES A. | |
| | | HIGHWAY FUND (DIRECT EXPENDITURES) | \$250 PER MILE PER YEAR | MAINTENANCE OF CONNECTION LINKS OF THE STATE HIGHWAY SYSTEM THROUGH CITIES OF THE 1st AND 2nd CLASSES. | |
| | | HIGHWAY FUND (DIRECT EXPENDITURES) | THE RESIDUE | CONSTRUCTION, IMPROVEMENT, RECONSTRUCTION AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM AND ADMINISTRATION OF HIGHWAY COMMISSION AND DEPARTMENT. | |
| | | SECOND REVENUE ANTICIPATION WARRANT | 1 CENT | TO MATCH FEDERAL-AID FUNDS UNDER THE FEDERAL-AID HIGHWAY ACT OF 1944 UNTIL SUCH TIME AS WARRANTS ARE ISSUED; THEREAFTER, FOR THE PAYMENT OF INTEREST; OTHER COSTS AND FOR WARRANT RETIREMENTS. | |
| KENTUCKY | | STATE ROAD FUND, STATE HIGHWAY DEPARTMENT | | ADMINISTRATION OF GASOLINE TAX, MOTOR-VEHICLE REGISTRATION TAX, OTHER MOTOR-FUEL TAXES, MOTOR-VEHICLE USAGE TAX, AND MOTORISTS FINANCIAL RESPONSIBILITY ACT. DIVISION OF RURAL HIGHWAYS FOR CONSTRUCTION AND FINANCE OF COUNTY ROADS AND BRIDGES NOT ACCEPTED BY STATE HIGHWAY COMMISSIONER FOR MAINTENANCE. | ALL RECEIPTS ARE PAID INTO THE STATE ROAD FUND, WHICH ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM THE STATE ROAD FUND. |
| | | | APPROPRIATION | CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE HIGHWAYS, AND SUPPORT OF STATE HIGHWAY POLICE. | \$5,000,000 APPROPRIATED AND TO BE DISTRIBUTED AMONG THE SEVERAL COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD TO BE DIVIDED EQUALLY AMONG 120 COUNTIES; ONE-THIRD DIVIDED ON BASIS OF RATIO WHICH THE POPULATION OF EACH COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE; ONE-THIRD APPORTIONED ON BASIS OF THE RATIO WHICH THE SQUARE MILE AREA OF THE COUNTY BEARS TO THE TOTAL SQUARE MILE AREA OF THE STATE. ANY UNEXPENDED BALANCES REMAINING TO THE CREDIT OF ANY COUNTY, CARRIED FORWARD TO CURRENT YEAR ALLOCATION OF EACH COUNTY. |
| | | | | THE RESIDUE | |
| LOUISIANA | | DEPARTMENT OF REVENUE | AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION OF TAX. | NOT TO EXCEED \$50,000 FROM 1/2 CENT TAX, \$12,000 FROM 1 CENT TAX AND \$25,000 FROM ANNUALLY. PROCEEDS FROM THE 7 CENT TAX ON USE-FUEL ARE DEDICATED TO THE GENERAL HIGHWAY FUND. THIS FUND ALSO RECEIVES A PORTION OF MOTOR-VEHICLE REVENUES. |
| | | GENERAL HIGHWAY FUND, OPERATING ACCOUNT | 1 CENT | OPERATION - DEPARTMENT OF HIGHWAYS | |
| | | GENERAL HIGHWAY FUND, INTEREST AND BOND | 1/2 CENTS | INTEREST AND PRINCIPAL PAYMENTS ON STATE HIGHWAY OBLIGATIONS. EXCESS FOR CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND BRIDGES. | |
| | | REDEVELOPMENT ACCOUNT, STATE HIGHWAY DEPARTMENT | 10/20 CENT - | EDUCATION | |
| | | STATE SCHOOL FUND, STATE DEPARTMENT OF EDUCATION | 9/20 CENT - | HARBOR IMPROVEMENT. | |
| | | LAKE CHARLES HARBOR AND TERMINAL DISTRICT FUND | 1/20 CENT | HARBOR IMPROVEMENT. | |
| | | SPECIAL 1/10-CENT GASOLINE TAX FUND, PARISHES | 1 CENT | AND BRIDGES IN THE CITY OF NEW ORLEANS. | ALLOTTED TO PARISHES AND THE CITY OF NEW ORLEANS ON BASIS OF COLLECTION IN EACH PARISH TO TOTAL COLLECTIONS OF ALL PARISHES IN STATE DURING THE CALENDAR YEAR 1935. |
| MAINE | | GENERAL HIGHWAY FUND, STATE HIGHWAY DEPARTMENT | ALL | ADMINISTRATION AND ADDITION REFUNDS OF MOTOR-FUEL AND USE-FUEL TAX. COLLECTION, ADMINISTRATION AND REFUNDS OF MOTOR-VEHICLE FEES. SUPPORT OF HIGHWAY POLICE. | THE GENERAL HIGHWAY FUND RECEIVES ENTIRE MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUES. ALLOTMENTS ARE APPROPRIATED FOR THE FISCAL YEAR AND TRANSFERRED OUT OF GENERAL HIGHWAY FUND AND REPRESENT SHARES OF COMBINED MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUE. |
| | | ADMINISTRATION OF GASOLINE AND USE-FUEL TAX | APPROPRIATION | ADMINISTRATION AND ADDITION REFUNDS OF MOTOR-FUEL AND USE-FUEL TAX. | |
| | | STATE POLICE | APPROPRIATION | SUPPORT OF HIGHWAY POLICE. | |
| | | ACCUMULATED INTEREST AND RESERVE TO RETIRE BONDS | APPROPRIATION | DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS, PURCHASING, AND LEGAL SERVICES RENDERED TO THE STATE HIGHWAY COMMISSION; TO SPECIAL REVENUE FUND FOR ADDITIONAL SERVICES; TO TRANSFERS TO OTHER FUNDS | |
| | | TOWN ROAD IMPROVEMENT FUND | APPROPRIATION | PUBLIC SERVICE ENTERPRISES FOR TOLL BRIDGE DEFICITS. | FUND NOT TO EXCEED 10 PERCENT OF THE AVERAGE ANNUAL GROSS INCOME FROM THE GASOLINE-TAX RECEIPTS AND MOTOR-VEHICLE REGISTRATION FEES FOR THE FIVE PRECEDING YEARS. |
| | | STATE AID FOR CITIES AND TOWNS - SPECIAL RESERVE | APPROPRIATION | CONSTRUCTION, REPAIR AND MAINTENANCE OF ROADS. | APPORTIONED TO CITIES AND TOWNS IN RELATION TO MILEAGE OF 2nd AND 4th CLASS ROADS. |
| | | VARIOUS STATE HIGHWAY ACCOUNTS | THE RESIDUE | STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION; MATCHING FEDERAL FUNDS UNDER FEDERAL HIGHWAY ACT OF 1944; MAINTENANCE OF STATE AND STATE-AID HIGHWAYS; CONSTRUCTION AND MAINTENANCE OF BRIDGES; SNOW REMOVAL; HIGHWAY PLANNING SURVEY FUND MATCHING; PROMOTION OF AVIATION. | |

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 5 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|---------------|---------------------|--|--|---|---|
| MARYLAND | 5 | GASOLINE TAX DIVISION, STATE COMPTROLLER GASOLINE TAX FUND STATE ROADS COMMISSION BALTIMORE CITY COUNTIES AND MUNICIPALITIES (OTHER THAN BALTIMORE) | AMOUNT REQUIRED ALL 50 PERCENT 30 PERCENT 20 PERCENT | COLLECTION, ADMINISTRATION AND REFUNDS OF TAX DISTRIBUTED FOR THE PURPOSES GIVEN BELOW: SERVICING OF CHESAPEAKE BAY FERRY SYSTEM IMPROVEMENT BONDS WITH AN ASSURANCE OF THE NECESSARY PORTION OF 80 PERCENT OF 1/2 CENT PER GALLON OF THE MOTOR-FUEL TAX FOR THIS PURPOSE; SERVICING OF STATE ROADS COMMISSION DEBENTURES WITH AT LEAST 1.4 MILLS PER GALLON OF THE MOTOR-FUEL TAX ASSURED FOR THIS PURPOSE; SERVICING OF GRADE ELIMINATION BONDS WITH THE NECESSARY PORTION OF 80 PERCENT OF 1/2 CENT PER GALLON OF THE MOTOR-FUEL TAX ASSURED FOR THIS PURPOSE; SERVICING OF STATE HIGHWAY CONSTRUCTION BONDS; REMAINDER IS USED FOR CONSTRUCTION OR RECONSTRUCTION OF HIGHWAYS, CONSTRUCTION, RECONSTRUCTION AND MAINTENANCE OF STREETS AND HIGHWAYS OF THE CITY; DEBT SERVICE ON BONDS ISSUED FOR STREET CONSTRUCTION, RECONSTRUCTION OR MAINTENANCE. DEBT SERVICE ON OUTSTANDING BONDS ISSUED FOR CONSTRUCTION, RECONSTRUCTION OR MAINTENANCE OF ROADS AND STREETS. THE REMAINDER TO BE USED FOR CONSTRUCTION, RECONSTRUCTION OR MAINTENANCE OF ROADS OR STREETS OR FOR DEBT SERVICE ON BONDS HEREAFTER LAWFULLY ISSUED FOR SUCH CONSTRUCTION, RECONSTRUCTION OR MAINTENANCE. (STATE ROADS COMMISSION RETAINS THE FUNDS AND MAINTAINS COUNTY ROADS IN THIRTEEN COUNTIES.) | SHARE TO EACH COUNTY DETERMINED BY THE PROPORTION WHICH THE TOTAL MILEAGE OF COUNTY ROADS IN THAT COUNTY BEARS TO THE TOTAL MILEAGE OF COUNTY ROADS IN ALL COUNTIES. MUNICIPALITIES WHICH ARE AUTHORIZED TO CONSTRUCT AND MAINTAIN STREETS RECEIVE A PORTION OF THE SHARE OF THE COUNTY IN WHICH THEY LIE. SUCH PORTION IS DETERMINED BY THE PROPORTION WHICH THE TOTAL MILEAGE OF COUNTY ROADS IN THE MUNICIPALITY BEARS TO THE TOTAL MILEAGE OF COUNTY ROADS IN SUCH COUNTY. MILEAGE PROPORTIONS ARE TO BE COMPUTED BY THE STATE ROADS COMMISSION AS OF DECEMBER 1 OF EACH YEAR FOR THE NEXT SUCCEEDING FISCAL YEAR. |
| MASSACHUSETTS | 3 | HIGHWAY FUND, DIVISION OF HIGHWAYS, DEPARTMENT OF PUBLIC WORKS DEPARTMENT OF CORPORATIONS AND TAXATION REGISTRY OF MOTOR VEHICLES STATE POLICE SALARIES AND EXPENSES INSURANCE DEPARTMENT STATE TREASURER CONSTRUCTION OF TOWN AND COUNTY HIGHWAYS REPAIR AND IMPROVEMENT OF PUBLIC WAYS CITIES AND TOWNS METROPOLITAN DISTRICT COMMISSION VARIOUS APPROPRIATION ACCOUNTS | ALL APPROPRIATION AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE | COLLECTION AND ADMINISTRATION OF TAX. REFUNDS OF TAX. EXPENSES OF MOTOR-VEHICLE REGISTRY. SUPPORT OF STATE HIGHWAY POLICE. EXPENSES OF MOTOR-VEHICLE LIABILITY INSURANCE DIVISION. INTEREST AND PRINCIPAL ON HIGHWAY DEBT. CONSTRUCTION AND MAINTENANCE OF ROADS NOT ON STATE HIGHWAY SYSTEM. IMPROVEMENT AND MAINTENANCE OF ROADS NOT ON STATE HIGHWAY SYSTEM. LOCAL HIGHWAY PROJECTS TO ALLEVIATE UNEMPLOYMENT CONSTRUCTION AND MAINTENANCE OF BOULEVARD IN GREATER BOSTON. CONSTRUCTION; MAINTENANCE AND REPAIR; ADMINISTRATION AND MISCELLANEOUS EXPENSES OF STATE HIGHWAYS. | THE HIGHWAY FUND RECEIVES BOTH MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUES. THE APPROPRIATIONS NOTED IN THIS TABLE ARE THEREFORE FROM THE COMBINED REVENUES. MONEY FOR REFUNDS FURNISHED BY STATE TREASURER ON WARRANT. FUNDS ARE EXPENDED BY THE DIVISION OF HIGHWAYS. COUNTY COMMISSIONERS MAY REQUEST CONSTRUCTION OR IMPROVEMENT OF ROADS ON THE BASIS OF PUBLIC CONVENIENCE AND NECESSITY AND THE REQUEST GRANTED AT THE DISCRETION OF DEPARTMENT OF PUBLIC WORKS. EXPENDED BY DIVISION OF HIGHWAYS. TRANSFERRED TO CITIES AND TOWNS. EXPENDED UNDER DIRECTION OF METROPOLITAN DISTRICT COMMISSION. |
| MICHIGAN | 1/ 3 | STATE HIGHWAY FUND SECRETARY OF STATE STATE HIGHWAY DEPARTMENT STATE COUNTY TREASURERS COUNTY TREASURERS COUNTY TREASURERS STATE HIGHWAY DEPARTMENT STATE GENERAL FUND, STATE AERONAUTICS ACCOUNT, STATE BOARD OF AERONAUTICS STATE GENERAL FUND, STATE WATERWAY'S COMMISSION ACCOUNT | ALL AMOUNT REQUIRED \$5,000,000 PER YEAR AMOUNT APPROPRIATED \$2,550,000 PER YEAR \$4,000,000 PER YEAR \$200,000 PER YEAR RESIDUE OF 3-CENT TAX TAX ON AVIATION USE TAX ON MARINE USE | ALLOCATED OUT OF STATE HIGHWAY FUND FOR PURPOSES LISTED BELOW: COLLECTION, ADMINISTRATION AND REFUNDS OF TAX. MAINTENANCE OF STATE TRUNK LINE, FEDERAL-AID AND NON-TRUNK LINE HIGHWAYS AND BRIDGES. ADMINISTRATIVE EXPENSE AND STATE HIGHWAY DEPARTMENT'S CONTRIBUTION TO STATE EMPLOYEE'S RETIREMENT FUND. (1) RELIEF OF ASSESSMENT DISTRICTS ESTABLISHED UNDER COVERT ACT; (2) DEBT SERVICE ON COUNTY AND (3) TOWNSHIP ROAD BONDS; (4) MAINTENANCE OF TOWNSHIP ROADS TAKEN OVER BY COUNTIES (5) REPAIR AND MAINTENANCE OF COUNTY ROADS AND BRIDGES; (6) CITIES AND VILLAGES FOR (A) PAYMENT OF THEIR SHARE OF STATE TRUNK LINE AND FEDERAL-AID MAINTENANCE COSTS, (B) PAYMENT OF CITY OR VILLAGE ROAD DEBT INCURRED ON STATE PROJECTS, (C) OTHER CITY OR VILLAGE ROAD DEBT SERVICE, (D) REFUNDING TO TAX PAYERS OF SPECIAL ASSESSMENTS ON TRUNK LINE PROJECTS, (E) CONSTRUCTION AND MAINTENANCE OF STREETS, ROADS, BRIDGES, ETC.; (7) PERMITTED USE BY COUNTIES OF RESIDUAL AMOUNTS (A) IMPROVEMENT, REPAIR AND MAINTENANCE OF COUNTY ROADS AND BRIDGES AND PAYMENT OF THE COMPENSATION AND EXPENSES OF THE ROAD COMMISSION, (B) MAINTENANCE OF ADDITIONAL MILEAGE OF TOWNSHIP ROADS TAKEN OVER UNDER THE MCNITT ACT OF 1931 AND THE WIDENING, IMPROVEMENT AND CONSTRUCTION OF COUNTY ROADS, (C) MAINTENANCE, IMPROVEMENT AND ACQUISITION OF COUNTY ROADSIDE PARKS AND PARKWAYS. REFUNDS ARE DISTRIBUTED TO THE COUNTIES IN THE FOLLOWING MANNER: 7/8 IN PROPORTION TO THE AMOUNTS RECEIVED FROM THE OWNERS OF REGISTERED MOTOR VEHICLES WITHIN THE RESPECTIVE COUNTIES, AND 1/8 TO EACH COUNTY. MAINTENANCE AND IMPROVEMENT OF TOWNSHIP ROADS TAKEN OVER BY COUNTY. SNOW REMOVAL. CONSTRUCTION AND MAINTENANCE OF STATE TRUNK-LINE AND FEDERAL-AID HIGHWAYS AND BRIDGES. DEVELOPMENT OF AVIATION, IMPROVEMENT OF AVIATION FACILITIES. ACQUIRE, CONSTRUCTION AND MAINTAIN HARBORS AND CHANNELS; TO DEFRAY THE EXPENSES IN CONNECTION WITH REGULATING AND CONTROLLING BOATING AND TO PROVIDE FOR STATE PARTICIPATION IN CERTAIN FEDERAL PROGRAMS. | FUNDS ARE APPROPRIATED TO THE SEVERAL COUNTIES IN DIRECT PROPORTION TO EACH COUNTY'S PERCENTAGE OF THE TOTAL TOWNSHIP HIGHWAY MILEAGE. FUND DISTRIBUTED TO COUNTIES BASED ON A PRECIPITATION OF 60 INCHES OF SNOW OR MORE AND THEN ALLOCATED ON BASIS OF INCH MILES OF SNOWFALL. ONE-FOURTH IN UPPER PENINSULA AND ONE-FOURTH IN NORTHERN PART OF LOWER PENINSULA. |
| MINNESOTA | 4 | MOTOR-FUEL TAX SUSPENSE ACCOUNT, PETROLEUM DIVISION, DEPARTMENT OF TAXATION TRUNK HIGHWAY FUND, STATE HIGHWAY DEPARTMENT STATE ROAD AND BRIDGE FUND - DISTRIBUTED TO COUNTIES AVIATION FUEL TAX FUND | AMOUNT REQUIRED 2/3 OF TOTAL NET TAX RECEIPTS 1/3 OF TOTAL NET TAX RECEIPTS DISTRIBUTED AS FOLLOWS: \$25,000, OF 1/3 SHARE ANNUALLY \$1,200,000 OF 1/3 SHARE ANNUALLY REMAINDER 4 CENT TAX ON AVIATION USE | REFUNDS OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE TRUNK HIGHWAY SYSTEM, INCLUDING MUNICIPAL EXTENSIONS, AND SUPPORT OF STATE HIGHWAY PATROL. REIMBURSEMENT OF TRUNK HIGHWAY FUND FOR THE COST OF MAINTAINING A COUNTY HIGHWAY DIVISION IN THE DEPARTMENT OF HIGHWAYS. DEDUCTIBLE FROM ONE-THIRD SHARE AND TO BE PAID TO COUNTIES FOR STATE-AID ROAD CONSTRUCTION AND MAINTENANCE CONSTRUCTION AND MAINTENANCE OF COUNTY-AID ROADS AND BRIDGES, AND SERVICE OF COUNTY HIGHWAY DEBT. | COLLECTION AND OPERATING EXPENSES OF THE PETROLEUM DIVISION ARE FINANCED BY DIRECT APPROPRIATIONS FROM THE STATE GENERAL FUND. INSPECTION FEES, LICENSES, FINES, AND PENALTIES ARE CREDITED TO THE STATE GENERAL FUND. THIS FUND ALSO RECEIVES A PORTION OF MOTOR-VEHICLE REVENUES. 25 PERCENT OF THE FUNDS APPORTIONED TO THE COUNTIES UNDER THE GASOLINE TAX LAW MAY BE USED FOR PAYMENT OF INTEREST OR PRINCIPAL ON COUNTY ROAD AND BRIDGE BONDS AND OF BONDS ISSUED TO MATCH FEDERAL-AID MONEYS. COUNTY MAY ISSUE ROAD AND BRIDGE WARRANTS, PAYABLE WITHIN 10 YEARS AND OUT OF GASOLINE TAX REVENUE, WHEREIN THE ASSESSED VALUATION OF REAL PROPERTY FOR TAX PURPOSES DOES NOT EXCEED \$2,500,000. COUNTIES MAY APPORTION 50 PERCENT TO TOWNSHIPS FOR ROAD PURPOSES AND MAY UNDER SPECIAL CONDITIONS PAY DEBT SERVICE ON MUNICIPAL BRIDGE CONSTRUCTION BONDS. FUNDS DISTRIBUTED IN THE FOLLOWING MANNER: EACH COUNTY RECEIVES NOT LESS THAN 3/4 OF ONE PERCENT AND NOT MORE THAN 3 PERCENT, DEPENDING ON THE MILEAGE OF STATE-AID OR COUNTY AND TOWN ROADS (DEPENDING ON THE FUND) AND THE TRAFFIC NEEDS AND CONDITIONS OF THE RESPECTIVE COUNTIES. |

Highway Statistics, 1947

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106, (SHEET 6 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|---------------|--|--|--|---|---|
| MISSISSIPPI | 6 | MOTOR VEHICLE COMMISSIONER ACCOUNT HIGHWAY DEPARTMENT TAG ACCOUNT ROAD PROTECTION COAST COUNTIES HIGHWAY BOND SINKING FUND HIGHWAY DEPARTMENT GENERAL FUND COUNTY ROAD FUNDS | AMOUNT REQUIRED AMOUNT APPROPRIATED 1-3/4 CENTS PER GALLON ON TAX IN THREE COUNTIES AMOUNT REQUIRED 7/12 OF REMAINDER 5/12 OF REMAINDER | COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX. PURCHASE OF MOTOR-VEHICLE LICENSE PLATES AND INCIDENTAL EXPENSES. DEBT SERVICE ON SEA-WALL BONDS AND SEA-WALL CONSTRUCTION AND MAINTENANCE (AS ROAD PROTECTION MEASURE IN COAST COUNTIES). DEBT SERVICE ON STATE HIGHWAY BONDS. STATE HIGHWAY AND BRIDGE CONSTRUCTION AND MAINTENANCE AND OPERATION COSTS OF HIGHWAY SAFETY PATROL. SERVICE OF COUNTY ROAD AND ROAD DISTRICT OBLIGATIONS, CONSTRUCTION, AND MAINTENANCE OF ROADS AND BRIDGES IN COUNTIES. | RETURNED TO HANCOCK, HARRISON, AND JACKSON COUNTIES. STATE HIGHWAY DEBT SERVICE AND SEA-WALL PAYMENTS ARE DEDUCTED FROM HIGHWAY DEPARTMENT SHARE. HIGHWAY SAFETY PATROL RECEIVES AN APPROPRIATION FROM THIS FUND. THESE FUNDS ALSO RECEIVE OTHER HIGHWAY-USER REVENUES. FUNDS ARE DISTRIBUTED AMONG THE COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD ON MONTHLY REGISTRATION, ONE-THIRD ON AREA, AND ONE-THIRD ON POPULATION. |
| MISSOURI | 2 | STATE HIGHWAY DEPARTMENT FUND OIL INSPECTION UNIT, DEPARTMENT OF REVENUE STATE HIGHWAY PATROL ROAD BOND INTEREST AND SINKING FUND SPECIFIC ADMINISTRATIVE EXPENSES STATE ROAD FUND, AND DIRECT EXPENDITURES | ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE | ALLOCATED OR PAID OUT OF THIS FUND FOR PURPOSES INDICATED BELOW: COLLECTION, ADMINISTRATION AND REFUND OF MOTOR-FUEL TAX. STATE HIGHWAY TRAFFIC POLICE. DEBT SERVICE ON STATE HIGHWAY BONDS. (1) SERVICES RELATING TAXES; (2) AUDITING HIGHWAY DEPARTMENT ACCOUNT; (3) HANDLING ROAD BONDS; (4) DISTRIBUTION OF COMMON CARRIER FEES; (5) BOARD OF FUND COMMISSIONERS; (6) WORKINGMANS COMPENSATION AND RETIREMENT. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE PRIMARY AND SECONDARY HIGHWAYS, TRAFFIC RELIEF, AND SUPPLEMENTARY PARK, AND CONNECTING ROADS; REIMBURSEMENT TO COUNTIES. | THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAXES, AND OTHER REVENUES. INCLUDES REIMBURSEMENT TO COUNTIES, ETC., FOR STATE HIGHWAYS CONSTRUCTED AT THEIR EXPENSE. RESIDUE DISTRIBUTED AS FOLLOWS: 48.8 PERCENT TO PRIMARY SYSTEM AND 51.2 PERCENT TO SECONDARY SYSTEM. |
| MONTANA | 5 | GASOLINE LICENSE DRAWBACK FUND STATE HIGHWAY FUND STATE BOARD OF EQUALIZATION STATE HIGHWAY TREASURY DEBTURE REDEMPTION FUND STATE AVIATION FUND | AMOUNT REQUIRED RESIDUE APPROPRIATION AMOUNT REQUIRED 1 CENT OF TAX ON AVIATION GASOLINE | REFUNDS OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF FEDERAL AID AND OTHER ROADS AUTHORIZED BY LAW. COLLECTION AND ADMINISTRATION OF TAX. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS. REGULATION OF AERONAUTICS AND OTHER MATTERS PERTAINING TO AIRCRAFT. | 25 PERCENT ALLOTTED. AMOUNT NOT USED PAID TO STATE HIGHWAY FUND AT END OF FISCAL YEAR. NET RECEIPTS GO TO STATE HIGHWAY FUND FROM WHICH COLLECTION AND MISCELLANEOUS EXPENSES ARE PAID. THE REMAINING 4 CENTS OF THE TAX COLLECTED ON AVIATION GASOLINE IS REFUNDED. |
| NEBRASKA | 2 1/2 | GASOLINE TAX FUND DIVISION OF MOTOR FUEL, DEPARTMENT OF AGRICULTURE AGRICULTURE REFUND FUNDS COUNTY TREASURERS COUNTY TREASURERS HIGHWAY CASH FUND, DEPARTMENT OF ROADS AND IRRIGATION AVIATION FUND, DEPARTMENT OF AERONAUTICS | ALL AMOUNT REQUIRED AMOUNT REQUIRED 30 PERCENT OF REMAINDER 20 PERCENT OF REMAINDER 5 CENTS ON AVIATION USE IN THE STATE | EXPORTS, FEDERAL REFUNDS, ERRORS AND LOSSES PAID OUT OF THIS FUND. THE REMAINDER IS DISTRIBUTED AS SHOWN BELOW: TO PAY COST OF ADMINISTERING AND ENFORCING MOTOR-FUEL TAX LAW AND REFUNDS FOR PURPOSES OTHER THAN SHOWN BELOW. REFUNDS TO PERSONS PURCHASING GASOLINE FOR AGRICULTURAL PURPOSES. 10 PERCENT OF THIS AMOUNT TO BE USED BY INCORPORATED PLACES FOR STREET IMPROVEMENTS. 90 PERCENT OF THIS AMOUNT USED BY THE COUNTIES FOR ROAD IMPROVEMENT OTHER THAN IN INCORPORATED PLACES, AND DEBT SERVICE. RURAL FREE DELIVERY AND STAR ROUTES FOR CONSTRUCTION, MAINTENANCE, ADMINISTRATION AND HIGHWAY PLANNING; TO CONSTRUCT AND MAINTAIN CITY STREETS ON STATE SYSTEM IN PLACES UNDER 2,500 POPULATION. DEVELOPMENT OF AVIATION. | COLLECTION EXPENSE PAID OUT OF INSPECTION FEES, FUEL CARRIER PERMIT FEES AND OTHER INCIDENTAL FEES. AMOUNT MUST NOT EXCEED ONE HALF OF ONE PERCENT OF TOTAL GASOLINE TAX COLLECTED. 10 PERCENT DISTRIBUTED TO COUNTIES IN THE PROPORTION THAT EACH COUNTY'S NON- FARM POPULATION BEARS TO THE TOTAL NON-FARM POPULATION OF THE STATE. EACH COUNTY DISTRIBUTES THE AMOUNT THEY GET TO INCORPORATED PLACES ACCORDING TO POPULATION. AS MUCH AS ONE HALF OF THE 90 PERCENT DISTRIBUTED TO COUNTIES MAY BE ADDED TO THE 10 PERCENT FUND FOR ALLOCATION TO CITIES AND VILLAGES WITH- IN THE RESPECTIVE COUNTIES. 90 PERCENT DISTRIBUTED TO COUNTIES ON BASIS OF POPULATION OTHER THAN IN INCORPORATED AREAS AND ON THE BASIS OF THEIR MOTOR-VEHICLE REGISTRATIONS. |
| NEVADA | 1/4 (AND USE- FUEL TAX ON DIESEL OIL AND BUTANE OF 5 CENTS PER GAL.) | STATE HIGHWAY FUND STATE TAX COMMISSION DIRECT EXPENDITURE | ALL AMOUNT REQUIRED RESIDUE | ALLOCATED OR PAID OUT OF THIS FUND FOR PURPOSES INDICATED BELOW: COLLECTION, ADMINISTRATION AND REFUND OF TAX. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF THE DESIGNATED STATE HIGHWAY SYSTEM AND FEDERAL-AID SECONDARY ROADS. | THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER REVENUES, AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. ADMINISTRATIVE EXPENSE IS LIMITED TO 5 PERCENT OF GROSS TAX COLLECTIONS. |
| NEW HAMPSHIRE | 4 | STATE TREASURER GENERAL HIGHWAY FUND HIGHWAY SINKING FUND AVIATION FUND | AMOUNT REQUIRED 3 CENTS 1 CENT 4 CENT TAX ON AVIATION GASOLINE | REFUNDS OF TAX. STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION; STATE POLICE; TO TOWNS FOR WORK ON LOCAL ROADS AND STREETS; CONSTRUCTION AND MAINTENANCE OF FOREST ROADS AND STATE RESERVATION ROADS; SEA-WALL CONSTRUCTION FOR HIGHWAY PROTECTION; AND MAINTENANCE OF HAMPTON PARKING AREA. DEBT SERVICE ON PERMANENT HIGHWAY BONDS AND FLOOD REPLACEMENT BONDS. NAVIGATION FACILITIES AND DEBT REPAYMENT. | COLLECTION EXPENSES ARE PAID FROM MOTOR-VEHICLE REVENUES. 3 CENT TAX AND TOTAL NET RECEIPTS OF MOTOR VEHICLE DEPARTMENT MAKE UP THE HIGHWAY FUND. ANNUAL ALLOCATION OF \$190,000 TO STATE POLICE. STATE POLICE FINES, EXCEPT FOR FELONIES AND COSTS OF COURTS, ARE PLACED IN THE HIGHWAY FUND. TOWN-ROAD AID AND STATE-AID MONEY IS SPENT UNDER DIRECTION OF STATE HIGHWAY DEPARTMENT. AID ON CLASS 11 HIGHWAYS IS ON A SLIDING SCALE BASED ON ASSESSED VALUATION OF CITIES OR TOWNS. DETAILS OF THIS ALLOCATION AND OF AID ON CLASS V HIGHWAYS ARE TOO VOLUMINOUS FOR PRESENTATION HERE. 50 PERCENT FOR NAVIGATION FACILITIES; 50 PERCENT FOR REPAYMENT OF BONDS ISSUED FOR AIRPORT CONSTRUCTION. |
| NEW JERSEY | 3 | STATE TREASURER GENERAL STATE FUND | AMOUNT REQUIRED ALL | REFUNDS OF TAX. SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES. | NET REVENUE FROM MOTOR-FUEL TAX GOES INTO THE GENERAL STATE FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES, ARE MADE FROM THE GENERAL STATE FUND AND MAY BE CONSIDERED AS MADE FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INSOFAR AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES. |

Highway Taxation

11/18/50

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 9 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|----------|---------------------|--|--|--|--|
| TEXAS | 1/4 | HIGHWAY MOTOR FUEL TAX FUND, COMPTROLLER OF PUBLIC ACCOUNTS ENFORCEMENT FUND, COMPTROLLER OF PUBLIC ACCOUNTS STATE HIGHWAY FUND COUNTY AND ROAD DISTRICT HIGHWAY FUND, BOARD OF COUNTY AND DISTRICT ROAD INDEBTEDNESS LATERAL ROAD ACCOUNT, BOARD OF COUNTY AND DISTRICT ROAD INDEBTEDNESS AVAILABLE FREE SCHOOL FUND, STATE BOARD OF EDUCATION | AMOUNT REQUIRED 1 PERCENT 2 CENTS 1 CENT 1 CENT | REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, WORK ON FEDERAL-AID SECONDARY PROJECTS NOT ON THE STATE HIGHWAY SYSTEM; STATE HIGHWAY POLICE. STATE'S SHARE OF INTEREST AND REDEMPTION CHARGES ON COUNTY AND ROAD DISTRICT OBLIGATIONS ELIGIBLE FOR REIMBURSEMENT. SUBJECT TO EXPENDITURE BY COUNTIES FOR FOLLOWING PURPOSES: INTEREST AND REDEMPTION CHARGES ON OBLIGATIONS ISSUED PRIOR TO JANUARY 2, 1939; PROCEEDS OF WHICH WERE USED TO ACQUIRE RIGHT-OF-WAY FOR STATE HIGHWAYS; ACQUISITION OF RIGHT-OF-WAY AND CONSTRUCTION AND IMPROVEMENT OF COUNTY LATERAL ROADS; INTEREST AND REDEMPTION CHARGES ON COUNTY LATERAL ROAD BONDS ISSUED PRIOR TO JANUARY 2, 1939; PARTICIPATION IN FEDERAL PROJECTS FOR COUNTY LATERAL ROAD CONSTRUCTION; COOPERATION WITH STATE HIGHWAY DEPARTMENT AND FEDERAL GOVERNMENT IN CONSTRUCTION OF FARM-TO-MARKET ROADS. AID TO PUBLIC SCHOOLS. | GROSS RECEIPTS OF TAX INITIALLY PLACED IN THIS FUND AND ALLOCATIONS ARE MADE THEREFROM. UNEXPENDED BALANCE AT END OF EACH BIENNIAL REVERTS FOR APPOINTMENT WITH BULK OF TAX. THIS IS A COMMON FUND INCLUDING MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAX REVENUES. INCLUDED IN FUND IS THE FARM HIGHWAY ACCOUNT TO BE USED FOR THE SOLE PURPOSE OF CONSTRUCTING OR IMPROVING FARM-TO-MARKET ROADS. FOR ORIGIN OF FARM HIGHWAY ACCOUNT, SEE BELOW. REIMBURSEMENT FOR CONTRIBUTIONS BY COUNTIES AND ROAD DISTRICTS FOR CONSTRUCTION OF ROADS NOW ON STATE HIGHWAY SYSTEM. ANY SURPLUS OVER \$2,000,000 IN COUNTY ROAD AND DISTRICT HIGHWAY FUND ON SEPTEMBER 1 OF EACH YEAR IS CREDITED 1/2 TO LATERAL ROAD ACCOUNT, AND 1/2 TO STATE HIGHWAY FUND FARM HIGHWAY ACCOUNT. THE DISTRIBUTION AMONG COUNTIES IS AS FOLLOWS: 2/10 ON BASIS OF AREA OF EACH COUNTY TO TOTAL ALL COUNTIES; 4/10 ON THE BASIS RURAL POPULATION ACCORDING TO THE LAST PRECEDING FEDERAL CENSUS; 4/10 ON THE BASIS OF LATERAL ROAD MILEAGE, DETERMINED BY THE RATIO OF MILEAGE OF THE LATERAL ROADS IN THE COUNTY TO THE TOTAL MILEAGE OF THE LATERAL ROADS IN THE STATE AS OF JANUARY 1, 1939, AS SHOWN BY THE HIGHWAY PLANNING SURVEY. |
| UTAH | 4 | STATE TAX COMMISSION GENERAL FUND STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND, STATE ROAD COMMISSION AERONAUTICS FUND, AERONAUTICS COMMISSION, STATE DEPARTMENT OF ENGINEERING | AMOUNT REQUIRED APPROPRIATION 4 CENTS 4 CENT TAX ON AVIATION GASOLINE | COLLECTION AND ADMINISTRATION OF TAX. RENTAL OF OFFICE SPACE IN STATE CAPITOL OCCUPIED BY STATE ROAD COMMISSION. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, EXPENSES OF HIGHWAY POLICE, AND UTAH TRAFFIC SAFETY COUNCIL. PROMOTION, SUPERVISION AND REGULATION OF AERONAUTICS, CONSTRUCTION AND MAINTENANCE OF AIRPORTS. | BIENNIAL APPROPRIATION OF ABOUT \$30,000 OR AS MUCH THEREOF AS NEEDED. BIENNIAL APPROPRIATION OF ABOUT \$17,000. THIS FUND RECEIVES THE NET PROCEEDS OF USE-FUEL TAX. 75 PERCENT COLLECTED FROM EACH AIRPORT IS RETURNED FOR IMPROVEMENT OF THAT AIRPORT. 25 PERCENT IS USED FOR PROMOTION AND REGULATION OF AERONAUTICS. |
| VERMONT | 2/4.5 | HIGHWAY FUND, STATE TREASURY MOTOR VEHICLE DEPARTMENT DEPARTMENT OF PUBLIC SAFETY AERONAUTICS COMMISSION STATE TREASURER DEPARTMENT OF HIGHWAYS | ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION | FOR REDISTRIBUTION AS SHOWN BELOW: EXPENSES OF OPERATING DEPARTMENT, INCLUDING COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX AND MOTOR-VEHICLE FEES. EXPENSES OF OPERATING DEPARTMENT, INCLUDING ADMINISTRATION OF STATE POLICE AND OTHER STATE INVESTIGATING AGENCIES. EXPENSES OF ADMINISTERING AND ENFORCING STATE LAWS RELATING TO AERONAUTICS. PAYMENT OF PRINCIPAL AND INTEREST ON OUTSTANDING HIGHWAY AND BRIDGE BONDS. SUPERVISION, ENGINEERING AND OFFICE EXPENSE, CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS, MATCHING FEDERAL-AID HIGHWAY FUNDS, APPROPRIATION FOR AID TO CITIES AND TOWNS FOR CONSTRUCTION AND MAINTENANCE OF STATE-AID AND TOWN HIGHWAYS, CONSTRUCTION OF FOREST AND PARK ROADS. | THIS IS A COMMON FUND RECEIVING GROSS REVENUES FROM MOTOR-FUEL TAXES AND MOTOR-VEHICLE FEES. APPROPRIATIONS FROM FUND ARE MADE OUT OF COMBINED REVENUES. (DEPARTMENT CREATED BY 1947 LEGISLATURE.) (1927 FLOOD BONDS AND MISSISSOUI BAY BRIDGE BONDS.) AID TO CITIES AND TOWNS FOR FISCAL YEAR ENDING JUNE 30, 1948 AMOUNTS TO \$1,400,000 FOR STATE-AID HIGHWAYS AND \$1,000,000 FOR TOWN HIGHWAYS. THE \$1,000,000 AND \$150,000 OF THE \$1,400,000 ARE DISTRIBUTED ON BASIS OF MILEAGE OF TOWN HIGHWAYS. |
| VIRGINIA | 6 | DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DEPARTMENT OF AGRICULTURE AND IMMIGRATION DIVISION OF GROUNDS AND BUILDINGS DEPARTMENT OF LAW DEPARTMENT OF HIGHWAYS COUNTIES NOT UNDER "BYRD ROAD LAW" STATE PRISON BOARD STATE HIGHWAY MAINTENANCE AND CONSTRUCTION FUND DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DEPARTMENT OF HIGHWAYS CORPORATION COMMISSION, DIVISION OF AERONAUTICS | AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION RESIDUE APPROPRIATION | REFUNDS OF TAX. INSPECTION AND ANALYSIS OF MOTOR FUEL AND INSPECTION OF MEASURES. OPERATION, HEATING, ETC., OF BUILDINGS OCCUPIED BY THE DEPARTMENT OF HIGHWAYS AND DIVISION OF MOTOR VEHICLES. LEGAL SERVICES PERFORMED FOR DEPARTMENT OF HIGHWAYS. SUPERVISION, ADMINISTRATION, ENGINEERING, CONSTRUCTION AND MAINTENANCE OF STATE SECONDARY HIGHWAY SYSTEM, AND ACQUISITION OF LAND FOR GEORGE WASHINGTON MEMORIAL PARKWAY. FOR CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS. WORK AND PER DIEM ALLOWANCES OF STATE CONVICT ROAD FORCE. ADMINISTRATION OF MOTOR-VEHICLE LICENSE, REGISTRATION AND MOTOR-FUEL TAX LAWS; STATE POLICE PATROL; HIGHWAY SAFETY AND POLICE RADIO. MAINTENANCE, CONSTRUCTION AND RECONSTRUCTION OF STREETS, ROADS AND BRIDGES IN CITIES AND TOWNS (OVER 3500 POPULATION) CONSTRUCTION OF STATE HIGHWAYS; MATCHING FEDERAL-AID PROMOTION OF AVIATION AND CONSTRUCTION AND MAINTENANCE OF AIRPORTS. | FUNDS SPENT ON SECONDARY SYSTEM SHALL NOT BE LESS THAN 30 PERCENT OF ALL FUNDS AVAILABLE FOR PRIMARY AND SECONDARY SYSTEMS. ALL BUT THREE COUNTIES HAVE ELECTED TO PLACE THEIR ROADS UNDER STATE CONTROL; THESE THREE COUNTIES RECEIVE A PERCENTAGE OF 2-1/2 CENTS OF THE MOTOR-FUEL TAX BASED ON A FORMULA COMPUTED PRIOR TO 1932 USING AREA, POPULATION AND THE TOTAL OF ALL STATE TAXES AND LOCAL LEVIES COLLECTED IN A GIVEN YEAR. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, APPROPRIATIONS FROM FUND ARE MADE FROM COMBINED REVENUES. PAID TO CITIES AND TOWNS AT THE RATIO OF \$4000 PER MILE OF APPROVED EXTENSIONS OF PRIMARY HIGHWAYS; ONE THIRD FROM MAINTENANCE AND TWO THIRDS FROM CONSTRUCTION FUNDS. TWO-CENT REFUND MADE ON GASOLINE PURCHASED IN THE STATE AND USED IN FLIGHTS OVER THE STATE. |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 10 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|---------------|---------------------|---|---|--|---|
| WASHINGTON | 5 | MOTOR VEHICLE FUND DIRECTOR OF LICENSES STATE TREASURER, AUDITOR AND DIRECTOR OF LICENSES STATE DEPARTMENT OF HIGHWAYS COUNTY ROAD FUNDS DIRECTOR OF HIGHWAYS COUNTIES COMPOSED ENTIRELY OF ISLANDS MINE-TO-MARKET ROAD FUND CITY STREET FUNDS DIRECTOR OF HIGHWAYS INCORPORATED CITIES AND TOWNS STATE DEPARTMENT OF HIGHWAYS MINE-TO-MARKET ROAD FUND DIRECTOR OF HIGHWAYS | ALL AMOUNT REQUIRED AMOUNT REQUIRED \$150,000 (2 YEARS) 11.5 PERCENT OF RESIDUE \$52,875 ANNUALLY TAX PAID BY RESIDENTS \$75,000 RESIDUE OF 11.5 PERCENT 15 PERCENT OF RESIDUE \$11,625 PER YEAR RESIDUE OF 15 PERCENT 13.5 PERCENT OF RESIDUE \$225,000 ANNUALLY RESIDUE OF 13.5 PERCENT | EXCLUSIVELY FOR HIGHWAY PURPOSES AS DEFINED IN THE CONSTITUTION. (ART. 2 SEC. 40, EFFECTIVE DECEMBER 7, 1944) REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF THE TAX. ROADS AND BRIDGES WITHIN STATE PARKS. STATE AID FOR COUNTY ROADS. STATE SUPERVISION OF WORK AND EXPENDITURES ON COUNTY ROADS. AMOUNT IS REALLOCATED BY COUNTY TO ROAD DISTRICTS AND INCORPORATED CITIES ON THE BASIS OF ASSESSED VALUATION. CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS. (LEGALLY CLASSIFIED AS COUNTY ROADS) CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS, INCLUDING BRIDGES AND FERRIES; COOPERATION WITH FEDERAL OR STATE GOVERNMENT; INTEREST AND REDEMPTION OF COUNTY ROAD BONDS; LIMITED OPERATION OF FERRIES. STATE AID FOR CITY STREETS. STATE SUPERVISION OF WORK AND EXPENDITURES ON STREETS CONSTRUCTION AND MAINTENANCE OF STREETS INCLUDING BRIDGES AND FERRIES; INTEREST AND REDEMPTION OF GENERAL OBLIGATION CITY STREET BONDS; LIMITED OPERATION OF FERRIES. CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS. (LEGALLY CLASSIFIED AS COUNTY ROADS). CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE PRIMARY AND SECONDARY HIGHWAYS, INCLUDING CITY STREETS FORMING A PART OF THE STATE SYSTEM THROUGH CITIES OF 1500 POPULATION OR LESS; OPERATION AND MAINTENANCE OF MOVABLE-SPAN BRIDGES ON THE STATE SYSTEM WITHIN INCORPORATED CITIES; INTEREST AND REDEMPTION OF BONDS; TRAFFIC CONTROL; POLICING PUBLIC HIGHWAYS; LIMITED OPERATION OF FERRIES. | THE MOTOR-VEHICLE FUND RECEIVES MOTOR-VEHICLE FEES AND OTHER REVENUES AS WELL AS THE MOTOR-FUEL TAX; DISBURSABLE ONLY UPON APPROPRIATION BY THE LEGISLATURE. STATE PARK ROADS ARE NOT LEGALLY CLASSIFIED AS STATE HIGHWAYS OR LOCAL ROADS. UNEXPENDED BALANCE AT END OF BIENNIAL REMAINS IN THE STATE MOTOR-VEHICLE FUND. ONLY TWO COUNTIES ARE INVOLVED IN THIS PROCEDURE. COUNTIES' CONTRIBUTION TO MINE-TO-MARKET ROAD FUND. (25% OF \$300,000) ALLOTTED AND PAID MONTHLY TO INDIVIDUAL COUNTIES ACCORDING TO FORMULA SPECIFIED BY LAW; 10% DIVIDED EQUALLY AMONG THE 39 COUNTIES; 70% ON BASIS OF TRUNK MILEAGE; 20% ON BASIS OF PRIVATE AUTOMOBILES AND TRUCKS REGISTERED IN RURAL AREAS OF THE COUNTY. RATIOS THUS ESTABLISHED ARE FURTHER ADJUSTED FOR DIFFERENCES IN COST OF CONSTRUCTION AND MAINTENANCE. UNEXPENDED BALANCE AT END OF BIENNIAL REVERTS TO MOTOR-VEHICLE FUND. PAID MONTHLY TO INCORPORATED CITIES ON BASIS OF POPULATION AS DETERMINED BY THE STATE CENSUS BOARD. STATE'S CONTRIBUTION TO MINE-TO-MARKET ROAD FUND. (75% OF \$300,000) |
| WEST VIRGINIA | 5 | GASOLINE DEPARTMENT, STATE TAX COMMISSION STATE ROAD FUND, STATE ROAD COMMISSION PRIMARY ROAD FUND SECONDARY ROAD FUND | AMOUNT REQUIRED RESIDUE 1/4 CENTS 1 CENT | REFUNDS OF TAX AND COST OF COLLECTION AND ADMINISTRATION FOR REDISTRIBUTION AS SHOWN BELOW: INTEREST AND REDEMPTION PAYMENTS ON STATE HIGHWAY BONDS, CONSTRUCTION AND MAINTENANCE OF PRIMARY STATE HIGHWAYS AND ADMINISTRATIVE EXPENSES OF THE COMMISSION. CONSTRUCTION AND MAINTENANCE OF SECONDARY STATE HIGHWAYS, IF NOT NEEDED FOR DEBT SERVICE. | THIS IS A COMMON FUND RECEIVING REVENUES FROM MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAXES AND OTHER RELATED SOURCES. EXPENDITURES ARE MADE FROM COMBINED REVENUES. THESE ARE FORMER COUNTY ROADS NOW UNDER CONTROL OF THE STATE ROAD COMMISSION. TWENTY PERCENT IS SET ASIDE BY COMMISSIONER TO BE USED IN THE MANNER HE PRESCRIBES. EIGHTY PERCENT IS DIVIDED AMONG THE COUNTIES AS FOLLOWS: MAINTENANCE FUNDS ARE ALLOCATED ON THE BASIS OF MILEAGE OF VARIOUS TYPES OF ROAD SURFACES IN THE COUNTIES. CONSTRUCTION FUNDS ARE ALLOCATED ON THE BASIS OF THE RATIO OF UNIMPROVED SECONDARY MILEAGE IN THE COUNTY TO THE TOTAL UNIMPROVED SECONDARY MILEAGE IN THE STATE. |
| WISCONSIN | 4 | STATE HIGHWAY FUND DEPARTMENT OF TAXATION TOWNS, VILLAGES, AND CITIES CITIES AND VILLAGES CITIES COUNTIES TOWNS, VILLAGES, CITIES, AND COUNTIES STATE HIGHWAY COMMISSION | ALL \$110,000 AMOUNT REQUIRED \$7,500 AMOUNT REQUIRED ALLOCATION ON MILEAGE BASIS \$130,000 (NOT TO EXCEED) \$3,500,000 PLUS \$65 PER MILE 18 PERCENT OF RESIDUE \$500,000 (NOT TO EXCEED) \$8,000,000 \$525,000 (NOT TO EXCEED) \$200,000 (NOT TO EXCEED) \$945,000 \$10,646,400 (NOT TO EXCEED) 40 PERCENT OF RESIDUE | FOR REDISTRIBUTION AS SHOWN BELOW: COLLECTION AND ADMINISTRATION OF TAX. EMPLOYEES' COST-OF-LIVING BONUS. PREMIUMS ON MOTOR-FUEL WHOLESALER SURETY BONDS. REFUNDS OF TAX. IMPROVEMENT OF PUBLIC ROADS NOT ON STATE OR COUNTY TRUNK SYSTEM. MAY BE USED FOR SNOW REMOVAL, ICE PREVENTION AND DUST ALLEVIATION. SAME AS FOREGOING ITEM. MAINTENANCE AND CONSTRUCTION OF STREETS CONNECTING, BUT NOT PART OF STATE TRUNK HIGHWAY SYSTEM. MAINTENANCE AND OPERATION OF SWING AND LIFT BRIDGES ON CONNECTING STREETS IN CITIES OF 1st, 2nd, AND 3rd CLASSES. CONSTRUCTION AND MAINTENANCE OF COUNTY TRUNK HIGHWAYS, INCLUDING SNOW REMOVAL. ANY PORTION IN MILWAUKEE COUNTY (ONLY) CAN BE USED FOR CONSTRUCTION OF CITY STREETS, PARK ROADS OR PAYMENT OF INTEREST OR PRINCIPAL ON BONDS ISSUED FOR CONSTRUCTION OF BRIDGES CARRYING 2,500 VEHICLES OR MORE PER DAY. SAME AS FOREGOING ITEM. FLOOD DAMAGE AID. APPORTIONED ON COUNTY BASIS FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS; RETIREMENT OF COUNTY BONDS ISSUED FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS. CONSTRUCTION AND MAINTENANCE OF STATE PARK, FOREST AND INSTITUTIONAL ROADS. STATE'S PORTION OF COST OF INTERSTATE AND INTRASTATE BRIDGES NOT ON STATE TRUNK HIGHWAY SYSTEM OR CONNECTING STREETS. ADMINISTRATION AND MINOR SPECIFIC ALLOTMENTS. MAINTENANCE AND SNOW REMOVAL ON STATE HIGHWAYS, MARKING AND SIGNING. CONSTRUCTION OF STATE TRUNK HIGHWAYS, MATCHING AND SUPPLEMENTING FEDERAL AID. THE AMOUNT AVAILABLE MUST BE AT LEAST \$8,000,000 EACH YEAR (\$10,000,000 EACH YEAR FOR 1946, 1947, AND 1948); IF ENTIRE AMOUNT NOT AVAILABLE AS A RESIDUE, THE NECESSARY BALANCE IS TEMPORARILY TRANSFERRED FROM \$8,000,000 APPORTIONMENT TO COUNTIES FOR STATE TRUNK HIGHWAY CONSTRUCTION. SAME AS FOREGOING ITEM. | THE APPROPRIATIONS LISTED ARE FROM THE STATE HIGHWAY FUND, RATHER THAN FROM THE MOTOR-FUEL TAX ALONE. THE STATE HIGHWAY FUND RECEIVES THE PROCEEDS OF MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES, TOGETHER WITH OTHER RECEIPTS. TWENTY PERCENT OF THE MOTOR-VEHICLE REGISTRATION FEES ARE THEN DISTRIBUTED TO TOWNS, VILLAGES AND CITIES FOR ANY PUBLIC PURPOSES, IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES, AND ALL NET MOTOR-CARRIER TAX PROCEEDS ARE ALLOCATED FOR CONNECTING STREETS AND URBAN STATE TRUNK HIGHWAYS. TOWN ROADS AND VILLAGE STREETS, \$65, PER MILE; CITY STREETS, \$130 TO \$520 PER MILE, ACCORDING TO POPULATION. EXPENDITURE SUBJECT TO SUPERVISION AND APPROVAL OF COUNTY HIGHWAY COMMITTEE, OR WORK MAY BE DONE BY COUNTY. SUPPLEMENTAL AID: TOWNS 15%, CITIES 15%, AND VILLAGES 6% OF RESIDUE AFTER PROVIDING FOR SPECIFIC ALLOTMENTS; APPORTIONED AMONG TOWNS, VILLAGES AND CITIES, RESPECTIVELY, ON BASIS OF ALLOTMENT IN FOREGOING ITEM TO EACH SUCH CLASS OF LOCAL UNIT. \$500 PER MILE. PRORATED TO VARIOUS CITIES ON BASIS OF ACTUAL EXPENDITURES. \$3,500,000 IS ALLOCATED TO COUNTIES, 40% ON BASIS OF MOTOR-VEHICLE REGISTRATIONS AND 60% ON BASIS OF RURAL HIGHWAY MILEAGE. THESE FUNDS MAY BE USED TO MATCH FEDERAL-AID SECONDARY FUNDS; AMOUNTS SO USED ARE TO BE RETAINED BY OR PAID TO AND EXPENDED BY COMMISSION. SUPPLEMENTAL AID EQUAL TO 18% OF RESIDUE AFTER PROVIDING FOR SPECIFIC ALLOTMENTS. APPORTIONED AMONG COUNTIES ON BASIS OF ALLOTMENT IN FOREGOING ITEM. AID FOR REPAIR OR REPLACEMENT ON BASIS OF IMPROVEMENT OF FACILITIES DAMAGED BY FLOOD UP TO \$500,000 IN ANY YEAR. APPORTIONED TO COUNTIES: 40% ON BASIS OF MOTOR-VEHICLE REGISTRATIONS; 60% ON BASIS OF RURAL HIGHWAY MILEAGE. AMOUNT ALLOCATED TO EACH COUNTY NOT LESS THAN \$40,000 OR AMOUNT NECESSARY TO MEET BOND REQUIREMENTS. IN COUNTIES WHERE 60% OF STATE TRUNK SYSTEM IS SATISFACTORILY CONSTRUCTED, SUCH PORTION OF ALLOTMENT AS COMMISSION APPROVES, AND NOT REQUIRED TO RETIRE BONDS, MAY BE USED ON COUNTY TRUNK SYSTEM. AS NECESSARY TO MEET ABOVE MINIMUM, APPROPRIATION OF \$8,000,000 IS INCREASED. PARK AND FOREST ROADS \$500,000; INSTITUTIONAL, \$25,000. IMPROVEMENTS FINANCED: ONE-THIRD STATE, ONE-THIRD COUNTY, AND ONE-THIRD LOCAL UNIT. ADMINISTRATION, \$750,000; ADVERTISING, \$50,000; TOPOGRAPHICAL MAP, \$15,000; LANDSCAPING AND WAYSIDES, \$20,000; MAINTENANCE AND OPERATION OF SPECIAL BRIDGES NOT ON STATE TRUNK HIGHWAY SYSTEM, \$75,000; MATERIAL SURVEYS, \$15,000; HIGHWAY MAPS, \$20,000. 40% OF RESIDUE AFTER PROVIDING FOR SPECIFIC ALLOTMENTS. |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATESTABLE G-106 (SHEET 11 OF 11 SHEETS)
STATUS AS OF JANUARY 1, 1948

| STATE | TAX RATE PER GALLON | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE | REMARKS |
|----------------------|---------------------|--|---|---|--|
| WYOMING | 4 | STATE HIGHWAY DEPARTMENT COUNTY GAS TAX FUNDS CITIES AND TOWNS HIGHWAY BOND INTEREST FUND STATE HIGHWAY FUND STATE-COUNTY ROAD CONSTRUCTION PROGRAM CITIES HAVING AIRPORTS | \$15,000 23 PERCENT 2 PERCENT AMOUNT REQUIRED RESIDUE APPROPRIATION 1/4 CENTS TAX ON AVIATION FUEL | COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS CONSTRUCTION AND MAINTENANCE OF STREETS AND ALLEYS IN CITIES AND TOWNS OF MORE THAN 1,500 POPULATION. INTEREST ON STATE HIGHWAY BONDS ISSUED SUBSEQUENT TO DECEMBER 31, 1929. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, INCLUDING STATE HIGHWAY POLICE. CONSTRUCTION OF COUNTY ROADS MAINTENANCE OF AIRPORTS | NOT MORE THAN \$15,000 TO BE SPENT FOR THIS PURPOSE. DISTRIBUTED AS FOLLOWS: 33-1/3 PERCENT ACCORDING TO AREA, 33-1/3 PERCENT ACCORDING TO RURAL POPULATION, AND 33-1/3 PERCENT ACCORDING TO THE MOST RECENT ASSESSED VALUATION. THESE FUNDS CAN BE USED FOR DEBT SERVICE ON HIGHWAY OBLIGATIONS. APPORTIONED IN THE RATIO WHICH THE CITY'S OR TOWN'S POPULATION BEARS TO THE TOTAL POPULATION OF ALL CITIES AND TOWNS AT THE LATEST FEDERAL CENSUS. THIS FUND ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER REVENUES. TO BE MATCHED 3/4 BY STATE AND 1/4 BY COUNTIES. \$600,000 AVAILABLE FOR 1945-1947 BIENNIAL. A 2 CENT REFUND IS MADE TO CONSUMERS PURCHASING MORE THAN 10,000 GALLONS PER MONTH. AFTER COSTS OF COLLECTION ARE PAID, REMAINING FUNDS ARE RETURNED TO CITIES, TOWNS OR COUNTIES OWNING AND OPERATING AIRPORTS. |
| DISTRICT OF COLUMBIA | 4 | COLLECTOR OF TAXES HIGHWAY FUND, DEPARTMENT OF HIGHWAYS | AMOUNT REQUIRED 3 CENTS <i>4 1/2 cents</i> | REFUNDS OF TAX. ADMINISTRATION OF DEPARTMENT OF HIGHWAYS; CONSTRUCTION AND MAINTENANCE OF ROADS, STREETS AND ALLEYS; EXPENSES OF OFFICE OF DIRECTOR OF VEHICLES AND TRAFFIC, AND POLICE CONTROL OF TRAFFIC (NOT MORE THAN 15 PERCENT OF TOTAL APPROPRIATIONS FOR POLICE TO BE PAID OUT OF HIGHWAY FUND). | THIS IS A COMMON FUND RECEIVING REVENUES FROM BOTH MOTOR-FUEL AND MOTOR-VEHICLE TAXES. APPROPRIATIONS AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. |

1/ USE-FUEL TAXED AT OTHER RATES AS FOLLOWS: MICHIGAN AND NEVADA, 5 CENTS; TEXAS, 6 CENTS.
2/ USE-FUEL NOT TAXED. FOR SPECIAL TAXES IMPOSED ON VEHICLES USING UNTAXED FUEL, SEE TABLE G-102.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS $\frac{1}{2}$

IN EFFECT JANUARY 1, 1948

TABLE MW-106, REVISED
SHEET 1 OF 5

| STATE | CLASSIFICATION OF FEE $\frac{2}{1}$ | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE $\frac{3}{1}$ |
|-------------|--|--|---|--|
| ALABAMA | 1 2, 4 | PROBATE JUDGES STATE HIGHWAY DEPARTMENT MUNICIPALITIES COUNTIES STATE HIGHWAY DEPARTMENT HIGHWAY SINKING FUND PROBATE JUDGES DEPARTMENT OF PUBLIC SAFETY | 50% PER REGISTRATION AND 2-1/2 PERCENT OF GROSS 3 PERCENT OF GROSS 30 PERCENT OF NET URBAN FEES 30-20 PERCENT OF NET RURAL FEES 70 PERCENT OF NET URBAN AND 20 PERCENT OF NET RURAL FEES AMOUNT REQUIRED 10% PER LICENSE THE RESIDUE | COLLECTION AND ADMINISTRATION. (THE 50% FEE IS A SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) ONE-THIRD MUST BE EXPENDED FOR ROADS, INCLUDING RETIREMENT OF BONDS. MAY BE USED FOR ANY PURPOSE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. DEBT SERVICE ON FIRST ISSUE, STATE HIGHWAY AND BRIDGE BONDS. COLLECTION AND ADMINISTRATION. COLLECTION, ADMINISTRATION, AND STATE HIGHWAY POLICE. (UNENCUMBERED BALANCE TO STATE GENERAL FUND.) |
| ARIZONA | 1 2, 3 | COUNTY ASSESSORS STATE HIGHWAY FUND STATE HIGHWAY FUND | 50% PER REGISTRATION THE RESIDUE ALL | COLLECTION, ADMINISTRATION, AND LOCAL ROAD PURPOSES. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| ARKANSAS | 1, 2, 2, 6 2, 1 8 | STATE HIGHWAY FUND STATE GENERAL FUND LOCAL BOND AND INTEREST FUND | ALL ALL ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. STATE HIGHWAY POLICE SUPPORTED FROM THESE REVENUES. DEBT SERVICE ON LOCAL BONDS. |
| CALIFORNIA | 1, 2, 6, 7, 8 5 | MOTOR VEHICLE FUND MOTOR VEHICLE DEPARTMENT HIGHWAY PATROL HIGHWAY USERS TAX FUND MOTOR VEHICLE LICENSE FEE FUND MOTOR VEHICLE DEPARTMENT STATE GENERAL FUND COUNTIES CITIES | ALL APPROPRIATION APPROPRIATION THE RESIDUE ALL APPROPRIATION AMOUNT REQUIRED 50 PERCENT OF RESIDUE 50 PERCENT OF RESIDUE | (THIS FUND ALSO RECEIVES DUPLICATE PLATE FEES.) COLLECTION AND ADMINISTRATION STATE HIGHWAY POLICE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. FOR FURTHER DISPOSITION, COLLECTION AND ADMINISTRATION. INTEREST AND RETIREMENT OF STATE HIGHWAY BONDS. COUNTY GENERAL PURPOSES. LAW ENFORCEMENT AND REGULATION, CONTROL, AND FIRE PROTECTION OF HIGHWAY TRAFFIC. |
| COLORADO | 1 2 4 | COUNTY CLERKS DEPARTMENT OF REVENUE FUND COUNTY APPORTIONMENT FUND STATE HIGHWAY FUND DEPARTMENT OF REVENUE FUND COUNTY GENERAL FUNDS STATE HIGHWAY FUND | 15% PER REGISTRATION APPROXIMATELY 5 PERCENT 50 PERCENT OF RESIDUE 50 PERCENT OF RESIDUE ALL, LESS COUNTY CLERK'S FEES 50 PERCENT 50 PERCENT | COLLECTION AND ADMINISTRATION. ADMINISTRATION. (BALANCE IN THIS FUND AT END OF BIENNIUM REVERTS TO GENERAL FUND.) SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. (WHEN LICENSE IS ISSUED LOCALLY, CLERKS RETAIN 75 PERCENT OF OPERATOR'S FEE AND 50 PERCENT OF CHAUFFEUR'S FEE.) |
| CONNECTICUT | 1, 2 4 | STATE HIGHWAY FUND STATE GENERAL FUND | ALL ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. STATE HIGHWAY POLICE SUPPORTED BY GENERAL FUND. STATE RECEIVES 1/3 OF TOTAL FINES AND FORFEITURES. |
| DELAWARE | 1, 2, 3, 4 | STATE GENERAL FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| FLORIDA | 1 (REGULAR FEES) 1 (OVERLOAD TARS) 1 (SPECIAL NOS.) 2 3 | COUNTY TAX COLLECTORS MOTOR VEHICLE LICENSE FUND COUNTY SCHOOL FUND WELFARE FUND STATE ROAD LICENSE FUND WELFARE FUND COUNTY JUDGES DEPARTMENT OF PUBLIC SAFETY AUTO THEFT FUND STATE ROAD FUND | 25% EACH APPLICATION AMOUNT REQUIRED THE RESIDUE ALL REVENUE TO \$500,000 THE RESIDUE (NONE ACCRUES) ALL 25% PER LICENSE FOR FIRST 1,000 LICENSES, 10% THEREAFTER. THE RESIDUE AMOUNT REQUIRED THE RESIDUE (NONE ACCRUES) | COLLECTION. (SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) COLLECTION AND ADMINISTRATION. EDUCATION. AID TO DEPENDENT CHILDREN. CONSTRUCTION AND MAINTENANCE OF STATE ROADS. COLLECTION AND ADMINISTRATION. STATE HIGHWAY POLICE. COLLECTION AND ADMINISTRATION. CONSTRUCTION AND MAINTENANCE OF HIGHWAYS. |
| GEORGIA | 1, 2 | STATE GENERAL FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| IDAHO | 1 2, 3 | COUNTIES STATE HIGHWAY FUND MOTOR VEHICLE FUND MOTOR VEHICLE FUND | 87.3 PERCENT 9.7 PERCENT 3.0 PERCENT AMOUNT REQUIRED | LOCAL ROAD CONSTRUCTION AND MAINTENANCE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION, ADMINISTRATION, AND STATE HIGHWAY POLICE. COLLECTION AND ADMINISTRATION. (EXCESS IN THIS FUND OVER \$30,000 AT END OF BIENNIUM DEPOSITED IN STATE HIGHWAY FUND.) |
| ILLINOIS | 1, 2, 6 3 | ROAD FUND SECRETARY OF STATE STATE TREASURER DEPARTMENT OF PUBLIC SAFETY DIVISION OF HIGHWAYS STATE GENERAL FUND | ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION ALL | COLLECTION AND ADMINISTRATION. DEBT SERVICE ON STATE HIGHWAY BONDS. STATE HIGHWAY POLICE. REFUNDS TO COUNTIES FOR ROAD CONSTRUCTION. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE HIGHWAYS. GENERAL STATE PURPOSES. COLLECTION EXPENSES PAID FROM GENERAL FUND. (THIS FUND ALSO RECEIVES USED-CAR DEALERS LICENSE FEES.) |
| INDIANA | 1 2 3 | BRANCH OFFICES MOTOR VEHICLE HIGHWAY ACCOUNT BRANCH OFFICES MOTOR VEHICLE HIGHWAY ACCOUNT BRANCH OFFICES MOTOR VEHICLE HIGHWAY ACCOUNT | 25% PER REGISTRATION ALL 25% PER LICENSE THE RESIDUE 25% PER TITLE ALL | COLLECTION. (SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. COLLECTION. (SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) |

Highway Taxation

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS 1/

IN EFFECT JANUARY 1, 1948

TABLE MW-106, REVISED
SHEET 2 OF 5

| STATE | CLASSIFICATION OF FEE 2/ | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE 3/ |
|---------------|--------------------------|--|---|---|
| IOWA | 1 | COUNTY TREASURERS MOTOR VEHICLE REGISTRATION DEPARTMENT STATE GENERAL FUND STATE PRIMARY ROAD FUND STATE GENERAL FUND | 50% PER REGISTRATION 1 PERCENT 3 PERCENT THE RESIDUE ALL | COLLECTION AND ADMINISTRATION. REFUNDS COLLECTION AND ADMINISTRATION } UNEXPENDED BALANCES OF THE ONE PERCENT AND 3 PERCENT FUNDS REVERT TO THE PRIMARY ROAD FUND. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. STATE HIGHWAY POLICE SUPPORTED BY STATE GENERAL FUND; COST OF COLLECTION. |
| KANSAS | 1 | COUNTY TREASURERS VEHICLE DEPARTMENT, STATE HIGHWAY COMMISSION HIGHWAY FUND, STATE HIGHWAY COMMISSION VEHICLE DEPARTMENT | 20% PER REGISTRATION 15% PER REGISTRATION THE RESIDUE ALL | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. (UNEXPENDED BALANCES REVERT TO THE HIGHWAY FUND.) |
| KENTUCKY | 1 | COUNTY CLERKS COUNTY TRUCK FUND STATE ROAD FUND CIRCUIT CLERKS REVENUE DEPARTMENT STATE ROAD FUND COUNTY CLERKS STATE ROAD FUND | 50% PER REGISTRATION 50 PERCENT OF TRUCK REGISTRATION FEES THE RESIDUE 25 PERCENT 10 PERCENT 65 PERCENT 2 PERCENT 98 PERCENT | COLLECTION AND ADMINISTRATION. (SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. PRINTING FORMS. COLLECTION AND ADMINISTRATION. |
| LOUISIANA | 1 | DEPARTMENT OF REVENUE STATE HIGHWAY FUND No. 2 GENERAL HIGHWAY FUND DEPARTMENT OF PUBLIC SAFETY | AMOUNT REQUIRED AMOUNT REQUIRED FROM TOTAL COLLECTIONS IN 6 PARISHES THE RESIDUE ALL | COLLECTION AND ADMINISTRATION. DEBT SERVICE ON HIGHWAY BONDS. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION, ADMINISTRATION, AND FURTHERANCE OF SAFETY EDUCATION. (SURPLUS ACCRUING AFTER JUNE 30, 1948 WILL BE RETURNED TO THE STATE GENERAL FUND.) |
| MAINE | 1, 2 | GENERAL HIGHWAY FUND, STATE HIGHWAY DEPARTMENT | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MARYLAND | 1, 2, 3 | DEPARTMENT OF MOTOR VEHICLES MOTOR VEHICLE REVENUE FUND STATE ROADS COMMISSION STATE ROADS COMMISSION CITY OF BALTIMORE COUNTIES AND MUNICIPALITIES | AMOUNT REQUIRED THE RESIDUE AMOUNT REQUIRED 50 PERCENT OF NET 30 PERCENT OF NET 20 PERCENT OF NET | COLLECTION, ADMINISTRATION, AND REFUNDS. REDISTRIBUTED AS FOLLOWS: SERVICE OF REFUNDING AND IMPROVEMENT BONDS. SERVICE OF STATE HIGHWAY CONSTRUCTION BONDS. RESIDUE FOR STATE ROADS. CONSTRUCTION AND MAINTENANCE OF CITY STREETS IN BALTIMORE, AND DEBT SERVICE ON LOCAL HIGHWAY BONDS. AFTER SERVICE OF COUNTY BONDS, RESIDUE FOR CONSTRUCTION AND MAINTENANCE OF LOCAL ROADS. STATE ROADS COMMISSION MAINTAINS COUNTY ROADS IN 13 COUNTIES. MUNICIPALITIES' SHARE DETERMINED BY THE PROPORTION THAT TOTAL MILEAGE OF COUNTY ROADS WITHIN MUNICIPALITIES BEARS TO TOTAL MILEAGE OF COUNTY ROADS WITHIN SUCH COUNTY. COLLECTION AND ADMINISTRATION. |
| | 4 | COUNTY TRIAL MAGISTRATES AND BALTIMORE TRAFFIC COURT | AMOUNT REQUIRED THE RESIDUE ALL | AMOUNT REQUIRED FOR DEBT SERVICE ON STATE HIGHWAY CONSTRUCTION BONDS AND THE RESIDUE TO THE CONSTRUCTION FUND FOR THE STATE ROADS COMMISSION. |
| | 5 | MOTOR VEHICLE REVENUE FUND STATE ROADS COMMISSION | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MASSACHUSETTS | 1, 2 | HIGHWAY FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MICHIGAN | 1 | COUNTIES | TOTAL COLLECTED FROM MICHIGAN RESIDENTS 7/8 OF TOTAL COLLECTED FROM RESIDENTS OF EACH COUNTY IS RETURNED TO THAT COUNTY. THE REMAINING 1/8 OF THE TOTAL COLLECTIONS IS DIVIDED EQUALLY AMONG ALL THE COUNTIES. | 50% FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS. 50% (1) RELIEF OF ASSESSMENTS UNDER THE COVERT ACT; (2) REDUCTION OF TAXES ON COUNTY-AT-LARGE ROAD AND BRIDGE BONDS AND (3) GENERAL TOWNSHIP HIGHWAY BONDS; (4) MAINTENANCE OF TOWNSHIP ROADS TAKEN OVER BY COUNTIES; (5) DISTRIBUTION OF BALANCE AFTER (1), (2), (3), AND (4) BUT NOT LESS THAN 1/3 OF 50% RECEIVED BY COUNTY MUST BE DIVIDED BETWEEN INCORPORATED CITIES AND VILLAGES AND RURAL COUNTY AREA ON A POPULATION BASE. COUNTY SHARE OF THIS DIVISION SHALL BE USED FOR (A) PAYMENTS OF COMPENSATION AND EXPENDITURES OF COUNTY ROAD COMMISSIONS; (B) IMPROVEMENTS AND MAINTENANCE OF COUNTY ROADS AND (C) TOWNSHIP ROADS TAKEN OVER BY THE COUNTY; (D) MAINTENANCE, IMPROVEMENTS AND ACQUISITION OF COUNTY ROADSIDE PARKS OR PARKWAYS. CITIES' AND VILLAGES' SHARE OF THIS DIVISION SHALL BE USED IN THE FOLLOWING PRIORITIES: (1) PAYMENT OF STATE TRUNKLINE OR FEDERAL-AID MAINTENANCE COSTS; (2) PAYMENT OF OBLIGATIONS ON HIGHWAY PROJECTS UNDERTAKEN JOINTLY WITH STATE HIGHWAY COMMISSIONER; (3) MAINTENANCE AND CONSTRUCTION OF STREETS, BRIDGES OR GRADE SEPARATIONS; (4) PAYMENT OF BONDS AND INTEREST ON HIGHWAY OBLIGATIONS; (5) REFUND OF ADVANCE PAYMENTS OF SPECIAL ASSESSMENTS FOR HIGHWAY DEBT SERVICE. |
| | 1 | STATE HIGHWAY FUND | TOTAL COLLECTED FROM OUT-STATE RESIDENTS | COLLECTION AND ADMINISTRATION EXPENSE; CONSTRUCTION AND MAINTENANCE OF STATE TRUNKLINES. |
| | 2 | COUNTIES AND MUNICIPALITIES | 35% PER LICENSE THE RESIDUE ALL | COLLECTION EXPENSE. COLLECTION AND ADMINISTRATION EXPENSES OF OPERATORS AND CHAUFFEURS DIVISION OF THE SECRETARY OF STATE; SUPPORT OF STATE HIGHWAY POLICE. MOTOR-VEHICLE REVENUE COLLECTION AND ADMINISTRATION EXPENSE; CONSTRUCTION AND MAINTENANCE OF STATE TRUNKLINES. |
| | 3 | STATE GENERAL FUND STATE HIGHWAY FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MINNESOTA | 1 | TRUNK HIGHWAY SINKING FUND | ALL | FOR REDISTRIBUTION AS FOLLOWS: SERVICING OF STATE HIGHWAY DEBT. COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION. |
| | 2.1 | MOTOR VEHICLE DIVISION TRUNK HIGHWAY FUND | ALL APPROPRIATION THE RESIDUE 10 CENTS PER LICENSE ALL | GENERAL STATE PURPOSES. PAYMENT OF PRISONERS COSTS AND INCIDENTAL EXPENSE. MAINTENANCE PURPOSES. |
| | 2.2 | CLERK OF COURT TRUNK HIGHWAY FUND | ALL, LESS COLLECTION EXPENSES | |
| | 4 | STATE GENERAL FUND HIGHWAY PATROL FUND TRUNK HIGHWAY FUND | AMOUNT REQUIRED THE RESIDUE | |
| MISSISSIPPI | 1 | COUNTY SHERIFF AND TAX COLLECTOR COUNTY ROAD FUNDS MUNICIPALITIES STATE HIGHWAY FUND STATE HIGHWAY FUND | 50% PER REGISTRATION ALL PORTION OF PRIVILEGE TAX ON PASSENGER COACHES ALL ALL | COLLECTION. (FEE RETAINED ONLY FOR PERMITS ISSUED BY SHERIFF AND TAX COLLECTOR.) SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. DETERMINED ON BASIS THAT MILEAGE TRAVELED ON CITY STREETS BEARS TO TOTAL MILEAGE TRAVELED. NO SPECIFIC PURPOSE OF EXPENDITURE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MISSOURI | 1, 2, 3 | STATE HIGHWAY DEPARTMENT FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS ^{1/}

IN EFFECT JANUARY 1, 1948

TABLE MW-106, REVISED
SHEET 3 of 5

| STATE | CLASSIFICATION OF FEE ^{2/} | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE ^{3/} |
|----------------|-------------------------------------|--|--|--|
| MONTANA | 1 | COUNTY MOTOR VEHICLE LICENSE FUNDS CITY ROAD FUNDS | ALL 50 PERCENT OF FEES COLLECTED IN MUNICIPALITIES OVER 35,000 POPULATION AND 25 PERCENT OF FEES COLLECTED IN MUNICIPALITIES OF 10,000 AND OVER IN COUNTIES OF LESS THAN 750 SQUARE MILES | FOR FURTHER DISTRIBUTION. CITY STREETS. |
| | 3, 6, 7 2, 4 | COUNTY ROAD FUNDS MOTOR VEHICLE RECORDING FUND STATE GENERAL FUND | RESIDUE ALL ALL | COUNTY ROAD AND BRIDGE CONSTRUCTION AND MAINTENANCE MOTOR VEHICLE LICENSE PLATE EQUIPMENT; ADMINISTRATION OF REGISTRAR'S OFFICE, GENERAL FUND CONTRIBUTION FOR STATE HIGHWAY PATROL. |
| NEBRASKA | 1 | COUNTY TREASURERS STATE MOTOR VEHICLE DIVISION STATE HIGHWAY FUND COUNTY ROAD DRAINAGE FUNDS | 10¢ PER REGISTRATION 2-1/2 PERCENT 30 PERCENT OF RESIDUE 70 PERCENT OF RESIDUE | COLLECTION AND ADMINISTRATION. MAINTENANCE OF STATE HIGHWAYS. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS. IN COUNTIES WHERE URBAN POPULATION EXCEEDS RURAL BY 100,000, ONE-THIRD OF COUNTY SHARE IS PAID TO CITIES AND INCORPORATED TOWNS FOR HIGHWAY PURPOSES. |
| | 2 | COUNTY TREASURERS MOTOR VEHICLES CASH FUND | 5¢ PER LICENSE THE RESIDUE | COLLECTION AND ADMINISTRATION. ADMINISTRATION OF MOTOR VEHICLE DIVISION AND HIGHWAY SAFETY PATROL. |
| NEVADA | 1 | STATE MOTOR VEHICLE FUND MOTOR VEHICLE DEPARTMENT COUNTY ASSESSORS STATE HIGHWAY FUND STATE HIGHWAY FUND | ALL 50¢ PER REGISTRATION 25¢ PER REGISTRATION THE RESIDUE ALL | REDISTRIBUTED AS FOLLOWS: COLLECTION AND ADMINISTRATION SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 2 | | | |
| NEW HAMPSHIRE | 1, 2, 4 | STATE HIGHWAY FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| NEW JERSEY | 1, 2 | REGISTRATION AND LICENSING AGENTS STATE GENERAL FUND STATE GENERAL FUND | FEE RETAINED DETERMINED BY MOTOR VEHICLE COMMISSIONER RESIDUE ALL | COLLECTION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 3, 4 | | | |
| NEW MEXICO | 1 | FIELD AGENTS MOTOR VEHICLE FUND STATE ROAD FUND COUNTY ROAD FUNDS STATE GENERAL FUND COUNTY LEVY | 25¢ PER REGISTRATION 6 PERCENT OF GROSS 45 PERCENT OF NET 30 PERCENT OF NET 10 PERCENT OF NET 15 PERCENT OF NET | ADMINISTRATION (NOTARY FEES RETAINED BY LOCAL OFFICIALS.) COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS. GENERAL STATE PURPOSES. |
| | 2 | FIELD AGENTS STATE SAFETY FUND MUNICIPALITIES STATE POLICE FUND | 25¢ PER APPLICATION AMOUNT REQUIRED 10 PERCENT OF URBAN FEES THE RESIDUE | COUNTY GENERAL PURPOSES. ADMINISTRATION (NOTARY FEES RETAINED BY LOCAL OFFICIALS.) COLLECTION AND ADMINISTRATION. CITY GENERAL PURPOSES. STATE HIGHWAY POLICE. |
| NEW YORK | 1, 2 | COUNTY CLERKS | 35¢ PER REGISTRATION AND TRANSFER, 20¢ PER THREE YEAR OPERATOR AND CHAUFFEUR LICENSE AND 10¢ PER ONE YEAR LICENSE AND LEARNER'S PERMIT. | COUNTY CLERKS FROM THE COUNTIES OF ALBANY, KINGS, QUEENS AND NEW YORK DO NOT RECEIVE ANY FEES MENTIONED IN PRECEDING COLUMN. |
| | 4 | STATE GENERAL FUND STATE DEPARTMENT OF PUBLIC WORKS COUNTIES (OUTSIDE NEW YORK CITY) LOCAL ENFORCEMENT AGENTS STATE GENERAL FUND STATE DEPARTMENT OF PUBLIC WORKS COUNTIES (OUTSIDE NEW YORK CITY) | RESIDUE 75 PERCENT OF NET 25 PERCENT OF NET AMOUNT REQUIRED RESIDUE 75 PERCENT OF NET 25 PERCENT OF NET | REDISTRIBUTED AS FOLLOWS: SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION. COUNTY CLERKS FROM THE COUNTIES OF ALBANY, KINGS, QUEENS AND NEW YORK DO NOT RECEIVE ANY FEES MENTIONED IN PRECEDING COLUMN. |
| NORTH CAROLINA | 1, 3, 4 2 | STATE HIGHWAY FUND OPERATORS AND CHAUFFEURS LICENSE FUND | ALL ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. |
| NORTH DAKOTA | 1, 3, 5 | MOTOR VEHICLE REGISTRATION FUND OPERATING FUND STATE HIGHWAY OPERATING FUND STATE HIGHWAY CONSTRUCTION FUND COUNTY HIGHWAY AID FUNDS | ALL APPROPRIATION APPROPRIATION 50 PERCENT OF RESIDUE 50 PERCENT OF RESIDUE | DISTRIBUTED AS FOLLOWS: COLLECTION AND ADMINISTRATION. ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 2 | LOCAL AGENTS DRIVERS LICENSE DEPARTMENT STATE HIGHWAY PATROL | 10¢ PER LICENSE APPROPRIATION) | (OPTIONAL SERVICE CHARGE - IN ADDITION REGULAR LICENSE FEE.) COLLECTION AND ADMINISTRATION. STATE HIGHWAY POLICE. |
| OHIO | 1 | DEPUTY REGISTRARS BUREAU OF MOTOR VEHICLES COUNTIES AND MUNICIPALITIES COUNTY EQUALIZATION FUND COUNTIES | 25¢ PER REGISTRATION AMOUNT REQUIRED 25 PERCENT OF NET 5 PERCENT OF NET 47 PERCENT OF NET | COLLECTION. (OPTIONAL SERVICE CHARGE RETAINED BY LOCAL OFFICIALS. DOES NOT APPLY WHEN PLATES ARE SOLD BY THE BUREAU OF MOTOR VEHICLES.) COLLECTION AND ADMINISTRATION, HOSPITAL CLAIMS, AND HIGHWAY PATROL. LOCAL ROADS AND STREETS. CONSTRUCTION AND MAINTENANCE OF LOCAL ROADS. |
| | 2 | STATE HIGHWAY MAINTENANCE AND REPAIR FUND DEPUTY REGISTRARS STATE HIGHWAY MAINTENANCE AND REPAIR FUND | 23 PERCENT OF NET 15¢ PER LICENSE ALL | MAINTENANCE OF STATE HIGHWAYS. COLLECTION. (OPTIONAL SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) |

↳ Mechanical Inspection Fund

Highway Taxation

| STATE | CLASSIFICATION OF FEE 2/ | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE 3/ |
|----------------|--------------------------|---|--|--|
| OKLAHOMA | 1 2 3 | MOTOR LICENSE AGENTS COUNTY SCHOOL FUND COUNTY ROAD FUND MUNICIPALITIES LOCAL AGENCIES STATE GENERAL FUND | 50% PER REGISTRATION 75 PERCENT OF AUTO AND FARM TRUCK FEES 71.25 PERCENT OF COMMERCIAL VEHICLE FEES 23.75 PERCENT OF COMMERCIAL VEHICLE FEES 25% PER TITLE RESIDUE | COLLECTION. (NOTARY FEES; RETAINED BY LOCAL OFFICIALS.) COUNTY COMMON SCHOOLS. FOR LOCAL ROADS. FOR CITY STREETS. FOR GENERAL STATE PURPOSES. STATE HIGHWAY PATROL SUPPORTED FROM THESE REVENUES. COLLECTION (NOTARY FEES; RETAINED BY LOCAL OFFICIALS.) FOR GENERAL STATE PURPOSES. STATE HIGHWAY PATROL SUPPORTED FROM THESE REVENUES. |
| OREGON | 1, 3 2 4 | STATE HIGHWAY FUND MOTOR VEHICLE ACCIDENT FUND COUNTY AND MUNICIPALITIES STATE HIGHWAY FUND STATE HIGHWAY FUND | ALL LESS COLLECTION COSTS 25% PER LICENSE THE RESIDUE 1/2 OF RECEIPTS WHEN PROSECUTION INITIATED BY STATE OFFICER. | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. DEFRAY HOSPITALIZATION COSTS OF INDIGENTS INVOLVED IN MOTOR ACCIDENTS. LOCAL ROAD AND STREET FUNDS. |
| PENNSYLVANIA | 1, 2, 3 | MOTOR LICENSE FUND STATE GENERAL FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| RHODE ISLAND | 1, 2 | STATE GENERAL FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| SOUTH CAROLINA | 1 2 | STATE HIGHWAY FUND HIGHWAY-ACCIDENT FUND | ALL State Highw. Fund | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| SOUTH DAKOTA | 1 3 | STATE GENERAL FUND STATE GENERAL FUND | 3-1/2 PERCENT 76-1/2 PERCENT 20 PERCENT | COLLECTION AND ADMINISTRATION. LOCAL ROAD CONSTRUCTION AND MAINTENANCE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. GENERAL STATE PURPOSES. (GENERAL FUND ALSO RECEIVES DUPLICATE PLATE FEES.) |
| TENNESSEE | 1, 6, 7 2 4 | COUNTY COURT CLERK STATE HIGHWAY FUND STATE GENERAL FUND COUNTY COURT CLERK STATE GENERAL FUND STATE GENERAL FUND | 50% PER REGISTRATION 7 PERCENT OF NET 10 PERCENT OF NET 83 PERCENT OF NET 15% PER LICENSE THE RESIDUE STATE GENERAL FUND | COLLECTION. (3% OF THIS FEE REVENUES SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) STATE HIGHWAY POLICE. COLLECTION, MAINTENANCE, AND ADMINISTRATION. (50 PERCENT AVAILABLE TO COUNTIES BY LAW.) GENERAL STATE PURPOSES. PORTION OF THESE FEES USED TO SUPPORT STATE HIGHWAY POLICE. |
| TEXAS | 1 2 5 | COUNTY ASSESSOR-COLLECTOR COUNTY ROAD AND BRIDGE FUNDS STATE HIGHWAY FUND OPERATIONS AND CHANGEPERUAS LICENSE FUND STATE GENERAL FUND STATE GENERAL FUND STATE GENERAL FUND | AMOUNT REQUIRED 100 PERCENT OF FEES COLLECTED IN EACH COUNTY \$250,000 THE RESIDUE AMOUNT ACQUIRED STATE GENERAL FUND AVAILABLE FREE SCHOOL FUND 75 PERCENT | COLLECTION AND ADMINISTRATION. LOCAL ROAD CONSTRUCTION AND MAINTENANCE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. GENERAL STATE PURPOSES. EDUCATION. |
| UTAH | 1 2 | MOTOR VEHICLE REGISTRATION FUND DEPARTMENT OF PUBLICITY AND INDUSTRIAL DEVELOPMENT COUNTY AND CITY ROAD FUNDS VEHICLE CONTROL FUND | AMOUNT REQUIRED \$300,000 ANNUALLY \$1,500,000 ANNUALLY, OR SO MUCH THEREOF AS MAY BE AVAILABLE | COLLECTION AND ADMINISTRATION. TOWNSHIP AND COMMERCIAL PUBLICITY EXPENDITURES, AND CONSTRUCTION OF ROADS OFF THE STATE SYSTEM. CONSTRUCTION AND MAINTENANCE OF CLASS B AND C ROADS. COLLECTION AND ADMINISTRATION. |
| VERMONT | 1, 2 | HIGHWAY FUND, STATE TREASURY | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| VIRGINIA | 1, 2, 3 | STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| WASHINGTON | 1 2 4 | MOTOR VEHICLE FUND PARKS AND PARKWAYS FUND HIGHWAY SAFETY FUND COUNTY AND CITIES PARKS AND PARKWAYS FUND HIGHWAY SAFETY FUND | 25% PER REGISTRATION THE RESIDUE 10 PERCENT THE RESIDUE 25 PERCENT 25 PERCENT 25 PERCENT | COLLECTION AND ADMINISTRATION. (SERVICE CHARGE RETAINED BY LOCAL OFFICIALS.) EXPENDITURE IN STATE PARKS. COLLECTION, ADMINISTRATION, AND STATE HIGHWAY POLICE. FOR LOCAL ROADS AND CITY STREETS. |
| WEST VIRGINIA | 1, 2, 3 5 | STATE PRIMARY ROAD FUND COUNTY AND CITIES HIGHWAY SAFETY FUND | ALL 25 PERCENT 25 PERCENT | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS 1/

IN EFFECT JANUARY 1, 1948

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS 1/

IN EFFECT JANUARY 1, 1948

TABLE MC-106
SHEET 1 OF 3

| STATE | CLASSIFICATION OF FEE 2/ | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE 3/ |
|-------------|--------------------------|---|--|---|
| ALABAMA | 2 | MOTOR CARRIER FUND | AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 4 | STATE HIGHWAY DEPARTMENT PROBATE JUDGES | THE RESIDUE \$1.00 PER APPLICATION | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| ARIZONA | 1 | DIVISION OF MOTOR VEHICLES | AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| ARKANSAS | 4 | PUBLIC SERVICE COMMISSION | AMOUNT REQUIRED | FOR ADVERTISING AND OTHER EXPENSES. |
| CALIFORNIA | 1 | STATE COMPTROLLER AND BOARD OF EQUALIZATION | AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION. (PRIOR TO JULY 1, 1948 COSTS ARE PAID FROM GENERAL FUNDS) SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. (PRIOR TO JULY 1, 1948 COSTS ARE PAID FROM GENERAL FUNDS) |
| | 4 | BOARD OF EQUALIZATION AND P.U.C. | THE RESIDUE | |
| COLORADO | 2 | PUBLIC UTILITIES COMMISSION | 10% OF COMMON CARRIER TAX; 20% OF COMMERCIAL AND PRIVATE CARRIER TAXES; 50% OF COMMON AND COMMERCIAL CARRIER TAXES; 70% OF PRIVATE CARRIER TAX | COLLECTION AND ADMINISTRATION. (SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. LOCAL ROADS. GENERAL STATE PURPOSES.) |
| | 4 | STATE GENERAL FUND | THE RESIDUE | |
| CONNECTICUT | 1 | CITIES AND TOWNS | AMOUNT REQUIRED | CITY STREETS. (IN REPORT THAT MILEAGE ON ROADS AND STREETS NOT STATE-AID AND TRUNK-LINE HIGHWAYS IS TO TOTAL MILEAGE OPERATED.) SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. GENERAL STATE PURPOSES. |
| | 3,2 | STATE HIGHWAY FUND | THE RESIDUE | |
| | 4 | STATE GENERAL FUND | ALL | |
| DELAWARE | NONE | STATE GENERAL FUND | ALL | |
| FLORIDA | 2 | GENERAL REVENUE FUND | 2 PERCENT OF GROSS AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION. (ONLY TO CITIES AND TOWNS HAVING STATIONS AND AGENTS.) GENERAL PURPOSES. FOR PAYMENT OF COUNTY ROAD AND BRIDGE BONDS. COLLECTION AND ADMINISTRATION. EDUCATIONAL. |
| | 3,2 | STATE BOARD OF ADMINISTRATION CITIES AND TOWNS FUNDS RAILROAD COMMISSION EXPENSE FUND | \$25 PER CERTIFICATE HOLDER 15 PERCENT OF GROSS AMOUNT REQUIRED | |
| | 4 | STATE RAILROAD COMMISSION COUNTY SCHOOL FUND | AMOUNT REQUIRED TAXI FEES NOT NEEDED FOR EXPENSES | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| GEORGIA | 3,2 | STATE GENERAL FUND | ALL, LESS COLLECTION EXPENSE | |
| IDAHO | 1, 3, 1, 4 | MOTOR VEHICLE FUND | ALL | COLLECTION, ADMINISTRATION, AND STATE HIGHWAY POLICE. (EXCESS OVER \$30,000 TRANSFERRED TO STATE HIGHWAY FUND AT END OF FISCAL YEAR.) |
| ILLINOIS | NONE | - | - | |
| INDIANA | 3,2 | MOTOR VEHICLE HIGHWAY ACCOUNT | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| IOWA | 3 | IOWA STATE COMMERCE COMMISSION, MOTOR TRANSPORTATION DIVISION COUNTY SECONDARY ROAD FUND | AMOUNT REQUIRED | COLLECTION AND ADMINISTRATION. SECONDARY ROAD MAINTENANCE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 2 | MOTOR CARRIER FEE FUND HIGHWAY PATROL FUND | 10% APPROPRIATION THE RESIDUE | COLLECTION AND ADMINISTRATION. STATE HIGHWAY POLICE. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| KANSAS | 2 | MOTOR CARRIER FEE FUND STATE HIGHWAY COMMISSION, HIGHWAY FUND | 10% APPROPRIATION THE RESIDUE | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| KENTUCKY | 2, 3, 1, 4, 5 | STATE ROAD FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| LOUISIANA | 4 | MOTOR CARRIER FUND SUPERVISION AND INSPECTION FEE FUND | ALL | COLLECTION AND ADMINISTRATION BY P.S.C. |
| MAINE | 3,2, 4, 5 | PUBLIC UTILITIES COMMISSION | ALL | COLLECTION AND ADMINISTRATION. |
| MARYLAND | NONE | - | - | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYPROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS ^{1/}

IN EFFECT JANUARY 1, 1948

TABLE MC-106
SHEET 2 OF 3

| STATE | CLASSIFICATION OF FEE ^{2/} | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE ^{3/} |
|----------------|--|--|--|--|
| MASSACHUSETTS | 3,2, 4, 5 | STATE GENERAL FUND | ALL | EXPENSES OF DIVISION OF COMMERCIAL MOTOR VEHICLES NOT DEDUCTED. |
| MICHIGAN | 2, 4 | STATE GENERAL FUND STATE HIGHWAY FUND | 40% 60% | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MINNESOTA | 4 | GENERAL REVENUE FUND | ALL | APPROPRIATIONS ARE MADE FROM THIS FUND FOR OPERATION OF MOTOR BUS AND TRUCK DIVISION. |
| MISSISSIPPI | <i>TO REV.</i> 4, 5 | MOTOR VEHICLE COMPTROLLER COUNTY ROAD FUNDS PUBLIC SERVICE COMMISSION | AMOUNT REQUIRED THE RESIDUE ALL | COLLECTION AND ADMINISTRATION. CURRENT ROAD PURPOSES AND DEBT SERVICE. } <i>TO MV.</i> COLLECTION AND ADMINISTRATION. |
| MISSOURI | 3,1 | STATE HIGHWAY DEPARTMENT FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| MONTANA | 1,3,2,4,5 | STATE GENERAL FUND | ALL, LESS COLLECTION EXPENSE | GENERAL STATE PURPOSES. |
| NEBRASKA | 3,2, 4 | STATE RAILWAY COMMISSION | ALL | COLLECTION AND ADMINISTRATION. |
| NEVADA | 3,1 | STATE HIGHWAY FUND | ALL | COLLECTION, ADMINISTRATION, AND REFUNDS. SEE TABLE G-106 FOR ADDITIONAL AUTHORIZED EXPENDITURES. |
| NEW HAMPSHIRE | 3,2 | STATE TREASURER | ALL | COLLECTION AND ADMINISTRATION |
| NEW JERSEY | 2 (INTRASTATE) 2 (INTERSTATE) | MUNICIPALITIES STATE GENERAL FUND | ALL ALL | CITY GENERAL PURPOSES. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| NEW MEXICO | 2, 4 | STATE ROAD FUND | ALL, LESS COLLECTION EXPENSE | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| NEW YORK | 3,2, 4, 5 | PUBLIC SERVICE COMMISSION | ALL | COLLECTION AND ADMINISTRATION. |
| NORTH CAROLINA | 1, 4 | STATE HIGHWAY FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| NORTH DAKOTA | 2, 3,2, 4 | AUTO TRANSPORTATION FUND STATE HIGHWAY OPERATING FUND | AMOUNT REQUIRED APPROPRIATION OF SURPLUS | COLLECTION AND ADMINISTRATION. ADMINISTRATION. |
| OHIO | 3,1(PRIVATE CARRIER AND IRREGULAR ROUTE) 3,1(REGULAR ROUTE) | STATE HIGHWAY MAINTENANCE AND REPAIR FUND MOTOR TRANSPORTATION DEPARTMENT, PUBLIC UTILITIES COMMISSION STATE HIGHWAY M & R FUND MUNICIPAL CORPORATIONS AND COUNTIES | ALL AMOUNT REQUIRED 50% OF RESIDUE 50% OF RESIDUE | MAINTENANCE AND REPAIR OF STATE HIGHWAYS. COLLECTION AND ADMINISTRATION. MAINTENANCE AND REPAIR OF LOCAL ROADS AND CITY STREETS. |
| OKLAHOMA | 2 4 | TAX COMMISSION FUND COUNTIES CITIES AND TOWNS STATE TREASURER STATE GENERAL FUND | 5% 71.25% 23.75% AMOUNT REQUIRED OF THE RESIDUE | COLLECTION AND ADMINISTRATION. LOCAL ROAD PURPOSES. CITY STREETS. COLLECTION AND ADMINISTRATION. GENERAL STATE PURPOSES. |
| OREGON | 1,2,3,1,4,5 | PUBLIC UTILITIES COMMISSION STATE HIGHWAY FUND | AMOUNT REQUIRED THE RESIDUE | COLLECTION AND ADMINISTRATION. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYPROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS ^{1/}

IN EFFECT JANUARY 1, 1948

TABLE MC-106
SHEET 3 OF 3

| STATE | CLASSIFI- CATION OF FEE ^{2/} | NAME OF FUND OR AGENCY | AMOUNT OR PROPORTION | OBJECTS OF EXPENDITURE ^{3/} |
|----------------------|---|---|--------------------------------|--|
| PENNSYLVANIA | 1 (INTERSTATE) | MOTOR LICENSE FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | 1 (INTRASTATE) | STATE GENERAL FUND | ALL | GENERAL STATE PURPOSES. |
| RHODE ISLAND | 3, 2, 4 | STATE GENERAL FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| SOUTH CAROLINA | 2, 3, 1, 5 | PUBLIC SERVICE COMMISSION CITIES AND TOWNS | AMOUNT REQUIRED THE RESIDUE | COLLECTION AND ADMINISTRATION. CITY GENERAL PURPOSES. |
| SOUTH DAKOTA | 2, 3, 1 4, 5 | STATE GENERAL FUND | 5% | COLLECTION AND ADMINISTRATION IS PAID FROM GENERAL FUND. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION IS PAID FROM GENERAL FUND. |
| | | STATE HIGHWAY FUND | 95% | |
| | | STATE GENERAL FUND | ALL | |
| TENNESSEE | 3, 1, 4 | STATE GENERAL FUND | ALL | COLLECTION AND ADMINISTRATION PAID FROM GENERAL FUND. |
| TEXAS | 3 4 | STATE GENERAL FUND | ALL | COLLECTION AND ADMINISTRATION PAID FROM GENERAL FUND. SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| | | STATE HIGHWAY FUND | ALL | |
| UTAH | NONE | - | | |
| VERMONT | NONE | - | | |
| VIRGINIA | 1 4 | STATE HIGHWAY MAINTENANCE AND CONSTRUCTION FUND | ALL, LESS COLLECTION EXPENSE | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. COLLECTION AND ADMINISTRATION. |
| | | STATE CORPORATION COMMISSION | ALL | |
| WASHINGTON | 1, 3, 1, 4, 5 | TRANSPORTATION REVOLVING FUND | ALL | COLLECTION AND ADMINISTRATION. |
| WEST VIRGINIA | 4 | STATE ROAD FUND | ALL | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| WISCONSIN | 2 OR 3, 1, 4 | STATE HIGHWAY FUND | ALL, LESS COLLECTION EXPENSE | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| WYOMING | 2, 3, 2, 4, 5 | STATE HIGHWAY FUND | ALL, LESS COLLECTION EXPENSE | SEE TABLE G-106 FOR AUTHORIZED EXPENDITURES. |
| DISTRICT OF COLUMBIA | 2, 3, 2 | GENERAL FUND, DISTRICT OF COLUMBIA | ALL | COLLECTION EXPENSES PAID FROM GENERAL FUND. |

^{1/} FOR INFORMATION CONCERNING AMOUNTS OF MOTOR-CARRIER TAX RECEIPTS AND THEIR DISTRIBUTION, SEE TABLES MC-1 AND MC-2.

^{2/} MOTOR-CARRIER TAXES HAVE BEEN GROUPED, INsofar AS POSSIBLE, IN ACCORDANCE WITH THE FOLLOWING CLASSIFICATIONS:

1. GROSS RECEIPTS TAXES. SPECIAL TAXES ON MOTOR CARRIERS. EXCLUDED ARE TAXES ON GROSS RECEIPTS IMPOSED IN CONNECTION WITH GENERAL STATE SALES TAXES, OR TAXES ON ALL TRANSPORTATION COMPANIES OR PUBLIC UTILITIES.
2. MILEAGE, TON-MILE, AND PASSENGER-MILE TAXES.
3. SPECIAL LICENSE FEES AND FRANCHISE TAXES.

WHERE IMPOSED ON WEIGHT OR CAPACITY BASIS, THESE TAXES ARE DESIGNATED AS 3, 1; WHERE ON A FLAT RATE BASIS, THEY ARE DESIGNATED AS 3, 2.

4. CERTIFICATE OR PERMIT FEES.
5. MISCELLANEOUS FEES. MOTOR-CARRIER DRIVERS LICENSES, ETC.

^{3/} IN MANY STATES THE MOTOR-CARRIER TAX RECEIPTS TOGETHER WITH MOTOR-FUEL TAX RECEIPTS AND MOTOR-VEHICLE REGISTRATION AND LICENSE FEES ARE CREDITED TO A COMMON FUND AND THUS LOSE THEIR IDENTITY. FOR AUTHORIZED EXPENDITURES FROM THE COMMON FUND, SEE TABLE G-106.

FEDERAL ROADS ADMINISTRATION
PUBLIC WORKS AGENCY

ESTIMATED AMOUNTS OF FEDERAL MOTOR-VEHICLE TAXES PAID BY HIGHWAY USERS-1947

TABLE E-4, 1947
ISSUED OCTOBER 1948

| STATE | GASOLINE | LUBRI- CATING OIL | EXCISE TAXES | | | | | | TOTAL |
|---|------------------|-------------------------|--------------------------|--------------------------------------|-----------------------------|-----------------------|------------------|--------------------------|-----------|
| | | | MOTOR VEHICLES AND PARTS | | | | | | |
| | | | AUTOMOBILES | TRUCKS, BUSES, AND TRAILERS | PARTS AND ACCESSORIES | TIRES AND TUBES | TOTAL | TOTAL EXCISE TAXES | |
| DELIN- QUENT MOTOR VEHICLE USE TAX | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | |
| ALABAMA | 5,676 | 498 | 2,733 | 1,497 | 1,690 | 2,413 | 8,273 | 14,447 | 14,447 |
| ARIZONA | 2,480 | 217 | 1,523 | 1,238 | 1,116 | 1,054 | 5,288 | 9,754 | 5,693 |
| ARKANSAS | 3,885 | 341 | 1,998 | 1,499 | 1,200 | 1,651 | 5,288 | 9,754 | 9,754 |
| CALIFORNIA | 38,998 | 3,421 | 19,499 | 4,985 | 11,200 | 16,579 | 52,263 | 94,682 | 94,683 |
| COLORADO | 4,273 | 375 | 1,998 | 807 | 1,227 | 1,817 | 5,849 | 10,497 | 10,497 |
| CONNECTICUT | 5,763 | 506 | 3,755 | 737 | 1,555 | 2,450 | 8,597 | 14,866 | 14,866 |
| DELAWARE | 984 | 86 | 681 | 232 | 282 | 418 | 1,613 | 2,683 | 2,683 |
| FLORIDA | 7,710 | 676 | 3,772 | 1,562 | 2,214 | 3,278 | 10,826 | 19,212 | 19,212 |
| GEORGIA | 7,627 | 669 | 4,112 | 1,742 | 2,191 | 3,243 | 11,288 | 19,584 | 19,584 |
| IDAH0 | 2,017 | 177 | 519 | 579 | 857 | 9,598 | 5,080 | 19,584 | 19,584 |
| ILLINOIS | 22,577 | 1,980 | 16,820 | 3,864 | 6,484 | 9,598 | 61,323 | 61,323 | 61,323 |
| INDIANA | 11,922 | 1,046 | 7,483 | 2,189 | 3,424 | 5,068 | 18,164 | 31,132 | 31,132 |
| IOWA | 8,157 | 716 | 4,221 | 1,771 | 2,433 | 3,468 | 11,803 | 20,676 | 20,676 |
| KANSAS | 6,039 | 530 | 3,145 | 1,441 | 1,738 | 2,567 | 8,887 | 15,456 | 15,456 |
| KENTUCKY | 6,121 | 537 | 2,936 | 1,461 | 1,758 | 2,602 | 8,757 | 15,415 | 15,415 |
| LOUISIANA | 5,464 | 479 | 2,734 | 1,075 | 1,569 | 2,323 | 7,701 | 13,644 | 13,644 |
| MAINE | 2,673 | 234 | 1,208 | 653 | 768 | 1,136 | 3,765 | 6,672 | 6,672 |
| MARYLAND | 4,666 | 3,697 | 1,055 | 1,297 | 1,526 | 2,259 | 8,537 | 14,316 | 14,316 |
| MASSACHUSETTS | 10,952 | 961 | 7,500 | 1,504 | 3,145 | 4,656 | 16,805 | 28,718 | 28,718 |
| MICHIGAN | 18,942 | 1,662 | 19,008 | 2,852 | 5,440 | 8,053 | 35,353 | 55,957 | 55,957 |
| MINNESOTA | 8,493 | 745 | 4,662 | 1,454 | 2,439 | 3,610 | 12,165 | 21,403 | 21,403 |
| MISSISSIPPI | 4,449 | 390 | 2,031 | 1,297 | 1,891 | 6,497 | 11,336 | 19,336 | 19,336 |
| MISSOURI | 11,654 | 1,022 | 6,535 | 2,348 | 3,347 | 4,954 | 17,184 | 29,860 | 29,860 |
| MONTANA | 1,957 | 172 | 1,178 | 701 | 562 | 832 | 3,273 | 5,402 | 5,402 |
| NEBRASKA | 3,835 | 396 | 2,205 | 1,027 | 1,101 | 1,690 | 5,963 | 10,134 | 10,134 |
| NEVADA | 828 | 73 | 354 | 117 | 238 | 352 | 1,061 | 1,962 | 1,962 |
| NEW HAMPSHIRE | 1,517 | 133 | 830 | 319 | 436 | 645 | 2,230 | 3,880 | 3,880 |
| NEW JERSEY | 13,498 | 1,184 | 8,203 | 1,921 | 3,877 | 5,738 | 19,739 | 34,421 | 34,421 |
| NEW YORK | 27,931 | 2,450 | 23,782 | 4,782 | 8,022 | 11,874 | 48,438 | 78,820 | 78,820 |
| NORTH CAROLINA | 9,134 | 803 | 4,214 | 2,078 | 2,629 | 3,892 | 12,813 | 22,770 | 22,770 |
| NORTH DAKOTA | 2,135 | 187 | 915 | 523 | 613 | 908 | 2,959 | 5,281 | 5,281 |
| OHIO | 23,006 | 2,018 | 16,575 | 3,853 | 6,007 | 9,780 | 36,815 | 61,839 | 61,839 |
| OKLAHOMA | 6,168 | 541 | 3,011 | 1,563 | 1,771 | 2,622 | 8,967 | 15,676 | 15,676 |
| PENNSYLVANIA | 24,073 | 2,112 | 17,004 | 4,469 | 6,914 | 10,234 | 39,221 | 65,406 | 65,406 |
| REGION | 5,424 | 476 | 2,626 | 1,036 | 1,558 | 2,306 | 7,526 | 13,426 | 13,426 |
| TENNESSEE | 6,616 | 580 | 4,597 | 1,972 | 1,900 | 2,812 | 11,281 | 18,477 | 18,477 |
| TEXAS | 23,888 | 2,094 | 10,575 | 4,690 | 6,555 | 10,147 | 32,450 | 58,412 | 58,412 |
| UTAH | 1,127 | 187 | 945 | 392 | 611 | 904 | 2,852 | 5,166 | 5,166 |
| VERMONT | 1,158 | 102 | 628 | 335 | 333 | 492 | 1,788 | 3,048 | 3,048 |
| VIRGINIA | 8,042 | 705 | 5,190 | 1,917 | 2,310 | 3,419 | 12,836 | 21,583 | 21,583 |
| WASHINGTON | 7,325 | 642 | 3,672 | 1,171 | 2,104 | 3,114 | 10,061 | 18,028 | 18,028 |
| WEST VIRGINIA | 3,915 | 343 | 1,761 | 767 | 1,225 | 1,665 | 5,318 | 9,576 | 9,576 |
| WISCONSIN | 9,806 | 860 | 5,473 | 1,677 | 2,816 | 4,169 | 14,135 | 24,801 | 24,801 |
| WYOMING | 1,280 | 112 | 753 | 297 | 368 | 544 | 1,752 | 3,144 | 3,144 |
| DISTRICT OF COLUMBIA | 2,199 | 193 | 1,785 | 280 | 631 | 935 | 3,631 | 6,023 | 6,023 |
| CONTINENTAL U.S. | 399,090 | 35,007 | 243,768 | 74,720 | 114,618 | 169,661 | 602,767 | 1,036,864 | 1,036,866 |
| ALASKA | 80 | 7 | 102 | 78 | 23 | 34 | 237 | 324 | 324 |
| HAWAII | 861 | 76 | 462 | 171 | 247 | 366 | 1,246 | 2,183 | 2,183 |
| TOTAL | 400,031 | 35,090 | 244,322 | 74,969 | 114,888 | 170,061 | 604,250 | 1,039,371 | 1,039,373 |

1/ BOTH THE HIGHWAY-USER PORTION OF TOTAL TAXES PAID AND THE DISTRIBUTION BY STATES WERE ESTIMATED BY THE PUBLIC ROADS ADMINISTRATION, BASED ON U.S. BUREAU OF INTERNAL REVENUE COLLECTIONS. AMOUNTS PAID ON U.S. GOVERNMENT PURCHASES, AS ESTIMATED BY THE PUBLIC ROADS ADMINISTRATION, HAVE BEEN EXCLUDED.

STATE HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through SF-6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and SF-10. ~~Table SF-10 was not published in prior years.~~ Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income available to the States for highways. Also included are the transactions of ~~interstate and intrastate toll facilities operated by State or quasi-State agencies.~~ Tables SF-3 and 4 record the portions of these revenues and expenditures for State-administered highways, and tables SF-5 and 6 give the portions of income and expenditure for local roads and streets. The details of the allocation or expenditure of highway-user taxes for nonhighway purposes, ~~formerly given in tables SF-7 and 8,~~ are included in tables G-3, MV-3, MC-2, and DF.

In ¹⁹⁴⁸ 1947 the States received from all sources, including highway-user revenues, general fund appropriations, and Federal aid, the sum of \$2,302,000,000 for highway purposes. This exceeded the previous record year ¹⁹⁴⁷ 1946 by \$200,000,000, or by nearly ³⁷ 37 percent. ~~Of this total, motor-fuel taxes supplied 32 percent and motor-vehicle revenues 33 percent.~~ As in 1946, however, these increases in revenues have been offset by higher construction and maintenance unit costs, and by the necessity to construct highways, particularly those located in or adjacent to urban areas, to much higher standards than in earlier years. Maintenance costs alone are now at an all-time high, as illustrated by the table on page 75. These costs, for the first 6 months of 1948, are 8 percent higher than in 1947, 72 percent higher than in 1940, and 86 percent higher than in 1935.

State disbursements for highways totaled \$2,108,000,000 in ¹⁹⁴⁸ 1947, of which \$957,000,000 were expended for highway construction, an increase of ³¹ 31 percent over ^{the previous year,} 1946. Allocations of State revenues to local governments for highway purposes increased \$97,000,000 over 1946, ~~but it should be noted that in 1948 these local road allocations accounted for 19 percent of total disbursements, while in 1949 they accounted for 21 percent of total disbursements.~~

HIGHWAY CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by State agencies for highways. The ¹⁹⁴⁸ \$904,851,000 total awards for ¹⁹⁴⁸ 1947 exceeded those of ¹⁹⁴⁶ 1946 by ¹⁹⁴⁷ \$157,070,260,528,000, or by ²⁹ 29 percent. During the first 9 months of ¹⁹⁴⁸ 1948, awards amounted to ¹⁹⁴⁷ \$300,708,000, compared with ¹⁹⁴⁸ \$277,748,000 for the same period of ¹⁹⁴⁷ 1947. The mileage shown in these tables does not ^{necessarily} represent construction put in place during the period, since many projects require more than one construction season for completion.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, 3 and 5 present information on the obligations issued, redeemed, and outstanding; transactions during the year; and future annual debt-service requirements for State obligations for highways, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll revenue issues for bridges and other highway facilities are included only if the facilities are administered by State or quasi-State agencies. A distinction has been made between general obligations backed by the full credit of the State and limited obligations for which only specific revenues have been pledged.

The obligations of a few special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Port of New York Authority, are not included in these tables, either because the obligations do not come within the category of State debt for highways or because sufficient data were not available for inclusion.

The total outstanding highway debt of State and quasi-State agencies at the end of ¹⁹⁴⁸ 1947 was ¹⁹⁴⁸ \$1,384,000,000. Deducting ¹⁹⁴⁸ \$198,000,000 in sinking fund and debt reserves, the net State debt for highways was ¹⁹⁴⁸ \$1,186,000,000. These amounts are itemized in table SB-2 for both direct State obligations and local obligations assumed by the States.

Last Page 3

49 ✓
\$1,578,000,000

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1947

STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-1, 1947
ISSUED AUGUST 1948

Table with columns: STATE, BALANCES ON JANUARY 1, 1947, RECEIPTS FROM CURRENT STATE IMPOSTS, OTHER RECEIPTS, and TOTAL RECEIPTS. Rows list 48 states and a TOTAL row.

Highway Statistics, 1947

1/ THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLES SF-1 AND 2 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS OF (1) STATE HIGHWAY-USER REVENUES, INCLUDING AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS BY THE STATES FOR HIGHWAYS. TABLES SF-3 AND 4 RECORD RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS; TABLES SF-5 AND 6, RECEIPTS AND DISBURSEMENTS BY THE STATES FOR LOCAL ROADS AND STREETS; TABLES SF-9 AND 10, RECEIPTS AND DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES. INFORMATION ON THE AMOUNTS OF HIGHWAY-USER TAXES USED FOR NONHIGHWAY PURPOSES (FORMERLY PUBLISHED IN TABLES SF-7 AND 8) CAN BE OBTAINED FROM TABLES G-3, HV-3, MC-2, AND DF. TABLES SF-7 AND 8 HAVE BEEN DISCONTINUED. THESE TABLES INCLUDE THE TRANSACTIONS OF A NUMBER OF INTERSTATE AND INTRASTATE TOLL AUTHORITIES THAT ARE OPERATED BY STATE OR QUASI-STATE AGENCIES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1947
DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS
APPLICABLE TO HIGHWAYS - SUMMARY 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-3, 1947
ISSUED AUGUST 1948

| STATE | EXPENSE OF COLLECTION AND ADMINISTERING HIGHWAY-USER REVENUES | DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS | | | | | EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS 2/ | | | | | EXPENDITURES AND FUND TRANSFERS FOR NONHIGHWAY PURPOSES 3/ | | | BALANCES ON DECEMBER 31, 1947 | | | STATE | |
|----------------------|---|--|---------------------------------|---|--------------------------------|---|--|---------------------------------|-----------------|--|---------------|--|--|---------------|-------------------------------|-----------------------------------|---------------------------|---------------|----------------------|
| | | CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION 3/ | STATE HIGHWAY POLICE AND SAFETY | INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 3/ | SUBTOTAL, CURRENT EXPENDITURES | RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS 3/ | TOTAL | COUNTY AND OTHER LOCAL ROADS 2/ | CITY STREETS 2/ | SERVICE OF OBLIGATIONS FOR LOCAL ROADS | TOTAL | TO STATE AND LOCAL GENERAL FUNDS | EDUCATION, SERVICE OF NON-HIGHWAY DEBT, ETC. | TOTAL | TOTAL DISBURSEMENTS | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | | TOTAL |
| | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS |
| ALABAMA | 886 | 16,971 | 1,357 | 1,089 | 19,417 | 1,828 | 21,245 | 21,753 | 412 | - | 22,165 | 1,343 | - | 1,343 | 45,659 | 8,243 | 1,119 | 9,362 | ALABAMA |
| ARIZONA | 594 | 12,367 | 365 | 268 | 12,732 | 1,732 | 14,464 | 3,237 | 816 | - | 4,053 | - | - | 4,053 | 32,524 | 6,628 | - | 6,628 | ARIZONA |
| ARKANSAS | 562 | 21,996 | 266 | 3,958 | 26,162 | 3,170 | 29,332 | 4,659 | 171 | 523 | 5,387 | 45 | - | 45 | 35,355 | 4,344 | 10,773 | 14,917 | ARKANSAS |
| CALIFORNIA | 10,509 | 91,039 | 4,213 | 2,334 | 97,586 | 6,909 | 106,495 | 37,955 | 6,985 | - | 44,940 | 29,358 | 2,260 | 31,618 | 199,556 | 54,444 | 6,981 | 61,425 | CALIFORNIA |
| COLORADO | 1,179 | 14,608 | 840 | 403 | 15,851 | 1,817 | 17,668 | 6,301 | 830 | - | 7,131 | - | - | 7,131 | 25,978 | 6,822 | 1,000 | 7,822 | COLORADO |
| CONNECTICUT | 1,494 | 21,002 | 663 | 307 | 21,972 | 1,467 | 23,439 | 7,259 | 332 | - | 7,591 | - | - | 7,591 | 32,524 | 10,986 | 838 | 19,824 | CONNECTICUT |
| DELAWARE | 232 | 2/ 4,648 | 509 | 177 | 5,338 | 431 | 47,730 | 21,647 | - | - | - | - | - | - | 6,058 | - | - | - | DELAWARE |
| FLORIDA | 2,232 | 40,405 | 1,228 | 186 | 41,819 | 432 | 42,251 | 9,572 | 210 | 14 | 9,796 | 4,344 | 16,408 | 20,752 | 75,051 | 11,460 | 402 | 11,862 | FLORIDA |
| GEORGIA | 969 | 25,726 | 919 | 82 | 26,727 | 2,665 | 29,392 | 6,238 | 322 | - | 6,560 | 13,655 | - | 13,655 | 50,536 | 11,491 | 5,471 | 16,962 | GEORGIA |
| IDAH0 | 176 | 9,344 | 223 | - | 9,567 | - | 9,567 | 4,382 | 71 | - | 4,453 | - | - | 4,453 | 14,196 | 1,522 | - | 1,522 | IDAH0 |
| ILLINOIS | 3,445 | 35,114 | 3,380 | 3,248 | 41,762 | 5,996 | 47,758 | 13,310 | 1,464 | - | 36,421 | - | - | 36,421 | 88,580 | 64,721 | 157 | 66,878 | ILLINOIS |
| INDIANA | 1,999 | 29,947 | 1,090 | - | 31,037 | - | 31,037 | 12,458 | 4,168 | - | 16,626 | 632 | - | 17,258 | 50,294 | 7,330 | - | 7,330 | INDIANA |
| IOWA | 1,158 | 18,221 | 838 | 580 | 19,699 | 7,870 | 27,569 | 20,095 | 5,322 | - | 25,417 | - | - | 25,417 | 54,024 | 19,128 | - | 19,128 | IOWA |
| KANSAS | 2,077 | 28,632 | 347 | 29 | 29,006 | 1,301 | 30,307 | 7,104 | 22 | - | 7,126 | - | - | 7,126 | 39,512 | 6,629 | 979 | 7,607 | KANSAS |
| KENTUCKY | 3,845 | 30,939 | 509 | 31 | 31,469 | 513 | 31,982 | 6,587 | 61 | - | 6,648 | - | - | 6,648 | 39,643 | 16,532 | 192 | 16,724 | KENTUCKY |
| LOUISIANA | 994 | 28,892 | 23 | 4,175 | 33,090 | 4,659 | 37,749 | 4,365 | 1,073 | - | 4,378 | - | 3,189 | 7,567 | 26,550 | 15,874 | 42,424 | 42,424 | LOUISIANA |
| MAINE | 377 | 26,892 | 505 | 928 | 28,325 | 2,814 | 31,139 | 955 | 224 | - | 1,179 | - | 12 | 12 | 32,707 | 5,198 | 807 | 6,005 | MAINE |
| MARYLAND | 754 | 14,860 | 990 | 231 | 16,021 | 2,081 | 18,102 | 5,015 | 7,351 | - | 12,456 | - | - | 12,456 | 17,408 | 1,407 | - | 1,407 | MARYLAND |
| MASSACHUSETTS | 2,653 | 21,668 | 793 | 9 | 22,466 | 158 | 22,624 | 6,587 | 61 | - | 10,719 | 66 | 1 | 67 | 36,365 | 24,283 | 37 | 24,320 | MASSACHUSETTS |
| MICHIGAN | 3,370 | 45,073 | 842 | 39 | 46,954 | 247 | 47,201 | 28,152 | 9,250 | - | 37,402 | - | - | 37,402 | 87,973 | 17,725 | 279 | 18,004 | MICHIGAN |
| MINNESOTA | 1,279 | 31,799 | 843 | 362 | 33,004 | 3,945 | 36,949 | 11,742 | 297 | - | 12,039 | 328 | - | 328 | 50,595 | 29,432 | 3,078 | 32,510 | MINNESOTA |
| MISSISSIPPI | 754 | 22,124 | 871 | 1,495 | 24,590 | 2,513 | 26,803 | 12,053 | - | - | 12,053 | 23 | - | 23 | 39,653 | 10,301 | - | 1,718 | MISSISSIPPI |
| MISSOURI | 1,801 | 26,751 | 1,285 | 2,189 | 30,166 | 6,098 | 36,264 | 14,877 | 106 | - | 15,083 | - | - | 15,083 | 37,818 | 21,056 | 7,915 | 28,971 | MISSOURI |
| MONTANA | 293 | 13,222 | 401 | 9 | 13,632 | 90 | 13,722 | 1,600 | 37 | - | 1,637 | - | - | 1,637 | 15,652 | 1,469 | - | 1,707 | MONTANA |
| NEBRASKA | 628 | 15,256 | 477 | - | 15,733 | - | 15,733 | 7,803 | 622 | - | 8,485 | - | 2,244 | 2,244 | 27,090 | 2,994 | - | 2,994 | NEBRASKA |
| NEVADA | 241 | 6,707 | - | - | 6,707 | - | 6,707 | 595 | - | - | 595 | - | - | 595 | 7,849 | 1,267 | - | 1,267 | NEVADA |
| NEW HAMPSHIRE | 281 | 7,804 | 242 | 131 | 8,267 | 509 | 8,776 | 896 | - | 110 | 986 | - | - | 986 | 9,865 | 1,042 | 584 | 2,580 | NEW HAMPSHIRE |
| NEW JERSEY | 3,993 | 24,676 | 2,182 | 1,894 | 28,752 | 790 | 29,542 | 11,501 | - | 1,824 | 13,325 | - | 609 | 609 | 47,469 | 66,446 | 21,069 | 87,515 | NEW JERSEY |
| NEW MEXICO | 661 | 15,558 | 256 | 521 | 16,335 | 1,439 | 17,774 | 395 | 46 | - | 441 | 901 | - | 901 | 19,777 | 166 | 211 | 377 | NEW MEXICO |
| NEW YORK | 4,570 | 76,026 | 2,057 | 7,801 | 85,884 | 6,660 | 92,544 | 25,988 | 3,259 | - | 29,247 | 36,148 | - | 36,148 | 162,569 | 211,666 | 61,741 | 279,707 | NEW YORK |
| NORTH CAROLINA | 1,139 | 2/ 66,185 | 1,963 | 1,911 | 66,059 | 4,975 | 71,034 | 21,487 | - | - | 4,083 | 1,642 | 221 | 1,863 | 74,096 | 42,566 | 15,903 | 38,469 | NORTH CAROLINA |
| NORTH DAKOTA | 360 | 9,367 | 118 | - | 9,485 | - | 9,485 | 4,093 | - | - | - | - | - | - | 13,888 | 3,100 | - | 3,100 | NORTH DAKOTA |
| OHIO | 3,900 | 51,240 | 1,854 | 28 | 53,122 | 375 | 53,497 | 34,497 | 17,535 | - | 52,032 | 7,216 | - | 7,216 | 116,645 | 25,384 | 423 | 25,807 | OHIO |
| OKLAHOMA | 1,528 | 24,118 | 1,022 | - | 25,140 | - | 25,140 | 12,189 | 1,933 | - | 14,122 | 1,662 | - | 1,662 | 47,467 | 24,547 | - | 24,547 | OKLAHOMA |
| OREGON | 1,413 | 24,163 | 366 | 128 | 25,257 | 663 | 25,920 | 5,881 | 1,141 | - | 7,022 | 35 | 5,015 | 299 | 34,669 | 18,962 | - | 18,962 | OREGON |
| PENNSYLVANIA | 3,039 | 110,625 | 3,356 | 3,395 | 117,356 | 3,700 | 121,056 | 13,182 | 4,248 | - | 17,430 | - | 33 | 33 | 141,558 | 65,210 | 29,657 | 94,867 | PENNSYLVANIA |
| RHODE ISLAND | 381 | 3,394 | 307 | 258 | 3,959 | - | 3,959 | 85 | - | - | 85 | 4,810 | - | 4,810 | 9,235 | 159 | 1,175 | 1,328 | RHODE ISLAND |
| SOUTH CAROLINA | 582 | 24,652 | 905 | 1,485 | 27,042 | 6,574 | 33,616 | 3,355 | - | - | 3,355 | 737 | - | 737 | 38,290 | 9,455 | 4,271 | 42,717 | SOUTH CAROLINA |
| SOUTH DAKOTA | 266 | 10,971 | 26 | - | 11,067 | - | 11,067 | 896 | 50 | - | 2,883 | 88 | - | 88 | 14,304 | 4,552 | - | 4,552 | SOUTH DAKOTA |
| TENNESSEE | 1,871 | 29,131 | 673 | 1,691 | 25,495 | 5,914 | 31,409 | 13,557 | 39 | - | 13,596 | 3,040 | 4,278 | 7,318 | 54,199 | 23,996 | 3,707 | 27,643 | TENNESSEE |
| TEXAS | 3,265 | 96,405 | 1,263 | 2,656 | 100,324 | 6,433 | 106,757 | 16,823 | - | 2,497 | 19,320 | 6,047 | 18,442 | 24,469 | 153,831 | 34,949 | 7,235 | 42,184 | TEXAS |
| UTAH | 245 | 10,700 | 289 | - | 10,989 | - | 10,989 | 599 | 433 | - | 1,092 | - | 301 | 301 | 12,367 | 1,796 | - | 1,796 | UTAH |
| VERMONT | 111 | 5,499 | 286 | 5 | 5,794 | 14 | 5,808 | 2,854 | - | 432 | 618 | - | - | 618 | 2,640 | 457 | - | 3,097 | VERMONT |
| VIRGINIA | 1,644 | 2/ 55,345 | 1,904 | 9 | 57,258 | 478 | 57,736 | 2/ 618 | - | - | 618 | - | 73 | 73 | 60,071 | 3,675 | 186 | 3,861 | VIRGINIA |
| WASHINGTON | 1,442 | 25,252 | 2,269 | 73 | 27,594 | 1,202 | 28,796 | 15,802 | 4,767 | 99 | 20,758 | - | - | 20,758 | 50,996 | 13,646 | 2,406 | 16,052 | WASHINGTON |
| WEST VIRGINIA | 385 | 2/ 31,595 | - | 1,796 | 33,391 | 7,181 | 40,572 | 12,474 | - | - | 12,474 | - | - | 12,474 | 40,957 | 10,099 | 5,048 | 15,087 | WEST VIRGINIA |
| WISCONSIN | 1,528 | 24,045 | 240 | - | 24,285 | 714 | 24,999 | 12,474 | 3,255 | - | 15,729 | 3,935 | - | 3,935 | 46,101 | 59,335 | - | 59,335 | WISCONSIN |
| WYOMING | 136 | 10,169 | 127 | 33 | 10,399 | 250 | 10,649 | 1,396 | - | - | 1,476 | 82 | - | 82 | 12,109 | 4,568 | - | 4,568 | WYOMING |
| DISTRICT OF COLUMBIA | 344 | - | - | - | 344 | - | 344 | - | - | - | 344 | 466 | - | 466 | 10,699 | 4,365 | - | 4,365 | DISTRICT OF COLUMBIA |
| TOTAL | 74,338 | 1,382,395 | 45,869 | 45,616 | 1,473,880 | 106,815 | 1,580,695 | 431,724 | 98,662 | 6,963 | 577,349 | 116,521 | 53,997 | 170,518 | 2,368,900 | 1,026,128 | 219,698 | 1,239,766 | TOTAL |

1/ THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLES SF-1 AND 2 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS OF (1) STATE HIGHWAY-USER REVENUES, INCLUDING AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS BY THE STATES FOR HIGHWAYS. TABLES SF-3 AND 4 RECORD RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS; TABLES SF-5 AND 6, RECEIPTS AND DISBURSEMENTS BY THE STATES FOR LOCAL ROADS AND STREETS; TABLES SF-7 AND 10, RECEIPTS AND DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES. INFORMATION ON THE AMOUNTS OF HIGHWAY-USER TAXES USED FOR NONHIGHWAY PURPOSES (FORMERLY PUBLISHED IN TABLES SF-7 AND 8) CAN BE OBTAINED FROM TABLES C-3, MV-3, MC-2, AND DF. TABLES SF-7 AND 8 HAVE BEEN DISCONTINUED. THESE TABLES INCLUDE THE TRANSACTIONS OF A NUMBER OF INTERSTATE AND INTRASTATE TOLL AUTHORITIES THAT ARE OPERATED BY STATE OR QUASI-STATE AGENCIES.
2/ EXPENDITURES FOR COUNTY ROADS UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA, AND WEST VIRGINIA ARE INCLUDED WITH EXPENDITURES FOR STATE-ADMINISTERED HIGHWAYS.

3/ OBLIGATIONS FOR STATE HIGHWAYS INCLUDE STATE HIGHWAY BONDS AND NOTES, STATE AND QUASI-STATE TOLL AUTHORITY BONDS, AND OBLIGATIONS TO REIMBURSE COUNTY AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS AND BRIDGES NOW ON STATE SYSTEMS. INTEREST COLUMN ALSO INCLUDES SMALL CHARGES FOR DEBT ADMINISTRATION. FOR ADDITIONAL INFORMATION ON STATE DEBT FOR HIGHWAYS SEE 88 TABLES.
4/ IN MANY STATES, THE FUND TRANSFERS UNDER "COUNTY AND OTHER LOCAL ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR CITY STREETS OR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.
5/ EXPENDITURES ON CITY STREETS FORMING URBAN EXTENSIONS OF THE STATE SYSTEMS HAVE BEEN INCLUDED UNDER "DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS".
6/ FOR ADDITIONAL DETAILS OF ALLOTMENTS FOR NONHIGHWAY PURPOSES SEE TABLE DF.

State Highway Finance

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYSTATE HIGHWAY FINANCE-1947
RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-3, 1947
ISSUED AUGUST 1948

| STATE | BALANCES ON JANUARY 1, 1947 2/ | | | RECEIPTS FROM CURRENT STATE IMPOSTS 3/ | | | | | | | | | | OTHER RECEIPTS | | | | | | | | | | TOTAL RECEIPTS | STATE |
|----------------|-----------------------------------|---------------------------|-----------|--|---------------------------------------|---------------------|-----------|---------------|------------------------------|----------------|-----------------------------------|------------------------|---------|----------------|---------------|--|---------------|---|---------------|--|------------------------|------------|----------------|----------------|-------|
| | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL | HIGHWAY-USER REVENUE 4/ | | | | | ROAD, BRIDGE AND FERRY TOLLS | PROPERTY TAXES | APPROPRIATIONS FROM GENERAL FUNDS | OTHER STATE IMPOSTS 5/ | TOTAL | FEDERAL FUNDS | | FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS | | RECEIPTS FROM ISSUE OF BONDS, NOTES, ETC. | | EARNINGS OF SINKING FUND OR DEBT RESERVE | MISCELLANEOUS RECEIPTS | TOTAL | | | |
| | | | | MOTOR-FUEL TAXES | MOTOR-VEHICLE REGISTRATION FEES, ETC. | MOTOR-CARRIER TAXES | TOTAL | 1,000 DOLLARS | | | | | | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | | | | 1,000 DOLLARS | | |
| ALABAMA | 5,919 | 1,005 | 6,924 | 7,606 | 5,538 | 863 | 13,987 | - | - | - | 381 | 13,988 | 4,361 | - | - | - | - | - | - | 129 | 4,490 | 18,478 | ALABAMA | | |
| ARIZONA | 6,964 | - | 6,964 | 5,791 | 1,875 | 622 | 8,278 | - | - | - | - | 8,278 | 3,720 | - | - | - | - | - | - | 16 | 3,736 | 12,034 | ARIZONA | | |
| ARKANSAS | 9,770 | 10,650 | 20,420 | 13,988 | 4,437 | - | 18,425 | - | - | - | - | 18,425 | 5,138 | - | - | - | - | - | - | 7 | 5,212 | 23,637 | ARKANSAS | | |
| CALIFORNIA | 46,475 | 6,888 | 53,363 | 45,785 | 13,955 | - | 59,740 | 7,980 | - | - | (3/) | 67,720 | 20,559 | 50 | 284 | 21 | - | - | 80 | 389 | 21,389 | 89,109 | CALIFORNIA | | |
| COLORADO | 7,572 | 1,215 | 8,787 | 10,743 | 1,523 | 668 | 12,944 | - | - | - | 436 | 13,380 | 3,186 | - | 31 | 15 | - | - | 28 | 63 | 3,323 | 16,703 | COLORADO | | |
| CONNECTICUT | 1,448 | 568 | 2,016 | 10,605 | 6,746 | 265 | 17,206 | 2,149 | - | - | - | 19,355 | 2,845 | - | 144 | - | 9,705 | 2,845 | 38 | 436 | 13,501 | 32,856 | CONNECTICUT | | |
| DELAWARE | - | - | - | 2,664 | 1,259 | - | 3,923 | - | - | - | 926 | 4,849 | 841 | - | - | - | - | - | - | 69 | 910 | 5,759 | DELAWARE | | |
| FLORIDA | 23,041 | 268 | 23,309 | 25,210 | 1,040 | - | 26,250 | 423 | - | - | - | 26,673 | 3,927 | - | - | - | - | - | 103 | 4,130 | 30,803 | FLORIDA | | | |
| GEORGIA | 14,876 | 5,433 | 20,309 | 16,527 | 1,875 | 29 | 18,431 | - | - | - | - | 18,431 | 7,572 | - | - | - | - | - | 25 | 7,597 | 26,028 | GEORGIA | | | |
| IDAH0 | 987 | - | 987 | 6,790 | 339 | - | 7,129 | - | - | - | 28 | 7,157 | 1,950 | 724 | 18 | - | - | - | - | 54 | 2,736 | 9,875 | IDAH0 | | |
| ILLINOIS | 22,561 | 161 | 22,722 | 14,282 | 24,059 | - | 38,381 | - | - | - | (3/) | 38,381 | 4,625 | - | - | - | - | - | - | 93 | 4,718 | 43,099 | ILLINOIS | | |
| INDIANA | 3,116 | - | 3,116 | 22,329 | 7,309 | 70 | 29,798 | - | - | - | - | 29,798 | 5,414 | - | 3 | - | - | - | 126 | 5,543 | 35,251 | INDIANA | | | |
| IOWA | 11,791 | - | 11,791 | 7,812 | 11,417 | 174 | 19,409 | - | - | - | 3/ 4,408 | 23,817 | 3,146 | - | 47 | - | - | 178 | - | 8 | 3,379 | 27,190 | IOWA | | |
| KANSAS | 8,737 | 974 | 9,711 | 14,219 | 3,878 | 1,219 | 19,216 | - | - | - | - | 17,630 | 7,630 | - | 32 | - | - | - | 134 | 7,764 | 27,112 | KANSAS | | | |
| KENTUCKY | 13,994 | 169 | 14,163 | 17,347 | 6,087 | 954 | 24,388 | 566 | - | - | - | 24,954 | 5,569 | - | 45 | - | 1,000 | - | 230 | 6,645 | 31,799 | KENTUCKY | | | |
| LOUISIANA | 22,206 | 8,088 | 30,294 | 18,831 | 4,537 | - | 23,369 | - | - | - | 3,428 | 26,797 | 3,111 | - | 138 | - | 19,000 | 172 | 115 | 305 | 22,841 | 49,638 | LOUISIANA | | |
| MAINE | 11,612 | 1,251 | 12,863 | 9,048 | 4,753 | - | 13,801 | 191 | - | - | - | 13,992 | 1,962 | - | 813 | 242 | 4,725 | 925 | 59 | 154 | 8,880 | 22,872 | MAINE | | |
| MARYLAND | 15,447 | 1,281 | 16,728 | 8,057 | 7,408 | - | 15,465 | 2,552 | 243 | - | - | 16,208 | 1,618 | - | - | - | - | - | 11 | 2,828 | 20,036 | MARYLAND | | | |
| MASSACHUSETTS | 17,145 | 185 | 17,330 | 16,525 | 4,599 | 43 | 21,128 | - | - | - | (3/) | 21,128 | 3,862 | 159 | - | - | - | - | 2 | 169 | 4,192 | 25,320 | MASSACHUSETTS | | |
| MICHIGAN | 17,630 | 289 | 17,919 | 31,681 | 842 | 493 | 33,016 | 1,396 | - | - | - | 34,412 | 7,058 | - | 1,500 | 2,000 | - | - | 24 | 10,528 | 44,994 | MICHIGAN | | | |
| MINNESOTA | 24,927 | 4,307 | 29,234 | 15,261 | 10,634 | - | 25,895 | - | - | - | - | 25,895 | 7,244 | - | 36 | 10 | - | - | 9 | 447 | 7,700 | 33,595 | MINNESOTA | | |
| MISSISSIPPI | 10,348 | 1,521 | 11,869 | 10,881 | 611 | - | 11,551 | - | - | - | 59 | 11,551 | 5,124 | - | - | - | - | - | - | 11 | 5,135 | 16,686 | MISSISSIPPI | | |
| MISSOURI | 18,512 | 8,123 | 26,635 | 17,515 | 13,003 | 457 | 30,975 | - | - | - | - | 30,975 | 5,845 | - | 52 | 10,010 | - | 44 | 150 | 6,048 | 37,023 | MISSOURI | | | |
| MONTANA | 3,342 | 172 | 3,514 | 7,138 | 326 | 26 | 7,490 | - | - | - | 3/ 7,490 | 7,763 | 3,973 | 113 | - | - | - | - | - | - | 4,086 | 11,849 | MONTANA | | |
| NEBRASKA | 5,081 | - | 5,081 | 8,180 | 1,550 | - | 9,730 | - | - | - | - | 9,730 | 3,328 | - | 382 | - | - | - | - | - | 3,708 | 13,438 | NEBRASKA | | |
| NEVADA | 2,089 | - | 2,089 | 2,242 | 405 | 466 | 3,113 | - | - | - | - | 3,113 | 5,284 | - | - | - | - | - | - | - | 5,284 | 8,397 | NEVADA | | |
| NEW HAMPSHIRE | 3,212 | -92 | 3,120 | 3,800 | 2,930 | - | 6,730 | - | - | - | - | 7,145 | 778 | 3 | - | 6 | - | - | 1 | 57 | 1,037 | 8,182 | NEW HAMPSHIRE | | |
| NEW JERSEY | 30,586 | 20,979 | 51,565 | 19,054 | 17,920 | 108 | 37,082 | - | - | - | - | 37,082 | 6,130 | - | 198 | - | 7,425 | - | 258 | 179 | 13,992 | 51,074 | NEW JERSEY | | |
| NEW MEXICO | 471 | 189 | 660 | 7,315 | 1,275 | 426 | 9,016 | - | - | - | - | 9,016 | 4,398 | - | 29 | - | 4,003 | 16 | 29 | 8,475 | 17,491 | NEW MEXICO | | | |
| NEW YORK 2/ | 224,015 | 60,463 | 284,478 | 41,551 | 23,475 | - | 65,027 | 3,318 | - | - | - | 68,385 | 8,771 | - | 58 | - | - | - | 1,764 | 2,498 | 13,091 | 81,476 | NEW YORK 2/ | | |
| NORTH CAROLINA | 51,278 | 15,404 | 66,682 | 39,200 | 13,809 | 1,432 | 54,441 | - | - | - | - | 54,441 | 7,809 | - | - | - | - | - | - | - | 8,308 | 62,749 | NORTH CAROLINA | | |
| NORTH DAKOTA | 2,158 | - | 2,158 | 4,311 | 574 | 35 | 5,774 | - | - | - | 1,471 | 7,245 | 2,723 | - | - | - | - | - | - | - | 2,723 | 9,968 | NORTH DAKOTA | | |
| OHIO | 20,279 | 445 | 20,724 | 33,662 | 11,858 | 579 | 46,099 | 519 | - | - | (3/) | 46,618 | 6,910 | - | 3,648 | 912 | - | - | 492 | 11,962 | 58,580 | OHIO | | | |
| OKLAHOMA | 27,892 | - | 27,892 | 16,233 | 46 | 5 | 16,284 | - | - | - | - | 16,284 | 5,235 | - | - | - | - | - | - | 107 | 5,511 | 21,795 | OKLAHOMA | | |
| OREGON | 18,082 | - | 18,082 | 13,833 | 3,804 | 2,274 | 19,911 | 197 | - | - | - | 20,108 | 6,644 | - | 16 | 22 | - | - | - | 6,682 | 26,790 | OREGON | | | |
| PENNSYLVANIA | 66,858 | 24,995 | 91,853 | 55,819 | 38,163 | 10 | 93,992 | 8,708 | - | - | 112 | 102,812 | 16,413 | - | 1,410 | - | - | - | 480 | 2,054 | 20,357 | 123,169 | PENNSYLVANIA | | |
| RHODE ISLAND | 151 | 1,051 | 1,202 | 2,066 | 1,420 | 16 | 3,502 | 227 | - | - | - | 3,729 | 302 | - | - | - | - | - | 35 | 19 | 356 | 4,085 | RHODE ISLAND | | |
| SOUTH CAROLINA | 14,462 | 3,091 | 17,553 | 16,798 | 3,306 | - | 20,104 | - | - | - | - | 20,104 | 5,235 | - | - | - | - | 20 | 45 | 185 | 10,485 | 30,589 | SOUTH CAROLINA | | |
| SOUTH DAKOTA | 5,154 | - | 5,154 | 4,799 | 325 | 1,058 | 6,182 | - | - | - | - | 6,182 | 3,869 | - | - | - | 5,000 | - | - | 390 | 4,268 | 10,450 | SOUTH DAKOTA | | |
| TENNESSEE | 24,845 | 5,172 | 30,017 | 17,032 | 8,858 | - | 23,867 | 109 | - | - | - | 23,976 | 4,216 | - | 52 | - | - | - | 736 | 36 | 5,040 | 29,016 | TENNESSEE | | |
| TEXAS | 49,947 | 6,150 | 56,097 | 46,190 | 16,583 | 21 | 62,794 | 72 | - | - | - | 62,866 | 27,499 | - | 996 | - | - | 69 | 8 | 421 | 28,999 | 91,859 | TEXAS | | |
| UTAH | 2,105 | - | 2,105 | 6,204 | 360 | - | 6,570 | - | - | - | - | 6,570 | 3,688 | - | - | - | - | - | - | 1 | 3,689 | 10,259 | UTAH | | |
| VERMONT | 45,771 | 17 | 45,788 | 2,782 | 2,857 | - | 3,647 | - | - | - | - | 3,647 | 1,163 | - | - | - | - | - | - | - | 5,297 | 9,944 | VERMONT | | |
| VIRGINIA | 11,373 | - | 11,373 | 32,541 | 8,858 | 451 | 41,850 | 1,436 | - | - | - | 43,286 | 5,245 | - | 15 | - | - | - | 19 | 99 | 5,429 | 48,715 | VIRGINIA | | |
| WASHINGTON | 12,666 | 1,962 | 14,628 | 12,251 | 7,242 | - | 19,493 | 1,582 | - | - | (3/) | 21,075 | 4,268 | - | - | - | 3,615 | 5 | 36 | 277 | 8,201 | 29,276 | WASHINGTON | | |
| WEST VIRGINIA | 4,606 | 5,558 | 10,164 | 19,706 | 9,890 | 337 | 23,933 | 946 | - | - | 9,850 | 35,041 | 2,854 | 2,396 | - | - | 5,000 | 20 | 125 | 59 | 10,454 | 45,495 | WEST VIRGINIA | | |
| WISCONSIN | 45,771 | - | 45,771 | 15,972 | 9,360 | - | 25,332 | - | - | - | - | 25,332 | 3,898 | - | - | - | - | - | 216 | 168 | 5,832 | 36,547 | WISCONSIN | | |
| WYOMING | 6,109 | - | 6,109 | 2,894 | 1,005 | 545 | 4,444 | - | - | - | - | 4,444 | 3,950 | 476 | - | - | - | - | - | 168 | 4,594 | 9,038 | WYOMING | | |
| TOTAL | 949,026 | 199,286 | 1,148,312 | 774,370 | 321,289 | 14,613 | 1,110,272 | 32,786 | 243 | 17,364 | 4,320 | 1,164,905 | 258,547 | 3,927 | 10,294 | 3,731 | 70,850 | 2,499 | 3,679 | 10,677 | 364,204 | 1,529,189 | TOTAL | | |

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE OF SF SERIES. TABLES SF-3 AND 4 ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED ROADS AND BRIDGES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENTS FOR PRIMARY AND SECONDARY STATE HIGHWAYS AND COUNTY ROADS UNDER STATE CONTROL, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT SERVICE TRANSACTIONS AND (SO FAR AS REPORTED) THE RECEIPTS AND DISBURSEMENTS FOR ROADS AND BRIDGES OF OTHER STATE AGENCIES, SUCH AS STATE PARK ROADS AND SPECIAL STATE AND QUASI-STATE TOLL AUTHORITIES.

2/ ANY DIFFERENCES BETWEEN JANUARY 1 BALANCES AND PREVIOUS YEAR'S CLOSING BALANCES WERE THE RESULT OF ACCOUNTING ADJUSTMENTS, INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.

3/ FOR THIS ANALYSIS, GROSS NONHIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR STATE-ADMINISTERED HIGHWAYS OUT OF STATE GENERAL FUNDS: CALIFORNIA \$4,206,000; ILLINOIS \$466,000; IOWA \$306,000; MASSACHUSETTS \$4,000; MONTANA \$26,000; OHIO \$5,964,000; OKLAHOMA \$2,599,000; WASHINGTON \$223,000.

4/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTALS FOR STATE HIGHWAY PURPOSES ON TABLES G-3, M-3, MC-2, AND DF, RESPECTIVELY.

5/ ALABAMA, TAX ON LUBRICATING OILS; IDAH0, TAX ON CONTRACTS; LOUISIANA, OIL ROYALTIES \$429,000; TAX ON LUBRICATING OILS \$1,280,000 SEVERANCE TAX \$1,711,000; MISSISSIPPI, TAX ON BUTANE GAS (NOT USED FOR HIGHWAY PURPOSES); PENNSYLVANIA, TAX ON AVIATION FUEL;

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1947
DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-4, 1947
ISSUED AUGUST 1948

| STATE | CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/ | | | | MAINTENANCE 2/ | | | | ADMINIS- TRATION, ENGINEERING, EQUIP- MENT, ETC. 3/ | | INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 3/ | | RETIREFMENT OF OBLIGATIONS FOR STATE HIGHWAYS 3/ | | TOTAL DISBURSE- MENTS | | BALANCES ON DECEMBER 31, 1947 | | STATE |
|----------------|---|---|--|-----------------------------------|----------------|---|---|--|--|---------|---|---|---|--|---|------------------------------------|----------------------------------|------------------|-------|
| | PRIMARY STATE HIGHWAYS (RURAL) | SECONDARY STATE HIGHWAYS CONTROL | URBAN EXTEN- SIONS AND STATE HIGHWAY SYSTEMS | STATE FOREST ROADS, ETC. | TOTAL | PRIMARY STATE HIGHWAYS (RURAL) | SECONDARY STATE HIGHWAYS CONTROL | URBAN EXTEN- SIONS AND STATE HIGHWAY SYSTEMS | STATE FOREST ROADS, ETC. | TOTAL | REIM- BURSE- MENT OBLI- GATIONS 3/ | STATE HIGHWAY BONDS OBLI- GATIONS 3/ | REIM- BURSE- MENT OBLI- GATIONS 3/ | STATE BONDS OBLI- GATIONS 3/ | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL | 1,000 DOLLARS | |
| ALABAMA | 11,180 | - | 6 | - | 11,186 | 1,000 | - | - | 1,000 | 1,000 | 1,089 | 1,089 | 1,089 | 1,089 | 3,098 | 1,119 | 4,217 | ALABAMA | |
| ARIZONA | 8,068 | - | 325 | - | 8,393 | 1,076 | - | - | 1,076 | 1,076 | 1,076 | 1,076 | 1,076 | 1,076 | 3,098 | 1,119 | 4,217 | ARIZONA | |
| ARIZONA | 13,020 | - | - | - | 13,020 | 5,806 | - | - | 5,806 | 5,806 | 2,334 | 2,334 | 2,334 | 2,334 | 20,132 | 10,704 | 30,836 | ARIZONA | |
| CALIFORNIA | 40,853 | - | 27,600 | - | 68,453 | 12,720 | - | 811 | 13,531 | 13,531 | 2,334 | 2,334 | 2,334 | 2,334 | 28,990 | 6,981 | 35,971 | CALIFORNIA | |
| COLORADO | 6,285 | - | - | - | 6,285 | 2,153 | - | - | 2,153 | 2,153 | 80 | 80 | 80 | 80 | 6,285 | 1,000 | 7,285 | COLORADO | |
| CONNECTICUT | 10,481 | - | 1,024 | - | 11,505 | 5,153 | - | - | 5,153 | 5,153 | 117 | 117 | 117 | 117 | 10,481 | 1,000 | 11,481 | CONNECTICUT | |
| DELAWARE | 2,428 | - | 933 | - | 3,361 | 1,059 | - | - | 1,059 | 1,059 | 60 | 60 | 60 | 60 | 2,428 | 401 | 2,829 | DELAWARE | |
| FLORIDA | 30,365 | - | - | - | 30,365 | 5,671 | - | - | 5,671 | 5,671 | 1,228 | 1,228 | 1,228 | 1,228 | 30,365 | 401 | 30,766 | FLORIDA | |
| GEORGIA | 18,697 | - | 183 | - | 18,880 | 3,974 | - | - | 3,974 | 3,974 | 82 | 82 | 82 | 82 | 18,697 | 5,471 | 24,168 | GEORGIA | |
| IDAHO | 5,423 | - | - | - | 5,423 | 3,058 | - | - | 3,058 | 3,058 | - | - | - | - | 5,423 | 157 | 5,580 | IDAHO | |
| ILLINOIS | 16,403 | - | 4,940 | - | 21,343 | 7,527 | - | 1,227 | 8,754 | 8,754 | 3,248 | 3,248 | 3,248 | 3,248 | 17,096 | 157 | 17,253 | ILLINOIS | |
| INDIANA | 18,381 | - | 1,563 | - | 19,944 | 7,065 | - | 745 | 7,810 | 7,810 | 1,000 | 1,000 | 1,000 | 1,000 | 18,381 | 157 | 18,538 | INDIANA | |
| IOWA | 9,749 | - | 2,724 | - | 12,473 | 4,196 | - | 144 | 4,340 | 4,340 | 89 | 89 | 89 | 89 | 9,749 | 807 | 10,556 | IOWA | |
| KANSAS | 10,272 | - | 1,422 | - | 11,694 | 7,056 | - | 151 | 7,207 | 7,207 | 31 | 31 | 31 | 31 | 10,272 | 69 | 10,341 | KANSAS | |
| KENTUCKY | 19,117 | - | 1,422 | - | 20,539 | 7,056 | - | 151 | 7,207 | 7,207 | 31 | 31 | 31 | 31 | 19,117 | 69 | 19,186 | KENTUCKY | |
| LOUISIANA | 11,380 | - | - | - | 11,380 | 5,579 | - | - | 5,579 | 5,579 | 4,175 | 4,175 | 4,175 | 4,175 | 11,380 | 15,874 | 27,254 | LOUISIANA | |
| MAINE | 13,003 | - | 3,978 | - | 16,981 | 3,888 | - | - | 3,888 | 3,888 | 288 | 288 | 288 | 288 | 13,003 | 807 | 13,810 | MAINE | |
| MAINE | 7,433 | - | - | - | 7,433 | 3,888 | - | - | 3,888 | 3,888 | 288 | 288 | 288 | 288 | 7,433 | 807 | 8,240 | MAINE | |
| MASSACHUSETTS | 21,267 | - | 9,096 | - | 30,363 | 15,040 | - | 1,657 | 16,697 | 16,697 | 9 | 9 | 9 | 9 | 21,267 | 2,478 | 23,745 | MASSACHUSETTS | |
| MICHIGAN | 17,657 | - | 4,862 | - | 22,519 | 6,999 | - | 1,564 | 8,563 | 8,563 | 368 | 368 | 368 | 368 | 17,657 | 807 | 18,464 | MICHIGAN | |
| MINNESOTA | 10,272 | - | 5,045 | - | 15,317 | 3,112 | - | - | 3,112 | 3,112 | 1,495 | 1,495 | 1,495 | 1,495 | 10,272 | 211 | 10,483 | MINNESOTA | |
| MISSISSIPPI | 10,272 | - | 126 | - | 10,398 | 3,112 | - | - | 3,112 | 3,112 | 1,495 | 1,495 | 1,495 | 1,495 | 10,272 | 211 | 10,483 | MISSISSIPPI | |
| MISSOURI | 4,299 | - | 2,415 | - | 6,714 | 4,733 | - | - | 4,733 | 4,733 | 9 | 9 | 9 | 9 | 4,299 | 211 | 4,510 | MISSOURI | |
| NEBRASKA | 9,607 | - | 1,484 | - | 11,091 | 4,662 | - | - | 4,662 | 4,662 | 471 | 471 | 471 | 471 | 9,607 | 211 | 9,818 | NEBRASKA | |
| NEVADA | 1,506 | - | - | - | 1,506 | 908 | - | - | 908 | 908 | 288 | 288 | 288 | 288 | 1,506 | 211 | 1,717 | NEVADA | |
| NEW HAMPSHIRE | 1,506 | - | - | - | 1,506 | 908 | - | - | 908 | 908 | 288 | 288 | 288 | 288 | 1,506 | 211 | 1,717 | NEW HAMPSHIRE | |
| NEW JERSEY | 1,506 | - | - | - | 1,506 | 908 | - | - | 908 | 908 | 288 | 288 | 288 | 288 | 1,506 | 211 | 1,717 | NEW JERSEY | |
| NEW MEXICO | 5,999 | - | 36 | - | 6,035 | 3,098 | - | - | 3,098 | 3,098 | 521 | 521 | 521 | 521 | 5,999 | 211 | 6,210 | NEW MEXICO | |
| NORTH CAROLINA | 17,657 | - | 721 | - | 18,378 | 17,071 | - | 441 | 17,512 | 17,512 | 1,211 | 1,211 | 1,211 | 1,211 | 17,657 | 211 | 17,868 | NORTH CAROLINA | |
| NORTH DAKOTA | 5,233 | - | 146 | - | 5,379 | 3,227 | - | - | 3,227 | 3,227 | 118 | 118 | 118 | 118 | 5,233 | 211 | 5,444 | NORTH DAKOTA | |
| OHIO | 22,337 | - | - | - | 22,337 | 22,655 | - | - | 22,655 | 22,655 | 28 | 28 | 28 | 28 | 22,337 | 423 | 22,760 | OHIO | |
| OKLAHOMA | 15,665 | - | - | - | 15,665 | 6,422 | - | - | 6,422 | 6,422 | 87 | 87 | 87 | 87 | 15,665 | 423 | 16,088 | OKLAHOMA | |
| OKLAHOMA | 10,272 | - | 272 | - | 10,544 | 4,422 | - | 13 | 4,435 | 4,435 | 3,255 | 3,255 | 3,255 | 3,255 | 10,272 | 423 | 10,695 | OKLAHOMA | |
| PENNSYLVANIA | 34,949 | - | 21,630 | - | 56,579 | 15,194 | - | - | 15,194 | 15,194 | 1,691 | 1,691 | 1,691 | 1,691 | 34,949 | 211 | 35,160 | PENNSYLVANIA | |
| RHODE ISLAND | 896 | - | - | - | 896 | 1,885 | - | - | 1,885 | 1,885 | 671 | 671 | 671 | 671 | 896 | 423 | 1,319 | RHODE ISLAND | |
| SOUTH CAROLINA | 16,437 | - | - | - | 16,437 | 6,583 | - | - | 6,583 | 6,583 | 453 | 453 | 453 | 453 | 16,437 | 423 | 16,860 | SOUTH CAROLINA | |
| SOUTH CAROLINA | 6,489 | - | - | - | 6,489 | 3,668 | - | - | 3,668 | 3,668 | 166 | 166 | 166 | 166 | 6,489 | 423 | 6,912 | SOUTH CAROLINA | |
| TENNESSEE | 12,970 | - | 4,257 | - | 17,227 | 2,704 | - | - | 2,704 | 2,704 | 160 | 160 | 160 | 160 | 12,970 | 423 | 13,393 | TENNESSEE | |
| TEXAS | 66,972 | - | 4,171 | - | 71,143 | 11,043 | - | - | 11,043 | 11,043 | 6,003 | 6,003 | 6,003 | 6,003 | 66,972 | 423 | 71,395 | TEXAS | |
| UTAH | 2,555 | - | - | - | 2,555 | 2,763 | - | - | 2,763 | 2,763 | 5 | 5 | 5 | 5 | 2,555 | 17 | 2,572 | UTAH | |
| VERMONT | 2,555 | - | - | - | 2,555 | 2,687 | - | - | 2,687 | 2,687 | 14 | 14 | 14 | 14 | 2,555 | 17 | 2,572 | VERMONT | |
| VIRGINIA | 23,621 | - | 11,908 | - | 35,529 | 5,081 | - | 862 | 5,943 | 5,943 | 9 | 9 | 9 | 9 | 23,621 | 186 | 23,807 | VIRGINIA | |
| WASHINGTON | 9,749 | - | 3,082 | - | 12,831 | 4,708 | - | 17 | 4,725 | 4,725 | 67 | 67 | 67 | 67 | 9,749 | 1,897 | 11,646 | WASHINGTON | |
| WEST VIRGINIA | 8,779 | - | 2,997 | - | 11,776 | 8,716 | - | 308 | 9,024 | 9,024 | 1,796 | 1,796 | 1,796 | 1,796 | 8,779 | 5,048 | 13,827 | WEST VIRGINIA | |
| WISCONSIN | 13,109 | - | 1,798 | - | 14,907 | 7,282 | - | - | 7,282 | 7,282 | 240 | 240 | 240 | 240 | 13,109 | 5,048 | 18,157 | WISCONSIN | |
| WYOMING | 7,651 | - | - | - | 7,651 | 1,760 | - | - | 1,760 | 1,760 | 35 | 35 | 35 | 35 | 7,651 | 4,568 | 12,219 | WYOMING | |
| SUBTOTAL 3/ | 653,181 | - | 97,786 | - | 750,967 | 301,949 | - | 7,791 | 309,740 | 309,740 | 45,669 | 45,669 | 45,669 | 45,669 | 653,181 | 88,177 | 741,358 | SUBTOTAL 3/ | |
| TOTAL | - | - | - | - | 882,351 | - | - | - | 307,509 | 307,509 | 132,235 | 132,235 | 132,235 | 132,235 | 882,351 | 212,659 | 1,094,990 | TOTAL | |

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3 AND 4 ARE COMPILED SOLELY WITH RECEIPTS AND DISBURSE-
MENTS FOR STATE-ADMINISTERED ROADS AND BRIDGES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENTS
FOR PRIMARY AND SECONDARY STATE HIGHWAYS AND COUNTY ROADS UNDER STATE CONTROL, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT
SERVICE TRANSACTIONS AND (SO FAR AS REPORTED) THE RECEIPTS AND DISBURSEMENTS FOR ROADS AND BRIDGES OF OTHER STATE AGENCIES, SUCH
AS STATE PARKS AND SPECIAL STATE AND QUASI-STATE TOLL AUTHORITIES.
2/ THE TOTAL IS GIVEN UNDER THE HEADING "PRIMARY STATE HIGHWAYS (RURAL)".
3/ COUNTY ROADS UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA, AND WEST VIRGINIA. EXPENDITURES BY DELAWARE WERE
NOT SEPARATED FROM PRIMARY STATE HIGHWAY EXPENDITURES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE-1947
STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-5, 1947
ISSUED AUGUST 1948

| STATE | BALANCES ON JANUARY 1, 1947 2/ | | | RECEIPTS FROM CURRENT STATE IMPOSTS 3/ | | | | | | | | OTHER RECEIPTS | | | | | | TOTAL RECEIPTS | STATE |
|----------------------|-----------------------------------|---------------------------|---------------|--|---------------------------------------|---------------------|---------------|----------------|-----------------------------------|---------------------|---------------|-------------------------------------|--|---------------|--|------------------------|---------------|----------------|----------------------|
| | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL | HIGHWAY-USER REVENUE 4/ | | | | PROPERTY TAXES | APPROPRIATIONS FROM GENERAL FUNDS | OTHER STATE IMPOSTS | TOTAL | FEDERAL-PUBLIC ROADS ADMINISTRATION | FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS | | EARNINGS OF SINKING FUND OR DEBT RESERVE | MISCELLANEOUS RECEIPTS | TOTAL | | |
| | | | | MOTOR-FUEL TAXES | MOTOR-VEHICLE REGISTRATION FEES, ETC. | MOTOR-CARRIER TAXES | TOTAL | | | | | | FROM COUNTIES, TOWNSHIPS, ETC. | FROM CITIES | | | | | |
| 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | |
| ALABAMA | 6,551 | - | 6,551 | 17,965 | 1,003 | 87 | 19,055 | - | - | - | 19,055 | 1,749 | - | - | - | 15 | 1,764 | 20,819 | ALABAMA |
| ARIZONA | 354 | - | 354 | 2,523 | - | - | 2,523 | - | - | - | 2,523 | 917 | - | - | - | - | 4,061 | 4,061 | ARIZONA |
| ARKANSAS | 180 | 9 | 189 | 3,995 | 1,027 | - | 5,022 | - | - | - | 5,022 | 104 | - | - | - | - | 368 | 5,390 | ARKANSAS |
| CALIFORNIA | 30,529 | - | 30,529 | 28,942 | 6,550 | 2 | 35,494 | - | (3/) | - | 35,494 | 4,094 | 271 | - | - | - | 4,365 | 39,859 | CALIFORNIA |
| COLORADO | - | - | - | 5,142 | 1,406 | 583 | 7,131 | - | - | - | 7,131 | - | - | - | - | - | - | 7,131 | COLORADO |
| CONNECTICUT | 11,079 | - | 11,079 | 2,868 | 1,631 | 404 | 4,903 | - | - | - | 4,903 | - | - | - | - | - | - | 4,903 | CONNECTICUT |
| DELAWARE 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | DELAWARE 5/ |
| FLORIDA | - | 1 | 1 | 9,274 | - | 472 | 9,746 | - | - | - | 9,746 | - | 50 | - | - | - | 50 | 9,796 | FLORIDA |
| GEORGIA | - | - | - | 5,088 | 577 | 8 | 5,673 | - | - | - | 5,673 | 887 | - | - | - | - | 887 | 6,560 | GEORGIA |
| IDAHO | 200 | - | 200 | 1,969 | 1,524 | - | 3,493 | - | - | - | 3,493 | 870 | 190 | - | - | - | 1,060 | 4,553 | IDAHO |
| ILLINOIS | 48,369 | - | 48,369 | 30,935 | 3,854 | - | 34,789 | - | (3/) | - | 34,789 | 1,602 | 456 | - | - | - | 2,058 | 36,847 | ILLINOIS |
| INDIANA | - | - | - | 12,496 | 4,091 | 39 | 16,626 | - | - | - | 16,626 | - | - | - | - | - | - | 16,626 | INDIANA |
| IOWA | 5,240 | - | 5,240 | 22,481 | 2,749 | 273 | 25,503 | - | - | - | 25,503 | 2,270 | - | - | - | - | 2,270 | 27,773 | IOWA |
| KANSAS | 900 | - | 900 | 4,085 | 1,113 | 241 | 5,439 | - | - | - | 5,439 | 1,690 | -3 | - | - | - | 1,687 | 7,126 | KANSAS |
| KENTUCKY | 3,251 | - | 3,251 | 3,556 | 2,328 | 196 | 6,080 | - | - | - | 6,080 | - | - | - | - | - | - | 6,080 | KENTUCKY |
| LOUISIANA | 39 | - | 39 | 5,058 | 571 | - | 5,629 | - | (3/) | - | 5,629 | - | 11 | - | - | - | 11 | 5,640 | LOUISIANA |
| MAINE | 918 | - | 918 | 682 | 358 | - | 1,040 | - | - | - | 1,040 | - | - | - | - | - | - | 1,040 | MAINE |
| MARYLAND | - | - | - | 8,342 | 2,303 | - | 10,645 | - | - | - | 10,645 | 831 | 890 | - | - | - | 1,721 | 12,366 | MARYLAND |
| MASSACHUSETTS | 6,704 | - | 6,704 | 6,244 | 1,737 | - | 7,981 | - | - | - | 7,981 | - | - | - | - | - | - | 7,981 | MASSACHUSETTS |
| MICHIGAN | 2,227 | - | 2,227 | 6,737 | 28,169 | - | 34,906 | - | - | - | 34,906 | 896 | 1,665 | - | - | - | 2,561 | 37,467 | MICHIGAN |
| MINNESOTA | 6,661 | - | 6,661 | 7,631 | - | - | 7,631 | 1 | - | - | 7,632 | 2,337 | 1,635 | - | - | 36 | 4,008 | 11,680 | MINNESOTA |
| MISSISSIPPI | - | - | - | 7,871 | 3,773 | 55 | 11,699 | - | - | - | 11,699 | 141 | 213 | - | - | - | 354 | 12,053 | MISSISSIPPI |
| MISSOURI | - | - | - | 2 | 109 | - | 107 | - | 2,000 | - | 2,107 | - | - | 3 | - | - | 3 | 2,110 | MISSOURI |
| MONTANA | - | - | - | 19 | 1,618 | - | 1,637 | - | - | - | 1,637 | - | - | - | - | - | - | 1,637 | MONTANA |
| NEBRASKA | - | - | - | 6,025 | 2,460 | - | 8,485 | - | - | - | 8,485 | - | - | - | - | - | - | 8,485 | NEBRASKA |
| NEVADA | - | - | - | 102 | 19 | 21 | 142 | - | - | - | 142 | 453 | - | - | - | - | 453 | 595 | NEVADA |
| NEW HAMPSHIRE | - | - | - | 467 | 337 | - | 804 | - | - | - | 804 | 4 | 198 | - | - | - | 182 | 946 | NEW HAMPSHIRE |
| NEW JERSEY | 13,424 | 60 | 13,484 | 7,206 | 6,776 | - | 13,982 | - | - | - | 13,982 | 277 | - | - | - | - | 277 | 14,259 | NEW JERSEY |
| NEW MEXICO | - | - | - | - | 395 | - | 395 | - | - | - | 395 | - | - | - | - | - | 46 | 441 | NEW MEXICO |
| NEW YORK | 580 | - | 580 | 10,489 | 18,139 | - | 28,628 | - | - | - | 28,628 | - | - | 46 | - | - | 336 | 28,964 | NEW YORK |
| NORTH CAROLINA 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CAROLINA 5/ |
| NORTH DAKOTA | 271 | - | 271 | 1,423 | 902 | - | 2,325 | - | 1,471 | - | 3,796 | 157 | 157 | - | - | - | 314 | 4,110 | NORTH DAKOTA |
| OHIO | - | - | - | 26,264 | 25,541 | 227 | 52,032 | - | (3/) | - | 52,032 | - | - | - | - | - | - | 52,032 | OHIO |
| OKLAHOMA | - | - | - | 8,050 | 3,959 | 398 | 12,407 | - | - | - | 12,407 | 1,558 | - | - | - | - | 1,558 | 14,122 | OKLAHOMA |
| OREGON | - | - | - | 4,807 | 1,321 | - | 6,894 | - | - | - | 6,894 | 128 | - | - | - | - | 128 | 7,022 | OREGON |
| PENNSYLVANIA | 1,050 | - | 1,050 | 13,830 | 3,444 | - | 17,274 | - | - | - | 17,274 | 7 | - | - | - | - | 7 | 17,281 | PENNSYLVANIA |
| RHODE ISLAND | - | - | - | 50 | 35 | - | 85 | - | - | - | 85 | - | - | - | - | - | - | 85 | RHODE ISLAND |
| SOUTH CAROLINA | - | - | - | 3,355 | - | - | 3,355 | - | - | - | 3,355 | - | - | - | - | - | - | 3,355 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | - | - | 848 | 1,310 | 31 | 2,189 | - | - | - | 2,189 | 484 | 200 | - | - | - | 694 | 2,883 | SOUTH DAKOTA |
| TENNESSEE | 54 | - | 54 | 10,962 | 899 | - | 11,855 | - | - | - | 11,855 | 1,705 | - | - | - | - | 1,705 | 13,560 | TENNESSEE |
| TEXAS | - | - | - | 3,355 | 15,965 | - | 19,320 | - | - | - | 19,320 | - | - | - | - | - | - | 19,320 | TEXAS |
| UTAH | 118 | - | 118 | 5 | 1,052 | - | 1,057 | - | - | - | 1,057 | - | - | - | - | - | - | 1,057 | UTAH |
| VERMONT | 1,457 | 445 | 1,902 | 1,472 | 1,329 | - | 2,801 | - | - | - | 2,801 | 198 | 76 | - | - | - | 274 | 3,075 | VERMONT |
| VIRGINIA 5/ | - | - | - | 618 | - | - | 618 | - | - | - | 618 | - | - | - | - | - | - | 618 | VIRGINIA 5/ |
| WASHINGTON | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| WEST VIRGINIA 5/ | 160 | 593 | 753 | 13,511 | 95 | - | 13,606 | - | 3/ 6,491 | - | 20,097 | 493 | - | 15 | - | - | 508 | 20,605 | WEST VIRGINIA 5/ |
| WISCONSIN | 165 | - | 165 | 8,869 | 5,070 | 764 | 14,703 | - | - | - | 14,703 | 350 | 1,099 | 28 | - | - | 1,477 | 16,180 | WISCONSIN |
| WYOMING | - | - | - | 1,230 | 56 | 40 | 1,326 | - | - | - | 1,326 | - | 152 | - | - | - | 152 | 1,478 | WYOMING |
| DISTRICT OF COLUMBIA | 5,800 | - | 5,800 | 5,051 | 1,671 | - | 6,722 | - | - | - | 6,722 | 1,570 | - | - | - | 156 | 1,726 | 8,448 | DISTRICT OF COLUMBIA |
| TOTAL | 146,281 | 1,108 | 147,389 | 321,904 | 157,163 | 4,710 | 483,777 | 1 | 9,962 | 137 | 493,877 | 25,862 | 8,005 | 413 | 15 | 207 | 34,502 | 528,379 | TOTAL |

Highway Statistics, 1947

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND DISBURSEMENTS APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS NOT UNDER STATE CONTROL.
 2/ ANY DIFFERENCES BETWEEN JANUARY 1 BALANCES AND PREVIOUS YEAR'S CLOSING BALANCES WERE THE RESULT OF ACCOUNTING ADJUSTMENTS, INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.
 3/ FOR THIS ANALYSIS, GROSS NONHIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR LOCAL ROADS AND STREETS OUT OF STATE GENERAL FUNDS: CALIFORNIA \$341,000; ILLINOIS \$1,977,000; LOUISIANA \$892,000; OHIO \$3,880,000; WASHINGTON \$112,000.
 4/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES 6-3, MV-3, MC-2 AND DF, RESPECTIVELY.
 5/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.
 6/ SEVERANCE TAX.

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-5, 1947
ISSUED AUGUST 1948

| STATE | COUNTY AND OTHER LOCAL ROADS | | | | CITY STREETS | | | | SERVICE OF OBLIGATIONS FOR LOCAL ROADS | | | | SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS | | | | BALANCES ON DECEMBER 31, 1947 | | | STATE |
|----------------------|------------------------------|-----------------------|---|--------------|------------------------------|---------|--------------------------|------------|---|--------------|--|-------|--|-----------------------|-------|--------------|-------------------------------|-------|--------|---------|
| | DIRECT EXPENDITURES BY STATE | | FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC. | | DIRECT EXPENDITURES BY STATE | | FUND TRANSFERS TO CITIES | | STATE ISSUES FOR COUNTY AND OTHER LOCAL ROADS | | FUND TRANSFERS PAYMENTS ON LOCAL BONDS | | TOTAL | | TOTAL | | REVENUES FOR DEBT SERVICE | | TOTAL | |
| | CONSTRUCTION | MAINTENANCE AND OTHER | TOTAL | CONSTRUCTION | MAINTENANCE AND OTHER | TOTAL | INTEREST | RETIREMENT | TOTAL | CONSTRUCTION | MAINTENANCE AND OTHER | TOTAL | CONSTRUCTION | MAINTENANCE AND OTHER | TOTAL | CONSTRUCTION | MAINTENANCE AND OTHER | TOTAL | | |
| ALABAMA | 10,958 | - | 10,958 | 10,795 | - | 10,795 | 812 | - | 812 | - | - | - | - | - | - | - | - | - | 1,000 | DOLLARS |
| ARIZONA | 1,230 | - | 1,230 | 3,257 | - | 3,257 | 171 | - | 171 | - | - | - | - | - | - | - | - | - | 5,202 | DOLLARS |
| ARKANSAS | 4,452 | - | 4,452 | 3,452 | - | 3,452 | 310 | - | 310 | - | - | - | - | - | - | - | - | - | 198 | DOLLARS |
| CALIFORNIA | 7,745 | - | 7,745 | 30,210 | - | 30,210 | 1,075 | - | 1,075 | - | - | - | - | - | - | - | - | - | 25,448 | DOLLARS |
| COLORADO | 359 | - | 359 | 6,301 | - | 6,301 | 890 | - | 890 | - | - | - | - | - | - | - | - | - | 8,391 | DOLLARS |
| CONNECTICUT | 679 | - | 679 | 6,900 | - | 6,900 | 352 | - | 352 | - | - | - | - | - | - | - | - | - | 1 | DOLLARS |
| DELAWARE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| FLORIDA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| GEORGIA | 1,421 | - | 1,421 | 4,817 | - | 4,817 | 322 | - | 322 | - | - | - | - | - | - | - | - | - | 300 | DOLLARS |
| IDaho | 1,547 | - | 1,547 | 2,895 | - | 2,895 | 19,170 | - | 19,170 | - | - | - | - | - | - | - | - | - | 48,795 | DOLLARS |
| ILLINOIS | 3,798 | - | 3,798 | 16,054 | - | 16,054 | 1,147 | - | 1,147 | - | - | - | - | - | - | - | - | - | - | DOLLARS |
| INDIANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| IOWA | 4,541 | - | 4,541 | 15,404 | - | 15,404 | 20,035 | - | 20,035 | - | - | - | - | - | - | - | - | - | 7,650 | DOLLARS |
| KANSAS | 3,526 | - | 3,526 | 3,578 | - | 3,578 | 7,104 | - | 7,104 | - | - | - | - | - | - | - | - | - | 2,744 | DOLLARS |
| KENTUCKY | 5,507 | - | 5,507 | 1,080 | - | 1,080 | 6,587 | - | 6,587 | - | - | - | - | - | - | - | - | - | 2,744 | DOLLARS |
| LOUISIANA | 893 | - | 893 | 3,472 | - | 3,472 | 4,325 | - | 4,325 | - | - | - | - | - | - | - | - | - | 2,811 | DOLLARS |
| MAINE | 437 | - | 437 | 518 | - | 518 | 955 | - | 955 | - | - | - | - | - | - | - | - | - | 779 | DOLLARS |
| MARYLAND | 1,600 | - | 1,600 | 2,000 | - | 2,000 | 5,015 | - | 5,015 | - | - | - | - | - | - | - | - | - | 3,066 | DOLLARS |
| MASSACHUSETTS | 244 | - | 244 | 10,243 | - | 10,243 | 10,658 | - | 10,658 | - | - | - | - | - | - | - | - | - | 2,392 | DOLLARS |
| MICHIGAN | 2,710 | - | 2,710 | 23,434 | - | 23,434 | 83,152 | - | 83,152 | - | - | - | - | - | - | - | - | - | 31,402 | DOLLARS |
| MINNESOTA | 3,141 | - | 3,141 | 8,001 | - | 8,001 | 11,742 | - | 11,742 | - | - | - | - | - | - | - | - | - | 6,262 | DOLLARS |
| MISSISSIPPI | 397 | - | 397 | 11,656 | - | 11,656 | 12,053 | - | 12,053 | - | - | - | - | - | - | - | - | - | 1,517 | DOLLARS |
| MISSOURI | 4 | - | 4 | 489 | - | 489 | 487 | - | 487 | - | - | - | - | - | - | - | - | - | 1,657 | DOLLARS |
| MONTANA | - | - | - | 1,282 | - | 1,282 | 1,680 | - | 1,680 | - | - | - | - | - | - | - | - | - | - | - |
| NEBRASKA | - | - | - | 7,863 | - | 7,863 | 7,863 | - | 7,863 | - | - | - | - | - | - | - | - | - | - | - |
| NEVADA | 597 | - | 597 | 595 | - | 595 | 595 | - | 595 | - | - | - | - | - | - | - | - | - | - | - |
| NEW HAMPSHIRE | 757 | - | 757 | 79 | - | 79 | 936 | - | 936 | - | - | - | - | - | - | - | - | - | - | - |
| NEW JERSEY | 610 | - | 610 | 10,691 | - | 10,691 | 11,501 | - | 11,501 | - | - | - | - | - | - | - | - | - | - | - |
| NEW MEXICO | - | - | - | - | - | - | 395 | - | 395 | - | - | - | - | - | - | - | - | - | - | - |
| NEW YORK | - | - | - | 25,988 | - | 25,988 | 336 | - | 336 | - | - | - | - | - | - | - | - | - | - | - |
| NORTH CAROLINA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NORTH DAKOTA | 314 | - | 314 | 3,769 | - | 3,769 | 4,003 | - | 4,003 | - | - | - | - | - | - | - | - | - | - | - |
| OHIO | 2,022 | - | 2,022 | 34,497 | - | 34,497 | 34,497 | - | 34,497 | - | - | - | - | - | - | - | - | - | - | - |
| OKLAHOMA | 544 | - | 544 | 9,267 | - | 9,267 | 12,169 | - | 12,169 | - | - | - | - | - | - | - | - | - | - | - |
| OREGON | - | - | - | 5,319 | - | 5,319 | 5,881 | - | 5,881 | - | - | - | - | - | - | - | - | - | - | - |
| PENNSYLVANIA | - | - | - | 568 | - | 568 | 13,182 | - | 13,182 | - | - | - | - | - | - | - | - | - | - | - |
| RHODE ISLAND | - | - | - | 85 | - | 85 | 85 | - | 85 | - | - | - | - | - | - | - | - | - | - | - |
| SOUTH CAROLINA | 877 | - | 877 | 3,255 | - | 3,255 | 3,255 | - | 3,255 | - | - | - | - | - | - | - | - | - | - | - |
| SOUTH DAKOTA | 4,262 | - | 4,262 | 2,006 | - | 2,006 | 2,693 | - | 2,693 | - | - | - | - | - | - | - | - | - | - | - |
| TENNESSEE | - | - | - | 1,196 | - | 1,196 | 13,557 | - | 13,557 | - | - | - | - | - | - | - | - | - | - | - |
| TEXAS | 26 | - | 26 | 569 | - | 569 | 569 | - | 569 | - | - | - | - | - | - | - | - | - | - | - |
| UTAH | 462 | - | 462 | 2,169 | - | 2,169 | 2,694 | - | 2,694 | - | - | - | - | - | - | - | - | - | - | - |
| VERMONT | - | - | - | 665 | - | 665 | 618 | - | 618 | - | - | - | - | - | - | - | - | - | - | - |
| VIRGINIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| WASHINGTON | 564 | - | 564 | 15,328 | - | 15,328 | 15,892 | - | 15,892 | - | - | - | - | - | - | - | - | - | - | - |
| WEST VIRGINIA | 957 | - | 957 | 1,008 | - | 1,008 | 12,474 | - | 12,474 | - | - | - | - | - | - | - | - | - | - | - |
| WISCONSIN | 458 | - | 458 | 998 | - | 998 | 1,596 | - | 1,596 | - | - | - | - | - | - | - | - | - | - | - |
| WYOMING | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| DISTRICT OF COLUMBIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | 64,856 | - | 64,856 | 300,322 | - | 300,322 | 431,724 | - | 431,724 | - | - | - | - | - | - | - | - | - | - | - |

1/ IN MANY STATES, THE "FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC." ARE ULTIMATELY HAVE BEEN USED IN PART FOR CITY STREETS OR SERVICE OF LOCAL ROAD BONDS.

2/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA. FOR EXPENDITURES ON ROADS UNDER STATE CONTROL, SEE TABLE SF-4.

3/ INCLUDES EXPENDITURES ON FEDERAL-AID SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

FUNDS USED FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES

STATE HIGHWAY FINANCE - 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SEC-2, 1947
ISSUED AUGUST 1948

| STATE | FUND BALANCES JANUARY 1, 1947 | | | | HIGHWAY-USER REVENUE | | | | | | | | | | TOTAL RECEIPTS | APPROPRIATION FROM GENERAL FUNDS | STATE | | | | |
|----------------------|-------------------------------------|------------------------------------|------------------------------------|-------|----------------------|---------------|---------------------------------------|---------------|-----------------------------------|---------------------------------------|-------------------------|---------------|-----------------------------------|---------------|----------------|----------------------------------|----------------------|---------------------|----------------------------|-------|-------|
| | MOTOR-FUEL TAX ADMINISTRATION FUNDS | MOTOR-VEHICLE ADMINISTRATION FUNDS | MOTOR-CARRIER ADMINISTRATION FUNDS | TOTAL | MOTOR-FUEL TAXES | | | | | MOTOR-VEHICLE REGISTRATION FEES, ETC. | | | | | | | | MOTOR-CARRIER TAXES | TOTAL HIGHWAY-USER REVENUE | | |
| | | | | | STATE | | MOTOR-VEHICLE REGISTRATION FEES, ETC. | | OPERATORS AND CHAUFFEURS LICENSES | | REGISTRATION FEES, ETC. | | OPERATORS AND CHAUFFEURS LICENSES | | | | | | | TOTAL | TOTAL |
| | | | | | DOLLARS | 1,000 DOLLARS | DOLLARS | 1,000 DOLLARS | DOLLARS | 1,000 DOLLARS | DOLLARS | 1,000 DOLLARS | DOLLARS | 1,000 DOLLARS | | | | | | | |
| ALABAMA | - | - | - | - | 171 | 171 | 379 | 379 | 504 | 504 | 889 | 889 | 155 | 155 | 1,479 | 1,479 | ALABAMA | | | | |
| ARIZONA | - | - | - | - | 128 | 128 | 160 | 160 | 160 | 160 | 320 | 320 | 100 | 100 | 886 | 886 | ARIZONA | | | | |
| ARKANSAS | - | - | - | - | 409 | 409 | 66 | 66 | 37 | 37 | 446 | 446 | 4 | 4 | 1,026 | 1,026 | ARKANSAS | | | | |
| CALIFORNIA | - | - | - | - | 415 | 415 | 9,166 | 9,166 | 9,166 | 9,166 | 9,166 | 9,166 | 922 | 922 | 10,509 | 10,509 | CALIFORNIA | | | | |
| COLORADO | - | - | - | - | 171 | 171 | 379 | 379 | 504 | 504 | 889 | 889 | 155 | 155 | 1,479 | 1,479 | COLORADO | | | | |
| CONNECTICUT | - | - | - | - | 10 | 10 | - | - | 10 | 10 | 20 | 20 | - | - | 1,484 | 1,484 | CONNECTICUT | | | | |
| DELAWARE | - | - | - | - | 203 | 203 | 192 | 192 | 1,407 | 1,407 | 1,405 | 1,405 | 115 | 115 | 2,332 | 2,332 | DELAWARE | | | | |
| FLORIDA | - | - | - | - | 184 | 184 | - | - | 425 | 425 | 666 | 666 | 76 | 76 | 986 | 986 | FLORIDA | | | | |
| GEORGIA | - | - | - | - | 10 | 10 | - | - | 109 | 109 | 119 | 119 | 39 | 39 | 1,176 | 1,176 | GEORGIA | | | | |
| ILLINOIS | - | - | - | - | 214 | 214 | 468 | 468 | 2,456 | 2,456 | 3,115 | 3,115 | 115 | 115 | 3,495 | 3,495 | ILLINOIS | | | | |
| INDIANA | - | - | - | - | 212 | 212 | 475 | 475 | 1,101 | 1,101 | 1,101 | 1,101 | - | - | 1,959 | 1,959 | INDIANA | | | | |
| IOVA | - | - | - | - | 196 | 196 | - | - | 245 | 245 | 383 | 383 | 88 | 88 | 1,158 | 1,158 | IOVA | | | | |
| KANSAS | - | - | - | - | 284 | 284 | 719 | 719 | 700 | 700 | 986 | 986 | 492 | 492 | 2,137 | 2,137 | KANSAS | | | | |
| KENTUCKY | - | - | - | - | 426 | 426 | 359 | 359 | 202 | 202 | 72 | 72 | 24 | 24 | 1,074 | 1,074 | KENTUCKY | | | | |
| LOUISIANA | - | - | - | - | 217 | 217 | - | - | 311 | 311 | 511 | 511 | 27 | 27 | 356 | 356 | LOUISIANA | | | | |
| MARYLAND | - | - | - | - | 18 | 18 | - | - | 799 | 799 | 799 | 799 | 99 | 99 | 2,642 | 2,642 | MARYLAND | | | | |
| MASSACHUSETTS | - | - | - | - | 25 | 25 | - | - | 2,432 | 2,432 | 2,432 | 2,432 | 38 | 38 | 3,570 | 3,570 | MASSACHUSETTS | | | | |
| MICHIGAN | - | - | - | - | 612 | 612 | - | - | 1,712 | 1,712 | 730 | 730 | - | - | 2,642 | 2,642 | MICHIGAN | | | | |
| MINNESOTA | - | - | - | - | 300 | 300 | 303 | 303 | 852 | 852 | 1,074 | 1,074 | 52 | 52 | 1,357 | 1,357 | MINNESOTA | | | | |
| MISSISSIPPI | - | - | - | - | 23 | 23 | - | - | 203 | 203 | 244 | 244 | 409 | 409 | 761 | 761 | MISSISSIPPI | | | | |
| MISSOURI | - | - | - | - | 175 | 175 | 97 | 97 | 658 | 658 | 741 | 741 | 105 | 105 | 1,021 | 1,021 | MISSOURI | | | | |
| MONTANA | - | - | - | - | 60 | 60 | 5 | 5 | 151 | 151 | 151 | 151 | 81 | 81 | 299 | 299 | MONTANA | | | | |
| NEBRASKA | - | - | - | - | 139 | 139 | 283 | 283 | 152 | 152 | 209 | 209 | 49 | 49 | 697 | 697 | NEBRASKA | | | | |
| NEVADA | - | - | - | - | 14 | 14 | - | - | 126 | 126 | 140 | 140 | 62 | 62 | 251 | 251 | NEVADA | | | | |
| NEW HAMPSHIRE | - | - | - | - | 11 | 11 | - | - | 225 | 225 | 225 | 225 | 6 | 6 | 231 | 231 | NEW HAMPSHIRE | | | | |
| NEW JERSEY | - | - | - | - | 400 | 400 | - | - | 3,599 | 3,599 | 3,599 | 3,599 | 67 | 67 | 3,999 | 3,999 | NEW JERSEY | | | | |
| NEW MEXICO | - | - | - | - | 227 | 227 | - | - | 170 | 170 | 255 | 255 | 179 | 179 | 661 | 661 | NEW MEXICO | | | | |
| NEW YORK | - | - | - | - | 150 | 150 | 109 | 109 | 3,020 | 3,020 | 4,291 | 4,291 | 179 | 179 | 4,570 | 4,570 | NEW YORK | | | | |
| NORTH CAROLINA | - | - | - | - | 129 | 129 | 139 | 139 | 87 | 87 | 1,026 | 1,026 | 76 | 76 | 1,211 | 1,211 | NORTH CAROLINA | | | | |
| NORTH DAKOTA | - | - | - | - | 58 | 58 | 20 | 20 | 110 | 110 | 156 | 156 | 29 | 29 | 352 | 352 | NORTH DAKOTA | | | | |
| OHIO | - | - | - | - | - | - | - | - | 1,966 | 1,966 | 3,568 | 3,568 | 128 | 128 | 3,900 | 3,900 | OHIO | | | | |
| OKLAHOMA | - | - | - | - | 596 | 596 | 521 | 521 | 1,122 | 1,122 | 1,592 | 1,592 | 340 | 340 | 1,413 | 1,413 | OKLAHOMA | | | | |
| OREGON | - | - | - | - | 89 | 89 | - | - | 475 | 475 | 688 | 688 | 44 | 44 | 1,528 | 1,528 | OREGON | | | | |
| PENNSYLVANIA | - | - | - | - | 284 | 284 | - | - | 2,755 | 2,755 | 2,755 | 2,755 | 29 | 29 | 3,099 | 3,099 | PENNSYLVANIA | | | | |
| RHODE ISLAND | - | - | - | - | 16 | 16 | - | - | 343 | 343 | 313 | 313 | 32 | 32 | 381 | 381 | RHODE ISLAND | | | | |
| SOUTH CAROLINA | - | - | - | - | 33 | 33 | - | - | 402 | 402 | 402 | 402 | 117 | 117 | 582 | 582 | SOUTH CAROLINA | | | | |
| SOUTH DAKOTA | - | - | - | - | 10 | 10 | 100 | 100 | 100 | 100 | 100 | 100 | 28 | 28 | 271 | 271 | SOUTH DAKOTA | | | | |
| TENNESSEE | - | - | - | - | 87 | 87 | 308 | 308 | 595 | 595 | 1,142 | 1,142 | 72 | 72 | 1,871 | 1,871 | TENNESSEE | | | | |
| TEXAS | - | - | - | - | 611 | 611 | 1,088 | 1,088 | 717 | 717 | 2,145 | 2,145 | 266 | 266 | 3,282 | 3,282 | TEXAS | | | | |
| UTAH | - | - | - | - | 26 | 26 | - | - | 315 | 315 | 315 | 315 | - | - | 326 | 326 | UTAH | | | | |
| VERMONT | - | - | - | - | 160 | 160 | - | - | 11 | 11 | 11 | 11 | - | - | 17 | 17 | VERMONT | | | | |
| VIRGINIA | - | - | - | - | 1,326 | 1,326 | 122 | 122 | 896 | 896 | 896 | 896 | 111 | 111 | 1,473 | 1,473 | VIRGINIA | | | | |
| WASHINGTON | - | - | - | - | 376 | 376 | - | - | 579 | 579 | 965 | 965 | 405 | 405 | 1,468 | 1,468 | WASHINGTON | | | | |
| WEST VIRGINIA | - | - | - | - | 331 | 331 | 63 | 63 | 1,071 | 1,071 | 1,071 | 1,071 | 12 | 12 | 1,528 | 1,528 | WEST VIRGINIA | | | | |
| WISCONSIN | - | - | - | - | 11 | 11 | - | - | 37 | 37 | 37 | 37 | - | - | 136 | 136 | WISCONSIN | | | | |
| WYOMING | - | - | - | - | 11 | 11 | - | - | 333 | 333 | 333 | 333 | - | - | 344 | 344 | WYOMING | | | | |
| DISTRICT OF COLUMBIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | DISTRICT OF COLUMBIA | | | | |
| TOTAL | 518 | 3,670 | 477 | 4,665 | 7,917 | 10,189 | 2,272 | 7,811 | 1,231 | 9,072 | 44,504 | 5,086 | 49,590 | 5,523 | 74,174 | 40 | TOTAL | | | | |

1/ IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS' LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS. IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.

2/ IN SOME STATES ALLOCATIONS OF OPERATORS AND CHAUFFEURS LICENSE FEES FOR COLLECTION AND ADMINISTRATION WERE INCLUDED WITH ALLOCATIONS OF GENERAL MOTOR-VEHICLE REGISTRATION FEES, AND NOT REPORTED SEPARATELY.

3/ THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE ENTRIES IN THE COLUMN "FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES" FOR THIS ANALYSIS, GROSS HIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES OUT OF STATE GENERAL FUNDS: ILLINOIS \$50,000; IOWA \$345,000.

4/ INCLUDES \$250,000 FOR MOTOR-VEHICLE REGISTRATION FEES.

5/ MOTOR-VEHICLE ALLOCATION INCLUDES \$45,000 FOR MOTOR-FUEL TAX ADMINISTRATION EXPENSES.

6/ MOTOR-VEHICLE ALLOCATION INCLUDES UNREPORTED AMOUNTS FOR COLLECTION OF MOTOR-FUEL TAXES AND PART OF MOTOR-CARRIER TAXES. AMOUNTS WERE NOT REPORTED.

7/ THE STATE GENERAL FUND ALLOCATION OF \$25,000 WAS FOR COST OF ADMINISTERING MOTOR-FUEL TAXES.

8/ COST OF MANUFACTURING LICENSE PLATES. COUNTIES COLLECT REGISTRATION FEES AND BEAR ENTIRE COST OF COLLECTION. COSTS WERE NOT REPORTED.

9/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

STATE HIGHWAY FINANCE - 1947

DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-10, 1947
ISSUED AUGUST 1948

| STATE | COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES | | | COLLECTION AND ADMINISTRATION OF MOTOR-VEHICLE REGISTRATION FEES, ETC. | | | | | | | COLLECTION AND ADMINISTRATION OF MOTOR-CARRIER TAXES | TOTAL DISBURSEMENTS 3/ | FUND BALANCES DECEMBER 31, 1947 | | | | STATE |
|----------------------|---|--------------------------|---------------|--|-----------------------------------|---------------|-------------------------|-----------------------------------|---------------|---------------|--|------------------------|----------------------------------|------------------------------------|------------------------------------|----------------------|-------|
| | COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES | INSPECTION OF MOTOR FUEL | TOTAL | LOCAL SERVICE CHARGES 1/ | | | STATE EXPENDITURES 2/ | | | TOTAL | | | MOTOR-VEHICLE REGISTRATION FUNDS | MOTOR-VEHICLE ADMINISTRATION FUNDS | MOTOR-CARRIER ADMINISTRATION FUNDS | TOTAL | |
| | | | | REGISTRATION FEES, ETC. | OPERATORS AND CHAUFFEURS LICENSES | TOTAL | REGISTRATION FEES, ETC. | OPERATORS AND CHAUFFEURS LICENSES | TOTAL | | | | | | | | |
| | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | 1,000 DOLLARS | |
| ALABAMA | 26 | 106 | 132 | 428 | 66 | 494 | 160 | 160 | 654 | 100 | 886 | - | - | - | - | ALABAMA | |
| ARIZONA | 108 | - | 108 | 103 | - | 103 | 319 | - | 422 | 64 | 594 | - | - | - | - | ARIZONA | |
| ARKANSAS | 460 | 3 | 463 | - | - | - | 95 | - | 95 | 4 | 562 | - | - | - | - | ARKANSAS | |
| CALIFORNIA | 415 | - | 415 | - | - | - | 9,166 | - | 9,166 | 922 | 10,509 | - | - | - | - | CALIFORNIA | |
| COLORADO | 171 | - | 171 | 379 | - | 379 | 504 | - | 504 | 883 | 1,179 | - | - | - | - | COLORADO | |
| CONNECTICUT | 58 | - | 58 | - | - | - | 1,348 | - | 1,348 | 1,348 | 1,494 | - | - | - | - | CONNECTICUT | |
| DELAWARE | 19 | - | 19 | - | - | - | 213 | - | 213 | 213 | 232 | - | - | - | - | DELAWARE | |
| FLORIDA | 35 | 228 | 263 | 192 | 167 | 359 | 1,407 | 88 | 1,495 | 1,854 | 2,232 | - | - | - | - | FLORIDA | |
| GEORGIA | 28 | 56 | 84 | - | - | - | 427 | 241 | 668 | 668 | 77 | 929 | - | 2 | 15 | GEORGIA | |
| IDAHO | 28 | - | 28 | - | - | - | 109 | 109 | 109 | 109 | 176 | - | - | - | - | IDAHO | |
| ILLINOIS | 234 | 445 | 679 | - | - | - | 2,610 | 556 | 3,166 | 3,166 | 3,845 | - | - | - | - | ILLINOIS | |
| INDIANA | 87 | 127 | 214 | 468 | 109 | 571 | 1,101 | - | 1,101 | 1,572 | 1,999 | - | - | - | - | INDIANA | |
| IOWA | 212 | - | 212 | 475 | - | 475 | 245 | 138 | 383 | 558 | 88 | 1,158 | - | - | - | IOWA | |
| KANSAS | 582 | 137 | 719 | 264 | - | 264 | 492 | 376 | 866 | 866 | 492 | 2,077 | - | 258 | - | KANSAS | |
| KENTUCKY | 60 | - | 60 | 458 | - | 458 | 268 | 112 | 380 | 939 | 1,074 | - | - | - | - | KENTUCKY | |
| LOUISIANA | 87 | 130 | 217 | - | - | - | 202 | 521 | 723 | 723 | 994 | - | - | - | - | LOUISIANA | |
| MAINE | 18 | - | 18 | - | - | - | 333 | - | 333 | 333 | 26 | 377 | - | 127 | 3 | MAINE | |
| MARYLAND | 25 | - | 25 | - | - | - | 729 | - | 729 | 729 | - | 754 | - | - | - | MARYLAND | |
| MASSACHUSETTS | 109 | - | 109 | - | - | - | 2,445 | - | 2,445 | 2,445 | 99 | 2,653 | - | 13 | 612 | MASSACHUSETTS | |
| MICHIGAN | 323 | - | 323 | - | - | - | 1,991 | 730 | 2,721 | 2,721 | 326 | 3,370 | - | - | - | MICHIGAN | |
| MINNESOTA | 134 | 97 | 231 | - | 35 | 35 | 774 | 187 | 961 | 961 | 52 | 1,279 | - | - | 378 | MINNESOTA | |
| MISSISSIPPI | 250 | 16 | 266 | 159 | - | 159 | 205 | 41 | 246 | 409 | 75 | 754 | - | 50 | - | MISSISSIPPI | |
| MISSOURI | 78 | 97 | 175 | - | - | - | 658 | 83 | 741 | 741 | 105 | 1,021 | - | - | - | MISSOURI | |
| MONTANA | 62 | 5 | 67 | - | - | - | 145 | - | 145 | 145 | 81 | 293 | - | 66 | - | MONTANA | |
| NEBRASKA | 201 | - | 201 | 124 | 32 | 156 | 165 | 57 | 222 | 378 | 49 | 628 | 159 | 49 | - | NEBRASKA | |
| NEVADA | 17 | 32 | 49 | 14 | - | 14 | 45 | 71 | 116 | 130 | 62 | 241 | - | 24 | - | NEVADA | |
| NEW HAMPSHIRE | 16 | - | 16 | - | - | - | 209 | - | 209 | 209 | 6 | 231 | - | - | - | NEW HAMPSHIRE | |
| NEW JERSEY | 400 | - | 400 | - | - | - | 3,593 | - | 3,593 | 3,593 | (4/) | 3,993 | - | - | - | NEW JERSEY | |
| NEW MEXICO | 227 | - | 227 | - | - | - | 170 | 85 | 255 | 255 | 179 | 661 | - | - | - | NEW MEXICO | |
| NEW YORK | 160 | - | 160 | 1,371 | - | 1,371 | 3,020 | - | 3,020 | 4,391 | 19 | 4,570 | - | - | - | NEW YORK | |
| NORTH CAROLINA | (5/) | 109 | 109 | - | - | - | 5/ 721 | 233 | 954 | 954 | 5/ 76 | 1,139 | - | 72 | - | NORTH CAROLINA | |
| NORTH DAKOTA | 48 | 119 | 167 | - | 23 | 23 | 105 | 23 | 128 | 151 | 42 | 360 | - | 63 | 58 | NORTH DAKOTA | |
| OHIO | 144 | - | 144 | 1,445 | 521 | 1,966 | 1,122 | 470 | 1,592 | 3,558 | 198 | 3,900 | - | - | - | OHIO | |
| OKLAHOMA | 537 | 89 | 626 | 413 | - | 413 | 475 | - | 475 | 888 | 44 | 1,328 | - | - | - | OKLAHOMA | |
| OREGON | 97 | - | 97 | - | - | - | 976 | - | 976 | 976 | 340 | 1,413 | - | - | - | OREGON | |
| PENNSYLVANIA | 284 | - | 284 | - | - | - | 2,755 | - | 2,755 | 2,755 | - | 3,039 | - | - | - | PENNSYLVANIA | |
| RHODE ISLAND | 16 | - | 16 | - | - | - | 343 | - | 343 | 343 | 22 | 381 | - | - | - | RHODE ISLAND | |
| SOUTH CAROLINA | 33 | 30 | 63 | - | - | - | 402 | - | 402 | 100 | 117 | 582 | - | - | - | SOUTH CAROLINA | |
| SOUTH DAKOTA | 63 | 80 | 143 | - | - | - | 100 | - | 100 | 100 | 23 | 266 | - | - | 15 | SOUTH DAKOTA | |
| TENNESSEE | 570 | 87 | 657 | 308 | 120 | 428 | 595 | 119 | 714 | 1,142 | 72 | 1,871 | - | - | - | TENNESSEE | |
| TEXAS | 573 | - | 573 | 1,088 | - | 1,088 | 717 | 621 | 1,338 | 2,426 | 266 | 3,265 | 428 | 557 | - | TEXAS | |
| UTAH | 25 | 26 | 51 | - | - | - | 194 | - | 194 | 194 | - | 245 | 15 | 269 | - | UTAH | |
| VERMONT | 6 | - | 6 | - | - | - | 105 | - | 105 | 105 | - | 111 | - | 104 | - | VERMONT | |
| VIRGINIA | 122 | 44 | 166 | - | - | - | 1,234 | 133 | 1,367 | 1,367 | 111 | 1,644 | - | 855 | - | VIRGINIA | |
| WASHINGTON | 98 | - | 98 | 190 | - | 190 | 570 | 136 | 715 | 905 | 439 | 1,442 | - | - | 344 | WASHINGTON | |
| WEST VIRGINIA | 12 | - | 12 | - | - | - | 373 | - | 373 | 373 | (4/) | 385 | - | - | - | WEST VIRGINIA | |
| WISCONSIN | 105 | 225 | 331 | - | 63 | 63 | 1,011 | - | 1,011 | 1,074 | 123 | 1,528 | - | - | - | WISCONSIN | |
| WYOMING | 11 | - | 11 | - | - | - | 68 | 37 | 68 | 68 | 57 | 136 | - | - | - | WYOMING | |
| DISTRICT OF COLUMBIA | 2/ 11 | - | 11 | - | - | - | 333 | - | 333 | 333 | (2/) | 344 | - | - | - | DISTRICT OF COLUMBIA | |
| TOTAL | 7,466 | 2,288 | 9,754 | 7,841 | 1,231 | 9,072 | 45,089 | 5,058 | 50,147 | 59,219 | 5,265 | 74,338 | 670 | 3,436 | 435 | 4,541 | TOTAL |

1/ IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS. IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.
2/ IN SOME STATES, THE COST OF ADMINISTERING THE OPERATORS AND CHAUFFEURS LICENSE LAWS ARE INCLUDED WITH GENERAL MOTOR-VEHICLE REGISTRATION EXPENSES, AND NOT REPORTED SEPARATELY.
3/ THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE ENTRIES IN THE COLUMN "EXPENSE OF COLLECTING AND ADMINISTERING HIGHWAY-USER REVENUES" ON TABLE SF-2.

4/ COST OF COLLECTING MOTOR-CARRIER TAXES IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.
5/ COST OF COLLECTING MOTOR-FUEL TAXES, AND PART OF MOTOR-CARRIER TAXES, IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.
6/ COST OF MANUFACTURING LICENSE PLATES. COUNTIES COLLECT REGISTRATION FEES AND BEAR ENTIRE COST OF COLLECTION. COSTS WERE NOT REPORTED.
7/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

State Highway Finance

Highway Statistics, 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYHIGHWAY CONSTRUCTION CONTRACTS AWARDED BY
STATE HIGHWAY DEPARTMENTS \downarrow

CALENDAR YEAR 1947

TABLE CA-3, 1947
ISSUED JANUARY 1948

| STATE | PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS | | | | PROJECTS FINANCED WITHOUT FEDERAL FUNDS | | | TOTAL, ALL PROJECTS | | |
|----------------------|--|-----------------------|--------------------------------|--------|---|-----------------------|--------|---------------------|-----------------------|--------|
| | NUMBER OF PROJECTS | COST 1,000 DOLLARS | FEDERAL FUNDS 1,000 DOLLARS | MILES | NUMBER OF PROJECTS | COST 1,000 DOLLARS | MILES | NUMBER OF PROJECTS | COST 1,000 DOLLARS | MILES |
| ALABAMA | 70 | 7,100 | 3,458 | 314 | 63 | 2,553 | 316 | 133 | 9,653 | 630 |
| ARIZONA | 38 | 5,694 | 4,012 | 146 | 13 | 2,380 | 54 | 51 | 8,074 | 200 |
| ARKANSAS | 129 | 14,692 | 7,596 | 590 | 23 | 1,252 | 97 | 152 | 15,944 | 687 |
| CALIFORNIA | 158 | 45,341 | 24,287 | 449 | 312 | 14,167 | 533 | 470 | 59,508 | 982 |
| COLORADO | 107 | 10,517 | 6,204 | 288 | 46 | 1,289 | 118 | 153 | 11,806 | 406 |
| CONNECTICUT | 14 | 2,919 | 1,440 | 14 | 143 | 10,228 | 137 | 157 | 13,147 | 151 |
| DELAWARE | 16 | 2,654 | 1,455 | 64 | 7 | 149 | 1 | 23 | 2,803 | 65 |
| FLORIDA | 59 | 13,348 | 6,223 | 352 | 111 | 14,141 | 526 | 170 | 27,489 | 878 |
| GEORGIA | 94 | 10,147 | 5,368 | 343 | 2 | 15 | (2/) | 96 | 10,162 | 343 |
| IDAHO | 23 | 3,865 | 2,925 | 104 | 16 | 1,141 | 144 | 39 | 5,006 | 248 |
| ILLINOIS | 165 | 23,487 | 11,938 | 565 | 156 | 8,951 | 313 | 321 | 32,438 | 878 |
| INDIANA | 89 | 13,750 | 6,903 | 125 | 49 | 5,708 | 284 | 138 | 19,458 | 409 |
| IOWA | 280 | 14,260 | 5,102 | 1,061 | 3 | 19 | 1 | 283 | 14,279 | 1,062 |
| KANSAS | 332 | 18,096 | 9,294 | 1,874 | 114 | 3,026 | 648 | 446 | 21,122 | 2,522 |
| KENTUCKY | 106 | 16,329 | 8,205 | 327 | 172 | 7,575 | 1,757 | 278 | 23,904 | 2,084 |
| LOUISIANA | 29 | 7,227 | 3,854 | 116 | 214 | 10,265 | 1,232 | 243 | 17,492 | 1,348 |
| MAINE | 29 | 3,483 | 1,804 | 45 | 448 | 2,605 | 153 | 477 | 6,088 | 198 |
| MARYLAND | 32 | 3,478 | 1,856 | 61 | 42 | 2,976 | 112 | 74 | 6,454 | 173 |
| MASSACHUSETTS | 7 | 2,251 | 1,342 | 9 | 370 | 7,801 | 163 | 377 | 10,052 | 172 |
| MICHIGAN | 145 | 19,611 | 10,368 | 318 | 96 | 3,448 | 859 | 241 | 23,059 | 1,177 |
| MINNESOTA | 267 | 19,674 | 8,664 | 1,320 | 26 | 490 | 29 | 293 | 20,164 | 1,349 |
| MISSISSIPPI | 107 | 15,061 | 8,061 | 506 | 28 | 3,019 | 133 | 135 | 18,080 | 639 |
| MISSOURI | 214 | 15,120 | 7,896 | 717 | 17 | 924 | 591 | 231 | 16,044 | 1,308 |
| MONTANA | 36 | 4,594 | 2,925 | 192 | - | - | - | 36 | 4,594 | 192 |
| NEBRASKA | 98 | 8,062 | 4,036 | 680 | 105 | 487 | 1,215 | 203 | 8,549 | 1,895 |
| NEVADA | 17 | 2,912 | 2,386 | 138 | 1 | 12 | (2/) | 18 | 2,924 | 138 |
| NEW HAMPSHIRE | 11 | 2,275 | 1,224 | 15 | 11 | 477 | 9 | 22 | 2,752 | 24 |
| NEW JERSEY | 19 | 13,938 | 7,126 | 16 | 13 | 4,739 | 12 | 32 | 18,677 | 28 |
| NEW MEXICO | 38 | 6,936 | 4,418 | 326 | 57 | 934 | 384 | 95 | 7,870 | 710 |
| NEW YORK | 43 | 24,541 | 11,516 | 157 | 68 | 17,631 | 274 | 111 | 42,172 | 431 |
| NORTH CAROLINA | 135 | 18,452 | 9,898 | 605 | 172 | 5,563 | 736 | 307 | 24,015 | 1,341 |
| NORTH DAKOTA | 79 | 7,016 | 3,945 | 672 | - | - | - | 79 | 7,016 | 672 |
| OHIO | 145 | 20,725 | 10,814 | 210 | 249 | 12,923 | 2,611 | 394 | 33,648 | 2,821 |
| OKLAHOMA | 162 | 8,653 | 4,631 | 687 | 42 | 1,952 | 116 | 204 | 10,605 | 803 |
| OREGON | 61 | 16,706 | 11,271 | 301 | 42 | 2,202 | 243 | 103 | 18,908 | 544 |
| PENNSYLVANIA | 99 | 47,437 | 25,324 | 224 | 1,330 | 40,192 | 1,592 | 1,429 | 87,629 | 1,816 |
| RHODE ISLAND | 10 | 1,794 | 897 | 8 | 1 | 9 | (2/) | 11 | 1,803 | 8 |
| SOUTH CAROLINA | 95 | 10,006 | 4,245 | 425 | 255 | 9,305 | 1,504 | 350 | 19,311 | 1,929 |
| SOUTH DAKOTA | 117 | 7,361 | 4,446 | 659 | 1 | 2 | (2/) | 118 | 7,363 | 659 |
| TENNESSEE | 82 | 18,710 | 11,120 | 447 | 31 | 8,642 | 401 | 113 | 27,352 | 848 |
| TEXAS | 411 | 60,447 | 31,637 | 2,422 | 346 | 12,569 | 2,138 | 757 | 73,016 | 4,560 |
| UTAH | 39 | 4,442 | 3,331 | 200 | 11 | 239 | 15 | 50 | 4,681 | 215 |
| VERMONT | 32 | 2,765 | 1,387 | 57 | 10 | 169 | 1 | 42 | 2,934 | 58 |
| VIRGINIA | 124 | 17,640 | 9,778 | 456 | 107 | 10,836 | 2,711 | 231 | 28,476 | 3,167 |
| WASHINGTON | 102 | 12,288 | 6,684 | 312 | 79 | 4,684 | 686 | 181 | 16,972 | 998 |
| WEST VIRGINIA | 40 | 7,224 | 3,644 | 91 | 514 | 9,143 | 1,362 | 554 | 16,367 | 1,453 |
| WISCONSIN | 184 | 18,410 | 7,737 | 668 | 128 | 4,939 | 597 | 312 | 23,349 | 1,265 |
| WYOMING | 41 | 5,470 | 3,700 | 212 | 28 | 1,750 | 208 | 69 | 7,220 | 420 |
| DISTRICT OF COLUMBIA | 15 | 11,451 | 5,787 | 10 | 8 | 2,971 | 4 | 23 | 14,422 | 14 |
| TOTAL | 4,745 | 2/ 648,359 | 342,162 | 19,898 | 6,080 | 4/ 256,492 | 25,020 | 10,825 | 904,851 | 44,918 |

1/ CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

2/ LESS THAN ONE MILE.

3/ INCLUDES 210 FORCE ACCOUNT PROJECTS TOTALING \$5,193,000.

4/ INCLUDES 2,776 FORCE ACCOUNT PROJECTS TOTALING \$46,501,000.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY
STATE HIGHWAY DEPARTMENTS ^{1/}

JANUARY-SEPTEMBER 1948

TABLE CA-3, 1948
ISSUED OCTOBER 1948

| STATE | PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS | | | | PROJECTS FINANCED WITHOUT FEDERAL FUNDS | | | TOTAL, ALL PROJECTS | | |
|----------------------|--|-----------------------|---------------|--------|---|-----------------------|-------------------|---------------------|---------------|--------|
| | NUMBER OF PROJECTS | COST | FEDERAL FUNDS | MILES | NUMBER OF PROJECTS | COST | MILES | NUMBER OF PROJECTS | COST | MILES |
| | | 1,000 DOLLARS | 1,000 DOLLARS | | | 1,000 DOLLARS | | | 1,000 DOLLARS | |
| ALABAMA | 85 | 8,049 | 4,833 | 400 | 30 | 1,211 | 99 | 115 | 9,260 | 499 |
| ARIZONA | 36 | 8,262 | 5,402 | 119 | 15 | 2,062 | 112 | 51 | 10,324 | 231 |
| ARKANSAS | 44 | 2,748 | 1,849 | 83 | 5 | 767 | 34 | 49 | 3,515 | 117 |
| CALIFORNIA | 71 | 28,453 | 15,461 | 287 | 217 | 22,950 | 420 | 288 | 51,403 | 707 |
| COLORADO | 79 | 10,024 | 5,936 | 298 | 8 | 575 | 17 | 87 | 10,599 | 315 |
| CONNECTICUT | 17 | 4,384 | 2,325 | 24 | 127 | 8,828 | 109 | 144 | 13,212 | 133 |
| DELAWARE | 16 | 3,442 | 1,721 | 71 | 3 | ^{2/} 11,438 | (^{3/}) | 19 | 14,880 | 71 |
| FLORIDA | 18 | 3,183 | 1,313 | 97 | 49 | 10,186 | 260 | 67 | 13,369 | 357 |
| GEORGIA | 132 | 25,797 | 13,199 | 667 | 15 | 1,214 | 61 | 147 | 27,011 | 728 |
| IDAHO | 29 | 3,437 | 2,319 | 139 | 21 | 1,702 | 170 | 50 | 5,139 | 309 |
| ILLINOIS | 151 | 21,888 | 10,918 | 446 | 70 | 3,160 | 38 | 221 | 25,048 | 484 |
| INDIANA | 54 | 12,354 | 6,761 | 84 | 44 | 8,257 | 432 | 98 | 20,611 | 516 |
| IOWA | 336 | 18,442 | 9,123 | 1,082 | - | - | - | 336 | 18,442 | 1,082 |
| KANSAS | 276 | 14,446 | 7,392 | 1,316 | 26 | 654 | 88 | 302 | 15,100 | 1,404 |
| KENTUCKY | 23 | 4,795 | 2,397 | 62 | 89 | 7,273 | 1,111 | 112 | 12,068 | 1,173 |
| LOUISIANA | 27 | 10,534 | 5,267 | 93 | 69 | 7,050 | 259 | 96 | 17,584 | 352 |
| MAINE | 23 | 4,362 | 2,178 | 51 | 63 | 2,517 | 138 | 86 | 6,879 | 189 |
| MARYLAND | 26 | 9,234 | 4,578 | 40 | 51 | 11,548 | 203 | 77 | 20,782 | 243 |
| MASSACHUSETTS | 30 | 14,906 | 7,885 | 45 | 215 | ^{2/} 18,813 | 163 | 245 | 33,719 | 208 |
| MICHIGAN | 161 | 18,083 | 9,160 | 426 | 79 | 5,187 | 878 | 240 | 23,270 | 1,304 |
| MINNESOTA | 204 | 18,754 | 9,773 | 932 | 20 | 581 | 95 | 224 | 19,335 | 1,027 |
| MISSISSIPPI | 81 | 14,055 | 7,644 | 442 | 15 | 1,779 | 65 | 96 | 15,834 | 507 |
| MISSOURI | 205 | 14,235 | 7,922 | 527 | 63 | 2,051 | 686 | 268 | 16,286 | 1,213 |
| MONTANA | 68 | 9,223 | 5,556 | 485 | - | - | - | 68 | 9,223 | 485 |
| NEBRASKA | 113 | 9,916 | 5,106 | 581 | - | - | - | 113 | 9,916 | 581 |
| NEVADA | 22 | 3,819 | 3,173 | 190 | 3 | 260 | 32 | 25 | 4,079 | 222 |
| NEW HAMPSHIRE | 18 | 2,081 | 1,128 | 22 | 1 | 16 | (^{3/}) | 19 | 2,097 | 22 |
| NEW JERSEY | 34 | 16,318 | 8,159 | 49 | 15 | 7,551 | 19 | 49 | 23,869 | 68 |
| NEW MEXICO | 29 | 6,474 | 4,588 | 159 | 48 | 1,267 | 285 | 77 | 7,741 | 444 |
| NEW YORK | 55 | 28,410 | 14,601 | 167 | 69 | 22,980 | 246 | 124 | 51,390 | 413 |
| NORTH CAROLINA | 92 | 15,363 | 7,708 | 455 | 78 | 3,802 | 473 | 170 | 19,165 | 928 |
| NORTH DAKOTA | 119 | 9,808 | 5,315 | 831 | 1 | 2 | 1 | 114 | 9,810 | 832 |
| OHIO | 98 | 13,004 | 6,722 | 112 | 269 | 16,763 | 2,241 | 367 | 29,767 | 2,353 |
| OKLAHOMA | 147 | 10,932 | 5,395 | 641 | 34 | 2,217 | 422 | 181 | 13,149 | 1,063 |
| OREGON | 44 | 7,552 | 4,829 | 152 | 33 | 3,132 | 108 | 77 | 10,684 | 260 |
| PENNSYLVANIA | 57 | 42,092 | 20,930 | 156 | 977 | 65,785 | 1,284 | 1,034 | 107,877 | 1,440 |
| RHODE ISLAND | 20 | 3,981 | 2,117 | 23 | 9 | 509 | 14 | 29 | 4,490 | 37 |
| SOUTH CAROLINA | 68 | 7,084 | 3,422 | 277 | 196 | 10,073 | 1,232 | 264 | 17,157 | 1,509 |
| SOUTH DAKOTA | 115 | 9,362 | 5,356 | 738 | - | - | - | 115 | 9,362 | 738 |
| TENNESSEE | 71 | 12,631 | 6,935 | 334 | 44 | 10,830 | 735 | 115 | 23,461 | 1,069 |
| TEXAS | 342 | 40,464 | 20,920 | 1,902 | 325 | 13,785 | 1,771 | 667 | 54,249 | 3,673 |
| UTAH | 26 | 3,520 | 2,669 | 150 | 1 | 28 | 2 | 27 | 3,548 | 152 |
| VERMONT | 27 | 2,294 | 1,167 | 55 | 14 | 253 | 1 | 41 | 2,547 | 56 |
| VIRGINIA | 48 | 5,603 | 3,056 | 171 | 67 | 3,864 | 165 | 115 | 9,467 | 336 |
| WASHINGTON | 58 | 7,789 | 3,855 | 155 | 30 | ^{2/} 14,009 | 128 | 88 | 21,798 | 283 |
| WEST VIRGINIA | 43 | 3,500 | 1,718 | 111 | 401 | 8,078 | 1,315 | 444 | 11,578 | 1,426 |
| WISCONSIN | 204 | 24,475 | 11,843 | 594 | 53 | 5,345 | 266 | 257 | 29,820 | 860 |
| WYOMING | 39 | 6,494 | 4,603 | 299 | 17 | 888 | 122 | 56 | 7,382 | 421 |
| DISTRICT OF COLUMBIA | 3 | 2,911 | 1,455 | 1 | 5 | 501 | 6 | 8 | 3,412 | 7 |
| TOTAL | 4,078 | ^{4/} 578,967 | 307,676 | 16,541 | 3,984 | ^{5/} 321,741 | 16,306 | 8,062 | 900,708 | 32,847 |

^{1/} CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

^{2/} CONTRACTS AWARDED BY SPECIAL TOLL AUTHORITIES ARE INCLUDED AS FOLLOWS: DELAWARE, DELAWARE RIVER BRIDGE, \$11,401,000; MASSACHUSETTS, MYSTIC RIVER BRIDGE, \$13,282,000; WASHINGTON, TACOMA NARROWS BRIDGE, \$11,197,000.

^{3/} LESS THAN ONE MILE.

^{4/} INCLUDES 219 FORCE ACCOUNT PROJECTS TOTALING \$5,258,000.

^{5/} INCLUDES 1,590 FORCE ACCOUNT PROJECTS TOTALING \$35,937,000.

STATE OBLIGATIONS FOR HIGHWAYS-1947
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR

PUBLIC ROAD ADMINISTRATION
FEDERAL BOND AGENCY

TABLE 88-1, 1947
SHEET 1 OF 2
ISSUED AUGUST, 1948

| STATE | OBLIGATION | NOMINAL DATE OF ISSUE | NOMINAL DATE OF SALE | AUTHORITY | GROSS PROCEEDS OF SALES | | | APPLICATION OF PROCEEDS | INTEREST | | SERIAL OR TERM | REDEMPTION PROVISIONS | | SOURCE OF FUNDS FOR DEBT SERVICE |
|-------------|--|----------------------------|-------------------------------|---------------------------------------|-------------------------|---------|---------------------|-------------------------|------------------|----------------|--|---|-------------------------------|----------------------------------|
| | | | | | PAR VALUE | PRICE | PREMIUM OR DISCOUNT | | ACCRUED INTEREST | RATE, PER-CENT | | DATES PAYABLE | MATURITY DATES AND AMOUNTS | |
| CONNECTICUT | OLD LYME-OLD SAYBROOK BRIDGE REVENUE BONDS BARTONVILLE BRIDGE REVENUE BONDS WILBUR BRIDGE REVENUE BONDS TOTAL | 12/1/47 10/1/47 | 2/28/47 10/1/47 | CH. 804, L. 47 CH. 80, L. 39 | 825,000 | PAR | - | \$2,132 | 1-1/4 | J-D | 8 | 6/1/50-54 \$125,000; 6/1/55-56 \$150,000 | BRIDGE TOLLS ROAD TOLLS | |
| | | | | | 5,275,000 | PAR | - | 14,686 | J-D | 8 | 6/1/50-79 \$150,000 to \$300,000 | | | |
| | | | | | 4,000,000 | 100.08 | \$1,600 | 16,759 | A-D | 8 | 10/1/49-55 \$500,000 | | | |
| IOWA | PRIMARY ROAD BONDS ASSUMED; CLAY COUNTY REFUNDING PROJECT 17 | 5/1/47 | 5/1/47 | CH. 241.2, L. 39 | 179,000 | 100.146 | 261 | - | 3/4 | M-M | 8 | 5/1/50 \$179,000 | HIGHWAY-USER TAKES | |
| | | | | | 1,000,000 | PAR | - | 1,889 | 2 | 8-T | 1/1/49 \$65,000; 1/1/50-52 \$85,000; 1/1/54 \$90,000; 1/1/59 \$50,000 | | | |
| KENTUCKY | STATE TOLL BRIDGE BONDS, PROJECT 17 | 11/1/47 | 12/5/47 | SEC. 4356- 2, 4, L. 28 | 1,000,000 | PAR | - | 1,889 | 2 | U-U | 8-T | 1/1/49 \$65,000; 1/1/50-52 \$85,000; 1/1/54 \$90,000; 1/1/59 \$50,000 | BRIDGE TOLLS | |
| | | | | | 1,000,000 | 100.00 | - | 3,109 | 1-1/4, 1-1/2 | U-U | 8 | 7/1/51-60 \$25,000; 7/1/61 \$750,000 | | |
| | | | | | 3,000,000 | 100.00 | 1,672 | 22,750 | 2-1/2, 3-1/2 | U-U | 8 | 1/1/51-60 \$25,000; 1/1/61 \$750,000; 1/1/62 \$25,000; 1/1/63 \$50,000; 1/1/64 \$2,000,000; 1/1/68-69 \$100,000; 1/1/69 \$2,000,000; 1/1/68-69 \$3,000,000 | | |
| | | | | | 15,000,000 | 100.00 | 25,089 | 119,789 | 2-1/2, 3-1/2 | U-U | 8 | 1/1/62-65 \$3,000,000 | | |
| LOUISIANA | SERIES "EE" HIGHWAY BONDS SERIES "HH" HIGHWAY BONDS SERIES "I" HIGHWAY BONDS TOTAL | 1/1/47 1/1/47 1/1/47 | 3/18/47 3/18/47 3/18/47 | ACT 371, L. 46 | 1,000,000 | 100.167 | 31,779 | 5,958 | 1-1/2 | J-U | 8 | 6/1/50-61/73 \$50,000-\$100,000 | BRIDGE TOLLS ROAD TOLLS | |
| | | | | | 3,000,000 | 94.20 | -275,808 | 17,569 | 2-3/4 | F-A | - | - | | |
| | | | | | 15,000,000 | 100.00 | -287,266 | 7,780 | 1-1/2 | J-U | 8 | 6/1/50-61/73 \$50,000-\$100,000 | | |
| MISSISSIPPI | STATE HIGHWAY BONDS, 12TH SERIES STATE HIGHWAY BONDS, 13TH SERIES TOTAL | 2/1/47 2/1/47 2/1/47 | 2/19/47 2/16/47 2/12/47 | CH. 186, L. 46 | 5,000,000 | 100.169 | - | 5,958 | 2-9/8 | F-A | 8 | 8/1/54-68 \$375,000 BIENNIAL; 8/1/68-70 \$480,000 BIENNIAL; 2/1/69-2/1/69 \$50,000 BIENNIAL; 8/1/69 \$25,000 | MOTOR- FUEL TAX | |
| | | | | | 175,000 | 100.01 | - | 1,717 | 2-1/4 | F-A | 8 | 8/1/69 \$25,000 | | |
| | | | | | 4,825,000 | 100.00 | 9,950 | 37,096 | 2-1/2 | F-A | 8 | 2/1/55-59 \$100,000 BIENNIAL; 8/1/59-70 \$325,000- \$400,000 BIENNIAL | | |
| MISSOURI | REFINANCEMENT OBLIGATIONS ASSUMED | - | - | - | 21,281 | - | - | - | - | - | - | - | HIGHWAY-USER TAKES | |
| | | | | | 7,400,000 | 101.279 | (37) | 25,181 | 1-3/4 | J-U | 8 | 1/1/49-50 \$160,000; 1/1/51-53 \$170,000; 1/1/54-56 \$190,000; 1/1/57-60 \$300,000; 1/1/61-62 \$260,000-\$290,000 | | |
| NEW JERSEY | HIGHWAY IMPROVEMENT BONDS, SERIES E | 1/1/47 | 2/25/47 | CH. 228, P. L. 1590 | 1,000,000 | 100.279 | - | 2,675 | 1-6 | F-A | 8 | 2/1-8/1/57, \$250,000; 2/1/58 \$250,000; 8/1/59 \$300,000 | MOTOR- FUEL TAX | |
| | | | | | 1,000,000 | 100.279 | - | 12,802 | 1-1/2 | F-A | 8 | 4/1/58 \$250,000; 10/1/57-4/1/59 \$250,000 | | |
| | | | | | 2,000,000 | 100.187 | 3,750 | 3,016,558 | 1-1/2 | A-D | 8 | 4/1/60 \$750,000; 2/1-8/1/58 \$500,000 | | |
| NEW MEXICO | HIGHWAY DEFERENCES TOTAL | 4/1/47 | 4/10/47 | L. 87, L. 87 | 4,000,000 | 100.187 | 3,750 | 15,477 | - | - | - | - | HIGHWAY- USER TAKES | |
| | | | | | 4,000,000 | 100.187 | 3,750 | 15,477 | - | - | - | - | | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-1, 1947
SHEET 2 OF 2
ISSUED AUGUST, 1948

| STATE | OBLIGATION | NOMINAL DATE OF ISSUE 2/ | NOMINAL DATE OF SALE | AUTHORI-ZATION | GROSS PROCEEDS OF SALES | | | | | APPLICATION OF PROCEEDS 1/ | INTEREST | | REDEMPTION PROVISIONS | | | SOURCE OF FUNDS FOR DEBT SERVICE |
|----------------|---|--------------------------|----------------------|----------------|-------------------------|---------|---------------------|---------------------|----------------|---|----------------|----------------|-----------------------|--|----------------|----------------------------------|
| | | | | | PAR VALUE | PRICE | PREMIUM OR DISCOUNT | ACCRUED INTEREST 3/ | GROSS PROCEEDS | | RATE, PER-CENT | DATES PAY-ABLE | SERIAL OR TERM | MATURITY DATES AND AMOUNTS | CALL FEATURES | |
| SOUTH CAROLINA | STATE HIGHWAY CERTIFICATES OF INDEBTEDNESS | 8/15/47 | 9/18/47 | CH. 565, L 46 | \$5,000,000 | 100.298 | \$14,900 | \$5,667 | \$5,020,567 | SECONDARY STATE HIGHWAY CONSTRUCTION | 1.2 | F-A | 8 | 8/15/50-51 \$500,000; 8/15/52-55 \$1,000,000 | - | HIGHWAY-USER TAXES |
| TENNESSEE | CONSOLIDATED REIMBURSEMENT EXCHANGE BONDS 3/ COUNTY EXCHANGE BONDS | 1/1/47 & 7/1/47 | 1/1/47 & 7/1/47 | CH. 165, L 37 | 381,500 | PAR | - | - | 381,500 | TO REFUND REIMBURSEMENT OBLIGATIONS ASSUMED | (9/) | J-D | T | 12/1/50 \$44,500; 12/1/51 \$18,500; 12/1/53 \$172,500; 12/1/55 \$146,000 | - | MOTOR-FUEL TAX |
| | TOTAL | | | | 736,500 | 100.05 | 174 | - | 736,674 | | 4-3/4 | J-D | T | | | |
| TEXAS | REIMBURSEMENT OBLIGATIONS ASSUMED COUNTY ROAD REFUNDING BONDS ASSUMED | - | - | - | 98,328 | - | - | - | 98,328 | REIMBURSEMENT OBLIGATIONS ASSUMED TO REFUND REIMBURSEMENT OBLIGATIONS | - | - | - | - | - | MOTOR FUEL TAX |
| | TOTAL | | | | 167,893 | | | | 167,893 | | | | | | | |
| WASHINGTON | WASHINGTON TOLL BRIDGE AUTHORITY BRIDGE REVENUE BONDS | 12/1/47 | 12/17/47 | CH. 266, L 45 | 1,800,000 | | | | | PURCHASE OF LOWVIEW BRIDGE AND RECONSTRUCTION OF APPROACHES, ETC. | 3-1/2 | J-D | T | 12/1/77 | 12/1/49 AT 103 | BRIDGE TOLLS |
| | TOTAL | | | | 2,250,000 | 99.04 | -55,000 | 4,854 | 3,619,854 | | 3 | J-D | T | 12/1/77 | | |
| WEST VIRGINIA | STATE HIGHWAY BONDS, 7TH REISSUE | 4/1/47 | 4/17/47 | CH. 7, L 45 | 2,000,000 | 100.05 | 1,413 | 6,250 | 2,007,663 | PRIMARY STATE HIGHWAY CONSTRUCTION | 1-1/4, 1-1/2 | J-D | 8 | 4/1/47-71 \$80,000 | - | HIGHWAY-USER TAXES |
| | STATE HIGHWAY BONDS, 7TH REISSUE | 8/1/47 | 8/23/47 | | 1,000,000 | 100.212 | 1,741 | 7,700 | 1,009,441 | | 1-1-1/2 | J-D | 8 | 8/1/47-71 \$40,000 | - | |
| | STATE HIGHWAY BONDS, 8TH REISSUE | 11/1/47 | 11/5/47 | CH. 7, L 47 | 2,000,000 | 100.093 | 551 | 2,437 | 2,002,988 | | 1-1/2, 1-3/4 | M-N | 8 | 11/1/48-72 \$80,000 | - | |
| | TOTAL | | | | 5,000,000 | | 3,705 | 16,387 | 5,020,092 | | | | | | | |
| WISCONSIN | REIMBURSEMENT OBLIGATIONS ASSUMED 10/ GRANT COUNTY - SERIES E | 6/1/46 | - | - | 1,000,000 | - | - | - | 1,000,000 | REIMBURSEMENT OBLIGATIONS ASSUMED | - | - | 8 | 1953-65 \$75,000; 1966 \$25,000 | - | HIGHWAY-USER TAXES |
| | TREMPEALEAU COUNTY - SERIES A | 10/1/46 | - | - | 236,000 | - | - | - | 236,000 | | - | - | 8 | - | - | |
| | BUFFALO COUNTY - SERIES F | 11/1/46 | - | - | 131,000 | - | - | - | 131,000 | | - | - | 8 | - | - | |
| | TOTAL | | | | 1,367,000 | | | | 1,367,000 | | | | | | | |
| | GRAND TOTAL | | | | 73,420,074 | | -250,141 | 268,142 | 73,472,075 | | | | | | | |

1/ THIS TABLE IS ONE OF A SERIES GIVING AVAILABLE INFORMATION CONCERNING STATE AND QUASI-STATE OBLIGATIONS INCURRED FOR HIGHWAY PURPOSES. WHILE SOME INFORMATION WAS NOT AVAILABLE, THE TABLES ARE REASONABLY COMPLETE. THE REMAINING TABLES IN THE SERIES ARE AS FOLLOWS: TABLE SB-2, CHANGE IN INDEBTEDNESS DURING TWO YEARS; TABLE SB-3, OBLIGATIONS OUTSTANDING AT END OF YEAR; TABLE SB-4, RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE; TABLE SB-5, FUTURE DEBT SERVICE REQUIREMENTS. WHEN BONDS WERE ISSUED PARTLY FOR HIGHWAYS AND PARTLY FOR OTHER PURPOSES, SUCH ISSUES HAVE BEEN CHARGED TO STATE HIGHWAYS, TO COUNTY OR OTHER LOCAL ROADS AND STREETS, AND TO NON-HIGHWAY PURPOSES, RESPECTIVELY, IN PROPORTION TO THE AMOUNTS OF THE ORIGINAL ISSUES USED FOR THESE PURPOSES, WITH THE NON-HIGHWAY PORTION BEING OMITTED FROM THESE TABLES. ALSO OMITTED ARE OBLIGATIONS ISSUED FOR TERMS OF LESS THAN TWO YEARS (INTEREST PAYMENTS, HOWEVER, ARE INCLUDED IN TABLE SB-5).

2/ COINCIDES WITH DATE BONDS BEGAN TO BEAR INTEREST; UNLESS NOTED OTHERWISE.
3/ PAYMENT BY BOND PURCHASER FOR INTEREST ACCRUED FROM DATE OF ISSUE TO DATE OF SALE.
4/ PREMIUM AND ACCRUED INTEREST ARE USUALLY USED FOR DEBT SERVICE PAYMENTS.

5/ PRIMARY ROAD BONDS AND PRIMARY ROAD REFUNDING BONDS ARE ISSUED BY COUNTIES, WITH THE STATE ASSUMING INTEREST AND PRINCIPAL PAYMENTS. PROCEEDS FROM SALE OF PRIMARY ROAD BONDS ARE EXPENDED FOR CONSTRUCTION ON THE STATE PRIMARY ROAD SYSTEM, UNDER SUPERVISION OF THE STATE HIGHWAY COMMISSION. REFUNDING BONDS ARE ISSUED IN ACCORDANCE WITH STATE STATUTORY FINANCING PLAN.

6/ COMPLETE INFORMATION NOT REPORTED IN THE FOR INCLUSION IN THIS TABLE.
7/ PREMIUM APPLIED TO SALE OF HOUSING BONDS ISSUED SIMULTANEOUSLY WITH HIGHWAY BONDS.
8/ STATE CONSOLIDATED BONDS ISSUED TO COUNTIES IN PAYMENT OF REIMBURSEMENT OBLIGATIONS. NOT SOLD TO PUBLIC.
9/ \$63,000 AT 2-1/2 PERCENT, \$146,500 AT 2-3/4 PERCENT, \$63,000 AT 3 PERCENT, \$72,000 AT 3-1/4 PERCENT, \$37,000 AT 3-1/2 PERCENT.
10/ COUNTIES ISSUE BONDS AND TURN PROCEEDS OVER TO THE STATE. MATURITIES ARE PAID FROM STATE HIGHWAY-USER REVENUES; INTEREST FROM COUNTY REVENUES. AS OF DECEMBER 31, 1947 ONLY \$236,000 OF \$1,248,000 TREMPEALEAU COUNTY ISSUE, AND \$131,000 OF \$350,000 BUFFALO COUNTY ISSUE HAS BEEN TURNED OVER TO THE STATE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
CHANGE IN INDEBTEDNESS DURING YEAR 1/

TABLE 88-2, 1947
SHEET 2 OF 4
ISSUED AUGUST 1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

| STATE | OBLIGATIONS | | OBLIGATIONS OUTSTANDING JANUARY 1, 1947 | OBLIGATIONS ISSUED 3/ | | | OBLIGATIONS REDEEMED | | | OBLIGATIONS OUTSTANDING DECEMBER 31, 1947 | SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1947 1/ | NET INDEBTEDNESS DECEMBER 31, 1947 |
|---------------|---|-------------------|---|-----------------------|------------------|--------------|---------------------------------------|--------------|-------------|---|---|------------------------------------|
| | ISSUE | CLASSIFICATION 2/ | | ORIGINAL ISSUES | REFUNDING ISSUES | TOTAL | WITH CURRENT INCOME AND DEBT RESERVES | BY REFUNDING | TOTAL | | | |
| LOUISIANA | STATE HIGHWAY BONDS | 1 | \$87,402,000 | \$19,000,000 | - | \$19,000,000 | \$4,670,000 | - | \$4,670,000 | \$101,732,000 | \$16,016,004 | \$85,713,996 |
| MAINE | STATE HIGHWAY BONDS | 1 | 11,909,500 | - | - | - | 1,729,000 | - | 1,729,000 | 10,180,500 | - | 10,180,500 |
| | STATE TOLL BRIDGE BONDS | 4 | 2,520,000 | - | - | - | 900,000 | - | 900,000 | 2,340,000 | - | 2,340,000 |
| | MAINE TURNPIKE AUTHORITY BONDS | 4* | 15,000,000 | 5,000,000 | 900,000 | 5,900,000 | 178,000 | 900,000 | 1,078,000 | 29,000,000 | \$95,578 | 29,250,422 |
| | TOTAL | | 29,429,500 | 5,000,000 | 900,000 | 5,900,000 | 1,907,000 | 900,000 | 2,807,000 | 32,520,500 | 95,578 | 32,430,922 |
| MARYLAND | STATE ANNUITY BONDS: HIGHWAYS | 1 | 680,000 | - | - | - | 124,000 | - | 124,000 | 556,000 | - | 556,000 |
| | SPECIAL BRIDGE ISSUES | 2 | 99,000 | - | - | - | 99,000 | - | 99,000 | - | - | - |
| | STATE ROADS COMMISSION BONDS: REFUNDING AND IMPROVEMENT BONDS | 1* | 6,397,000 | - | - | - | 564,000 | - | 564,000 | 5,833,000 | 678,394 | 5,154,606 |
| | TOLL BRIDGE REFUNDING BONDS | 4* | 3,000,000 | - | - | - | 1,078,000 | - | 1,078,000 | 1,922,000 | 603,580 | 1,318,420 |
| | CHESAPEAKE BAY FERRY BONDS | 4* | 2,390,000 | - | - | - | 180,000 | - | 180,000 | 2,210,000 | 218,682 | 1,991,318 |
| | TOTAL | | 12,566,000 | - | - | - | 2,045,000 | - | 2,045,000 | 10,521,000 | 1,500,656 | 9,020,344 |
| MASSACHUSETTS | METROPOLITAN PARKS - SERIES 2 - STATE HIGHWAY ISSUE | 1 | 247,500 | - | - | - | 158,500 | - | 158,500 | 89,000 | 36,853 | 52,147 |
| MICHIGAN | STATE HIGHWAY IMPROVEMENT BONDS | 1 | 248,000 | - | - | - | 10,000 | - | 10,000 | 238,000 | 279,141 | -41,141 |
| | STATE BRIDGE COMMISSION REFUNDING BONDS | 4* | 2,044,000 | - | - | - | 237,000 | - | 237,000 | 1,807,000 | - | 1,807,000 |
| | TOTAL | | 2,292,000 | - | - | - | 247,000 | - | 247,000 | 2,045,000 | 279,141 | 1,765,859 |
| MINNESOTA | STATE HIGHWAY BONDS | 1 | 12,475,000 | - | - | - | 1,500,000 | - | 1,500,000 | 10,975,000 | 2,825,000 | 8,150,000 |
| | REFUNDING REIMBURSEMENT BONDS | 5 | 2,445,000 | - | - | - | 2,445,000 | - | 2,445,000 | - | - | - |
| | TOTAL | | 14,920,000 | - | - | - | 3,945,000 | - | 3,945,000 | 10,975,000 | 2,825,000 | 8,150,000 |
| MISSISSIPPI | STATE HIGHWAY BONDS | 1* | 99,273,000 | 10,000,000 | - | 10,000,000 | 2,313,000 | - | 2,313,000 | 46,960,000 | - | - |
| | STATE HIGHWAY REFUNDING BONDS | 1* | 9,718,000 | - | - | - | 200,000 | - | 200,000 | 9,518,000 | - | - |
| | TOTAL | | 108,991,000 | 10,000,000 | - | 10,000,000 | 2,513,000 | - | 2,513,000 | 56,478,000 | 1,082,534 | 55,395,466 |
| MISSOURI | STATE HIGHWAY BONDS: \$60,000,000 ISSUE | 1 | 3,000,000 | - | - | - | 3,000,000 | - | 3,000,000 | - | - | - |
| | \$75,000,000 ISSUE | 1 | 54,000,000 | - | - | - | 3,000,000 | - | 3,000,000 | 51,000,000 | 7,915,000 | 43,085,000 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 6 | 274,534 | 21,281 | - | 21,281 | 59,875 | - | 59,875 | 235,940 | - | 235,940 |
| | TOTAL | | 57,274,534 | 21,281 | - | 21,281 | 6,059,875 | - | 6,059,875 | 51,235,940 | 7,915,000 | 43,320,940 |
| MONTANA | TREASURY ANTICIPATION DEBENTURES | 1* | 1,593,000 | - | - | - | 90,000 | - | 90,000 | 1,503,000 | 237,729 | 1,265,271 |
| NEBRASKA | NONE | | - | - | - | - | - | - | - | - | - | - |
| NEVADA | NONE | | - | - | - | - | - | - | - | - | - | - |
| NEW HAMPSHIRE | STATE HIGHWAY BONDS | 1 | 801,000 | - | - | - | 175,000 | - | 175,000 | 626,000 | - | - |
| | HIGHWAY FLOOD BONDS: STATE SHARE | 3 | 327,600 | - | - | - | 109,200 | - | 109,200 | 218,400 | - | - |
| | LOCAL SHARE | 7 | 272,400 | - | - | - | 90,800 | - | 90,800 | 181,600 | - | - |
| | SUBTOTAL | | 600,000 | - | - | - | 200,000 | - | 200,000 | 400,000 | - | - |
| | HIGHWAY BONDS - CH. 137, 1939 LAWS: STATE SHARE | 3 | 2,404,500 | - | - | - | - | - | - | 2,404,500 | - | - |
| | LOCAL SHARE | 7 | 1,025,500 | - | - | - | - | - | - | 1,025,500 | - | - |
| | SUBTOTAL | | 3,500,000 | - | - | - | - | - | - | 3,500,000 | - | - |
| | SULLIVAN - SCAMPELL BRIDGE BONDS | 2 | 40,000 | - | - | - | - | - | - | 40,000 | - | - |
| | STATE TOLL BRIDGE BONDS | 4 | 505,000 | - | - | - | 100,000 | - | 100,000 | 405,000 | 292,990 | 40,300 |
| | MAINE - NEW HAMPSHIRE INTERSTATE BRIDGE AUTHORITY REFUNDING BONDS | 4* | 2,400,000 | - | - | - | 121,000 | - | 121,000 | 2,279,000 | - | 2,279,000 |
| TOTAL | | 7,846,000 | - | - | - | 596,000 | - | 596,000 | 7,250,000 | 583,887 | 6,666,113 | |

State Highway Finance

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
CHANGE IN INDEBTEDNESS DURING YEAR

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-2, 1947
SHEET 3 OF 4
ISSUED AUGUST 1948

| STATE | OBLIGATIONS | | OBLIGATIONS OUTSTANDING JANUARY 1, 1947 | OBLIGATIONS ISSUED 3/ | | | OBLIGATIONS REDEEMED | | | OBLIGATIONS OUTSTANDING DECEMBER 31, 1947 | SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1947 | NET INDEBTEDNESS DECEMBER 31, 1947 |
|--|---|-------------------|---|-----------------------|------------------|-----------|---------------------------------------|--------------|-------------|---|--|------------------------------------|
| | ISSUE | CLASSIFICATION 2/ | | ORIGINAL ISSUES | REFUNDING ISSUES | TOTAL | WITH CURRENT INCOME AND DEBT RESERVES | BY REFUNDING | TOTAL | | | |
| NEW JERSEY | STATE HIGHWAY BONDS | 1 | \$20,000,000 | - | - | - | - | - | - | \$20,000,000 | \$20,000,000 | - |
| | HIGHWAY IMPROVEMENT BONDS: | | | | | | | | | | | |
| | SERIES A: | | | | | | | | | | | |
| | STATE SHARE | 3 | 13,140,000 | - | - | - | \$450,000 | - | \$450,000 | 12,690,000 | - | \$12,690,000 |
| | LOCAL SHARE | 7 | 1,460,000 | - | - | - | 50,000 | - | 50,000 | 1,410,000 | - | 1,410,000 |
| | SUBTOTAL | | 14,600,000 | - | - | - | 500,000 | - | 500,000 | 14,100,000 | - | 14,100,000 |
| | SERIES B: STATE | 1 | 11,660,000 | - | - | - | 340,000 | - | 340,000 | 11,320,000 | - | 11,320,000 |
| | SERIES C: LOCAL | 7 | 1,590,000 | - | - | - | 60,000 | - | 60,000 | 1,530,000 | - | 1,530,000 |
| | SERIES D: LOCAL | 7 | 1,760,000 | - | - | - | 50,000 | - | 50,000 | 1,710,000 | 50,000 | 1,660,000 |
| | SERIES E: STATE | 1 | - | \$7,400,000 | - | - | - | - | - | 7,400,000 | - | 7,400,000 |
| SUBTOTAL, HIGHWAY IMPROVEMENT BONDS | | 29,610,000 | 7,400,000 | - | 7,400,000 | 950,000 | - | 950,000 | 36,060,000 | 50,000 | 36,010,000 | |
| TOTAL | | 49,610,000 | 7,400,000 | - | 7,400,000 | 950,000 | - | 950,000 | 56,060,000 | 20,000,000 | 36,010,000 | |
| NEW MEXICO | GAS TAX DEBENTURES | 1 | 18,686,000 | 4,000,000 | - | 4,000,000 | 1,439,000 | - | 1,439,000 | 21,287,000 | 210,921 | 21,096,079 |
| NEW YORK | STATE HIGHWAY IMPROVEMENT BONDS - SERIAL | 1 | 10,000,000 | - | - | - | 400,000 | - | 400,000 | 9,600,000 | - | 9,600,000 |
| | STATE HIGHWAY IMPROVEMENT BONDS - SINKING FUND | 1 | 80,000,000 | - | - | - | - | - | - | 80,000,000 | 59,184,589 | 20,815,411 |
| | STATE HIGHWAY GRADE CROSSING ELIMINATION BONDS | 2 | 128,895,000 | - | - | - | 3,900,000 | - | 3,900,000 | 124,995,000 | - | 124,995,000 |
| | GENERAL STATE IMPROVEMENT BONDS - STATE HIGHWAY SHARE | 3 | 15,636,223 | - | - | - | 1,278,970 | - | 1,278,970 | 14,357,253 | - | 14,357,253 |
| | STATE PARK SYSTEM BONDS - STATE HIGHWAY SHARE | 3 | 200,000 | - | - | - | 40,000 | - | 40,000 | 160,000 | - | 160,000 |
| | NEW YORK STATE BRIDGE AUTHORITY BONDS | 4* | 600,000 | - | - | - | 400,000 | - | 400,000 | 200,000 | 200,000 | - |
| | NIAGARA FRONTIER BRIDGE AUTHORITY BONDS | 4* | 1,849,000 | - | - | - | 121,000 | - | 121,111 | 1,728,000 | 580,419 | 1,147,581 |
| | JONES BEACH PARKWAY AUTHORITY REFUNDING BONDS | 4* | 5,000,000 | - | - | - | - | - | - | 5,000,000 | - | 5,000,000 |
| | WHITEFACE MOUNTAIN AUTHORITY REFUNDING BONDS | 4* | 1,045,000 | - | - | - | - | - | - | 1,045,000 | - | 1,045,000 |
| | THOUSAND ISLANDS BRIDGE AUTHORITY REFUNDING BONDS | 4* | 3,560,000 | - | - | - | - | - | - | 3,560,000 | - | 3,560,000 |
| | LAKE CHAMPLAIN BRIDGE COMMISSION REFUNDING BONDS | 4* | 1,188,000 | - | - | - | 180,000 | - | 180,000 | 1,008,000 | - | 1,008,000 |
| BUFFALO AND FORT ERIE BRIDGE AUTHORITY REFUNDING BONDS | 4* | 2,875,000 | - | - | - | 290,000 | - | 290,000 | 2,585,000 | 350,000 | 2,235,000 | |
| TOTAL | | 250,848,223 | - | - | - | 6,609,970 | - | 6,609,970 | 244,238,253 | 60,215,008 | 183,923,245 | |
| NORTH CAROLINA | STATE HIGHWAY BONDS | 1 | 45,506,000 | - | - | - | 4,850,000 | - | 4,850,000 | 40,656,000 | - | 40,656,000 |
| CAPE FEAR RIVER BRIDGE BONDS | 2 | 700,000 | - | - | - | 75,000 | - | 75,000 | 625,000 | - | 625,000 | |
| TOTAL | | 46,206,000 | - | - | - | 4,925,000 | - | 4,925,000 | 41,281,000 | 15,903,193 | 25,377,807 | |
| NORTH DAKOTA | NONE | | - | - | - | - | - | - | - | - | - | - |
| OHIO | OHIO BRIDGE COMMISSION REFUNDING BONDS | 4* | 1,540,000 | - | - | - | 375,000 | - | 375,000 | 1,165,000 | 423,070 | 741,930 |
| OKLAHOMA | NONE | | - | - | - | - | - | - | - | - | - | - |
| OREGON | STATE HIGHWAY BONDS | 1 | 4,000,000 | - | - | - | 650,000 | - | 650,000 | 3,350,000 | - | 3,350,000 |
| | IMPROVEMENT DISTRICT BONDS ASSUMED | 6 | 12,500 | - | - | - | 12,500 | - | 12,500 | - | - | - |
| TOTAL | | 4,012,500 | - | - | - | 662,500 | - | 662,500 | 3,350,000 | - | 3,350,000 | |
| PENNSYLVANIA | STATE HIGHWAY BONDS | 1 | 44,688,000 | - | - | - | 2,000,000 | - | 2,000,000 | 42,688,000 | 23,628,953 | 19,059,047 |
| | PENNSYLVANIA TURNPIKE AUTHORITY REFUNDING BONDS | 4* | 40,000,000 | - | - | - | - | - | - | 40,000,000 | 1,103,867 | 44,890,133 |
| | DELAWARE RIVER JOINT COMMISSION TOLL BRIDGE REFUNDING BONDS | 4* | 29,150,000 | - | - | - | 1,700,000 | - | 1,700,000 | 27,450,000 | 2,606,170 | 24,843,830 |
| TOTAL | | 119,838,000 | - | - | - | 3,700,000 | - | 3,700,000 | 116,138,000 | 27,238,990 | 88,799,010 | |
| RHODE ISLAND | SPECIAL STATE BRIDGE BONDS | 2 | 4,574,000 | - | - | - | - | - | - | 4,574,000 | 1,011,488 | 3,562,512 |
| | JAMESTOWN BRIDGE COMMISSION BONDS | 4* | 1,808,000 | - | - | - | - | - | - | 1,808,000 | - | 1,808,000 |
| TOTAL | | 6,382,000 | - | - | - | - | - | - | 6,382,000 | 1,011,488 | 5,370,512 | |
| SOUTH CAROLINA | STATE HIGHWAY CERTIFICATES OF INDEBTEDNESS | 1 | 37,970,250 | 5,000,000 | - | 5,000,000 | 4,073,650 | - | 4,073,650 | 38,896,600 | - | 38,896,600 |
| | REFUNDING REIMBURSEMENT BONDS | 5 | 7,851,750 | - | - | - | 1,271,350 | - | 1,271,350 | 6,580,400 | 4,553,649 | 2,026,751 |
| | STATE ASSUMED COUNTY BONDS | 6 | 5,149,021 | - | - | - | 1,263,225 | - | 1,263,225 | 3,885,796 | 18,000 | 3,867,796 |
| TOTAL | | 50,971,021 | 5,000,000 | - | 5,000,000 | 6,608,225 | - | 6,608,225 | 49,362,796 | 4,571,649 | 44,791,147 | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
CHANGE IN INDEBTEDNESS DURING YEAR 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-2, 1947
SHEET 4 OF 4
ISSUED AUGUST 1948

| STATE | OBLIGATIONS | | | OBLIGATIONS ISSUED 2/ | | | OBLIGATIONS REDEEMED | | | OBLIGATIONS OUTSTANDING DECEMBER 31, 1947 | SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1947 3/ | NET INDEBTEDNESS DECEMBER 31, 1947 |
|--|---|-------------------|---|-----------------------|------------------|-------------|---------------------------------------|--------------|---------------|---|---|------------------------------------|
| | ISSUE | CLASSIFICATION 2/ | OBLIGATIONS OUTSTANDING JANUARY 1, 1947 | ORIGINAL ISSUES | REFUNDING ISSUES | TOTAL | WITH CURRENT INCOME AND DEBT RESERVES | BY REFUNDING | TOTAL | | | |
| SOUTH DAKOTA | NONE | | - | - | - | - | - | - | - | - | - | - |
| TENNESSEE | STATE HIGHWAY BONDS | 1 | \$5,086,000 | - | - | - | \$5,034,000 | - | \$5,034,000 | \$52,000 | \$52,000 | - |
| | STATE HIGHWAY REFUNDING BONDS | 1 | 11,108,000 | - | - | - | - | - | - | 11,108,000 | 2,160,922 | \$8,947,068 |
| | STATE TOLL BRIDGE BONDS | 4 | 6,000 | - | - | - | 4,000 | - | 4,000 | 2,000 | 2,000 | - |
| | CONSOLIDATED REFUNDING TOLL BRIDGE BONDS | 4 | 3,198,000 | - | - | - | 141,000 | - | 141,000 | 3,057,000 | 1,114,000 | 1,943,000 |
| | CONSOLIDATED REFUNDING REIMBURSEMENT BONDS | 5 | 26,296,500 | - | \$736,500 | \$736,500 | - | - | - | 27,033,000 | 4,392,547 | 27,033,000 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 6 | 5,128,790 | - | - | - | - | \$735,659 | 735,659 | - | 377,554 | 4,015,432 |
| TOTAL | | | 50,823,296 | - | 736,500 | 736,500 | 5,914,659 | 735,659 | 5,914,659 | 45,045,047 | 3,706,486 | 41,595,561 |
| TEXAS | REIMBURSEMENT OBLIGATIONS ASSUMED | 6 | 53,518,189 | \$98,328 | 69,565 | 167,893 | 6,363,870 | 69,565 | 6,433,435 | 47,252,647 | 7,234,743 | 40,017,904 |
| UTAH | NONE | | - | - | - | - | - | - | - | - | - | - |
| VERMONT | MISSISQUOI BAY TOLL BRIDGE BONDS | 2 | 290,000 | - | - | - | 14,000 | - | 14,000 | 276,000 | 14,000 | 262,000 |
| | FLOOD BONDS OF 1927 - LOCAL ROADS | 7 | 1,211,760 | - | - | - | 394,416 | - | 394,416 | 817,344 | 413,424 | 403,920 |
| | TOTAL | | 1,501,760 | - | - | - | 408,416 | - | 408,416 | 1,093,344 | 427,424 | 665,920 |
| VIRGINIA | REFUNDING REIMBURSEMENT BONDS | 5 | 478,000 | - | - | - | 478,000 | - | 478,000 | - | - | - |
| WASHINGTON | EMERGENCY RELIEF BONDS: | | | | | | | | | | | |
| | STATE HIGHWAY SHARE | 3 | 390,504 | - | - | - | 58,115 | - | 58,115 | 332,389 | - | - |
| | LOCAL ROAD SHARE | 7 | 534,240 | - | - | - | 79,506 | - | 79,506 | 454,734 | - | - |
| | SUBTOTAL | | 924,744 | - | - | - | 137,621 | - | 137,621 | 787,123 | 787,123 | - |
| | WASHINGTON TOLL BRIDGE AUTHORITY REFUNDING BONDS | 4* | 4,340,000 | - | - | - | 1,120,000 | - | 1,120,000 | 3,220,000 | 1,510,285 | 1,709,715 |
| | WASHINGTON TOLL BRIDGE AUTHORITY BRIDGE REVENUE BONDS | 4* | - | 3,650,000 | - | 3,650,000 | - | - | - | 3,650,000 | 14,479 | 3,635,521 |
| STATE ASSUMED COUNTY BRIDGE BONDS | 6 | 132,000 | - | - | - | 13,000 | - | 13,000 | 120,000 | - | 120,000 | |
| TOTAL | | 5,397,744 | 3,650,000 | - | 3,650,000 | 1,270,621 | - | 1,270,621 | 7,777,123 | 2,311,887 | 5,465,236 | |
| WEST VIRGINIA | STATE HIGHWAY BONDS | 1 | 65,746,000 | 5,000,000 | - | 5,000,000 | 6,017,000 | - | 6,017,000 | 64,732,000 | 4,229,540 | 60,502,460 |
| | STATE TOLL BRIDGE REFUNDING BONDS | 4 | 4,422,000 | - | - | - | 912,000 | - | 912,000 | 3,510,000 | 818,074 | 2,691,926 |
| | TOTAL | | 70,171,000 | 5,000,000 | - | 5,000,000 | 6,929,000 | - | 6,929,000 | 68,242,000 | 5,047,614 | 63,094,386 |
| WISCONSIN | REIMBURSEMENT OBLIGATIONS ASSUMED | 6 | 1,320,575 | 1,367,000 | - | 1,367,000 | 714,525 | - | 714,525 | 1,973,050 | - | 1,973,050 |
| WYOHING | STATE HIGHWAY REFUNDING BONDS | 1 | 1,770,000 | - | - | - | 250,000 | - | 250,000 | 1,520,000 | - | 1,520,000 |
| SUMMARY | REGULAR STATE HIGHWAY BONDS | 1 | 84,750,089 | 50,400,000 | - | 50,400,000 | 56,035,077 | - | 56,035,077 | 819,114,972 | - | - |
| | SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS | 2 | 138,465,000 | - | - | - | 4,616,000 | - | 4,616,000 | 133,849,000 | - | - |
| | SPECIAL CONSTRUCTION ISSUES - STATE HIGHWAY SHARE | 3 | 32,098,827 | - | - | - | 1,936,285 | - | 1,936,285 | 30,162,542 | - | - |
| | STATE ISSUES FOR TOLL ROADS AND BRIDGES | 4 | 190,636,000 | 19,650,000 | 900,000 | 20,550,000 | 15,010,000 | 900,000 | 15,910,000 | 195,276,000 | - | - |
| | STATE ISSUES FOR REIMBURSEMENT | 5 | 83,528,451 | - | 736,500 | 736,500 | 7,906,423 | - | 7,906,423 | 76,388,528 | - | - |
| | SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS | | 1,269,508,327 | 70,050,000 | 1,636,500 | 71,686,500 | 85,503,785 | 900,000 | 86,403,785 | 1,254,791,042 | - | - |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 6 | 119,716,223 | 1,486,609 | 247,565 | 1,734,174 | 18,874,906 | 983,224 | 19,858,130 | 101,522,267 | - | - |
| TOTAL OBLIGATIONS FOR STATE HIGHWAYS | | 1,389,224,550 | 71,536,609 | 1,884,065 | 73,420,674 | 104,378,691 | 1,883,224 | 106,261,915 | 1,356,383,309 | - | - | |
| STATE ISSUES FOR LOCAL ROADS AND BRIDGES | 7 | 8,091,400 | - | - | - | 721,722 | - | 721,722 | 7,359,678 | - | - | |
| TOTAL HIGHWAY OBLIGATIONS OF STATES | | 1,397,315,950 | 71,536,609 | 1,884,065 | 73,420,674 | 105,110,413 | 1,883,224 | 106,993,637 | 1,363,742,987 | 198,122,820 | 1,165,620,167 | |

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.
2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET A. SEE TABLE SB-2A, NOTE 2, FOR ADDITIONAL DETAILS. ISSUES MARKED WITH AN ASTERISK ARE LIMITED STATE OBLIGATIONS OR QUASI-STATE OBLIGATIONS SUPPORTED BY SPECIFIC REVENUES ONLY. ALL OTHER ISSUES ARE UNDERSTOOD TO BE SUPPORTED BY THE FULL FAITH AND CREDIT OF THE STATE

AS WELL AS BY SPECIFIC REVENUES. (NO ATTEMPT HAS BEEN MADE TO DETERMINE THE STATUS OF REIMBURSEMENT OBLIGATIONS).
3/ SEE TABLE SB-1 FOR ADDITIONAL INFORMATION.
4/ EXCLUDES AMOUNTS RESERVED SOLELY FOR INTEREST PAYMENTS.
5/ DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS - 1947
OBLIGATIONS OUTSTANDING AT END OF YEAR 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-2A, 1947
ISSUED AUGUST 1948

| STATE | FOR STATE HIGHWAYS | | | | | | | | STATE ISSUES FOR LOCAL ROADS AND BRIDGES | TOTAL HIGHWAY OBLIGATIONS OF STATE 3/ | STATE |
|-----------------|-----------------------------|--|--|---|-----------------------------------|---|--------------------------------------|--------------------------------------|--|---------------------------------------|-----------------|
| | REGULAR STATE HIGHWAY BONDS | SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE | STATE ISSUES FOR TOLL ROADS AND BRIDGES | STATE ISSUES FOR REIMBURSEMENT 2/ | SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS | REIMBURSEMENT OBLIGATIONS ASSUMED 2/ | TOTAL OBLIGATIONS FOR STATE HIGHWAYS | | | |
| ALABAMA | \$23,321,000 | \$3,339,000 | - | - | - | \$26,660,000 | - | \$26,660,000 | - | \$26,660,000 | ALABAMA |
| ARIZONA 1/ | - | - | - | - | - | - | - | - | - | - | ARIZONA 1/ |
| ARKANSAS | 81,332,872 | - | - | - | \$40,115,128 | 121,448,000 | - | 121,448,000 | - | 121,448,000 | ARKANSAS |
| CALIFORNIA | 29,225,000 | - | - | \$38,699,000 | - | 67,924,000 | - | 67,924,000 | - | 67,924,000 | CALIFORNIA |
| COLORADO | 12,335,000 | - | - | - | - | 12,335,000 | - | 12,335,000 | - | 12,335,000 | COLORADO |
| CONNECTICUT | - | - | - | - | 19,120,000 | 19,120,000 | 5/ \$4,136,000 | 23,256,000 | - | 23,256,000 | CONNECTICUT |
| DELAWARE | 2,652,000 | - | - | - | - | 2,652,000 | 3,265,000 | 5,917,000 | - | 5,917,000 | DELAWARE |
| FLORIDA | - | - | - | - | - | - | 6,744,750 | 6,744,750 | 6/ \$160,500 | 6,905,250 | FLORIDA |
| GEORGIA | - | - | - | - | 2,660,000 | 2,660,000 | - | 2,660,000 | - | 2,660,000 | GEORGIA |
| IDAHO 1/ | - | - | - | - | - | - | - | - | - | - | IDAHO 1/ |
| ILLINOIS | 78,054,000 | - | - | - | - | 78,054,000 | - | 78,054,000 | - | 78,054,000 | ILLINOIS |
| INDIANA 1/ | - | - | - | - | - | - | - | - | - | - | INDIANA 1/ |
| IOWA | - | - | - | - | - | - | 19,327,000 | 19,327,000 | - | 19,327,000 | IOWA |
| KANSAS | 415,000 | - | - | - | - | 415,000 | 10,259,037 | 10,674,037 | - | 10,674,037 | KANSAS |
| KENTUCKY | - | - | - | 1,600,000 | - | 1,600,000 | - | 1,600,000 | - | 1,600,000 | KENTUCKY |
| LOUISIANA | 101,732,000 | - | - | - | - | 101,732,000 | - | 101,732,000 | - | 101,732,000 | LOUISIANA |
| MAINE | 10,180,500 | - | - | - | 22,346,000 | 32,526,500 | - | 32,526,500 | - | 32,526,500 | MAINE |
| MARYLAND | 6,389,000 | - | - | 4,132,000 | - | 10,521,000 | - | 10,521,000 | - | 10,521,000 | MARYLAND |
| MASSACHUSETTS | 89,000 | - | - | - | - | 89,000 | - | 89,000 | - | 89,000 | MASSACHUSETTS |
| MICHIGAN | 238,000 | - | - | 1,807,000 | - | 2,045,000 | - | 2,045,000 | - | 2,045,000 | MICHIGAN |
| MINNESOTA | 10,975,000 | - | - | - | - | 10,975,000 | - | 10,975,000 | - | 10,975,000 | MINNESOTA |
| MISSISSIPPI | 56,478,000 | - | - | - | - | 56,478,000 | - | 56,478,000 | - | 56,478,000 | MISSISSIPPI |
| MISSOURI | 51,000,000 | - | - | - | - | 51,000,000 | 235,940 | 51,235,940 | - | 51,235,940 | MISSOURI |
| MONTANA | 1,503,000 | - | - | - | - | 1,503,000 | - | 1,503,000 | - | 1,503,000 | MONTANA |
| NEBRASKA 1/ | - | - | - | - | - | - | - | - | - | - | NEBRASKA 1/ |
| NEVADA 1/ | - | - | - | - | - | - | - | - | - | - | NEVADA 1/ |
| NEW HAMPSHIRE | 626,000 | 40,000 | \$2,622,900 | 2,684,000 | - | 5,972,900 | - | 5,972,900 | 1,277,100 | 7,250,000 | NEW HAMPSHIRE |
| NEW JERSEY | 38,720,000 | - | 12,690,000 | - | - | 51,410,000 | - | 51,410,000 | 4,650,000 | 56,060,000 | NEW JERSEY |
| NEW MEXICO | 21,247,000 | - | - | - | - | 21,247,000 | - | 21,247,000 | - | 21,247,000 | NEW MEXICO |
| NEW YORK | 89,600,000 | 124,995,000 | - | 14,517,253 | 15,126,000 | 244,238,253 | - | 244,238,253 | - | 244,238,253 | NEW YORK |
| NORTH CAROLINA | 40,656,000 | 625,000 | - | - | - | 41,281,000 | - | 41,281,000 | - | 41,281,000 | NORTH CAROLINA |
| NORTH DAKOTA 1/ | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA 1/ |
| OHIO | - | - | - | 1,165,000 | - | 1,165,000 | - | 1,165,000 | - | 1,165,000 | OHIO |
| OKLAHOMA 1/ | - | - | - | - | - | - | - | - | - | - | OKLAHOMA 1/ |
| OREGON | 3,350,000 | - | - | - | - | 3,350,000 | - | 3,350,000 | - | 3,350,000 | OREGON |
| PENNSYLVANIA | 42,688,000 | - | - | 73,450,000 | - | 116,138,000 | - | 116,138,000 | - | 116,138,000 | PENNSYLVANIA |
| RHODE ISLAND | - | 4,574,000 | - | 1,808,000 | - | 6,382,000 | - | 6,382,000 | - | 6,382,000 | RHODE ISLAND |
| SOUTH CAROLINA | 38,896,600 | - | - | - | 6,580,400 | 45,477,000 | 3,885,796 | 49,362,796 | - | 49,362,796 | SOUTH CAROLINA |
| SOUTH DAKOTA 1/ | - | - | - | - | - | - | - | - | - | - | SOUTH DAKOTA 1/ |
| TENNESSEE | 11,160,000 | - | - | 3,059,000 | 27,033,000 | 41,252,000 | 4,393,047 | 45,645,047 | - | 45,645,047 | TENNESSEE |
| TEXAS | - | - | - | - | - | - | 47,252,647 | 47,252,647 | - | 47,252,647 | TEXAS |
| UTAH 1/ | - | - | - | - | - | - | - | - | 817,344 | 1,093,344 | UTAH 1/ |
| VERMONT | - | 276,000 | - | - | - | 276,000 | - | 276,000 | - | 276,000 | VERMONT |
| VIRGINIA 1/ | - | - | - | - | - | - | - | - | - | - | VIRGINIA 1/ |
| WASHINGTON | - | - | 332,389 | 6,870,000 | - | 7,202,389 | 120,000 | 7,322,389 | 454,734 | 7,777,123 | WASHINGTON |
| WEST VIRGINIA | 64,732,000 | - | - | 3,410,000 | - | 68,142,000 | - | 68,142,000 | - | 68,142,000 | WEST VIRGINIA |
| WISCONSIN | - | - | - | - | - | - | 1,973,050 | 1,973,050 | - | 1,973,050 | WISCONSIN |
| WYOMING | 1,520,000 | - | - | - | - | 1,520,000 | - | 1,520,000 | - | 1,520,000 | WYOMING |
| TOTAL | 819,114,972 | 133,849,000 | 30,162,542 | 195,276,000 | 76,388,528 | 1,254,791,042 | 101,592,267 | 1,356,383,309 | 7,359,678 | 1,363,742,987 | TOTAL |

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

2/ MANY STATES HAVE ASSUMED OR ISSUED OBLIGATIONS TO REIMBURSE LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF STATE HIGHWAYS, OR LOCAL ROADS NOW ON STATE SYSTEMS. WHERE OBLIGATIONS HAVE BEEN ASSUMED, THEY ARE SHOWN IN THIS TABLE UNDER "REIMBURSEMENT OBLIGATIONS ASSUMED". THE REIMBURSEMENT OBLIGATION USUALLY CONSISTS OF EITHER (A) LOCAL BONDS ASSUMED IN WHOLE OR IN PART BY THE STATE, OR (B) THE VALUE OF THE LOCAL CONTRIBUTION FOR WHICH THE STATE HAS PLEDGED SPECIFIC PAYMENTS OVER A PERIOD OF YEARS. WHERE STATE BONDS HAVE

BEEN ISSUED TO REFUND LOCAL BONDS UNDER PLAN (A), OR TO REIMBURSE LOCAL GOVERNMENTS UNDER PLAN (B), THEY ARE SHOWN UNDER "STATE ISSUES FOR REIMBURSEMENT".

3/ AGREES WITH "OBLIGATIONS OUTSTANDING DECEMBER 31, 1947" ON TABLE SB-2.

4/ NO STATE HIGHWAY DEBT AS OF DECEMBER 31, 1947.

5/ DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.

6/ LEASE-PURCHASE AGREEMENTS FOR BRIDGES LOCATED OFF THE STATE-MAINTAINED SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 56-3, 1947
SHEET 1 OF 3
ISSUED AUGUST 1948

| STATE | OBLIGATIONS | | BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1947 | RECEIPTS APPLICABLE TO DEBT SERVICE | | | | | | | | DISBURSEMENTS | | | | | BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1947 | | | | | |
|---------------|--|-------------------|---|-------------------------------------|------------|---|------------------------------|---------------------------|--------------------------------------|----------------------|----------------|---------------|----------------|-----------------------------------|--------------|---------------------|---|---------------------|-------------|-------------|------------|------------|
| | ISSUE | CLASSIFICATION 2/ | | HIGHWAY-USER REVENUES | TOLLS | GENERAL FUND A PROPORTIONS AND PROPERTY TAXES | NET EARNINGS OF SINKING FUND | PROCEEDS OF SALE OF BONDS | CONTRIBUTIONS FROM LOCAL GOVERNMENTS | MISCELLANEOUS INCOME | TOTAL RECEIPTS | INTEREST | ADMINISTRATION | TOTAL INTEREST AND ADMINISTRATION | REDEMPTIONS | | | TOTAL DISBURSEMENTS | | | | |
| | | | | | | | | | | | | | | | PAR VALUE 3/ | PREMIUM OR DISCOUNT | | | TOTAL | | | |
| ALABAMA | STATE HIGHWAY BONDS | A | \$90,752 | \$2,480,429 | - | - | - | - | - | - | - | - | \$1,042,095 | - | \$1,042,095 | \$1,360,000 | - | \$1,360,000 | \$2,402,095 | \$1,059,086 | | |
| | BRIDGE FINANCE CORPORATION BONDS | A | 28,132 | 550,672 | - | - | - | - | - | - | - | - | 86,522 | - | 86,522 | 468,000 | - | 468,000 | 518,522 | 65,291 | | |
| | TOTAL | | 1,008,887 | 3,031,108 | - | - | - | - | - | 3,031,108 | 1,088,618 | - | 1,088,618 | 1,828,000 | - | 1,828,000 | 2,916,618 | - | 2,916,618 | 1,119,377 | | |
| ARIZONA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| ARKANSAS | STATE HIGHWAY BONDS | A | 7,172,454 | 4,805,068 | - | - | \$66,771 | - | - | 4,871,903 | 2,647,679 | \$2,796 | 2,650,475 | 2,122,927 | - | 2,122,927 | 2,122,927 | - | 2,122,927 | 4,773,402 | 7,271,015 | |
| | STATE ISSUES FOR REIMBURSEMENT | A | 3,477,136 | 2,359,983 | - | - | - | - | - | 2,359,983 | 1,304,892 | 1,372 | 1,307,272 | 1,087,072 | - | 1,087,072 | 1,087,072 | - | 1,087,072 | 2,432,245 | 3,432,245 | |
| | TOTAL | | 10,649,590 | 7,175,051 | - | - | 66,771 | - | - | 7,241,926 | 3,952,572 | 4,175 | 3,957,747 | 3,210,000 | - | 3,210,000 | 3,210,000 | - | 3,210,000 | 7,175,051 | 10,763,769 | |
| CALIFORNIA | STATE HIGHWAY BONDS | A | - | 3,096,063 | - | - | - | - | - | 3,096,063 | 1,321,063 | - | 1,321,063 | 1,775,000 | - | 1,775,000 | 1,775,000 | - | 1,775,000 | 3,096,063 | - | |
| | TOLL BRIDGE AUTHORITY BONDS | B | 6,887,900 | - | 47,980,148 | - | 80,000 | - | - | 8,239,737 | 977,804 | 35,029 | 1,012,833 | 8,269,000 | 814,720 | 7,133,720 | 8,269,000 | 814,720 | 7,133,720 | 8,186,553 | 6,381,084 | |
| | TOTAL | | 6,887,900 | 3,096,063 | 47,980,148 | 80,000 | - | - | 179,589 | 11,335,800 | 2,298,867 | 35,029 | 2,333,896 | 8,764,000 | 144,720 | 8,908,720 | 8,908,720 | 144,720 | 8,908,720 | 11,242,616 | 6,381,084 | |
| COLORADO | STATE HIGHWAY BONDS | A | 289,471 | - | - | - | - | - | - | - | 2,471 | - | 2,471 | 247,000 | - | 247,000 | 247,000 | - | 247,000 | 289,471 | - | |
| | REVENUE ANTICIPATION WARRANTS | A | 965,170 | 1,076,500 | - | - | 28,521 | - | - | 2,005,021 | 402,693 | - | 402,693 | 1,570,000 | - | 1,570,000 | 1,570,000 | - | 1,570,000 | 1,970,212 | 999,979 | |
| | TOTAL | | 1,214,641 | 1,076,500 | - | - | 28,521 | - | - | 2,005,021 | 402,693 | - | 402,693 | 1,817,000 | - | 1,817,000 | 1,817,000 | - | 1,817,000 | 2,219,683 | 999,979 | |
| CONNECTICUT | STATE TOLL BRIDGE BONDS | B | - | - | 525,700 | - | 38,181 | \$313,516 | - | 877,397 | 218,387 | 8,635 | 227,022 | 380,000 | - | 380,000 | 380,000 | - | 380,000 | 607,022 | 2,375,375 | |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 568,000 | 1,079,940 | - | - | - | - | - | 1,079,940 | 79,940 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1,079,940 | 568,000 | |
| | REPAYMENT OF ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID 5/ | C | - | 87,092 | - | - | - | - | - | 87,092 | - | - | 87,092 | - | - | 87,092 | - | - | 87,092 | 87,092 | 607,022 | |
| | TOTAL | | 568,000 | 1,167,032 | 525,700 | - | 38,181 | 313,516 | - | 2,044,429 | 298,327 | 8,635 | 306,962 | 1,467,092 | - | 1,467,092 | 1,467,092 | - | 1,467,092 | 1,774,054 | 836,375 | |
| DELAWARE | STATE HIGHWAY BONDS | A | - | 191,282 | - | - | - | - | - | 191,282 | 60,282 | - | 60,282 | 131,000 | - | 131,000 | 131,000 | - | 131,000 | 191,282 | - | |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | - | 416,772 | - | - | - | - | - | 416,772 | 116,772 | - | 116,772 | 300,000 | - | 300,000 | 300,000 | - | 300,000 | 416,772 | - | |
| | TOTAL | | - | 608,055 | - | - | - | - | - | 608,055 | 177,055 | - | 177,055 | 431,000 | - | 431,000 | 431,000 | - | 431,000 | 608,055 | - | |
| FLORIDA | SPECIAL BRIDGE OBLIGATIONS ASSUMED | D | 268,279 | 473,005 | 279,429 | - | - | - | - | 751,434 | 185,330 | 993 | 186,323 | 432,000 | - | 432,000 | 432,000 | - | 432,000 | 618,323 | 401,390 | |
| | SPECIAL BRIDGE OBLIGATIONS ASSUMED | C | 702 | 14,013 | - | - | - | - | - | 14,013 | 6,925 | 24 | 7,012 | 7,000 | - | 7,000 | 7,000 | - | 7,000 | 14,013 | 702 | |
| | TOTAL | | 268,988 | 486,018 | 279,429 | - | - | - | - | 765,447 | 192,255 | 1,017 | 193,342 | 439,000 | - | 439,000 | 439,000 | - | 439,000 | 632,342 | 402,099 | |
| GEORGIA | STATE ISSUES FOR REIMBURSEMENT | A | 5,432,921 | 2,785,000 | - | - | - | - | - | 2,785,000 | 82,168 | - | 82,168 | 2,665,000 | - | 2,665,000 | 2,665,000 | - | 2,665,000 | 2,747,168 | 5,470,753 | |
| IDAH0 | SPECIAL STATE BRIDGE BONDS | A | 183 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 183 | |
| ILLINOIS | STATE HIGHWAY BONDS | A | 160,200 | 9,240,000 | - | - | - | - | - | 9,240,000 | 3,247,100 | - | 3,247,100 | 5,996,000 | - | 5,996,000 | 5,996,000 | - | 5,996,000 | 9,243,100 | 157,100 | |
| INDIANA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| IOWA | REIMBURSEMENT OBLIGATIONS ASSUMED | A | - | 8,271,410 | - | - | 178,261 | - | - | 8,449,671 | 570,232 | 9,439 | 579,671 | 7,870,000 | - | 7,870,000 | 7,870,000 | - | 7,870,000 | 8,449,671 | - | |
| KANSAS | STATE HIGHWAY BONDS | A | 149,710 | 534,832 | - | - | - | - | - | 334,832 | 28,840 | 52 | 28,892 | 306,000 | - | 306,000 | 306,000 | - | 306,000 | 334,832 | 149,650 | |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 824,717 | 1,000,000 | - | - | - | - | - | 1,000,000 | - | - | 994,011 | 994,011 | - | 994,011 | 994,011 | - | 994,011 | 824,717 | 829,806 | |
| | TOTAL | | 974,427 | 1,534,832 | - | - | - | - | - | 1,334,832 | 28,840 | 52 | 28,892 | 1,300,011 | - | 1,300,011 | 1,300,011 | - | 1,300,011 | 1,329,803 | 979,456 | |
| KENTUCKY | STATE TOLL BRIDGE BONDS | B | 168,608 | - | 565,892 | - | - | 1,889 | - | 567,781 | 30,913 | 510 | 31,423 | 508,000 | 4,758 | 512,758 | 544,181 | - | 544,181 | 190,208 | 190,208 | |
| LOUISIANA | STATE HIGHWAY BONDS | A | 8,088,652 | 14,475,662 | - | - | 115,000 | 171,447 | - | 14,657,767 | 16,619,876 | 4,171,673 | 3,791 | 4,175,464 | 4,659,000 | - | 4,659,000 | 4,659,000 | - | 4,659,000 | 8,834,464 | 15,874,064 |
| MAINE | STATE HIGHWAY BONDS | A | 570,739 | 1,599,101 | - | - | - | - | - | 1,599,101 | 412,840 | - | 412,840 | 1,751,000 | - | 1,751,000 | 1,751,000 | - | 1,751,000 | 2,163,840 | 294,360 | |
| | STATE TOLL BRIDGE BONDS | B | 314,500 | - | 120,491 | - | 1,467 | 907,740 | - | 1,401,738 | 69,408 | - | 69,408 | 1,057,000 | - | 1,057,000 | 1,057,000 | - | 1,057,000 | 1,426,408 | 294,360 | |
| | TURNPIKE AUTHORITY BONDS | B | 865,741 | - | 18,153 | - | 57,187 | 17,569 | - | 92,909 | 445,425 | 725 | 446,150 | 446,150 | - | 446,150 | 446,150 | - | 446,150 | 446,150 | 512,500 | |
| | REIMBURSEMENT OBLIGATIONS ASSUMED 5/ | C | - | 5,852 | - | - | - | - | - | 5,852 | - | - | 5,852 | - | - | 5,852 | - | - | 5,852 | 5,852 | 5,852 | |
| | TOTAL | | 1,750,980 | 1,599,953 | 138,644 | - | 58,654 | 925,309 | - | 2,098,150 | 927,925 | 725 | 928,650 | 2,819,600 | - | 2,819,600 | 2,819,600 | - | 2,819,600 | 3,742,250 | 806,860 | |
| MARYLAND | STATE ANNUITY BONDS | A | - | - | - | \$243,768 | - | - | - | 243,768 | 20,768 | - | 223,000 | - | 223,000 | 223,000 | - | 223,000 | 243,768 | 243,768 | - | |
| | STATE ROAD COMMISSION BONDS: | A | - | 681,828 | - | - | - | - | - | 681,828 | 117,828 | - | 117,828 | 564,000 | - | 564,000 | 564,000 | - | 564,000 | 681,828 | 678,394 | |
| | HIGHWAY BONDS | A | 667,394 | 302,561 | 1,099,177 | - | - | - | - | 1,401,132 | 59,572 | 2,483 | 93,056 | 1,258,000 | 36,120 | 1,294,120 | 1,294,120 | - | 1,294,120 | 1,387,176 | 728,388 | |
| | TOLL BRIDGE AND FERRY BONDS | B | 713,826 | - | - | - | - | - | - | 713,826 | 229,169 | - | 229,169 | 2,045,000 | - | 2,045,000 | 2,045,000 | - | 2,045,000 | 2,312,772 | 1,406,782 | |
| | TOTAL | | 1,381,220 | 984,389 | 1,099,177 | 243,768 | - | - | - | 2,338,334 | 229,169 | 2,483 | 231,652 | 2,862,120 | 36,120 | 2,898,240 | 2,898,240 | - | 2,898,240 | 3,742,250 | 1,406,782 | |
| MASSACHUSETTS | STATE HIGHWAY BONDS | A | 184,923 | 17,462 | - | - | 1,930 | - | - | 19,392 | 8,962 | - | 8,962 | 158,500 | - | 158,500 | 158,500 | - | 158,500 | 167,462 | 36,853 | |
| MICHIGAN | STATE HIGHWAY BONDS | A | 289,141 | - | - | - | - | - | - | 289,141 | 38,788 | - | 38,788 | 10,000 | - | 10,000 | 10,000 | - | 10,000 | 279,141 | 279,141 | |
| | STATE BRIDGE COMMISSION BONDS | B | - | - | 276,074 | - | - | - | - | 276,074 | - | 286 | 276,074 | 237,000 | - | 237,000 | 237,000 | - | 237,000 | 276,074 | - | |
| | TOTAL | | 289,141 | - | 276,074 | - | - | - | - | 276,074 | 38,788 | 286 | 39,074 | 247,000 | - | 247,000 | 247,000 | - | 247,000 | 279,141 | 279,141 | |

State Highway Finance

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS - 1947
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 88-3, 1947
SHEET 2 OF 3
ISSUED AUGUST 1948

| STATE | OBLIGATIONS | | BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1947 | RECEIPTS APPLICABLE TO DEBT SERVICE | | | | | | | | DISBURSEMENTS | | | | | | BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1947 | |
|----------------|--|-------------------|---|-------------------------------------|-----------|---|------------------------------|---------------------------|--------------------------------------|----------------------|----------------|---------------|----------------|-----------------------------------|--------------|---------------------|-------------|---|---------------------|
| | ISSUE | CLASSIFICATION 2/ | | HIGHWAY-USER REVENUES | TOLLS | GENERAL FUND APPROPRIATION AND PROPERTY TAXES | NET EARNINGS OF SINKING FUND | PROCEEDS OF SALE OF BONDS | CONTRIBUTIONS FROM LOCAL GOVERNMENTS | MISCELLANEOUS INCOME | TOTAL RECEIPTS | INTEREST | ADMINISTRATION | TOTAL INTEREST AND ADMINISTRATION | REDEMPTIONS | | | | TOTAL DISBURSEMENTS |
| | | | | | | | | | | | | | | | PAR VALUE 3/ | PREMIUM OR DISCOUNT | TOTAL | | |
| MINNESOTA | STATE HIGHWAY BONDS | A | \$1,810,812 | \$3,058,813 | - | - | \$8,750 | - | - | - | \$3,077,563 | \$310,813 | - | \$310,813 | \$1,500,000 | - | \$1,500,000 | \$1,810,813 | \$3,077,562 |
| | STATE ISSUES FOR REIMBURSEMENT | A | 2,436,706 | - | - | - | - | - | - | - | - | 51,706 | - | 51,706 | 2,445,000 | - | 2,445,000 | 2,436,706 | - |
| | TOTAL | | 4,307,518 | 3,068,813 | - | - | 8,750 | - | - | - | 3,077,563 | 362,519 | - | 362,519 | 3,945,000 | - | 3,945,000 | 4,307,519 | 3,077,562 |
| MISSISSIPPI | STATE HIGHWAY BONDS | A | 1,621,018 | 4,060,846 | - | - | - | \$44,691 | - | - | 4,105,537 | 1,495,246 | - | 1,495,246 | 2,513,000 | - | 2,513,000 | 4,008,246 | 1,718,309 |
| MISSOURI | STATE HIGHWAY BONDS | A | 8,122,500 | 7,921,393 | - | - | - | - | - | - | 7,921,393 | 2,122,500 | \$6,393 | 2,128,893 | 6,000,000 | - | 6,000,000 | 8,128,893 | 7,915,000 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | - | - | - | - | - | - | - | - | 38,051 | - | - | - | - | - | 38,051 | - | - |
| | TOTAL | | 8,122,500 | 7,921,393 | - | - | - | - | - | - | 7,959,444 | 2,122,500 | 6,393 | 2,128,893 | 6,038,051 | - | 6,038,051 | 8,166,944 | 7,915,000 |
| MONTANA | STATE HIGHWAY BONDS | A | 172,420 | 165,000 | - | - | - | - | - | - | 165,000 | 9,691 | - | 9,691 | 90,000 | - | 90,000 | 99,691 | 237,729 |
| NEBRASKA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NEVADA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NEW HAMPSHIRE | STATE HIGHWAY BONDS | A | -317,621 | 807,817 | - | - | - | - | \$5,911 | - | 813,728 | 29,910 | - | 29,910 | 175,000 | - | 175,000 | 204,910 | 291,197 |
| | SPECIAL STATE ISSUES FOR BRIDGES | A | -300 | 600 | - | - | - | - | - | - | 600 | 600 | - | 600 | - | - | - | - | -300 |
| | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE | A | - | 148,350 | - | - | - | - | - | - | 148,350 | 39,150 | - | 39,150 | 109,200 | - | 109,200 | 148,350 | - |
| | STATE ISSUES FOR TOLL BRIDGES | B | 225,740 | - | \$174,412 | - | 1,000 | - | - | - | 175,412 | 8,162 | - | 8,162 | 100,000 | - | 100,000 | 108,162 | 292,990 |
| | TOLL BRIDGE AUTHORITY BONDS | B | - | - | 177,136 | - | - | - | - | - | 178,690 | 54,000 | - | 54,000 | 121,000 | \$3,630 | 124,630 | 124,630 | - |
| | STATE ISSUES FOR LOCAL ROADS | D | - | 109,791 | - | - | - | - | - | - | 109,791 | 18,921 | - | 18,921 | 90,500 | - | 90,500 | 109,791 | - |
| | TOTAL | | -92,181 | 1,066,558 | 351,548 | - | 1,000 | - | 5,911 | - | 1,426,511 | 150,813 | - | 150,813 | 596,000 | 3,630 | 599,630 | 750,443 | 583,887 |
| NEW JERSEY | STATE HIGHWAY BONDS | A | 20,979,211 | 2,465,991 | - | - | 258,426 | - | - | - | 2,724,417 | 1,889,425 | 5,055 | 1,894,480 | 790,000 | - | 790,000 | 2,684,480 | 21,019,148 |
| | STATE ISSUES FOR LOCAL ROADS | D | 60,000 | 295,138 | - | - | - | - | - | - | 295,138 | 145,138 | - | 145,138 | 160,000 | - | 160,000 | 305,138 | 50,000 |
| | TOTAL | | 21,039,211 | 2,761,129 | - | - | 258,426 | - | - | - | 3,019,555 | 2,034,563 | 5,055 | 2,039,618 | 950,000 | - | 950,000 | 2,989,618 | 21,069,148 |
| NEW MEXICO | STATE HIGHWAY BONDS | A | 188,791 | 1,965,523 | - | - | - | 15,477 | - | - | 1,982,000 | 518,870 | 2,000 | 520,870 | 1,439,000 | - | 1,439,000 | 1,959,870 | 210,921 |
| NEW YORK | STATE HIGHWAY BONDS | A | 58,329,692 | 3,263,531 | - | - | 1,764,131 | - | 47,340 | - | 5,075,002 | 3,795,000 | - | 3,795,000 | 400,000 | - | 400,000 | 4,195,000 | 59,209,694 |
| | GRADE CROSSING ELIMINATION BONDS | A | 721,302 | 4,543,662 | - | - | - | - | 10,437 | - | 6,972,391 | 2,988,337 | - | 2,988,337 | 3,980,000 | - | 3,980,000 | 6,868,337 | 805,356 |
| | GENERAL STATE IMPROVEMENT BONDS | A | - | 1,712,299 | - | - | - | - | - | - | 1,712,299 | 433,329 | - | 433,329 | 1,278,970 | - | 1,278,970 | 1,712,299 | - |
| | STATE PARK ROAD BONDS | A | - | 48,000 | - | - | - | - | - | - | 48,000 | 8,000 | - | 8,000 | 40,000 | - | 40,000 | 48,000 | - |
| | TOLL AUTHORITY BONDS | B | 1,412,306 | - | 1,921,331 | - | - | - | - | - | 1,921,331 | 575,040 | 1,596 | 576,636 | 1,041,000 | -275 | 1,040,761 | 1,617,361 | 1,726,276 |
| | | TOTAL | | 60,463,300 | 9,567,492 | 1,921,331 | - | 1,764,131 | - | 57,777 | - | 15,799,023 | 7,799,706 | 1,596 | 7,801,302 | 6,659,970 | -275 | 6,659,695 | 14,460,997 |
| NORTH CAROLINA | STATE HIGHWAY BONDS | A | 15,404,358 | 6,885,208 | - | - | 498,855 | - | - | - | 7,384,043 | 1,910,208 | - | 1,910,208 | 4,975,000 | - | 4,975,000 | 6,885,208 | 15,909,193 |
| NORTH DAKOTA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| OHIO | BRIDGE COMMISSION BONDS | B | 444,531 | - | 380,926 | - | - | - | - | - | 380,926 | 27,387 | - | 27,387 | 375,000 | - | 375,000 | 402,387 | 423,070 |
| OKLAHOMA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| OREGON | STATE HIGHWAY BONDS | A | - | 777,287 | - | - | - | - | - | - | 777,287 | 126,766 | 521 | 127,287 | 650,000 | - | 650,000 | 777,287 | - |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | - | 13,156 | - | - | - | - | - | - | 13,156 | 650 | - | 650 | 12,500 | - | 12,500 | 13,156 | - |
| | TOTAL | | - | 790,443 | - | - | - | - | - | - | 790,443 | 127,416 | 521 | 127,937 | 662,500 | - | 662,500 | 790,443 | - |
| PENNSYLVANIA | STATE HIGHWAY BONDS | A | 21,994,370 | 5,259,196 | - | - | 396,448 | - | - | - | 5,655,644 | 2,006,061 | 15,000 | 2,021,061 | 2,000,000 | - | 2,000,000 | 4,021,061 | 23,628,953 |
| | DELAWARE RIVER JOINT COMMISSION BONDS | B | 1,854,276 | - | 2,729,674 | - | 72,806 | - | - | - | 2,706,480 | 345,500 | - | 345,500 | 1,700,000 | - | 1,700,000 | 2,042,500 | 2,608,256 |
| | TURNPIKE AUTHORITY BONDS | B | 1,146,822 | - | 3,294,161 | - | 11,092 | - | - | - | 3,305,256 | 1,031,806 | - | 1,031,806 | - | - | 1,031,806 | 3,420,272 | 3,420,272 |
| | TOTAL | | 24,995,468 | 5,259,196 | 6,017,855 | - | 480,349 | - | - | - | 11,757,380 | 3,380,367 | 15,000 | 3,395,367 | 3,700,000 | - | 3,700,000 | 7,095,367 | 29,657,481 |
| RHODE ISLAND | SPECIAL STATE BRIDGE ISSUES | A | 947,065 | 215,051 | - | - | 34,832 | - | - | - | 249,883 | 185,460 | - | 185,460 | - | - | - | 185,460 | 1,011,488 |
| | JAMESTOWN BRIDGE COMMISSION BONDS | B | 104,418 | - | 132,202 | - | - | - | - | - | 132,202 | 72,320 | - | 72,320 | - | - | - | 72,320 | 164,116 |
| | TOTAL | | 1,051,483 | 215,051 | 132,202 | - | 34,832 | - | - | - | 382,085 | 257,780 | - | 257,780 | - | - | - | 257,780 | 1,175,604 |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS - 1947
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-3, 1947
SHEET 3 OF 3
ISSUED AUGUST 1948

| STATE | OBLIGATIONS | | BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1947 | RECEIPTS APPLICABLE TO DEBT SERVICE | | | | | | | | DISBURSEMENTS | | | | | BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1947 | | |
|----------------|-----------------------------------|-------------------|---|-------------------------------------|------------|--|------------------------------|---------------------------|--------------------------------------|----------------------|----------------|---------------|----------------|-----------------------------------|--------------|---------------------|---|---------------------|-------------|
| | ISSUE | CLASSIFICATION 2/ | | HIGHWAY-USER REVENUES | TOLLS | GENERAL FUND APPROPRIATIONS AND PROPERTY TAXES | NET EARNINGS OF SINKING FUND | PROCEEDS OF SALE OF BONDS | CONTRIBUTIONS FROM LOCAL GOVERNMENTS | MISCELLANEOUS INCOME | TOTAL RECEIPTS | INTEREST | ADMINISTRATION | TOTAL INTEREST AND ADMINISTRATION | REDEMPTIONS | | | TOTAL DISBURSEMENTS | |
| | | | | | | | | | | | | | | | PAR VALUE 3/ | PREMIUM OR DISCOUNT | | | TOTAL |
| SOUTH CAROLINA | STATE HIGHWAY BONDS | A | \$3,063,963 | \$8,087,752 | - | - | \$44,954 | \$20,567 | - | - | \$8,153,273 | \$1,307,223 | \$11,364 | \$1,318,587 | \$5,345,000 | - | \$5,345,000 | \$6,663,587 | \$4,553,649 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 274,000 | 1,386,182 | - | - | - | - | - | - | 1,386,182 | 166,707 | - | 166,707 | 1,228,475 | - | 1,228,475 | 1,395,182 | 18,000 |
| | TOTAL | | 3,090,963 | 9,473,934 | - | - | 44,954 | 20,567 | - | - | 9,539,455 | 1,473,930 | 11,364 | 1,485,294 | 6,573,475 | - | 6,573,475 | 8,058,769 | 4,571,649 |
| SOUTH DAKOTA | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TENNESSEE | STATE HIGHWAY BONDS | A | 4,016,969 | 3,817,340 | - | - | - | - | - | - | 3,817,340 | 583,293 | 4,084 | 587,377 | 5,034,000 | - | 5,034,000 | 5,621,377 | 2,212,932 |
| | STATE TOLL BRIDGE BONDS | B | 977,895 | 290,748 | \$101,749 | - | - | - | - | - | 392,497 | 100,505 | 807 | 109,392 | 145,000 | - | 145,000 | 254,392 | 1,116,000 |
| | STATE ISSUES FOR REIMBURSEMENT | A | - | 834,102 | - | - | - | - | - | - | 834,102 | 877,471 | 6,631 | 894,102 | - | - | 894,102 | 834,102 | - |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 176,748 | 350,644 | - | - | - | - | - | - | 1,096,218 | 158,560 | 1,293 | 1,297,811 | 735,659 | - | 735,659 | 895,512 | 377,554 |
| | TOTAL | | 5,171,612 | 5,301,834 | 101,749 | - | - | 736,674 | - | - | 6,140,257 | 1,677,909 | 12,815 | 1,690,724 | 5,914,659 | - | 5,914,659 | 7,605,383 | 3,706,486 |
| TEXAS | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 6,149,735 | 9,860,829 | - | - | 7,314 | 69,565 | \$235,821 | \$130 | 10,173,659 | 2,610,213 | 45,009 | 2,655,216 | 6,433,435 | - | 6,433,435 | 9,088,651 | 7,234,743 |
| UTAH | NONE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| VERMONT | MISSISQUOI BAY BRIDGE BONDS | A | 17,014 | 19,040 | - | - | - | - | - | - | 19,040 | 5,094 | - | 5,094 | 14,000 | - | 14,000 | 19,094 | 16,960 |
| | STATE ISSUES FOR LOCAL ROADS | D | 445,494 | 426,640 | - | - | - | - | - | - | 426,640 | 37,440 | - | 37,440 | 398,416 | - | 398,416 | 431,856 | 440,278 |
| | TOTAL | | 462,508 | 445,680 | - | - | - | - | - | - | 445,680 | 42,534 | - | 42,534 | 408,416 | - | 408,416 | 450,950 | 457,238 |
| VIRGINIA | STATE ISSUES FOR REIMBURSEMENT | A | 654,231 | - | - | - | - | 19,430 | - | - | 19,430 | 9,560 | - | 9,560 | 478,000 | - | 478,000 | 487,560 | 186,101 |
| WASHINGTON | STATE HIGHWAY BONDS | A | 433,306 | - | - | - | 11,158 | - | - | - | 11,158 | 14,212 | - | 14,212 | 58,115 | - | 58,115 | 72,227 | 372,137 |
| | TOLL BRIDGE AUTHORITY BONDS | B | 1,528,365 | - | 1,150,022 | - | 25,000 | 4,854 | - | - | 1,179,876 | 51,750 | 776 | 52,526 | 1,120,000 | \$10,950 | 1,130,950 | 1,185,470 | 1,524,705 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | - | 19,309 | - | - | - | - | - | - | 19,309 | 6,309 | - | 6,309 | 13,000 | - | 13,000 | 19,309 | - |
| | STATE ISSUES FOR LOCAL ROADS | D | 592,727 | - | - | - | 15,265 | - | - | - | 15,265 | 19,443 | - | 19,443 | 79,506 | - | 79,506 | 99,949 | 509,113 |
| | TOTAL | | 2,554,468 | 19,309 | 1,150,022 | - | 51,423 | 4,854 | - | - | 1,225,602 | 91,708 | 776 | 92,484 | 1,270,621 | 10,950 | 1,281,571 | 1,374,655 | 2,400,015 |
| WEST VIRGINIA | STATE HIGHWAY BONDS | A | 4,190,813 | 7,670,581 | - | - | 113,123 | 20,092 | - | - | 7,803,756 | 1,698,915 | 5,154 | 1,704,069 | 6,067,000 | - | 6,067,000 | 7,771,069 | 4,229,540 |
| | STATE TOLL BRIDGE BONDS | B | 1,360,824 | - | 651,156 | - | 11,982 | - | - | - | 663,132 | 32,139 | - | 32,139 | 1,023,000 | 29,750 | 1,052,750 | 1,020,889 | 818,074 |
| | TOTAL | | 5,557,637 | 7,670,581 | 651,156 | - | 125,105 | 20,092 | - | - | 8,466,888 | 1,731,054 | 5,154 | 1,736,208 | 7,160,000 | 20,750 | 7,180,750 | 8,791,958 | 5,047,614 |
| WISCONSIN | REIMBURSEMENT OBLIGATIONS ASSUMED | C | - | 714,525 | - | - | - | - | - | - | 714,525 | - | - | 714,525 | - | - | 714,525 | 714,525 | - |
| WYOMING | STATE HIGHWAY BONDS | A | - | 282,900 | - | - | - | - | - | - | 282,900 | 32,900 | - | 32,900 | 250,000 | - | 250,000 | 282,900 | - |
| SUMMARY | STATE HIGHWAY AND BRIDGE BONDS | A | 173,265,601 | 116,890,561 | - | \$243,768 | 3,373,309 | 450,535 | 63,688 | 4,276,103 | 125,298,044 | 37,866,369 | 73,659 | 37,960,028 | 78,474,785 | - | 78,474,785 | 116,434,813 | 182,128,832 |
| | TOLL ROAD AND BRIDGE BONDS | B | 16,005,752 | 593,309 | 21,302,404 | - | 296,719 | 1,245,568 | - | - | 237,453 | 4,234,987 | 51,091 | 4,286,018 | 16,124,000 | 220,653 | 16,344,655 | 20,496,671 | 21,072,734 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | C | 8,014,479 | 15,453,352 | 279,429 | - | 7,314 | 806,239 | 235,821 | 130 | 16,782,285 | 3,324,734 | 47,289 | 3,372,023 | 11,952,248 | - | 11,952,248 | 15,367,271 | 5,852,483 |
| | TOTAL FOR STATE ROADS AND BRIDGES | | 190,285,832 | 132,937,222 | 21,581,833 | 243,768 | 3,679,342 | 2,502,342 | 299,509 | 4,533,966 | 165,777,982 | 45,446,000 | 171,979 | 45,618,069 | 106,504,033 | 220,653 | 106,814,686 | 152,432,755 | 212,631,059 |
| | STATE ISSUES FOR LOCAL ROADS | D | 1,092,000 | 845,282 | - | - | 15,265 | - | - | - | 860,817 | 228,007 | 24 | 228,031 | 731,722 | - | 731,722 | 952,753 | 1,000,094 |
| | GRAND TOTAL | | 200,384,832 | 133,782,504 | 21,581,833 | 243,768 | 3,694,607 | 2,502,342 | 299,509 | 4,533,966 | 166,638,829 | 45,674,097 | 172,003 | 45,846,100 | 107,325,755 | 220,653 | 107,546,408 | 153,392,508 | 213,631,153 |

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.
2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET 3.
3/ DIFFERENCES BETWEEN REDEMPTIONS REPORTED IN THIS COLUMN AND ON TABLE SB-2 ARE CAUSED BY JANUARY 1 MATURITIES PAID IN

DECEMBER. TABLE SB-2 REPORTS SUCH REDEMPTIONS IN THE YEAR DUE, WHILE SB-3 REPORTS THEM IN THE YEAR PAID.
1/ CALIFORNIA, SALE OF LANDS \$169,389; MISCELLANEOUS \$10,000; LOUISIANA, RAILROAD RENTAL \$146,390; SEVERANCE TAX \$1,711,371; MAINE AND NEW YORK RAILROAD RENTALS.
2/ NOT INCLUDED IN OTHER SB TABLES.

State Highway Finance

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
FUTURE DEBT SERVICE REQUIREMENTS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 89-2, 1947
ISSUED AUGUST 1948

| STATE | CLASS OF OBLIGATION | SERIAL OR TERM | 1948 | | | 1949 | | | 1950 | | | 1951 | | | 1952 | | |
|-------------|-----------------------------------|----------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|
| | | | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL |
| ALABAMA | STATE HIGHWAY BONDS | 8 | \$1,400,000 | \$775,870 | \$2,175,870 | \$1,682,000 | \$844,413 | \$2,526,413 | \$1,935,000 | \$845,970 | \$2,780,970 | \$1,695,000 | \$765,940 | \$2,460,940 | \$1,655,000 | \$693,540 | \$2,348,540 |
| | FLORENCE BRIDGE BONDS | 8 | 160,000 | 5,000 | 165,000 | 160,000 | 4,850 | 164,850 | 160,000 | 4,100 | 164,100 | 160,000 | 3,150 | 163,150 | 160,000 | 13,600 | 173,600 |
| | BRIDGE FINANCE CORPORATION BONDS | 8 | 395,000 | 83,072 | 478,072 | 482,000 | 34,000 | 516,000 | 500,000 | 20,000 | 520,000 | 500,000 | 10,000 | 510,000 | 511,000 | 13,600 | 524,600 |
| | TOTAL | | 1,955,000 | 1,664,942 | 3,619,942 | 3,264,000 | 1,182,263 | 4,446,263 | 3,995,000 | 1,669,940 | 5,664,940 | 3,855,000 | 1,589,590 | 5,444,590 | 3,726,000 | 1,520,740 | 5,167,240 |
| ARKANSAS | STATE HIGHWAY BONDS | S-T | 2,194,000 | 2,577,509 | 4,771,509 | 2,265,860 | 2,805,173 | 5,071,033 | 2,336,559 | 2,830,431 | 5,166,990 | 2,412,904 | 2,933,253 | 5,346,157 | 2,490,598 | 2,773,571 | 5,264,169 |
| | STATE ISSUES FOR REIMBURSEMENT | S-T | 1,681,000 | 1,271,310 | 2,952,310 | 1,156,108 | 1,232,605 | 2,388,713 | 1,190,598 | 1,198,182 | 2,388,780 | 1,190,598 | 1,198,605 | 2,389,203 | 1,190,598 | 1,198,605 | 2,389,203 |
| | TOTAL | | 3,275,000 | 3,848,819 | 7,123,819 | 3,421,968 | 4,037,778 | 7,459,746 | 3,527,157 | 4,028,613 | 7,548,760 | 3,603,502 | 4,131,858 | 7,735,358 | 3,681,196 | 3,977,206 | 7,652,402 |
| CALIFORNIA | STATE HIGHWAY BONDS | 8 | 1,771,000 | 1,370,632 | 3,141,632 | 1,775,000 | 1,119,875 | 2,894,875 | 1,775,000 | 1,119,875 | 2,894,875 | 1,775,000 | 1,098,500 | 2,873,500 | 1,775,000 | 1,098,500 | 2,873,500 |
| | TOLL ROAD AUTHORITY BONDS | S-T | 5,112,000 | 610,150 | 5,722,150 | 2,927,500 | 870,336 | 3,797,836 | 2,857,500 | 602,336 | 3,459,836 | 2,915,000 | 530,192 | 3,445,192 | 2,975,000 | 470,000 | 3,445,000 |
| | TOTAL | | 6,883,000 | 1,980,782 | 8,863,782 | 4,702,500 | 1,990,211 | 6,692,711 | 4,632,500 | 1,722,211 | 6,354,711 | 4,690,000 | 1,628,692 | 6,318,692 | 4,750,000 | 1,568,500 | 6,318,500 |
| COLORADO | STATE HIGHWAY BONDS | S | 1,465,000 | 953,313 | 2,418,313 | 1,675,000 | 277,468 | 1,952,468 | 1,725,000 | 288,169 | 2,013,169 | 1,705,000 | 177,469 | 1,882,469 | 1,895,000 | 126,156 | 2,021,156 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 880,000 | 251,888 | 1,131,888 | 880,000 | 208,538 | 1,088,538 | 1,005,000 | 298,538 | 1,303,538 | 1,005,000 | 216,337 | 1,221,337 | 1,005,000 | 204,138 | 1,209,138 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 1,000,000 | 57,410 | 1,057,410 | 1,000,000 | 32,410 | 1,032,410 | 1,000,000 | 32,410 | 1,032,410 | 1,000,000 | 32,410 | 1,032,410 | 1,000,000 | 32,410 | 1,032,410 |
| | TOTAL | | 3,345,000 | 1,782,611 | 5,127,611 | 3,555,000 | 518,418 | 4,073,418 | 3,730,000 | 519,117 | 4,249,117 | 3,710,000 | 426,917 | 4,136,917 | 3,700,000 | 362,684 | 4,062,684 |
| CONNECTICUT | STATE HIGHWAY BONDS | 8 | 1,860,000 | 319,298 | 2,179,298 | 1,880,000 | 290,297 | 2,170,297 | 2,005,000 | 260,948 | 2,265,948 | 1,573,000 | 231,847 | 1,804,847 | 1,573,000 | 209,108 | 1,782,108 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 131,000 | 59,506 | 190,506 | 131,000 | 54,652 | 185,652 | 131,000 | 51,649 | 182,649 | 131,000 | 48,645 | 179,645 | 131,000 | 45,641 | 176,641 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 305,000 | 108,150 | 413,150 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 |
| | TOTAL | | 2,296,000 | 486,954 | 2,782,954 | 2,361,000 | 441,391 | 2,802,391 | 2,486,000 | 409,079 | 2,895,079 | 2,054,000 | 376,975 | 2,430,975 | 2,054,000 | 351,231 | 2,405,231 |
| DELAWARE | STATE HIGHWAY BONDS | 8 | 131,000 | 59,506 | 190,506 | 131,000 | 54,652 | 185,652 | 131,000 | 51,649 | 182,649 | 131,000 | 48,645 | 179,645 | 131,000 | 45,641 | 176,641 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 131,000 | 59,506 | 190,506 | 131,000 | 54,652 | 185,652 | 131,000 | 51,649 | 182,649 | 131,000 | 48,645 | 179,645 | 131,000 | 45,641 | 176,641 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 305,000 | 108,150 | 413,150 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 |
| | TOTAL | | 567,000 | 227,162 | 794,162 | 612,000 | 205,786 | 817,786 | 612,000 | 205,786 | 817,786 | 612,000 | 205,786 | 817,786 | 612,000 | 205,786 | 817,786 |
| FLORIDA | STATE HIGHWAY BONDS | 8 | 478,000 | 156,344 | 634,344 | 423,000 | 143,226 | 566,226 | 437,000 | 192,592 | 629,592 | 440,000 | 121,821 | 561,821 | 475,000 | 109,235 | 584,235 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 131,000 | 59,506 | 190,506 | 131,000 | 54,652 | 185,652 | 131,000 | 51,649 | 182,649 | 131,000 | 48,645 | 179,645 | 131,000 | 45,641 | 176,641 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 305,000 | 108,150 | 413,150 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 | 350,000 | 96,482 | 446,482 |
| | TOTAL | | 914,000 | 324,000 | 1,238,000 | 904,000 | 336,358 | 1,240,358 | 918,000 | 340,721 | 1,258,721 | 921,000 | 266,746 | 1,187,746 | 936,000 | 250,556 | 1,186,556 |
| GEORGIA | STATE HIGHWAY BONDS | 8 | 6,094,000 | 3,103,100 | 9,197,100 | 6,000,000 | 2,760,000 | 8,760,000 | 6,000,000 | 2,500,000 | 8,500,000 | 6,000,000 | 2,280,000 | 8,280,000 | 6,000,000 | 2,040,000 | 8,040,000 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 7,890,000 | 352,154 | 8,242,154 | 6,987,000 | 173,174 | 7,160,174 | 6,200,000 | 53,501 | 6,253,501 | 6,200,000 | 53,501 | 6,253,501 | 6,200,000 | 53,501 | 6,253,501 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 14,282,000 | 3,571,854 | 17,853,854 | 13,357,000 | 2,936,854 | 16,293,854 | 13,200,000 | 3,553,501 | 16,753,501 | 13,200,000 | 3,553,501 | 16,753,501 | 13,200,000 | 3,553,501 | 16,753,501 |
| ILLINOIS | STATE HIGHWAY BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 3,864,000 | 703,690 | 4,567,690 | 4,041,000 | 632,358 | 4,673,358 | 3,190,000 | 592,730 | 3,782,730 | 2,670,000 | 429,722 | 3,099,722 | 3,103,000 | 429,722 | 3,522,722 |
| IOWA | STATE HIGHWAY BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 3,864,000 | 703,690 | 4,567,690 | 4,041,000 | 632,358 | 4,673,358 | 3,190,000 | 592,730 | 3,782,730 | 2,670,000 | 429,722 | 3,099,722 | 3,103,000 | 429,722 | 3,522,722 |
| KANSAS | STATE HIGHWAY BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 3,864,000 | 703,690 | 4,567,690 | 4,041,000 | 632,358 | 4,673,358 | 3,190,000 | 592,730 | 3,782,730 | 2,670,000 | 429,722 | 3,099,722 | 3,103,000 | 429,722 | 3,522,722 |
| KENTUCKY | STATE HIGHWAY BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 3,864,000 | 703,690 | 4,567,690 | 4,041,000 | 632,358 | 4,673,358 | 3,190,000 | 592,730 | 3,782,730 | 2,670,000 | 429,722 | 3,099,722 | 3,103,000 | 429,722 | 3,522,722 |
| LOUISIANA | STATE HIGHWAY BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | TOLL ROAD AND BRIDGE BONDS | 8 | 1,773,000 | 343,545 | 2,116,545 | 1,835,000 | 314,339 | 2,149,339 | 1,595,000 | 289,345 | 1,884,345 | 1,335,000 | 214,861 | 1,549,861 | 1,549,000 | 214,861 | 1,763,861 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | 8 | 318,000 | 16,600 | 334,600 | 371,000 | 3,680 | 374,680 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | |
| | TOTAL | | 3,864,000 | 703,690 | 4,567,690 | 4,041,000 | 632,358 | 4,673,358 | 3,190,000 | 592,730 | 3,782,730 | 2,670,000 | 429,722 | 3,099,722 | 3,103,000 | 429,72 | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS-1947
FUTURE DEBT SERVICE REQUIREMENTS 1/

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 50-5, 1947
SHEET 2 OF 4
ISSUED AUGUST 1948

| STATE | CLASS OF OBLIGATION | SERIAL OR TERM 2/ | 1948 | | | 1949 | | | 1950 | | | 1951 | | | 1952 | | |
|----------------|--|-------------------|-----------|-----------|------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|
| | | | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL |
| NEW JERSEY | STATE HIGHWAY BONDS 11/ | S-T | \$360,000 | \$698,900 | \$998,900 | \$540,000 | \$621,300 | \$1,161,300 | \$560,000 | \$601,400 | \$1,161,400 | \$580,000 | \$580,513 | \$1,160,513 | \$600,000 | \$559,088 | \$1,159,088 |
| | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE | S | 868,000 | 475,875 | 943,875 | 486,000 | 459,325 | 945,325 | 504,000 | 944,100 | 944,100 | 522,000 | 421,200 | 943,200 | 540,000 | 401,625 | 941,625 |
| | TOTAL FOR STATE HIGHWAYS | S | 1,228,000 | 1,174,775 | 1,942,775 | 1,026,000 | 1,079,625 | 2,105,625 | 1,064,000 | 1,545,500 | 2,105,500 | 1,102,000 | 1,001,713 | 2,103,713 | 1,140,000 | 960,713 | 2,100,713 |
| NEW MEXICO | STATE HIGHWAY BONDS | S | 1,378,000 | 314,200 | 1,892,200 | 1,628,000 | 472,547 | 2,100,547 | 1,728,000 | 423,833 | 2,151,833 | 1,503,000 | 371,680 | 1,874,680 | 1,985,000 | 325,987 | 2,310,987 |
| | SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS | S-T | 3,900,000 | 2,941,288 | 6,841,288 | 3,900,000 | 2,814,238 | 6,714,238 | 3,900,000 | 2,727,188 | 6,627,188 | 3,900,000 | 2,640,138 | 6,540,138 | 3,900,000 | 2,553,088 | 6,453,088 |
| | TOLL AUTHORITY BONDS 13/ | S-T | 120,000 | 426,460 | 546,460 | 130,000 | 378,155 | 508,155 | 130,000 | 345,605 | 475,605 | 130,000 | 330,350 | 460,350 | 130,000 | 317,510 | 447,510 |
| NEW YORK | STATE HIGHWAY BONDS 12/ | S | 1,318,970 | 399,251 | 1,718,221 | 1,318,970 | 359,307 | 1,678,277 | 1,318,970 | 319,368 | 1,638,338 | 1,318,970 | 279,423 | 1,598,394 | 1,318,970 | 239,484 | 1,430,454 |
| | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE | S | 120,000 | 426,460 | 546,460 | 130,000 | 378,155 | 508,155 | 130,000 | 345,605 | 475,605 | 130,000 | 330,350 | 460,350 | 130,000 | 317,510 | 447,510 |
| | TOTAL | S-T | 7,972,970 | 4,198,959 | 12,171,929 | 7,973,970 | 4,001,700 | 11,975,670 | 7,982,970 | 3,822,161 | 11,805,131 | 3,668,971 | 3,668,971 | 12,257,882 | 7,861,970 | 3,500,082 | 11,362,052 |
| NORTH CAROLINA | STATE HIGHWAY BONDS 14/ | S | 5,475,000 | 803,114 | 7,278,114 | 4,025,000 | 1,587,864 | 5,612,864 | 2,575,000 | 1,462,801 | 4,037,801 | 3,072,000 | 1,368,458 | 4,440,458 | 2,600,000 | 1,252,218 | 3,852,218 |
| OHIO | BRIDGE COMMISSION BONDS 6/ | S | 215,000 | 20,387 | 235,387 | - | 16,625 | 16,625 | - | 16,625 | 16,625 | - | 16,625 | - | 16,625 | 16,625 | |
| OREGON | STATE HIGHWAY BONDS | S | 500,000 | 104,110 | 604,110 | 425,000 | 86,797 | 511,797 | 325,000 | 72,172 | 397,172 | 275,000 | 62,047 | 337,047 | 275,000 | 52,984 | 327,984 |
| PENNSYLVANIA | STATE HIGHWAY BONDS 15/ | S-T | 3,143,806 | 1,979,400 | 5,123,206 | 3,143,806 | 1,899,400 | 5,043,206 | 2,729,964 | 1,681,067 | 4,411,031 | 2,729,964 | 1,654,400 | 4,384,364 | 1,671,698 | 4,056,667 | 4,056,667 |
| | TURNPIKE AUTHORITY BONDS | T | 1,150,000 | 1,150,000 | 2,300,000 | 1,150,000 | 1,150,000 | 2,300,000 | 1,200,000 | 2,350,000 | 3,550,000 | 1,200,000 | 2,350,000 | 1,200,000 | 2,350,000 | 2,350,000 | |
| | DELAWARE RIVER JOINT COMMISSION BONDS 9/ | S | 4,243,806 | 3,129,400 | 7,373,206 | 4,243,806 | 3,049,400 | 7,293,206 | 3,929,964 | 2,831,067 | 6,761,031 | 3,929,964 | 2,804,400 | 6,734,364 | 2,871,698 | 4,206,667 | 4,206,667 |
| RHODE ISLAND | SPECIAL STATE ISSUES FOR BRIDGES | T | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 |
| | JAMESTOWN BRIDGE COMMISSION BONDS | S | - | 72,320 | 72,320 | 50,000 | 45,200 | 95,200 | 50,000 | 43,950 | 93,950 | 50,000 | 41,450 | 91,450 | 50,000 | 41,450 | 91,450 |
| | TOTAL | S-T | 29,591 | 257,780 | 287,371 | 79,591 | 230,660 | 310,251 | 79,591 | 229,410 | 309,001 | 79,591 | 226,910 | 306,501 | 79,591 | 226,910 | 306,501 |
| SOUTH CAROLINA | STATE HIGHWAY BONDS | S | 4,515,400 | 1,233,483 | 5,748,883 | 5,098,000 | 1,162,559 | 6,260,559 | 5,048,000 | 996,388 | 6,044,388 | 4,668,000 | 834,466 | 5,502,466 | 5,060,500 | 681,758 | 6,042,258 |
| | STATE ISSUES FOR REIMBURSEMENT | S | 1,229,000 | 47,752 | 1,276,752 | 1,147,000 | 52,930 | 1,200,930 | 1,147,000 | 38,747 | 1,185,747 | 1,002,000 | 24,556 | 1,026,556 | 809,500 | 14,115 | 824,615 |
| | TOTAL STATE ISSUES | S | 5,744,400 | 1,301,235 | 7,045,635 | 6,245,000 | 1,215,489 | 7,460,489 | 6,195,000 | 1,035,135 | 7,230,135 | 5,670,000 | 859,022 | 6,529,022 | 5,870,000 | 695,873 | 7,046,873 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | S | 787,475 | 127,688 | 915,163 | 612,475 | 100,163 | 712,638 | 519,845 | 77,972 | 597,817 | 466,000 | 59,279 | 525,279 | 443,000 | 44,780 | 487,780 |
| TENNESSEE 10/ | STATE HIGHWAY BONDS | S | 52,000 | 421,172 | 473,172 | - | 419,612 | 419,612 | - | 419,612 | 419,612 | - | 419,612 | 419,612 | - | 419,612 | |
| | STATE ISSUES FOR TOLL BRIDGES | S | 3,059,000 | 68,005 | 3,127,005 | 3,189,000 | 744,864 | 3,933,864 | 3,017,500 | 697,865 | 3,715,365 | 2,336,500 | 546,846 | 2,883,346 | 3,126,000 | 473,877 | 3,600,877 |
| | STATE ISSUES FOR REIMBURSEMENT | S | 3,272,000 | 938,721 | 4,210,721 | 3,489,000 | 1,164,476 | 4,653,476 | 3,917,500 | 1,057,477 | 4,974,977 | 2,336,500 | 966,458 | 3,302,958 | 3,126,000 | 859,489 | 4,019,489 |
| | TOTAL | S | 6,883,000 | 1,427,998 | 8,310,998 | 6,687,000 | 1,628,952 | 8,315,952 | 6,934,500 | 2,574,954 | 9,509,454 | 4,672,500 | 1,522,364 | 6,194,864 | 4,672,500 | 1,353,980 | 7,548,480 |
| TEXAS 10/ | REIMBURSEMENT OBLIGATIONS ASSUMED | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| VERMONT | SPECIAL BRIDGE ISSUE | S | 14,000 | 4,760 | 18,760 | 14,000 | 4,200 | 18,200 | 14,000 | 3,640 | 17,640 | 14,000 | 3,080 | 17,080 | 14,000 | 3,080 | 17,080 |
| | STATE ISSUES FOR LOCAL ROADS | S | 403,920 | 15,148 | 419,068 | 14,000 | 4,200 | 18,200 | 14,000 | 3,640 | 17,640 | 14,000 | 3,080 | 17,080 | 14,000 | 3,080 | 17,080 |
| VIRGINIA | STATE ISSUES FOR REIMBURSEMENT 5/ | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 5/ | T | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| WASHINGTON | TOLL BRIDGE AUTHORITY BONDS 16/ | T | 140,000 | 40,250 | 180,250 | 490,000 | 38,500 | 528,500 | 500,000 | 32,375 | 532,375 | 500,000 | 26,125 | 526,125 | 520,000 | 19,625 | 539,625 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | S | 140,000 | 5,983 | 145,983 | 11,000 | 5,300 | 16,300 | 12,000 | 4,750 | 16,750 | 12,000 | 4,150 | 16,150 | 13,000 | 3,550 | 16,550 |
| | STATE ISSUES FOR LOCAL ROADS 5/ | T | - | - | - | 501,000 | 43,800 | 544,800 | 512,000 | 37,125 | 549,125 | 512,000 | 30,275 | 542,275 | 533,000 | 23,175 | 556,175 |
| | TOTAL | T | 154,000 | 46,233 | 200,233 | 601,000 | 87,300 | 689,300 | 1,024,000 | 74,250 | 1,098,550 | 1,024,000 | 60,550 | 1,084,550 | 1,066,000 | 46,350 | 1,110,850 |
| WEST VIRGINIA | STATE HIGHWAY BONDS | S | 6,173,000 | 1,545,980 | 7,718,980 | 5,525,000 | 1,378,458 | 6,903,458 | 5,550,000 | 1,183,659 | 6,733,659 | 4,875,000 | 1,025,990 | 5,900,990 | 4,975,000 | 867,017 | 5,842,017 |
| | STATE ISSUES FOR TOLL BRIDGES | S | 314,000 | 59,600 | 373,600 | 320,000 | 32,921 | 352,921 | 321,000 | 36,029 | 357,029 | 327,000 | 39,129 | 366,129 | 323,000 | 38,689 | 361,689 |
| WISCONSIN | REIMBURSEMENT OBLIGATIONS ASSUMED 17/ | S | 356,050 | - | 356,050 | 170,000 | - | 170,000 | 80,000 | - | 80,000 | - | - | - | - | - | |
| | STATE HIGHWAY BONDS | S | 250,000 | 27,900 | 277,900 | 250,000 | 22,900 | 272,900 | 250,000 | 17,900 | 267,900 | 250,000 | 12,900 | 262,900 | 250,000 | 7,900 | 257,900 |
| WYOMING | STATE HIGHWAY BONDS | S | 250,000 | 27,900 | 277,900 | 250,000 | 22,900 | 272,900 | 250,000 | 17,900 | 267,900 | 250,000 | 12,900 | 262,900 | 250,000 | 7,900 | 257,900 |

State Highway Finance

Planned as 2,520 in Historical but

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
STATE OBLIGATIONS FOR HIGHWAYS-1947
FUTURE DEBT SERVICE REQUIREMENTS ✓

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-5, 1947
SHEET 3 OF 4
ISSUED AUGUST 1948

| STATE | CLASS OF OBLIGATION | SERIAL OR TERM | 1953 | | | 1954 | | | 1955 | | | PEAK YEAR 18/ | | | FINAL YEAR | | | | |
|------------------------------|--|----------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|---------------|-------------|-----------|-------------|---------|-----------|----------|-----------|
| | | | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | YEAR | PRINCIPAL | INTEREST | TOTAL | YEAR | PRINCIPAL | INTEREST | TOTAL |
| ALABAMA | STATE HIGHWAY BONDS | S | \$1,691,000 | \$602,468 | \$2,293,468 | \$1,750,000 | \$528,190 | \$2,278,190 | \$1,684,000 | \$453,565 | \$2,137,565 | 1949 | \$1,882,000 | \$224,113 | \$2,106,113 | 1952 | \$600,000 | \$25,500 | \$625,500 |
| | FLORENCE BRIDGE BONDS | S | 60,000 | 1,850 | 61,850 | 60,000 | 1,100 | 61,100 | 28,000 | 350 | 28,350 | 1948 | 60,000 | 5,600 | 65,600 | 1955 | 28,000 | 350 | 28,350 |
| | BRIDGE FINANCE CORPORATION BONDS | S | 525,000 | 5,925 | 530,925 | - | - | - | - | - | - | 1953 | 525,000 | 5,925 | 530,925 | 1953 | 525,000 | 5,925 | 530,925 |
| | TOTAL | | 2,276,000 | 610,243 | 2,886,243 | 1,810,000 | 529,290 | 2,339,290 | 1,712,000 | 453,915 | 2,165,915 | 1949 | 2,424,000 | 235,638 | 2,659,638 | 1955 | 1,133,000 | 30,775 | 1,163,775 |
| ARKANSAS 3/ | STATE HIGHWAY BONDS | S-T | 2,572,291 | 2,191,299 | 4,763,590 | 2,655,333 | 2,105,350 | 4,760,683 | 2,741,723 | 2,018,649 | 4,760,372 | 1948 | 2,191,905 | 2,577,563 | 4,769,468 | 1972 | 3,487,761 | 53,991 | 3,541,752 |
| | STATE ISSUES FOR REIMBURSEMENT | S-T | 1,249,703 | 1,080,727 | 2,330,430 | 1,209,667 | 1,090,829 | 2,300,496 | 1,322,277 | 995,641 | 2,317,918 | 1948 | 1,081,092 | 1,271,310 | 2,352,402 | 1972 | 1,720,239 | 26,629 | 1,746,868 |
| | TOTAL | | 3,821,994 | 3,272,026 | 7,113,996 | 3,865,000 | 3,196,179 | 7,061,179 | 4,064,000 | 3,014,290 | 7,078,290 | 1948 | 3,273,000 | 3,848,873 | 7,121,873 | 1972 | 5,208,000 | 80,620 | 5,288,620 |
| CALIFORNIA | STATE HIGHWAY BONDS | S | 1,775,000 | 887,750 | 2,662,750 | 1,775,000 | 812,375 | 2,587,375 | 1,775,000 | 737,000 | 2,512,000 | 1948 | 1,775,000 | 1,279,625 | 3,054,625 | 1955 | 1,000,000 | 45,000 | 1,045,000 |
| | TOLL BRIDGE AUTHORITY BONDS 4/ | S-T | 3,035,000 | 420,693 | 3,455,693 | 3,092,500 | 361,143 | 3,453,643 | 3,152,500 | 300,393 | 3,452,893 | 1958 | 6,481,210 | 110,593 | 6,591,803 | 1958 | 6,481,210 | 110,593 | 6,591,803 |
| | TOTAL | | 4,810,000 | 1,308,443 | 6,118,443 | 4,867,500 | 1,173,518 | 6,041,018 | 4,927,500 | 1,037,393 | 5,964,893 | 1948 | 8,256,210 | 1,390,218 | 9,646,428 | 1958 | 7,481,210 | 155,593 | 7,636,803 |
| COLORADO | STATE HIGHWAY BONDS | S | 1,885,000 | 75,006 | 1,960,006 | 1,785,000 | 24,544 | 1,809,544 | - | - | - | 1948 | 1,645,000 | 325,313 | 1,970,313 | 1954 | 1,785,000 | 24,544 | 1,809,544 |
| CONNECTICUT | TOLL ROAD AND BRIDGE BONDS | S | 1,005,000 | 191,937 | 1,196,937 | 1,005,000 | 179,738 | 1,184,738 | 1,030,000 | 167,412 | 1,197,412 | 1959 | 1,005,000 | 228,538 | 1,233,538 | 1979 | 300,000 | 1,875 | 301,875 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | S | - | - | - | - | - | - | - | - | - | 1948 | 1,000,000 | 67,410 | 1,067,410 | 1952 | 568,000 | 4,970 | 572,970 |
| | TOTAL | | 1,005,000 | 191,937 | 1,196,937 | 1,005,000 | 179,738 | 1,184,738 | 1,030,000 | 167,412 | 1,197,412 | 1948 | 2,005,000 | 295,948 | 2,300,948 | 1952 | 868,000 | 6,845 | 874,845 |
| DELAWARE | STATE HIGHWAY BONDS | S | 131,000 | 42,637 | 173,637 | 131,000 | 39,633 | 170,633 | 131,000 | 36,630 | 167,630 | 1948 | 131,000 | 58,905 | 189,905 | 1979 | 32,000 | 260 | 32,260 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | S | 180,000 | 57,387 | 237,387 | 180,000 | 50,887 | 230,887 | 160,000 | 44,387 | 204,387 | 1948 | 305,000 | 106,150 | 411,150 | 1973 | 25,000 | 375 | 25,375 |
| | TOTAL | | 311,000 | 100,024 | 411,024 | 311,000 | 90,520 | 401,520 | 291,000 | 81,017 | 372,017 | 1948 | 436,000 | 165,055 | 601,055 | 1973 | 57,000 | 635 | 57,635 |
| FLORIDA | SPECIAL BRIDGE OBLIGATIONS ASSUMED | S | 573,000 | 97,480 | 670,480 | 533,000 | 84,848 | 617,848 | 535,000 | 73,203 | 608,203 | 1952 | 575,000 | 109,335 | 684,335 | 1970 | 25,000 | 500 | 25,500 |
| GEORGIA | SPECIAL ISSUES FOR REIMBURSEMENT 5/ | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| ILLINOIS | STATE HIGHWAY BONDS | S | 6,500,000 | 1,790,000 | 8,290,000 | 6,500,000 | 1,530,000 | 8,030,000 | 6,500,000 | 1,270,000 | 7,770,000 | 1948 | 6,054,000 | 3,103,100 | 9,157,100 | 1959 | 7,000,000 | 140,000 | 7,140,000 |
| IOWA | REIMBURSEMENT OBLIGATIONS ASSUMED | S | - | - | - | - | - | - | - | - | - | 1948 | 7,820,000 | 352,154 | 8,172,154 | 1950 | 4,520,000 | 53,501 | 4,573,501 |
| KANSAS | STATE HIGHWAY BONDS | S | - | - | - | - | - | - | - | - | - | 1948 | 318,000 | 16,600 | 334,600 | 1949 | 97,000 | 3,880 | 100,880 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED | S | 1,000,000 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1948 | 1,000,000 | - | 1,000,000 | 1958 | 259,037 | - | 259,037 |
| | TOTAL | | 1,000,000 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1,000,000 | - | 1,000,000 | 1948 | 1,318,000 | 16,600 | 1,334,600 | 1958 | 356,037 | - | 356,037 |
| KENTUCKY | STATE ISSUES FOR TOLL BRIDGES 6/ | S-T | 90,000 | 21,164 | 111,164 | 90,000 | 19,364 | 109,364 | - | 18,464 | 18,464 | 1953 | 500,000 | 5,000 | 505,000 | 1953 | 500,000 | 5,000 | 505,000 |
| LOUISIANA | STATE HIGHWAY BONDS | S | 5,948,000 | 2,588,883 | 8,536,883 | 6,234,000 | 2,326,615 | 8,560,615 | 6,990,000 | 2,050,718 | 9,040,718 | 1957 | 9,286,000 | 1,435,788 | 10,721,788 | 1964 | 3,700,000 | 90,500 | 3,790,500 |
| MAINE | STATE HIGHWAY BONDS | S | 819,000 | 129,220 | 948,220 | 911,500 | 98,960 | 1,010,460 | 500,000 | 64,000 | 564,000 | 1948 | 1,729,000 | 359,345 | 2,088,345 | 1978 | 100,000 | 4,000 | 104,000 |
| | STATE ISSUES FOR TOLL BRIDGES | S | 141,000 | 55,947 | 196,947 | 143,000 | 53,042 | 196,042 | 93,000 | 33,473 | 126,473 | 1953 | 141,000 | 55,947 | 196,947 | 1953 | 50,000 | 10,945 | 60,945 |
| | TURNPIKE AUTHORITY BONDS 7/ | T | 203,000 | 375,000 | 578,000 | 269,000 | 375,000 | 644,000 | 301,000 | 375,000 | 676,000 | 1974 | 1,070,000 | 375,000 | 1,445,000 | 1976 | - | 187,500 | 187,500 |
| | TOTAL | | 1,163,000 | 560,167 | 1,723,167 | 1,323,500 | 527,002 | 1,850,502 | 894,000 | 469,473 | 1,363,473 | 1948 | 1,835,000 | 744,837 | 2,579,837 | 1978 | 150,000 | 19,945 | 169,945 |
| MARYLAND | STATE ANNUITY AND ROADS COMMISSION BONDS | S | 665,000 | 48,475 | 713,475 | 682,000 | 36,838 | 718,838 | 702,000 | 28,903 | 730,903 | 1951 | 777,000 | 75,227 | 852,227 | 1956 | 721,000 | 12,618 | 733,618 |
| | STATE ROADS COMMISSION TOLL BRIDGE AND FERRY BONDS 8/ | S | 423,000 | 31,902 | 454,902 | 427,000 | 24,135 | 451,135 | 429,000 | 16,313 | 445,313 | 1952 | 420,000 | 32,717 | 452,717 | 1956 | 110,000 | 1,450 | 111,450 |
| | TOTAL | | 1,088,000 | 80,377 | 1,168,377 | 1,109,000 | 60,973 | 1,169,973 | 1,131,000 | 45,216 | 1,176,216 | 1950 | 1,197,000 | 107,944 | 1,304,944 | 1956 | 831,000 | 14,068 | 845,068 |
| MASSACHUSETTS | STATE HIGHWAY BONDS | S-T | 8,500 | 690 | 9,190 | 6,000 | 400 | 6,400 | 3,500 | 210 | 3,710 | 1948 | 8,500 | 3,203 | 11,703 | 1956 | 3,500 | 70 | 3,570 |
| MICHIGAN | STATE HIGHWAY BONDS 8/ STATE BRIDGE COMMISSION BONDS 9/ | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| MINNESOTA | STATE HIGHWAY BONDS | S | - | - | - | - | - | - | - | - | - | 1948 | 2,825,000 | 263,812 | 3,088,812 | 1952 | 650,000 | 8,125 | 658,125 |
| MISSISSIPPI | STATE HIGHWAY BONDS 6/ | S-T | 2,426,000 | 1,106,001 | 3,532,001 | 2,477,000 | 1,021,481 | 3,498,481 | 2,529,000 | 936,441 | 3,465,441 | 1948 | 2,588,000 | 1,535,152 | 4,123,152 | 1970 | 2,400,000 | 42,752 | 2,442,752 |
| MISSOURI 10/ | STATE HIGHWAY BONDS | S | 4,000,000 | 58,750 | 4,058,750 | 4,000,000 | 401,250 | 4,401,250 | 4,000,000 | 256,250 | 4,256,250 | 1950 | 7,000,000 | 1,425,625 | 8,425,625 | 1957 | 3,000,000 | 40,000 | 3,040,000 |
| MONTANA | STATE HIGHWAY BONDS | T | 150,000 | 15,000 | 165,000 | 150,000 | 15,000 | 165,000 | 150,000 | 15,000 | 165,000 | 1948 | 150,000 | 15,000 | 165,000 | 1956 | 75,000 | 7,500 | 82,500 |
| NEW HAMPSHIRE | STATE HIGHWAY BONDS | S | - | - | - | - | - | - | - | - | - | 1948 | 326,000 | 22,500 | 348,500 | 1949 | 300,000 | 11,250 | 311,250 |
| | SPECIAL STATE ISSUES FOR BRIDGES | S | - | - | - | - | - | - | - | - | - | 1950 | 40,000 | 600 | 40,600 | 1950 | 40,000 | 600 | 40,600 |
| | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE | S | - | - | - | - | - | - | - | - | - | 1951 | 687,000 | 707,610 | 1,394,610 | 1952 | 687,000 | 10,305 | 697,305 |
| | STATE ISSUES FOR TOLL BRIDGES | S | 50,000 | 52,877 | 102,877 | 55,000 | 51,827 | 106,827 | - | - | - | 1959 | 479,000 | 51,277 | 530,277 | 1959 | 479,000 | 51,277 | 530,277 |
| | TOTAL FOR STATE HIGHWAYS | | 50,000 | 52,877 | 102,877 | 55,000 | 51,827 | 106,827 | - | - | - | 1951 | 313,000 | 9,390 | 322,390 | 1952 | 313,000 | 4,695 | 317,695 |
| STATE ISSUES FOR LOCAL ROADS | S | - | - | - | - | - | - | - | - | - | 1948 | 1,226,000 | 138,853 | 1,364,853 | 1952 | 313,000 | 4,695 | 317,695 | |
| | TOTAL | | 50,000 | 52,877 | 102,877 | 55,000 | 51,827 | 106,827 | - | - | - | 1,226,000 | 138,853 | 1,364,853 | 1952 | 626,000 | 14,390 | 640,390 | |

TABLE 88-5, 1947
SHEET 4 OF 4
ISSUED AUGUST 1948

| STATE | CLASS OF OBLIGATION | SERIAL OR TERM | 1953 | | | 1954 | | | 1955 | | | PEAK YEAR 1953 | | | FINAL YEAR | | | | |
|----------------|--|----------------|-----------|-----------|-------------|-----------|-----------|-------------|------------|-----------|-------------|----------------|------------|-----------|-------------|------|------------|-----------|------------|
| | | | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | PRINCIPAL | INTEREST | TOTAL | YEAR | PRINCIPAL | INTEREST | TOTAL | | | | |
| NEW JERSEY | STATE HIGHWAY BONDS 1/1 SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/2 TOTAL FOR STATE HIGHWAYS STATE ISSUES FOR LOCAL ROADS 1/3 TOTAL | S-T | \$200,000 | \$50,762 | \$1,156,762 | \$500,000 | \$513,450 | \$1,103,450 | \$670,000 | \$409,149 | \$1,159,149 | 1957 | \$730,000 | \$437,762 | \$1,167,762 | 1982 | \$200,000 | \$2,538 | \$292,538 |
| | | S | 507,000 | 381,029 | 988,029 | 955,000 | 3,527,775 | 4,482,775 | 1,282,000 | 374,987 | 1,656,987 | 1961 | 765,000 | 197,650 | 962,650 | 1966 | 909,000 | 34,088 | 943,088 |
| | | S | 1,197,000 | 2,104,801 | 3,301,801 | 1,235,000 | 973,225 | 2,108,225 | 1,282,000 | 876,987 | 2,158,987 | 1948 | 1,520,000 | 110,432 | 1,630,432 | 1974 | 80,000 | 900 | 80,900 |
| | | S | 1,723,000 | 115,600 | 1,838,600 | 1,723,000 | 110,432 | 1,833,432 | 1,460,000 | 99,951 | 1,559,951 | 1948 | 1,300,000 | 1,081,975 | 2,381,975 | 1974 | 80,000 | 900 | 80,900 |
| NEW MEXICO | STATE HIGHWAY BONDS | S | 1,875,000 | 299,406 | 2,174,406 | 1,875,000 | 216,750 | 2,091,750 | 1,875,000 | 165,188 | 2,040,188 | 1952 | 1,985,000 | 352,987 | 2,337,987 | 1960 | 750,000 | 5,625 | 755,625 |
| | | S-T | 2,625,000 | 370,000 | 2,995,000 | 2,625,000 | 350,000 | 2,975,000 | 2,625,000 | 330,000 | 2,955,000 | 1968 | 3,700,000 | 1,260,688 | 4,960,688 | 1971 | 100,000 | 10,000 | 110,000 |
| | | S | 3,900,000 | 636,098 | 4,536,098 | 3,900,000 | 2,376,988 | 6,276,988 | 3,900,000 | 2,491,938 | 6,391,938 | 1968 | 3,700,000 | 1,260,688 | 4,960,688 | 1971 | 100,000 | 10,000 | 110,000 |
| | | S-T | 1,150,000 | 1,150,000 | 2,300,000 | 1,150,000 | 1,150,000 | 2,300,000 | 1,150,000 | 1,150,000 | 2,300,000 | 1962 | 1,150,000 | 1,150,000 | 2,300,000 | 1962 | 1,150,000 | 1,150,000 | 2,300,000 |
| NEW YORK | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/2 SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/2 TOLL TOTAL | S-T | 7,870,970 | 3,350,485 | 11,221,455 | 7,204,270 | 3,200,708 | 10,999,478 | 7,233,970 | 3,017,714 | 10,251,684 | 1951 | 8,568,971 | 3,609,911 | 12,178,882 | 1976 | 4,025,000 | 562,500 | 4,601,500 |
| | | S | 2,600,000 | 1,157,455 | 3,757,455 | 2,100,000 | 1,053,405 | 3,153,405 | 2,000,000 | 971,280 | 2,971,280 | 1951 | 5,475,000 | 1,809,114 | 7,284,114 | 1964 | 824,000 | 10,540 | 834,540 |
| | | S | 960,000 | 16,625 | 976,625 | - | - | - | - | - | - | 1953 | 950,000 | 16,625 | 966,625 | 1953 | 950,000 | 16,625 | 966,625 |
| | | S | 275,000 | 318,922 | 593,922 | 275,000 | 34,859 | 309,859 | 275,000 | 25,797 | 300,797 | 1948 | 500,000 | 104,110 | 604,110 | 1960 | 75,000 | 977 | 75,977 |
| PENNSYLVANIA | STATE HIGHWAY BONDS 1/1 STATE HIGHWAY BONDS 1/2 DELAWARE RIVER JOINT COMMISSION BONDS 1/3 TOTAL | S-T | 984,107 | 140,000 | 1,124,107 | 913,818 | 86,000 | 1,000,818 | 1,300,000 | 1,150,000 | 2,450,000 | 1948 | 3,113,005 | 1,070,400 | 4,183,405 | 1954 | 313,818 | 80,000 | 393,818 |
| | | S | 1,150,000 | 1,150,000 | 2,300,000 | 1,300,000 | 1,300,000 | 2,600,000 | 1,300,000 | 1,150,000 | 2,450,000 | 1975 | 2,300,000 | 1,150,000 | 3,450,000 | 1975 | 2,300,000 | 1,150,000 | 3,450,000 |
| | | S | 2,104,107 | 1,310,000 | 3,414,107 | 1,613,818 | 1,230,000 | 2,843,818 | 1,300,000 | 1,150,000 | 2,450,000 | 1948 | 4,243,806 | 3,129,400 | 7,373,206 | 1977 | 25,218 | 68,780 | 93,998 |
| | | T | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 | 29,591 | 185,460 | 215,051 | 1948 | 29,591 | 185,460 | 215,051 | 1977 | 25,218 | 68,780 | 93,998 |
| SOUTH CAROLINA | STATE HIGHWAY BONDS 1/1 STATE ISSUES FOR TOLL BRIDGES TOTAL STATE ISSUES REIMBURSEMENT OBLIGATIONS ASSUMED TOTAL | S | 5,687,000 | 502,155 | 6,189,155 | 3,170,000 | 315,175 | 3,485,175 | 2,700,000 | 218,000 | 2,918,000 | 1952 | 5,960,500 | 681,758 | 6,642,258 | 1958 | 700,000 | 15,125 | 715,125 |
| | | S | 705,000 | 6,435 | 711,435 | 589,000 | 2,500 | 591,500 | 2,700,000 | 218,000 | 2,918,000 | 1948 | 3,259,205 | 57,425 | 3,316,630 | 1954 | 500,000 | 2,500 | 502,500 |
| | | S | 6,432,000 | 510,489 | 6,942,489 | 3,679,000 | 317,675 | 3,996,675 | 2,700,000 | 218,000 | 2,918,000 | 1952 | 6,770,000 | 749,183 | 7,519,183 | 1960 | 6,000 | 240 | 6,240 |
| | | S | 6,844,000 | 511,536 | 7,355,536 | 3,959,000 | 327,280 | 4,286,280 | 2,975,000 | 244,553 | 3,219,553 | 1949 | 6,857,415 | 1,315,681 | 8,173,096 | 1960 | 6,000 | 240 | 6,240 |
| TENNESSEE 10/ | STATE HIGHWAY BONDS 1/1 STATE ISSUES FOR TOLL BRIDGES STATE ISSUES FOR REIMBURSEMENT TOTAL | S | - | 419,612 | 419,612 | - | 419,612 | 419,612 | 10,599,000 | 419,612 | 11,018,612 | 1958 | 10,599,000 | 68,000 | 10,667,000 | 1958 | 590,000 | 19,851 | 609,851 |
| | | S | 4,338,000 | 371,269 | 4,709,269 | 6,051,000 | 233,432 | 6,284,432 | 6,051,000 | 224,358 | 6,275,358 | 1948 | 3,699,000 | 68,000 | 3,767,000 | 1948 | 3,699,000 | 68,000 | 3,767,000 |
| | | S | 4,186,000 | 790,281 | 4,976,281 | 4,976,281 | 553,044 | 5,529,325 | 11,276,000 | 44,1970 | 11,717,970 | 1952 | 11,276,000 | 44,1970 | 11,717,970 | 1952 | 11,276,000 | 44,1970 | 11,717,970 |
| | | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TEXAS 10/ | REIMBURSEMENT OBLIGATIONS ASSUMED | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | S | 14,000 | 1,200 | 15,200 | 14,000 | 1,400 | 15,400 | 14,000 | 840 | 14,840 | 1961 | 150,000 | 15,148 | 165,148 | 1961 | 150,000 | 15,148 | 165,148 |
| VERMONT | SPECIAL BRIDGE ISSUE STATE ISSUES FOR LOCAL ROADS TOTAL | S | 14,000 | 1,200 | 15,200 | 14,000 | 1,400 | 15,400 | 14,000 | 840 | 14,840 | 1961 | 150,000 | 15,148 | 165,148 | 1961 | 150,000 | 15,148 | 165,148 |
| | | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| VIRGINIA | STATE ISSUES FOR REIMBURSEMENT 1/1 | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| WASHINGTON | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/2 SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/2 REIMBURSEMENT OBLIGATIONS ASSUMED STATE ISSUES FOR LOCAL ROADS 1/3 TOTAL | T | 530,000 | 13,000 | 543,000 | 540,000 | 6,250 | 546,250 | 540,000 | 1,500 | 541,500 | 1954 | 540,000 | 6,250 | 546,250 | 1954 | 540,000 | 6,250 | 546,250 |
| | | T | 714,000 | 2,000 | 716,000 | 714,000 | 2,200 | 716,200 | 714,000 | 1,500 | 715,500 | 1948 | 714,000 | 2,200 | 716,200 | 1956 | 15,000 | 750 | 15,750 |
| | | T | 544,000 | 15,000 | 559,000 | 554,000 | 9,450 | 563,450 | 554,000 | 1,500 | 555,500 | 1954 | 554,000 | 9,450 | 563,450 | 1954 | 554,000 | 9,450 | 563,450 |
| | | T | 4,825,000 | 727,211 | 5,552,211 | 4,450,000 | 897,764 | 5,347,764 | 3,975,000 | 536,835 | 4,511,835 | 1948 | 6,173,000 | 1,545,280 | 7,718,280 | 1972 | 80,000 | 1,167 | 81,167 |
| WEST VIRGINIA | STATE HIGHWAY BONDS STATE ISSUES FOR TOLL BRIDGES TOTAL | S | 4,825,000 | 727,211 | 5,552,211 | 4,450,000 | 897,764 | 5,347,764 | 3,975,000 | 536,835 | 4,511,835 | 1948 | 6,173,000 | 1,545,280 | 7,718,280 | 1972 | 80,000 | 1,167 | 81,167 |
| | | S | 4,827,000 | 760,014 | 5,587,014 | 4,778,000 | 614,470 | 5,392,470 | 4,310,000 | 558,296 | 4,868,296 | 1948 | 6,487,000 | 1,605,610 | 8,092,610 | 1966 | 110,000 | 3,025 | 113,025 |
| | | S | 75,000 | - | 75,000 | 75,000 | - | 75,000 | 75,000 | - | 75,000 | 1948 | 350,050 | - | 350,050 | 1946 | 25,000 | - | 25,000 |
| | | S | 270,000 | 2,700 | 272,700 | - | - | - | - | - | - | 1948 | 250,000 | 27,900 | 277,900 | 1953 | 270,000 | 2,700 | 272,700 |
| WYOMING | REIMBURSEMENT OBLIGATIONS ASSUMED 1/1 | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | S | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

10/ SEE TABLE 88-4 FOR GENERAL NOTE ON SB SERIES.
11/ SERIAL BONDS NORMALLY REQUIRE ANNUAL REDEMPTIONS FROM CURRENT REVENUES. TERM BONDS NORMALLY REQUIRE ANNUAL PAYMENTS TO A SINKING FUND WHICH MAY BE PAID FROM CURRENT REVENUES OR FROM THE PROCEEDS OF THE SALE OF BONDS. THE REQUIREMENTS FOR PRINCIPAL GIVEN IN THIS TABLE ARE BASED ON THE ASSUMPTION THAT THE SINKING FUND WILL BE SUFFICIENT TO MEET THE REQUIREMENTS FOR PRINCIPAL.
12/ TERM BONDS ARE CALLED FOR REDEMPTIONS FROM ANNUAL PAYMENTS TO A SINKING FUND THROUGH 1953. FOR SUBSEQUENT YEARS, REQUIREMENTS FOR PRINCIPAL WILL BE OBTAINED IN ACCORDANCE WITH THE STATE'S ESTIMATE THAT THE SINKING FUND WILL BE SUFFICIENT BY THAT TIME TO MEET ALL FUTURE REQUIREMENTS FOR PRINCIPAL.
13/ SERIAL BONDS ARE SCHEDULED FOR FINAL RETIREMENT IN 1959. TERM BONDS ARE BEING REDEEMED ANNUALLY UNDER AN ADVANCE RETIREMENT PLAN. EXISTING RESERVES ARE SUFFICIENT TO MEET REMAINING PRINCIPAL AND INTEREST PAYMENTS.
14/ REDEMPTION SCHEDULE FOR LOCAL ROADS IS BASED ON THE MAIN TURNPIKE AUTHORITY \$5,000,000 BOND ISSUE.
15/ ALL ISSUES HAVE MATURED. BONDS NOT YET PRESENTED FOR PAYMENT WILL BE RECEIVED FROM EXISTING BOND ISSUES.
16/ REDEMPTION SCHEDULE WAS NOT RECORDED.
17/ REDEMPTION SCHEDULE WAS NOT RECORDED.
18/ FOR TERM BONDS, ONLY ANNUAL INTEREST REQUIREMENTS ARE INCLUDED. SINKING FUND IS ADEQUATE TO MEET REQUIREMENTS WHEN DUE.

4580

Highway Statistics, 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PRICE TRENDS IN HIGHWAY CONSTRUCTION

BASED ON CONTRACT PRICES FOR FEDERAL-AID CONSTRUCTION

| YEAR | COMMON EXCAVATION | | CONCRETE PAVEMENT | | STRUCTURES | | | | COMPOSITE MILE INDEX 2/ |
|-----------------|----------------------|-----------------|----------------------|-----------------|-------------------------------|----------------------------|-----------------------------------|-----------------|----------------------------|
| | BID PRICE CU. YD. | SUB-INDEX 1/ | BID PRICE SQ. YD. | SUB-INDEX 1/ | BID PRICE | | | SUB-INDEX 1/ | |
| | | | | | REIN- FORCING STEEL-LB. | STRUCTURAL STEEL LB. | STRUCTURAL CONCRETE CU. YD. | | |
| 1925 | \$0.39 | 110.0 | \$2.36 | 106.4 | \$0.056 | \$0.067 | \$22.53 | 103.9 | 107.5 |
| 1926 | .36 | 103.7 | 2.29 | 103.1 | .053 | .074 | 22.76 | 103.7 | 103.4 |
| 1927 | .35 | 100.3 | 2.29 | 103.3 | .051 | .071 | 22.65 | 101.5 | 101.9 |
| 1928 | .34 | 96.0 | 2.10 | 94.5 | .049 | .067 | 21.22 | 96.1 | 95.3 |
| 1929 | .32 | 90.0 | 2.05 | 92.7 | .048 | .059 | 21.58 | 95.0 | 92.1 |
| 1930 | .30 | 86.3 | 1.86 | 84.1 | .045 | .061 | 20.08 | 89.4 | 85.7 |
| 1931 | .27 | 77.6 | 1.68 | 75.6 | .040 | .054 | 18.02 | 79.9 | 76.8 |
| 1932 | .18 | 55.0 | 1.44 | 64.8 | .034 | .046 | 15.33 | 68.0 | 61.0 |
| 1933 | .26 | 74.0 | 1.67 | 75.1 | .038 | .046 | 16.15 | 72.2 | 76.7 |
| 1934 | .29 | 83.3 | 1.90 | 85.8 | .043 | .053 | 17.73 | 80.8 | 84.0 |
| 1935 | .26 | 73.3 | 1.90 | 85.6 | .044 | .052 | 17.78 | 81.3 | 80.6 |
| 1936 | .26 | 74.8 | 1.91 | 86.0 | .046 | .060 | 20.25 | 90.0 | 82.9 |
| 1937 | .24 | 69.0 | 1.89 | 85.1 | .048 | .066 | 19.76 | 91.5 | 79.4 |
| 1938 | .21 | 59.8 | 1.72 | 77.5 | .045 | .063 | 19.06 | 87.2 | 72.8 |
| 1939 | .21 | 59.8 | 1.73 | 77.8 | .044 | .059 | 19.13 | 85.9 | 72.6 |
| 1940 | .21 | 59.2 | 1.68 | 75.6 | .045 | .063 | 19.17 | 87.6 | 71.6 |
| 1941 | .24 | 69.2 | 1.89 | 85.2 | .054 | .076 | 21.44 | 100.8 | 81.8 |
| 1942 | .37 | 105.5 | 2.44 | 109.7 | .065 | .090 | 26.16 | 122.3 | 109.9 |
| 1943 | .44 | 125.6 | 2.78 | 125.7 | .067 | .095 | 30.19 | 134.4 | 126.9 |
| 1944 | .38 | 108.3 | 2.54 | 114.3 | .064 | .089 | 31.94 | 136.5 | 115.5 |
| 1945 | .36 | 102.6 | 2.48 | 111.8 | .062 | .077 | 31.62 | 132.5 | 111.7 |
| 1946 | .36 | 101.9 | 2.78 | 125.3 | .075 | .113 | 38.79 | 164.7 | 122.9 |
| 1947 | | | | | | | | | |
| 1ST QTR. | .38 | 108.3 | 3.01 | 135.7 | .088 | .134 | 43.35 | 188.1 | 133.9 |
| 2ND " | .38 | 108.3 | 3.14 | 141.6 | .092 | .126 | 46.14 | 196.5 | 138.0 |
| 3D " | .40 | 114.0 | 3.26 | 147.0 | .093 | .128 | 46.14 | 197.5 | 142.9 |
| 4TH " | .40 | 114.0 | 3.38 | 152.4 | .097 | .138 | 47.71 | 205.6 | 146.7 |
| AVERAGE | .39 | 111.2 | 3.20 | 144.2 | .093 | .132 | 45.84 | 196.9 | 140.4 |
| 1948 | | | | | | | | | |
| 1ST QTR. | .43 | 122.5 | 3.34 | 150.6 | .100 | .145 | 50.46 | 215.7 | 150.5 |
| 2ND " | .43 | 122.5 | 3.56 | 160.5 | .106 | .158 | 49.74 | 219.7 | 155.9 |
| 3D " | .44 | 125.4 | 3.71 | 167.3 | .109 | .159 | 50.89 | 224.6 | 161.0 |
| BASE 1925-29 | .35 | 100.0 | 2.22 | 100.0 | .052 | .067 | 22.15 | 100.0 | 100.0 |

1/ AN INDEX VALUE OF 100 CORRESPONDS TO AVERAGE ACCEPTED BID PRICES IN THE BASE YEARS 1925-1929.

2/ THE COMPOSITE MILE IS MADE UP OF AVERAGE QUANTITIES OF MATERIALS AS DETERMINED FOR THE BASE YEARS 1925-1929. IT INCLUDES 17,491 CUBIC YARDS OF EXCAVATION, 3,726 SQUARE YARDS OF PAVING, 16,000 POUNDS REINFORCING STEEL, 4,325 POUNDS STRUCTURAL STEEL AND 68 CUBIC YARDS OF STRUCTURAL CONCRETE. THE COMPOSITE MILE DOES NOT REPRESENT QUANTITIES INVOLVED IN THE ACTUAL CONSTRUCTION OF ANY PARTICULAR TYPE OF ROAD.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

COST TRENDS

HIGHWAY MAINTENANCE AND OPERATION, 1935 - 1948 1/

| YEAR | LABOR | MATERIAL | EQUIPMENT | OVERHEAD | TOTAL |
|-------------------|--------|----------|-----------|----------|--------|
| 1935 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| 1936 | 102.19 | 104.31 | 97.97 | 100.29 | 101.24 |
| 1937 | 108.48 | 104.42 | 99.31 | 102.50 | 104.46 |
| 1938 | 110.17 | 103.73 | 103.51 | 103.97 | 106.36 |
| 1939 | 111.29 | 101.64 | 105.87 | 105.83 | 107.23 |
| 1940 | 112.33 | 100.30 | 107.12 | 110.20 | 108.13 |
| 1941 | 121.16 | 102.86 | 110.11 | 111.33 | 113.30 |
| 1942 | 134.93 | 115.68 | 113.27 | 113.93 | 122.83 |
| 1943 | 151.82 | 117.76 | 114.46 | 116.87 | 130.88 |
| 1944 | 162.42 | 123.22 | 116.77 | 119.81 | 137.34 |
| 1945 | 171.16 | 130.10 | 129.89 | 135.01 | 147.52 |
| 1946 | 180.56 | 132.62 | 141.28 | 148.30 | 156.40 |
| 1947 | 198.40 | 145.83 | 153.39 | 162.38 | 171.28 |
| FIRST 1/2 1948 | 212.74 | 161.20 | 171.60 | 170.42 | 186.42 |

1/ BASED UPON THE COST OF MAINTAINING AND OPERATING THE EXISTING STATE HIGHWAY SYSTEMS. ADDITIONAL DATA ARE CONTAINED IN THE 1947 PROGRESS REPORT OF THE PROJECT COMMITTEE ON MAINTENANCE COSTS, HIGHWAY RESEARCH BOARD.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

FEDERAL AND STATE HIGHWAY EMPLOYMENT

AVERAGE MAN - MONTHS
DURING THE CALENDAR YEAR 1947

| STATE | CONSTRUCTION INVOLVING FEDERAL FUNDS | | | | STATE WORK NOT INVOLVING FEDERAL FUNDS | | | GRAND TOTAL |
|----------------|--|--|---|--------|--|------------------|--|-------------|
| | POSTWAR FEDERAL-AID PRIMARY, SECONDARY, AND URBAN | PREWAR FEDERAL-AID PRIMARY, SECONDARY, AND GRADE CROSSING | FORESTS, PARKS, AND MISCELLA- NEOUS | TOTAL | CONSTRUC- TION | MAINTEN- ANCE | TOTAL ENGINEERING, SUPERVISORY, AND ADMINISTRATIVE | |
| ALABAMA | 1,561 | 64 | 21 | 1,646 | 932 | 1,055 | 519 | 4,152 |
| ARIZONA | 624 | 4 | 22 | 650 | 357 | 484 | 513 | 2,004 |
| ARKANSAS | 878 | 16 | 17 | 911 | 84 | 1,678 | 123 | 2,796 |
| CALIFORNIA | 3,533 | 260 | 447 | 4,240 | 925 | 2,646 | 2,757 | 10,568 |
| COLORADO | 599 | 203 | 52 | 854 | 294 | 579 | 548 | 2,275 |
| CONNECTICUT | 327 | 17 | - | 344 | 800 | 1,480 | 981 | 3,605 |
| DELAWARE | 162 | 63 | - | 225 | 121 | 473 | 19 | 838 |
| FLORIDA | 859 | 116 | 32 | 1,007 | 2,418 | 1,903 | 1,244 | 6,572 |
| GEORGIA | 1,024 | 420 | 7 | 1,451 | 152 | 1,662 | 1,072 | 4,337 |
| IDAHO | 422 | 365 | 80 | 867 | - | 641 | 377 | 1,885 |
| ILLINOIS | 907 | 215 | 5 | 1,127 | 1,041 | 3,584 | 1,503 | 7,255 |
| INDIANA | 1,073 | 128 | - | 1,201 | 668 | 2,234 | 789 | 4,892 |
| IOWA | 1,062 | 203 | - | 1,265 | 54 | 1,511 | 710 | 3,540 |
| KANSAS | 1,573 | 396 | 5 | 1,974 | 390 | 1,695 | 635 | 4,694 |
| KENTUCKY | 1,155 | 10 | 71 | 1,236 | 431 | 3,166 | 1,323 | 6,156 |
| LOUISIANA | 230 | 217 | 70 | 517 | 465 | 3,422 | 569 | 4,973 |
| MAINE | 230 | 85 | - | 315 | 1,108 | 1,322 | 249 | 2,994 |
| MARYLAND | 381 | 80 | 173 | 634 | 397 | 1,269 | 504 | 2,804 |
| MASSACHUSETTS | 216 | 115 | - | 331 | 1,094 | 2,079 | 1,343 | 4,847 |
| MICHIGAN | 1,696 | 86 | 28 | 1,810 | - | 3,699 | 1,323 | 6,832 |
| MINNESOTA | 1,764 | 144 | 46 | 1,954 | 36 | 2,285 | 1,675 | 5,950 |
| MISSISSIPPI | 1,346 | 308 | 87 | 1,741 | 1,808 | 1,746 | 939 | 6,234 |
| MISSOURI | 1,033 | 481 | - | 1,514 | 326 | 2,299 | 671 | 4,810 |
| MONTANA | 361 | 248 | 84 | 693 | - | 902 | 477 | 2,072 |
| NEBRASKA | 701 | 22 | 16 | 739 | 24 | 1,095 | 496 | 2,354 |
| NEVADA | 213 | 29 | 50 | 292 | 11 | 3,049 | 342 | 3,694 |
| NEW HAMPSHIRE | 137 | 47 | - | 184 | 419 | 1,264 | 205 | 2,072 |
| NEW JERSEY | 538 | 26 | - | 564 | 81 | 1,877 | 719 | 3,241 |
| NEW MEXICO | 574 | 110 | 168 | 852 | 225 | 638 | 385 | 2,100 |
| NEW YORK | 1,046 | 219 | 47 | 1,312 | 1,216 | 5,054 | 1,894 | 9,476 |
| NORTH CAROLINA | 1,090 | 243 | 64 | 1,397 | 579 | 6,281 | 1,528 | 9,785 |
| NORTH DAKOTA | 206 | 141 | 16 | 363 | - | 527 | 267 | 1,157 |
| OHIO | 1,496 | 222 | - | 1,718 | 1,321 | 4,931 | 1,335 | 9,305 |
| OKLAHOMA | 924 | 348 | 91 | 1,363 | 735 | 1,922 | 451 | 4,471 |
| OREGON | 743 | 175 | 354 | 1,272 | 166 | 1,678 | 730 | 3,846 |
| PENNSYLVANIA | 3,617 | 661 | - | 4,278 | 2,963 | 13,770 | 2,553 | 23,564 |
| RHODE ISLAND | 51 | - | - | 51 | - | 583 | 188 | 822 |
| SOUTH CAROLINA | 1,865 | 67 | 54 | 1,986 | 1,063 | 2,041 | 922 | 6,012 |
| SOUTH DAKOTA | 339 | 191 | 22 | 552 | 118 | 669 | 361 | 1,700 |
| TENNESSEE | 1,168 | 306 | 29 | 1,503 | 814 | 1,540 | 328 | 4,185 |
| TEXAS | 5,774 | 496 | 20 | 6,290 | 830 | 4,303 | 3,217 | 14,640 |
| UTAH | 452 | 31 | 96 | 579 | 66 | 636 | 546 | 1,827 |
| VERMONT | 233 | 22 | - | 255 | 130 | 604 | 134 | 1,123 |
| VIRGINIA | 1,164 | 147 | 387 | 1,698 | 1,595 | 6,536 | 1,240 | 11,069 |
| WASHINGTON | 702 | 26 | 113 | 841 | 375 | 1,299 | 690 | 3,205 |
| WEST VIRGINIA | 714 | 22 | 18 | 754 | 165 | 4,486 | 667 | 6,072 |
| WISCONSIN | 581 | 209 | 12 | 802 | 450 | 3,022 | 573 | 4,847 |
| WYOMING | 572 | 41 | 99 | 712 | - | 314 | 374 | 1,400 |
| HAWAII | 208 | 75 | 99 | 382 | - | 142 | 137 | 661 |
| DIST. OF COL. | 788 | - | 36 | 824 | 784 | 460 | 296 | 2,364 |
| PUERTO RICO | 358 | 191 | - | 549 | 1,811 | 2,882 | 289 | 5,531 |
| TOTAL | 49,270 | 8,311 | 3,038 | 60,619 | 29,842 | 115,417 | 41,730 | 247,608 |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CALENDAR YEAR 1947

| CLASSIFICATION | NEW ENGLAND | MIDDLE ATLANTIC | EAST NORTH CENTRAL | WEST NORTH CENTRAL | SOUTH ATLANTIC | EAST SOUTH CENTRAL | WEST SOUTH CENTRAL | MOUNTAIN | PACIFIC | UNITED STATES |
|--|-------------|-----------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------|---------------|
| | | | FIRST QUARTER | | | | | | | |
| EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY | \$1.70 | \$1.76 | \$1.83 | \$1.50 | \$1.38 | \$1.37 | \$1.34 | \$1.87 | \$2.00 | \$1.55 |
| SKILLED | 1.76 | 1.88 | 1.82 | 1.38 | 1.34 | 1.40 | 1.41 | 1.75 | 1.89 | 1.59 |
| INTERMEDIATE GRADE | 1.23 | 1.38 | 1.30 | .98 | .97 | .98 | .98 | 1.29 | 1.47 | 1.13 |
| UNSKILLED | 1.04 | .83 | 1.02 | .84 | .70 | .65 | .72 | 1.05 | 1.28 | .83 |
| | | | SECOND QUARTER | | | | | | | |
| EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY | 1.57 | 1.75 | 1.76 | 1.51 | 1.37 | 1.38 | 1.37 | 1.86 | 2.18 | 1.59 |
| SKILLED | 1.82 | 1.99 | 1.89 | 1.54 | 1.38 | 1.48 | 1.45 | 1.84 | 2.00 | 1.67 |
| INTERMEDIATE GRADE | 1.30 | 1.43 | 1.42 | 1.13 | 1.00 | 1.06 | 1.02 | 1.35 | 1.53 | 1.20 |
| UNSKILLED | 1.08 | 1.09 | 1.09 | .88 | .75 | .71 | .74 | 1.10 | 1.27 | .88 |
| | | | THIRD QUARTER | | | | | | | |
| EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY | 1.50 | 1.77 | 1.73 | 1.56 | 1.35 | 1.38 | 1.39 | 1.90 | 2.20 | 1.60 |
| SKILLED | 1.91 | 1.98 | 1.95 | 1.66 | 1.33 | 1.53 | 1.52 | 1.91 | 2.03 | 1.72 |
| INTERMEDIATE GRADE | 1.29 | 1.44 | 1.43 | 1.23 | .96 | 1.07 | 1.05 | 1.37 | 1.55 | 1.24 |
| UNSKILLED | 1.15 | 1.11 | 1.12 | .94 | .73 | .70 | .77 | 1.13 | 1.35 | .92 |
| | | | FOURTH QUARTER | | | | | | | |
| EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY | 1.56 | 1.76 | 1.79 | 1.55 | 1.47 | 1.40 | 1.30 | 1.93 | 2.25 | 1.62 |
| SKILLED | 1.91 | 2.10 | 1.98 | 1.70 | 1.40 | 1.50 | 1.52 | 1.96 | 2.14 | 1.77 |
| INTERMEDIATE GRADE | 1.27 | 1.43 | 1.49 | 1.26 | 1.01 | 1.04 | 1.09 | 1.44 | 1.66 | 1.30 |
| UNSKILLED | 1.16 | 1.19 | 1.21 | 1.00 | .79 | .69 | .86 | 1.18 | 1.57 | 1.01 |
| | | | CALENDAR YEAR | | | | | | | |
| EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY | 1.58 | 1.76 | 1.77 | 1.53 | 1.38 | 1.38 | 1.35 | 1.88 | 2.13 | 1.59 |
| SKILLED | 1.86 | 2.00 | 1.91 | 1.60 | 1.37 | 1.48 | 1.46 | 1.86 | 1.98 | 1.68 |
| INTERMEDIATE GRADE | 1.28 | 1.43 | 1.43 | 1.19 | .99 | 1.04 | 1.03 | 1.37 | 1.54 | 1.22 |
| UNSKILLED | 1.11 | 1.13 | 1.13 | .93 | .74 | .69 | .76 | 1.11 | 1.32 | .91 |

MILEAGE OF PUBLIC ROADS AND STREETS

MILEAGE BUILT BY STATES

During 1947, nearly 33,000 miles of roads and streets were graded or surfaced by State highway departments, exceeding the mileage built during any year since 1939. Of the total, 30,000 miles were built on State road systems, including connecting streets not under State control. As in 1946, emphasis has been on replacement or improvement of worn-out or obsolete highways, and on construction of main rural roads and of highways in or adjacent to urban areas. Nearly 3,000 miles of grading and surfacing were on county or local roads not under State control, on city streets other than urban extensions of State systems, and on State park, forest, and other State roads. A considerable portion of the mileage built on local systems was in connection with the States' participation in Federal-aid secondary system construction.

Mileage built by State highway departments, or by other State agencies for highways, is detailed and summarized in tables SMB-1 to 5, inclusive, and in table SM-101. These tables do not include mileage built by county or local governments.

EXISTING MILEAGE UNDER STATE CONTROL

Tables SM-1 to 13, inclusive, classify existing State highway mileage according to certain common characteristics of widths and surface types, and segregate mileage according to highway systems. In the SM and SMB series of tables, State highways are classified as rural primary State highways, rural secondary roads under State control, and urban extensions of State highway systems. There has been a lack of uniformity in the selection of roads to be included in the State systems, and in the classification of existing rural primary and secondary systems. Thirty-one States make no such distinction but include in one system all rural mileage under State control. Thirteen States maintain secondary systems consisting usually of roads of local, but not necessarily State-wide importance. Four States—Delaware,

North Carolina, Virginia, and West Virginia—have incorporated into State systems most, or all, former county roads.

In 1947 there were 582,235 miles in State-administered road systems, including connecting streets not under State control. Of this total, 83,182 miles, or 14 percent, have not been surfaced. Low-type surfaces accounted for 329,926 miles, or 57 percent of the total, and high-type surfacing made up the remaining 29 percent.

EXISTING MILEAGE, ALL ROADS AND STREETS

The existing mileage of all rural roads is classified by unit of governmental control in table RM-1, by surface type in table RM-3, and summarized in table RM-2. Table LM-O classifies by type of surface the portion of rural road mileage under local control; and table OSM, completing the series of rural road mileage tables, gives rural mileage under Federal or State control in parks, forests, and reservations.

These tables include data for 1946, the latest year for which records are available, and show that of more than 3,009,000 miles of rural roads, one-half were unsurfaced; and of the remainder, low-type surfacing accounted for 1,309,000 miles or 44 percent of the total. Only 194,000 miles or 6 percent were high-type roads.

Table UM-3 presents the latest available data on city street mileage. This table is compiled from State highway planning survey data, and in some instances from estimates prepared by the States and the Public Roads Administration. Of the total of 317,000 miles of urban streets, 287,000 miles are under local control and do not form extensions of State routes. The remaining 30,000 miles are a part of the designated systems of State highways within municipalities.

The total mileage of all rural roads and urban streets, based on the latest available local rural and urban mileage data and the 1946 State highway mileage reports, is given in table M-2.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

SUMMARY OF MILEAGE BUILT DURING YEAR BY STATE HIGHWAY DEPARTMENTS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SMB-1, 1947
ISSUED OCTOBER 1948

| STATE | MILEAGE GRADED AND DRAINED | | | | | | | | MILEAGE SURFACED | | | | | | | | STATE | |
|----------------------|----------------------------|----------------------------------|------|-------|---|----------------------------------|-------------------------------------|----------------------------------|----------------------|-----------------|-------|--------|---|--------|--|---------------------------|--------|------------------------|
| | UNDER STATE CONTROL | | | | | | | | UNDER STATE CONTROL | | | | | | | | | |
| | RURAL ROADS | | | | URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS | TOTAL | OTHER MILEAGE GRADED AND DRAINED 1/ | TOTAL MILEAGE GRADED AND DRAINED | RURAL ROADS | | | | URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS | TOTAL | CONNECTING STREETS NOT UNDER STATE CONTROL | OTHER MILEAGE SURFACED 1/ | | TOTAL MILEAGE SURFACED |
| | STATE PRIMARY SYSTEM | SECONDARY ROADS | | TOTAL | | | | | STATE PRIMARY SYSTEM | SECONDARY ROADS | | TOTAL | | | | | | |
| | STATE SECONDARY SYSTEM | COUNTY ROADS UNDER STATE CONTROL | | | STATE SECONDARY SYSTEM | COUNTY ROADS UNDER STATE CONTROL | | | | | | | | | | | | |
| ALABAMA | 60 | - | - | 60 | 2 | 62 | 129 | 191 | 837 | - | - | 837 | 32 | 869 | - | 481 | 1,350 | ALABAMA |
| ARIZONA | - | - | - | - | - | - | - | - | 157 | - | - | 157 | 2 | 159 | - | 53 | 212 | ARIZONA |
| ARKANSAS | - | - | - | - | - | - | - | - | 863 | - | - | 863 | 19 | 882 | - | 38 | 920 | ARKANSAS |
| CALIFORNIA | - | - | - | - | - | - | - | - | 213 | 169 | - | 382 | 23 | 405 | - | 3 | 408 | CALIFORNIA |
| COLORADO | - | - | - | - | - | - | - | - | 80 | 118 | - | 198 | 4 | 202 | - | - | 202 | COLORADO |
| CONNECTICUT | - | - | - | - | - | - | - | - | 26 | - | - | 26 | 2 | 28 | - | - | 28 | CONNECTICUT |
| DELAWARE | - | - | - | - | - | - | - | - | 44 | - | - | 44 | 2 | 46 | - | - | 46 | DELAWARE |
| FLORIDA | 2 | - | - | 2 | - | 2 | - | 2 | 818 | - | 43 | 87 | 2 | 89 | - | - | 89 | FLORIDA |
| GEORGIA | 39 | - | - | 39 | 3 | 42 | - | 42 | 797 | - | - | 797 | 77 | 874 | - | 63 | 937 | GEORGIA |
| IDAHO | 3 | - | - | 3 | - | 3 | - | 3 | 179 | - | - | 179 | 5 | 184 | - | 136 | 320 | IDAHO |
| ILLINOIS | - | - | - | - | - | - | - | - | 263 | - | - | 263 | 42 | 305 | - | 159 | 464 | ILLINOIS |
| INDIANA | - | - | - | - | - | - | - | - | 556 | - | - | 556 | 37 | 593 | - | - | 593 | INDIANA |
| IOWA | 19 | - | - | 19 | 1 | 20 | 133 | 153 | 227 | - | - | 227 | 20 | 247 | - | 336 | 583 | IOWA |
| KANSAS | 50 | - | - | 50 | - | 50 | 9 | 59 | 912 | - | - | 912 | 22 | 934 | - | 758 | 1,692 | KANSAS |
| KENTUCKY | 37 | - | - | 37 | - | 37 | - | 37 | 1,252 | - | - | 1,252 | 43 | 1,295 | - | - | 1,295 | KENTUCKY |
| LOUISIANA | 4 | - | - | 4 | - | 4 | - | 4 | 24 | 2/ 69 | - | 93 | 12 | 105 | - | - | 105 | LOUISIANA |
| MAINE | - | - | - | - | - | - | - | - | 32 | 3/ 254 | - | 286 | 11 | 297 | - | 4/ 47 | 344 | MAINE |
| MARYLAND | - | - | - | - | - | - | - | - | 97 | - | - | 97 | 4 | 101 | - | - | 101 | MARYLAND |
| MASSACHUSETTS | - | - | - | - | - | - | - | - | 32 | - | - | 32 | 2 | 34 | - | 58 | 92 | MASSACHUSETTS |
| MICHIGAN | - | - | - | - | - | - | - | - | 247 | - | - | 247 | 24 | 271 | - | 157 | 428 | MICHIGAN |
| MINNESOTA | 17 | - | - | 17 | - | 17 | - | 17 | 1,402 | - | - | 1,402 | 126 | 1,528 | - | - | 1,528 | MINNESOTA |
| MISSISSIPPI | - | - | - | - | - | - | - | - | 125 | 108 | - | 233 | 12 | 245 | - | - | 245 | MISSISSIPPI |
| MISSOURI | 4 | - | - | 4 | - | 4 | - | 4 | 282 | 954 | - | 1,236 | 39 | 1,275 | - | - | 1,275 | MISSOURI |
| MONTANA | 43 | 18 | - | 61 | - | 61 | - | 61 | 289 | 202 | - | 491 | 2 | 493 | - | - | 493 | MONTANA |
| NEBRASKA | - | - | - | - | - | - | - | - | 442 | - | - | 442 | 8 | 450 | - | - | 450 | NEBRASKA |
| NEVADA | - | - | - | - | - | - | - | - | 92 | 112 | - | 204 | 2 | 226 | - | - | 226 | NEVADA |
| NEW HAMPSHIRE | - | - | - | - | - | - | - | - | 20 | 47 | 20 | 67 | 1 | 68 | 1 | - | 69 | NEW HAMPSHIRE |
| NEW JERSEY | - | - | - | - | - | - | - | - | 30 | - | - | 30 | 4 | 34 | - | 10 | 44 | NEW JERSEY |
| NEW MEXICO | 14 | - | - | 14 | - | 14 | - | 14 | 280 | - | - | 280 | 25 | 305 | - | - | 305 | NEW MEXICO |
| NEW YORK | 10 | - | - | 10 | 5/ 1 | 11 | - | 11 | 482 | - | - | 482 | - | 482 | - | 21 | 503 | NEW YORK |
| NORTH CAROLINA | 74 | - | 182 | 256 | 7 | 263 | - | 263 | 347 | 2,158 | - | 2,505 | 112 | 2,617 | - | - | 2,617 | NORTH CAROLINA |
| NORTH DAKOTA | 22 | - | - | 22 | - | 22 | - | 22 | 184 | - | - | 184 | 14 | 198 | - | - | 198 | NORTH DAKOTA |
| OHIO | - | - | - | - | - | - | - | - | 2,179 | - | - | 2,179 | 101 | 2,280 | - | - | 2,280 | OHIO |
| OKLAHOMA | 87 | - | - | 87 | 3 | 90 | 49 | 139 | 835 | - | - | 835 | 20 | 855 | - | 380 | 1,235 | OKLAHOMA |
| OREGON | - | - | - | - | - | - | - | - | 58 | 160 | - | 218 | 4 | 222 | - | 14 | 236 | OREGON |
| PENNSYLVANIA | - | 12 | - | 12 | - | 12 | - | 12 | 274 | 907 | - | 1,181 | 89 | 1,270 | - | - | 1,270 | PENNSYLVANIA |
| RHODE ISLAND | - | - | - | - | - | - | - | - | 3 | - | - | 3 | 1 | 4 | - | - | 4 | RHODE ISLAND |
| SOUTH CAROLINA | 1 | - | - | 1 | - | 1 | - | 1 | 292 | 391 | - | 683 | 47 | 730 | - | - | 730 | SOUTH CAROLINA |
| SOUTH DAKOTA | 33 | - | - | 33 | - | 33 | - | 33 | 274 | - | - | 274 | 4 | 278 | - | - | 279 | SOUTH DAKOTA |
| TENNESSEE | 3 | - | - | 3 | - | 3 | - | 3 | 433 | - | - | 433 | 29 | 462 | - | 169 | 631 | TENNESSEE |
| TEXAS | 224 | - | - | 224 | 1 | 225 | - | 225 | 3,153 | - | - | 3,153 | 132 | 3,285 | - | - | 3,285 | TEXAS |
| UTAH | 3 | - | - | 3 | - | 3 | - | 3 | 324 | - | - | 324 | 33 | 357 | - | - | 357 | UTAH |
| VERMONT | - | - | - | - | - | - | - | - | 24 | - | - | 24 | - | 24 | 1 | - | 25 | VERMONT |
| VIRGINIA | - | - | (6/) | - | (6/) | - | - | - | 66 | - | (6/) | 66 | (6/) | 66 | - | - | 66 | VIRGINIA |
| WASHINGTON | 3 | - | - | 3 | - | 3 | - | 3 | 114 | 115 | - | 229 | 4 | 233 | 1 | - | 234 | WASHINGTON |
| WEST VIRGINIA | 6 | - | 5 | 11 | 1 | 12 | - | 12 | 199 | - | 368 | 567 | 34 | 601 | - | - | 601 | WEST VIRGINIA |
| WISCONSIN | - | - | - | - | - | - | 10 | 10 | 795 | - | - | 795 | 40 | 835 | 9 | 54 | 898 | WISCONSIN |
| WYOMING | 19 | - | - | 19 | - | 19 | - | 19 | 303 | - | - | 303 | 2 | 305 | 1 | 24 | 330 | WYOMING |
| DISTRICT OF COLUMBIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | - | 5 | DISTRICT OF COLUMBIA |
| TOTAL | 777 | 30 | 187 | 994 | 19 | 1,013 | 330 | 1,343 | 20,957 | 3,606 | 2,589 | 27,152 | 1,395 | 28,547 | 19 | 2,961 | 31,527 | TOTAL |

1/ INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR OTHER LOCAL ROADS NOT UNDER STATE CONTROL, AND ON FOREST, PARK, AND INSTITUTIONAL, ETC.

2/ INCLUDES 45 MILES BUILT ON THE FARM-TO-MARKET SYSTEM.

3/ MILEAGE BUILT ON STATE-AID SYSTEM.

4/ MILEAGE OF TOLL HIGHWAY BUILT BY THE MAINE TURNPIKE AUTHORITY.

5/ CONNECTING STREET NOT UNDER STATE CONTROL.

6/ CONSTRUCTION DATA NOT AVAILABLE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947
MILEAGE BUILT DURING YEAR ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS
CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SMB-2, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL MILEAGE GRADED OR SURFACED | MILEAGE GRADED AND DRAINED | MILEAGE SURFACED | | | | | | | | | | | MILEAGE WIDENED | | | | STATE | | |
|----------------|----------------------------------|----------------------------|------------------|--|-------------|-----------------------|-------------------|------------------------------|--------------------|--------------------------|---|----------------------------|----------------|-------------------|-------|--------------------------|----------------------------|-------|-----|----------------|
| | | | TOTAL | SUBTOTALS | | TYPE OF SURFACE BUILT | | | | | | | | | TOTAL | TYPE OF WIDENING | | | | |
| | | | | SURFACING ON EARTH ROADS OR NEW LOCATION | RESURFACING | D SOIL-SURFACED | E GRAVEL OR STONE | F BITUMINOUS SURFACE-TREATED | G MIXED BITUMINOUS | H BITUMINOUS PENETRATION | I BITUMINOUS CONCRETE AND SHEET ASPHALT | J PORTLAND CEMENT CONCRETE | M DUAL-TYPE 1/ | E GRAVEL OR STONE | | F,G,H,I BITUMINOUS TYPES | J PORTLAND CEMENT CONCRETE | | | |
| ALABAMA | 897 | 60 | 837 | 34 | 803 | - | - | 214 | 568 | 21 | 2 | 32 | - | 11 | - | - | 11 | - | - | ALABAMA |
| ARIZONA | 157 | - | 157 | 44 | 113 | - | - | 44 | 101 | - | - | 11 | - | - | - | - | - | - | - | ARIZONA |
| ARKANSAS | 863 | - | 863 | 48 | 815 | - | - | 48 | 322 | - | - | 103 | - | - | - | - | - | - | - | ARKANSAS |
| CALIFORNIA | 213 | - | 213 | 32 | 181 | - | - | 9 | 149 | - | - | 4 | 24 | 27 | - | - | - | - | 4 | CALIFORNIA |
| COLORADO | 80 | - | 80 | 10 | 70 | - | - | - | 55 | - | - | - | - | - | - | - | - | - | - | COLORADO |
| CONNECTICUT | 26 | - | 26 | 10 | 16 | - | - | - | - | - | - | - | 9 | - | - | - | - | - | - | CONNECTICUT |
| DELAWARE | 44 | - | 44 | - | 44 | - | - | - | - | - | - | 26 | - | 18 | - | - | - | - | 9 | DELAWARE |
| FLORIDA | 820 | 2 | 818 | 134 | 684 | - | - | 192 | 398 | - | - | 223 | 5 | - | - | - | - | - | 7 | FLORIDA |
| GEORGIA | 836 | 39 | 797 | 271 | 526 | 29 | - | 8 | 476 | 70 | - | 152 | 26 | - | - | - | - | - | - | GEORGIA |
| IDAHO | 182 | 3 | 179 | 16 | 163 | - | - | 18 | 22 | - | - | 138 | 1 | - | - | - | - | - | 2 | IDAHO |
| ILLINOIS | 263 | - | 263 | 18 | 245 | - | - | - | 34 | - | - | 171 | 30 | - | - | - | - | - | 6 | ILLINOIS |
| INDIANA | 556 | - | 556 | 12 | 544 | - | - | 14 | 300 | - | - | 211 | 13 | - | - | - | - | - | 5 | INDIANA |
| IOWA | 246 | 19 | 227 | 6 | 221 | - | - | 75 | 47 | 2 | - | 24 | - | - | - | - | - | - | 48 | IOWA |
| KANSAS | 962 | 50 | 912 | 82 | 830 | - | - | 89 | 398 | 342 | - | - | 30 | - | - | - | - | - | - | KANSAS |
| KENTUCKY | 1,289 | 37 | 1,252 | 29 | 1,223 | - | - | 212 | 273 | 606 | - | - | 159 | 2 | - | - | - | - | - | KENTUCKY |
| LOUISIANA | 28 | 4 | 24 | - | 24 | - | - | - | - | - | - | 20 | - | - | - | - | - | - | 7 | LOUISIANA |
| MAINE | 32 | - | 32 | 4 | 28 | - | - | - | 4 | 15 | 12 | 1 | - | - | - | - | - | - | - | MAINE |
| MARYLAND | 97 | - | 97 | 34 | 63 | - | - | 5 | 1 | 4 | 2 | 65 | 20 | - | - | - | - | - | 13 | MARYLAND |
| MASSACHUSETTS | 32 | - | 32 | 8 | 24 | - | - | - | - | - | 19 | 1 | 7 | 5 | - | - | - | - | 2 | MASSACHUSETTS |
| MICHIGAN | 247 | - | 247 | 26 | 221 | - | - | 55 | 7 | 32 | - | 93 | 59 | 1 | - | - | - | - | 4 | MICHIGAN |
| MINNESOTA | 1,419 | 17 | 1,402 | 82 | 1,320 | - | - | 342 | 145 | 851 | - | - | 5 | 59 | - | - | - | - | 3 | MINNESOTA |
| MISSISSIPPI | 125 | - | 125 | 18 | 107 | - | - | - | 38 | - | - | 64 | 23 | - | - | - | - | - | - | MISSISSIPPI |
| MISSOURI | 286 | 4 | 282 | 6 | 276 | 2 | - | 13 | 132 | 18 | - | 81 | 31 | 5 | - | - | - | - | 13 | MISSOURI |
| MONTANA | 332 | 43 | 289 | 45 | 244 | - | - | 26 | 45 | 218 | - | - | - | - | - | - | - | - | - | MONTANA |
| NEBRASKA | 442 | - | 442 | 169 | 273 | - | - | 167 | 20 | 225 | - | - | 30 | - | - | - | - | - | - | NEBRASKA |
| NEVADA | 92 | - | 92 | 9 | 83 | - | - | - | - | 92 | - | - | - | - | - | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | 20 | - | 20 | 5 | 15 | - | - | - | 12 | 8 | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 30 | - | 30 | - | 30 | - | - | - | 3 | - | - | 21 | 3 | 3 | - | - | - | - | 4 | NEW JERSEY |
| NEW MEXICO | 294 | 14 | 280 | 74 | 206 | - | - | 42 | 22 | 215 | - | - | - | 1 | - | - | - | - | - | NEW MEXICO |
| NEW YORK | 492 | 10 | 482 | 25 | 457 | - | - | 10 | 4 | 26 | - | - | 328 | 101 | - | - | - | - | 18 | NEW YORK |
| NORTH CAROLINA | 421 | 74 | 347 | 61 | 286 | - | - | 11 | 140 | 15 | - | 13 | 166 | 14 | 1 | - | - | - | 3 | NORTH CAROLINA |
| NORTH DAKOTA | 206 | 22 | 184 | 54 | 130 | - | - | 135 | - | 36 | - | - | 10 | 3 | - | - | - | - | - | NORTH DAKOTA |
| OHIO | 2,179 | - | 2,179 | 3 | 2,176 | - | - | 12 | 181 | 1,549 | - | - | 302 | 24 | 19 | - | - | - | 5 | OHIO |
| OKLAHOMA | 922 | 87 | 835 | 205 | 630 | 3 | - | 349 | 157 | 161 | - | - | 101 | 58 | 6 | - | - | - | - | OKLAHOMA |
| OREGON | 58 | - | 58 | 13 | 45 | - | - | - | 23 | - | - | 22 | 13 | - | - | - | - | - | - | OREGON |
| PENNSYLVANIA | 274 | - | 274 | 36 | 238 | - | - | 12 | 15 | - | - | 57 | 126 | 69 | 1 | - | - | - | 1 | PENNSYLVANIA |
| RHODE ISLAND | 3 | - | 3 | - | 3 | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | RHODE ISLAND |
| SOUTH CAROLINA | 293 | 1 | 292 | 133 | 159 | - | - | - | 254 | - | - | - | 33 | - | - | - | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 307 | 33 | 274 | 86 | 188 | - | - | - | 59 | - | - | - | 10 | - | - | - | - | - | 14 | SOUTH DAKOTA |
| TENNESSEE | 436 | 3 | 433 | - | 433 | - | - | 108 | 76 | 59 | - | - | 218 | 29 | - | - | - | - | - | TENNESSEE |
| TEXAS | 3,377 | 224 | 3,153 | 1,733 | 1,400 | 83 | - | 10 | 2,436 | 49 | 53 | 474 | 34 | 14 | - | - | - | - | 19 | TEXAS |
| UTAH | 327 | 3 | 324 | 88 | 236 | - | - | 71 | 12 | 234 | - | - | 5 | - | 2 | - | - | - | 1 | UTAH |
| VERMONT | 24 | - | 24 | 1 | 23 | - | - | - | 8 | - | - | - | 7 | - | - | - | - | - | - | VERMONT |
| VIRGINIA | 66 | - | 66 | 9 | 57 | - | - | - | 5 | - | - | 23 | 16 | 12 | 10 | - | - | - | 7 | VIRGINIA |
| WASHINGTON | 117 | 3 | 114 | 17 | 97 | - | - | 49 | 28 | - | 8 | 15 | 14 | - | - | - | - | - | 3 | WASHINGTON |
| WEST VIRGINIA | 205 | 6 | 199 | 35 | 164 | 2 | - | - | 5 | 9 | - | 15 | 116 | 3 | - | - | - | - | 40 | WEST VIRGINIA |
| WISCONSIN | 795 | - | 795 | 33 | 762 | - | - | - | 56 | 621 | - | - | 9 | 36 | - | - | - | - | - | WISCONSIN |
| WYOMING | 322 | 19 | 303 | 134 | 169 | - | - | 108 | 17 | 178 | - | - | - | - | - | - | - | - | - | WYOMING |
| TOTAL | 21,734 | 777 | 20,957 | 3,912 | 17,045 | 124 | - | 2,556 | 5,586 | 7,766 | 470 | 3,404 | 936 | 115 | - | - | - | - | 449 | TOTAL |

1/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING

PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-TYPE BY A DUAL-TYPE ROAD.

2/ SEE TABLE SM-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

MILEAGE BUILT DURING YEAR ON SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SMB-9, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL MILEAGE GRADED OR SURFACED | MILEAGE GRADED AND DRAINED | MILEAGE SURFACED | | | | | | | | | | | MILEAGE WIDENED | | | STATE | | | |
|--|----------------------------------|----------------------------|---------------------|--|---------------------|-----------------------|----------------------------|------------------|------------------------|---------------------------------------|--------------------------|--------------|-------------|------------------|--------------------------|-------------|-------------|--|--|--|
| | | | TOTAL | SUBTOTALS | | TYPE OF SURFACE BUILT | | | | | | | | | | TOTAL | | TYPE OF WIDENING | | |
| | | | | SURFACING ON EARTH ROADS OR NEW LOCATION | RESURFACING | D | E | F | G | H | I | J | M | C,D,E | F,G,H,I | | | J | | |
| | | | | | SOIL-SURFACED | GRAVEL OR STONE | BITUMINOUS SURFACE-TREATED | MIXED BITUMINOUS | BITUMINOUS PENETRATION | BITUMINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | DUAL-TYPE 1/ | UNTREATED | BITUMINOUS TYPES | PORTLAND CEMENT CONCRETE | | | | | |
| SECONDARY STATE HIGHWAYS | | | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | 169 | - | 169 | 38 | 131 | 11 | - | 5 | 131 | - | 11 | 11 | - | 5 | - | - | 5 | CALIFORNIA | | |
| COLORADO | 118 | - | 118 | 46 | 72 | - | 82 | - | 36 | - | - | - | - | - | - | - | - | COLORADO | | |
| LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | 23 - 46 69 | - - - | 23 - 46 69 | - 11 11 | 23 - 32 58 | - - - | - 11 11 | - - - | - - - | 23 - 32 55 | - - - | - 3 3 | - - - | - - - | - - - | - - - | - - - | LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | | |
| MAINE 2/ | 254 | - | 254 | 14 | 240 | - | 56 | 195 | 3 | - | - | - | - | - | - | - | - | MAINE 2/ | | |
| MISSISSIPPI | 108 | - | 108 | 15 | 93 | - | - | 55 | - | - | 35 | 18 | - | - | - | - | - | MISSISSIPPI | | |
| MISSOURI | 954 | - | 954 | 182 | 772 | 21 | 386 | 509 | 37 | - | - | 1 | - | - | - | - | - | MISSOURI | | |
| MONTANA: SECONDARY STATE-AID 3/ TOTAL | 220 - 220 220 | 18 - 18 - | 202 - 202 202 | 71 - 71 71 | 131 - 131 131 | - - - | 154 - 154 154 | 26 - 26 26 | 22 - 22 22 | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - | MONTANA: SECONDARY: STATE-AID 3/ TOTAL | | |
| NEVADA | 112 | - | 112 | 50 | 62 | - | 80 | - | 32 | - | - | - | - | - | - | - | - | NEVADA | | |
| NEW HAMPSHIRE | 47 | - | 47 | 2 | 45 | - | 1 | 42 | 4 | - | - | - | - | - | - | - | - | NEW HAMPSHIRE | | |
| OREGON | 160 | - | 160 | 45 | 115 | - | - | 122 | - | 38 | - | - | - | - | - | - | - | OREGON | | |
| PENNSYLVANIA | 919 | 12 | 907 | 667 | 240 | 19 | 513 | 147 | - | 208 | 16 | 3 | 1 | 1 | - | 1 | - | PENNSYLVANIA | | |
| SOUTH CAROLINA | 391 | - | 391 | 262 | 129 | - | - | 391 | - | - | - | - | - | 1 | - | 1 | - | SOUTH CAROLINA | | |
| WASHINGTON | 115 | - | 115 | 4 | 111 | - | 12 | 94 | - | - | 9 | - | - | - | - | - | - | WASHINGTON | | |
| TOTAL | 3,636 | 30 | 3,606 | 1,407 | 1,199 | 51 | 1,295 | 1,586 | 265 | 301 | 71 | 36 | 1 | 7 | - | 2 | 5 | TOTAL | | |
| COUNTY ROADS UNDER STATE CONTROL 5/ | | | | | | | | | | | | | | | | | | | | |
| DELAWARE | 43 | - | 43 | 11 | 32 | - | 5 | 24 | - | - | 11 | - | 3 | - | - | - | - | DELAWARE | | |
| NEVADA | 20 | - | 20 | 7 | 13 | - | - | - | 20 | - | - | - | - | - | - | - | - | NEVADA | | |
| NORTH CAROLINA | 2,340 | 182 | 2,158 | 964 | 1,194 | 271 | 625 | 992 | 77 | - | 192 | 1 | - | - | - | - | - | NORTH CAROLINA | | |
| VIRGINIA 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VIRGINIA 6/ | | |
| WEST VIRGINIA | 373 | 5 | 368 | 189 | 185 | 19 | 174 | 150 | 6 | 14 | 5 | - | - | 64 | 15 | 49 | - | WEST VIRGINIA | | |
| TOTAL | 2,776 | 187 | 2,589 | 1,165 | 1,424 | 290 | 804 | 1,166 | 103 | 14 | 208 | 1 | 3 | 64 | 15 | 49 | - | TOTAL | | |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | 6,412 | 217 | 6,195 | 2,572 | 3,623 | 341 | 2,099 | 2,752 | 368 | 315 | 279 | 37 | 4 | 71 | 15 | 51 | 5 | GRAND TOTAL | | |

1/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-TYPE BY DUAL-TYPE ROAD.

2/ MILEAGE BUILT ON STATE-AID SYSTEM.

3/ NO CONSTRUCTION WAS COMPLETED.

4/ SEE TABLE SM-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

5/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

6/ CONSTRUCTION DATA ARE NOT AVAILABLE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947
MILEAGE BUILT DURING YEAR ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS ^{1/}
CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-4, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL MILEAGE GRADED OR SURFACED | MILEAGE GRADED AND DRAINED | MILEAGE SURFACED | | | | | | | | | | | MILEAGE WIDENED | | | STATE | | |
|------------------------|----------------------------------|----------------------------|------------------|--|------------------------------|-----------------------|--------------------------|---|--------------------------|-------|-------------------------|-----|--------------------|--------------------------|-----------------------------------|-------|-------|------------------------|--|
| | | | TOTAL | SURTTOTALS | | TYPE OF SURFACE BUILT | | | | | | | | | | TOTAL | | TYPE OF WIDENING | |
| | | | | SURFACING ON EARTH ROADS OR NEW LOCATION | RESURFACING | D | E | F | G | H | I | J | K | M | F _o , H ₂ I | | | J | |
| | | | SOIL-SURFACED | GRAVEL OR STONE | BITU-MINIOUS SURFACE-TREATED | MIXED BITU-MINIOUS | BITU-MINIOUS PENETRATION | BITU-MINIOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | DUAL-TYPE ^{2/} | | BITU-MINIOUS TYPES | PORTLAND CEMENT CONCRETE | | | | | |
| ALABAMA | 34 | 2 | 32 | 2 | 30 | - | - | 7 | 24 | - | - | 1 | - | - | - | - | - | ALABAMA | |
| ARIZONA | 2 | - | 2 | - | 2 | - | - | - | 1 | - | - | 1 | - | - | - | - | - | ARIZONA | |
| ARKANSAS | 19 | - | 19 | 1 | 18 | - | 2 | 1 | 9 | - | 5 | - | - | - | 2 | - | - | ARKANSAS | |
| CALIFORNIA | 23 | - | 23 | 4 | 19 | - | - | - | 11 | - | 1 | 6 | - | - | 5 | - | - | CALIFORNIA | |
| COLORADO | 4 | - | 4 | 1 | 3 | - | 2 | - | 2 | - | - | - | - | - | - | - | - | COLORADO | |
| CONNECTICUT | 2 | - | 2 | 1 | 1 | - | - | 1 | - | - | 2 | 1 | - | - | - | 1 | - | CONNECTICUT | |
| DELAWARE | 2 | - | 2 | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | - | DELAWARE | |
| FLORIDA | 127 | - | 127 | 6 | 121 | - | - | 20 | 66 | - | 38 | 2 | - | - | 1 | - | 6 | FLORIDA | |
| GEORGIA | 80 | 3 | 77 | 21 | 56 | - | 1 | 35 | 4 | 7 | 21 | 6 | - | - | 3 | - | 4 | GEORGIA | |
| IDAHO | 5 | - | 5 | - | 5 | - | - | - | 5 | - | - | - | - | - | - | - | - | IDAHO | |
| ILLINOIS | 42 | - | 42 | 1 | 41 | - | - | 1 | 1 | - | 35 | 5 | - | - | 2 | - | 2 | ILLINOIS | |
| INDIANA | 37 | - | 37 | 1 | 36 | - | - | - | 6 | - | 26 | 5 | - | - | 1 | - | 1 | INDIANA | |
| IOWA | 21 | 1 | 20 | 2 | 18 | - | 2 | 10 | - | 1 | - | 6 | - | - | 1 | - | 1 | IOWA | |
| KANSAS | 22 | - | 22 | - | 22 | - | - | 9 | 8 | - | 1 | 4 | - | - | - | - | - | KANSAS | |
| KENTUCKY | 43 | - | 43 | 1 | 42 | - | 3 | 5 | - | - | 14 | 2 | - | - | - | - | - | KENTUCKY | |
| LOUISIANA | 12 | - | 12 | - | 12 | - | - | - | 19 | 10 | - | 1 | - | - | 1 | - | - | LOUISIANA | |
| MAINE | 11 | - | 11 | - | 11 | - | - | - | - | - | 11 | - | - | - | - | - | - | MAINE | |
| MARYLAND | 4 | - | 4 | - | 4 | - | - | - | - | - | 3 | - | - | - | 1 | - | - | MARYLAND | |
| MASSACHUSETTS | 2 | - | 2 | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | - | MASSACHUSETTS | |
| MICHIGAN | 24 | - | 24 | - | 24 | - | 1 | - | - | - | 20 | 3 | - | - | - | - | 2 | MICHIGAN | |
| MINNESOTA | 126 | - | 126 | 4 | 122 | - | 17 | 9 | 87 | - | 3 | 7 | - | - | 3 | - | - | MINNESOTA | |
| MISSISSIPPI | 12 | - | 12 | 3 | 9 | - | - | 3 | - | - | 1 | 7 | - | - | - | 1 | - | MISSISSIPPI | |
| MISSOURI | 39 | - | 39 | 7 | 32 | - | 6 | 23 | 2 | - | 3 | 4 | - | - | 1 | - | - | MISSOURI | |
| MONTANA | 2 | - | 2 | - | 2 | - | - | 1 | - | - | - | - | - | - | - | - | - | MONTANA | |
| NEBRASKA | 8 | - | 8 | 1 | 7 | - | 2 | 1 | 5 | - | - | - | - | - | - | - | - | NEBRASKA | |
| NEVADA | 2 | - | 2 | - | 2 | - | - | - | 2 | - | - | - | - | - | - | - | - | NEVADA | |
| NEW HAMPSHIRE | 2 | - | 2 | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | - | NEW HAMPSHIRE | |
| NEW JERSEY | 4 | - | 4 | - | 4 | - | - | - | - | - | 1 | 3 | - | - | - | - | 1 | NEW JERSEY | |
| NEW MEXICO | 25 | - | 25 | 4 | 21 | - | - | - | 23 | - | 2 | - | - | - | - | - | - | NEW MEXICO | |
| NEW YORK | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW YORK | |
| NORTH CAROLINA | 119 | 7 | 112 | 26 | 86 | - | 7 | 12 | 44 | - | 2 | 44 | 3 | - | - | - | 1 | NORTH CAROLINA | |
| NORTH DAKOTA | 14 | - | 14 | 6 | 8 | - | 7 | 10 | 44 | - | 1 | 2 | 1 | - | - | - | - | NORTH DAKOTA | |
| OHIO | 101 | - | 101 | 1 | 100 | - | - | 1 | 36 | - | 1 | 53 | 2 | - | 7 | - | - | OHIO | |
| OKLAHOMA | 23 | 3 | 20 | 3 | 17 | - | 7 | 3 | 3 | - | 1 | 2 | 4 | - | 1 | - | - | OKLAHOMA | |
| OREGON | 4 | - | 4 | - | 4 | - | - | 1 | - | - | 1 | 2 | - | - | - | 2 | - | OREGON | |
| PENNSYLVANIA | 89 | - | 89 | 6 | 83 | - | 2 | 3 | - | - | 8 | 57 | 16 | - | 2 | - | 1 | PENNSYLVANIA | |
| RHODE ISLAND | 1 | - | 1 | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | - | RHODE ISLAND | |
| SOUTH CAROLINA | 47 | - | 47 | 37 | 10 | - | - | 45 | - | - | - | - | - | - | - | - | - | SOUTH CAROLINA | |
| SOUTH DAKOTA | 5 | - | 5 | 1 | 4 | - | - | 1 | - | - | - | 2 | - | - | - | - | - | SOUTH DAKOTA | |
| TENNESSEE | 29 | - | 29 | 1 | 28 | - | - | 4 | - | - | 22 | 3 | - | - | - | - | - | TENNESSEE | |
| TEXAS | 133 | 1 | 132 | 44 | 88 | - | 4 | 60 | 2 | 4 | 60 | 1 | - | - | 1 | - | 4 | TEXAS | |
| UTAH | 33 | - | 33 | 3 | 30 | - | - | 1 | 21 | - | 4 | 1 | - | - | 6 | - | - | UTAH | |
| VERMONT | 1 | - | 1 | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | - | VERMONT | |
| VIRGINIA ^{3/} | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VIRGINIA ^{3/} | |
| WASHINGTON | 5 | - | 5 | 2 | 3 | - | - | 1 | - | - | 2 | 2 | - | - | - | - | - | WASHINGTON | |
| WEST VIRGINIA | 35 | 1 | 34 | - | 34 | - | - | 1 | - | - | 1 | 31 | 1 | - | - | - | - | WEST VIRGINIA | |
| WISCONSIN | 49 | - | 49 | 1 | 48 | - | - | 4 | 29 | - | 8 | 8 | - | - | - | - | - | WISCONSIN | |
| WYOMING | 3 | - | 3 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | WYOMING | |
| DISTRICT OF COLUMBIA | 5 | - | 5 | - | 5 | - | - | - | - | - | 1 | 4 | - | - | - | - | - | DISTRICT OF COLUMBIA | |
| TOTAL | 1,433 | 19 | 1,414 | 191 | 1,223 | 12 | 73 | 291 | 374 | 33 | 483 | 111 | 2 | 35 | 48 | 23 | 25 | TOTAL | |

Mileage of Public Roads and Streets

^{1/} INCLUDES 20 MILES BUILT ON CONNECTING STREETS NOT UNDER STATE CONTROL.
^{2/} A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-TYPE BY A DUAL-TYPE ROAD.

^{3/} CONSTRUCTION DATA ARE NOT AVAILABLE.
^{4/} SEE TABLE SM-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR LOCAL ROADS AND OTHER SPECIAL CONSTRUCTION - 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CLASSIFIED BY TYPE OF SURFACE
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SHB-5, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL SPECIAL CONSTRUCTION ^{1/} | MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL ^{2/} | | | | | | | | | | OTHER SPECIAL CONSTRUCTION ^{3/} | | | | | | STATE | | | |
|---------------------|--|--|----------------------------|------------------|---------------|-----------------|------------------------------|--------------------|--------------------------|---|--------------------------|--|----------------------------|------------------|-----------------|------------------------------|--------------------|-------|---|--------------------------|---------------------|
| | | TOTAL | MILEAGE GRADED AND DRAINED | MILEAGE SURFACED | | | | | | | | TOTAL | MILEAGE GRADED AND DRAINED | MILEAGE SURFACED | | | | | | | |
| | | | | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | BITU-MINIOUS SURFACE-TREATED | MIXED BITU-MINIOUS | BITU-MINIOUS PENETRATION | BITU-MINIOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | | | TOTAL | GRAVEL OR STONE | BITU-MINIOUS SURFACE-TREATED | MIXED BITU-MINIOUS | | BITU-MINIOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | |
| ALABAMA | 610 | 590 | 126 | 464 | 27 | 65 | 372 | - | - | - | - | - | 20 | 3 | 17 | 3 | 14 | - | - | - | ALABAMA |
| ARIZONA | 53 | 53 | - | 53 | - | 7 | - | 46 | - | - | - | - | - | - | - | - | - | - | - | - | ARIZONA |
| ARKANSAS | 38 | 38 | - | 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARKANSAS |
| CALIFORNIA | 3 | - | - | - | - | 28 | - | 5 | - | - | - | - | 3 | - | 3 | - | - | 3 | - | - | CALIFORNIA |
| COLORADO | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | COLORADO |
| CONNECTICUT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | CONNECTICUT |
| DELAWARE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | DELAWARE |
| FLORIDA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | FLORIDA |
| GEORGIA | 63 | 58 | - | 58 | 7 | 11 | 31 | 3 | 3 | 3 | - | 5 | - | 5 | - | 5 | - | - | - | - | GEORGIA |
| IDAHO | 136 | 133 | - | 133 | - | 41 | 3 | 89 | - | - | - | 3 | - | 3 | - | 1 | - | 2 | - | - | IDAHO |
| ILLINOIS | 159 | 159 | - | 159 | - | 22 | 67 | - | 35 | - | - | 30 | - | 3 | - | - | - | - | - | - | ILLINOIS |
| INDIANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INDIANA |
| IOWA | 469 | 469 | 133 | 336 | - | 390 | 5 | - | 2 | - | - | 1 | - | - | - | - | - | - | - | - | IOWA |
| KANSAS | 767 | 767 | 9 | 758 | - | 754 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | KANSAS |
| KENTUCKY | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | KENTUCKY |
| LOUISIANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOUISIANA |
| MAINE ^{1/} | 47 | - | - | - | - | - | - | - | - | - | - | - | 47 | - | 47 | - | - | - | 47 | - | MAINE ^{1/} |
| MARYLAND | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MARYLAND |
| MASSACHUSETTS | 58 | 57 | - | 57 | - | 4 | 10 | 18 | 10 | 15 | - | 1 | - | 1 | - | - | 1 | - | - | - | MASSACHUSETTS |
| MICHIGAN | 157 | 156 | - | 156 | - | 80 | 13 | 39 | - | 14 | - | 10 | - | 1 | - | - | 1 | - | - | - | MICHIGAN |
| MINNESOTA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MINNESOTA |
| MISSISSIPPI | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MISSISSIPPI |
| MISSOURI | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MISSOURI |
| MONTANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MONTANA |
| NEBRASKA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEBRASKA |
| NEVADA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 10 | - | - | - | - | - | - | - | - | - | - | - | 10 | - | 10 | - | - | 1 | - | - | NEW JERSEY |
| NEW MEXICO | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW MEXICO |
| NEW YORK | 21 | - | - | - | - | - | - | - | - | - | - | - | 21 | - | 21 | - | 5/ 20 | - | - | 1 | NEW YORK |
| NORTH CAROLINA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CAROLINA |
| NORTH DAKOTA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA |
| OHIO | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | OHIO |
| OKLAHOMA | 429 | 427 | 49 | 378 | - | 355 | 2 | 21 | - | - | - | - | 2 | - | 2 | 1 | - | 1 | - | - | OKLAHOMA |
| OREGON | 14 | 14 | - | 14 | - | - | 6 | - | - | 8 | - | - | - | - | - | - | - | - | - | - | OREGON |
| PENNSYLVANIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PENNSYLVANIA |
| RHODE ISLAND | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | RHODE ISLAND |
| SOUTH CAROLINA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 169 | 157 | - | 157 | - | 95 | 36 | 26 | - | - | - | - | 12 | - | 12 | 1 | - | 11 | - | - | TENNESSEE |
| TEXAS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TEXAS |
| UTAH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | UTAH |
| VERMONT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VERMONT |
| VIRGINIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VIRGINIA |
| WASHINGTON | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| WEST VIRGINIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST VIRGINIA |
| WISCONSIN | 64 | 47 | 10 | 37 | - | 20 | - | 17 | - | - | - | - | 17 | - | 17 | - | 16 | - | 1 | - | WISCONSIN |
| WYOMING | 24 | 24 | - | 24 | - | - | 1 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | WYOMING |
| TOTAL | 3,291 | 3,149 | 327 | 2,822 | 34 | 1,812 | 546 | 324 | 13 | 76 | 17 | 142 | 3 | 199 | 6 | 48 | 24 | 60 | 1 | - | TOTAL |

^{1/} STATES FOR WHICH NO AMOUNTS ARE GIVEN, REPORTED NO SPECIAL CONSTRUCTION.
^{2/} INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON FEDERAL-AID SECONDARY ROADS LOCATED OFF THE STATE HIGHWAY SYSTEMS.

^{3/} MILEAGE BUILT ON ROADS IN PARKS, FORESTS, INSTITUTIONS, ETC., AND ON LOCAL CITY STREETS NOT CONNECTING STATE HIGHWAY SYSTEMS.
^{4/} MILEAGE OF TOLL HIGHWAY BUILT BY THE MAINE TURNPIKE AUTHORITY.
^{5/} MILEAGE BUILT ON STATE PARKWAYS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-101
SHEET 1 OF 2
ISSUED OCTOBER 1948

| TYPE OF ROAD EXISTING OR BUILT | EXISTING MILEAGE AT BEGINNING OF YEAR | CHANGES IN SYSTEM OTHER THAN CONSTRUCTION | | | | ACCOUNTING TABLE OF CONSTRUCTION CHANGES | | | | | | | | | | | | | | | | | | | | NET TOTAL CHANGE IN MILEAGE (5+25) | EXISTING MILEAGE AT END OF YEAR (1+26) | | |
|--|---------------------------------------|--|-------------------|---|-----------------------|--|------------|--------------------|---------------|-----------------|----------------------------|------------------|------------------------|---------------------------------------|--------------------------|-------|-------|-----------|--------------------------------|---------------------------------|-----------------------------|-------|----------------------------------|--|------|------------------------------------|--|--|--|
| | | REVISIONS DUE TO RESURVEY OR FORMER ERROR (+ OR -) | MILEAGE TRANSFERS | NET CHANGES OTHER THAN CONSTRUCTION (2+3+4) | BUILT ON NEW LOCATION | TYPE OF ROAD REPLACED OR ABANDONED | | | | | | | | | | | | | | SUMMARY OF CONSTRUCTION CHANGES | | | | | | | | | |
| | | | | | | A | B | C | D | E | F | G | H | I | J | K | L | M | MILEAGE BUILT DURING YEAR | | | | | | | | | | |
| | | | | | | PRIMITIVE | UNIMPROVED | GRADED AND DRAINED | SOIL-SURFACED | GRAVEL OR STONE | BITUMINOUS SURFACE-TREATED | MIXED BITUMINOUS | BITUMINOUS PENETRATION | BITUMINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLOCK | DUAL-TYPE | ON EARTH ROADS OR NEW LOCATION | NEW TYPES REPLACING OLD SURFACE | RECONSTRUCTION TO SAME TYPE | TOTAL | MILEAGE OF FORMER TYPES REPLACED | NET MILEAGE CHANGE DUE TO CONSTRUCTION (23-24) | | | | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) | (21) | (22) | (23) | (24) | (25) | (26) | (27) | | | |
| PRIMARY RURAL STATE HIGHWAYS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROAD ABANDONED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. PRIMITIVE | 992 | 8 | 52 | 36 | 28 | | 2 | 18 | 46 | 13 | 43 | 42 | 22 | 11 | 8 | 15 | | | | | | | | | | | | | |
| B. UNIMPROVED | 13,560 | -5,714 | 651 | 3,707 | -8,760 | | | | | | | | | | | | | | | | | | | | | | | | |
| C. GRADED AND DRAINED | 9,564 | 2,916 | 1,316 | 1,443 | 2,789 | 202 | 49 | 77 | 166 | 54 | 156 | 22 | 25 | 7 | 7 | 12 | | | | | | | | | | | | | |
| D. SOIL-SURFACED | 2,545 | 2,349 | 101 | 1,385 | 1,065 | | | | | | | | | | | | | | | | | | | | | | | | |
| E. GRAVEL OR STONE | 48,568 | -904 | 678 | 504 | -216 | 265 | 21 | 100 | 396 | 19 | 11 | 12 | 15 | 74 | 205 | 16 | 1 | | | | | | | | | | | | |
| F. BITUMINOUS SURFACE-TREATED | 65,133 | 666 | 388 | 1,341 | -187 | 144 | 15 | 509 | 1,640 | 508 | 1,706 | 765 | 139 | 76 | 56 | 16 | 12 | | | | | | | | | | | | |
| G. MIXED BITUMINOUS | 67,627 | 1,617 | 275 | 176 | 1,716 | 192 | 7 | 21 | 184 | 21 | 1,633 | 1,530 | 3,674 | 39 | 143 | 299 | 9 | 7 | | | | | | | | | | | |
| H. BITUMINOUS PENETRATION | 24,323 | -1,539 | 15 | 53 | -1,577 | 12 | | 2 | 19 | 8 | 42 | 169 | 12 | 187 | 4 | 12 | | | | | | | | | | | | | |
| I. BITUMINOUS CONCRETE AND SHEET ASPHALT | 27,154 | -444 | 68 | 68 | -431 | 8 | | 2 | 68 | 11 | 48 | 280 | 465 | 537 | 57 | 1,508 | | | | | | | | | | | | | |
| J. PORTLAND CEMENT CONCRETE | 79,295 | -95 | 80 | 154 | -109 | 145 | | | 73 | 6 | 226 | 104 | 171 | 51 | 27 | 115 | | | | | | | | | | | | | |
| K. BRICK | 1,185 | -159 | | 5 | -164 | | | | | | | | | | | | | | | | | | | | | | | | |
| L. BLOCK | 33 | -4 | | | -8 | | | | | | | | | | | | | | | | | | | | | | | | |
| M. DUAL-TYPE | 2,122 | 55 | | 5 | 20 | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 342,071 | -598 | 3,641 | 8,857 | -5,904 | (973) | 105 | 755 | 2,639 | 651 | 5,411 | 3,002 | 4,720 | 649 | 812 | 2,025 | 101 | 7 | 104 | 4,240 | 10,290 | 6,904 | 21,734 | 20,981 | 753 | -5,051 | 337,020 | | |
| SECONDARY RURAL STATE HIGHWAYS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROAD ABANDONED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. PRIMITIVE | 466 | | | | | | 1 | 3 | 14 | 5 | 7 | 2 | 1 | | | | | | | | | | | | | | | | |
| B. UNIMPROVED | 3,526 | -28 | 52 | 36 | -8 | | | | | | | | | | | | | | | | | | | | | | | | |
| C. GRADED AND DRAINED | 9,178 | -113 | 5,358 | 611 | 4,634 | 10 | | | | | | | | | | | | | | | | | | | | | | | |
| D. SOIL-SURFACED | 2,680 | -24 | 1,342 | 3 | 1,315 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| E. GRAVEL OR STONE | 32,637 | -220 | 711 | 1,218 | -727 | 98 | | | | | | | | | | | | | | | | | | | | | | | |
| F. BITUMINOUS SURFACE-TREATED | 21,082 | -20 | 1,496 | 28 | 1,448 | 13 | | | | | | | | | | | | | | | | | | | | | | | |
| G. MIXED BITUMINOUS | 4,633 | -14 | 9 | 14 | -19 | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| H. BITUMINOUS PENETRATION | 7,746 | -58 | 2 | 77 | -133 | 44 | | | | | | | | | | | | | | | | | | | | | | | |
| I. BITUMINOUS CONCRETE AND SHEET ASPHALT | 1,258 | -22 | 23 | 6 | 25 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| J. PORTLAND CEMENT CONCRETE | 2,228 | -14 | 43 | 1 | 28 | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| K. BRICK | 88 | -1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L. BLOCK | 3 | 1 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| M. DUAL-TYPE | 107 | 15 | | | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 85,002 | -513 | 10,581 | 4,198 | 5,970 | (194) | 1 | 217 | 1,040 | 161 | 1,603 | 262 | 105 | 38 | 12 | 29 | 7 | | | 1,432 | 1,569 | 695 | 3,696 | 3,475 | 161 | 6,091 | 91,693 | | |
| COUNTY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROAD ABANDONED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. PRIMITIVE | 969 | | | | | | 1 | 17 | 11 | 15 | 3 | | | | | | | | | | | | | | | | | | |
| B. UNIMPROVED | 24,224 | -1,270 | 454 | 16 | 1,718 | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| C. GRADED AND DRAINED | 29,276 | -4,136 | 211 | 29 | -3,954 | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| D. SOIL-SURFACED | 21,097 | 15,324 | 59 | 29 | 15,354 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| E. GRAVEL OR STONE | 26,560 | -13,109 | 54 | 8 | -13,057 | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| F. BITUMINOUS SURFACE-TREATED | 12,045 | 2,056 | 34 | 67 | 2,029 | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| G. MIXED BITUMINOUS | 664 | -49 | | | 50 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| H. BITUMINOUS PENETRATION | 1,332 | -845 | 17 | 7 | -835 | | | | | | | | | | | | | | | | | | | | | | | | |
| I. BITUMINOUS CONCRETE AND SHEET ASPHALT | 681 | -9 | 13 | 4 | 6 | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| J. PORTLAND CEMENT CONCRETE | 518 | 14 | 2 | 20 | -4 | | | | | | | | | | | | | | | | | | | | | | | | |
| K. BRICK | 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L. BLOCK | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M. DUAL-TYPE | 110 | 222 | 922 | 180 | 1,364 | (35) | 24 | 473 | 834 | 824 | 590 | 25 | 13 | 1 | 3 | | | | | 1,283 | 1,258 | 235 | 2,776 | 2,788 | -12 | 1,352 | 120,043 | | |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROAD ABANDONED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. PRIMITIVE | 1,429 | -28 | 119 | 36 | 55 | | 2 | 20 | 25 | 20 | 10 | 2 | 1 | | | | | | | | | | | | | | | | |
| B. UNIMPROVED | 17,750 | 1,157 | 5,322 | 627 | 6,956 | | | | | | | | | | | | | | | | | | | | | | | | |
| C. GRADED AND DRAINED | 38,454 | -4,135 | 1,711 | 2,213 | -4,657 | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| D. SOIL-SURFACED | 24,317 | 15,300 | 1,401 | 32 | 16,669 | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| E. GRAVEL OR STONE | 59,227 | -13,323 | 765 | 1,226 | -13,784 | 99 | | | | | | | | | | | | | | | | | | | | | | | |
| F. BITUMINOUS SURFACE-TREATED | 33,707 | 2,036 | 1,530 | 29 | 3,471 | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| G. MIXED BITUMINOUS | 5,297 | 35 | 10 | 14 | 31 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| H. BITUMINOUS PENETRATION | 9,078 | -903 | 19 | 84 | -908 | 44 | | | | | | | | | | | | | | | | | | | | | | | |
| I. BITUMINOUS CONCRETE AND SHEET ASPHALT | 1,939 | -25 | 66 | 10 | 31 | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| J. PORTLAND CEMENT CONCRETE | 2,746 | -1 | 45 | 4 | 11 | 11 | | | | | | | | | | | | | | | | | | | | | | | |
| K. BRICK | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L. BLOCK | 3 | 1 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| M. DUAL-TYPE | 119 | 15 | 14 | | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 204,293 | 109 | 11,503 | 4,378 | 7,234 | (229) | 25 | 690 | 1,874 | 985 | 2,193 | 287 | 118 | 39 | 13 | 32 | 7 | | | 2,715 | 2,827 | 870 | 6,412 | 6,269 | 149 | 7,383 | 211,676 | | |

Mileage of Public Roads and Streets

STATE HIGHWAY MILEAGE - 1947

SUMMARY OF EXISTING MILEAGE OF ROADS AND STREETS UNDER STATE CONTROL \swarrow

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-1, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL MILEAGE | | | | | | | | SURFACED MILEAGE | | | | | | | | STATE |
|----------------------|----------------------|------------------------|----------------------------------|---------|---|--|------------------------|----------------------|------------------------|----------------------------------|--------|---|--|------------------------|--------|----------------------|-------|
| | UNDER STATE CONTROL | | | | | | | | UNDER STATE CONTROL | | | | | | | | |
| | RURAL ROADS | | | | URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS | CONNECTING STREETS NOT UNDER STATE CONTROL | TOTAL EXISTING MILEAGE | RURAL ROADS | | | | URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS | CONNECTING STREETS NOT UNDER STATE CONTROL | TOTAL SURFACED MILEAGE | | | |
| | STATE PRIMARY SYSTEM | STATE SECONDARY SYSTEM | COUNTY ROADS UNDER STATE CONTROL | TOTAL | | | | STATE PRIMARY SYSTEM | STATE SECONDARY SYSTEM | COUNTY ROADS UNDER STATE CONTROL | TOTAL | | | | | | |
| ALABAMA | 6,774 | - | - | 6,774 | 597 | - | 7,371 | 6,619 | - | - | - | 6,619 | 593 | - | 7,212 | ALABAMA | |
| ARIZONA | 3,797 | - | - | 3,797 | 67 | - | 3,864 | 3,241 | - | - | - | 3,241 | 67 | - | 3,308 | ARIZONA | |
| ARKANSAS | 9,314 | - | - | 9,314 | 440 | - | 9,754 | 8,876 | - | - | - | 8,876 | 440 | - | 9,316 | ARKANSAS | |
| CALIFORNIA | 4,013 | 8,601 | - | 12,614 | 1,111 | - | 13,725 | 4,013 | 8,289 | - | - | 12,302 | 1,111 | - | 13,413 | CALIFORNIA | |
| COLORADO | 3,759 | 8,059 | - | 11,818 | 411 | - | 12,229 | 3,754 | 6,243 | - | - | 9,997 | 402 | - | 10,399 | COLORADO | |
| CONNECTICUT | 2,514 | - | - | 2,514 | 399 | 220 | 2,913 | 2,514 | - | - | - | 2,514 | 399 | - | 2,913 | CONNECTICUT | |
| DELAWARE | 1,015 | - | 2,741 | 3,756 | 2/ 148 | - | 3,904 | 1,011 | - | 1,944 | - | 2,955 | 2/ 144 | - | 3,099 | DELAWARE | |
| FLORIDA | 7,750 | - | - | 7,750 | 987 | - | 8,737 | 7,613 | - | - | - | 7,613 | 983 | - | 8,596 | FLORIDA | |
| GEORGIA | 12,971 | - | - | 12,971 | 1,418 | - | 14,389 | 10,028 | - | - | - | 10,028 | 1,281 | - | 11,309 | GEORGIA | |
| IDAHO | 4,966 | - | - | 4,966 | 204 | - | 5,170 | 4,129 | - | - | - | 4,129 | 203 | - | 4,332 | IDAHO | |
| ILLINOIS | 10,331 | - | - | 10,331 | 1,658 | - | 11,989 | 10,329 | - | - | - | 10,329 | 1,658 | - | 11,987 | ILLINOIS | |
| INDIANA | 9,546 | - | - | 9,546 | 876 | - | 10,422 | 9,541 | - | - | - | 9,541 | 876 | - | 10,417 | INDIANA | |
| IOWA | 8,665 | - | - | 8,665 | 1,052 | - | 9,717 | 8,619 | - | - | - | 8,619 | 1,051 | - | 9,670 | IOWA | |
| KANSAS | 9,390 | - | - | 9,390 | 506 | - | 9,896 | 8,987 | - | - | - | 8,987 | 503 | - | 9,490 | KANSAS | |
| KENTUCKY | 10,069 | - | - | 10,069 | 463 | 74 | 10,532 | 10,014 | - | - | - | 10,014 | 463 | 69 | 10,477 | KENTUCKY | |
| LOUISIANA | 3,801 | 3/ 10,074 | - | 13,875 | 760 | - | 14,635 | 3,797 | 3/ 10,061 | - | - | 13,858 | 760 | - | 14,618 | LOUISIANA | |
| MAINE | 2,801 | 1/ 7,065 | - | 9,866 | 397 | - | 10,263 | 2,777 | 1/ 6,896 | - | - | 9,673 | 397 | - | 10,070 | MAINE | |
| MARYLAND | 4,428 | - | - | 4,428 | 99 | 100 | 4,527 | 4,428 | - | - | - | 4,428 | 99 | 100 | 4,527 | MARYLAND | |
| MASSACHUSETTS | 1,820 | - | - | 1,820 | 120 | - | 1,940 | 1,820 | - | - | - | 1,820 | 120 | - | 1,940 | MASSACHUSETTS | |
| MICHIGAN | 8,484 | - | - | 8,484 | 1,038 | - | 9,522 | 8,276 | - | - | - | 8,276 | 1,024 | - | 9,300 | MICHIGAN | |
| MINNESOTA | 9,927 | - | - | 9,927 | 1,294 | - | 11,221 | 9,910 | - | - | - | 9,910 | 1,294 | - | 11,204 | MINNESOTA | |
| MISSISSIPPI | 3,601 | 2,589 | - | 6,190 | 353 | 129 | 6,543 | 3,601 | 2,586 | - | - | 6,187 | 353 | 129 | 6,669 | MISSISSIPPI | |
| MISSOURI | 7,881 | 8,028 | - | 15,909 | 731 | 171 | 16,640 | 7,877 | 8,021 | - | - | 15,898 | 731 | 171 | 16,800 | MISSOURI | |
| MONTANA | 5,613 | 5/ 3,002 | - | 8,615 | 194 | - | 8,809 | 5,132 | 5/ 2,292 | - | - | 7,424 | 190 | - | 7,614 | MONTANA | |
| NEBRASKA | 8,815 | - | - | 8,815 | 405 | - | 9,220 | 8,625 | - | - | - | 8,625 | 405 | - | 9,030 | NEBRASKA | |
| NEVADA | 2,158 | 3,410 | 5/ 48 | 5,616 | 66 | - | 5,682 | 2,147 | 1,308 | 5/ 48 | - | 3,509 | 66 | - | 3,569 | NEVADA | |
| NEW HAMPSHIRE | 1,513 | 2,932 | - | 4,445 | 77 | 140 | 4,622 | 1,513 | 2,928 | - | - | 4,441 | 77 | 140 | 4,661 | NEW HAMPSHIRE | |
| NEW JERSEY | 1,319 | (2/) | - | 1,319 | 378 | - | 1,697 | 1,318 | (2/) | - | - | 1,318 | 378 | - | 1,696 | NEW JERSEY | |
| NEW MEXICO | 9,859 | - | - | 9,859 | 230 | - | 10,089 | 7,033 | - | - | - | 7,033 | 223 | - | 7,256 | NEW MEXICO | |
| NEW YORK | 14,225 | - | - | 14,225 | - | 875 | 15,100 | 12,754 | - | - | - | 12,754 | - | 874 | 13,628 | NEW YORK | |
| NORTH CAROLINA | 10,330 | - | 50,449 | 60,779 | 2/ 2,156 | - | 62,935 | 10,100 | 25,300 | - | - | 35,400 | 2/ 1,965 | - | 37,365 | NORTH CAROLINA | |
| NORTH DAKOTA | 6,764 | - | - | 6,764 | 199 | - | 6,963 | 6,380 | - | - | - | 6,380 | 186 | - | 6,566 | NORTH DAKOTA | |
| OHIO | 16,067 | - | - | 16,067 | 2,323 | - | 18,390 | 16,057 | - | - | - | 16,057 | 2,321 | - | 18,378 | OHIO | |
| OKLAHOMA | 9,604 | - | - | 9,604 | 500 | - | 10,104 | 8,928 | - | - | - | 8,928 | 439 | - | 9,367 | OKLAHOMA | |
| OREGON | 4,467 | 2,295 | - | 6,762 | 355 | 6 | 7,117 | 4,392 | 2,142 | - | - | 6,534 | 355 | 6 | 6,889 | OREGON | |
| PENNSYLVANIA | 12,880 | 25,160 | - | 38,040 | 2,867 | - | 40,907 | 12,655 | 20,887 | - | - | 33,542 | 2,802 | - | 36,344 | PENNSYLVANIA | |
| RHODE ISLAND | 730 | (2/) | - | 730 | 101 | - | 831 | 730 | (2/) | - | - | 730 | 101 | - | 831 | RHODE ISLAND | |
| SOUTH CAROLINA | 7,264 | 8/ 9,195 | - | 16,459 | 1,069 | - | 17,522 | 6,816 | 8/ 2,961 | - | - | 9,777 | 847 | - | 10,624 | SOUTH CAROLINA | |
| SOUTH DAKOTA | 5,860 | - | - | 5,860 | 170 | - | 6,030 | 5,442 | - | - | - | 5,442 | 168 | - | 5,610 | SOUTH DAKOTA | |
| TENNESSEE | 7,065 | - | - | 7,065 | 511 | - | 7,576 | 7,037 | - | - | - | 7,037 | 511 | - | 7,548 | TENNESSEE | |
| TEXAS | 26,827 | - | - | 26,827 | 1,550 | 199 | 28,377 | 26,246 | - | - | - | 26,246 | 1,544 | 198 | 27,988 | TEXAS | |
| UTAH | 4,744 | - | - | 4,744 | 558 | - | 5,302 | 3,751 | - | - | - | 3,751 | 548 | - | 4,299 | UTAH | |
| VERMONT | 1,749 | - | - | 1,749 | 55 | - | 1,804 | 1,749 | - | - | - | 1,749 | 55 | - | 1,804 | VERMONT | |
| VIRGINIA | 9,047 | - | 38,456 | 47,503 | 2/ 277 | - | 47,780 | 8,825 | 30,445 | - | - | 39,270 | 2/ 277 | - | 39,547 | VIRGINIA | |
| WASHINGTON | 3,833 | 2,063 | - | 5,896 | 306 | 116 | 6,202 | 3,745 | 1,994 | - | - | 5,739 | 306 | 116 | 6,045 | WASHINGTON | |
| WEST VIRGINIA | 4,485 | - | 28,349 | 32,834 | 2/ 445 | - | 33,279 | 4,415 | - | 11,160 | - | 15,575 | 2/ 438 | - | 16,013 | WEST VIRGINIA | |
| WISCONSIN | 9,851 | - | - | 9,851 | 806 | 394 | 10,657 | 9,835 | - | - | - | 9,835 | 806 | 394 | 11,035 | WISCONSIN | |
| WYOMING | 4,234 | - | - | 4,234 | 48 | - | 4,282 | 4,174 | - | - | - | 4,174 | 47 | - | 4,221 | WYOMING | |
| DISTRICT OF COLUMBIA | - | - | - | - | - | 9/ 131 | 131 | - | - | - | - | - | - | 9/ 126 | 126 | DISTRICT OF COLUMBIA | |
| TOTAL | 337,020 | 91,693 | 120,043 | 548,696 | 30,763 | 579,459 | 2,776 | 582,235 | 321,573 | 75,768 | 68,897 | 466,238 | 30,055 | 496,293 | 2,760 | 499,053 | TOTAL |

1/ INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ INCLUDES URBAN EXTENSIONS OF COUNTY ROADS UNDER STATE CONTROL AS FOLLOWS: DELAWARE 45 MILES, OF WHICH 42 MILES ARE SURFACED; NORTH CAROLINA 1,124 MILES, OF WHICH 940 MILES ARE SURFACED; VIRGINIA (INCLUDED WITH COUNTY RURAL ROADS UNDER STATE CONTROL, MILEAGE NOT SEGREGATED); WEST VIRGINIA 46 MILES, OF WHICH 41 MILES ARE SURFACED.

3/ INCLUDES 6,220 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM, 6,225 OF WHICH ARE SURFACED.

4/ STATE-AID SYSTEM.

5/ INCLUDES 41 MILES DESIGNATED AS STATE-AID SYSTEM, ALL OF WHICH ARE SURFACED.

6/ MAINTAINED BY THE STATE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

7/ NEW JERSEY AND RHODE ISLAND STATE FOREST, PARK, AND INSTITUTIONAL ROADS, FORMERLY INCLUDED IN THIS TABLE, WILL APPEAR IN TABLE OSH "OFF SYSTEM MILEAGE".

8/ SEGREGATION OF THE STATE SECONDARY SYSTEM WAS COMPLETED DURING 1947. THIS MILEAGE WAS FORMERLY INCLUDED IN TABLE SH-1 AS PART OF THE STATE PRIMARY SYSTEM.

9/ MILEAGE OF THE FEDERAL-AID HIGHWAY SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

EXISTING MILEAGE OF PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-2, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL | NONSURFACED MILEAGE | | | | SURFACED MILEAGE | | | | | | | | | | | | STATE |
|-------------------|---------|---------------------|----------------------|-----------------|--------------------------|------------------|-------------------|-----------------------|--|--------------------------|-------------------------------------|--|--------------------------------|-------|-------|---------------------|-------------------|-------|
| | | TOTAL | PRIMI- TIVE 1/ | UNIM- PROVED | GRADED AND DRAINED | TOTAL | SOIL- SURFACED | GRAVEL OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUS | BITU- MINOUS PENE- TRATION | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLOCK | DUAL- TYPE 2/ | | |
| ALABAMA | 6,774 | 155 | 45 | 12 | 98 | 6,619 | 142 | 507 | 2,765 | 2,099 | 298 | 276 | 532 | - | - | - | ALABAMA | |
| ARIZONA | 3,737 | 556 | - | 133 | 423 | 3,281 | - | 237 | 484 | 2,348 | 10 | 28 | 112 | - | - | 22 | ARIZONA | |
| ARKANSAS | 9,314 | 438 | 41 | 17 | 380 | 8,876 | - | 5,280 | 62 | 1,922 | 73 | 369 | 1,165 | - | - | 5 | ARKANSAS | |
| CALIFORNIA | 4,013 | - | - | - | - | 4,013 | 48 | - | 370 | 2,063 | 98 | 454 | 837 | - | - | 143 | CALIFORNIA | |
| COLORADO | 3,759 | 5 | 3 | 1 | 1 | 3,754 | - | 287 | 1,775 | 1,225 | - | 12 | 453 | - | - | 2 | COLORADO | |
| CONNECTICUT | 2,514 | - | - | - | - | 2,514 | - | 393 | 16 | 1,374 | 64 | 692 | - | - | - | 35 | CONNECTICUT | |
| DELAWARE | 1,915 | 4 | - | - | - | 1,911 | 2 | 3 | 127 | 56 | 6 | 114 | 571 | - | - | 132 | DELAWARE | |
| FLORIDA | 7,750 | 137 | - | 3 | 137 | 7,613 | 19 | 83 | 4,409 | 2,005 | 63 | 366 | 588 | 34 | 11 | 35 | FLORIDA | |
| GEORGIA | 12,971 | 2,943 | 87 | 42 | 2,814 | 10,028 | 1,653 | 528 | 3,023 | 131 | 1,334 | 1,567 | 1,774 | 14 | - | 4 | GEORGIA | |
| IDAHO | 4,966 | 837 | 154 | 269 | 414 | 4,129 | 7 | 900 | 291 | 2,805 | 63 | 49 | 63 | - | - | 6 | IDAHO | |
| ILLINOIS | 10,331 | 2 | - | - | - | 10,329 | - | 14 | 39 | 287 | - | 756 | 9,060 | 126 | - | 46 | ILLINOIS | |
| INDIANA | 9,546 | 5 | - | - | 5 | 9,541 | - | 318 | 469 | 3,291 | - | 1,977 | 3,426 | 4 | - | 56 | INDIANA | |
| IOWA | 8,665 | 46 | - | - | 46 | 8,619 | 6 | 2,224 | 399 | 221 | 152 | - | 5,589 | 28 | - | - | IOWA | |
| KANSAS | 9,290 | 403 | 233 | 103 | 67 | 8,887 | - | 1,947 | 3,426 | 2,077 | 94 | 133 | 1,239 | 64 | - | 7 | KANSAS | |
| KENTUCKY | 10,069 | 55 | - | - | 55 | 10,014 | - | 2,526 | 1,106 | 3,872 | 14 | 1,293 | 1,201 | - | - | 2 | KENTUCKY | |
| LOUISIANA | 3,801 | 4 | - | - | 4 | 3,797 | - | 607 | - | 11 | 991 | 28 | 2,152 | - | - | 8 | LOUISIANA | |
| MAINE | 2,801 | 24 | - | - | 24 | 2,777 | 2 | 198 | 1,840 | 100 | 384 | 72 | 178 | - | - | 3 | MAINE | |
| MARYLAND | 4,423 | - | - | - | - | 4,423 | 9 | 15 | 666 | 158 | 1,353 | 497 | 1,600 | - | - | 130 | MARYLAND | |
| MASSACHUSETTS | 1,820 | - | - | - | - | 1,820 | 2 | 106 | 22 | 1,061 | 261 | 296 | 296 | - | - | 72 | MASSACHUSETTS | |
| MICHIGAN | 8,484 | 208 | - | 125 | 83 | 8,276 | 21 | 1,680 | 1,043 | 1,068 | 53 | 852 | 3,545 | - | - | 14 | MICHIGAN | |
| MINNESOTA | 9,927 | 17 | - | - | 17 | 9,910 | - | 2,741 | 478 | 2/ 4,154 | - | 4/ 55 | 2,463 | - | - | 19 | MINNESOTA | |
| MISSISSIPPI | 3,601 | - | - | - | - | 3,601 | - | 487 | 569 | 209 | 1 | 591 | 1,731 | - | - | 13 | MISSISSIPPI | |
| MISSOURI | 7,881 | 4 | - | - | 4 | 7,877 | 18 | 572 | 1,631 | 1,663 | 17 | 287 | 3,462 | 6 | - | 221 | MISSOURI | |
| MONTANA | 5,613 | 481 | 158 | 50 | 273 | 5,132 | - | 502 | 1,517 | 3,007 | - | 3 | 23 | - | - | - | MONTANA | |
| NEBRASKA | 8,815 | 190 | - | - | 190 | 8,625 | - | 4,762 | 952 | 1,721 | - | 12 | 1,145 | 24 | - | 9 | NEBRASKA | |
| NEVADA | 2,158 | 11 | - | 11 | - | 2,147 | - | 22 | - | 2,082 | 17 | 16 | 1 | - | - | 9 | NEVADA | |
| NEW HAMPSHIRE | 1,513 | - | - | - | - | 1,513 | - | 11 | 1,022 | 64 | 135 | 36 | 245 | - | - | - | NEW HAMPSHIRE | |
| NEW JERSEY | 1,319 | 1 | - | 1 | - | 1,318 | - | 17 | 27 | 3 | 20 | 191 | 1,026 | - | 3 | 31 | NEW JERSEY | |
| NEW MEXICO | 9,859 | 2,826 | 151 | 682 | 1,993 | 7,033 | - | 2,494 | 429 | 3,393 | 546 | 121 | 49 | - | - | 1 | NEW MEXICO | |
| NEW YORK | 14,225 | 1,471 | - | 1,471 | - | 12,754 | - | 24 | 612 | 1,454 | 1,751 | 2,510 | 6,247 | - | 70 | 82 | NEW YORK | |
| NORTH CAROLINA | 10,330 | 230 | - | 2 | 228 | 10,100 | 479 | 397 | 4,094 | 921 | 37 | 1,680 | 2,477 | - | - | 15 | NORTH CAROLINA | |
| NORTH DAKOTA | 6,764 | 384 | 25 | 105 | 254 | 6,380 | - | 4,551 | 594 | 1,199 | - | 11 | 31 | - | - | - | NORTH DAKOTA | |
| OHIO | 16,067 | 10 | - | 6 | 4 | 16,057 | - | 1,833 | 1,035 | 7,377 | 431 | 3,279 | 1,527 | 418 | - | 157 | OHIO | |
| OKLAHOMA | 9,604 | 676 | - | 13 | 663 | 8,928 | 58 | 2,903 | 564 | 1,780 | 41 | 1,334 | 2,202 | 29 | - | 17 | OKLAHOMA | |
| OREGON | 4,487 | 75 | - | - | 75 | 4,392 | - | 241 | 1,669 | 185 | 1,596 | 441 | 257 | - | - | 3 | OREGON | |
| PENNSYLVANIA | 12,880 | 225 | 5 | 6 | 214 | 12,665 | 2 | 52 | 3,502 | - | 2,266 | 1,612 | 4,872 | 30 | 2 | 317 | PENNSYLVANIA | |
| RHODE ISLAND | 730 | - | - | - | - | 730 | - | - | 222 | 8 | 252 | 69 | 150 | - | - | 35 | RHODE ISLAND | |
| SOUTH CAROLINA 5/ | 7,264 | 448 | - | 192 | 256 | 6,816 | 200 | - | 4,332 | - | - | 469 | 1,794 | - | - | 21 | SOUTH CAROLINA 5/ | |
| SOUTH DAKOTA | 5,860 | 418 | 1 | - | 417 | 5,442 | - | 2,684 | 935 | 1,503 | - | 320 | - | - | - | - | SOUTH DAKOTA | |
| TENNESSEE | 7,065 | 28 | - | 1 | 27 | 7,037 | - | 959 | 875 | 2,382 | 10 | 1,043 | 1,744 | 5 | 1 | 18 | TENNESSEE | |
| TEXAS | 26,827 | 581 | - | 233 | 348 | 26,246 | 108 | 457 | 13,046 | 646 | 3,767 | 2,968 | 4,925 | 44 | - | 285 | TEXAS | |
| UTAH | 4,744 | 993 | 8 | 171 | 814 | 3,751 | - | 1,280 | 74 | 2,114 | 4 | 145 | 150 | - | - | 14 | UTAH | |
| VERMONT | 1,749 | - | - | - | - | 1,749 | - | 416 | 359 | 594 | 83 | 26 | 271 | - | - | - | VERMONT | |
| VIRGINIA | 9,047 | 222 | - | 213 | 9 | 8,825 | 297 | - | 3,714 | - | 2,196 | 2,196 | 278 | - | - | 244 | VIRGINIA | |
| WASHINGTON | 3,833 | 88 | - | - | 88 | 3,745 | - | 153 | 605 | 525 | 1,419 | 72 | 957 | - | - | 14 | WASHINGTON | |
| WEST VIRGINIA | 4,485 | 70 | - | 52 | 18 | 4,415 | 10 | 232 | 1,085 | 914 | 574 | 737 | 896 | 24 | - | 3 | WEST VIRGINIA | |
| WISCONSIN | 9,851 | 16 | - | - | 16 | 9,835 | - | 220 | 299 | 5/ 5,212 | 38 | 7/ 226 | 3,885 | - | - | 15 | WISCONSIN | |
| WYOMING | 4,334 | 160 | - | 131 | 29 | 4,174 | - | 173 | 556 | 3,428 | - | 9 | - | - | - | 8 | WYOMING | |
| TOTAL | 337,020 | 15,447 | 911 | 4,045 | 10,491 | 321,573 | 3,083 | 45,497 | 67,530 | 72,389 | 22,567 | 29,315 | 78,067 | 920 | 22 | 2,183 | TOTAL | |

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.

2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

3/ INCLUDES 65 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT.

4/ INCLUDES 30 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT.
5/ STATE SECONDARY SYSTEM MILEAGE, FORMERLY INCLUDED IN THIS TABLE, IS NOW SHOWN SEPARATELY IN TABLE SM-3 "SECONDARY STATE HIGHWAYS".6/ INCLUDES 425 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.
7/ INCLUDES 38 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947
EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-3, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL | NONSURFACED MILEAGE | | | | SURFACED MILEAGE | | | | | | | | | | | STATE |
|---|--------------------------|---------------------|----------------------|-----------------|--------------------------|--------------------------|-------------------|-------------------------|--|--------------------------|--|--------------------------------|------------------|-------------|---------------------|-------------|---|
| | | TOTAL | PRIMI- TIVE 1/ | UNIM- PROVED | GRADED AND DRAINED | TOTAL | SOIL- SURFACED | GRAVEL OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUS | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLOCK | DUAL- TYPE 2/ | | |
| SECONDARY STATE HIGHWAYS 3/ | | | | | | | | | | | | | | | | | |
| CALIFORNIA | 8,601 | 312 | - | - | 312 | 8,289 | 2,312 | 8 | 1,137 | 2,926 | 525 | 493 | 816 | 1 | - | 71 | CALIFORNIA |
| COLORADO | 8,059 | 1,816 | 46 | 812 | 958 | 6,243 | - | 5,189 | 850 | 195 | - | - | 9 | - | - | - | COLORADO |
| LOUISIANA: 4/ SECONDARY FARM-TO-MARKET TOTAL | 3,846 6,228 10,074 | 8 5 13 | - - - | - - - | 8 5 13 | 3,838 6,223 10,061 | - - - | 3,190 6,001 9,191 | - - - | - - - | 507 170 677 | - 8 8 | 141 36 177 | - 1 - | - - - | - 7 7 | LOUISIANA: 4/ SECONDARY FARM-TO-MARKET TOTAL |
| MAINE 5/ | 7,065 | 169 | 3 | 19 | 147 | 6,896 | 15 | 2,587 | 4,235 | 6 | 46 | 1 | 6 | - | - | - | MAINE 5/ |
| MISSISSIPPI | 2,589 | 3 | - | - | 3 | 2,586 | 3 | 2,023 | 270 | 34 | - | 151 | 92 | - | - | 13 | MISSISSIPPI |
| MISSOURI | 8,028 | 7 | - | - | 7 | 8,021 | 132 | 6,695 | 789 | 172 | 29 | 8 | 181 | - | - | 15 | MISSOURI |
| MONTANA: SECONDARY STATE-AID TOTAL | 2,961 41 3,002 | 710 - 710 | 6 - 6 | 253 - 253 | 451 - 451 | 2,251 41 2,292 | - - - | 1,938 21 1,959 | 97 - 97 | 215 19 234 | - - - | - - - | - 1 1 | - - - | - - - | 1 - 1 | MONTANA: SECONDARY STATE-AID TOTAL |
| NEVADA | 3,410 | 2,102 | 355 | 1,488 | 259 | 1,308 | - | 484 | 30 | 793 | - | 1 | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | 2,092 | 4 | 1 | - | 3 | 2,088 | - | 110 | 1,928 | 26 | 13 | 6 | 5 | - | - | - | NEW HAMPSHIRE |
| OREGON | 2,295 | 153 | - | 31 | 122 | 2,142 | 61 | 676 | 914 | 32 | 286 | 131 | 27 | - | - | 15 | OREGON |
| PENNSYLVANIA | 25,160 | 4,273 | 5 | 269 | 3,999 | 20,887 | 97 | 2,440 | 11,048 | - | 6,194 | 436 | 579 | 77 | 1 | 15 | PENNSYLVANIA |
| SOUTH CAROLINA 6/ | 9,195 | 6,234 | 41 | 5,071 | 1,122 | 2,961 | 1,205 | 2 | 1,677 | - | - | 35 | 41 | 1 | - | - | SOUTH CAROLINA 6/ |
| WASHINGTON | 2,063 | 69 | - | - | 69 | 1,994 | - | 268 | 879 | 356 | 106 | 72 | 309 | 1 | 3 | - | WASHINGTON |
| TOTAL | 91,693 | 15,865 | 457 | 7,943 | 7,465 | 75,768 | 3,825 | 31,632 | 23,854 | 4,774 | 7,876 | 1,342 | 2,243 | 81 | 4 | 137 | TOTAL |
| COUNTY ROADS UNDER STATE CONTROL 7/ | | | | | | | | | | | | | | | | | |
| DELAWARE | 2,741 | 797 | 22 | 47 | 728 | 1,944 | 961 | 187 | 672 | 44 | 10 | 36 | 20 | - | - | 14 | DELAWARE |
| NEVADA | 48 | - | - | - | - | 48 | - | - | 1 | 47 | - | - | - | - | - | - | NEVADA |
| NORTH CAROLINA | 50,449 | 25,149 | 601 | 4,329 | 20,219 | 25,300 | 13,005 | 8,235 | 2,948 | 160 | 15 | 718 | 186 | 33 | - | - | NORTH CAROLINA |
| VIRGINIA | 38,456 | 8,011 | - | 5,736 | 2,275 | 30,445 | 3/ 20,995 | (8/) | 9,219 | - | 186 | 9 | 36 | - | - | - | VIRGINIA |
| WEST VIRGINIA | 28,349 | 17,189 | 379 | 15,357 | 1,453 | 11,160 | 1,556 | 5,295 | 3,009 | 553 | 299 | 131 | 270 | 46 | - | 1 | WEST VIRGINIA |
| TOTAL | 120,043 | 51,146 | 1,002 | 25,469 | 24,675 | 68,897 | 36,517 | 13,717 | 15,849 | 804 | 510 | 894 | 512 | 79 | - | 15 | TOTAL |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | 211,676 | 67,011 | 1,459 | 33,412 | 32,140 | 144,665 | 40,342 | 45,349 | 39,703 | 5,578 | 8,386 | 2,236 | 2,755 | 160 | 4 | 152 | GRAND TOTAL |

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.
2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.
3/ NEW JERSEY AND RHODE ISLAND STATE FOREST, PARK AND INSTITUTIONAL ROADS, FORMERLY INCLUDED IN THIS TABLE, WILL APPEAR IN TABLE OSM "OFF SYSTEM MILEAGE".
4/ 264 MILES OF STATE SECONDARY AND 3,482 MILES OF FARM-TO-MARKET ROADS, FORMERLY INCLUDED IN THIS TABLE WERE TRANSFERRED TO THE PARISH ROAD SYSTEM AND WILL APPEAR IN TABLE LM-0 "LOCAL ROAD MILEAGE".

5/ STATE-AID SYSTEM.
6/ SEGREGATION OF THE STATE SECONDARY SYSTEM WAS COMPLETED DURING 1947. THIS MILEAGE WAS FORMERLY INCLUDED IN TABLE SM-2 AS PART OF THE STATE PRIMARY SYSTEM.
7/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA, A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.
8/ SOIL-SURFACED CLASSIFICATION INCLUDES GRAVEL OR STONE. SEGREGATION OF MILEAGE IS NOT AVAILABLE.

STATE HIGHWAY MILEAGE - 1947

EXISTING MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS ^{1/}

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-4, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL | NONSURFACED MILEAGE | | | | SURFACED MILEAGE | | | | | | | | | | | STATE |
|-------------------------------------|--------|---------------------|--------------------------|-------------|--------------------|------------------|---------------|-----------------|------------------------------|--------------------|---------------------------|---|--------------------------|-------|-------|-------------------------|-------------------------------------|
| | | TOTAL | PRIMI-TIVE ^{2/} | UNIM-PROVED | GRADED AND DRAINED | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | BITU-MINIOUS SURFACE-TREATED | MIXED BITU-MINIOUS | BITU-MINIOUS PENE-TRATION | BITU-MINIOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLOCK | DUAL-TYPE ^{3/} | |
| ALABAMA | 597 | 4 | - | - | 4 | 593 | 5 | 7 | 175 | 153 | 32 | 85 | 125 | 4 | - | 7 | ALABAMA |
| ARIZONA | 67 | - | - | - | - | 67 | - | 1 | 1 | 25 | 2 | 13 | 17 | - | - | 8 | ARIZONA |
| ARKANSAS | 440 | - | - | - | - | 440 | - | 50 | 14 | 105 | 3 | 55 | 190 | 4 | - | 19 | ARKANSAS |
| CALIFORNIA | 1,111 | - | - | - | - | 1,111 | 11 | - | 11 | 129 | 96 | 422 | 312 | - | - | 130 | CALIFORNIA |
| COLORADO | 411 | 9 | - | 5 | 4 | 402 | - | 61 | 144 | 46 | - | 80 | 57 | 1 | - | 13 | COLORADO |
| CONNECTICUT | 619 | 3 | - | - | 3 | 616 | - | 21 | 112 | 5 | 138 | 116 | 194 | 5 | - | 25 | CONNECTICUT |
| DELAWARE ^{4/} | 145 | 4 | - | - | 4 | 144 | - | 1 | 19 | 2 | 2 | 30 | 72 | - | - | 7 | DELAWARE ^{4/} |
| FLORIDA | 987 | 4 | - | - | 4 | 983 | 9 | 3 | 344 | 287 | 21 | 117 | 122 | 50 | 13 | 26 | FLORIDA |
| GEORGIA | 1,418 | 137 | 2 | 3 | 132 | 1,281 | 104 | 27 | 340 | 15 | 172 | 269 | 323 | 20 | - | 11 | GEORGIA |
| IDAHO | 204 | 1 | - | - | 1 | 203 | - | 8 | 4 | 138 | - | 37 | 15 | - | - | 1 | IDAHO |
| ILLINOIS | 1,658 | - | - | - | - | 1,658 | - | 6 | 4 | 26 | 73 | 230 | 1,149 | 161 | 7 | 2 | ILLINOIS |
| INDIANA | 876 | - | - | - | - | 876 | - | 1 | 18 | 93 | - | 385 | 299 | 17 | - | 63 | INDIANA |
| IOWA | 1,052 | 1 | - | - | 1 | 1,051 | - | 84 | 104 | 17 | 13 | 87 | 637 | 89 | 2 | 18 | IOWA |
| KANSAS | 506 | 3 | - | 2 | 1 | 503 | - | 31 | 110 | 56 | 5 | 52 | 122 | 102 | - | 25 | KANSAS |
| KENTUCKY | 537 | 5 | 2 | - | 1 | 532 | - | 14 | 50 | 162 | 5 | 163 | 125 | 12 | 1 | - | KENTUCKY |
| LOUISIANA | 760 | - | - | - | - | 760 | - | 147 | 3 | - | 162 | 81 | 348 | 9 | 1 | 9 | LOUISIANA |
| MAINE | 397 | - | - | - | - | 397 | - | 5 | 187 | 3 | 79 | 34 | 50 | - | 18 | 21 | MAINE |
| MARYLAND | 193 | - | - | - | - | 193 | - | - | 2 | 3 | 48 | 70 | 50 | 8 | 1 | 11 | MARYLAND |
| MASSACHUSETTS | 120 | - | - | - | - | 120 | - | - | - | - | 53 | 19 | 32 | 1 | 2 | 9 | MASSACHUSETTS |
| MICHIGAN | 1,038 | 14 | - | 14 | - | 1,024 | - | 43 | 27 | 44 | 15 | 212 | 562 | 37 | - | 84 | MICHIGAN |
| MINNESOTA | 1,294 | - | - | - | - | 1,294 | - | 85 | 39 | 5/ 513 | - | 6/ 103 | 496 | 24 | 13 | 21 | MINNESOTA |
| MISSISSIPPI | 482 | - | - | - | - | 482 | - | 56 | 72 | 61 | 2 | 68 | 201 | 16 | - | 6 | MISSISSIPPI |
| MISSOURI | 902 | - | - | - | - | 902 | 4 | 140 | 97 | 196 | 18 | 53 | 343 | 18 | - | 33 | MISSOURI |
| MONTANA | 194 | 4 | - | 1 | 3 | 190 | - | 25 | 25 | 93 | - | 26 | 16 | - | - | 5 | MONTANA |
| NEBRASKA | 405 | - | - | - | - | 405 | - | 98 | 41 | 52 | - | 40 | 120 | 43 | - | 11 | NEBRASKA |
| NEVADA | 56 | - | - | - | - | 56 | - | 1 | - | 40 | 4 | 10 | 7 | - | - | 4 | NEVADA |
| NEW HAMPSHIRE | 217 | - | - | - | - | 217 | - | - | 108 | 6 | - | 26 | 43 | 2 | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 378 | - | - | - | - | 378 | - | - | 7 | - | 3 | 83 | 263 | 1 | 6 | 15 | NEW JERSEY |
| NEW MEXICO | 230 | 7 | - | 1 | 6 | 223 | - | 21 | 6 | 118 | 23 | 15 | 28 | - | - | 12 | NEW MEXICO |
| NEW YORK | 875 | 1 | - | - | 1 | 874 | - | 7 | 7 | 4 | 63 | 364 | 226 | 65 | 72 | 73 | NEW YORK |
| NORTH CAROLINA ^{4/} | 2,156 | 191 | 2 | 38 | 151 | 1,965 | 293 | 127 | 486 | 69 | 13 | 576 | 379 | 3 | - | 19 | NORTH CAROLINA ^{4/} |
| NORTH DAKOTA | 199 | 13 | - | - | 13 | 186 | - | 61 | 9 | 66 | - | 25 | 23 | 2 | - | - | NORTH DAKOTA |
| OHIO | 2,323 | 2 | - | 1 | 1 | 2,321 | - | 15 | 65 | 396 | 10 | 910 | 331 | 424 | 1 | 169 | OHIO |
| OKLAHOMA | 500 | 7 | - | - | 7 | 493 | - | 47 | 19 | 73 | 1 | 75 | 210 | 36 | - | 32 | OKLAHOMA |
| OREGON | 361 | - | - | - | - | 361 | - | 18 | 69 | - | 32 | 145 | 91 | - | - | 6 | OREGON |
| PENNSYLVANIA | 2,867 | 65 | 11 | 13 | 41 | 2,802 | 1 | 28 | 572 | - | 375 | 790 | 760 | 154 | 22 | 100 | PENNSYLVANIA |
| RHODE ISLAND | 101 | - | - | - | - | 101 | - | - | 10 | 1 | 29 | 42 | 17 | - | - | 2 | RHODE ISLAND |
| SOUTH CAROLINA | 1,063 | 216 | 3 | 182 | 31 | 847 | 42 | - | 389 | - | - | 186 | 173 | 5 | - | 52 | SOUTH CAROLINA |
| SOUTH DAKOTA | 212 | 2 | - | - | 2 | 210 | - | 34 | 16 | 85 | - | 3 | 71 | 1 | - | - | SOUTH DAKOTA |
| TENNESSEE | 511 | - | - | - | - | 511 | - | 3 | 22 | 125 | 2 | 153 | 177 | 7 | 1 | 21 | TENNESSEE |
| TEXAS | 1,749 | 7 | - | 3 | 4 | 1,742 | 2 | 12 | 553 | 7/ 144 | 114 | 318 | 500 | 98 | - | 1 | TEXAS |
| UTAH | 558 | 10 | - | 1 | 9 | 548 | - | 87 | 21 | 259 | 2 | 70 | 68 | - | - | 41 | UTAH |
| VERMONT | 160 | - | - | - | - | 160 | - | - | 23 | 45 | 6 | 8 | 73 | - | 1 | - | VERMONT |
| VIRGINIA ^{4/} | 277 | - | - | - | - | 277 | - | - | 23 | - | 86 | 94 | 50 | 8 | 4 | 12 | VIRGINIA ^{4/} |
| WASHINGTON | 422 | - | - | - | - | 422 | - | 6 | 25 | 36 | 51 | 81 | 189 | 7 | 2 | 25 | WASHINGTON |
| WEST VIRGINIA ^{4/} | 445 | 7 | - | 2 | 5 | 438 | - | 4 | 49 | 27 | 35 | 143 | 146 | 30 | - | 4 | WEST VIRGINIA ^{4/} |
| WISCONSIN | 1,200 | - | - | - | - | 1,200 | - | 12 | 17 | 8/ 337 | 15 | 9/ 96 | 666 | 30 | 1 | 26 | WISCONSIN |
| WYOMING | 122 | 2 | - | 2 | - | 120 | - | 3 | - | 79 | - | 21 | 10 | - | - | - | WYOMING |
| DISTRICT OF COLUMBIA ^{10/} | 131 | 5 | - | 5 | - | 126 | - | 3 | - | - | - | 83 | 38 | - | 2 | - | DISTRICT OF COLUMBIA ^{10/} |
| TOTAL | 33,539 | 724 | 20 | 275 | 429 | 32,815 | 471 | 1,400 | 4,450 | 4,134 | 1,829 | 7,170 | 10,516 | 1,495 | 171 | 1,179 | TOTAL |

1/ INCLUDES 2,776 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.
 2/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.
 3/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.
 4/ INCLUDES URBAN EXTENSIONS OF COUNTY ROADS UNDER STATE CONTROL AS FOLLOWS: DELAWARE 45 MILES, OF WHICH 42 MILES ARE SURFACED; NORTH CAROLINA 1,124 MILES, OF WHICH 940 MILES ARE SURFACED; VIRGINIA (INCLUDED WITH COUNTY RURAL ROADS UNDER STATE CONTROL. MILEAGE NOT SEGREGATED); WEST VIRGINIA 46 MILES, OF WHICH 41 MILES ARE SURFACED.

5/ INCLUDES 27 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT.
 6/ INCLUDES 98 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT.
 7/ INCLUDES SOME MILEAGE OF BITUMINOUS SURFACE-TREATED, MIXED BITUMINOUS, BITUMINOUS PENETRATION, AND BITUMINOUS CONCRETE ROADS, AS COMPLETE SEGREGATION OF BITUMINOUS SURFACE TYPE INFORMATION WAS NOT AVAILABLE.
 8/ INCLUDES 22 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.
 9/ INCLUDES 6 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.
 10/ MILEAGE OF FEDERAL-AID HIGHWAY SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

EXISTING MILEAGE OF PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY WIDTH 1/

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-5, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL EXISTING MILEAGE | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | | | | | | | | | | | | | | | STATE |
|----------------|------------------------|-------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------|----------------|
| | | UNDER 12 | 12 AND LESS THAN 16 | 16 AND LESS THAN 18 | 18 AND LESS THAN 20 | 20 AND LESS THAN 22 | 22 AND LESS THAN 23 | 23 AND LESS THAN 27 | 27 AND LESS THAN 30 | 30 AND LESS THAN 33 | 33 AND LESS THAN 34 | 34 AND LESS THAN 36 | 36 AND LESS THAN 40 | 40 AND LESS THAN 44 | 44 AND LESS THAN 45 | 45 AND LESS THAN 50 | 50 AND LESS THAN 55 | 55 AND LESS THAN 60 | 60 AND OVER | |
| ALABAMA | 6,774 | 69 | 135 | 189 | 686 | 4,605 | 666 | 208 | 94 | 81 | - | - | 1 | 18 | 19 | 1 | - | - | 2 | ALABAMA |
| ARIZONA | 3,797 | 133 | 125 | 99 | 671 | 958 | 702 | 536 | 291 | 98 | - | 1 | 7 | 79 | 2 | 4 | 3 | 9 | 5 | ARIZONA |
| ARKANSAS | 9,314 | 67 | 328 | 604 | 4,328 | 2,323 | 1,107 | 497 | 15 | 22 | - | 4 | 19 | - | - | - | 1 | - | - | ARKANSAS |
| CALIFORNIA | 4,013 | - | 27 | 92 | 246 | 2,137 | 539 | 160 | 22 | 295 | 17 | 31 | 36 | 222 | 12 | 111 | 41 | 13 | 12 | CALIFORNIA |
| COLORADO | 3,759 | 3 | 15 | 20 | 699 | 2,296 | 471 | 117 | 31 | 70 | - | - | 1 | 8 | 4 | 3 | 10 | 1 | 10 | COLORADO |
| CONNECTICUT | 2,514 | - | 179 | 102 | 313 | 918 | 659 | 179 | 35 | 9 | - | 2 | 15 | 16 | 4 | 34 | 49 | - | - | CONNECTICUT |
| DELAWARE | 1,015 | 12 | 228 | 120 | 285 | 190 | 52 | 55 | 2 | 3 | - | - | - | 34 | 22 | 3 | 3 | - | 6 | DELAWARE |
| FLORIDA | 7,750 | 24 | 379 | 826 | 1,211 | 3,056 | 1,341 | 627 | 56 | 170 | 13 | - | 5 | 16 | 11 | 10 | 1 | - | 4 | FLORIDA |
| GEORGIA | 12,971 | 254 | 632 | 702 | 3,070 | 5,966 | 893 | 687 | 115 | 525 | - | 47 | 23 | 33 | 1 | 18 | - | - | 5 | GEORGIA |
| IDAHO | 4,966 | 478 | 451 | 280 | 1,545 | 1,239 | 526 | 360 | 32 | 25 | - | 4 | 2 | 14 | 1 | 6 | 3 | - | - | IDAHO |
| ILLINOIS | 10,331 | 27 | 12 | 260 | 7,083 | 1,628 | 755 | 156 | 6 | 7 | 1 | 3 | 19 | 306 | 47 | 15 | 4 | - | 2 | ILLINOIS |
| INDIANA | 9,546 | 10 | 126 | 532 | 4,357 | 2,628 | 1,191 | 271 | 22 | 91 | 1 | 5 | 26 | 121 | 110 | 40 | 3 | 7 | 5 | INDIANA |
| IOWA | 8,665 | - | 4 | 81 | 4,362 | 1,634 | 720 | 1,409 | 313 | 87 | 15 | 14 | 17 | 4 | 2 | 3 | - | - | - | IOWA |
| KANSAS | 9,390 | 233 | - | 85 | 770 | 503 | 1,141 | 3,727 | 2,148 | 467 | 5 | 70 | 30 | 69 | 5 | 3 | 2 | 1 | 1 | KANSAS |
| KENTUCKY | 10,069 | 2 | 464 | 2,155 | 5,976 | 1,058 | 224 | 65 | 2 | 20 | 9 | 3 | 22 | 52 | 15 | - | 4 | - | - | KENTUCKY |
| LOUISIANA | 3,801 | 2 | 204 | 64 | 2,928 | 396 | 105 | 38 | 6 | 1 | - | - | 2 | 24 | 19 | 6 | - | 1 | 6 | LOUISIANA |
| MAINE | 2,801 | 43 | 73 | 377 | 1,587 | 541 | 108 | 17 | 17 | 30 | - | 1 | 1 | 2 | - | 4 | - | 1 | - | MAINE |
| MARYLAND | 4,828 | 84 | 697 | 1,446 | 533 | 741 | 304 | 366 | 27 | 53 | 6 | 6 | 15 | 74 | 7 | 48 | 12 | - | - | MARYLAND |
| MASSACHUSETTS | 1,220 | - | 108 | 5 | 298 | 220 | 31 | 508 | 29 | 344 | 11 | 24 | 48 | 125 | 1 | 16 | 9 | 5 | 38 | MASSACHUSETTS |
| MICHIGAN | 8,484 | 148 | 79 | 513 | 1,604 | 5,056 | 458 | 85 | 26 | 160 | 5 | 2 | 52 | 233 | 34 | 12 | 2 | 4 | 11 | MICHIGAN |
| MINNESOTA | 9,927 | - | 18 | 96 | 678 | 2,567 | 687 | 4,625 | 542 | 351 | - | 39 | 24 | 32 | 14 | 20 | 6 | 3 | 8 | MINNESOTA |
| MISSISSIPPI | 3,601 | 13 | 22 | 154 | 272 | 2,932 | 72 | 69 | 22 | 19 | - | - | 8 | 18 | - | - | - | - | - | MISSISSIPPI |
| MISSOURI | 7,881 | - | - | - | 1,450 | 1,796 | 208 | 4,200 | 21 | 41 | - | - | 5 | 136 | 14 | 3 | 1 | 4 | - | MISSOURI |
| MONTANA | 5,913 | 207 | 83 | 110 | 863 | 2,469 | 646 | 1,002 | 81 | 92 | 19 | - | 2 | - | 18 | 24 | 1 | - | 1 | MONTANA |
| NEBRASKA | 8,815 | - | 8 | 16 | 192 | 2,491 | 327 | 4,869 | 861 | 19 | - | 1 | 3 | 19 | 6 | 1 | 1 | - | 1 | NEBRASKA |
| NEVADA | 2,158 | - | - | 11 | 332 | 1,218 | 235 | 323 | 1 | 20 | - | - | 1 | - | 1 | 12 | 1 | - | 2 | NEVADA |
| NEW HAMPSHIRE | 1,513 | - | 10 | 40 | 482 | 683 | 54 | 224 | - | 19 | - | - | - | 1 | - | - | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 1,319 | 1 | - | 4 | 44 | 770 | 19 | 24 | 30 | 124 | - | 2 | - | 174 | 22 | 17 | 50 | 5 | 28 | NEW JERSEY |
| NEW MEXICO | 9,859 | 299 | 657 | 711 | 804 | 4,397 | 1,187 | 1,358 | 242 | 159 | 5 | - | 1 | 37 | - | - | - | 1 | 1 | NEW MEXICO |
| NEW YORK | 14,225 | 1,516 | 569 | 1,552 | 3,723 | 3,897 | 751 | 535 | 241 | 768 | 45 | 46 | 63 | 299 | 76 | 71 | 31 | 7 | 35 | NEW YORK |
| NORTH CAROLINA | 10,330 | 3 | 202 | 1,134 | 4,350 | 3,367 | 807 | 152 | 6 | 119 | 50 | 32 | 38 | 36 | 11 | 1 | 22 | - | - | NORTH CAROLINA |
| NORTH DAKOTA | 6,764 | 27 | 14 | 50 | 2,334 | 2,512 | 1,162 | 633 | 7 | 23 | - | - | 1 | 1 | - | - | - | - | - | NORTH DAKOTA |
| OHIO | 16,067 | 130 | 857 | 2,959 | 5,662 | 5,014 | 597 | 291 | 24 | 251 | 5 | 16 | 42 | 113 | 36 | 48 | 16 | 3 | 3 | OHIO |
| OKLAHOMA | 9,604 | - | 9 | 42 | 1,404 | 3,701 | 2,457 | 1,391 | 100 | 249 | - | 16 | 70 | 26 | 10 | 14 | 1 | 1 | 2 | OKLAHOMA |
| OREGON | 4,467 | 16 | 127 | 563 | 2,053 | 1,207 | 351 | 110 | 10 | 3 | - | - | 91 | 2 | 13 | 3 | 1 | 3 | 2 | OREGON |
| PENNSYLVANIA | 12,880 | 183 | 947 | 3,676 | 5,096 | 1,174 | 817 | 201 | 38 | 357 | 131 | 22 | 42 | 79 | 60 | 47 | 5 | 3 | 2 | PENNSYLVANIA |
| RHODE ISLAND | 730 | - | - | 9 | 318 | 260 | 10 | 8 | 5 | 11 | 1 | 4 | 11 | 64 | - | 27 | - | 1 | 1 | RHODE ISLAND |
| SOUTH CAROLINA | 7,264 | 31 | 37 | 366 | 2,077 | 3,417 | 1,122 | 100 | 10 | 5 | 1 | 1 | 6 | 69 | 8 | 3 | 6 | - | 5 | SOUTH CAROLINA |
| SOUTH DAKOTA | 5,860 | 1 | - | 3 | 17 | 3,031 | 861 | 1,801 | 9 | 118 | - | 19 | - | - | - | - | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 7,065 | 18 | 141 | 1,062 | 3,283 | 1,524 | 782 | 126 | 9 | 16 | 2 | 1 | 26 | 47 | 14 | 8 | - | 2 | 4 | TENNESSEE |
| TEXAS | 26,827 | 33 | 141 | 1,924 | 7,122 | 9,383 | 3,897 | 2,543 | 274 | 625 | 33 | 162 | 271 | 265 | 65 | 24 | 1 | 26 | 35 | TEXAS |
| UTAH | 4,744 | 245 | 691 | 397 | 1,243 | 1,156 | 519 | 436 | 6 | 12 | - | 1 | 2 | 15 | 8 | 10 | 4 | - | - | UTAH |
| VERMONT | 1,749 | 9 | 15 | 50 | 1,032 | 587 | 13 | 40 | - | 3 | - | - | - | - | - | - | - | - | - | VERMONT |
| VIRGINIA | 9,047 | - | - | 1,435 | 2,864 | 3,370 | 428 | 69 | 161 | 329 | 16 | 22 | 19 | 271 | 45 | 14 | 4 | - | - | VIRGINIA |
| WASHINGTON | 3,833 | 45 | 130 | 54 | 934 | 2,096 | 365 | 57 | 5 | 10 | 1 | - | 13 | 70 | 40 | 9 | 1 | 1 | 2 | WASHINGTON |
| WEST VIRGINIA | 4,485 | 50 | 143 | 1,007 | 2,544 | 505 | 148 | 31 | 1 | 34 | 3 | 4 | 2 | 3 | 8 | 1 | 1 | - | - | WEST VIRGINIA |
| WISCONSIN | 9,851 | - | 17 | 270 | 1,359 | 3,694 | 1,292 | 2,650 | 118 | 322 | 5 | 18 | 38 | 59 | 3 | 3 | 1 | - | - | WISCONSIN |
| WYOMING | 4,334 | - | 40 | 33 | 379 | 1,797 | 920 | 844 | 147 | 127 | 34 | 1 | 9 | 2 | - | 3 | 1 | - | - | WYOMING |
| TOTAL | 337,020 | 4,416 | 9,144 | 26,280 | 95,553 | 109,308 | 32,727 | 38,780 | 6,260 | 6,784 | 426 | 570 | 1,338 | 3,308 | 772 | 698 | 298 | 103 | 255 | TOTAL |

1/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED ROADS, AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947
EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY WIDTH ^{1/}

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-6, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL EXISTING MILEAGE | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | | | | | | | | | | | | | | | STATE | |
|--|--------------------------|-------------------------------------|-------------------------|---------------------|-----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------|--|---|
| | | UNDER 12 | 12 AND LESS THAN 16 | 16 AND LESS THAN 18 | 18 AND LESS THAN 20 | 20 AND LESS THAN 22 | 22 AND LESS THAN 23 | 23 AND LESS THAN 27 | 27 AND LESS THAN 30 | 30 AND LESS THAN 33 | 33 AND LESS THAN 34 | 34 AND LESS THAN 36 | 36 AND LESS THAN 40 | 40 AND LESS THAN 44 | 44 AND LESS THAN 45 | 45 AND LESS THAN 50 | 50 AND LESS THAN 55 | 55 AND LESS THAN 60 | 60 AND OVER | | |
| SECONDARY STATE HIGHWAYS | | | | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | 8,601 | 60 | 846 | 1,217 | 1,909 | 2,672 | 878 | 537 | 116 | 169 | 2 | 27 | 16 | 43 | 16 | 48 | 12 | 10 | 23 | CALIFORNIA | |
| COLORADO | 8,059 | 284 | 753 | 849 | 1,325 | 1,429 | 762 | 1,544 | 369 | 691 | - | 19 | 7 | 20 | 1 | 1 | 4 | - | 1 | COLORADO | |
| LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | 3,846 6,228 10,074 | 330 1,965 2,295 | 1,152 2,148 3,300 | 391 767 1,158 | 1,676 981 2,657 | 260 289 549 | 25 35 60 | 11 32 43 | - | 1 8 9 | - | - | - | - | - | 2 2 | - | - | - | LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | |
| MAINE | 7,065 | 813 | 1,000 | 2,251 | 2,907 | 80 | 4 | 8 | - | 1 | - | 1 | - | - | - | - | - | - | - | MAINE | |
| MISSISSIPPI | 2,589 | 22 | 137 | 541 | 447 | 1,117 | 175 | 144 | - | 6 | - | - | - | - | - | - | - | - | - | MISSISSIPPI | |
| MISSOURI | 8,028 | - | - | - | 90 | 91 | 3 | 7,834 | - | - | - | - | - | 5 | 5 | - | - | - | - | MISSOURI | |
| MONTANA: SECONDARY STATE-AID TOTAL | 2,961 41 3,002 | 69 - 69 | 296 - 296 | 436 - 436 | 732 - 732 | 588 20 608 | 119 - 119 | 642 21 663 | 27 - 27 | 44 - 44 | - | 6 | - | 1 1 | - | - | - | - | - | 1 1 | MONTANA: SECONDARY STATE-AID TOTAL |
| NEVADA | 3,410 | 1,810 | 262 | 122 | 196 | 777 | 84 | 137 | 17 | 1 | - | - | 2 | 1 | - | - | 1 | - | - | NEVADA | |
| NEW HAMPSHIRE | 2,092 | 22 | 96 | 245 | 1,001 | 652 | 19 | 55 | 1 | 1 | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE | |
| OREGON | 2,295 | 268 | 231 | 331 | 803 | 521 | 97 | 37 | 1 | 5 | - | 1 | - | - | - | - | - | - | - | OREGON | |
| PENNSYLVANIA | 25,160 | 760 | 15,574 | 5,782 | 1,919 | 605 | 256 | 168 | 11 | 38 | 17 | 9 | 2 | 2 | 15 | 1 | 1 | - | - | PENNSYLVANIA | |
| SOUTH CAROLINA | 9,195 | 106 | 657 | 3,057 | 1,903 | 2,121 | 542 | 497 | 97 | 175 | 1 | 3 | 1 | 28 | 4 | - | 1 | 1 | 1 | SOUTH CAROLINA | |
| WASHINGTON | 2,063 | 69 | 156 | 261 | 556 | 879 | 120 | 20 | 1 | - | - | - | - | 1 | - | - | - | - | - | WASHINGTON | |
| TOTAL | 91,633 | 6,578 | 23,308 | 16,250 | 16,445 | 12,101 | 3,119 | 11,687 | 640 | 1,140 | 20 | 66 | 29 | 101 | 41 | 52 | 19 | 11 | 26 | TOTAL | |
| COUNTY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | |
| DELAWARE | 2,741 | 153 | 457 | 617 | 617 | 243 | 166 | 430 | 23 | 23 | 7 | - | 4 | 1 | - | - | - | - | - | DELAWARE | |
| NEVADA | 48 | - | - | - | - | 25 | - | 23 | - | - | - | - | - | - | - | - | - | - | - | NEVADA | |
| NORTH CAROLINA | 50,449 | 5,207 | 10,233 | 7,839 | 8,081 | 6,910 | 2,448 | 5,805 | 1,243 | 1,607 | 5 | 81 | 15 | 57 | 2 | 5 | 9 | 1 | 1 | NORTH CAROLINA | |
| VIRGINIA | 38,456 | 13,638 | 15,126 | 7,458 | 1,598 | 442 | 93 | 70 | 16 | 15 | - | - | - | - | - | - | - | - | - | VIRGINIA | |
| WEST VIRGINIA | 28,349 | 13,305 | 10,052 | 3,457 | 888 | 433 | 120 | 65 | 3 | 23 | - | 1 | 1 | - | 1 | - | - | - | - | WEST VIRGINIA | |
| TOTAL | 120,043 | 32,303 | 35,868 | 19,371 | 12,084 | 8,053 | 2,827 | 6,393 | 1,285 | 1,668 | 12 | 82 | 20 | 58 | 3 | 5 | 9 | 1 | 1 | TOTAL | |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | 211,676 | 38,881 | 59,176 | 35,621 | 28,529 | 20,154 | 5,946 | 18,080 | 1,925 | 2,808 | 32 | 148 | 49 | 159 | 44 | 57 | 28 | 12 | 27 | GRAND TOTAL | |

^{1/} WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED ROADS, AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947
EXISTING MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS ^{1/}
CLASSIFIED BY WIDTH ^{2/}

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-7, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL EXISTING MILEAGE | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | | | | | | | | | | | | | | | | STATE |
|----------------------|------------------------|-------------------------------------|----------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------|----------------------|
| | | NOT CLASSIFIED | UNDER 12 | 12 AND LESS THAN 16 | 16 AND LESS THAN 18 | 18 AND LESS THAN 20 | 20 AND LESS THAN 22 | 22 AND LESS THAN 23 | 23 AND LESS THAN 27 | 27 AND LESS THAN 30 | 30 AND LESS THAN 33 | 33 AND LESS THAN 34 | 34 AND LESS THAN 36 | 36 AND LESS THAN 40 | 40 AND LESS THAN 44 | 44 AND LESS THAN 45 | 45 AND LESS THAN 50 | 50 AND LESS THAN 55 | 55 AND LESS THAN 60 | 60 AND OVER | |
| ALABAMA | 597 | - | - | 2 | 7 | 54 | 266 | 40 | 26 | 4 | 36 | 1 | 5 | 17 | 57 | 11 | 14 | 12 | 7 | 38 | ALABAMA |
| ARIZONA | 67 | - | - | - | - | 4 | 10 | 5 | 4 | 2 | 5 | - | - | 4 | 6 | 3 | 4 | 4 | 9 | 11 | ARIZONA |
| ARKANSAS | 440 | - | - | 5 | 7 | 115 | 95 | 24 | 44 | 14 | 50 | 1 | 6 | 33 | 20 | 6 | 5 | 4 | 9 | 9 | ARKANSAS |
| CALIFORNIA | 1,111 | - | 1 | 11 | 13 | 37 | 130 | 32 | 37 | 11 | 71 | 6 | 6 | 31 | 132 | 21 | 95 | 112 | 104 | 261 | CALIFORNIA |
| COLORADO | 411 | - | - | 2 | 4 | 36 | 84 | 24 | 22 | 13 | 32 | - | 9 | 23 | 36 | 4 | 20 | 32 | 16 | 54 | COLORADO |
| CONNECTICUT | 619 | - | 14 | 47 | 43 | 46 | 144 | 53 | 40 | 21 | 31 | 4 | 14 | 40 | 10 | 7 | 26 | 23 | 8 | 15 | CONNECTICUT |
| DELAWARE | 148 | - | - | 11 | 24 | 25 | 18 | 104 | 15 | 10 | 10 | 9 | - | 6 | 10 | 3 | 4 | 2 | 1 | - | DELAWARE |
| FLORIDA | 987 | - | 4 | 18 | 41 | 82 | 176 | 104 | 131 | 39 | 107 | 10 | 10 | 36 | 95 | 13 | 46 | 33 | 10 | 32 | FLORIDA |
| GEORGIA | 1,418 | - | 8 | 19 | 39 | 266 | 537 | 71 | 72 | 20 | 94 | 5 | 13 | 85 | 118 | 7 | 18 | 20 | 5 | 21 | GEORGIA |
| IDAHO | 204 | - | - | 1 | 7 | 69 | 44 | 13 | 12 | 4 | 7 | 1 | 1 | 22 | 22 | 2 | 2 | 1 | 2 | 2 | IDAHO |
| ILLINOIS | 1,658 | - | - | 2 | 18 | 556 | 148 | 40 | 46 | 65 | 74 | 23 | 40 | 115 | 249 | 16 | 70 | 58 | 44 | 94 | ILLINOIS |
| INDIANA | 876 | - | - | 3 | 10 | 110 | 73 | 48 | 54 | 33 | 95 | 7 | 26 | 132 | 128 | 14 | 39 | 53 | 22 | 29 | INDIANA |
| IOWA | 1,052 | - | - | 1 | 12 | 337 | 162 | 54 | 157 | 17 | 109 | 5 | 16 | 24 | 67 | 9 | 20 | 25 | 14 | 23 | IOWA |
| KANSAS | 506 | - | 1 | - | 1 | 25 | 50 | 37 | 96 | 30 | 54 | 1 | 11 | 23 | 64 | 5 | 22 | 24 | 15 | 47 | KANSAS |
| KENTUCKY | 537 | 74 | - | 5 | 26 | 104 | 61 | 19 | 34 | 33 | 38 | 10 | 11 | 54 | 35 | 12 | 7 | 4 | 8 | 7 | KENTUCKY |
| LOUISIANA | 760 | - | - | 9 | 41 | 406 | 76 | 4 | 31 | 15 | 31 | 6 | 11 | 23 | 51 | 13 | 8 | 10 | 8 | 17 | LOUISIANA |
| MAINE | 397 | - | 1 | 8 | 29 | 96 | 80 | 25 | 30 | 19 | 24 | 3 | 10 | 21 | 24 | 6 | 10 | 4 | 2 | 2 | MAINE |
| MARYLAND | 193 | 100 | - | 9 | 11 | 5 | 10 | 9 | 10 | 7 | 5 | 2 | 3 | 9 | 6 | - | 2 | - | 2 | 3 | MARYLAND |
| MASSACHUSETTS | 120 | - | - | 3 | - | 14 | 10 | - | 13 | 3 | 19 | 1 | 3 | 9 | 16 | 1 | 2 | 4 | - | 2 | MASSACHUSETTS |
| MICHIGAN | 1,038 | - | 14 | 1 | 32 | 54 | 349 | 24 | 21 | 18 | 79 | 4 | 17 | 74 | 136 | 17 | 35 | 31 | 21 | 111 | MICHIGAN |
| MINNESOTA | 1,294 | - | - | - | - | 127 | 281 | 58 | 369 | 61 | 56 | 2 | 16 | 39 | 85 | 19 | 37 | 41 | 41 | 62 | MINNESOTA |
| MISSISSIPPI | 482 | - | 1 | - | 20 | 51 | 245 | 11 | 26 | 11 | 27 | 1 | 8 | 19 | 17 | 6 | 18 | 7 | 2 | 8 | MISSISSIPPI |
| MISSOURI | 902 | - | - | - | 3 | 94 | 139 | 14 | 528 | 4 | 21 | 1 | 7 | 22 | 36 | 1 | 9 | 9 | 8 | 9 | MISSOURI |
| MONTANA | 194 | - | - | 2 | 3 | 15 | 61 | 14 | 27 | 3 | 9 | 1 | 4 | 4 | 10 | 2 | 5 | 11 | 6 | 17 | MONTANA |
| NEBRASKA | 405 | - | - | 1 | - | 7 | 93 | 8 | 122 | 32 | 36 | 1 | 2 | 8 | 33 | 1 | 8 | 16 | 18 | 19 | NEBRASKA |
| NEVADA | 66 | - | - | - | - | 1 | 17 | 4 | 11 | - | - | 1 | 1 | 3 | 6 | 1 | 3 | 5 | 9 | 4 | NEVADA |
| NEW HAMPSHIRE | 217 | - | - | - | 4 | 41 | 64 | 9 | 43 | 8 | 16 | 2 | 6 | 7 | 7 | - | 2 | 3 | 1 | 4 | NEW HAMPSHIRE |
| NEW JERSEY | 378 | - | - | - | - | 7 | 64 | 4 | 7 | 8 | 44 | 7 | 5 | 10 | 83 | 11 | 18 | 36 | 20 | 54 | NEW JERSEY |
| NEW MEXICO | 230 | - | - | - | 2 | 6 | 94 | 14 | 25 | 6 | 29 | - | 2 | 5 | 22 | 4 | 5 | 4 | 4 | 8 | NEW MEXICO |
| NEW YORK | 875 | - | - | - | 7 | 17 | 38 | 14 | 38 | 19 | 115 | 12 | 32 | 83 | 143 | 12 | 59 | 45 | 26 | 215 | NEW YORK |
| NORTH CAROLINA | 2,156 | - | 26 | 83 | 160 | 536 | 360 | 140 | 230 | 77 | 249 | 14 | 34 | 91 | 86 | 14 | 18 | 21 | 6 | 11 | NORTH CAROLINA |
| NORTH DAKOTA | 199 | - | - | - | 1 | 20 | 53 | 41 | 39 | 3 | 14 | 2 | 2 | 4 | 6 | 2 | 4 | 3 | 2 | 3 | NORTH DAKOTA |
| OHIO | 2,323 | - | 2 | 9 | 117 | 234 | 308 | 75 | 169 | 77 | 287 | 24 | 82 | 226 | 310 | 42 | 101 | 103 | 62 | 95 | OHIO |
| OKLAHOMA | 500 | - | - | - | 1 | 45 | 117 | 55 | 45 | 11 | 46 | 1 | 4 | 41 | 46 | 4 | 8 | 15 | 20 | 41 | OKLAHOMA |
| OREGON | 361 | - | - | 5 | 38 | 89 | 47 | 9 | 16 | 8 | 14 | - | 9 | 23 | 36 | 10 | 10 | 18 | 9 | 20 | OREGON |
| PENNSYLVANIA | 2,867 | - | 23 | 164 | 509 | 519 | 191 | 126 | 206 | 127 | 301 | 53 | 109 | 184 | 133 | 41 | 57 | 50 | 26 | 48 | PENNSYLVANIA |
| RHODE ISLAND | 101 | - | - | - | - | 21 | 12 | 3 | 5 | 2 | 6 | - | 7 | 20 | 16 | 5 | 1 | 2 | - | 1 | RHODE ISLAND |
| SOUTH CAROLINA | 1,063 | - | 3 | 11 | 83 | 160 | 339 | 71 | 59 | 34 | 70 | 3 | 19 | 52 | 89 | 6 | 19 | 25 | 7 | 13 | SOUTH CAROLINA |
| SOUTH DAKOTA | 212 | - | - | - | - | 1 | 86 | 21 | 67 | 1 | 5 | - | 2 | 4 | 9 | 1 | 6 | 3 | 1 | 5 | SOUTH DAKOTA |
| TENNESSEE | 511 | - | - | 3 | 23 | 121 | 64 | 28 | 28 | 11 | 34 | 4 | 8 | 41 | 52 | 6 | 13 | 33 | 8 | 34 | TENNESSEE |
| TEXAS | 1,749 | 199 | 1 | 3 | 72 | 246 | 355 | 136 | 151 | 23 | 94 | 4 | 29 | 78 | 103 | 17 | 33 | 77 | 46 | 82 | TEXAS |
| UTAH | 538 | - | - | 26 | 22 | 181 | 120 | 38 | 57 | 2 | 11 | - | - | 14 | 6 | 5 | 20 | 12 | 6 | 35 | UTAH |
| VERMONT | 160 | - | 3 | - | - | 87 | 29 | 4 | 10 | 6 | 10 | 1 | 4 | 5 | 2 | - | 1 | 1 | - | 1 | VERMONT |
| VIRGINIA | 277 | - | - | - | 9 | 24 | 15 | 5 | 19 | 10 | 42 | 5 | 17 | 39 | 59 | 3 | 8 | 9 | 2 | 11 | VIRGINIA |
| WASHINGTON | 422 | - | - | - | 22 | 65 | 134 | 11 | 15 | 3 | 16 | 1 | 5 | 13 | 39 | 8 | 14 | 30 | 22 | 24 | WASHINGTON |
| WEST VIRGINIA | 445 | - | 4 | 20 | 70 | 93 | 59 | 19 | 30 | 10 | 57 | 2 | 7 | 21 | 25 | 7 | 4 | 7 | - | 10 | WEST VIRGINIA |
| WISCONSIN | 1,200 | - | - | 1 | 21 | 131 | 315 | 75 | 206 | 33 | 105 | 6 | 24 | 85 | 75 | 19 | 36 | 32 | 15 | 21 | WISCONSIN |
| WYOMING | 122 | - | - | - | - | 3 | 40 | 13 | 17 | 3 | 17 | 1 | 3 | 6 | 2 | 3 | 4 | 1 | 3 | 3 | WYOMING |
| DISTRICT OF COLUMBIA | 131 | 6 | - | - | - | - | - | - | 2 | 3 | 11 | - | 1 | 5 | 26 | 8 | 11 | 23 | 1 | 24 | DISTRICT OF COLUMBIA |
| TOTAL | 33,539 | 379 | 106 | 489 | 1,549 | 5,383 | 6,269 | 1,651 | 3,462 | 969 | 2,713 | 248 | 661 | 1,906 | 2,889 | 411 | 984 | 1,105 | 677 | 1,694 | TOTAL |

^{1/} INCLUDES 2,776 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.
^{2/} WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED HIGHWAYS, SHOULDER TO SHOULDER WIDTH FOR

GRADED AND DRAINED HIGHWAYS, AND WIDTH OF THE SURFACED WAY FOR ALL TYPES OF SURFACED HIGHWAYS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

EXISTING SURFACED MILEAGE OF PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-8, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL SURFACED MILEAGE | LESS THAN 27 FEET WIDE | | | | | 27 FEET AND LESS THAN 36 FEET | | | | | 36 FEET AND LESS THAN 45 FEET | | | | | 45 FEET AND LESS THAN 55 FEET | | | | | 55 FEET AND OVER | | | | | | | | | | | | | | | | |
|----------------|------------------------|------------------------|--------------------|---------|--------|--------|-------------------------------|--------|--------------------|-------|-------|-------------------------------|-------|-------|--------------------|-----|-------------------------------|-------|-------|-------|--------------------|------------------|-----|----|-------|-------|--------------------|----|----|----|-------|---|----|---|---|----|---|---|
| | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | | | | | | | |
| | | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | | | | | | |
| ALABAMA | 6,619 | 6,471 | 544 | 4,881 | 568 | 518 | 107 | 105 | 1 | - | 1 | - | 38 | - | 22 | 6 | 10 | - | 1 | - | - | 2 | - | - | - | 2 | - | - | - | 2 | - | - | - | 1 | - | - | - | 3 |
| ARIZONA | 3,241 | 2,668 | 226 | 2,304 | 37 | 88 | 13 | 394 | 11 | 370 | 10 | 1 | 158 | - | 142 | 1 | 13 | - | 7 | - | - | 6 | - | - | 14 | - | - | - | 10 | - | - | - | 1 | - | - | 3 | | |
| ARKANSAS | 8,876 | 8,826 | 5,245 | 1,978 | 442 | 1,160 | 1 | 27 | 24 | 2 | - | 22 | - | 11 | 4 | 3 | 4 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| CALIFORNIA | 4,013 | 3,201 | 48 | 2,162 | 384 | 609 | 4 | 365 | - | 161 | 72 | 104 | 28 | 270 | - | 63 | 54 | 80 | 73 | 152 | - | 40 | 37 | 42 | 33 | 25 | - | - | 7 | - | 5 | - | 8 | - | 5 | | | |
| COLORADO | 3,754 | 3,617 | 190 | 2,971 | 12 | 444 | - | 100 | 92 | 6 | - | 2 | - | 13 | - | 5 | - | 6 | 1 | 13 | - | 12 | - | - | 11 | - | 4 | - | 6 | - | - | - | 1 | - | - | | | |
| CONNECTICUT | 2,514 | 2,350 | - | 406 | 1,407 | 527 | 8 | 1,407 | 527 | 46 | - | - | - | 35 | - | - | - | 28 | 4 | 83 | - | 1 | - | 75 | - | 11 | - | 4 | - | - | - | - | - | 1 | - | | | |
| DELAWARE | 1,011 | 798 | 5 | 182 | 115 | 516 | 90 | 5 | - | 1 | 2 | 2 | - | 36 | - | - | - | 19 | 36 | 6 | - | - | 2 | - | 6 | - | - | - | - | - | - | - | - | - | 6 | | | |
| FLORIDA | 7,613 | 7,464 | 101 | 6,367 | 416 | 508 | 72 | 102 | 1 | 27 | 6 | 64 | 4 | 32 | - | 12 | 2 | 15 | 3 | 11 | - | 8 | 2 | 4 | - | 4 | - | - | - | - | 3 | - | 1 | - | 6 | | | |
| GEORGIA | 10,028 | 9,812 | 2,102 | 3,141 | 2,847 | 1,715 | 7 | 148 | 75 | 9 | - | 39 | - | 45 | - | 3 | 11 | 23 | 4 | 18 | - | 1 | - | 16 | - | 5 | - | - | - | 3 | - | 2 | - | - | | | | |
| IDAHO | 4,129 | 4,061 | 906 | 3,040 | 71 | 44 | - | 42 | 4 | 41 | 1 | - | - | 17 | - | 7 | - | 4 | 6 | 1 | - | 8 | - | 1 | - | - | - | - | - | - | - | - | - | 2 | - | | | |
| ILLINOIS | 10,329 | 9,921 | 10 | 324 | 690 | 8,741 | 156 | 17 | - | 1 | - | 13 | 2 | 379 | - | 1 | 64 | 287 | 14 | 19 | - | - | 1 | 17 | - | 2 | - | - | - | - | - | - | - | 7 | - | | | |
| INDIANA | 9,541 | 9,110 | 318 | 3,755 | 1,950 | 3,082 | 5 | 119 | - | 3 | 14 | 94 | 8 | 257 | - | 2 | 12 | 204 | 39 | 43 | - | - | 1 | 39 | 3 | 12 | - | - | - | - | - | - | - | 7 | 5 | | | |
| IOWA | 8,619 | 8,198 | 1,825 | 620 | 144 | 5,581 | 28 | 413 | 405 | - | 8 | - | - | 5 | - | - | - | 5 | - | 3 | - | - | - | 3 | - | 2 | - | - | - | - | - | - | - | - | - | | | |
| KANSAS | 8,987 | 8,367 | 831 | 4,049 | 225 | 1,200 | 62 | 2,550 | 1,090 | 1,454 | 2 | - | 2 | 66 | - | 20 | - | 36 | 5 | 2 | - | - | 2 | 1 | - | 1 | - | - | - | - | - | - | - | 1 | - | | | |
| KENTUCKY | 10,014 | 9,903 | 2,506 | 4,975 | 1,301 | 1,121 | - | 34 | - | 3 | 2 | 2 | 2 | 75 | - | - | - | 2 | 51 | 2 | - | - | - | 1 | - | 1 | - | - | - | - | - | - | - | - | - | | | |
| LOUISIANA | 3,797 | 3,737 | 607 | 11 | 1,019 | 2,100 | - | 7 | - | - | - | 5 | - | 43 | - | - | - | 40 | 3 | 6 | - | - | 6 | - | 4 | - | - | - | - | - | - | - | - | - | - | | | |
| MARYLAND | 2,777 | 2,722 | 200 | 1,935 | 445 | 142 | - | 48 | - | 4 | 10 | 34 | - | 3 | - | 1 | - | 2 | - | 4 | - | - | 1 | - | 3 | - | - | - | - | - | - | - | - | 2 | - | | | |
| MASSACHUSETTS | 4,428 | 4,171 | 24 | 821 | 1,493 | 1,493 | 77 | 88 | - | 2 | 30 | 18 | 38 | 96 | - | 1 | 36 | 46 | 11 | 60 | - | - | 19 | - | 13 | - | - | - | - | - | - | - | - | - | - | | | |
| MICHIGAN | 1,820 | 1,170 | - | 124 | 912 | 134 | - | 408 | - | 9 | 3 | 287 | 71 | 174 | - | 1 | 89 | 76 | 8 | 25 | - | 71 | - | 4 | - | 43 | - | 2 | - | - | - | - | - | - | - | | | |
| MICHIGAN | 8,276 | 7,784 | 1,692 | 2,108 | 823 | 3,161 | - | 191 | - | 1 | 60 | 4 | 4 | 272 | - | 1 | 22 | 240 | 14 | 14 | - | - | 13 | - | 15 | - | - | - | - | - | - | - | - | - | - | | | |
| MINNESOTA | 9,910 | 8,671 | 1,949 | 4,290 | 11 | 2,381 | - | 927 | 571 | 291 | 1 | 60 | 4 | 275 | - | 220 | - | 17 | 6 | 26 | - | - | 3 | - | 11 | - | - | - | - | - | - | - | - | - | - | | | |
| MISSISSIPPI | 3,601 | 3,534 | 447 | 778 | 592 | 1,712 | 5 | 41 | 40 | - | - | 1 | - | 26 | - | - | - | 18 | 8 | - | - | 9 | - | 5 | - | 9 | - | - | - | - | - | - | - | - | - | | | |
| MISSOURI | 7,877 | 7,650 | 590 | 3,294 | 3,265 | 197 | - | 62 | - | 61 | - | 1 | - | 155 | - | - | - | 127 | 28 | 4 | - | - | - | 4 | - | 6 | - | - | - | - | - | - | - | 5 | - | | | |
| MONTANA | 5,132 | 5,024 | 460 | 4,538 | 23 | - | - | 105 | 42 | 69 | - | - | - | 1 | - | - | - | - | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| NEBRASKA | 8,625 | 7,723 | 4,545 | 2,000 | 3 | 1,124 | 23 | 871 | 215 | 651 | - | 1 | 3 | 28 | - | 2 | - | 15 | 9 | 2 | - | - | - | 2 | - | 1 | - | - | - | - | - | - | - | - | - | | | |
| NEVADA | 2,147 | 2,108 | 22 | 2,053 | 32 | 1 | - | 21 | 21 | 21 | - | - | 1 | 2 | - | 2 | - | - | 9 | 13 | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | | | |
| NEW HAMPSHIRE | 1,513 | 1,493 | 11 | 1,085 | 161 | 236 | - | 19 | - | 10 | 9 | - | - | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| NEW JERSEY | 1,318 | 861 | 6 | 163 | 661 | 2 | - | 156 | - | 1 | 20 | 133 | 2 | 201 | - | 5 | - | 18 | 149 | 67 | - | 6 | - | 10 | 51 | - | - | - | - | - | - | - | - | - | - | | | |
| NEW MEXICO | 7,023 | 6,756 | 2,258 | 3,795 | 454 | 49 | - | 298 | 236 | 2 | - | - | - | 37 | - | 25 | 11 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| NEW YORK | 12,754 | 11,072 | 14 | 2,045 | 3,881 | 5,072 | 60 | 1,100 | - | 20 | 265 | 773 | 42 | 438 | - | - | 91 | 316 | 31 | 102 | - | 5 | - | 16 | - | 68 | - | 13 | - | 42 | - | 5 | - | 1 | - | 10 | | |
| NORTH CAROLINA | 10,100 | 9,922 | 856 | 5,005 | 1,627 | 2,428 | - | 128 | 18 | 5 | 69 | - | 5 | 49 | - | 2 | 21 | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| NORTH DAKOTA | 6,380 | 6,360 | 4,549 | 1,769 | 11 | - | 6 | 18 | 1 | 17 | - | - | - | 2 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| OHIO | 16,057 | 15,500 | 1,833 | 8,383 | 3,462 | 1,415 | 407 | 296 | - | 28 | 176 | 38 | 54 | 191 | - | 1 | 47 | 46 | 97 | 64 | - | - | - | 24 | 26 | 6 | - | - | - | - | - | - | - | - | 3 | | | |
| OKLAHOMA | 8,928 | 8,753 | 2,953 | 2,332 | 1,369 | 2,168 | 31 | 135 | 109 | 11 | 5 | 3 | 13 | 22 | - | 5 | 1 | 1 | 14 | 1 | - | - | - | 3 | 5 | - | - | - | - | - | - | - | - | - | - | 1 | | |
| OREGON | 4,392 | 4,352 | 241 | 1,854 | 2,000 | 297 | - | 13 | - | 13 | 9 | 4 | - | 18 | - | - | - | 14 | 3 | 4 | - | - | 3 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | | |
| PENNSYLVANIA | 12,655 | 11,869 | 54 | 3,459 | 3,780 | 4,498 | 38 | 548 | - | 2 | 57 | 234 | 255 | 181 | - | 1 | 35 | 98 | 47 | 52 | - | - | 6 | 39 | 7 | 5 | - | - | - | - | - | - | - | - | 2 | | | |
| RHODE ISLAND | 730 | 605 | - | 227 | 285 | 93 | - | 21 | - | 3 | 15 | 3 | - | 75 | - | - | 14 | 50 | 11 | 27 | - | - | - | 4 | 23 | 2 | - | - | - | - | - | - | - | - | - | | | |
| SOUTH CAROLINA | 6,816 | 6,704 | 200 | 4,311 | 447 | 1,745 | - | 17 | - | 7 | 1 | 6 | 3 | 81 | - | 6 | 19 | 40 | 16 | 9 | - | 6 | - | 2 | 1 | - | - | - | - | - | - | - | - | - | - | 1 | | |
| SOUTH DAKOTA | 5,442 | 5,351 | 2,573 | 2,438 | 320 | 111 | - | 111 | - | 4 | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| TENNESSEE | 7,997 | 7,997 | 597 | 3,953 | 1,025 | 1,675 | 12 | 18 | 2 | - | 4 | - | 5 | 89 | - | - | 17 | 57 | 9 | 8 | - | - | 5 | 2 | 1 | 6 | - | - | - | - | - | - | - | - | - | - | | |
| TEXAS | 26,246 | 24,819 | 277 | 13,149 | 6,485 | 4,831 | 77 | 891 | 134 | 496 | 144 | 8 | 109 | 466 | - | 151 | 39 | 92 | 79 | 105 | - | 3 | 2 | 10 | 3 | 10 | 42 | - | - | 6 | 4 | 4 | 28 | 1 | | | | |
| UTAH | 3,751 | 3,697 | 1,238 | 145 | 145 | 138 | 6 | 17 | 1 | 8 | - | - | - | 24 | - | - | - | 7 | 7 | 11 | - | 1 | - | - | 10 | 2 | - | - | - | - | - | - | - | - | - | | | |
| VERMONT | 1,749 | 1,746 | 416 | 953 | 109 | 268 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| VIRGINIA | 8,825 | 7,944 | 297 | 3,695 | 3,778 | 174 | - | 528 | - | 9 | 484 | 33 | 2 | 335 | - | 10 | 127 | 59 | 139 | 18 | - | - | 3 | 12 | 3 | - | - | - | - | - | - | - | - | - | - | | | |
| WASHINGTON | 3,745 | 3,604 | 148 | 1,128 | 1,468 | 858 | 2 | 7 | 3 | - | - | 4 | - | 121 | - | 2 | 17 | 89 | 11 | 10 | - | - | 4 | 5 | 1 | 3 | - | - | - | - | - | - | - | - | - | | | |
| WEST VIRGINIA | 4,415 | 4,372 | 236 | 1,999 | 1,298 | 815 | 24 | 28 | 6 | - | 10 | 11 | 1 | 13 | - | - | 2 | 9 | 2 | 2 | - | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | | |
| WISCONSIN | 9,835 | 9,266 | 216 | 5,101 | 241 | 3,703 | 5 | 463 | 4 | 317 | 18 | 124 | - | 102 | - | - | 33 | 5 | 54 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| WYOMING | 4,174 | 3,856 | 151 | 3,689 | 8 | - | 8 | 306 | 16 | 289 | - | - | - | 11 | - | 6 | - | - | - | 4 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| TOTAL | 321,573 | 303,005 | 44,777 | 134,998 | 48,974 | 72,829 | 1,427 | 12,299 | 3,316 | 4,334 | 1,857 | 2,134 | 658 | 4,985 | 460 | 441 | 821 | 2,466 | 797 | 947 | 14 | 102 | 165 | 50 | | | | | | | | | | | | | | |

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-9, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL SURFACED MILEAGE | LESS THAN 27 FEET WIDE | | | | | 27 FEET AND LESS THAN 36 FEET | | | | | 36 FEET AND LESS THAN 45 FEET | | | | | 45 FEET AND LESS THAN 55 FEET | | | | | 55 FEET AND OVER | | | | | | | | | |
|--|--------------------------|--------------------------|-------------------------|-----------------|-------------------|------------------|-------------------------------|---------------|--------------------|-------------|-------------|-------------------------------|-------------|--------------|--------------------|-------------|-------------------------------|--------------|-------------|--------------|--------------------|------------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|----|
| | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | TOTAL | TYPE OF SURFACE 1/ | | | | | | | | | | |
| | | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | D | F | H | J | K L M | |
| SECONDARY STATE HIGHWAYS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | 8,289 | 7,807 | 2,314 | 3,895 | 904 | 685 | 9 | 314 | 6 | 140 | 89 | 65 | 20 | 75 | - | 11 | 14 | 27 | 23 | 60 | - | 15 | 9 | 28 | 8 | 33 | - | 2 | 8 | 11 | 12 |
| COLORADO | 6,243 | 5,224 | 4,205 | 1,010 | - | 9 | - | 985 | 964 | 21 | - | - | - | 28 | 17 | 11 | - | - | - | 5 | 2 | 3 | - | - | - | 1 | 1 | - | - | - | |
| LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | 3,838 6,223 10,061 | 3,837 6,217 10,054 | 3,190 6,000 9,190 | - - - | 506 176 682 | 141 32 174 | - 8 4 | 1 3 4 | - - -1 | - - - | 1 - 2 | - - 3 | - - - | - - -1 | - - - | - - - | - - - | - - -1 | - - - | - - -2 | - - - | - - - | - - - | - - -2 | - - - | - - - | - - - | - - - | - - - | | |
| MAINE | 6,896 | 6,894 | 2,602 | 4,240 | 46 | 6 | - | 2 | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| MISSISSIPPI | 2,586 | 2,583 | 2,023 | 304 | 151 | 92 | 13 | 3 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| MISSOURI | 8,021 | 8,011 | 6,827 | 961 | 37 | 173 | 13 | - | - | - | - | - | - | 10 | - | - | - | 8 | 2 | - | - | - | - | - | - | - | - | - | - | | |
| MONTANA: SECONDARY STATE-AID TOTAL | 2,251 41 2,292 | 2,219 41 2,260 | 1,907 21 1,928 | 312 - 331 | - - - | - 1 - | - - - | 31 - 31 | 30 - 30 | - - - | - - - | - - - | 1 - 1 | 1 - 1 | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | | |
| NEVADA | 1,308 | 1,286 | 466 | 820 | - | - | - | 18 | 17 | 1 | - | - | - | 3 | - | 2 | 1 | - | - | 1 | 1 | - | - | - | - | - | - | - | - | | |
| NEW HAMPSHIRE | 2,088 | 2,086 | 110 | 1,953 | 19 | 4 | - | 2 | - | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| OREGON | 2,142 | 2,135 | 736 | 946 | 411 | 27 | 15 | 7 | 1 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| PENNSYLVANIA | 20,887 | 20,799 | 2,536 | 11,043 | 6,898 | 551 | 71 | 67 | 1 | 4 | 24 | 26 | 12 | 19 | - | 1 | 7 | 2 | 9 | 2 | - | - | 1 | - | 1 | - | - | - | - | | |
| SOUTH CAROLINA | 2,961 | 2,929 | 1,203 | 1,655 | 30 | 41 | - | 18 | 4 | 12 | 2 | - | - | 12 | - | 8 | 3 | - | 1 | 1 | - | 1 | - | - | 1 | - | 1 | - | - | | |
| WASHINGTON | 1,994 | 1,992 | 267 | 1,235 | 178 | 308 | 4 | 1 | 1 | - | - | - | - | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | | |
| TOTAL | 75,768 | 74,060 | 34,407 | 28,399 | 9,056 | 2,071 | 133 | 1,452 | 1,028 | 180 | 119 | 92 | 33 | 150 | 18 | 33 | 25 | 39 | 35 | 71 | 3 | 19 | 10 | 30 | 9 | 35 | 1 | 3 | 8 | 11 | 12 |
| COUNTY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DELAWARE | 1,944 | 1,927 | 1,141 | 713 | 41 | 18 | 14 | 16 | 7 | 3 | 5 | 1 | - | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | | |
| NEVADA | 48 | 48 | - | 48 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| NORTH CAROLINA | 25,300 | 24,399 | 20,363 | 3,092 | 728 | 183 | 33 | 853 | 832 | 16 | 2 | 3 | - | 46 | 45 | - | 1 | - | 1 | - | - | 1 | - | - | 1 | - | - | 1 | - | | |
| VIRGINIA | 30,445 | 30,418 | 20,974 | 9,214 | 195 | 35 | - | 27 | 21 | 5 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| WEST VIRGINIA | 11,160 | 11,156 | 6,850 | 3,562 | 430 | 267 | 47 | 3 | 1 | - | - | 2 | - | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | | |
| TOTAL | 68,897 | 67,948 | 49,328 | 16,629 | 1,394 | 503 | 94 | 899 | 861 | 24 | 7 | 7 | - | 48 | 45 | - | 1 | 2 | - | 1 | - | 1 | - | - | 1 | - | - | 1 | - | | |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | 144,665 | 142,008 | 83,735 | 45,022 | 10,450 | 2,574 | 227 | 2,351 | 1,889 | 204 | 126 | 99 | 33 | 198 | 63 | 33 | 26 | 41 | 35 | 72 | 3 | 19 | 11 | 30 | 9 | 36 | 1 | 3 | 9 | 11 | 12 |

1/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL SURFACED; E, GRAVEL OR STONE; F, BITUMINOUS SURFACE-TREATED; G, MIXED BITUMINOUS; H, BITUMINOUS PENETRATION; I, BITUMINOUS CONCRETE AND SHEET ASPHALT; J, PORTLAND CEMENT

CONCRETE; K, BRICK; L, BLOCK; AND M, DUAL-TYPE (DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET).

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1947

EXISTING SURFACED MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS 1/

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-10, 1947
ISSUED OCTOBER 1948

| TOTAL | TOTAL SURFACED MILEAGE | NOT CLASSIFIED BY WIDTH | LESS THAN 27 FEET WIDE | | | | | 27 FEET AND LESS THAN 36 FEET | | | | | 36 FEET AND LESS THAN 45 FEET | | | | | 45 FEET AND LESS THAN 55 FEET | | | | | 55 FEET AND OVER | | | | | | | | | | | | | |
|----------------------|------------------------|-------------------------|------------------------|--------------------|-------|-------|-------|-------------------------------|-------|--------------------|-----|-------|-------------------------------|-------|-------|--------------------|-----|-------------------------------|-----|-------|-------|--------------------|------------------|----|----|-------|-------|--------------------|-----|-----|----|-------|----|----|----|----|
| | | | TOTAL | TYPE OF SURFACE 2/ | | | | | TOTAL | TYPE OF SURFACE 2/ | | | | | TOTAL | TYPE OF SURFACE 2/ | | | | | TOTAL | TYPE OF SURFACE 2/ | | | | | TOTAL | TYPE OF SURFACE 2/ | | | | | | | | |
| | | | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | D | F | H | J | K L M | | | | |
| ALABAMA | 593 | - | 394 | 9 | 279 | 51 | 55 | - | 2 | 43 | 7 | 3 | 9 | 12 | 19 | - | 1 | 85 | - | 28 | 23 | 31 | 3 | 26 | - | 4 | 8 | 8 | 6 | 45 | - | 8 | 23 | 12 | 2 | |
| ARIZONA | 67 | - | 23 | 1 | 11 | 4 | 5 | - | 2 | 7 | - | 3 | 9 | - | 1 | 1 | 10 | 8 | - | 4 | 2 | 3 | 1 | 7 | - | 2 | - | 1 | 1 | 20 | - | 5 | 9 | 3 | 5 | |
| ARKANSAS | 440 | - | 290 | 49 | 106 | 24 | 110 | - | 1 | 71 | - | 1 | 5 | 16 | 42 | 7 | 55 | - | 24 | 13 | 29 | 7 | 11 | - | 1 | 2 | 5 | 3 | 13 | - | 1 | 4 | 5 | 5 | | |
| CALIFORNIA | 1,111 | - | 261 | 49 | 63 | 94 | 96 | - | 1 | 94 | - | 1 | 14 | 51 | 19 | 9 | 184 | - | 6 | 73 | 65 | 21 | 207 | - | 24 | 118 | 41 | 24 | 365 | - | 15 | 182 | 91 | 76 | | |
| COLORADO | 402 | - | 166 | 29 | 101 | 4 | 32 | - | 3 | 53 | 17 | 22 | 9 | 5 | 5 | 61 | - | 5 | 29 | 20 | 6 | 1 | 52 | - | 5 | 21 | 17 | 3 | 70 | - | 5 | 17 | 11 | 7 | | |
| CONNECTICUT | 616 | - | 384 | 21 | 100 | 149 | 111 | - | 3 | 70 | - | 12 | 29 | 17 | 11 | 90 | - | 4 | 43 | 37 | 6 | 6 | 49 | - | 1 | 21 | 2 | 4 | 23 | - | 4 | 12 | 6 | 5 | | |
| DELAWARE | 144 | - | 94 | 10 | 20 | 10 | 54 | - | 1 | 24 | - | - | 24 | - | 19 | - | - | - | 4 | 16 | 35 | 29 | 79 | - | 38 | 27 | 8 | - | - | - | - | - | 18 | | | |
| FLORIDA | 983 | - | 556 | 3 | 422 | 63 | 47 | - | 21 | 162 | - | 95 | 22 | 30 | 15 | 144 | - | 64 | 16 | 35 | 29 | 21 | 79 | - | 38 | 27 | 8 | 6 | 42 | - | 12 | 10 | 2 | 18 | | |
| GEORGIA | 1,281 | - | 904 | 119 | 271 | 302 | 210 | - | 2 | 106 | 8 | 22 | 42 | 31 | 3 | 208 | - | 3 | 57 | 76 | 62 | 10 | 38 | - | 3 | 14 | - | 13 | 25 | - | 1 | 2 | 7 | 8 | | |
| IDAHO | 203 | - | 146 | 8 | 124 | 5 | 9 | - | 2 | 12 | - | 11 | 5 | - | 27 | - | 27 | - | 6 | 17 | 4 | - | 38 | - | 1 | 2 | - | 4 | 15 | - | 4 | 7 | 2 | 20 | | |
| ILLINOIS | 1,658 | - | 810 | 5 | 21 | 52 | 694 | - | 38 | 202 | - | 1 | 3 | 29 | 116 | 53 | 38 | - | 9 | 17 | 27 | 33 | 132 | - | 1 | 46 | 60 | 21 | 138 | - | 66 | 52 | 26 | 20 | | |
| INDIANA | 676 | - | 298 | 5 | 97 | 88 | 109 | - | 3 | 161 | - | 7 | 99 | 42 | 13 | 274 | - | 5 | 129 | 108 | 32 | 92 | - | 2 | 51 | 23 | 16 | 51 | - | - | 18 | 17 | 16 | 16 | | |
| IOWA | 1,051 | - | 722 | 81 | 103 | 30 | 487 | - | 21 | 147 | 3 | 6 | 31 | 80 | 27 | 100 | - | 2 | 23 | 43 | 32 | 45 | - | 1 | 5 | 8 | 17 | 15 | 37 | - | 2 | 5 | 8 | 10 | 14 | |
| KANSAS | 503 | - | 208 | 20 | 110 | 10 | 58 | - | 10 | 95 | 7 | 30 | 11 | 17 | 30 | 92 | - | 1 | 14 | 17 | 27 | 33 | 46 | - | 1 | 11 | 10 | 20 | 62 | - | 7 | 9 | 10 | 34 | | |
| KENTUCKY | 532 | - | 249 | 12 | 132 | 53 | 51 | - | 1 | 90 | 1 | 32 | 43 | 15 | 5 | 92 | - | 1 | 9 | 44 | 38 | 3 | 19 | - | 3 | 13 | 3 | - | 20 | - | 11 | 9 | 1 | 11 | | |
| LOUISIANA | 760 | - | 567 | 142 | 3 | 169 | 251 | - | 2 | 63 | 3 | - | 34 | 22 | 4 | 87 | - | 1 | 18 | 60 | 8 | 18 | - | 1 | - | 3 | 8 | 7 | 25 | - | - | 14 | 8 | 3 | | |
| MAINE | 397 | - | 269 | 4 | 169 | 60 | 33 | - | 3 | 56 | 1 | 12 | 23 | 8 | 12 | 4 | - | 9 | 24 | 6 | 12 | 14 | - | - | - | 5 | 2 | 7 | 7 | - | - | 1 | 1 | 5 | | |
| MARYLAND | 199 | - | 54 | 4 | 18 | 29 | 3 | - | 3 | 17 | - | 1 | 5 | 8 | 5 | 15 | - | 1 | 8 | 6 | 6 | 12 | 2 | - | - | - | 2 | - | 2 | - | - | - | 1 | 3 | 2 | |
| MASSACHUSETTS | 150 | - | 40 | 4 | 21 | 14 | 1 | - | 1 | 26 | - | 1 | 17 | 5 | 4 | 32 | - | - | 18 | 4 | 4 | 40 | 66 | - | - | - | - | 1 | 23 | - | 11 | 9 | 1 | 1 | | |
| MICHIGAN | 1,024 | - | 481 | 41 | 64 | 68 | 307 | - | 1 | 118 | - | 1 | 44 | 65 | 7 | 227 | - | 4 | 62 | 121 | 40 | 66 | - | 1 | 21 | 26 | 18 | 132 | - | 1 | 32 | 43 | 55 | 55 | | |
| MINNESOTA | 1,051 | - | 835 | 54 | 412 | 7 | 361 | - | 1 | 135 | 17 | 64 | 18 | 31 | 5 | 143 | - | 12 | 26 | 27 | 59 | 19 | 78 | - | 2 | 21 | 19 | 17 | 109 | - | 29 | 32 | 26 | 16 | | |
| MISSISSIPPI | 482 | - | 358 | 54 | 111 | 40 | 147 | - | 5 | 47 | - | 11 | 15 | 11 | 9 | 42 | - | 2 | 7 | 24 | 6 | 25 | - | 3 | 5 | 16 | 1 | 10 | - | 3 | 3 | 3 | 11 | 6 | | |
| MISSOURI | 902 | - | 775 | 144 | 293 | 71 | 247 | - | 20 | 33 | - | 3 | 5 | 4 | 1 | 59 | - | 1 | 5 | 6 | 3 | 1 | 16 | - | 1 | 7 | 6 | 2 | 22 | - | 3 | 7 | 2 | 2 | | |
| MONTANA | 190 | - | 121 | 17 | 93 | 3 | 8 | - | 20 | 15 | - | 3 | - | 4 | 1 | 10 | - | 1 | 5 | 6 | 3 | 1 | 16 | - | 1 | 7 | 6 | 2 | 22 | - | 3 | 7 | 2 | 2 | | |
| NEBRASKA | 405 | - | 231 | 81 | 56 | 8 | 79 | - | 7 | 71 | 14 | 22 | 11 | 14 | 10 | 42 | - | 2 | 7 | 8 | 14 | 11 | 24 | - | 5 | 5 | 6 | 8 | 37 | - | 3 | 8 | 7 | 18 | | |
| NEVADA | 66 | - | 33 | 1 | 26 | 1 | 5 | - | 18 | 2 | - | 2 | - | 2 | 1 | 10 | - | 4 | 4 | 1 | 3 | 1 | 5 | - | 3 | 2 | 1 | 13 | - | 5 | 3 | 1 | 3 | 3 | | |
| NEW HAMPSHIRE | 217 | - | 161 | 91 | 34 | 36 | 55 | - | 32 | - | - | 14 | 15 | 2 | 1 | 14 | - | 6 | 4 | 3 | 1 | 5 | - | - | - | 2 | 5 | - | 1 | - | - | - | - | - | | |
| NEW JERSEY | 378 | - | 82 | 7 | 20 | 34 | 55 | - | 64 | - | - | 14 | 20 | 41 | 3 | 104 | - | - | 19 | 79 | 6 | 54 | - | - | - | 14 | 35 | 5 | 74 | - | - | 13 | 53 | 8 | | |
| NEW MEXICO | 223 | - | 137 | 13 | 92 | 18 | 14 | - | 15 | 34 | - | 8 | 16 | 4 | 1 | 31 | - | 12 | 6 | 8 | 5 | 9 | - | - | 1 | 4 | 1 | 3 | 12 | - | 3 | 5 | 1 | 3 | | |
| NEW YORK | 874 | - | 114 | 8 | 58 | 23 | 112 | - | 6 | 178 | - | 2 | 97 | 37 | 42 | 238 | - | 3 | 119 | 53 | 71 | 104 | - | 1 | 1 | 52 | 34 | 18 | 240 | - | 3 | 12 | 69 | 64 | | |
| NORTH CAROLINA | 1,965 | - | 1,380 | 349 | 504 | 248 | 276 | - | 1 | 343 | 67 | 34 | 181 | 53 | 8 | 187 | - | 3 | 14 | 123 | 39 | 8 | 38 | - | 1 | 2 | 26 | 6 | 3 | 17 | - | 1 | 11 | 3 | 2 | |
| NORTH DAKOTA | 186 | - | 141 | 53 | 64 | 10 | 14 | - | 1 | 21 | - | 3 | 6 | 7 | 5 | 12 | - | 3 | 2 | 4 | 2 | 1 | 7 | - | 1 | 1 | 3 | 1 | 5 | - | 1 | 2 | 1 | 1 | - | |
| OHIO | 2,321 | - | 914 | 15 | 373 | 280 | 151 | - | 95 | 469 | - | 5 | 36 | 233 | 64 | 136 | - | 2 | 36 | 253 | 77 | 212 | 204 | - | 1 | 10 | 85 | 26 | 83 | 156 | - | 6 | 69 | 13 | 68 | |
| OKLAHOMA | 499 | - | 262 | 37 | 79 | 28 | 112 | - | 6 | 59 | 5 | 2 | 6 | 11 | 27 | 10 | 88 | - | 3 | 18 | 39 | 26 | 23 | - | 1 | 7 | 8 | 6 | 61 | - | 2 | 3 | 12 | 24 | 20 | |
| OREGON | 361 | - | 204 | 16 | 62 | 59 | 33 | - | 66 | 31 | 2 | 2 | 17 | 10 | - | 32 | - | 2 | 31 | 32 | 4 | 28 | - | 1 | 21 | 5 | 1 | 29 | - | 2 | 2 | 15 | 11 | 1 | 1 | |
| PENNSYLVANIA | 2,802 | - | 1,674 | 28 | 483 | 638 | 459 | - | 66 | 589 | 1 | 65 | 275 | 150 | 92 | 358 | - | 2 | 18 | 162 | 110 | 68 | 107 | - | 6 | 53 | 26 | 22 | 74 | - | - | 37 | 9 | 28 | | |
| RHODE ISLAND | 101 | - | 41 | 10 | 25 | 6 | 6 | - | 1 | 15 | - | 1 | 14 | - | 9 | 41 | - | 2 | 28 | 11 | 2 | 3 | - | - | - | 3 | - | - | 1 | - | - | 1 | - | 1 | | |
| SOUTH CAROLINA | 647 | - | 347 | 39 | 295 | 65 | 147 | - | 66 | 102 | 1 | 28 | 52 | 9 | 12 | 139 | - | 51 | 42 | 12 | 32 | 40 | - | 3 | - | 1 | 3 | 8 | 19 | - | 5 | 8 | 5 | 4 | | |
| SOUTH DAKOTA | 210 | - | 173 | 33 | 94 | 46 | 46 | - | 3 | 8 | 1 | 4 | 8 | 3 | 5 | 41 | - | 4 | 1 | 13 | 9 | 9 | - | 1 | 1 | 4 | 1 | 6 | - | - | - | - | - | - | | |
| TENNESSEE | 511 | - | 267 | 3 | 124 | 47 | 91 | - | 2 | 57 | - | 4 | 30 | 14 | 5 | 99 | - | 4 | 37 | 49 | 9 | 46 | - | 4 | 4 | 26 | 10 | 6 | 42 | - | 7 | 15 | 13 | 7 | | |
| TEXAS | 1,742 | - | 962 | 5 | 444 | 231 | 275 | - | 7 | 146 | 1 | 44 | 48 | 43 | 10 | 198 | - | 2 | 36 | 68 | 82 | 10 | 110 | - | 2 | 28 | 36 | 29 | 15 | 128 | - | 3 | 31 | 49 | 32 | 13 |
| UTAH | 458 | - | 198 | 85 | 263 | 12 | 56 | - | 4 | 21 | - | 7 | 2 | 12 | - | 25 | - | 1 | 4 | 6 | 8 | 6 | 32 | - | 1 | 19 | 7 | 1 | 19 | - | 7 | 2 | 4 | 10 | | |
| VERMONT | 160 | - | 130 | 4 | 58 | 12 | 26 | - | 1 | 21 | - | 1 | 7 | 2 | 12 | - | 7 | - | 10 | 5 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| VIRGINIA | 277 | - | 72 | 4 | 9 | 44 | 18 | - | 1 | 74 | - | 1 | 57 | 13 | 3 | 101 | - | 10 | 58 | 17 | 16 | 17 | - | 2 | 12 | 1 | 2 | 13 | - | 1 | 9 | - | 1 | 2 | | |
| WASHINGTON | 422 | - | 287 | 7 | 55 | 66 | 116 | - | 3 | 25 | - | 1 | 2 | 11 | 10 | 1 | 60 | - | 3 | 18 | 30 | 9 | 44 | - | - | 21 | 13 | 10 | 46 | - | - | 15 | 20 | 11 | | |
| WEST VIRGINIA | 458 | - | 289 | 4 | 71 | 107 | 89 | - | 5 | 75 | - | 5 | 37 | 22 | 11 | 53 | - | 17 | 35 | 104 | 23 | 68 | - | - | 3 | 7 | 4 | - | 10 | - | - | - | 2 | 8 | - | |
| WISCONSIN | 1,200 | - | 749 | 11 | 298 | 27 | 408 | - | 5 | 168 | - | 1 | 36 | 26 | 99 | 6 | 170 | - | 8 | 5 | 104 | 3 | 68 | - | 3 | 13 | 37 | 15 | 36 | - | - | 2 | 18 | 8 | 6 | |
| WYOMING | 120 | - | 71 | 2 | 60 | 6 | 3 | - | 5 | 24 | - | 13 | 6 | 5 | - | 14 | - | - | 5 | 1 | - | 7 | - | 1 | 2 | 4 | - | 4 | - | - | 3 | 1 | 1 | 1 | - | |
| DISTRICT OF COLUMBIA | 126 | - | 2 | 1 | - | 1 | - | - | 1 | 15 | - | - | 13 | 2 | - | 39 | - | - | 15 | 23 | 1 | 34 | - | 1 | 24 | - | 9 | - | 35 | - | - | 30 | 4 | - | 1 | |
| TOTAL | 32,815 | 368 | 18,326 | 1,620 | 6,737 | 3,498 | 6,102 | 369 | 4,484 | 174 | 718 | 1,742 | 1,268 | 582 | | | | | | | | | | | | | | | | | | | | | | |

STATE HIGHWAY MILEAGE - 1947
DIVIDED HIGHWAY MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS
CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-11, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | MILEAGE CLASSIFIED BY TYPE OF SURFACE | | | | | | | | | STATE |
|------------------|-------|-------------------------------------|---------------------|---------------------|-------------|---------------------------------------|----------------------|-----------------------------------|-------------------------|-------------------------------|--|-------------------------------|------------|-------------------|------------------|
| | | UNDER 36 | 36 AND LESS THAN 45 | 45 AND LESS THAN 55 | 55 AND OVER | D SOIL-SURFACED | E GRAVEL OR STONE | F BITU-MINIOUS SURFACE-TREATED | G MIXED BITU-MINIOUS | H BITU-MINIOUS PENETRATION | I BITU-MINIOUS CONCRETE AND SHEET ASPHALT | J PORTLAND CEMENT CONCRETE | K BRICK | M DUAL-TYPE 2/ | |
| ALABAMA | 30 | - | 30 | - | - | - | - | 2 | 15 | - | 6 | 7 | - | - | ALABAMA |
| ARIZONA | 2 | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | ARIZONA |
| ARKANSAS | 3 | - | 1 | 1 | - | - | - | 1 | - | - | 1 | - | - | 1 | ARKANSAS |
| CALIFORNIA | 248 | 1 | 117 | 122 | 9 | - | - | - | 35 | - | 54 | 61 | - | 98 | CALIFORNIA |
| COLORADO | 16 | - | 4 | 3 | 9 | - | 4 | - | 8 | - | - | 4 | - | - | COLORADO |
| CONNECTICUT | 88 | - | 6 | 82 | - | - | - | 1 | - | - | 79 | - | - | 8 | CONNECTICUT |
| DELAWARE | 57 | - | 46 | 5 | 6 | - | - | - | - | - | 19 | - | - | 36 | DELAWARE |
| FLORIDA | 17 | - | 11 | 6 | - | - | - | - | 9 | - | 7 | - | - | 1 | FLORIDA |
| GEORGIA | 36 | - | 19 | 13 | - | - | - | 1 | - | - | 1 | 33 | - | 1 | GEORGIA |
| IDAHO | 10 | 4 | 10 | - | - | - | - | - | - | - | 5 | - | - | 5 | IDAHO |
| ILLINOIS | 91 | - | 84 | 6 | 1 | - | - | - | - | - | 80 | - | - | - | ILLINOIS |
| INDIANA | 209 | - | 169 | 34 | 6 | - | 4 | - | - | - | 7 | 184 | - | 25 | INDIANA |
| IOWA | 3 | - | 3 | - | - | - | - | - | - | - | - | 3 | - | - | IOWA |
| KANSAS | 30 | - | 29 | - | 1 | - | - | - | - | - | 28 | - | - | 2 | KANSAS |
| KENTUCKY | 34 | - | 34 | - | - | - | - | - | - | - | 34 | - | - | - | KENTUCKY |
| LOUISIANA | 49 | - | 39 | 6 | 4 | - | - | - | - | - | 45 | - | - | 4 | LOUISIANA |
| MAINE 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MAINE 3/ |
| MARYLAND | 83 | - | 43 | 34 | 6 | - | - | - | - | 9 | 73 | - | - | 1 | MARYLAND |
| MASSACHUSETTS | 76 | - | 22 | 19 | 35 | - | - | - | - | - | 35 | - | - | 14 | MASSACHUSETTS |
| MICHIGAN | 63 | - | 41 | 11 | 11 | 2 | - | - | - | 4 | 60 | - | - | 3 | MICHIGAN |
| MINNESOTA | 50 | - | 25 | 21 | 4 | - | 1 | - | 10 | - | 3 | 21 | - | 15 | MINNESOTA |
| MISSISSIPPI | 15 | - | 7 | 8 | - | - | - | - | - | - | 15 | - | - | - | MISSISSIPPI |
| MISSOURI | 65 | 7 | 54 | 3 | 1 | - | - | - | - | - | 62 | - | - | 3 | MISSOURI |
| MONTANA 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MONTANA 3/ |
| NEBRASKA | 10 | - | 8 | - | 2 | - | - | - | - | - | 10 | - | - | - | NEBRASKA |
| NEVADA | 12 | - | - | 11 | 1 | - | - | - | 3 | - | - | - | - | 9 | NEVADA |
| NEW HAMPSHIRE 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE 3/ |
| NEW JERSEY | 197 | - | 124 | 43 | 30 | - | - | - | - | - | 3 | 173 | - | 21 | NEW JERSEY |
| NEW MEXICO 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW MEXICO 3/ |
| NEW YORK | 79 | - | 31 | 39 | 9 | - | 6 | - | - | - | 1 | 60 | - | 12 | NEW YORK |
| NORTH CAROLINA | 14 | - | 14 | - | - | - | - | - | - | - | 9 | - | - | - | NORTH CAROLINA |
| NORTH DAKOTA 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA 3/ |
| OHIO | 113 | 1 | 54 | 56 | 2 | - | - | - | 1 | - | 31 | 42 | 3 | 36 | OHIO |
| OKLAHOMA | 22 | - | 7 | 14 | 1 | - | - | - | - | - | 1 | 21 | - | 1 | OKLAHOMA |
| OREGON | 2 | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | OREGON |
| PENNSYLVANIA | 53 | - | 30 | 22 | 1 | - | - | - | - | - | 47 | - | - | 4 | PENNSYLVANIA |
| RHODE ISLAND | 13 | - | - | 12 | 1 | - | - | - | - | - | 4 | - | - | 9 | RHODE ISLAND |
| SOUTH CAROLINA | 47 | - | 43 | 1 | 3 | - | - | 1 | - | - | 7 | 39 | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH DAKOTA 3/ |
| TENNESSEE | 19 | - | 19 | - | - | - | - | - | - | - | 14 | - | - | 5 | TENNESSEE |
| TEXAS | 107 | - | 62 | 11 | 34 | - | - | 9 | - | 1 | 5 | 22 | 2 | 68 | TEXAS |
| UTAH 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | UTAH 3/ |
| VERMONT 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VERMONT 3/ |
| VIRGINIA | 71 | 1 | 59 | 11 | - | - | - | 7 | - | - | 6 | 39 | - | 19 | VIRGINIA |
| WASHINGTON | 49 | - | 49 | - | - | - | - | - | - | - | 49 | - | - | - | WASHINGTON |
| WEST VIRGINIA | 7 | - | 6 | 1 | - | - | - | - | - | - | 7 | - | - | - | WEST VIRGINIA |
| WISCONSIN | 52 | - | 51 | - | 1 | - | - | - | - | - | 4 | 38 | - | 10 | WISCONSIN |
| WYOMING 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WYOMING 4/ |
| TOTAL | 2,142 | 14 | 1,353 | 595 | 180 | 2 | 15 | 27 | 89 | 23 | 147 | 1,429 | 5 | 411 | TOTAL |

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MINGLING EXCEPT AT INTERVALS WHERE CROSSOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

3/ NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

4/ LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYSTATE HIGHWAY MILEAGE - 1947
DIVIDED HIGHWAY MILEAGE ON SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-12, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL 2/ | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | MILEAGE CLASSIFIED BY TYPE OF SURFACE | | | | | | | STATE |
|--|-------------|-------------------------------------|---------------------------------|---------------------------------|-------------------|---------------------------------------|---|-------------------------------|--|--|-------------------------------------|--------------------------|--|
| | | UNDER 36 | 36 AND LESS THAN 45 | 45 AND LESS THAN 55 | 55 AND OVER | E GRAVEL OR STONE | F BITU- MINOUS SURFACE- TREATED | G MIXED BITU- MINOUS | H BITU- MINOUS PENE- TRATION | I BITU- MINOUS CONCRETE AND SHEET ASPHALT | J PORTLAND CEMENT CONCRETE | K DUAL- TYPE 3/ | |
| SECONDARY STATE HIGHWAYS | | | | | | | | | | | | | |
| CALIFORNIA | 93 | - | 26 | 52 | 15 | - | 3 | 12 | 5 | 13 | 37 | 23 | CALIFORNIA |
| COLORADO | - | - | - | - | - | - | - | - | - | - | - | - | COLORADO |
| LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL | - 3 3 | - 1 1 | - - - | - 2 2 | - - - | - 1 1 | - - - | - - - | - - - | - - - | - 2 2 | - - - | LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL |
| MAINE | - | - | - | - | - | - | - | - | - | - | - | - | MAINE |
| MISSISSIPPI | - | - | - | - | - | - | - | - | - | - | - | - | MISSISSIPPI |
| MISSOURI | 3 | - | 3 | - | - | - | - | - | - | - | 3 | - | MISSOURI |
| MONTANA: SECONDARY STATE-AID TOTAL | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | - - - | MONTANA: SECONDARY STATE-AID TOTAL |
| NEVADA | - | - | - | - | - | - | - | - | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE |
| OREGON | - | - | - | - | - | - | - | - | - | - | - | - | OREGON |
| PENNSYLVANIA | 3 | 1 | - | 2 | - | - | - | - | 2 | - | 1 | - | PENNSYLVANIA |
| SOUTH CAROLINA | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CAROLINA |
| WASHINGTON | - | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| TOTAL | 102 | 2 | 29 | 56 | 15 | 1 | 3 | 12 | 7 | 13 | 43 | 23 | TOTAL |
| COUNTY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | |
| DELAWARE | - | - | - | - | - | - | - | - | - | - | - | - | DELAWARE |
| NEVADA | - | - | - | - | - | - | - | - | - | - | - | - | NEVADA |
| NORTH CAROLINA | 1 | - | 1 | - | - | - | - | - | - | 1 | - | - | NORTH CAROLINA |
| VIRGINIA | - | - | - | - | - | - | - | - | - | - | - | - | VIRGINIA |
| WEST VIRGINIA | - | - | - | - | - | - | - | - | - | - | - | - | WEST VIRGINIA |
| TOTAL | 1 | - | 1 | - | - | - | - | - | - | 1 | - | - | TOTAL |
| ALL SECONDARY ROADS UNDER STATE CONTROL | | | | | | | | | | | | | |
| GRAND TOTAL | 103 | 2 | 30 | 56 | 15 | 1 | 3 | 12 | 7 | 14 | 43 | 23 | GRAND TOTAL |

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MINGLING EXCEPT AT INTERVALS WHERE CROSSEOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

2/ DIVIDED HIGHWAY MILEAGES WERE REPORTED ONLY FOR CALIFORNIA, LOUISIANA, MISSOURI, PENNSYLVANIA AND NORTH CAROLINA.

3/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

STATE HIGHWAY MILEAGE - 1947
DIVIDED HIGHWAY MILEAGE ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS
CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-13, 1947
ISSUED OCTOBER 1948

| STATE | TOTAL 2/ | MILEAGE CLASSIFIED BY WIDTH IN FEET | | | | MILEAGE CLASSIFIED BY TYPE OF SURFACE | | | | | | | | | | STATE |
|----------------------|-------------|-------------------------------------|---------------------------------|---------------------------------|-------------------|---------------------------------------|---|-------------------------------|--|---|-------------------------------------|------------|------------|--------------------------|----------------------|-------|
| | | UNDER 36 | 36 AND LESS THAN 45 | 45 AND LESS THAN 55 | 55 AND OVER | E GRAVEL OR STONE | F BITU- MINOUS SURFACE- TREATED | G MIXED BITU- MINOUS | H BITU- MINOUS PENE- TRATION | I BITU- MINOUS CONCRETE AND SHEET ASPHALT | J PORTLAND CEMENT CONCRETE | K BRICK | L BLOCK | M DUAL- TYPE 3/ | | |
| ALABAMA | 16 | - | 2 | 9 | - | 3 | - | - | 1 | 5 | 7 | - | - | - | ALABAMA | |
| ARIZONA | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | ARIZONA | |
| ARKANSAS | 5 | - | 1 | 1 | 3 | - | - | - | - | 1 | 1 | - | - | 3 | ARKANSAS | |
| CALIFORNIA | 144 | - | 20 | 45 | 79 | - | - | 11 | 8 | 44 | 26 | - | - | 55 | CALIFORNIA | |
| COLORADO | 9 | - | 1 | - | 8 | - | - | 2 | - | 4 | 3 | - | - | - | COLORADO | |
| CONNECTICUT | 25 | - | 2 | 14 | 9 | - | - | - | - | 2 | 21 | - | - | 2 | CONNECTICUT | |
| DELAWARE | 3 | - | 1 | 1 | 1 | - | - | - | - | - | 2 | - | - | 1 | DELAWARE | |
| FLORIDA | 28 | 2 | 13 | 5 | 8 | - | 5 | 3 | - | 3 | 12 | 2 | - | 3 | FLORIDA | |
| GEORGIA | 19 | - | 4 | 8 | 2 | 5 | - | 3 | 1 | 1 | 5 | 5 | 4 | - | GEORGIA | |
| IDAHO 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | IDAHO 4/ | |
| ILLINOIS | 65 | - | 28 | 10 | 27 | - | - | 1 | - | 22 | 40 | - | 1 | - | ILLINOIS | |
| INDIANA | 10 | - | 6 | 2 | 2 | - | - | - | - | 1 | 8 | - | - | 1 | INDIANA | |
| IOWA | 5 | 1 | 3 | 1 | - | - | - | - | - | 1 | 3 | 1 | - | - | IOWA | |
| KANSAS | 2 | - | 2 | - | - | - | - | - | - | - | - | 2 | - | - | KANSAS | |
| KENTUCKY | 3 | - | 2 | 1 | - | - | - | - | - | - | 3 | - | - | - | KENTUCKY | |
| LOUISIANA | 43 | 3 | 17 | 5 | 18 | 1 | - | - | - | 23 | 16 | - | - | 3 | LOUISIANA | |
| MAINE 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MAINE 5/ | |
| MARYLAND | 3 | - | 1 | 1 | 1 | - | - | - | - | 2 | 2 | - | - | 1 | MARYLAND | |
| MASSACHUSETTS | 23 | - | 1 | 2 | 20 | - | - | - | 5 | 6 | 11 | - | - | 1 | MASSACHUSETTS | |
| MICHIGAN | 55 | - | 18 | 8 | 29 | - | - | - | - | 3 | 43 | 1 | - | 8 | MICHIGAN | |
| MINNESOTA | 43 | 1 | 15 | 11 | 16 | - | 1 | 14 | - | 4 | 21 | - | - | 3 | MINNESOTA | |
| MISSISSIPPI | 15 | - | 7 | 8 | - | - | - | - | - | - | 15 | - | - | - | MISSISSIPPI | |
| MISSOURI | 9 | - | 5 | 3 | 1 | - | - | - | - | - | 9 | - | - | - | MISSOURI | |
| MONTANA 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MONTANA 5/ | |
| NEBRASKA | 4 | 1 | 2 | 1 | - | - | - | - | - | 2 | 1 | 1 | - | - | NEBRASKA | |
| NEVADA 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEVADA 4/ | |
| NEW HAMPSHIRE 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE 5/ | |
| NEW JERSEY | 79 | - | 20 | 16 | 43 | - | - | - | - | 7 | 68 | - | - | 4 | NEW JERSEY | |
| NEW MEXICO | 1 | - | - | 1 | - | - | - | - | - | - | 1 | - | - | - | NEW MEXICO | |
| NEW YORK | 145 | - | 17 | 31 | 97 | - | - | - | 3 | 32 | 88 | 2 | 10 | 10 | NEW YORK | |
| NORTH CAROLINA | 13 | 1 | 10 | 1 | 1 | 1 | 1 | - | - | 8 | 3 | - | - | - | NORTH CAROLINA | |
| NORTH DAKOTA 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA 5/ | |
| OHIO | 68 | 1 | 16 | 23 | 28 | - | - | 2 | - | 39 | 16 | 8 | - | 3 | OHIO | |
| OKLAHOMA | 6 | 1 | 3 | 1 | 1 | - | - | - | - | 1 | 3 | 1 | - | 1 | OKLAHOMA | |
| OREGON | 1 | - | - | 1 | - | - | - | - | - | - | 1 | - | - | - | OREGON | |
| PENNSYLVANIA | 44 | 1 | 7 | 19 | 17 | - | - | - | 1 | 17 | 18 | - | - | 8 | PENNSYLVANIA | |
| RHODE ISLAND | 2 | - | - | 1 | 1 | - | - | - | 1 | 1 | - | - | - | - | RHODE ISLAND | |
| SOUTH CAROLINA | 13 | 1 | 6 | 4 | 2 | - | 5 | - | - | 1 | 4 | 1 | - | 2 | SOUTH CAROLINA | |
| SOUTH DAKOTA 5/ | - | - | - | - | - | - | - | - | - | - | 3 | - | - | - | SOUTH DAKOTA 5/ | |
| TENNESSEE | 4 | - | - | 1 | 3 | - | - | - | - | 1 | 3 | - | - | - | TENNESSEE | |
| TEXAS | 10 | - | 8 | - | 2 | - | 2 | - | 1 | 2 | 5 | - | - | - | TEXAS | |
| UTAH | 2 | - | 2 | - | - | - | - | - | - | - | 2 | - | - | - | UTAH | |
| VERMONT 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | VERMONT 5/ | |
| VIRGINIA | 22 | 2 | 12 | 7 | 1 | - | 3 | - | 1 | 9 | 5 | - | - | 4 | VIRGINIA | |
| WASHINGTON | 6 | - | 3 | 3 | - | - | - | - | - | - | 3 | - | - | 3 | WASHINGTON | |
| WEST VIRGINIA | 14 | - | 4 | 2 | 8 | - | - | - | - | 1 | 13 | - | - | - | WEST VIRGINIA | |
| WISCONSIN | 14 | 1 | 4 | 5 | 4 | - | - | - | 1 | 4 | 9 | - | - | - | WISCONSIN | |
| WYOMING | 1 | - | - | 1 | - | - | - | 1 | - | - | - | - | - | - | WYOMING | |
| DISTRICT OF COLUMBIA | 12 | - | - | 7 | 5 | - | - | - | - | 7 | 5 | - | - | - | DISTRICT OF COLUMBIA | |
| TOTAL | 987 | 22 | 275 | 247 | 443 | 2 | 20 | 39 | 23 | 256 | 496 | 24 | 11 | 116 | TOTAL | |

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MINGLING EXCEPT AT INTERVALS WHERE CROSSOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

2/ INCLUDES 170 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.
3/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.
4/ LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.
5/ NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1946 ^{1/}

CLASSIFIED BY SYSTEM

TABLE RM-1, 1946
ISSUED FEBRUARY 1948

| STATE | TOTAL RURAL MILEAGE | UNDER STATE CONTROL | | | | | UNDER LOCAL CONTROL | | | | | UNDER FEDERAL CONTROL: NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. ^{5/} | STATE | | |
|----------------|---------------------|---------------------|-----------------------|-------------------------|----------------------------------|---------------------------------|---------------------|----------------------|------------------------|------------------------|---------------------------------------|--|--------|---------------------------------|----------------|
| | | TOTAL | STATE PRIMARY SYSTEMS | STATE SECONDARY SYSTEMS | COUNTY ROADS UNDER STATE CONTROL | OTHER STATE ROADS ^{2/} | TOTAL | UNDER COUNTY CONTROL | | | TOWN AND TOWNSHIP ROADS ^{3/} | | | OTHER LOCAL ROADS ^{4/} | |
| | | | | | | | | TOTAL | PRINCIPAL COUNTY ROADS | SECONDARY COUNTY ROADS | | | | | UNSEGREGATED |
| ALABAMA | 60,048 | 6,722 | 6,722 | - | - | - | 6/ 52,956 | 6/ 52,956 | - | - | 6/ 52,956 | - | - | 370 | ALABAMA |
| ARIZONA | 29,208 | 3,804 | 3,801 | - | - | - | 15,608 | 15,608 | - | - | 15,608 | - | - | 9,796 | ARIZONA |
| ARKANSAS | 55,532 | 9,318 | 9,318 | - | - | - | 46,214 | 46,214 | - | - | 46,214 | - | - | - | ARKANSAS |
| CALIFORNIA | 97,931 | 12,694 | 4,015 | 8,618 | - | - | 74,937 | 58,182 | - | - | 58,182 | - | 16,755 | 10,300 | CALIFORNIA |
| COLORADO | 75,767 | 11,817 | 3,755 | 8,062 | - | - | 63,162 | 36,731 | - | - | 36,731 | - | 26,431 | 788 | COLORADO |
| CONNECTICUT | 10,928 | 2,677 | 2,491 | - | - | 186 | 8,251 | - | - | - | 8,251 | - | - | - | CONNECTICUT |
| DELAWARE | 3,756 | 3,756 | 1,009 | - | 2,747 | - | - | (2/) | - | - | - | - | - | - | DELAWARE |
| FLORIDA | 38,591 | 7,704 | 7,691 | - | - | 13 | 29,761 | 29,761 | - | - | 29,761 | - | - | 1,126 | FLORIDA |
| GEORGIA | 90,439 | 12,862 | 12,862 | - | - | - | 8/ 77,577 | 8/ 77,577 | - | - | 8/ 77,577 | - | - | - | GEORGIA |
| IDAHO | 36,091 | 4,975 | 4,975 | - | - | - | 24,918 | 15,403 | - | - | 15,403 | - | - | 6,198 | IDAHO |
| ILLINOIS | 104,579 | 10,224 | 10,224 | - | - | - | 94,355 | 18,443 | 9/ 18,443 | - | 75,912 | - | - | - | ILLINOIS |
| INDIANA | 82,206 | 9,549 | 9,549 | - | - | - | 72,657 | 72,657 | - | - | 72,657 | - | - | - | INDIANA |
| IOWA | 101,557 | 8,779 | 8,674 | - | - | 105 | 92,778 | 92,778 | 13,761 | 79,017 | - | - | - | - | IOWA |
| KANSAS | 129,516 | 9,389 | 9,389 | - | - | - | 120,112 | 18,304 | - | - | 18,304 | - | - | 15 | KANSAS |
| KENTUCKY | 58,257 | 9,848 | 9,848 | - | - | - | 47,598 | 47,598 | - | - | 47,598 | 101,808 | - | 811 | KENTUCKY |
| LOUISIANA | 37,009 | 17,637 | 3,817 | 10/ 13,820 | - | - | 19,372 | 18,719 | - | - | 18,719 | - | 653 | - | LOUISIANA |
| MAINE | 20,654 | 9,519 | 2,797 | 9/ 6,702 | - | 20 | 11,039 | - | - | - | 11,039 | - | - | 96 | MAINE |
| MARYLAND | 16,874 | 4,424 | 4,403 | - | - | 21 | 12,365 | 11,186 | - | - | 11,186 | - | 1,179 | 85 | MARYLAND |
| MASSACHUSETTS | 17,323 | 1,807 | 1,807 | - | - | - | 15,516 | - | - | - | 15,516 | - | - | - | MASSACHUSETTS |
| MICHIGAN | 93,099 | 8,437 | 8,437 | - | - | - | 84,662 | 84,662 | - | - | 84,662 | - | - | - | MICHIGAN |
| MINNESOTA | 109,604 | 10,792 | 9,939 | - | - | 853 | 97,661 | 41,079 | 9/ 15,438 | 25,641 | - | 11/ 56,582 | - | 1,151 | MINNESOTA |
| MISSISSIPPI | 61,146 | 6,134 | 3,617 | 2,441 | - | 76 | 53,983 | 53,983 | - | - | 53,983 | - | - | 1,029 | MISSISSIPPI |
| MISSOURI | 116,814 | 15,540 | 7,872 | 7,668 | - | - | 100,504 | 100,504 | - | - | 100,504 | - | - | 770 | MISSOURI |
| MONTANA | 69,620 | 8,562 | 5,616 | 12/ 2,946 | - | - | 55,292 | 55,292 | - | - | 55,292 | - | - | 5,766 | MONTANA |
| NEBRASKA | 100,611 | 8,846 | 8,813 | - | - | 33 | 91,506 | 67,994 | - | - | 67,994 | 23,512 | - | 259 | NEBRASKA |
| NEVADA | 23,765 | 5,536 | 2,159 | 3,341 | 36 | - | 18,229 | 18,229 | - | - | 18,229 | - | - | - | NEVADA |
| NEW HAMPSHIRE | 12,493 | 3,564 | 1,513 | 2,051 | - | - | 8,821 | 8,821 | - | - | 8,821 | - | - | 108 | NEW HAMPSHIRE |
| NEW JERSEY | 18,345 | 1,758 | 1,319 | 13/ 439 | - | - | 16,587 | (14/) | - | - | - | 14/ 16,587 | - | - | NEW JERSEY |
| NEW MEXICO | 61,859 | 9,749 | 9,735 | - | - | 14 | 48,238 | 48,238 | - | - | 48,238 | - | - | 3,872 | NEW MEXICO |
| NEW YORK | 81,078 | 14,219 | 14,219 | - | - | - | 66,859 | 17,003 | - | - | 17,003 | 49,856 | - | - | NEW YORK |
| NORTH CAROLINA | 61,403 | 60,134 | 10,382 | - | 49,752 | - | - | (2/) | - | - | - | - | - | 1,269 | NORTH CAROLINA |
| NORTH DAKOTA | 114,610 | 6,849 | 6,849 | - | - | 40 | 107,347 | 23,852 | - | - | 23,852 | 83,495 | - | 414 | NORTH DAKOTA |
| OHIO | 86,110 | 16,168 | 16,168 | - | - | - | 69,942 | 28,986 | - | - | 28,986 | 40,956 | - | - | OHIO |
| OKLAHOMA | 100,210 | 9,680 | 9,633 | - | - | 47 | 89,305 | 89,305 | - | - | 89,305 | - | - | 1,225 | OKLAHOMA |
| OREGON | 54,054 | 7,477 | 4,470 | 2,266 | - | 741 | 33,784 | 33,784 | - | - | 33,784 | - | - | 12,793 | OREGON |
| PENNSYLVANIA | 86,621 | 38,665 | 12,948 | 25,222 | 595 | - | 47,876 | 826 | - | - | 826 | 47,050 | - | 80 | PENNSYLVANIA |
| RHODE ISLAND | 2,517 | 778 | 726 | 13/ 52 | - | - | 1,739 | - | - | - | - | 1,739 | - | - | RHODE ISLAND |
| SOUTH CAROLINA | 46,023 | 14,639 | 14,639 | - | - | - | 31,384 | 31,384 | - | - | 31,384 | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 98,463 | 6,087 | 5,869 | - | - | 218 | 91,429 | 40,147 | 20,270 | 19,877 | 31,384 | 51,282 | - | 947 | SOUTH DAKOTA |
| TENNESSEE | 65,153 | 7,667 | 7,329 | - | - | 338 | 56,912 | 56,884 | - | - | 56,884 | - | 28 | 574 | TENNESSEE |
| TEXAS | 196,615 | 25,099 | 25,099 | - | - | - | 171,516 | 171,516 | - | - | 171,516 | - | - | - | TEXAS |
| UTAH | 24,385 | 4,864 | 4,864 | - | - | - | 15,427 | 15,427 | - | - | 15,427 | - | - | 4,094 | UTAH |
| VERMONT | 13,473 | 1,820 | 1,789 | - | - | 71 | 11,631 | 2,486 | 9/ 2,486 | - | - | 9,139 | - | 6 | VERMONT |
| VIRGINIA | 48,318 | 46,887 | 9,086 | - | 37,841 | - | 757 | 757 | - | - | 757 | - | - | 22 | VIRGINIA |
| WASHINGTON | 49,980 | 6,044 | 3,970 | 2,074 | - | - | 39,821 | 39,821 | - | - | 39,821 | - | - | 4,115 | WASHINGTON |
| WEST VIRGINIA | 34,296 | 34,296 | 4,501 | - | 28,315 | - | 1,085 | (2/) | - | - | - | - | 1,085 | 335 | WEST VIRGINIA |
| WISCONSIN | 85,308 | 9,305 | 9,231 | - | - | 74 | 75,465 | 17,853 | - | - | 17,853 | 57,612 | - | 538 | WISCONSIN |
| WYOMING | 26,966 | 4,252 | 4,252 | - | - | - | 20,604 | 20,604 | - | - | 20,604 | - | - | 2,110 | WYOMING |
| TOTAL | 3,009,145 | 549,873 | 342,071 | 85,602 | 118,691 | 3,509 | 2,387,542 | 1,672,733 | 70,398 | 124,535 | 1,477,800 | 668,672 | 46,137 | 71,730 | TOTAL |

^{1/} COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.
^{2/} STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.
^{3/} INCLUDES HIGHWAY DISTRICT MILEAGE FOR IDAHO AND ILLINOIS AND COUNTY ROAD MILEAGE FOR NEW JERSEY.
^{4/} ROADS NOT ON COUNTY, TOWN, OR TOWNSHIP SYSTEMS. THE MILEAGES SHOWN IN THIS COLUMN FOR CALIFORNIA AND COLORADO HAVE NOT BEEN CLASSIFIED BY THE GOVERNMENT UNITS THAT ADMINISTER THEM.
^{5/} INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.
^{6/} INCLUDES A SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

^{7/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.
^{8/} AS THE RESULT OF RESURVEY AND CORRECTION OF ERRORS IN EARLIER ROAD INVENTORY, AND OF THE EXCLUSION OF PRIVATE ROADS INCLUDED IN PRIOR REPORTS, THIS MILEAGE IS LOWER THAN THAT PREVIOUSLY REPORTED. A SMALL AMOUNT OF URBAN MILEAGE IS INCLUDED.
^{9/} STATE-AID SYSTEMS.
^{10/} INCLUDES 9,710 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM.
^{11/} ESTIMATED BY STATE AUTHORITIES.
^{12/} INCLUDES 71 MILES OF STATE-AID ROADS.
^{13/} STATE FOREST, PARK, AND INSTITUTIONAL ROADS REPORTED WITH STATE HIGHWAY SYSTEM MILEAGE.
^{14/} COUNTY ROADS ARE INCLUDED WITH TOWNSHIP ROADS, AS SEGREGATION WAS NOT AVAILABLE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1946 ^{1/}

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE RM-2, 1946
ISSUED FEBRUARY 1948

| SYSTEM | TOTAL | NONSURFACED | | | SURFACED | | | | | | | | | | |
|---|----------------|----------------|-------------------------------------|--------------------------|----------------|----------------|-------------------|-----------------------|---------------------------------|----------------|----------------------------------|--------------------------------|-----------------------|----------------|--|
| | | TOTAL | PRIMITIVE AND UNIM- PROVED | GRADED AND DRAINED | TOTAL | LOW TYPE | | | | HIGH TYPE | | | | | |
| | | | | | | TOTAL | SOIL- SURFACED | GRAVEL OR STONE | LOW- TYPE BITU- MINOUS | TOTAL | HIGH- TYPE BITU- MINOUS | PORTLAND CEMENT CONCRETE | BRICK AND BLOCK | DUAL- TYPE | |
| 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | |
| UNDER STATE CONTROL: | | | | | | | | | | | | | | | |
| STATE PRIMARY SYSTEMS | 342 | 24 | 14 | 10 | 318 | 184 | 2 | 49 | 133 | 134 | 52 | 79 | 1 | 2 | |
| STATE SECONDARY SYSTEMS | 86 | 13 | 4 | 9 | 73 | 62 | 3 | 33 | 26 | 11 | 9 | 2 | - | - | |
| COUNTY ROADS UNDER STATE CONTROL ^{2/} | 119 | 55 | 25 | 30 | 64 | 61 | 22 | 26 | 13 | 3 | 2 | 1 | - | - | |
| STATE PARKS, FORESTS, RESERVATIONS, ETC. ^{3/} | 3 | 2 | 1 | 1 | 1 | 1 | - | 1 | - | - | - | - | - | - | |
| TOTAL | 550 | 94 | 44 | 50 | 456 | 308 | 27 | 109 | 172 | 148 | 63 | 82 | 1 | 2 | |
| UNDER LOCAL CONTROL: | | | | | | | | | | | | | | | |
| COUNTY ROADS | 1,672 | 947 | 562 | 385 | 725 | 687 | 40 | 549 | 98 | 38 | 26 | 10 | 1 | 1 | |
| TOWN AND TOWNSHIP ROADS | 669 | 364 | 157 | 207 | 305 | 297 | 16 | 249 | 32 | 8 | 6 | 2 | - | - | |
| OTHER LOCAL ROADS | 46 | 41 | 39 | 2 | 5 | 5 | 1 | 2 | 2 | - | - | - | - | - | |
| TOTAL | 2,387 | 1,352 | 758 | 594 | 1,035 | 989 | 57 | 800 | 132 | 46 | 32 | 12 | 1 | 1 | |
| UNDER FEDERAL CONTROL: | | | | | | | | | | | | | | | |
| NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. ^{4/} | 72 | 59 | 36 | 23 | 13 | 12 | 1 | 10 | 1 | 1 | 1 | - | - | - | |
| TOTAL RURAL ROADS IN THE UNITED STATES | 3,009 | 1,505 | 838 | 667 | 1,504 | 1,309 | 85 | 919 | 305 | 195 | 96 | 94 | 2 | 3 | |

^{1/} COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.
^{2/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES),
AND WEST VIRGINIA.
^{3/} STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL

HIGHWAY SYSTEMS.
^{4/} INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

SUMMARY OF EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1946 ^{1/}
CLASSIFIED BY TYPE OF SURFACE

TABLE RM-3, 1946
ISSUED FEBRUARY 1948

| STATE | TOTAL | NONSURFACED MILEAGE | | | SURFACED MILEAGE | | | | | | | | NOT CLASSIFIED BY TYPE | STATE |
|----------------|-----------|---------------------|--------------------------|--------------------|------------------|---------------|-----------------|---------------------|----------------------|--------------------------|-----------------|-----------|------------------------|----------------|
| | | TOTAL | PRIMITIVE AND UNIMPROVED | GRADED AND DRAINED | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | LOW-TYPE BITUMINOUS | HIGH-TYPE BITUMINOUS | PORTLAND CEMENT CONCRETE | BRICK AND BLOCK | DUAL-TYPE | | |
| ALABAMA | 2/ 60,048 | 19,587 | 11,958 | 7,629 | 40,461 | 11,092 | 22,346 | 5,670 | 663 | 686 | 3 | 1 | - | ALABAMA |
| ARIZONA | 29,208 | 22,105 | 17,065 | 5,040 | 7,103 | 221 | 2,578 | 3,771 | 154 | 345 | - | 34 | - | ARIZONA |
| ARKANSAS | 55,532 | 33,920 | 25,055 | 8,865 | 21,612 | 131 | 17,831 | 1,874 | 547 | 1,224 | - | 5 | - | ARKANSAS |
| CALIFORNIA | 97,931 | 45,068 | 36,413 | 8,655 | 52,853 | 5,050 | 11,893 | 28,431 | 4,418 | 2,876 | 1 | 184 | 10 | CALIFORNIA |
| COLORADO | 75,767 | 59,487 | 52,786 | 6,701 | 16,280 | 346 | 11,327 | 4,115 | 16 | 474 | - | 2 | - | COLORADO |
| CONNECTICUT | 10,928 | 2,071 | 667 | 1,404 | 8,857 | 773 | 618 | 5,129 | 1,644 | 658 | - | 35 | - | CONNECTICUT |
| DELAWARE | 3,756 | 815 | 73 | 742 | 2,941 | 999 | 202 | 854 | 151 | 611 | - | 134 | - | DELAWARE |
| FLORIDA | 38,591 | 22,343 | 5,590 | 16,753 | 16,248 | 1,632 | 2,280 | 10,544 | 662 | 765 | 256 | 109 | - | FLORIDA |
| GEORGIA | 3/ 90,439 | 70,745 | 22,447 | 48,298 | 19,694 | 5,917 | 5,078 | 3,457 | 3,227 | 1,987 | 24 | 4 | - | GEORGIA |
| IDAHO | 16,091 | 13,426 | 6,067 | 16,598 | 12,122 | 506 | 12,122 | 3,725 | 180 | 59 | - | 6 | - | IDAHO |
| ILLINOIS | 104,579 | 22,005 | 3,215 | 18,790 | 82,574 | 9,006 | 58,191 | 3,425 | 715 | 10,898 | 333 | 6 | - | ILLINOIS |
| INDIANA | 82,206 | 9,363 | 4,784 | 4,579 | 82,843 | 149 | 52,882 | 10,711 | 4,368 | 4,566 | 83 | 64 | - | INDIANA |
| IOWA | 101,557 | 41,925 | 2,362 | 39,563 | 59,632 | 500 | 52,024 | 1,358 | 155 | 5,564 | 31 | - | - | IOWA |
| KANSAS | 129,516 | 93,276 | 14,091 | 79,185 | 36,240 | 213 | 28,069 | 6,135 | 261 | 1,456 | 99 | 7 | - | KANSAS |
| KENTUCKY | 58,257 | 25,620 | 24,960 | 660 | 32,637 | 16 | 22,589 | 7,430 | 1,378 | 1,221 | 1 | 2 | - | KENTUCKY |
| LOUISIANA | 37,009 | 15,986 | 2,926 | 13,060 | 21,023 | - | 16,761 | 230 | 1,682 | 2,334 | 1 | 15 | - | LOUISIANA |
| MAINE | 20,654 | 3,668 | 1,190 | 2,478 | 16,986 | 325 | 9,468 | 6,454 | 550 | 186 | - | 3 | - | MAINE |
| MARYLAND | 16,874 | 5,896 | 1,714 | 4,122 | 11,038 | 798 | 2,506 | 3,509 | 2,250 | 1,835 | 1 | 139 | - | MARYLAND |
| MASSACHUSETTS | 17,323 | 1,176 | 693 | 4,83 | 16,147 | 393 | 10,730 | 2,052 | 2,558 | 344 | 3 | 67 | - | MASSACHUSETTS |
| MICHIGAN | 93,099 | 25,382 | 15,321 | 10,061 | 67,717 | 2,262 | 48,931 | 9,224 | 2,479 | 4,749 | - | 72 | - | MICHIGAN |
| MINNESOTA | 109,604 | 32,256 | 11,233 | 21,023 | 77,348 | 1,121 | 67,240 | 5,842 | 573 | 2,558 | 1 | 13 | - | MINNESOTA |
| MISSISSIPPI | 61,146 | 27,779 | 23,163 | 4,616 | 33,367 | 1,893 | 27,240 | 1,432 | 812 | 1,915 | 3 | 72 | - | MISSISSIPPI |
| MISSOURI | 116,814 | 62,521 | 16,992 | 45,529 | 54,293 | 842 | 44,098 | 4,730 | 436 | 3,948 | 8 | 231 | - | MISSOURI |
| MONTANA | 69,620 | 17,322 | 8,694 | 8,694 | 17,322 | - | 12,080 | 5,207 | 8 | 26 | - | 1 | - | MONTANA |
| NEBRASKA | 100,611 | 73,375 | 61,840 | 11,535 | 27,236 | 138 | 23,239 | 2,591 | 44 | 1,177 | 40 | 7 | - | NEBRASKA |
| NEVADA | 23,765 | 19,485 | 17,567 | 1,918 | 4,280 | 21 | 1,162 | 3,053 | 34 | 1 | - | 9 | - | NEVADA |
| NEW HAMPSHIRE | 12,493 | 3,946 | 1,875 | 2,071 | 8,547 | - | 3,943 | 4,155 | 199 | 250 | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 18,345 | 3,982 | 3,475 | 507 | 14,363 | 14 | 5,353 | 6,245 | 1,215 | 1,503 | 5 | 28 | - | NEW JERSEY |
| NEW MEXICO | 61,859 | 53,546 | 48,165 | 5,381 | 8,313 | - | 3,880 | 3,732 | 650 | 51 | - | - | - | NEW MEXICO |
| NEW YORK | 81,078 | 12,056 | 4/ 12,056 | 69,022 | 3,404 | 3,404 | 30,407 | 10,064 | 17,053 | 7,807 | 114 | 173 | - | NEW YORK |
| NORTH CAROLINA | 61,403 | 26,135 | 4,336 | 21,199 | 35,268 | 14,175 | 9,046 | 7,079 | 2,203 | 2,718 | 33 | 14 | - | NORTH CAROLINA |
| NORTH DAKOTA | 114,610 | 90,400 | 69,241 | 21,159 | 24,210 | - | 22,354 | 1,826 | 1 | 29 | - | - | - | NORTH DAKOTA |
| OHIO | 86,110 | 10,893 | 4,949 | 5,944 | 75,217 | 1,281 | 39,545 | 23,367 | 7,849 | 2,264 | 674 | 237 | - | OHIO |
| OKLAHOMA | 100,210 | 81,612 | 16,152 | 65,460 | 18,598 | 652 | 11,183 | 2,869 | 1,524 | 2,327 | 30 | 13 | - | OKLAHOMA |
| OREGON | 54,054 | 31,586 | 13,201 | 18,385 | 22,468 | 797 | 14,460 | 3,702 | 3,074 | 394 | - | 41 | - | OREGON |
| PENNSYLVANIA | 86,621 | 37,894 | 5/ 317 | 5/ 37,577 | 48,727 | 193 | 11,502 | 19,043 | 11,580 | 5,844 | 233 | 332 | - | PENNSYLVANIA |
| RHODE ISLAND | 2,517 | 366 | 294 | 72 | 2,151 | 30 | 751 | 763 | 420 | 151 | - | 36 | - | RHODE ISLAND |
| SOUTH CAROLINA | 46,023 | 30,782 | 28,079 | 6,703 | 15,241 | 6,308 | 5 | 6,533 | 456 | 1,910 | - | 29 | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 98,463 | 71,057 | 38,059 | 32,998 | 24,406 | - | 24,567 | 2,525 | - | 314 | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 65,153 | 16,637 | 9,990 | 6,647 | 48,516 | 4 | 39,756 | 5,360 | 1,435 | 1,914 | 11 | 36 | - | TENNESSEE |
| TEXAS | 196,615 | 124,964 | 96,337 | 28,627 | 71,651 | 2,499 | 36,589 | 19,021 | 6,932 | 5,926 | 405 | 279 | - | TEXAS |
| UTAH | 24,385 | 15,764 | 8,890 | 6,874 | 8,621 | - | 5,135 | 2,805 | 458 | 200 | - | 23 | - | UTAH |
| VERMONT | 13,473 | 5,512 | 1,901 | 3,611 | 7,961 | - | 6,159 | 1,416 | 108 | 278 | - | - | - | VERMONT |
| VIRGINIA | 48,318 | 11,312 | 4,694 | 6,618 | 36,929 | 5,958 | 13,290 | 11,641 | 5,550 | 341 | - | 149 | 77 | VIRGINIA |
| WASHINGTON | 49,980 | 19,397 | 9,454 | 9,943 | 30,583 | 7 | 19,464 | 6,998 | 2,322 | 1,743 | 17 | 32 | - | WASHINGTON |
| WEST VIRGINIA | 34,236 | 18,377 | 16,597 | 1,780 | 15,859 | 1,846 | 5,567 | 5,460 | 1,656 | 1,155 | 71 | 4 | - | WEST VIRGINIA |
| WISCONSIN | 85,308 | 10,157 | 1,866 | 8,291 | 75,151 | 3,462 | 51,171 | 6/ 15,577 | 7/ 593 | 4,325 | - | 23 | - | WISCONSIN |
| WYOMING | 26,966 | 21,252 | 20,236 | 1,016 | 5,714 | - | 1,338 | 4,349 | 9 | - | - | 18 | - | WYOMING |
| TOTAL | 3,009,145 | 1,505,212 | 837,899 | 667,313 | 1,503,846 | 84,964 | 919,050 | 305,483 | 95,272 | 93,907 | 2,481 | 2,689 | 87 | TOTAL |

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.

2/ INCLUDES SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

3/ AS THE RESULT OF RESURVEY AND CORRECTION OF ERRORS IN EARLIER ROAD INVENTORY, AND OF THE EXCLUSION OF PRIVATE ROADS INCLUDED IN PRIOR REPORTS, THIS MILEAGE IS LOWER THAN THAT PREVIOUSLY REPORTED. A SMALL AMOUNT OF URBAN MILEAGE IS INCLUDED.

4/ UNIMPROVED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

5/ GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

6/ INCLUDES 373 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.

7/ INCLUDES 23 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

OFF SYSTEM MILEAGE - 1946
EXISTING RURAL ROAD MILEAGE IN FEDERAL AND STATE PARKS, FORESTS, RESERVATIONS, ETC. ✓

CLASSIFIED BY TYPE OF SURFACE

TABLE OSM 1946
ISSUED FEBRUARY 1948

| STATE | UNDER FEDERAL CONTROL | | | | | | | | | | | UNDER STATE CONTROL | | | | | | | | | | | STATE | |
|----------------|-----------------------|---------------------|--------------------------|--------------------|------------------|---------------|-----------------|---------------------|----------------------|--------------------------|-----------|------------------------|-------|---------------------|-------|--------------------------|--------------------|-------|---------------|-----------------|---------------------|------------------------|-------|----------------------|
| | TOTAL | NONSURFACED MILEAGE | | | SURFACED MILEAGE | | | | | | | NOT CLASSIFIED BY TYPE | TOTAL | NONSURFACED MILEAGE | | | SURFACED MILEAGE | | | | | NOT CLASSIFIED BY TYPE | | |
| | | TOTAL | PRIMITIVE AND UNIMPROVED | GRADED AND DRAINED | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | LOW-TYPE BITUMINOUS | HIGH-TYPE BITUMINOUS | PORTLAND CEMENT CONCRETE | DUAL-TYPE | | | TOTAL | TOTAL | PRIMITIVE AND UNIMPROVED | GRADED AND DRAINED | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | LOW-TYPE BITUMINOUS | | | HIGH-TYPE BITUMINOUS |
| ALABAMA | 370 | 180 | - | 180 | 190 | 21 | 147 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ALABAMA |
| ARIZONA | 9,796 | 8,997 | 6,995 | 2,002 | 799 | 29 | 529 | 219 | 22 | - | - | - | - | 3 | 1 | 1 | - | - | - | - | - | - | - | ARIZONA |
| ARKANSAS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARKANSAS |
| CALIFORNIA | 10,300 | 8,637 | 7,688 | 949 | 1,659 | 15 | 1,285 | 254 | 99 | 6 | - | - | 4 | 61 | 19 | - | 19 | 36 | 4 | 13 | 12 | 7 | - | CALIFORNIA |
| COLORADO | 788 | 677 | 385 | 292 | 111 | 4 | 87 | 20 | - | - | - | - | - | 186 | 11 | 3 | 8 | 175 | 35 | 137 | 3 | - | - | COLORADO |
| CONNECTICUT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | CONNECTICUT |
| DELAWARE | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | DELAWARE |
| FLORIDA | 1,126 | 1,060 | 252 | 808 | 66 | 57 | 8 | - | - | 1 | - | - | 13 | 3 | - | 3 | 10 | 7 | - | 3 | - | - | - | FLORIDA |
| GEORGIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | GEORGIA |
| IDAHO | 6,198 | 5,467 | 4,179 | 1,288 | 731 | 56 | 671 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | IDAHO |
| ILLINOIS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ILLINOIS |
| INDIANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INDIANA |
| IOWA | - | - | - | - | - | - | - | - | - | - | - | - | - | 105 | 5 | 5 | - | 100 | - | 75 | 25 | - | - | IOWA |
| KANSAS | 15 | 1 | - | 1 | 14 | - | 4 | - | 1 | 9 | - | - | - | - | - | - | - | - | - | - | - | - | - | KANSAS |
| KENTUCKY | 811 | 357 | 352 | 5 | 454 | - | 445 | 9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | KENTUCKY |
| LOUISIANA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOUISIANA |
| MAINE | 96 | 7 | 7 | - | 89 | 1 | 59 | 5 | 24 | - | - | - | 20 | 3 | 2 | 1 | 17 | - | 17 | 8 | 1 | 2 | - | MAINE |
| MARYLAND | 85 | 12 | 7 | 5 | 73 | - | 39 | 20 | 6 | 8 | - | - | 21 | 4 | 2 | 2 | 17 | - | 6 | - | - | - | - | MARYLAND |
| MASSACHUSETTS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MASSACHUSETTS |
| MICHIGAN | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MICHIGAN |
| MINNESOTA | 1,151 | 733 | 156 | 637 | 358 | - | 356 | 2 | - | - | - | - | 853 | 586 | 323 | 263 | 267 | - | 258 | 9 | - | - | - | MINNESOTA |
| MISSISSIPPI | 1,029 | 186 | 126 | 60 | 843 | 2 | 786 | 40 | - | 15 | - | - | 76 | 19 | 16 | 3 | 57 | - | 47 | 6 | 1 | 3 | - | MISSISSIPPI |
| MISSOURI | 770 | 202 | 26 | 176 | 568 | - | 568 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MISSOURI |
| MONTANA | 5,766 | 5,115 | 4,888 | 227 | 651 | - | 633 | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | MONTANA |
| NEBRASKA | 259 | 235 | 234 | 1 | 24 | - | 19 | - | 4 | 1 | - | - | 33 | 18 | 18 | - | 15 | - | 13 | - | - | 2 | - | NEBRASKA |
| NEVADA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | 108 | 9 | 4 | 5 | 99 | - | 96 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW JERSEY |
| NEW MEXICO | 3,872 | 3,577 | 2,664 | 913 | 295 | - | 288 | 7 | - | - | - | - | 14 | - | - | - | 14 | - | 14 | - | - | - | - | NEW MEXICO |
| NEW YORK | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NEW YORK |
| NORTH CAROLINA | 1,269 | 479 | 125 | 354 | 790 | 91 | 589 | 38 | 72 | - | - | - | 40 | 28 | 11 | 17 | 12 | 2 | 5 | 5 | - | - | - | NORTH CAROLINA |
| NORTH DAKOTA | 414 | 156 | 46 | 110 | 258 | - | 258 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH DAKOTA |
| OHIO | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | OHIO |
| OKLAHOMA | 1,225 | 1,021 | 587 | 434 | 204 | 4 | 178 | 12 | 1 | 9 | - | - | 47 | 25 | 2 | 23 | 22 | 2 | 16 | 3 | - | 1 | - | OKLAHOMA |
| OREGON | 12,793 | 11,659 | 3,746 | 7,913 | 1,134 | 246 | 771 | 78 | 39 | - | - | - | 741 | 569 | 90 | 479 | 172 | 25 | 142 | - | 5 | - | - | OREGON |
| PENNSYLVANIA | 80 | 39 | - | 39 | 41 | 2 | 9 | 30 | - | - | - | - | 595 | 452 | 32 | 420 | 143 | 101 | 18 | 24 | - | - | - | PENNSYLVANIA |
| RHODE ISLAND | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | RHODE ISLAND |
| SOUTH CAROLINA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 947 | 747 | 121 | 626 | 200 | - | 193 | 7 | - | - | - | - | 218 | 89 | 32 | 57 | 129 | - | 82 | 47 | - | - | - | SOUTH DAKOTA |
| TENNESSEE | 574 | 118 | - | 118 | 456 | 3 | 400 | 38 | 12 | 3 | - | - | 338 | 114 | 70 | 44 | 224 | 1 | 214 | 9 | - | - | - | TENNESSEE |
| TEXAS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TEXAS |
| UTAH | 4,094 | 3,268 | 608 | 2,660 | 826 | - | 310 | 199 | 289 | 28 | - | - | - | - | - | - | - | - | - | - | - | - | - | UTAH |
| VERMONT | 22 | 5 | 5 | - | 17 | - | 13 | 4 | - | - | - | - | 71 | 4 | 2 | 2 | 67 | - | 60 | 5 | 2 | - | - | VERMONT |
| VIRGINIA | 674 | 182 | - | 182 | 415 | - | 109 | 140 | 131 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | VIRGINIA |
| WASHINGTON | 4,115 | 3,316 | 558 | 2,758 | 799 | - | 764 | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WASHINGTON |
| WEST VIRGINIA | 335 | 280 | 53 | 227 | 55 | - | 55 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST VIRGINIA |
| WISCONSIN | 538 | 308 | 103 | 205 | 230 | 4 | 226 | - | - | - | - | - | 74 | 3 | 2 | 1 | 71 | - | 8 | 62 | - | 1 | - | WISCONSIN |
| WYOMING | 2,110 | 1,704 | 1,645 | 59 | 406 | - | 91 | 315 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WYOMING |
| TOTAL | 71,730 | 58,794 | 35,560 | 23,234 | 12,855 | 535 | 9,986 | 1,517 | 702 | 110 | 5 | 81 | 3,509 | 1,953 | 611 | 1,342 | 1,550 | 177 | 1,127 | 221 | 16 | 9 | 6 | TOTAL |

✓ INCLUDES ONLY THE MILEAGE NOT OVERLAPPING STATE OR LOCAL ROAD SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

Mileage of Public Roads and Streets

EXISTING COUNTY AND OTHER LOCAL RURAL ROAD MILEAGE-1946 ^{1/}

CLASSIFIED BY TYPE OF SURFACE

TABLE LM-0, 1946
ISSUED FEBRUARY 1948

| STATE | TOTAL | NONSURFACED MILEAGE | | | SURFACED MILEAGE | | | | | | | | STATE |
|------------------------------|-----------|---------------------|--------------------------|--------------------|------------------|---------------|-----------------|---------------------|----------------------|--------------------------|-----------------|-----------|------------------------------|
| | | TOTAL | PRIMITIVE AND UNIMPROVED | GRADED AND DRAINED | TOTAL | SOIL-SURFACED | GRAVEL OR STONE | LOW-TYPE BITUMINOUS | HIGH-TYPE BITUMINOUS | PORTLAND CEMENT CONCRETE | BRICK AND BLOCK | DUAL-TYPE | |
| ALABAMA | 2/ 52,956 | 19,320 | 11,901 | 7,419 | 33,636 | 10,875 | 21,376 | 1,151 | 107 | 123 | 3 | 1 | ALABAMA |
| ARIZONA | 15,608 | 12,541 | 9,946 | 2,595 | 3,067 | 192 | 1,753 | 805 | 75 | 231 | - | 11 | ARIZONA |
| ARKANSAS | 46,214 | 33,448 | 24,991 | 8,457 | 12,766 | 126 | 12,282 | 193 | 109 | 56 | - | - | ARKANSAS |
| CALIFORNIA | 74,937 | 36,092 | 28,725 | 7,367 | 38,845 | 2,655 | 10,588 | 21,750 | 2,673 | 1,179 | - | - | CALIFORNIA |
| COLORADO | 63,162 | 57,013 | 51,566 | 5,447 | 6,149 | 342 | 5,675 | 120 | 4 | 8 | - | - | COLORADO |
| CONNECTICUT | 8,251 | 2,060 | 664 | 1,396 | 6,191 | 738 | 4,81 | 4,721 | 216 | 35 | - | - | CONNECTICUT |
| DELAWARE ^{3/} | - | - | - | - | - | - | - | - | - | - | - | - | DELAWARE ^{3/} |
| FLORIDA | 29,761 | 21,061 | 5,338 | 15,723 | 8,700 | 1,547 | 2,166 | 4,325 | 360 | 44 | 186 | 72 | FLORIDA |
| GEORGIA | 4/ 77,577 | 66,441 | 18,659 | 47,782 | 11,136 | 5,194 | 4,517 | 719 | 499 | 197 | 10 | - | GEORGIA |
| IDAHO | 24,918 | 13,173 | 8,806 | 4,367 | 11,745 | 443 | 10,531 | 684 | 80 | 7 | - | - | IDAHO |
| ILLINOIS | 94,355 | 21,987 | 3,215 | 18,772 | 72,368 | 9,006 | 58,179 | 3,069 | 82 | 1,918 | 114 | - | ILLINOIS |
| INDIANA | 72,657 | 9,358 | 4,784 | 4,574 | 69,299 | 149 | 52,539 | 6,940 | 2,604 | 991 | 76 | - | INDIANA |
| IOWA | 92,778 | 41,888 | 2,357 | 39,531 | 50,890 | 500 | 49,627 | 710 | 4 | 46 | 3 | - | IOWA |
| KANSAS | 120,112 | 92,839 | 13,681 | 79,158 | 27,273 | 213 | 27,836 | 956 | 80 | 170 | 18 | - | KANSAS |
| KENTUCKY | 47,598 | 25,237 | 24,608 | 629 | 22,361 | 16 | 19,206 | 2,927 | 197 | 14 | 1 | - | KENTUCKY |
| LOUISIANA | 19,372 | 13,304 | 2,328 | 10,976 | 6,068 | - | 5,851 | 213 | - | 4 | - | - | LOUISIANA |
| MAINE | 11,039 | 3,465 | 1,157 | 2,308 | 7,574 | 306 | 6,656 | 582 | 29 | 1 | - | - | MAINE |
| MARYLAND | 12,365 | 5,802 | 1,705 | 4,097 | 6,563 | 789 | 2,451 | 2,665 | 435 | 222 | 1 | - | MARYLAND |
| MASSACHUSETTS | 15,516 | 1,175 | 693 | 483 | 14,340 | 391 | 10,730 | 1,922 | 1,249 | 45 | 3 | - | MASSACHUSETTS |
| MICHIGAN | 84,662 | 25,171 | 15,196 | 9,975 | 59,491 | 2,241 | 47,239 | 7,119 | 1,652 | 1,181 | - | 59 | MICHIGAN |
| MINNESOTA | 97,661 | 30,870 | 10,754 | 20,116 | 66,791 | 1,118 | 63,667 | 1,796 | 91 | 118 | - | 1 | MINNESOTA |
| MISSISSIPPI | 53,983 | 27,538 | 23,021 | 4,517 | 26,445 | 1,888 | 23,854 | 403 | 162 | 76 | 3 | 59 | MISSISSIPPI |
| MISSOURI | 100,504 | 62,298 | 16,966 | 45,332 | 38,206 | 715 | 35,968 | 1,077 | 169 | 275 | 2 | - | MISSOURI |
| MONTANA | 55,292 | 45,964 | 38,247 | 7,717 | 9,328 | - | 9,042 | 283 | 1 | 2 | - | - | MONTANA |
| NEBRASKA | 91,506 | 72,808 | 61,588 | 11,220 | 18,698 | 138 | 18,447 | 32 | 20 | 43 | 18 | - | NEBRASKA |
| NEVADA | 18,229 | 17,325 | 15,695 | 1,630 | 904 | 21 | 730 | 153 | - | - | - | - | NEVADA |
| NEW HAMPSHIRE | 8,821 | 3,932 | 1,870 | 2,062 | 4,889 | - | 3,718 | 1,162 | 9 | - | - | - | NEW HAMPSHIRE |
| NEW JERSEY | 16,587 | 3,859 | 3,360 | 499 | 12,728 | 1 | 5,118 | 6,187 | 961 | 460 | 1 | - | NEW JERSEY |
| NEW MEXICO | 48,238 | 47,170 | 44,703 | 2,467 | 1,068 | - | 979 | 89 | - | - | - | - | NEW MEXICO |
| NEW YORK | 66,859 | 10,619 | 5/ 10,619 | (5/) | 56,240 | 3,404 | 30,380 | 7,972 | 13,025 | 1,342 | 28 | 89 | NEW YORK |
| NORTH CAROLINA ^{3/} | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CAROLINA ^{3/} |
| NORTH DAKOTA | 107,347 | 89,859 | 69,064 | 20,795 | 17,488 | - | 17,456 | 31 | - | 1 | - | - | NORTH DAKOTA |
| OHIO | 69,942 | 10,865 | 4,942 | 5,923 | 59,077 | 1,237 | 37,780 | 16,200 | 3,110 | 543 | 139 | 68 | OHIO |
| OKLAHOMA | 89,305 | 79,795 | 15,562 | 64,233 | 9,510 | 573 | 7,891 | 646 | 241 | 158 | - | 1 | OKLAHOMA |
| OREGON | 33,784 | 19,103 | 9,334 | 9,769 | 14,681 | 465 | 12,493 | 943 | 649 | 108 | - | 23 | OREGON |
| PENNSYLVANIA | 47,876 | 32,221 | (6/) | 6/ 32,221 | 15,655 | - | 9,440 | 4,441 | 1,340 | 320 | 114 | - | PENNSYLVANIA |
| RHODE ISLAND | 1,739 | 352 | 294 | 58 | 1,387 | 30 | 735 | 516 | 104 | 1 | - | 1 | RHODE ISLAND |
| SOUTH CAROLINA | 31,384 | 24,075 | 18,296 | 5,779 | 7,309 | 5,900 | - | 1,352 | - | 57 | - | - | SOUTH CAROLINA |
| SOUTH DAKOTA | 91,429 | 69,795 | 37,905 | 31,890 | 21,634 | - | 21,538 | 94 | - | 2 | - | - | SOUTH DAKOTA |
| TENNESSEE | 56,912 | 16,370 | 9,920 | 6,450 | 40,542 | - | 37,489 | 2,789 | 174 | 67 | - | 23 | TENNESSEE |
| TEXAS | 171,516 | 124,205 | 96,046 | 28,159 | 47,311 | 2,428 | 35,940 | 7,385 | 453 | 746 | 359 | - | TEXAS |
| UTAH | 15,427 | 11,260 | 8,022 | 3,238 | 4,167 | - | 3,605 | 529 | 17 | 15 | - | 1 | UTAH |
| VERMONT | 11,631 | 5,503 | 1,894 | 3,609 | 6,128 | - | 5,652 | 471 | 4 | 1 | - | - | VERMONT |
| VIRGINIA ^{3/} | 757 | 12 | 6 | 6 | 745 | 9 | 58 | 650 | 8 | 10 | - | 10 | VIRGINIA ^{3/} |
| WASHINGTON | 39,821 | 15,754 | 8,733 | 7,021 | 24,067 | 7 | 18,250 | 4,644 | 667 | 469 | 14 | 16 | WASHINGTON |
| WEST VIRGINIA ^{3/} | 1,085 | 632 | 624 | 8 | 453 | 275 | 137 | 21 | 20 | - | - | - | WEST VIRGINIA ^{3/} |
| WISCONSIN | 75,465 | 9,846 | 1,761 | 8,085 | 65,619 | 3,458 | 50,907 | 10,375 | 380 | 491 | - | 8 | WISCONSIN |
| WYOMING | 20,604 | 19,310 | 18,451 | 859 | 1,294 | - | 1,185 | 109 | - | - | - | - | WYOMING |
| TOTAL | 2,387,542 | 1,352,716 | 757,997 | 594,719 | 1,034,826 | 57,390 | 800,142 | 131,921 | 32,060 | 11,777 | 1,093 | 443 | TOTAL |

^{1/} COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.

^{2/} INCLUDES SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

^{3/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA. SEE TABLE SM-3, *EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL 1946*.

^{4/} AS THE RESULT OF RESURVEY AND CORRECTION OF ERRORS IN EARLIER ROAD INVENTORY,

AND OF THE EXCLUSION OF PRIVATE ROADS INCLUDED IN PRIOR REPORTS, THIS MILEAGE IS LOWER THAN THAT PREVIOUSLY REPORTED. A SMALL AMOUNT OF URBAN MILEAGE IS INCLUDED.

^{5/} UNIMPROVED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED MILEAGE. SEGREGATION WAS NOT AVAILABLE.

^{6/} GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED MILEAGE. SEGREGATION WAS NOT AVAILABLE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

EXISTING MILEAGE OF CITY STREETS AND ALLEYS
IN THE UNITED STATES 1/

CLASSIFIED BY TYPE OF SURFACE 2/

TABLE UM-3
ISSUED OCTOBER 1948

| STATE | TOTAL | NON-SURFACED | SURFACED MILEAGE | | | | STATE |
|----------------------|---------|--------------|------------------|-------------|-----------------------|--------------|----------------------|
| | | | TOTAL | LOW TYPE 3/ | INTER-MEDIATE TYPE 4/ | HIGH TYPE 5/ | |
| ALABAMA | 4,306 | 1,337 | 2,969 | 1,519 | 536 | 914 | ALABAMA |
| ARIZONA | 1,324 | 579 | 745 | 235 | 277 | 233 | ARIZONA |
| ARKANSAS | 4,609 | 1,800 | 2,809 | 1,796 | 416 | 597 | ARKANSAS |
| CALIFORNIA | 17,218 | 3,856 | 13,362 | 2,896 | 1,722 | 8,744 | CALIFORNIA |
| COLORADO | 3,537 | 728 | 2,809 | 1,330 | 1,013 | 466 | COLORADO |
| CONNECTICUT | 3,862 | 46 | 3,816 | 222 | 2,039 | 1,555 | CONNECTICUT |
| DELAWARE 6/ | 528 | 191 | 337 | 162 | 77 | 98 | DELAWARE 6/ |
| FLORIDA | 11,908 | 3,036 | 8,872 | 1,673 | 4,326 | 2,873 | FLORIDA |
| GEORGIA | 5,396 | 3,279 | 2,117 | 855 | 476 | 786 | GEORGIA |
| IDAHO | 1,536 | 335 | 1,201 | 654 | 348 | 199 | IDAHO |
| ILLINOIS | 22,391 | 4,725 | 17,666 | 6,051 | 1,320 | 10,295 | ILLINOIS |
| INDIANA | 10,990 | 1,095 | 9,895 | 2,188 | 2,938 | 4,769 | INDIANA |
| IOWA | 13,144 | 4,628 | 8,516 | 4,189 | 1,042 | 3,285 | IOWA |
| KANSAS 6/ | 7,214 | 2,600 | 4,614 | 2,251 | 1,009 | 1,354 | KANSAS 6/ |
| KENTUCKY | 3,585 | 390 | 3,195 | 831 | 1,335 | 1,029 | KENTUCKY |
| LOUISIANA | 3,688 | 1,341 | 2,347 | 1,246 | 186 | 915 | LOUISIANA |
| MAINE 6/ | 1,080 | 323 | 757 | 287 | 162 | 308 | MAINE 6/ |
| MARYLAND | 2,518 | 83 | 2,435 | 501 | 408 | 1,526 | MARYLAND |
| MASSACHUSETTS | 6,226 | 55 | 6,171 | 2,435 | 633 | 3,103 | MASSACHUSETTS |
| MICHIGAN | 13,526 | 1,824 | 11,702 | 3,726 | 2,666 | 5,310 | MICHIGAN |
| MINNESOTA | 11,260 | 2,340 | 8,920 | 3,210 | 3,359 | 2,351 | MINNESOTA |
| MISSISSIPPI | 3,882 | 746 | 3,136 | 1,446 | 621 | 1,069 | MISSISSIPPI |
| MISSOURI | 12,703 | 5,377 | 7,326 | 2,569 | 1,006 | 3,751 | MISSOURI |
| MONTANA | 2,200 | 1,279 | 921 | 394 | 359 | 168 | MONTANA |
| NEBRASKA | 5,056 | 1,312 | 3,744 | 2,177 | 143 | 1,424 | NEBRASKA |
| NEVADA | 418 | 117 | 301 | 128 | 18 | 155 | NEVADA |
| NEW HAMPSHIRE | 1,024 | 12 | 1,012 | 87 | 686 | 239 | NEW HAMPSHIRE |
| NEW JERSEY | 9,161 | 657 | 8,504 | 1,336 | 2,377 | 4,791 | NEW JERSEY |
| NEW MEXICO | 1,266 | 531 | 735 | 357 | 258 | 120 | NEW MEXICO |
| NEW YORK 6/ | 17,358 | 4,343 | 13,015 | 3,176 | 1,669 | 8,170 | NEW YORK 6/ |
| NORTH CAROLINA 6/ | 5,932 | 2,034 | 3,898 | 1,781 | 862 | 1,255 | NORTH CAROLINA 6/ |
| NORTH DAKOTA | 865 | 187 | 678 | 425 | 59 | 194 | NORTH DAKOTA |
| OHIO | 19,318 | 4,084 | 15,234 | 4,903 | 3,182 | 7,149 | OHIO |
| OKLAHOMA | 7,644 | 3,980 | 3,664 | 1,577 | 345 | 1,742 | OKLAHOMA |
| OREGON | 4,467 | 1,590 | 2,877 | 1,345 | 850 | 682 | OREGON |
| PENNSYLVANIA | 16,512 | 2,530 | 13,982 | 1,832 | 2,955 | 8,995 | PENNSYLVANIA |
| RHODE ISLAND | 1,446 | 136 | 1,310 | 70 | 566 | 674 | RHODE ISLAND |
| SOUTH CAROLINA | 2,947 | 1,741 | 1,206 | 118 | 355 | 733 | SOUTH CAROLINA |
| SOUTH DAKOTA | 2,381 | 845 | 1,536 | 1,180 | 151 | 205 | SOUTH DAKOTA |
| TENNESSEE | 3,424 | 402 | 3,022 | 744 | 1,083 | 1,195 | TENNESSEE |
| TEXAS | 21,425 | 8,826 | 12,599 | 5,941 | 2,701 | 3,957 | TEXAS |
| UTAH | 3,151 | 532 | 2,619 | 1,217 | 847 | 555 | UTAH |
| VERMONT | 787 | 50 | 737 | 227 | 352 | 158 | VERMONT |
| VIRGINIA 6/ | 3,999 | 1,335 | 2,664 | 1,141 | 592 | 931 | VIRGINIA 6/ |
| WASHINGTON | 6,583 | 1,386 | 5,197 | 1,989 | 1,144 | 2,064 | WASHINGTON |
| WEST VIRGINIA | 2,194 | 676 | 1,518 | 283 | 356 | 879 | WEST VIRGINIA |
| WISCONSIN | 8,484 | 422 | 8,062 | 1,702 | 3,444 | 2,916 | WISCONSIN |
| WYOMING | 875 | 248 | 627 | 329 | 192 | 106 | WYOMING |
| DISTRICT OF COLUMBIA | 1,388 | 8 | 1,380 | 214 | 43 | 1,123 | DISTRICT OF COLUMBIA |
| TOTAL | 316,536 | 79,977 | 236,559 | 76,945 | 53,504 | 106,110 | TOTAL |

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA. INCLUDED ARE APPROXIMATELY 30,000 MILES OF STREETS FORMING EXTENSIONS OF STATE HIGHWAY SYSTEMS. MILEAGE OF URBAN EXTENSIONS, BY STATES, IS GIVEN IN TABLE SM-1.

2/ IN A FEW STATES, THE SURFACE-TYPE CLASSIFICATIONS HAVE BEEN ESTIMATED.

3/ CONSISTS OF STABILIZED-SOIL AND GRAVEL OR STONE SURFACES.

4/ CONSISTS OF BITUMINOUS-TREATED AND MIXED BITUMINOUS SURFACES.

5/ CONSISTS OF BITUMINOUS PENETRATION, BITUMINOUS CONCRETE, SHEET ASPHALT, PORTLAND CEMENT CONCRETE, BRICK, BLOCK, AND DUAL-TYPE SURFACES.

6/ DATA ARE ESTIMATED.

EXISTING RURAL AND URBAN MILEAGE IN THE UNITED STATES
AT THE END OF 1946 ^{1/}

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1946
ISSUED OCTOBER 1948

| SYSTEM | TOTAL | NONSURFACED MILEAGE | | | SURFACED MILEAGE | | | |
|---|-------------|---------------------|--------------------------|--------------------|------------------|------------------------|----------------------------------|-------------------------|
| | | TOTAL | PRIMITIVE AND UNIMPROVED | GRADED AND DRAINED | TOTAL | LOW TYPE ^{2/} | INTER-MEDIATE TYPE ^{3/} | HIGH TYPE ^{4/} |
| | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES | 1,000 MILES |
| RURAL MILEAGE: | | | | | | | | |
| UNDER STATE CONTROL: | | | | | | | | |
| STATE PRIMARY SYSTEMS | 342 | 24 | 14 | 10 | 318 | 51 | 133 | 134 |
| STATE SECONDARY SYSTEMS | 86 | 13 | 4 | 9 | 73 | 36 | 26 | 11 |
| COUNTY ROADS UNDER STATE CONTROL ^{5/} | 119 | 55 | 25 | 30 | 64 | 48 | 13 | 3 |
| STATE PARKS, FORESTS, RESERVATIONS, ETC. ^{6/} | 3 | 2 | 1 | 1 | 1 | 1 | - | - |
| TOTAL | 550 | 94 | 44 | 50 | 456 | 136 | 172 | 148 |
| UNDER LOCAL CONTROL: | | | | | | | | |
| COUNTY ROADS | 1,672 | 947 | 562 | 385 | 725 | 589 | 98 | 38 |
| TOWN AND TOWNSHIP ROADS | 669 | 364 | 157 | 207 | 305 | 265 | 32 | 8 |
| OTHER LOCAL ROADS | 46 | 41 | 39 | 2 | 5 | 3 | 2 | - |
| TOTAL | 2,387 | 1,352 | 758 | 594 | 1,035 | 857 | 132 | 46 |
| UNDER FEDERAL CONTROL: | | | | | | | | |
| NATIONAL PARKS, FOREST, RESERVATIONS, ETC. ^{6/} | 72 | 59 | 36 | 23 | 13 | 11 | 1 | 1 |
| TOTAL RURAL MILEAGE | 3,009 | 1,505 | 838 | 667 | 1,504 | 1,004 | 305 | 195 |
| URBAN MILEAGE: | | | | | | | | |
| UNDER STATE CONTROL: | | | | | | | | |
| URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS | 30 | 1 | - | 1 | 29 | 2 | 7 | 20 |
| UNDER LOCAL CONTROL: | | | | | | | | |
| CITY STREETS AND ALLEYS | 287 | 79 | (^{7/}) | ^{7/} 79 | 208 | 75 | 47 | 86 |
| TOTAL URBAN MILEAGE | 317 | 80 | - | 80 | 237 | 77 | 54 | 106 |
| TOTAL RURAL AND URBAN MILEAGE IN THE UNITED STATES | 3,326 | 1,585 | 838 | 747 | 1,741 | 1,081 | 359 | 301 |

- ^{1/} COMPILED FOR LATEST AVAILABLE YEARS FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.
^{2/} CONSISTS OF STABILIZED-SOIL AND GRAVEL OR STONE SURFACES.
^{3/} CONSISTS OF BITUMINOUS-TREATED AND MIXED BITUMINOUS SURFACES.
^{4/} CONSISTS OF BITUMINOUS PENETRATION, BITUMINOUS CONCRETE, SHEET ASPHALT, PORTLAND CEMENT CONCRETE, BRICK, BLOCK, AND DUAL-TYPE SURFACES.
^{5/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.
^{6/} STATE AND NATIONAL PARK, FOREST, RESERVATION, AND OTHER ROADS THAT ARE NOT A PART OF THE STATE OR LOCAL SYSTEMS.
^{7/} GRADED AND DRAINED CLASSIFICATION INCLUDES PRIMITIVE AND UNIMPROVED MILEAGE.