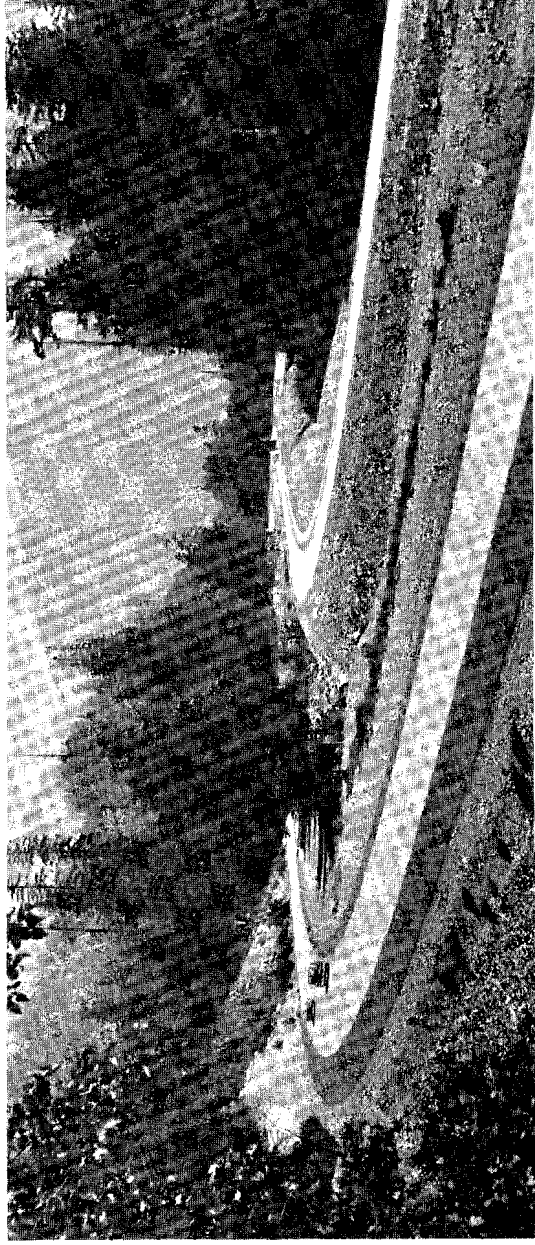


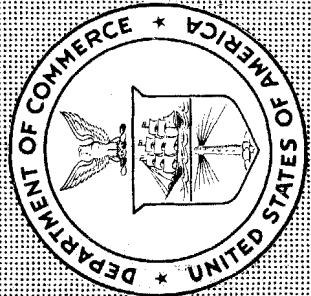
# INSTRUCTION MANUAL FOR THE COMPILATION AND REPORTING OF HIGHWAY MILEAGE



A Modern Highway in the State of Washington

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# INSTRUCTION MANUAL FOR THE COMPILATION AND REPORTING OF HIGHWAY MILEAGE

## General Instructions

### Purpose

This manual provides a guide for preparing the annual mileage reports. It is divided into two sections: The first section (sheets iii through xi) contains general written instructions, and the second section (sheets 1 through 43) contains a complete set of illustrated reports. Where there are optional methods of preparing reports, both the preferred and the optional methods are illustrated.

No single report is independent or unrelated to some other report in the series, and all reports are completely cross-referenced to facilitate checking and to show this interrelationship.

### Reporting Forms

- PR-502 - Highway Mileage Analysis Schedule
- PR-503 - Summary of Other Roads Under State Control
- PR-504 - Mileage Built by State Agencies on Other State Administered Roads and on Local Roads
- PR-505 - Existing Surfaced Mileage by Type, Width, and Average Daily Traffic
- PR-506 - Existing Mileage of Surfaced Highways by Traffic Lanes and Access Control
- PR-521 - County and Other Local Mileage Report
- PR-522 - City Street Mileage by System and Surface Classification
- PR-523 - City Street Mileage by Surface and City Size Group
- PR-528 - Summary of Existing State and Local Roads and Streets (Segregated According to Federal-Aid and Non-Federal-Aid System Mileage)
- PR-529 - Summary of Designated Federal-Aid Highway System Mileage

### Date Reports Are Due

All of the above reports should be completed and transmitted in time to reach the Washington office no later than June 1 following the end of the year covered in the reports.

### Measurement of Highway System Mileages

Project plans will be used wherever possible for

obtaining mileages. If mileage of a route or segment is not available from project plans, use, as nearly as possible, centerline mileage as measured by an odometer. Where a route changes directions at an interchange, mileage measured to the center of the interchange or the approximate point where the two centerlines cross is satisfactory. Ramp mileage will not be included in the measurement of system mileages.

The method of averaging distances for independent roadways and one-way streets need not be applied where the difference in length for each direction of travel is negligible. Centerline mileage measured in one direction will suffice.

### Classification of Surface Types

The basic surface types defined in PPM 20-1 are not amended or altered in any way by these instructions. For simplicity and economy of effort in preparing the mileage reports in the "PR-500" series, the following groupings of surface types are to be made:

- Primitive (type A) and unimproved (type B) A, B
- Graded and drained earth roads C
- Soil surfaced (type D); slag, gravel or stone (type E) D, E
- Bituminous surface treated (type F); mixed bituminous (type G-1) and bituminous penetration (type H-1) having a combined thickness of surface and base of less than 7 inches and/or low load-bearing capacity F, G-1, H-1
- Mixed bituminous (type G-2) and bituminous penetration (type H-2) having a combined thickness of surface and base of 7 inches or more and/or high load-bearing capacity; and bituminous concrete or sheet asphalt (type I) G-2, H-2, I
- Portland cement concrete (type J), brick road (type K), and block road (type L) with or without a bituminous wearing surface less than one inch in compacted thickness J, K, L

Combination type roads (type M) are not reported separately, but are classified according to the predominant surface type.

#### Highway and Street Classifications

##### State Primary System

This system is comprised of roads officially designated in some States as the "primary system," or as the "State highway system" or similar designation in others. In the absence of such a "designated" principal system, the term shall be construed to mean the "system of State highways" in its entirety. However, if the system of State highways is subdivided into roads of primary and secondary importance, this in effect creates separate primary and secondary systems, and they should be reported separately where records permit.

##### State Secondary Roads

Secondary roads within a State may be classified as follows:

State Secondary System. - These may be roads that have been specifically designated as a secondary system, or they may simply be a subdivision of a State system in which a distinction is made between roads of primary and secondary importance.

County Roads Under State Control. - Where all or part of the county roads in a State are or have been transferred to the State for administration, construction, and maintenance, they will be classified as "county roads under State control."

State-Aid System. - The classification of local roads designated as part of a State-aid system is not uniform. In some States they are considered to be part of the State secondary system, while in others they retain their "local" status. As a general rule, the discretion of the State will be the deciding factor as to whether they should be classified as "State secondary" or as "local" roads.

##### Municipal Extensions of State Highway Systems

The term "municipal extensions" is used to identify the

extensions of a State route into or through municipalities. (See the definition of "municipality" in a subsequent paragraph.) Municipal extensions may be comprised of streets that have been designated as parts of the State highway system, or may consist of streets not so designated but which provide the necessary municipal connecting links. All municipal extensions necessary to form a continuous route should be included, regardless of administrative control or responsibility.

##### Other Roads Under State Control

Included in this category are all other roads under State control that are not parts of the designated State systems, such as roads in State parks, forests, institutions, historical sites, and public toll roads.

##### County, Town, Township, and Other Local Roads

These are roads under the jurisdiction of local governments. Where jurisdiction or responsibility for local roads not under State control does not fit into the above classifications, or is not clearly defined, they will be classified as "other local" roads.

##### Local City Streets

Includes: (1) all roads and streets within municipalities, except municipal extensions of state systems; (2) delimited unincorporated places of 1,000 or more population; and (3) the unincorporated fringe around cities of 50,000 or more population, defined as urbanized areas by the Bureau of the Census.

##### Municipality

A municipality is defined as a political subdivision within which a municipal corporation has been established to provide general local government for a specific population concentration in a defined area. Political units so identified are those incorporated as cities, boroughs, towns, and villages. All such incorporated places, regardless of population, should be classed as municipalities except as noted below.

Towns in the six New England States, New York, and Wisconsin are minor civil divisions similar to townships in other States, and certain townships in New Jersey and Pennsylvania are incorporated. In these States, towns and townships will be classified as municipalities on the basis

of population density factors as follows:

Pennsylvania - classify as municipal those townships legally designated as "first class townships" based on the State's own density formula now used.

New Jersey - classify as municipal those townships having a population density of 600 or more per square mile of total land area of the township, or having a total population of 1,000 or more in the built-up or urban compact area of the township.

New England States, New York, and Wisconsin - classify as municipal those towns having a population density of 600 or more per square mile of total land area of the town, or having a total population of 1,000 or more in the built-up or urban compact area of the town.

In addition to the above town and township governments, certain counties should also be classified as municipalities where the area of the county is coextensive, or virtually so, with the area of one or more municipal corporations; or where the county is urban in fact. Those counties are as follows:

California	San Francisco County
Colorado	Denver County
Louisiana	Orleans Parish
Massachusetts	Suffolk County
New Jersey	Bergen, Essex, Hudson, and Union Counties
New York	Nassau County Five counties comprising New York City: Bronx, Kings, New York, Queens, and Richmond Counties
Ohio	Cuyahoga County
Pennsylvania	Philadelphia County
Virginia	Arlington County
Wisconsin	Milwaukee County

### Federal-Aid Systems

The fact that all, or nearly all, of the Federal-aid mileage is included in the reports for the State systems does not affect the necessity for a complete and accurate set of reports for the Federal-aid mileage.

The "traveled way" for the Federal-aid Primary, Interstate, and Federal-aid secondary systems are reported on forms PR-502, 505, 506, and 528. The officially designated systems are reported on form PR-529.

### Traveled Way

A large part of the official Interstate system and some mileage of the other Federal-aid systems is either under construction or is to be constructed on new location (projected routes). Pending completion of these segments, traffic continues to use existing routes. These plus the officially designated routes that are completed and open to traffic comprise the traveled way of each Federal-aid system. As construction progresses the traveled way and the officially designated system will ultimately be the same mileage. Therefore, the traveled way is a useful indicator of the progress made in improving or completing the officially designated Federal-aid systems, as well as a summary of the characteristics of the mileage now actually in use.

When it occurs that a segment of one Federal-aid route serves as the traveled way of another, the "higher classed" route takes precedence for classification purposes. For example, if a Federal-aid secondary route serves as the traveled way of an Interstate route, the mileage is classed as Interstate in the PR-502, 505, 506, and 528 reports. A corresponding reduction is made in the traveled way mileage of the Federal-aid secondary system to avoid duplicate reporting.

Where a Federal-aid primary route (officially classified as FAP only) serves as the traveled way for an Interstate route the mileage is classed as Interstate, but no corresponding reduction is necessary in the FAP mileage since all Interstate mileage is automatically a part of the Federal-aid primary system. If, however, as some States have indicated, a State prefers to report the Federal-aid primary system mileage, excluding Interstate, then the FAP system would exclude that mileage which serves as the Interstate traveled way.

## Designated Mileage

The total "official" Federal-aid system mileages are reported on form PR-529, line 4. They should consist of all "final location" mileage, both existing and projected, and should include the estimated mileage of belts, loops, and spurs where the general locations are established but the exact locations are not final.

## Urban Extensions of Federal-Aid Systems

When used in connection with Federal-aid mileage reports, the term "urban extension" is used exclusively to identify the extension of a Federal-aid route into or through an urban area. The term "urban area" means an area including and adjacent to a municipality or other urban place having a population of five thousand or more, as determined by the latest available Federal census, with boundaries fixed by the State highway department subject to the approval of the Federal Highway Administrator.

## FORM PR-502

## HIGHWAY MILEAGE ANALYSIS SCHEDULE

### General Instructions

This form is to account for all changes that occurred during the year in the existing mileage of each surface classification.

Lines 1 through 15 summarize changes resulting from construction, resurfacing, and abandonments. Lines 16 through 18 account for mileage at the beginning of the year and changes affecting this mileage due to reinventory, previous error, and transfers of mileage into or out of the system. Total changes in each surface type group are summarized on lines 19 and 20, and line 21 shows the mileage existing at the end of the year.

### Systems to Be Reported

Separate forms should be prepared for the rural and municipal sections of the State primary and secondary systems, for county roads under State control, and for the rural and urban sections of the Federal-aid primary, Interstate, and Federal-aid secondary systems.

## Accounting Table of Construction Changes

Line 1 (mileage built on new location). - Include all mileage of each type of road built entirely on new location. If the new construction replaces an old road that is abandoned upon completion of the new road, the miles on new location will be reported on line 1, and the mileage of the old road will be reported on line 13 as being abandoned. For example, if 8 miles of road are built on new location to replace 10 miles of existing road, the 8 miles of new road will be reported on line 1 and the 10 miles of old road will be reported on line 13. When reconstructing an old road, departures from the old alignment for short distances to straighten curves, etc., does not constitute construction on new location.

Lines 2 through 7 (type of road replaced). - Show the changes in mileage of each surface type group that result from construction, reconstruction, or betterment of roadways. Enter on lines 2 through 7, in the appropriate columns, the total mileage of each surface type built. For example, if 10 miles of high type bituminous surface are built to replace 5 miles of gravel and 5 miles of low type bituminous surfaces, the 10 miles built should be accounted for by showing 5 miles on line 4 and 5 miles on line 5, all in column 5. If, however, 10 miles of high type bituminous surfaces are resurfaced to the same type, the 10 miles built should all be shown on line 6 in column 5, indicating no change in surface type.

Where differences in route length occur as a result of realignment or other reason, the differences should be handled in accordance with the instructions for completing lines 1 or 13, depending on whether the reconstruction results in more, or less, mileage than existed prior to reconstruction.

Lines 8 through 11. - Summarize the construction changes reported on lines 1 through 7 as follows:

Line 8 (on earth roads or new locations) is the sum of lines 1, 2, and 3 in each column, except column 2 where it is the sum of the first two lines only.

Line 9 (resurfacing to same type) is comprised of the heavily underlined items in columns 2 through 6, which indicates that the surface type was not changed by construction.

Line 10 (new types replacing old surfaces) is the sum of lines 4 through 7, excluding the heavily underlined mileages which represent resurfacing to the same type.

Line 11 (total mileage built during year) is the sum of lines 8, 9, and 10, which is also the sum of lines 1 through 7.

Lines 12 through 15 are for adjusting the total mileage built to reflect the net mileage changes due to construction and/or abandonment. Note that all entries on lines 12, 13, and 14 will always be negative, and a minus (-) sign has been preprinted in each cell.

Line 12 (mileage of former types replaced by construction). The totals from column 7, lines 2 through 7, are transcribed on line 12 to be deducted from the total mileage built, since they are not additions to the system but merely improvements on existing roadways.

Line 13 (mileage abandoned) shows the total mileage of roads abandoned, either as the result of routes shortened by reconstruction, or as outright abandonments due to obsolescence, etc.

Line 14 (total miles replaced or abandoned) is the sum of lines 12 and 13.

Line 15 (net mileage change due to construction) is determined by deducting line 14 from line 11. (This net change is also recorded on line 20, making the entries on lines 15 and 20 identical.)

Line 16 (existing mileage at beginning of year). - This must be identical with the closing mileage totals reported on line 21 of the PR-502 for the previous year.

Line 17 (revisions due to resurvey or former error). - Includes revisions due to inventory, errors found in past records, and any surface reclassifications resulting from maintenance but not previously reported.

Line 18 (net additions from or transfers to other systems). - Shows all additions or reductions in system mileage resulting from transfers between systems.

Line 19 (total net change other than construction). - This is the sum of lines 17 and 18.

Line 20 (total net change due to construction). - The mileage on this line must be identical with line 15.

Line 21 (existing mileage at the end of year). - Shows the total mileage existing at the end of the year.

### FORM PR-503

## SUMMARY OF OTHER ROADS UNDER STATE CONTROL

### Roads or Systems to Be Reported.

This form provides for the reporting of all existing roads under the jurisdiction of the State highway departments, other State agencies, or special highway authorities, which are not a part of the designated State highway systems. They may consist of roads in State parks, forests, institutions, and reservations; or they may be parkways or public toll roads that are administered by special authorities. See the PR-503 illustrated on sheet 25.

### Data to Be Reported.

The mileage summarized on lines 7a, 7c, and 7d of PR-528, should be identified and classified by surface types on form PR-503. Data should be based on the latest road inventory or other mileage records available.

### FORM PR-504

## MILEAGE BUILT BY STATE AGENCIES ON OTHER STATE ADMINISTERED ROADS AND ON LOCAL ROADS

### Data to Be Reported.

Report the miles of construction or reconstruction during the year on roads which are not a part of the designated State system as follows: Mileage built by the State highway department on other State administered roads, and construction on local roads and streets contracted for or performed by the State; miles of local road and street construction financed, at least in part, by Federal-aid secondary funds (whether or not State matching funds are involved); mileage built in Federal parks, forests, and reservations; and miles of toll road construction.

Since the miles of construction reported on form PR-504 may also be a part of the total construction reported on form PR-521 for county or other local roads, or

for Federal reservation roads, form PR-504 should have a footnote stating specifically whether the mileage is, or is not, included on the PR-521. A similar note should also appear on form 521 with reference to the PR-504.

The miles of construction on roads in State parks, forests, reservations, institutions, and on toll roads reported on this form should be correlated with the capital outlay reported for these roads in item 9 of form PR-532 (State Highway Expenditures).

#### FORM PR-505

### EXISTING SURFACED MILEAGE BY TYPE, WIDTH AND AVERAGE DAILY TRAFFIC

#### Systems to Be Reported.

Separate forms should be completed for the State primary rural highway system, municipal extensions of the State primary system, and for the traveled way mileage of the rural and urban sections of the Federal-aid primary and Interstate systems.

#### Data to Be Reported.

Report the width and average daily traffic volume for surfaced mileage only, segregated according to the "low type" (D, E), "intermediate type" (F, G-1, H-1), and "high type" (G-2, H-2, I, J, K, and L) surfaces. The total mileage for each of these surface type groups should agree with comparable groupings of the totals on line 21 of form PR-502, columns 3 through 6.

If surface type data are not available for the municipal or urban extension of a system, all surface types may be combined and reported in the space provided for high type surfaces, but grouped according to width and average daily traffic volume.

#### Width of Roadway.

The widths reported on this form are for surfaced mileages only, excluding paved shoulders and median strips. The measurement of width shall be based on the prevailing width of a road or street, including parking lanes. Widening at intersections to facilitate traffic flow and turning movements, climbing lanes on hills, and speed-change lanes will not be included in determining the width

of a road or street.

#### Average Daily Traffic.

Traffic volumes should be based on the latest valid traffic count data available. If counts are not available, or are known to be obsolete, estimates should be made to provide traffic volumes for all mileage reported on form PR-505.

#### FORM PR-506

### EXISTING MILEAGE OF SURFACED HIGHWAY BY TRAFFIC LANES AND ACCESS CONTROL

#### Systems to Be Reported.

Separate forms should be completed for the State primary rural highway system, municipal extensions of the State primary system, and for the traveled way mileage of the rural and urban sections of the Federal-aid primary and Interstate systems.

#### Lanes.

Lanes to be reported on form PR-506 refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, speed-change lanes, climbing lanes, turnouts, and service or parking lanes. Parking lanes may be included only if parking is limited to off-peak hours.

3-Lanes - Refers to a highway or city street on which traffic in each direction normally operates in one lane. The third or middle lane is used for passing in either direction.

One-way streets - A pair of streets with traffic on each operated one-way and in opposite directions. The mileage reported for one-way streets is the average length of the two streets serving a single route. The width will be the combined width of both streets.

Undivided - 4 or more traffic lanes - Included in this category are roads and streets having two or more full lanes in each direction of travel, but which are not separated by a median as defined below for divided highways.

Divided - 4 or more traffic lanes - A divided highway is



one with separated roadways for traffic in opposite directions. It may be on a single roadbed, or the two roadways may be widely separated. The width of the median may vary and is governed largely by the type of area, character of terrain, intersection treatment, and economics. For purposes of this report, a highway is considered to be divided when two or more full lanes are provided in each direction of travel and the median is four feet or more wide and constructed in a manner to preclude its use by moving vehicles except in emergencies.

Where the median is less than four feet wide, the roadway may be classified as divided if the divider consists of fencing, a retaining wall, or other effective physical barrier. Sections with narrow barrier-type medians usually occur in or near urbanized areas. Sections divided by mountable curbs, striping, or reflectorized surface markers should not be classed as divided.

#### Control of Access.

Control of access exists where the right of owners or occupants of abutting land or other persons to direct access to a highway is fully or partially controlled by public authority.

Partial Control of Access - The authority to control access is exercised to give preference to through traffic, but in addition to access connections with selected public roads, there may be some crossings at grade and some private driveway connections. Isolated short sections of road having characteristics of access control need not be reported where the combined total mileage would be negligible.

Full Control of Access - The authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at grade or direct private driveway connections.

Although form PR-506 does not provide for reporting access control on highways having less than four lanes, it is recognized that some two- or three-lane roads may have controlled access, particularly if they are parts of ultimate divided, multi-lane facilities. All such mileage should be identified and the degree of access control indicated under "Remarks," or on a separate form.

#### Average Daily Traffic.

In most cases the latest available 24-hour traffic count data will be applicable. In some cases, where the counts are obsolete or there is no count available, estimates will be necessary.

FORM PR-521

### COUNTY OR OTHER LOCAL MILEAGE REPORT

#### Roads or Systems to Be Reported.

County, Town, Township, and Other Local Roads - Roads under the jurisdiction of local government agencies, or roads for which the jurisdiction has not been clearly defined, should be reported on form PR-521. Separate forms are to be prepared for each jurisdictional category, and where feasible, the rural mileage and the municipal extensions are to be shown on separate PR-521's.

Federal Domain Roads - Roads in national parks, forests, forest development areas, (excluding purely timber access roads), and reservations (Indian, military, etc.) should be reported on this form. Exclude any Federal domain roads which serve as an integral part of a State or local system, and which are reported elsewhere as part of those systems. Prepare a separate PR-521 for each category.

#### Data to Be Reported.

Column 1 (existing mileage at beginning of year). - This must be identical with the closing mileage totals reported in column 7 of the PR-521 for the previous year. Space for recording revisions or previous errors is provided in subsequent columns.

Column 2 (revisions due to resurvey or transfer). - Revisions resulting from inventory corrections and transfers to or from the system should be reported in this column showing the appropriate plus (+) or minus (-) signs.

Column 3 (mileage built). - This column shows the total miles of construction on roads under each local or Federal jurisdiction reported on form PR-521. It includes the mileage of roads built on new location, as well as the mileage of roads reconstructed.

A footnote should give the number of miles included in column 3 for construction on local roads by the State and construction financed partially or entirely by Federal-aid secondary funds that are also reported on form PR-504. If none, the footnote should so state.

Column 4 (mileage replaced or abandoned). - Show the total mileage of each surface type reconstructed with the same type surface, plus the mileage abandoned. All entries in this line will be prefixed by a minus (-) sign, since they are to be deducted from the total mileage built in column 3.

Column 5 (net change in mileage). - The net change is determined by subtracting column 4 from column 3.

Column 6 (net total change during year). - Is the sum of columns 2 and 5.

Column 7 (existing mileage at end of year). - This is the total mileage of each surface type existing at the end of the year.

#### FORM PR-522

### CITY STREET MILEAGE BY SYSTEMS AND SURFACE CLASSIFICATION

#### Data to Be Reported.

Form PR-522 is a summary of all municipal mileage, classified by system and surface type.

The mileage of municipal extensions of State and local systems (column 1, 2, and 3) should be identical with that reported on line 21 of form PR-502 for each of the State systems, and with that reported in column 7 of PR-521, if such data are available, for county and other local road systems. The mileage of local city streets should consist of all other streets in a municipality. Where local street data are not obtained annually, the States best estimate based on the latest data available will be acceptable.

#### Local City Streets.

Included in this category are all roads and streets within incorporated cities, boroughs, towns, townships, villages, and municipal-type counties defined on sheets iv and v as municipalities; but mileage reported as municipal extensions of State highway systems should not be

reported as local city streets.

#### FORM PR-523

### CITY STREET MILEAGE BY SURFACE AND CITY SIZE GROUP

This is an optional reporting form, designed primarily for the convenience of the States and cities. It provides for summarizing all city street mileage grouped according to population. The totals in column 8 of this form should be identical with the totals reported in column 5 of PR-522.

Although mileage classified by size of city is desirable, it is not intended, at least at present, that the State make additional efforts to obtain these data unless they also want it for their own use. Therefore, unless the information is readily available, form PR-523 need not be completed.

#### FORM PR-528

### SUMMARY OF EXISTING STATE AND LOCAL ROADS AND STREETS

(Segregated According to Federal-Aid and  
Non-Federal-Aid System Mileage)

#### Data to Be Reported.

Summarize all road and street mileage in the State, showing the extent to which State, local, Federal domain, and other roads comprise the Federal-aid systems.

All data summarized on this form are reported in detail, by surface types, on forms PR-502, 503, 521, and 522. Therefore, the total mileage for each system or category of roads and streets reported on those forms must agree with or be components of the totals for the same systems or categories reported on form PR-528. See the sample PR-528 on sheet 31, which shows the relationship of the PR-528 to the other reporting forms.

#### FORM PR-529

### SUMMARY OF DESIGNATED FEDERAL-AID HIGHWAY SYSTEM MILEAGE

Form PR-529 is the official record of the designated

Federal-aid system mileages, with particular emphasis on the chargeable and nonchargeable status of the Federal-aid primary and Interstate mileages pursuant to the percentage limitation of the Federal-aid primary system.

The form also provides for a reconciliation of the traveled way (line 1) with the officially designated mileages (line 4). The mileages reported on line 4 are recorded in the Washington Office as the official system mileages. The Interstate mileage must, of course, agree with the miles reported on the quarterly Interstate system status report (PR-511) as of the same date.

Data to Be Reported.

Line 1 (Mileage of present traveled way). - Insert the total traveled way mileages that appear on line 8 of PR-528 for each Federal-aid system.

Line 2 (Miles to be deleted by relocation, etc.). - Show all mileages to be deducted from line 1 which are not final locations of the systems for which they are temporarily serving as the traveled way, including the mileage of one Federal-aid system serving as the traveled way of another.

Line 3 (Approved relocations, etc.). - Show the mileage of all approved relocations, projected routes on new locations, and mileage of projected Federal-aid routes into, through, and around urban areas. Also show on this line, under its correct official classification, the mileage of one Federal-aid system which serves as the traveled way of another. For example, 5 miles of the FAS system reported on line 1 (column 5) as Interstate traveled way, and included on line 2 (column 5) as a deduction from line 1, will now be placed on line 3 (column 8), since the mileage is officially Federal-aid secondary mileage.

Line 4 (Total designated system). - Insert the miles of each officially designated Federal-aid system. Be sure that the Interstate system mileage agrees with that reported on form PR-511 as of the same date.

Lines 5-10. - Provide for an accounting of the Federal-aid primary system percentage mileage.



Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-1 and 2; SM-1, 2, 3, and 10; and M-1, 2, 3, and 21.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

8,053.72 miles (line 21, column 7) is identical with the total State Primary System - Rural mileage on line 1a, column 8 of PR-528 (sheet 3).

3,858.84 miles (line 21, column 5)  
1,066.18 miles (line 21, column 6)  
4,725.02 miles total is identical with the total of "High Type" surface mileage of PR-505 (sheet 2).

2,888.56 miles (line 21, column 4) is identical with the total of the "Intermediate Type" surface mileage on PR-505 (sheet 2).

553.04 miles (line 21, column 3) is identical with the total of "Low Type" surface mileage of PR-505 (sheet 2).

**TOLL FACILITIES ON STATE SYSTEMS**

Toll facilities that are part of the State highway system, and therefore included on this form, should be identified in a footnote similar to the examples under "Remarks."

Item	Type of road existing or built				Total change in mileage (7)	
	Unsurfaced		Surfaced			
	Primitive or unimproved (1)	Graded or improved (2)	Low type bituminous F, G-1, H-1 (4)	High type bituminous G-2, H-2, I, J, K, L (5)		
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>						
1 Built on new location		0.60	2.12	14.56	19.04	53.34
2 Type of road replaced:						
Primitive or unimproved - A, B		0.18	0.32	1.54	0.10	2.22
Graded and drained - C		0.10	1.58	12.82	2.44	17.66
Soil, gravel, or stone - D, E		-	18.76	48.00	26.62	94.96
Low type bituminous - F, G-1, H-1		0.02	0.76	54.20	80.28	136.88
High type bituminous - G-2, H-2, I		0.26	0.26	7.16	126.88	139.50
Portland cement concrete, brick, or block - J, K, L		-	0.06	0.76	48.36	61.60
8 Summary of construction changes on each road or new location (Lines 1-7)		0.78	4.02	28.92	19.56	73.12
9 Reconstructing to same type (Overline Lines 3 through 7)		0.10	18.76	54.20	126.88	212.36
10 New types replacing old surfaces (Column 4 through 7)		0.28	1.08	55.92	155.26	220.68
11 Total mileage built during year		1.16	23.86	139.04	301.70	506.16
12 Mileage of former types replaced by construction (column 7)		2.22	17.66	136.88	139.50	452.82
13 Mileage abandoned		0.10	0.20	1.54	3.18	6.64
14 Total mileage replaced and abandoned		2.32	17.86	138.42	142.68	459.46
15 Net mileage change due to construction (Line 11 minus 14)		-2.32	-16.70	-40.92	-159.02	-446.70
<b>SUMMARY OF MILEAGE CHANGES</b>						
16 Existing mileage at beginning of year		16.76	74.28	2,702.76	3,455.92	7,907.98
17 Changes in system other than construction (Revisions due to resurvey or former error)		1.98	3.84	14.34	9.66	33.08
18 Net additions from or transfers to other systems		7.00	2.26	-24.65	-34.24	65.96
19 Total net changes other than construction		8.98	6.10	-15.12	43.90	99.04
20 Total net changes due to construction (Line 15)		-2.32	-16.70	-40.92	-159.02	-446.70
21 Existing mileage at the end of year (Lines 16+19-20)		23.42	63.68	2,688.56	3,606.18	8,053.72

Remarks:  
1/ Includes 22.43 miles Sigma Toll Highway.  
2/ Includes 103.22 miles Sigma Toll Highway.  
3/ Includes 125.65 miles Sigma Toll Highway.



Mileages from this report are used in the preparation of "Highway Statistics," tables SM-8, 15, and 110.

The width of roadways to be reported on this form should be as follows:  
For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through I) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

553.04 miles of "Low Type" surface is identical with the mileage on PR-502, line 21, column 3 (sheet 1).

2,688.56 miles of "Intermediate Type" surface is identical with the mileage on PR-502, line 21, column 4 (sheet 1).

4,725.02 miles of "High Type" surface is identical with the sum of the mileages in columns 5 and 6, line 21, of PR-502 (sheet 1).

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS												State		
EXISTING SURFACED MILEAGE BY TYPE, WIDTH, AND AVERAGE DAILY TRAFFIC												ALPHA		
System: State Primary - Rural												As of December 31, 19		
Width (feet)	Average daily traffic and surface type											Total		
	Under 400	400-599	600-799	800-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-24,999		25,000-34,999	35,000-44,999
LOW TYPE - D, E														
Under 20	222.72	13.46	2.46	0.12	0.10	0.10	0.10	-	-	-	-	-	-	256.94
20 - 21	101.98	6.72	1.64	0.06	0.04	0.04	0.04	-	-	-	-	-	-	192.62
22 - 23	66.86	4.36	0.50	0.12	-	-	-	-	-	-	-	-	-	71.86
24 - 26	41.92	5.02	0.72	-	0.10	0.02	-	-	-	-	-	-	-	47.78
27 - 35	17.78	1.52	0.08	-	-	-	-	-	-	-	-	-	-	19.38
36 - 43	1.62	1.74	-	-	-	-	-	-	-	-	-	-	-	3.36
44 - 47	0.70	0.06	0.14	0.12	-	-	-	-	-	-	-	-	-	1.02
48 and over	-	-	-	0.02	-	0.02	-	0.06	-	-	-	-	-	0.08
Total	453.58	34.88	5.54	0.44	0.24	0.08	-	0.08	-	-	-	-	-	553.04
INTERMEDIATE TYPE - F, G-1, G-1														
Under 20	498.92	232.10	72.16	17.32	4.74	2.00	1.16	0.10	-	-	-	-	-	849.68
20 - 21	436.66	330.44	146.44	31.90	9.50	2.16	5.56	0.26	-	0.06	-	-	-	972.60
22 - 23	90.74	143.58	81.30	19.36	4.26	2.46	2.08	0.14	-	0.08	-	-	-	348.06
24 - 26	101.10	177.36	95.82	31.94	8.30	2.50	2.48	0.10	-	-	-	-	-	400.34
27 - 35	24.72	44.30	19.78	4.16	2.36	0.36	0.82	0.04	0.04	-	-	-	-	96.94
36 - 43	1.04	3.40	2.82	1.66	3.20	0.72	0.58	0.02	-	0.12	0.02	-	-	13.68
44 - 47	0.04	0.76	0.92	0.24	0.06	0.04	-	0.04	-	0.04	-	-	-	2.14
48 and over	0.24	0.48	1.30	0.94	0.68	0.88	0.48	0.08	-	0.04	-	-	-	5.12
Total	1,153.06	212.42	420.54	107.52	33.10	11.12	13.16	0.78	0.04	0.34	0.02	-	-	2,688.56
HIGH TYPE - G-2, H-2, I, J, K, L														
Under 20	147.48	285.10	290.96	112.70	46.82	18.06	16.76	3.18	0.12	0.02	-	-	-	998.36
20 - 21	141.20	280.82	389.72	198.58	97.86	49.34	57.88	4.76	0.84	0.28	-	0.02	-	1,245.78
22 - 23	73.70	204.74	240.20	159.84	89.98	47.74	51.72	4.58	1.08	0.22	-	-	-	877.64
24 - 26	96.60	205.76	303.32	204.14	138.34	87.92	91.96	6.98	1.16	0.32	-	0.02	-	1,162.56
27 - 35	5.40	19.42	23.94	18.38	14.90	33.92	6.66	2.40	0.26	0.08	-	-	-	141.90
36 - 43	0.50	2.30	10.74	9.80	8.98	11.92	20.14	10.30	6.36	2.18	0.22	-	-	85.58
44 - 47	0.34	0.34	1.46	3.40	4.34	7.44	22.18	10.56	4.88	2.24	0.34	0.02	-	59.24
48 and over	1.02	1.00	7.66	16.24	20.90	28.96	81.66	29.78	9.22	10.04	2.24	1.50	-	213.96
Total	466.24	999.48	1,268.00	723.08	422.12	264.18	376.22	76.80	26.06	15.96	2.88	1.64	-	4,725.02
Total miles	2,072.88	1,946.78	1,604.06	831.04	455.36	275.54	389.46	77.58	26.10	15.90	2.90	1.64	-	11,966.62

Remarks:  
1/ Includes 98.14 miles unclassified by ADT volume.  
2/ Includes 36.46 miles unclassified by ADT volume.  
3/ Includes 82.76 miles unclassified by ADT volume.





Mileages from this report are used in the preparation of "Highway Statistics," tables SM-11 and 110.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State									
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		ALPHA									
System: State Primary - Rural		As of December 31, 19 _____									
Surfaces with (Foot)	Averages daily traffic										Total
	2,000 4,000	2,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	35,000- 39,999	40,000 and over	
<b>3 TRAFFIC LANES</b>											
27 and less than 36	6.50	7.60	6.36	6.84	22.10	5.16	2.18	0.14	-	-	59.40
36 and over	3.08	1.42	0.88	0.56	2.94	1.00	0.54	0.24	0.12	-	10.80
<b>Total</b>	<b>11.58</b>	<b>9.02</b>	<b>7.24</b>	<b>7.40</b>	<b>25.04</b>	<b>6.16</b>	<b>2.72</b>	<b>0.38</b>	<b>0.12</b>	<b>-</b>	<b>1/ 70.20</b>
<b>ONE-WAY STREETS</b>											
Less than 32	0.56	0.02	-	-	-	-	-	-	-	-	0.58
32 and less than 38	-	-	-	-	-	-	-	-	-	-	-
38 and less than 44	-	0.02	-	-	-	-	-	-	-	-	0.02
44 and less than 48	-	-	-	-	-	-	-	-	-	-	0.02
48 and over	0.02	-	-	-	0.14	0.02	-	-	-	-	0.18
<b>Total</b>	<b>0.58</b>	<b>0.04</b>	<b>-</b>	<b>-</b>	<b>0.16</b>	<b>0.02</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.80</b>
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>											
Less than 44	1.52	1.48	1.20	3.14	9.60	8.42	4.28	2.24	0.16	0.08	32.18
44 and less than 48	0.74	0.94	0.76	0.86	4.60	2.92	1.90	1.40	0.28	0.02	14.98
48 and over	1.62	1.80	2.00	2.14	8.10	4.06	2.24	1.38	0.32	0.16	24.14
<b>Total</b>	<b>3.88</b>	<b>4.22</b>	<b>3.96</b>	<b>6.14</b>	<b>22.30</b>	<b>15.40</b>	<b>8.42</b>	<b>5.02</b>	<b>0.76</b>	<b>0.26</b>	<b>2/ 71.30</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>											
Less than 44	0.92	0.42	1.98	2.18	4.12	0.90	1.30	0.64	-	-	14.08
44 and less than 48	0.68	1.64	2.24	3.96	12.40	4.72	1.28	0.40	0.06	-	28.40
48 and over	2.82	5.16	7.00	8.50	29.34	10.92	3.28	3.88	0.92	0.26	74.28
<b>Total</b>	<b>4.42</b>	<b>7.22</b>	<b>11.22</b>	<b>14.64</b>	<b>45.86</b>	<b>16.54</b>	<b>5.86</b>	<b>4.92</b>	<b>0.98</b>	<b>0.26</b>	<b>3/ 116.76</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS<sup>1</sup></b>											
Less than 44	0.02	0.04	0.04	0.34	0.98	0.28	0.22	0.20	-	-	2.12
44 and less than 48	0.02	0.78	0.58	1.94	4.98	2.00	1.62	0.46	-	-	12.38
48 and over	2.02	3.00	5.38	8.16	24.50	7.20	1.92	1.28	0.50	0.06	54.02
<b>Total</b>	<b>2.06</b>	<b>3.82</b>	<b>6.00</b>	<b>10.44</b>	<b>30.46</b>	<b>9.48</b>	<b>3.76</b>	<b>1.94</b>	<b>0.50</b>	<b>0.06</b>	<b>68.52</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS<sup>1</sup></b>											
Less than 44	0.02	0.02	-	0.16	0.32	0.06	-	0.02	-	-	0.60
44 and less than 48	0.04	-	0.04	0.04	0.26	0.48	0.06	0.14	0.02	-	1.08
48 and over	3.66	6.40	6.56	10.56	18.96	8.34	2.36	3.00	0.82	1.02	62.48
<b>Total</b>	<b>3.72</b>	<b>6.42</b>	<b>6.60</b>	<b>10.76</b>	<b>19.54</b>	<b>8.88</b>	<b>2.42</b>	<b>3.16</b>	<b>0.84</b>	<b>1.02</b>	<b>4/ 64.16</b>

<sup>1</sup> Partial Control - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway intersections of a mile having characteristic of access control and not be reported here. FULL CONTROL - authority to control access is exercised to the extent that complete traffic by providing access connections with selected public roads and attention and by prohibiting crossings at grade or direct private driveway connections.

Remarks

- 1/ Includes 0.54 miles unclassified by ADT volume.
- 2/ Includes 0.94 miles unclassified by ADT volume.
- 3/ Includes 4.84 miles unclassified by ADT volume.
- 4/ Includes 0.80 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-2; SM-1, 2, 3, and 101; and M-1, 2, 3, and 21.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

802.38 miles (line 21, column 7) is identical with the sum of lines 1b and 1c, column 8, PR-528 (sheet 3).

The mileages for each surface type on line 21 are identical with the mileages shown in column 1 of PR-522 for municipal extensions of the State primary system (sheet 30).

208.76 miles (line 21, column 6)  
 471.56 miles (line 21, column 5)  
 115.98 miles (line 21, column 4)  
 4.98 miles (line 21, column 3)  
 801.26 miles total is identical with the total of "High Type" surface mileage on PR-505 (sheet 5). All municipal mileage is reported as "High Type" surface on PR-505.

TOLL FACILITIES ON STATE SYSTEMS

Toll facilities that are part of the State highway system, and therefore included on this form, should be identified in a footnote similar to the example under "Remarks."

Form PR-502	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALPHA		Total closing mileage (7)
	HIGHWAY MILEAGE ANALYSIS SCHEDULE		Type of road existing or built		For year ended December 31, 19__		
System: State Primary - Municipal		Type of road replaced		Type of road existing or built		Total closing mileage	
Item	Unsurfaced	Surfaced	Soil, gravel, or stone	Low type bituminous	High type bituminous	F. C. Concrete, brick or block	Total closing mileage
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>ADJUSTING TABLE OF CONSTRUCTION CHANGES</b>							
1 Built on new location							7.20
2 Type of road replaced:							0.05
Primitive or unimproved - A, B	0.02		0.20	0.90	3.10	2.98	
3 Graded and drained - C		0.04		0.24	0.02	0.04	0.34
4 Soil, gravel, or stone - D, E			0.15	0.64	0.26	0.04	1.10
5 Low type bituminous - F, G-1, H-1			0.08	2.52	4.20	0.12	6.92
6 High type bituminous - G-2, H-2, I			0.02	0.26	15.90	0.74	16.92
7 Portland cement concrete, brick, or block - J, K, L				0.06	9.40	2.20	11.66
8 Summary of construction changes: On each road or new location (Lines 1 through 7)							
9 Resurfacing to same type (Delineated Lines 2 through 7)							
10 New types replacing old surface (Lines 4 through 7)							
11 Total mileage built during year	0.06	0.34	0.46	4.64	32.92	6.12	44.20
12 Mileage of former types replaced by construction (Column 7)	- 0.06	- 0.34	- 1.10	- 6.92	- 16.92	- 11.66	- 37.00
13 Mileage abandoned	-	-	- 0.02	- 0.16	- 0.30	- 0.22	- 0.70
14 Total mileage replaced and abandoned	- 0.06	- 0.34	- 1.12	- 7.08	- 17.22	- 11.88	- 37.70
15 Net mileage change due to construction (Line 11 minus 14)	-0.06	-0.28	-0.66	-2.44	+15.70	-5.76	+6.50
<b>SUMMARY OF MILEAGE CHANGES</b>							
16 Existing mileage at beginning of year	0.30	0.98	5.68	120.74	439.74	211.72	779.16
17 Changes in system other than construction Revisions due to reserves or former error other systems	-	+0.10	-0.15	-1.28	-3.13	-	-4.46
18 Net additions from or transfers to other systems	+0.08	-	+0.09	-1.04	+19.25	+2.80	21.18
19 Total net changes other than construction	+0.08	+0.10	-0.06	-2.32	+16.12	+2.80	+16.72
20 Total net changes due to construction (Line 15)	-0.06	-0.28	-0.66	-2.44	+15.70	-5.76	+6.50
21 Existing mileage at the end of year (Lines 16+19-20)	0.32	0.80	4.96	115.98	471.56	218.08	802.38

Remarks  
 1/ Includes 1.23 miles Sigma Toll Highway.  
 2/ Includes 11.39 miles Sigma Toll Highway.  
 3/ Includes 12.52 miles Sigma Toll Highway.



Mileages from this report are used in the preparation of "Highway Statistics," tables SM-9, 15, and 110.

Where a rural 2-lane road connects with a city or town street which is considerably wider but parking is permitted on one or both sides limiting the traffic to 2 lanes, such street should be reported on form PR-506 for the width of the entire street, curb to curb. The PR-506 should not include this mileage since it is in effect a 2-lane street. If, however, parking is limited to off peak hours and rigidly enforced so that the street permits 3 or more lanes to operate, then this mileage should also be reported on form PR-506 in the appropriate width and lane category.

The width of roadways to be reported on this form should be as follows:

For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through L) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channeled facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

Where a rural 2-lane road connects with a city or town street which is considerably wider but parking is permitted on one or both sides limiting the traffic to 2 lanes, such street should be reported on form PR-506 for the width of the entire street, curb to curb. The PR-506 should not include this mileage since it is in effect a 2-lane street. If, however, parking is limited to off peak hours and rigidly enforced so that the street permits 3 or more lanes to operate, then this mileage should also be reported on form PR-506 in the appropriate width and lane category.

801.26 miles is identical with the sum of columns 3, 4, 5, and 6, line 21, on PR-502 (sheet 4).

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Form PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										State	
		EXISTING SURFACED MILEAGE BY TYPE, WIDTH, AND AVERAGE DAILY TRAFFIC										ALPHA	
		System: State Primary - Municipal										As of December 31, 19_____	
Width (Feet)	Average daily traffic and surface type										Total		
	Under 400	401- 800	1,000- 1,999	2,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999		40,000 and over	
LANE TYPE - B, E													
Under 20													
20 - 21													
22 - 2													
24 - 26													
27-- 35													
36 - 43													
44 - 47													
48 and over													
Total													
INTERMEDIATE TYPE - F, G-1, H-1													
Under 20													
20 - 21													
22 - 23													
24 - 26													
27 - 35													
36 - 43													
44 - 47													
48 and over													
Total													
HIGH TYPE - G-2, H-2, I, J, K, L													
Under 20	7.26	15.12	20.86	14.22	7.10	4.16	5.12	0.84	0.24	0.06	0.02	-	83.72
20 - 21	5.02	15.76	30.92	22.26	15.34	7.88	15.10	2.82	0.62	0.22	0.04	0.02	126.82
22 - 23	2.12	8.42	13.82	9.98	7.98	6.50	10.88	2.32	0.50	0.28	0.02	-	69.32
24 - 26	3.02	10.24	18.06	15.92	14.54	10.68	22.54	5.28	1.50	0.54	0.12	0.06	111.26
27 - 35	0.98	3.86	8.64	8.00	9.18	7.52	24.76	9.66	3.02	1.32	0.18	0.04	86.16
36 - 43	0.86	3.40	7.44	8.14	8.08	8.08	28.90	17.86	8.94	6.80	1.26	0.22	113.76
44 - 47	0.20	0.80	2.54	2.92	2.64	3.12	9.96	6.30	4.62	3.74	0.58	0.26	40.24
48 and over	0.66	3.06	7.12	8.04	8.26	7.58	37.34	26.72	19.92	22.76	10.52	5.84	169.98
Total	20.12	61.36	109.40	89.08	73.12	55.52	155.60	71.80	39.36	35.72	12.74	6.44	1,601.26
Total miles													

Footnote: This table shows municipal extension and Federal-aid primary mileage only the total of all surface types used is given. This should be reported in the "High Type" section of this form (regardless of actual surface type).

Footnote: Includes 71.00 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables SM-11 and 110.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts. Parking lanes may be included, if parking is limited to off-peak hours and is rigidly enforced.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State										
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		ALPHA										
System: State Primary - Municipal		As of December 31, 19 _____										
Surface width (feet)	Under 2,000	Average daily traffic										Total
		2,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	35,000- 39,999	40,000- and over		
<b>3 TRAFFIC LANES</b>												
27 and less than 38	0.70	0.68	0.90	1.50	3.94	1.62	0.98	0.32	0.02	-	-	11.48
38 and over	1.32	1.14	1.22	0.86	4.54	2.74	1.44	1.08	0.26	0.04	-	15.70
<b>Total</b>	<b>2.02</b>	<b>1.82</b>	<b>2.12</b>	<b>2.36</b>	<b>8.48</b>	<b>4.36</b>	<b>2.02</b>	<b>1.40</b>	<b>0.28</b>	<b>0.04</b>	<b>0.04</b>	<b>27.18</b>
<b>ONE-WAY STREETS</b>												
Less than 32	0.06	0.04	0.02	0.04	0.18	0.14	-	-	0.02	-	-	0.56
32 and less than 38	-	-	-	0.02	0.24	0.12	0.04	0.04	-	-	-	0.46
38 and less than 44	-	0.02	0.04	0.04	0.30	0.20	0.02	0.02	-	-	-	0.64
44 and less than 48	0.02	-	-	-	0.12	0.08	-	-	0.02	-	-	0.24
48 and over	-	0.04	0.06	0.12	0.80	1.02	0.70	0.76	0.16	-	-	4.34
<b>Total</b>	<b>0.08</b>	<b>0.10</b>	<b>0.12</b>	<b>0.22</b>	<b>1.64</b>	<b>1.56</b>	<b>0.76</b>	<b>0.82</b>	<b>0.20</b>	<b>0.20</b>	<b>0.20</b>	<b>6.24</b>
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>												
Less than 44	1.60	1.40	1.62	3.14	9.34	7.08	4.48	3.08	0.44	0.14	-	34.58
44 and less than 48	1.04	0.96	1.02	1.24	4.52	2.94	2.18	1.78	0.14	0.18	-	17.26
48 and over	2.14	1.86	1.84	1.94	10.96	8.74	8.42	9.44	2.56	1.44	-	56.36
<b>Total</b>	<b>4.78</b>	<b>4.22</b>	<b>4.48</b>	<b>6.32</b>	<b>24.82</b>	<b>18.76</b>	<b>15.08</b>	<b>14.30</b>	<b>3.14</b>	<b>1.76</b>	<b>0.14</b>	<b>108.20</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>												
Less than 44	0.24	0.14	0.18	0.24	0.82	0.62	0.44	0.56	0.04	0.22	-	4.00
44 and less than 48	0.14	0.12	0.20	0.46	1.88	1.14	1.08	1.12	0.10	0.06	-	6.58
48 and over	1.78	1.34	1.82	1.42	9.74	7.72	4.80	6.16	3.14	1.78	-	43.36
<b>Total</b>	<b>2.16</b>	<b>1.60</b>	<b>2.20</b>	<b>2.12</b>	<b>12.44</b>	<b>9.48</b>	<b>6.32</b>	<b>7.84</b>	<b>3.28</b>	<b>2.06</b>	<b>0.22</b>	<b>53.94</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS<sup>1</sup></b>												
Less than 44	-	0.02	-	-	0.08	0.06	0.08	0.02	0.02	-	-	0.28
44 and less than 48	0.04	0.02	0.04	0.04	0.70	0.40	0.16	0.24	0.46	-	-	2.10
48 and over	0.54	0.44	0.46	0.76	4.06	2.28	1.38	1.00	0.48	0.20	-	11.66
<b>Total</b>	<b>0.58</b>	<b>0.48</b>	<b>0.50</b>	<b>0.80</b>	<b>4.84</b>	<b>2.74</b>	<b>1.62</b>	<b>1.26</b>	<b>0.96</b>	<b>0.20</b>	<b>0.20</b>	<b>14.04</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS<sup>2</sup></b>												
Less than 44	-	-	-	-	-	-	-	0.04	-	-	-	0.04
44 and less than 48	-	-	-	-	0.06	0.02	-	0.06	0.02	0.02	-	0.18
48 and over	0.48	0.46	0.56	0.74	3.96	2.00	2.48	3.44	1.88	3.86	-	20.96
<b>Total</b>	<b>0.48</b>	<b>0.46</b>	<b>0.56</b>	<b>0.74</b>	<b>4.02</b>	<b>2.02</b>	<b>2.48</b>	<b>3.54</b>	<b>1.90</b>	<b>3.88</b>	<b>0.20</b>	<b>21.18</b>

<sup>1</sup> PARTIAL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Isolated small fractions of a mile having characteristics of access control need not be reported here. FULL CONTROL - authority to control access is exercised to the extent of preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or street grade crossings, intersections.

- Remarks
- 1/ Includes 2.28 miles unclassified by ADT volume.
  - 2/ Includes 0.74 miles unclassified by ADT volume.
  - 3/ Includes 10.54 miles unclassified by ADT volume.
  - 4/ Includes 4.44 miles unclassified by ADT volume.
  - 5/ Includes 0.06 miles unclassified by ADT volume.
  - 6/ Includes 1.10 miles unclassified by ADT volume.

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Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-1 and 2; SM-1, 2, 3, and 101; and M-1, 2, 3, and 21.

Form PR-502		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALPHA	
HIGHWAY MILEAGE ANALYSIS SCHEDULE		System: State Secondary - Rural		Per year ended December 31, 19_____			
Item	Type of road existing or built				Total change mileage	(7)	
	Unsurfaced	Soil, gravel, or stone	Surfaced	Total			
	(1)	(2)	(3)	(4)	(5)	(6)	(8)
1	ACCOUNTING TABLE OF CONSTRUCTION CHANGES						
	Built on new location		1.00	1.22	2.06	0.24	5.02
2	Type of road replaced:						
	Primitive or unimproved - A, B	-	0.46	13.20	-	-	13.66
3	Graded and drained - C	0.02	1.52	4.22	0.70	-	6.46
4	Soil, gravel, or stone - D, E	0.26	19.42	12.72	17.00	0.22	49.62
5	Low type bituminous - F, G-1, H-1	-	0.22	8.94	6.26	0.02	15.44
6	High type bituminous - G-2, H-2, I	-	-	0.12	14.72	0.06	14.90
7	Replaced cement concrete, - J, K, L	-	-	0.06	0.78	-	0.84
8	Summary of construction changes: On earth roads or new location (Lines 1-7)	0.10	2.98	18.74	2.76	0.54	25.12
9	Resurfacing to same type (Underlined Lines 3 through 7)	0.02	19.42	8.94	14.72	-	43.10
10	New types replacing old surfaces (Lines 4 through 7)	0.26	0.22	12.90	24.04	0.30	37.72
11	Total mileage built during year	0.38	22.62	40.88	41.52	0.84	105.94
12	Mileage of former types replaced by construction (Column 7)	- 13.66	- 6.46	- 15.44	- 14.90	- 0.84	- 100.92
13	Mileage abandoned	- 0.36	- 0.06	-	- 0.10	-	- 0.78
14	Total mileage replaced and abandoned	- 14.02	- 6.52	- 15.44	- 15.00	- 0.84	- 101.70
15	Net mileage change due to construction (Line 11 minus 14)	-14.02	-6.14	-27.26	-26.52	-	-44.24
16	SUMMARY OF MILEAGE CHANGES						
	Existing mileage at beginning of year	86.20	464.34	860.78	497.94	32.98	1,968.62
17	Changes in system other than construction	42.33	-1.13	41.19	46.84	-0.22	9.01
18	Revisions due to resurvey or transfer of other systems	+2.63	+4.23	+20.75	+6.16	-	+31.73
19	Total net change other than construction	+4.96	+3.10	+21.94	+4.80	-0.22	+40.74
20	Total net change due to construction (Line 15)	-14.02	-6.14	-27.26	-26.52	-	-44.24
21	Existing mileage at the end of year (Lines 16+17+18)	77.14	459.02	890.72	530.62	32.76	2,013.60
Remarks							

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

2.013.60 miles (line 21, column 7) is identical with the total State Secondary System - Rural mileage on line 2a, column 8, of PR-528 (sheet 31).



Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-1 and 2; SM-1, 2, 3, and 101; and M-1, 2, 3, and 21.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

116.52 miles (line 21, column 7) is identical with the sum of lines 2b and c, column 8, on PR-528 (sheet 31).

NOTE: The mileages on line 21 of this PR-502 for the municipal extensions of the State Secondary System, when added to the mileages on line 21 of the PR-502 for the municipal extensions of "county roads under State control" (sheet 10) gives the mileages that appear in column 2 of PR-522 (sheet 30).

Form PR-502		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		HIGHWAY MILEAGE ANALYSIS SCHEDULE		State		ALPHA	
System: State Secondary - Municipal		Type of road existing or built		Type of road existing or built		Type of road existing or built		Per year ended December 31, 19	
Item		Unsurfaced		Surfaced		Surfaced		Total change mileage	
		Primitive unimproved A,B	Graded drained C	Soil, or stone D,E	Low type bituminous F,G,H,I	High type bituminous J,K,L	P.C. Concrete, brick or J,K,L		
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>									
1	Built on new location	-	-	-	0.14	0.10	0.18	0.42	
<b>Type of road replaced:</b>									
2	Primitive or unimproved - A,B	-	-	-	1.86	-	-	1.86	
3	Graded and drained - C	-	-	-	0.16	0.04	-	0.20	
4	Soil, gravel, or stone - D,E	-	-	-	0.28	0.36	-	0.64	
5	Low type bituminous - F, G-I, H-1	-	-	-	0.72	0.28	0.02	1.02	
6	High type bituminous - G-2, H-2, I	-	-	-	-	1.20	0.04	1.24	
7	Portland cement concrete, brick, or block - J,K,L	-	-	-	-	0.32	0.02	0.34	
<b>Summary of construction changes:</b>									
8	On earth roads or new location (Lines 1 through 7)	-	-	-	2.16	0.14	0.18	2.48	
9	Resurfacing to same type (Underlined Lines 3 through 7)	-	-	-	0.72	1.20	0.02	1.94	
10	New types replacing old surface (Lines 4 through 7)	-	-	-	0.28	0.96	0.06	1.30	
11	Total mileage built during year	-	-	-	3.16	2.30	0.26	5.72	
12	Mileage of former types replaced by construction (Column 7)	1.86	0.20	0.64	1.02	1.24	0.34	5.30	
13	Mileage abandoned	0.02	-	-	-	0.02	-	0.04	
14	Total mileage replaced and abandoned	1.88	0.20	0.64	1.02	1.26	0.34	5.34	
15	Net mileage change due to construction (Line 11 minus 14)	-1.88	-0.20	-0.64	+2.14	+1.04	-0.08	+0.38	
<b>SUMMARY OF MILEAGE CHANGES</b>									
16	Existing mileage at beginning of year	5.84	0.18	3.64	53.72	36.68	11.12	111.18	
<b>Changes in system other than construction</b>									
17	Revisions due to resurvey or former error other systems	-0.63	-	-	+0.96	+0.70	+0.96	+1.59	
18	Net additions from or transfers to other systems	+1.75	+0.18	+0.36	+0.88	+0.20	-	+3.37	
19	Total net changes other than construction	+1.12	+0.18	+0.36	+1.84	+0.90	+0.96	+4.96	
20	Total net changes due to construction (Line 15)	-1.88	-0.20	-0.64	+2.14	+1.04	-0.08	+0.38	
21	Existing mileage at the end of year (Lines 16+19-20)	5.08	0.16	3.36	57.70	38.62	11.60	116.52	

Remarks



Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-1 and 2; SM-1, 2, 3, and 101; M-1, 2, 3, and 21.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

2,725.84 miles (line 21, column 7) is identical with the total county roads under State control - rural mileage on line 3a, column 8, on PR-528 (sheet 31).

Form PR-502		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALPHA	
HIGHWAY MILEAGE ANALYSIS SCHEDULE		System: County Roads Under State Control - Rural		For year ended December 31, 19____			
Item	Type of road existing or built	Unsurfaced		Surfaced		P.C. Concrete, brick, or block (6)	Total change in mileage (7)
		Primitive or unimproved (1)	Graded and drained (2)	Soil, gravel, or stone (3)	Low type P.G.-1, H-1 (4)		
1	ACCOUNTING TABLE OF CONSTRUCTION CHANGES Built on new location			0.12	0.24	0.02	0.38
2	Type of road replaced: Primitive or unimproved - A, B		0.60	8.20	0.26	0.02	9.08
3	Graded and drained - C		0.56	5.62	3.10	0.30	9.58
4	Soil, gravel, or stone - D, E		0.92	8.22	18.90	3.15	31.20
5	Low type bituminous - F, G-1, H-1			0.40	3.52	4.28	8.20
6	High type bituminous - G-2, H-2, I			0.06	0.34	3.32	3.72
7	Portland cement concrete, brick, or block - J, K, L					0.16	0.20
8	SUMMARY OF CONSTRUCTION CHANGES ON EACH ROAD OR NEW LOCATION (Lines 1 through 7)		0.60	13.94	3.60	0.34	18.48
9	Resurfacing to same type (Underlined Lines 3 through 7)		0.56	8.22	3.52	3.32	15.66
10	New types replacing old surface (Lines 4 through 7)		0.92	0.46	19.24	7.60	28.22
11	Total mileage built during year		2.08	22.62	26.36	11.26	62.36
12	Mileage of former types replaced by construction (Col. Line 7)	9.08	9.58	31.20	8.20	3.72	61.98
13	Mileage abandoned	0.14	0.02	0.46			0.62
14	Total mileage replaced and abandoned	9.22	9.60	31.66	8.20	3.72	62.60
15	Net mileage change due to construction (Line 11 minus 14)	-9.22	-7.52	-9.04	+18.16	+7.54	-0.24
16	SUMMARY OF MILEAGE CHANGES Existing mileage at beginning of year	312.70	223.76	1,116.36	840.82	209.42	2,714.96
17	Changes in system other than construction Revisions due to resurvey or former error	+1.35	-8.99	+1.36	-0.12		-6.40
18	Net additions from or transfers to other systems	+4.61	+6.25	+5.32		+1.22	+17.50
19	Total net changes other than construction	+5.96	-2.74	+6.68	-0.12	+1.22	+11.10
20	Total net changes due to construction (Line 15)	-9.22	-7.52	-9.04	+18.16	+7.54	-0.24
21	Existing mileage at the end of year (Lines 16 plus 19)	309.44	213.50	1,114.00	858.66	218.18	2,725.84

Remarks



Mileages from this report are used in the preparation of "Highway Statistics," tables SMB-1 and 2; SM-1, 2, 3, and 101; M-1, 2, 3, and 21.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

48.90 miles (line 21, column 7) is identical with the sum of lines 3b and c, column 8, on PR-528 (sheet 31).

NOTE: The mileages on line 21 of this PR-502 for the municipal extensions of "county roads under State control," when added to the mileages on line 21 of the PR-502 for the municipal extensions of the "State secondary" system (sheet 8) gives the mileages that appear in column 2 of PR-522 (sheet 30).

Item	Type of road existing or built				Total change in mileage (7)
	State				
	Primitive unimproved A,B (1)	Unsurfaced Graded drained (2)	Soil, gravel, or stone P, E-1, H-1 (3)	High type bituminous P, E-1, H-1 (4)	
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>					
1	Built on new location	-	0.02	0.02	0.04
2	Type of road replaced: Primitive or unimproved - A,B	0.02	0.06	0.10	0.18
3	Graded and drained - C	-	0.02	0.06	0.08
4	Soil, gravel, or stone - D,E	-	0.04	0.36	0.44
5	Low type bituminous - F, E-1, H-1	-	-	0.10	0.26
6	High type bituminous - E-2, H-2, I	-	-	0.20	0.20
7	Portland cement concrete, brick, or block - J,K,L	-	-	0.06	0.06
8	Summary of construction changes: On earth roads or new location (Lines 1-7)	0.02	0.08	0.18	0.30
9	Resurfacing to same type (Underlined Lines 3 through 7)	-	0.04	0.10	0.34
10	New types replacing old surface (Lines 4 through 7)	-	-	0.36	0.62
11	Total mileage built during year	0.02	0.12	0.54	1.26
12	Mileage of former types replaced by construction (Column 7)	- 0.18	- 0.08	- 0.44	- 1.22
13	Mileage abandoned	-	-	- 0.02	- 0.02
14	Total mileage replaced and abandoned	- 0.18	- 0.08	- 0.44	- 1.24
15	Net mileage change due to construction (Line 11 minus 14)	- 0.16	- 0.06	- 0.32	- 0.02
16	Existing mileage at beginning of year	0.80	4.82	26.32	47.04
17	Changes in system other than construction Revisions due to resurvey or former error	+0.08	-	+2.08	+3.12
18	Net additions from or transfers to other systems	+0.10	+0.08	-1.04	-1.28
19	Total net changes other than construction	+0.18	+0.08	+1.04	+1.04
20	Total net changes due to construction (Line 15)	- 0.18	- 0.06	- 0.32	- 0.06
21	Existing mileage at the end of year (Lines 16+19-20)	0.80	4.96	27.72	48.90

Remarks





Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Interstate system mileage is automatically a part of the FAP system, and is therefore included with the mileage shown here.

If a State's records are such that it is more convenient to show only that portion of the FAP traveled way mileage which does not include the Interstate system traveled way, the alternate method for reporting FAP mileage illustrated on sheet 94 of the appendix may be used.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

4,412.50 miles (line 21, column 7) is identical with the total Federal-Aid Primary System - Rural mileage on line 8, column 3, of PR-528 (sheet 31), and with the traveled way mileage on line 1, column 2, of PR-523 (sheet 32).

2,510.74 miles (line 21, column 5)  
952.54 miles (line 21, column 6)  
3,463.28 miles is identical with the total "High Type" surface mileage on PR-505 (sheet 12).

873.00 miles (line 21, column 4) is identical with total of "Intermediate Type" surface mileage on PR-505 (sheet 12).

68.64 miles (line 21, column 3) is identical with the total of "Low Type" surface mileage on PR-505 (sheet 12).

Form PR-502	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC WORKS		HIGHWAY MILEAGE ANALYSIS SCHEDULE										State ALPHA	
	System: Total Federal-Aid Primary (FAP) - Rural												For year ended December 31, 19__	
	Item	Unsurfaced					Surfaced					Total change in mileage		
Primitive or unimproved A, B (1)		Graded and improved C, D, E (2)	Soil, gravel, or D, E (3)	Low type bituminous F, G, H, I, J (4)	High type bituminous K, L (5)	P. U. Concrete, brick, or J, K, L (6)	Other (7)	Total (8)	Total (9)	Total (10)	Total (11)	Total (12)		
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>														
1	Built on new location	0.20	1.52	5.58	12.84	16.04	36.18							
<b>Type of road replaced:</b>														
2	Primitive or unimproved - A, B	-	-	0.04	-	0.02	0.06							
3	Graded and drained - C	-	-	0.96	1.34	0.50	2.80							
4	Soil, gravel, or stone - D, E	-	4.14	7.06	5.32	1.02	17.54							
5	Low type bituminous - F, G, H, I, J	0.02	0.06	14.70	40.18	1.36	56.32							
6	High type bituminous - K, L	0.26	0.14	4.50	90.28	4.92	100.10							
7	Portland cement concrete, brick, or other - J, K, L	-	0.04	0.42	43.98	11.26	55.70							
<b>Summary of construction changes:</b>														
8	On earth roads or new location (Lines 1 through 7)	0.20	1.52	6.58	14.18	16.56	39.04							
9	Resurfacing to same type (Lines 1 through 7)	-	4.14	14.70	90.28	11.26	120.38							
10	New types replacing old surfaces (Lines 1 through 7)	0.28	0.24	11.98	89.48	7.30	109.28							
11	Total mileage built during year	0.48	5.90	33.26	193.94	35.12	268.70							
<b>Mileage of former types replaced by construction:</b>														
12	(Column 7)	- 0.06	- 17.54	- 56.32	- 100.10	- 55.70	- 232.92							
13	Mileage abandoned	-	-	- 0.16	- 0.62	- 0.34	- 3.24							
14	Total mileage replaced and abandoned	- 0.06	- 17.70	- 56.94	- 102.22	- 56.04	- 235.76							
15	Net mileage change due to construction (Line 11 minus 14)	-0.06	-11.80	-23.68	-91.72	-20.92	-132.94							
<b>SUMMARY OF MILEAGE CHANGES</b>														
16	Existing mileage at beginning of year	1.84	70.48	906.74	2,374.44	984.16	4,412.50							
<b>Changes in system other than construction</b>														
17	Revisions due to resurvey or former error	-0.34	-0.12	-41.63	-47.83	-1.22	-422.86							
18	Net additions from or transfers to other systems	-40.36	-0.26	-17.89	-30.18	-9.48	-111.24							
19	Total net changes other than construction	-40.70	-0.38	-49.96	-10.06	-10.70	-121.80							
20	Total net changes due to construction (Line 15)	-0.06	-11.80	-23.68	-91.72	-20.92	-132.94							
21	Existing mileage at the end of year (Lines 16 plus 19)	2.148	51.10	873.00	2,510.74	952.54	4,412.50							

Remarks



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-8, 15, and 110.

Interstate system mileage is automatically a part of the FAP system and is therefore included with the mileage shown here.

If a State's records are such that it is more convenient to show only that portion of the FAP traveled way mileage which does not include the Interstate system traveled way, the alternate method for reporting FAP mileage illustrated on sheet 35 of the appendix may be used.

66.64 miles of "Low Type" surface is identical with the mileage on PR-502, line 21, column 3 (sheet 11).

873.00 miles of "Intermediate Type" surface is identical with the mileage on PR-502, line 21, column 4 (sheet 11).

3,483.28 miles of "High Type" surface is identical with the sum of the mileages in columns 5 and 6, line 21, of PR-502 (sheet 11).

The width of roadways to be reported on this form should be as follows:

For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through L) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Form PR-505		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE		ALPHA	
		EXISTING SURFACED MILEAGE BY TYPE, WIDTH, AND AVERAGE DAILY TRAFFIC										As of December 31, 19			
		System: Total Federal-Aid Primary (FAP) - Rural													
Width (Feet)	Under 400	Average daily traffic and surface type										40,000 and over	Total		
		40-599	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999				
LOW TYPE - B, E															
Under 20	9.44	3.32	0.62	0.10	-	-	0.02	-	-	-	-	-	-	15.50	
20 - 21	13.24	2.58	0.50	0.04	0.02	-	0.02	-	-	-	-	-	-	24.44	
22 - 23	9.16	1.40	0.06	-	-	-	-	-	-	-	-	-	-	10.64	
24 - 26	8.72	2.26	0.74	-	-	0.02	-	-	-	-	-	-	0.08	11.94	
27 - 35	2.08	0.70	0.02	-	-	-	-	-	-	-	-	-	-	2.86	
36 - 43	1.94	0.40	-	-	-	-	-	-	-	-	-	-	-	2.36	
44 - 47	0.54	-	0.12	0.12	-	-	-	-	-	-	-	-	-	0.78	
48 and over	0.02	-	-	0.02	-	-	0.06	-	-	-	-	-	-	0.12	
<b>Total</b>	<b>45.14</b>	<b>10.66</b>	<b>2.06</b>	<b>0.28</b>	<b>0.02</b>	<b>0.12</b>	<b>-</b>	<b>0.12</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.08</b>	<b>68.64</b>	
INTERMEDIATE TYPE - F, G-1, H-1															
Under 20	17.90	35.14	30.04	10.22	3.18	1.10	0.58	0.06	-	-	-	-	-	98.30	
20 - 21	36.12	120.80	86.06	23.62	7.84	2.04	1.86	0.26	-	0.04	-	-	-	279.00	
22 - 23	19.68	66.28	64.24	16.62	4.00	2.08	1.70	0.04	0.02	0.08	-	-	-	175.72	
24 - 26	29.30	94.28	76.02	27.08	8.34	2.74	1.84	0.08	-	-	-	-	-	232.70	
27 - 35	8.36	25.38	16.62	3.46	2.16	0.22	0.64	0.04	-	-	-	-	-	56.90	
36 - 43	0.34	2.38	3.10	2.14	3.24	0.30	0.70	0.02	0.04	0.12	0.02	-	-	13.22	
44 - 47	-	0.58	0.96	0.32	0.16	0.02	0.28	0.06	-	-	-	-	-	2.42	
48 and over	0.06	0.52	1.58	1.12	1.02	1.48	1.46	0.42	-	0.04	-	-	-	7.74	
<b>Total</b>	<b>111.76</b>	<b>345.56</b>	<b>278.64</b>	<b>84.58</b>	<b>29.96</b>	<b>10.58</b>	<b>9.06</b>	<b>0.98</b>	<b>0.06</b>	<b>0.28</b>	<b>0.02</b>	<b>-</b>	<b>-</b>	<b>873.00</b>	
HIGH TYPE - G-2, H-2, I, J, K, L															
Under 20	11.36	85.66	175.58	84.80	34.72	11.34	9.76	0.88	0.02	-	-	-	0.06	435.30	
20 - 21	30.92	134.96	290.56	177.96	89.58	44.00	52.86	2.98	0.36	0.06	-	-	0.16	837.46	
22 - 23	23.96	131.10	195.10	146.58	83.68	48.06	50.38	5.28	0.50	0.10	0.02	-	-	685.00	
24 - 26	48.82	143.04	265.26	195.84	142.10	85.46	85.94	5.46	0.48	0.12	-	-	0.04	994.34	
27 - 35	2.26	13.12	21.26	19.40	16.92	14.50	36.66	6.46	1.46	0.40	-	-	-	133.38	
36 - 43	0.18	1.94	11.04	12.80	11.24	12.18	25.28	9.34	4.80	1.64	0.06	-	-	92.64	
44 - 47	0.30	0.40	2.26	4.44	5.66	7.76	23.10	11.54	4.18	1.66	0.06	-	-	68.76	
48 and over	0.32	1.18	10.82	19.58	25.94	29.16	100.76	37.16	7.62	5.00	0.84	0.48	-	242.40	
<b>Total</b>	<b>118.72</b>	<b>511.40</b>	<b>971.88</b>	<b>661.40</b>	<b>409.84</b>	<b>252.46</b>	<b>384.74</b>	<b>79.10</b>	<b>19.42</b>	<b>8.98</b>	<b>0.98</b>	<b>0.74</b>	<b>3/4</b>	<b>463.28</b>	
<b>Total miles</b>	<b>275.62</b>	<b>867.62</b>	<b>1,252.58</b>	<b>746.26</b>	<b>439.82</b>	<b>263.04</b>	<b>395.92</b>	<b>80.08</b>	<b>19.48</b>	<b>9.26</b>	<b>1.00</b>	<b>0.82</b>	<b>1/4</b>	<b>404.32</b>	

Footnote: 1/ Includes 10.28 miles unclassified by ADT volume. 2/ Includes 1.52 miles unclassified by ADT volume. 3/ Includes 43.62 miles unclassified by ADT volume. 4/ Includes 55.12 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-11 and 110.

Interstate system mileage is automatically a part of the FAP system and is therefore included with the mileage shown here.

If a State's records are such that it is more convenient to show only that portion of the FAP traveled way mileage which does not include the Interstate system traveled way, the alternate method for reporting FAP mileage illustrated on sheet 36 of the appendix may be used.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

FORM PR-506		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										State					
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		ALPHEA										As of December 31, 19 _____					
Source: Total Federal-Aid Primary (FAP) - Rural		Average daily traffic										Total					
Surface width (feet)	Under 2,000	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 and over							
											7.26	6.96	5.96	6.56	20.60	4.32	1.32
27 and less than 38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53.66
36 and over	2.04	1.84	1.30	0.86	3.90	1.14	0.38	0.26	-	-	-	-	-	-	-	-	12.54
<b>Total</b>	10.10	8.82	7.26	7.42	24.50	5.46	1.70	0.36	-	-	-	-	-	-	-	-	1/ 66.20
<b>ONE-WAY STREETS</b>																	
Less than 32	0.04	0.04	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.10
32 and less than 38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38 and less than 44	-	0.04	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06
44 and less than 48	-	-	-	-	0.02	-	-	-	-	-	-	-	-	-	-	-	0.02
48 and over	0.04	-	-	-	0.20	0.04	-	-	-	-	-	-	-	-	-	-	0.28
<b>Total</b>	0.08	0.08	0.04	-	0.22	0.04	-	-	-	-	-	-	-	-	-	-	0.46
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>																	
Less than 44	1.04	2.52	2.38	1.62	10.46	6.18	2.72	0.74	0.06	-	-	-	-	-	-	-	29.16
44 and less than 48	0.90	1.06	1.02	1.16	4.98	2.42	1.52	0.94	0.02	-	-	-	-	-	-	-	14.50
48 and over	2.78	2.34	2.56	2.66	9.48	3.26	1.19	0.40	0.04	-	-	-	-	-	-	-	25.00
<b>Total</b>	4.72	5.92	5.96	6.50	24.92	11.86	5.42	2.08	0.12	-	-	-	-	-	-	-	2/ 68.66
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>																	
Less than 44	0.84	0.36	1.62	2.24	3.68	0.66	0.88	0.54	-	-	-	-	-	-	-	-	12.48
44 and less than 48	0.72	1.68	2.24	4.82	11.72	4.76	1.04	0.26	0.04	-	-	-	-	-	-	-	28.00
48 and over	3.52	4.38	6.50	7.72	28.46	9.18	1.90	2.30	0.40	0.10	0.10	0.10	0.10	0.10	0.10	0.10	65.92
<b>Total</b>	5.08	6.42	10.56	14.78	43.86	14.60	3.82	3.10	0.44	0.10	0.10	0.10	0.10	0.10	0.10	0.10	3/ 106.40
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS</b>																	
Less than 44	0.04	0.02	0.02	0.38	0.92	0.26	0.22	0.18	-	-	-	-	-	-	-	-	2.04
44 and less than 48	0.06	0.74	0.58	0.68	4.90	1.94	1.56	0.40	-	-	-	-	-	-	-	-	10.86
48 and over	1.76	3.08	5.32	7.42	24.98	6.86	1.78	1.00	-	-	-	-	-	-	-	-	52.20
<b>Total</b>	1.86	3.84	5.92	8.48	30.80	9.06	3.56	1.58	-	-	-	-	-	-	-	-	65.10
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS</b>																	
Less than 44	-	-	-	-	0.18	0.30	0.04	-	0.02	-	-	-	-	-	-	-	0.54
44 and less than 48	0.02	0.02	0.02	0.02	0.98	2.20	0.04	0.02	-	-	-	-	-	-	-	-	3.32
48 and over	4.76	7.64	9.16	10.64	34.28	17.08	2.34	1.32	0.36	0.38	0.38	0.38	0.38	0.38	0.38	0.38	88.76
<b>Total</b>	4.78	7.66	9.18	10.64	35.56	19.32	2.38	1.36	0.36	0.38	0.38	0.38	0.38	0.38	0.38	0.38	4/ 92.62

PARTIAL CONTROL: State has legal authority to prohibit access and exercise this authority to some degree to deny crossings at grade or at private driveway crossings. Full control: State has legal authority to prohibit access and exercise this authority to some degree to deny crossings at grade or at private driveway crossings. Full control: State has legal authority to prohibit access and exercise this authority to some degree to deny crossings at grade or at private driveway crossings. Full control: State has legal authority to prohibit access and exercise this authority to some degree to deny crossings at grade or at private driveway crossings.

- Remarks
- 1/ Includes 0.58 miles unclassified by ADT volume.
  - 2/ Includes 1.16 miles unclassified by ADT volume.
  - 3/ Includes 3.64 miles unclassified by ADT volume.
  - 4/ Includes 0.80 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Interstate system mileage is automatically a part of the FAP system and is therefore included with the mileage shown here.

If a State's records are such that it is more convenient to show only that portion of the FAP traveled way mileage which does not include the Interstate system traveled way, the alternate method for reporting FAP mileage illustrated on sheet 37 of the appendix may be used.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

418.96 miles (line 21, column 7) is identical with the total Federal-Aid Primary System - Urban mileage on line 8, column 4, of PR-528 (sheet 31) and with the traveled way mileage on line 1, column 3, of PR-529 (sheet 32).

159.88 miles (line 21, column 6)  
 244.78 miles (line 21, column 5)  
 13.34 miles (line 21, column 4)  
 0.54 miles (line 21, column 3)  
 418.54 miles is identical with the total of "High Type" surface mileage on PR-505 (sheet 15). All urban mileage is reported as "High Type" surface on PR-505.

Item	State										Total Group mileage (7)	
	ALPHA											
	For year ended December 31, 19__											
Type of road replaced:	Unsurfaced					Surfaced					Total Group mileage (7)	
	Primitive unimproved A, B (1)	Graded drained C (2)	Soil, stone D, E (3)	Low type bituminous F, G, H, I (4)	High type bituminous J, K, L (5)	F. C. Concrete, brick or block (6)						
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>												
1 Built on new location		0.04	0.02	0.24	2.20	4.18						6.68
2 Primitive or unimproved - A, B					0.06							0.06
3 Graded and drained - C					0.04							0.04
4 Soil, gravel, or stone - D, E					0.02					0.06		0.08
5 Low type bituminous - F, G, H, I				0.18	0.66	0.08						0.92
6 High type bituminous - J, K, L				0.02	8.76	0.88						9.66
7 Paved cement concrete, brick, or block				0.06	5.88	2.14						8.08
8 Summary of construction changes: On earth roads or new location (Lines 1 through 7)		0.04	0.02	0.24	2.30	4.18						6.78
9 Resurfacing to same type (Consider Lines 3 through 7)				0.18	8.76	2.14						11.08
10 New types replacing old surfaces (Lines 4 through 7)				0.08	6.96	1.02						7.66
11 Total mileage built during year		0.04	0.02	0.50	17.62	7.34						25.92
12 Mileage of former types replaced by construction (Column 7)	- 0.06	- 0.04	- 0.08	- 0.92	- 9.66	- 8.08						- 18.84
13 Mileage abandoned	-	-	-	-	- 0.28	- 0.18						- 0.46
14 Total mileage replaced and abandoned	- 0.06	- 0.04	- 0.08	- 0.92	- 9.94	- 8.26						- 19.30
15 Net mileage change due to construction (Line 11 minus 14)	- 0.06	-	- 0.06	- 0.42	+7.68	- 0.92						+6.22
<b>SUMMARY OF MILEAGE CHANGES</b>												
16 Existing mileage at beginning of year	0.30	0.14	0.76	17.98	224.24	158.54						401.96
17 Changes in system other than construction												
18 Revisions due to reamortization or former error	-	+0.06	-0.16	-2.01	+19.09	-1.03						+15.95
19 Net additions from or transfers to other systems	-0.02	-	-	-2.21	-6.23	+3.29						-5.17
20 Total net changes other than construction	-0.02	+0.06	-0.16	-4.22	+12.86	+2.26						+10.78
21 Total net changes due to construction (Line 15)	-0.06	-	-0.06	-0.42	+7.68	- 0.92						+6.22
22 Existing mileage at the end of year (Lines 16 plus 20)	0.22	0.20	0.54	13.34	244.78	159.88						418.96
Remarks												









Mileages from this report are used in the preparation of "Highway Statistics," tables FM-11 and 110.

Interstate system mileage is automatically a part of the FAP system and is therefore included with the mileage shown here.

If a State's records are such that it is more convenient to show only that portion of the FAP traveled way mileage which does not include the Interstate system traveled way, the alternate method for reporting FAP mileage illustrated on sheet 39 of the appendix may be used.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts. Parking lanes may be included, if parking is limited to off-peak hours and is rigidly enforced.

See sheet 33 in appendix for method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

← MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

FORM PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALPHA		As of December 31, 19 _____		
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		System: Total Federal-Aid Primary (FAP) - Urban								
Surface width (feet)	Under 2,000	Average daily traffic								
		2,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	45,000 and over	Total
<b>3 TRAFFIC LANES</b>										
27 and less than 36	0.08	0.32	0.40	0.84	4.04	2.14	1.12	0.56	-	10.42
36 and over	0.08	0.20	0.15	0.32	3.30	2.34	1.34	1.10	0.20	9.50
<b>Total</b>	0.16	0.52	0.56	1.16	7.34	4.48	2.46	1.66	0.20	1/ 20.32
<b>ONE-WAY STREETS</b>										
Less than 32	-	0.02	0.02	0.02	0.14	0.10	-	-	-	0.30
32 and less than 36	-	-	-	0.02	0.12	0.08	0.02	0.04	-	0.28
36 and less than 44	-	-	-	0.04	0.28	0.20	0.02	0.08	-	0.62
44 and less than 48	-	-	-	-	0.10	0.10	-	0.02	-	0.22
48 and over	-	0.04	0.04	0.16	0.62	0.62	0.62	0.90	0.30	3.76
<b>Total</b>	-	0.06	0.06	0.24	1.26	1.30	0.66	0.64	0.30	2/ 5.18
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>										
Less than 44	0.16	0.14	0.60	1.12	7.56	8.98	5.72	4.60	0.70	32.00
44 and less than 48	0.16	0.26	0.38	0.70	3.04	2.88	2.46	2.24	0.18	13.76
48 and over	0.14	0.46	0.70	1.10	6.98	8.28	8.70	10.28	2.74	45.86
<b>Total</b>	0.46	0.86	1.68	2.92	17.58	19.74	16.88	17.12	3.62	3/ 91.62
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>										
Less than 44	0.04	0.02	0.10	0.14	0.68	0.72	0.84	0.56	0.06	3.96
44 and less than 48	0.06	0.06	0.08	0.22	1.60	1.28	1.12	1.16	0.16	6.26
48 and over	0.64	0.64	1.12	1.04	8.44	7.60	5.40	7.92	3.70	42.46
<b>Total</b>	0.74	0.72	1.30	1.40	10.72	9.60	7.36	9.24	3.92	4/ 52.68
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS<sup>1</sup></b>										
Less than 44	-	-	-	0.02	0.08	0.08	0.10	0.04	0.02	0.34
44 and less than 48	-	-	-	0.02	0.64	0.44	0.24	0.30	0.02	1.70
48 and over	0.10	0.16	0.44	0.62	4.38	2.74	1.54	1.38	0.50	12.20
<b>Total</b>	0.10	0.16	0.46	0.66	5.10	3.26	1.88	1.72	0.54	5/ 14.24
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS<sup>1</sup></b>										
Less than 44	-	-	-	-	-	-	-	0.04	-	0.12
44 and less than 48	-	-	-	-	0.02	0.02	0.04	0.08	0.04	0.24
48 and over	0.32	0.40	0.38	0.86	6.70	6.92	3.68	4.94	2.74	34.06
<b>Total</b>	0.32	0.40	0.38	0.92	6.72	6.94	3.72	5.06	2.78	6/ 34.42

<sup>1</sup> PARTIAL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crosswalks at grade, or at private driveway connections, isolated small fractions of a mile having characteristics of access control; need not be reported here. FULL CONTROL - authority to control access and exercises this authority to prohibit access and exercises this authority to some degree to deny crosswalks at grade, or at private driveway connections, or direct private driveway connections.

- Remarks
- 1/ Includes 1.68 miles unclassified by ADT volume.
  - 2/ Includes 0.48 miles unclassified by ADT volume.
  - 3/ Includes 8.58 miles unclassified by ADT volume.
  - 4/ Includes 5.34 miles unclassified by ADT volume.
  - 5/ Includes 0.20 miles unclassified by ADT volume.
  - 6/ Includes 2.38 miles unclassified by ADT volume.













Mileages from this report are used in the preparation of "Highway Statistics," tables INT-11 and 110.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

Form PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE	
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		Federal-Aid Interstate (FAI) - Rural										ALPHA	
System		Average daily traffic										As of December 31, 19____	
Surface width (feet)	Under 2,000	2,000-	3,000-	4,000-	5,000-	10,000-	15,000-	20,000-	30,000-	40,000-	Total	40,000 and over	
		2,999	3,999	4,999	5,999	9,999	14,999	19,999	29,999	39,999			
3 TRAFFIC LANES													
27 and less than 36	2.56	4.20	1.62	2.28	7.88	1.42	0.24	0.04	-	-	20.24	-	
36 and over	0.12	0.30	0.38	0.14	0.78	0.22	0.14	0.02	-	-	2.10	-	
<b>Total</b>	<b>2.68</b>	<b>4.50</b>	<b>2.00</b>	<b>2.42</b>	<b>8.66</b>	<b>1.64</b>	<b>0.38</b>	<b>0.06</b>	-	-	<b>22.34</b>	-	
ONE-WAY STREETS													
Less than 32	-	0.02	-	-	-	-	-	-	-	-	0.02	-	
32 and less than 36	-	-	-	-	-	-	-	-	-	-	-	-	
36 and less than 44	-	-	0.02	-	-	-	-	-	-	-	0.02	-	
44 and less than 48	-	-	-	-	-	-	-	-	-	-	-	-	
48 and over	0.02	-	-	0.10	0.04	-	-	-	-	-	0.16	-	
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.10</b>	<b>0.04</b>	-	-	-	-	-	<b>0.20</b>	-	
UNDIVIDED - 4 OR MORE TRAFFIC LANES													
Less than 44	0.04	0.84	0.92	0.26	3.94	3.20	1.80	0.32	0.06	-	11.38	-	
44 and less than 48	0.04	0.04	0.24	0.14	1.78	1.00	0.50	0.56	-	-	4.30	-	
48 and over	0.46	0.98	0.80	0.42	3.60	1.46	0.40	0.16	-	-	7.88	-	
<b>Total</b>	<b>0.54</b>	<b>1.46</b>	<b>1.96</b>	<b>0.82</b>	<b>9.32</b>	<b>5.66</b>	<b>2.70</b>	<b>1.04</b>	<b>0.06</b>	-	<b>23.56</b>	-	
DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS													
Less than 44	0.22	-	1.10	0.82	1.44	0.24	0.58	0.14	-	-	4.90	-	
44 and less than 48	0.02	0.02	0.52	1.12	5.54	1.98	0.62	0.16	-	-	10.28	-	
48 and over	0.36	0.56	2.30	3.30	13.56	4.60	0.88	1.60	0.28	0.10	28.16	-	
<b>Total</b>	<b>0.60</b>	<b>0.58</b>	<b>3.92</b>	<b>5.24</b>	<b>20.54</b>	<b>6.82</b>	<b>2.08</b>	<b>1.90</b>	<b>0.28</b>	<b>0.10</b>	<b>43.34</b>	-	
DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS <sup>1</sup>													
Less than 44	-	-	-	0.02	0.34	0.12	0.20	0.06	-	-	0.74	-	
44 and less than 48	-	0.50	0.06	0.34	2.82	1.42	1.38	0.24	-	-	6.76	-	
48 and over	0.82	1.64	2.64	3.04	15.40	4.60	0.84	0.54	-	-	29.52	-	
<b>Total</b>	<b>0.82</b>	<b>2.14</b>	<b>2.70</b>	<b>3.40</b>	<b>18.56</b>	<b>6.14</b>	<b>2.42</b>	<b>0.84</b>	-	-	<b>37.02</b>	-	
DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS <sup>1</sup>													
Less than 44	-	-	-	0.18	0.30	-	-	0.02	-	-	0.50	-	
44 and less than 48	-	-	-	0.02	0.88	2.20	0.02	0.02	-	-	3.14	-	
48 and over	4.72	7.56	8.40	9.98	31.14	14.28	1.84	0.94	0.24	0.32	79.94	-	
<b>Total</b>	<b>4.72</b>	<b>7.56</b>	<b>8.40</b>	<b>10.18</b>	<b>32.32</b>	<b>16.48</b>	<b>1.86</b>	<b>0.98</b>	<b>0.24</b>	<b>0.32</b>	<b>83.58</b>	-	

<sup>1</sup> PARTIAL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway crossings of the highway by farm, industrial, or other vehicles. FULL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway crossings of the highway by farm, industrial, or other vehicles. FULL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway crossings of the highway by farm, industrial, or other vehicles.

Remarks

- 1/ Includes 1.28 miles unclassified by ADT Volume.
- 2/ Includes 0.52 miles unclassified by ADT Volume.

Mileages from this report are used in the preparation of "Highway Statistics," table INT-2.

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				State		ALPHA		Per year ended December 31, 19 _____		
BIGWAY MILEAGE ANALYSIS SCHEDULE				System: Federal-Aid Interstate (FAI) - Urban						
Item	Type of road existing or built			Surface		Total miles in mileage	Concrete, block, J.K.L. (B)	High type bituminous (3)	Low type bituminous (4)	Soil, gravel, or stone (5)
	Primitive or unimproved A, B (1)	Graded or drained (2)	Soil, gravel, or stone (5)	High type bituminous (3)	Low type bituminous (4)					
<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>										
1	Built on new location	0.02	-	-	0.64	1.84	-	-	-	2.50
2	Primitive or unimproved - A, B	-	-	-	0.04	-	-	-	-	0.04
3	Graded and drained - C	-	-	-	-	-	-	-	-	-
4	Soil, gravel, or stone - D, B	-	-	-	-	0.04	-	-	-	0.04
5	Low type bituminous - F, G-1, H-1	-	-	0.06	0.02	-	-	-	-	0.08
6	High type bituminous - G-2, H-2, I	-	-	-	2.34	0.24	-	-	-	2.58
7	Replaced cement concrete, brick, or block - J, K, L	-	-	0.02	1.16	0.46	-	-	-	1.64
8	Summary of construction changes: On each road or new location (Lines 1-7)	0.02	-	-	0.68	1.84	-	-	-	2.54
9	Resurfacing to same type (Underlined Lines 3 through 7)	-	-	0.06	2.34	0.46	-	-	-	2.88
10	New types replacing old surfaces (Lines 4 through 7)	-	-	0.02	1.16	0.28	-	-	-	1.46
11	Total mileage built during year	0.02	-	-	0.08	2.60	-	-	-	2.70
12	Mileage of former types replaced by construction (Column 7)	0.04	-	0.04	-	1.66	-	-	-	1.74
13	Mileage abandoned	-	-	-	-	0.08	-	-	-	0.08
14	Total mileage replaced and abandoned	0.04	-	0.04	-	1.74	-	-	-	1.82
15	Net mileage change due to construction (Line 11 minus 14)	-0.04	+0.02	-0.04	-	+0.86	-	-	-	+0.86
<b>SUMMARY OF MILEAGE CHANGES</b>										
16	Existing mileage at beginning of year	0.04	-	-	1.96	70.58	45.30	-	-	117.88
17	Changes in system other than construction revisions due to resurvey or transference to other systems	+0.20	-	+0.04	-0.50	+0.26	-	-	-	-
18	Net additions from or transfers to other systems	-	-	-	-	-0.40	-0.06	-	-	-0.46
19	Total net changes other than construction	+0.20	-	+0.04	-0.50	+0.06	-0.06	-	-	-0.46
20	Total net changes due to construction (Line 15)	-0.04	+0.02	-0.04	-	+0.86	-	-	-	+0.86
21	Existing mileage at the end of year (Lines 16 plus 19)	0.20	0.02	-	1.46	72.00	46.10	-	-	119.78

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

119.78 miles (line 21, column 7) is identical with the total Interstate System - Urban mileage on line 8, column 2, of PR-528 (sheet 31), and with the traveled way mileage on line 1, column 6, of PR-529 (sheet 32).

46.10 miles (line 21, column 6)  
72.00 miles (line 21, column 5)  
1.46 miles (line 21, column 4)  
119.78 miles is identical with the total "High Type" surface mileage on PR-505 (sheet 21). All urban mileage is reported as "High Type" surface on PR-505.

Mileages from this report are used in the preparation of "Highway Statistics," tables INT-9, 15, and 110.

The width of roadways to be reported on this form should be as follows:

For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through L) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

Where a rural 2-lane road connects with a city or town street which is considerably wider but parking is permitted on one or both sides limiting the traffic to 2 lanes, such street should be reported on form PR-506 for the width of the entire street, curb to curb. The PR-506 should not include this mileage since it is in effect a 2-lane street. If, however, parking is limited to off peak hours and rigidly enforced so that the street permits 3 or more lanes to operate, then this mileage should also be reported on form PR-506 in the appropriate width and lane category.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

119.56 miles is identical with the sum of columns 3, 4, 5, and 6, line 21, on PR-502 (sheet 20).

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

Form PR-506		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										State		
EXISTING SURFACED MILEAGE BY TYPE, WIDTH, AND AVERAGE DAILY TRAFFIC <sup>1</sup>		System: Federal-Aid Interstate (FAT) - Urban										ALZETA		
		Average daily traffic and surface type										As of December 31, 19		
Width (feet)	Under 400	LOW TYPE - D, E										40,000 and over	Total	
		0-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999			
Under 20														
20 - 21														
22 - 23														
24 - 26														
27 - 35														
36 - 43														
44 - 47														
48 and over														
<b>Total</b>														
INTERMEDIATE TYPE - F, G-1, H-1														
Under 20														
20 - 21														
22 - 23														
24 - 26														
27 - 35														
36 - 43														
44 - 47														
48 and over														
<b>Total</b>														
HIGH TYPE - G-2, H-2, I, J, K, L														
Under 20														
20 - 21														
22 - 23														
24 - 26														
27 - 35														
36 - 43														
44 - 47														
48 and over														
<b>Total</b>														
<b>Total miles</b>														

<sup>1</sup> For State highway municipal extensions and Federal-aid primary urban mileage only the total of all surface types need be given. This should be reported in the "High Type" section of this form (regardless of actual surface types).

Remarks

<sup>1</sup> Includes 7.50 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables INT-11 and 110.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts. Parking lanes may be included, if parking is limited to off-peak hours and is rigidly enforced.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

FORM PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		STATE		ALPHEA		As of December 31, 19 _____			
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		System: Federal-Aid Interstate (FRI) - Urban									
Surface width (feet)	Average daily traffic										
	Under 2,000	2,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 24,999	25,000- 29,999	30,000- 34,999	40,000 and over	Total	
<b>3 TRAFFIC LANES</b>											
27 and less than 36	-	0.02	0.02	0.10	0.76	0.68	0.20	0.20	-	-	1.98
36 and over	-	0.02	0.02	0.02	0.28	0.30	0.38	0.34	0.06	0.08	1.72
<b>Total</b>	-	0.04	0.04	0.12	1.04	0.98	0.58	0.54	0.06	0.08	1/ 3.70
<b>ONE-WAY STREETS</b>											
Less than 32	-	-	-	0.04	0.02	-	-	-	-	-	0.06
32 and less than 36	-	-	-	0.04	0.02	0.02	0.02	0.04	-	-	0.12
36 and less than 44	-	-	-	0.02	0.16	0.04	-	0.06	-	-	0.28
44 and less than 48	-	-	-	0.04	0.06	-	-	-	-	-	0.10
48 and over	-	-	0.02	0.08	0.10	0.18	0.32	0.10	0.06	0.06	1.02
<b>Total</b>	-	-	0.02	0.36	0.24	0.20	0.42	0.10	0.06	0.06	2/ 1.58
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>											
Less than 44	-	-	0.04	0.08	2.08	1.66	1.56	1.62	0.24	0.02	8.32
44 and less than 48	0.02	-	-	0.06	0.54	0.62	0.58	0.72	0.04	0.08	3.04
48 and over	0.04	-	0.06	0.14	1.52	2.34	2.80	4.20	1.48	0.92	14.70
<b>Total</b>	0.06	-	0.10	0.28	4.14	4.62	4.94	6.54	1.76	1.02	3/ 26.06
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>											
Less than 44	-	-	0.02	0.02	0.22	0.34	0.34	0.04	-	-	1.46
44 and less than 48	-	-	-	0.52	0.44	0.40	0.58	0.06	0.04	-	2.18
48 and over	0.06	0.10	0.12	0.18	2.64	2.90	2.02	3.24	2.16	1.28	16.02
<b>Total</b>	0.06	0.10	0.14	0.20	3.38	3.56	2.76	4.16	2.26	1.32	4/ 19.66
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS<sup>1</sup></b>											
Less than 44	-	-	0.02	0.02	0.02	0.10	0.02	-	-	-	0.18
44 and less than 48	-	-	-	0.02	0.30	0.16	0.18	0.24	0.02	-	0.92
48 and over	0.02	-	0.12	0.20	1.90	1.32	0.66	0.84	0.34	0.16	5.70
<b>Total</b>	0.02	-	0.12	0.24	2.22	1.50	0.94	1.10	0.36	0.16	5/ 6.80
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS<sup>1</sup></b>											
Less than 44	-	-	-	0.06	-	-	-	-	-	-	0.08
44 and less than 48	-	-	-	-	-	0.02	0.04	0.04	0.02	0.02	0.12
48 and over	0.28	0.32	0.26	0.52	4.84	5.68	2.92	3.62	1.96	2.48	24.66
<b>Total</b>	0.28	0.32	0.26	0.58	4.84	5.68	2.94	3.66	2.00	2.50	6/ 24.86

<sup>1</sup>Partial control - States has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Isolated small fractions of a mile having characteristics of access control need not be reported here. FULL CONTROL - authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and structures and by prohibiting crossings at grade or at private driveway connections.

- Remarks
- 1/ Includes 0.22 miles unclassified by ADT volume.
  - 2/ Includes 0.16 miles unclassified by ADT volume.
  - 3/ Includes 2.60 miles unclassified by ADT volume.
  - 4/ Includes 1.72 miles unclassified by ADT volume.
  - 5/ Includes 0.14 miles unclassified by ADT volume.
  - 6/ Includes 1.80 miles unclassified by ADT volume.



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALFEDIA		For year ended December 31, 19____		
HIGHWAY MILEAGE ANALYSIS SCHEDULE		System: Federal-Aid Secondary (FAS) - Rural						
Item	Type of road existing or built							Total change in mileage (D)
	Primitive or unimproved (A)	Graded and drained (B)	Soil, gravel, or stone (C)	Low type bituminous (F)	High type bituminous (G)	P.C. Concrete, brick, or block (H)		
1	ACCOUNTING TABLE OF CONSTRUCTION CHANGES							
1	Built on new location		0.52	2.24	8.70	6.98	0.96	19.00
2	Type of road replaced:							
2	Primitive or unimproved - A,B	0.54		0.92	8.36	0.44	0.06	10.32
3	Graded and drained - C	7.00		12.58	21.44	2.26		43.28
4	Soil, gravel, or stone - D,E	2.20		88.30	114.72	51.64	0.96	257.42
5	Low type bituminous - F, G-1, H-1	0.04		2.10	54.10	60.82	1.48	118.54
6	High type bituminous - G-2, H-2, I	-		0.36	3.14	57.74	0.14	61.38
7	Portland cement concrete, - J,X,I brick, or block	-		0.02	0.14	7.84	1.16	9.16
8	Summary of construction changes: On earth roads or new location (Lines 12-15)		1.06	15.74	38.50	9.28	1.02	65.60
9	Renewing to same type (Other lines 3 through 7)		7.00	88.30	54.10	57.74	1.16	208.30
10	New types replacing old surfaces (Lines 4 through 7)		2.24	2.46	118.00	120.30	2.18	245.20
11	Total mileage built during year		10.30	106.52	210.60	187.32	4.36	519.10
12	Mileage of former types replaced by construction (Column 7)	10.32	43.28	257.42	118.54	61.38	9.16	500.10
13	Mileage abandoned	0.60	0.12	0.34	2.64	0.72	0.30	4.72
14	Total mileage replaced and abandoned	10.92	43.40	257.76	121.18	62.10	9.46	504.82
15	Net mileage change due to construction (Line 11 minus 14)	-10.92	-33.10	-151.24	-49.42	-125.22	-5.10	-414.28
16	SUMMARY OF MILEAGE CHANGES							
16	Existing mileage at beginning of year	102.65	330.21	3,873.12	4,264.90	2,161.09	285.01	11,016.98
17	Changes in system other than construction Revisions due to resurvey or former error	+1.77	+31.47	-134.19	-105.68	-59.08	-20.97	-296.68
18	Net additions from or transfers to other systems	+6.95	-12.18	+417.50	+236.22	+14.53	+21.96	+684.98
19	Total net changes other than construction	+8.72	+19.29	+283.31	+130.54	-54.55	+0.99	+388.30
20	Total net changes due to construction (Line 15)	-10.92	-33.10	-151.24	-49.42	-125.22	-5.10	-414.28
21	Existing mileage at the end of year (Line 16 plus 19)	100.45	316.40	4,005.19	4,404.86	2,231.76	280.90	11,419.56

Remarks

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

11,419.56 miles (line 21, column 7) is identical with the total Federal-Aid Secondary System - Rural mileage on line 8, column 5, of PR-528 (sheet 31), and with the traveled way mileage on line 1, column 8, of PR-529 (sheet 32).





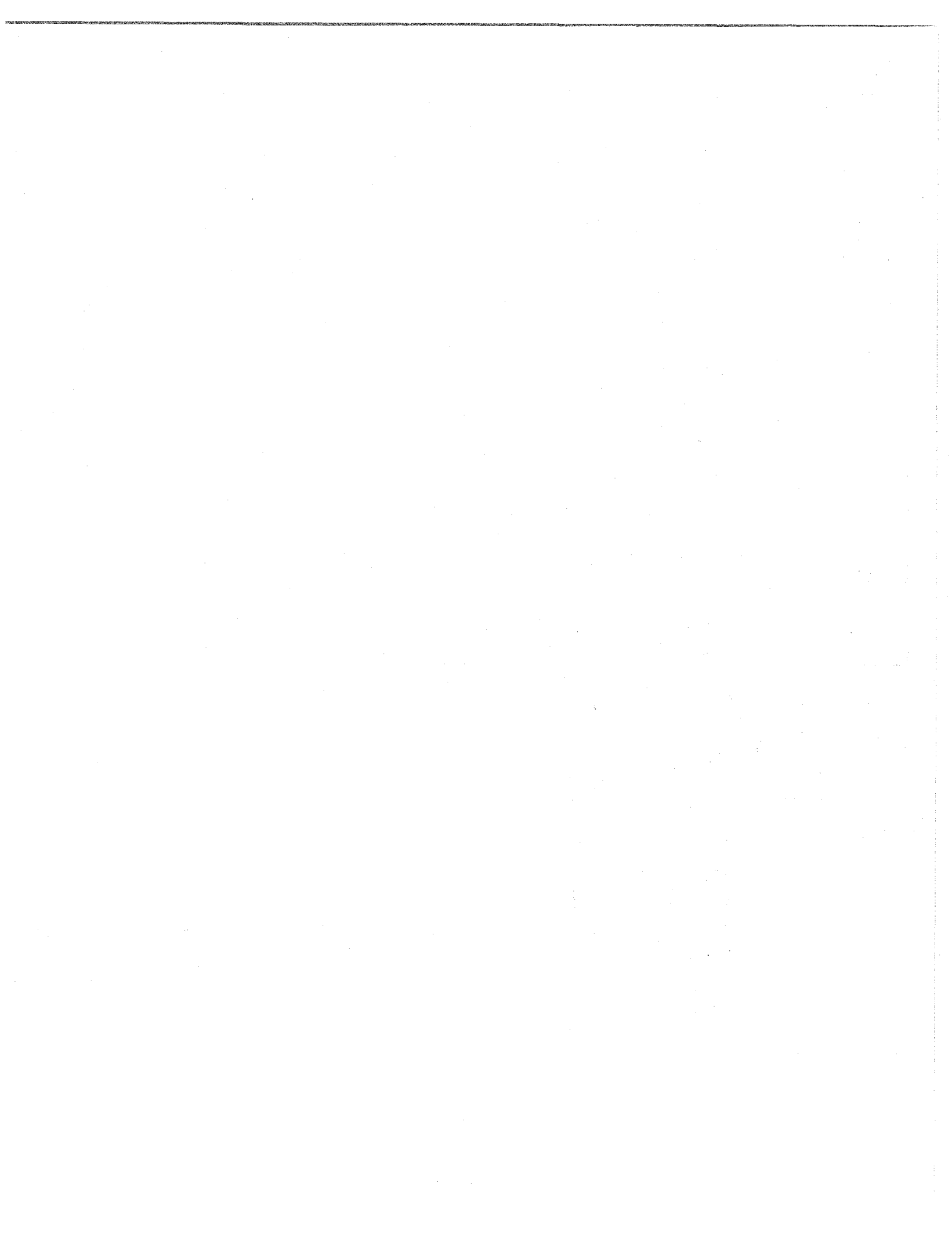
Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

The method used here is the one preferred for reporting FAS system mileage. An optional reporting procedure is illustrated on sheets 42 and 43 of the appendix.

Form PR-502	U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		Total change in mileage (7)		
	HIGHWAY MILEAGE ANALYSIS SCHEDULE		ALPHA				
	System: Federal-Aid Secondary (FAS) - Urban		For year ended December 31, 19__				
Item	Type of road existing or built						
	Unsurfaced	Gravel, or bitum. or brick	High type bitum. or brick	P.C. Concrete, brick, or bitum.			
	(1)	(2)	(3)	(4)	(5)		
1	<b>ACCOUNTING TABLE OF CONSTRUCTION CHANGES</b>						
1	Built on new location	-	-	0.18	0.38	0.04	0.60
2	Type of road replaced:						
	Primitive or unimproved - A,B	-	-	-	-	-	-
3	Graded and drilled - C	-	-	0.06	-	-	0.06
4	Soil, gravel, or stone - D,3	-	0.02	0.08	0.06	-	0.16
5	Low type bituminous - F, G-1, H-1	-	0.04	0.56	1.26	0.08	1.94
6	High type bituminous - G-2, H-2, I	-	-	0.06	3.20	0.10	3.36
7	Portland cement concrete, - J,K,L brick, or block	-	-	-	0.66	0.20	0.88
8	Summary of construction changes: On earth roads or new location (Lines 14-19)	-	-	0.24	0.38	0.04	0.66
9	Resurfacing to same type (Sublines Lines 3 through 7)	-	0.02	0.56	3.20	0.20	3.98
10	New types replacing old surface (Lines 3 through 7)	-	0.04	0.14	2.00	0.18	2.36
11	Total mileage built during year	-	0.06	0.94	5.58	0.42	7.00
12	Mileage of former types replaced by construction (Column 7)	-	0.06	1.94	3.36	0.88	6.40
13	Mileage abandoned	-	-	0.08	0.12	-	0.24
14	Total mileage replaced and abandoned	-	0.06	2.02	3.48	0.88	6.64
15	Net mileage change due to construction (Line 11 minus 14)	-	-0.06	-1.08	+2.10	-0.46	+0.36
16	<b>SUMMARY OF MILEAGE CHANGES</b>						
	Existing mileage at beginning of year	-	0.48	62.09	115.77	36.72	236.50
17	Changes in system other than construction Revisions due to resurvey or former error	-	+0.04	-4.60	+7.27	+0.69	+3.50
18	Net additions from or transfers to other systems	+0.08	-	+9.97	-2.34	+1.47	+9.26
19	Total net changes other than construction	+0.08	+0.04	+5.37	+4.93	+2.16	+12.76
20	Total net changes due to construction (Line 15)	-	-0.06	-1.08	+2.10	-0.46	+0.36
21	Existing mileage at the end of year (Line 16 plus 19 minus 20)	0.08	0.46	66.38	122.80	38.42	236.62
Remarks							

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year.

236.62 miles (line 21, column 7) is identical with the total Federal-Aid Secondary System - Urban mileage on line 8, column 6, of PR-528 (sheet 31), and with the traveled way mileage on line 1, column 9, of PR-529 (sheet 32).



Mileages from these reports are used in the preparation of "Highway Statistics," tables SM-1 and 2; M-1; and OMB.

222.50 miles in column 8 is identical with the total State park, forest, and reservation road mileage on line 7a, column 8, of PR-528 (sheet 31).

60.50 miles in column 8 is identical with the total of toll road mileage on line 7c, column 8, of PR-528 (sheet 31).

99.78 miles in column 8 is identical with the total other road mileage on line 7d, column 8, of PR-528 (sheet 31).

List separately each toll road or segment that is not on State or local road systems.

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		STATE ALPHA						
SUMMARY OF OTHER ROADS UNDER STATE CONTROL		As of December 31, 19						
ROAD SYSTEM (1)	PRIMITIVE UNIMPROVED A, B (2)	GRADED DRAINED C (3)	SOIL GRAVEL OR STONE SURFACE D, E (4)	LOW BITUMINOUS P. C., H-1 (5)	HIGH TYPE BITUMINOUS G-2, H-2 (6)	P. C. CONCRETE BRICK, OR BLOCK J, K, L (7)	TOTAL (8)	
State parks, forests, etc.	20.42	113.06	46.46	19.62	17.40	5.54	222.50	
Kappa-Delta Toll Road	-	-	-	-	21.94	38.56	60.50	
State institutional roads	15.48	1.66	7.70	61.66	6.62	6.66	99.78	
TOTAL	35.90	114.72	54.16	81.28	45.96	50.76	382.78	

1/ Includes mileage of State administered roads and streets not overlapping State, County, or other local systems such as State Park and forest, reservation, and institutional roads, and toll roads.

NOTE: In order to avoid duplication, or omission of mileage built, the PR-504 should indicate by a footnote that such mileage or a portion of it is or is not included with construction on County, Township, Federal and other built mileage reported on a PR-521 (PR-502 in the case of FAS "Off-State" system mileage).

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		STATE ALPHA						
MILEAGE BUILT BY STATE AGENCIES ON OTHER STATE ADMINISTERED ROADS AND ON LOCAL ROADS		For year ended December 31, 19						
ROAD SYSTEM (1)	GRADED DRAINED C (2)	SOIL GRAVEL OR STONE SURFACE D, E (3)	LOW BITUMINOUS P. C., H-1 (4)	HIGH TYPE BITUMINOUS G-2, H-2 (5)	P. C. CONCRETE BRICK, OR BLOCK J, K, L (6)	TOTAL (7)		
On other State roads	2.40	0.60	10.20	3.80	0.40	17.40		
On county roads - rural	17.06	64.80	103.90	42.14	1.62	229.52		
On local city streets Built by county but financed partially or entirely with FAS funds	24.98	19.76	2.34	2.16	0.24	49.48		
Kappa-Delta Toll Road	-	25.32	33.21	15.63	-	74.16		
TOTAL	44.44	110.48	149.65	65.69	5.99	376.45		

1/ Not included on any PR-521.  
2/ Included on PR-521 for "county roads - rural."  
3/ Included with construction reported on PR-521 for "county roads - rural."

1/ Mileage built by State highway department on State-administered roads and streets not overlapping State systems, including mileage built in Federal reservations, on toll, and local roads and streets. Construction on local roads with Federal aid secondary funds should be included.



Mileages from these reports are used in the preparation of "Highway Statistics," tables M-1, 2, and 3; OM; and OMB.

If feasible, separate PR-521's should be prepared for rural and municipal county roads. If not, a single PR-521 for rural and municipal mileage combined will suffice.

84,754.18 miles county roads - rural  
308.88 miles county roads - municipal  
35,063.06 miles total county mileage which is identical with the total county mileage on line 4, column 8, of PR-528 (sheet 31).

308.88 miles is a component of the municipal extensions of "county and other local roads" that appear in column 3 of PR-522 (sheet 30).

FORM PR-521		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE	
COUNTY OR OTHER LOCAL MILEAGE REPORT												ALPHA	
System: County Roads - Rural												FOR YEAR ENDED	
												DECEMBER 31, 19	
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DUE TO RESURVEY OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET CHANGE IN MILEAGE (5)	NET TOTAL CHANGE DURING YEAR (2)(3)(4)(5) (6)	EXISTING MILEAGE AT END OF YEAR (1)(6) (7)				
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	MILEAGE IN MILEAGE (5)							
1	PRIMITIVE OR UNIMPROVED - A, B	5,944.32	+0.08		216.26	-216.26	-216.18	5,728.14					
2	GRADED AND DRAINED - C	7,132.60	+3.87	75.92	319.47	-243.55	-239.68	6,892.92					
3	SOIL, GRAVEL, OR STONE - D, E	16,222.12	+6.18	298.93	198.89	+100.04	+106.22	16,388.34					
4	LOW TYPE BITUMINOUS - F, G-1, H-1	4,155.46	+5.67	303.25	-	+303.25	+308.92	4,464.38					
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	1,079.92	-2.18	116.04	62.10	+53.94	+51.76	1,131.68					
6	CEMENT, BRICK, BLOCK - J, K, L	206.14	-	4.10	1.92	+2.58	+2.58	208.72					
7	TOTAL	34,740.56	+13.62	1,798.24	798.24	0.00	+13.62	34,754.18					

REMARKS  
1/ Includes built mileage reported on PR-504 as follows: 229.92 miles built by the State  
74.16 miles built with FAS funds

FORM PR-521		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE	
COUNTY OR OTHER LOCAL MILEAGE REPORT												ALPHA	
System: County Roads - Municipal												FOR YEAR ENDED	
												DECEMBER 31, 19	
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DUE TO RESURVEY OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET CHANGE IN MILEAGE (5)	NET TOTAL CHANGE DURING YEAR (2)(3)(4)(5) (6)	EXISTING MILEAGE AT END OF YEAR (1)(6) (7)				
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	MILEAGE IN MILEAGE (5)							
1	PRIMITIVE OR UNIMPROVED - A, B	2.50	+0.10	-	-	-	+0.10	2.60					
2	GRADED AND DRAINED - C	23.10	+0.96	-	-	-	+0.96	24.06					
3	SOIL, GRAVEL, OR STONE - D, E	62.00	-0.42	-	-	-	-0.42	61.58					
4	LOW TYPE BITUMINOUS - F, G-1, H-1	111.25	-	42.33	27.53	+14.80	+14.80	126.05					
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	17.12	-	58.65	25.24	+33.41	+33.41	50.53					
6	CEMENT, BRICK, BLOCK - J, K, L	61.20	+2.04	-	39.18	-39.18	-37.14	44.06					
7	TOTAL	297.17	+2.68	100.98	91.95	+9.03	+11.71	308.88					

REMARKS

COUNTY OR OTHER LOCAL MILEAGE REPORT

System: Town and Township - Rural

LINE NO.	ROAD TYPE	EXISTING MILEAGE BEGINNING OF YEAR (1)	REVISIONS RECEIVED OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (2+3+4+5)	EXISTING MILEAGE AT END OF YEAR (1+6)
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	NET CHANGE IN MILEAGE (5)		
1	PRIMITIVE OR UNIMPROVED - A, B	1,892.96	-57.16	10.40	-10.40	-67.56	1,755.40	
2	GRADED AND DRAINED - C	1,635.38	-281.76	12.18	22.62	-39.20	1,596.18	
3	SOIL, GRAVEL, OR STONE - D, E	5,770.76	-106.62	16.31	81.27	-111.58	5,599.18	
4	LOW TYPE BITUMINOUS - F, G, L, M, I	1,303.90	46.21	86.68	5.25	487.64	1,391.54	
5	HIGH TYPE BITUMINOUS - G2, M2, I	302.28	43.01	87.14	69.83	480.32	322.60	
6	CEMENT, BRICK, BLOCK - J, K, L	28.90	45.02	8.97	15.31	-1.32	27.58	
7	TOTAL	10,864.18	-178.30	211.28	204.68	-171.70	10,692.48	

Mileages from these reports are used in the preparation of "Highway Statistics," tables M-1, 2, and 3; OMI; and OMB.

If feasible, separate PR-521's should be prepared for rural and municipal town and township roads. If not, a single PR-521 for rural and municipal mileage combined will suffice.

10,692.48 miles of town and township roads - rural  
 2.86 miles of town and township roads - municipal  
 10,695.34 miles total town and township mileage, which is identical with the total town and township mileage on line 5, column 8, of PR-528 (sheet 31).

Where a State does not have a town or township system, classify local roads which are not maintained by the county as "Other Local," showing where possible, Rural and Municipal mileage separately.

2.86 miles is a component of the mileage of municipal extensions of county and other local roads that appears in column 3 of PR-522 (sheet 30).

LINE NO.	ROAD TYPE	EXISTING MILEAGE BEGINNING OF YEAR (1)	REVISIONS RECEIVED OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (2+3+4+5)	EXISTING MILEAGE AT END OF YEAR (1+6)
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	NET CHANGE IN MILEAGE (5)		
1	PRIMITIVE OR UNIMPROVED - A, B	-	-	-	-	-	-	
2	GRADED AND DRAINED - C	-	-	-	-	-	-	
3	SOIL, GRAVEL, OR STONE - D, E	-	-	-	-	-	-	
4	LOW TYPE BITUMINOUS - F, G, L, M, I	2.05	-	-	-	-	2.05	
5	HIGH TYPE BITUMINOUS - G2, M2, I	0.81	-	-	-	-	0.81	
6	CEMENT, BRICK, BLOCK - J, K, L	-	-	-	-	-	-	
7	TOTAL	2.86	-	-	-	-	2.86	

Mileages from these reports are used in the preparation of "Highway Statistics," tables M-1, 2, and 3; OM, and OMB.

These mileages do not overlap State or local systems and are components of the National park, forest, and reservation road mileages that appear on line 7b of PR-528 (sheet 31).

NOTE: It is desirable that "forest highways" be reported separately from "forest development roads."

COUNTY OR OTHER LOCAL MILEAGE REPORT										
System: National Indian Reservations										
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DUE TO RECLASSIFICATION OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (2)(3)(4) (6)	EXISTING MILEAGE AT END OF YEAR (1)(6) (7)	STATE	
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	NET CHANGE IN MILEAGE (5)			ALPHA	
FOR YEAR ENDED DECEMBER 31, 19										
1	PRIMITIVE OR UNIMPROVED - A, B	89.77	-	-	-	-	-	89.77		
2	GRADED AND DRAINED - C	115.15	-	12.37	-	-	-	115.15		
3	SOIL, GRAVEL, OR STONE - D, E	52.37	-	8.15	8.15	-	-	52.37		
4	LOW TYPE BITUMINOUS - F, G-1, H-1	7.32	-	-	-	-	-	7.32		
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	5.33	-	-	-	-	-	5.33		
6	CEMENT, BRICK, BLOCK - J, K, L	-	-	-	-	-	-	-		
7	TOTAL	269.94	-	20.52	20.52	-	-	269.94		
REMARKS										

COUNTY OR OTHER LOCAL MILEAGE REPORT										
System: National Forest Highways										
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DUE TO RECLASSIFICATION OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (2)(3)(4) (6)	EXISTING MILEAGE AT END OF YEAR (1)(6) (7)	STATE	
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)	NET CHANGE IN MILEAGE (5)			ALPHA	
FOR YEAR ENDED DECEMBER 31, 19										
1	PRIMITIVE OR UNIMPROVED - A, B	521.88	+36.27	-	-	-	-	558.15		
2	GRADED AND DRAINED - C	640.99	-	73.24	0.03	+73.21	-	714.20		
3	SOIL, GRAVEL, OR STONE - D, E	313.23	-2.03	57.62	43.25	+14.37	-	325.57		
4	LOW TYPE BITUMINOUS - F, G-1, H-1	45.53	+0.02	24.32	24.34	-0.02	-	45.53		
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	33.15	-	-	-	-	-	33.15		
6	CEMENT, BRICK, BLOCK - J, K, L	1.65	-	-	-	-	-	1.65		
7	TOTAL	1,556.43	+34.26	155.18	67.62	+87.56	-	1,678.25		
REMARKS										

Mileages from these reports are used in preparation of "Highway Statistics," tables M-1, 2, and 3; OM; and OMD.

These mileages do not overlap State or local systems, and are components of the National park, forest, and reservation road mileages that appear on line 7b of PR-528 (sheet 31).

NOTE: It is desirable that "forest development roads" be reported separately from "forest highways."

FORM PR-21		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				STATE		
COUNTY OR OTHER LOCAL MILEAGE REPORT		ALPEA				FOR YEAR ENDED DECEMBER 31, 19		
LINE NO.	ROAD TYPE	EXISTING MILEAGE BEGINNING OF YEAR (1)	REVISIONS REMOVED OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (5)	EXISTING MILEAGE AT END OF YEAR (1)+(4)-(5) (7)
				MILEAGE REPLACED OR ABANDONED (3)	MILEAGE ADDED (4)	NET CHANGE IN MILEAGE (3)-(4)		
1	PRIMITIVE OR UNIMPROVED - A, B	1,338.85	+258.00	-	-	-	+258.00	1,596.85
2	GRADED AND DRAINED - C	3,428.77	-117.14	123.04	-	123.04	+5.90	3,434.67
3	SOIL, GRAVEL OR STONE - D, E	81.35	+3.01	10.49	-	10.49	+13.50	94.85
4	LOW TYPE BITUMINOUS - F, G-1, H-1	81.05	-10.26	9.51	-	9.51	-0.55	80.40
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	5.47	-	-	-	-	-	5.47
6	CEMENT, BRICK, BLOCK - J, K, L	6.70	-	-	-	-	-	6.70
7	TOTAL	4,942.19	+133.51	143.14	-	143.14	276.75	5,218.94
REMARKS								

FORM PR-21		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				STATE		
COUNTY OR OTHER LOCAL MILEAGE REPORT		ALPEA				FOR YEAR ENDED DECEMBER 31, 19		
LINE NO.	ROAD TYPE	EXISTING MILEAGE BEGINNING OF YEAR (1)	REVISIONS REMOVED OR TRANSFER (2)	CHANGES DUE TO CONSTRUCTION			NET TOTAL CHANGE DURING YEAR (5)	EXISTING MILEAGE AT END OF YEAR (1)+(4)-(5) (7)
				MILEAGE REPLACED OR ABANDONED (3)	MILEAGE ADDED (4)	NET CHANGE IN MILEAGE (3)-(4)		
1	PRIMITIVE OR UNIMPROVED - A, B	66.28	-	-	-	-	-	66.28
2	GRADED AND DRAINED - C	79.53	-	8.15	2.97	+5.18	+5.18	84.46
3	SOIL, GRAVEL OR STONE - D, E	34.70	-	16.83	12.87	+3.96	+3.96	38.66
4	LOW TYPE BITUMINOUS - F, G-1, H-1	5.41	-	1.27	1.27	-	-	5.41
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	4.13	-	-	-	-	-	4.13
6	CEMENT, BRICK, BLOCK - J, K, L	-	-	-	-	-	-	-
7	TOTAL	190.15	-	26.25	17.11	+9.14	+9.14	199.29
REMARKS								

Miscellaneous Federal Roads:

1. National monuments
2. Federal institutions
3. Federal military
4. Federal agencies and commissions



**CITY STREET MILEAGE BY SYSTEM AND SURFACE CLASSIFICATION**

Line No.	Road type	Municipal extensions of					County and other local roads (3)	Local streets (4)	Total (5)
		Primary state highways (1)	Secondary state highways (2)	100,000-250,000 (6)	250,000-500,000 (7)	Total mileage (8)			
1	Primitive or unimproved - A, B	0.32	5.88	2.60	192.02	160.82			
2	Graded and drained - C	0.80	1.46	24.06	590.58	616.90			
3	Soil, gravel, or stone - D, E	4.96	8.32	61.58	1,453.76	1,528.62			
4	Low type bituminous - F, G-1, H-1	115.98	85.42	128.10	2,287.54	2,617.04			
5	High type bituminous - G-2, H-2, I	471.56	50.36	51.34	1,723.24	2,296.50			
6	Cement, brick, block - J, K, L	208.76	13.98	44.06	837.28	1,104.08			
7	Total	802.38	165.42	311.74	7,044.42	8,323.96			

Column 5 - The mileage in column 5 of PR-522 should be identical with the mileage in column 8 of PR-523 for each surface type, and in total.

7,044.42 miles (line 7, column 4) is identical with the total mileage on line 6 of PR-528 (sheet 31).

Column 3 - The mileages in column 3 are comprised of the mileages of municipal extensions of county roads, (PR-521, sheet 26) plus the municipal extension of town and township roads (PR-521, sheet 27).

Column 2 - The mileages in column 2 are comprised of the mileages of municipal extensions of the State secondary system (PR-502, sheet 8) plus the municipal extensions of county roads under State control (PR-502, sheet 10).

Column 1 - The mileages in column 1 are identical with those shown on line 21 of the PR-502 for municipal extension of the State primary system (sheet 4).

**CITY STREET MILEAGE BY SURFACE AND CITY SIZE GROUP<sup>1</sup>**

Line No.	Road type	POPULATION GROUPS							Total mileage (8)
		Under 2,500 (1)	2,500-4,999 (2)	5,000-9,999 (3)	10,000-24,999 (4)	25,000-49,999 (5)	50,000-99,999 (6)	100,000 and over (7)	
1	Primitive or unimproved - A, B	55.12	12.75	13.20	33.27	28.70	5.47	12.31	160.82
2	Graded and drained - C	193.25	14.19	54.59	72.05	31.68	6.54	244.60	616.90
3	Soil, gravel, or stone - D, E	433.67	178.99	180.65	392.79	116.01	163.42	43.09	1,528.62
4	Low type bituminous - F, G-1, H-1	733.81	291.66	333.14	465.91	174.72	381.12	296.68	2,617.04
5	High type bituminous - G-2, H-2, I	164.58	64.79	91.17	235.68	177.76	333.15	1,229.37	2,296.50
6	Cement, brick, block - J, K, L	80.03	39.22	126.00	291.53	179.34	137.89	250.07	1,104.08
7	Total	1,660.46	601.60	798.75	1,491.23	708.21	1,047.59	2,016.12	8,323.96

<sup>1</sup> Includes municipal extensions of State highway systems, municipal extensions of local road systems, and all other local city street mileage.

Remarks

NOTE: Local city streets, column 4, includes all roads, streets, and public ways in the following defined areas:

1. Municipalities (See definition on Sheet iv)
2. Delimited unincorporated places having an estimated population of 1,000 or more.
3. Areas which comprise the unincorporated fringe around cities of 50,000 population or greater, defined as urbanized areas by the Bureau of Census in the latest enumeration or as determined by the State highway departments.

Every effort should be made to avoid duplicate reporting where a county or township road traverses an urban area so that the mileage does not get reported twice, once on a rural county road and once on a local city street.

Column 8 - This column is identical with column 5 of PR-522.

Where population data are not available, and the sum of the mileages on any line does not equal the total in column 8, the total in column 8 should be footnoted to indicate the number of unclassified miles included.



Line 1 Enter the total traveled way mileage given on line 8 of PR-528 for each system.

Line 2 Enter the total mileage included on line 1 which serves as the traveled way, but which is not now a part of the officially designated system in which reported.

Line 3 Enter all mileage of approved relocations, plus any adjustments to account for a segment of one Federal-aid route serving as the traveled way for another which now reverts to its appropriate system.

Line 4 Enter the officially designated mileage for each Federal-aid system.

Line 5a Enter only the mileage in Federal reservations which overlaps Interstate and FAP routes.

Line 5b Enter all urban mileage (other than that in Federal reservations) that is part of FAP and Interstate systems.

Line 5c Enter all rural Interstate mileage (other than that in Federal reservations) that is added without charge to the FAP system. Interstate and FAP mileage should be identical on this line.

NOTE: The total designated mileage of the Interstate system as shown on the PR-529 (line 4) must be identical with the designated mileage shown for the Interstate system on PR-511 as of the same date.

ITEM	FEDERAL-aid PRIMARY HIGHWAY SYSTEM (Including Interstates)				NATIONAL SYSTEM OF INTERSTATE HIGHWAYS <sup>1</sup>				FEDERAL-aid SECONDARY HIGHWAY SYSTEM			
	TOTAL (1)	RURAL (2)	URBAN (3)	TOTAL (4)	RURAL (5)	URBAN (6)	TOTAL (7)	RURAL (8)	URBAN (9)	TOTAL (10)	RURAL (11)	URBAN (12)
	As of December 31, 19											
1. MILEAGE OF PRESENT TRAVELED WAY (Same as Line 8 of PR-528)	4,831.46	4,412.90	418.96	830.42	690.64	119.78	11,696.18	11,419.96	236.62			
2. DEDUCT: ALL MILEAGE TEMPORARILY SERVING AS THE TRAVELED WAY, WHICH IS NOT A PART OF THE DESIGNATED SYSTEM.	290.49		263.36	40.00	11.87	28.13	83.35	76.63	6.72			
3. ADD: MILEAGE OF OFFICIALLY APPROVED RELOCATIONS, CORRECTIONS, AND ADJUSTMENTS. <sup>2</sup>	751.19	670.96	80.23	41.86	33.63	8.23	280.89	214.21	6.68			
4. TOTAL OFFICIALLY DESIGNATED SYSTEM MILEAGE (Line 1 - Line 2 + Line 3)	5,292.16	4,820.10	472.06	812.28	712.40	99.88	11,793.72	11,557.14	236.58			
5. MILEAGE INCLUDED IN PRIMARY SYSTEM WHICH IS NOT CHARGED AGAINST THE PERCENTAGE LIMITATION.	234.24		232.82	0.54	-	0.54						
6. MILEAGE IN FEDERAL RESERVATIONS	470.64		470.64	99.34		99.34						
7. RURAL INTERSTATE MILEAGE NOT IN FEDERAL RESERVATIONS	446.06		446.06	446.06		446.06						
8. TOTAL NONCHARGEABLE MILEAGE (Line 5a + Line 5b + Line 5c)	1,150.94		678.88	472.06	545.94	446.06	99.88					
9. NET CHARGEABLE MILEAGE (Line 4 - Line 8)	4,141.22											
10. ORIGINAL TOTAL MILEAGE (7% of 1951 total rural mileage)	4,006.32											
11. MILEAGE INCREMENTS (Line 9 + Line 9)	160.25											
12. TOTAL CHARGEABLE MILEAGE (Line 8 + Line 9)	4,166.57											

Column 3  
Line 4 - 472.06  
Line 6 - 472.06

Column 6  
99.88  
99.88

The mileage in column 3 and the mileage in column 6 will always be identical on lines 4 and 8, because mileage within designated urban areas is permitted without charge against the 7 percent limitation of the FAP system.

<sup>1</sup> Mileage of the Interstate system should also be included with primary system mileage in Columns 1, 2, and 3.  
<sup>2</sup> Include (1) approved relocations; (2) relocations of approved Interstate routes beyond Interstate routes; and (3) relocated locations representing system links (such as Interstate routes, through, or around urban areas) which cannot be identified with existing traveled way, but which would meet system requirements to the best of the State's present knowledge.



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet II where a State keeps separate records for this segment of the FAP system.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year, for this same segment of the FAP rural system.

3,721.86 miles (line 21, column 7) plus 690.64 miles on line 21, column 7, of the Interstate Rural PR-502 (sheet 17) equals the total FAP Rural system mileage as shown on line 8, column 3, of PR-528 (sheet 31).

2,051.56 miles (line 21, column 5)  
765.72 miles (line 21, column 6)  
2,817.28 miles is identical with the total of "High Type" surface mileage on PR-505 (sheet 35).

828.88 miles (line 21, column 4) is identical with the total of "Intermediate Type" surface mileage on PR-505 (sheet 35).

68.56 miles (line 21, column 3) is identical with the total of "Low Type" surface mileage on PR-505 (sheet 35).

Form PR-502	U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		STATE		Total change in mileage (7)	
	HIGHWAY MILEAGE ANALYSIS SCHEDULE		ALPHA			
	System: Federal-aid Primary - Rural, Excluding Interstate		Per year ended December 31, 19__			
Item	Type of road existing or built					
	Unsurfaced	Surfaced			Total change in mileage (7)	
	Primitive or unimproved - A, B (1)	Graded and drained (2)	Soil, gravel, or brick, or block - D, E (3)	Low type bituminous - F, G, H, I (4)		High type bituminous - J, K, L (5)
1		0.08	1.50	9.06	5.82	21.76
2	Type of road replaced:					
3	Primitive or unimproved - A, B	-	-	0.04	0.02	0.06
4	Graded and drained - C	-	-	0.96	0.04	1.70
5	Soil, gravel, or stone - D, E	-	4.14	7.06	0.94	17.46
6	Low type bituminous - F, G, H, I	-	0.06	14.18	38.54	54.14
7	High type bituminous - J, K, L	0.12	0.12	4.10	76.50	83.68
8	Portland cement concrete, brick, or block	-	0.04	0.42	39.70	49.36
9	Summary of construction changes: On earth roads or new locations (Lines 11-14)	0.08	1.50	6.30	9.76	23.22
10	Resurfacing to same type (Underlined Lines J through L)	-	4.14	14.18	76.50	104.02
11	New types replacing old surface (Lines 4 through 7)	0.12	0.22	11.58	83.56	100.62
12	Total mileage built during year	0.20	5.86	32.06	159.82	228.16
13	Mileage of former types replaced by construction (Column 7)	- 0.06	- 1.70	- 17.46	- 54.14	- 206.40
14	Mileage abandoned	-	-	- 0.16	- 0.38	- 1.98
15	Total mileage replaced and abandoned	- 0.06	- 1.70	- 17.62	- 54.52	- 208.38
16	Net mileage change due to construction (Line 11 minus 14)	-0.06	-1.50	-11.76	-22.46	-49.78
17	Summary of Mileage Changes	1.84	6.96	70.14	860.40	3,657.78
18	Changes in system other than construction	0.34	-0.54	+1.53	+7.77	+23.90
19	Revisions due to reentry or former or other systems	+0.36	-0.26	+8.65	-16.83	+22.40
20	Total net changes other than construction	+0.70	-0.80	+10.18	-9.06	+46.30
21	Total net change due to construction (Line 15)	-0.06	-1.50	-11.76	-22.46	-49.78
22	Existing mileage at the end of year (Lines 15+20)	2.18	4.66	68.56	2,051.56	3,721.86

Remarks

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-8, 15, and 110.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet 11 where a State keeps separate records for this segment of the FAP system.

68.56 miles of "Low Type" surface is identical with the mileage on PR-502, line 21, column 3 (sheet 34).

828.88 miles of "Intermediate Type" surface is identical with the mileage on PR-502, line 21, column 4 (sheet 34).

The width of roadways to be reported on this form should be as follows:

For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through L) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

2,817.28 miles of "High Type" surface is identical with the sum of the mileages in columns 5 and 6, line 21, of PR-502 (sheet 34).

**MILEAGE UNCLASSIFIED BY ADT VOLUME**

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Width (Feet)	State												
	ALPEA												As of December 31, 19
	System: Federal-Aid Primary - Rural, Excluding Interstate												
Average daily traffic and surface type													
LOW TYPE - B, E													
	Under 400	400-699	1,000-1,999	2,000-2,999	3,000-5,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 and over	Total
Under 20	9.14	3.32	0.62	0.10	-	-	0.02	-	-	-	-	-	15.50
20 - 21	13.24	2.58	0.50	0.04	0.02	-	0.02	-	-	-	-	-	24.44
22 - 23	9.16	1.38	0.06	-	-	-	-	-	-	-	-	-	10.62
24 - 26	8.72	2.26	0.74	-	-	-	-	-	-	-	-	0.08	11.92
27 - 35	2.08	0.70	0.02	-	-	-	-	-	-	-	-	-	2.86
36 - 43	1.94	0.40	-	-	-	-	-	-	-	-	-	-	2.36
44 - 47	0.51	-	0.12	0.12	-	-	-	-	-	-	-	-	0.78
48 and over	0.02	-	-	0.02	-	-	0.02	-	-	-	-	-	0.08
<b>Total</b>	<b>45.14</b>	<b>10.64</b>	<b>2.06</b>	<b>0.28</b>	<b>0.02</b>	<b>-</b>	<b>0.06</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>68.56</b>
INTERMEDIATE TYPE - F, G-1, B-1													
Under 20	17.90	34.76	29.28	9.74	2.96	1.04	0.50	0.06	-	-	-	-	96.32
20 - 21	36.02	117.44	82.62	21.78	6.42	1.92	1.64	0.26	-	0.04	-	-	268.18
22 - 23	19.68	65.12	60.52	14.46	3.70	2.06	1.40	-	-	0.08	-	-	167.96
24 - 26	29.30	92.98	70.02	23.88	6.43	2.18	1.96	-	-	-	-	-	226.42
27 - 35	8.36	25.16	15.28	2.40	2.00	0.20	0.58	0.02	-	-	-	-	54.02
36 - 43	0.34	2.56	2.96	2.00	0.66	0.22	0.54	-	0.04	0.12	0.02	-	9.18
44 - 47	-	0.24	0.30	0.32	0.16	0.02	0.26	0.06	-	-	-	-	1.88
48 and over	0.06	0.52	0.84	0.94	0.82	0.54	0.38	0.16	-	-	-	-	4.30
<b>Total</b>	<b>111.66</b>	<b>338.78</b>	<b>262.32</b>	<b>75.32</b>	<b>23.20</b>	<b>8.18</b>	<b>6.86</b>	<b>0.96</b>	<b>0.04</b>	<b>0.24</b>	<b>0.02</b>	<b>-</b>	<b>828.88</b>
HIGH TYPE - G-2, H-2, I, J, K, L													
Under 20	11.32	84.48	168.40	75.34	30.12	9.66	7.78	0.84	0.02	-	-	-	359.12
20 - 21	30.82	129.60	276.28	154.84	66.06	31.28	34.46	1.94	0.26	0.06	-	0.16	738.28
22 - 23	23.76	127.46	181.92	129.22	65.88	35.56	33.68	3.10	0.46	0.10	0.02	-	601.38
24 - 26	47.00	133.72	226.02	155.36	104.54	52.08	54.60	3.02	0.32	0.02	-	0.02	894.44
27 - 35	2.20	12.20	18.12	12.26	11.84	9.04	25.46	4.04	1.16	0.32	-	-	97.52
36 - 43	0.16	1.90	8.62	8.46	6.64	8.10	13.78	5.06	1.56	1.02	-	-	59.06
44 - 47	0.02	0.32	2.14	3.22	4.22	5.82	11.98	4.78	1.16	0.46	0.06	-	35.36
48 and over	0.20	1.02	5.78	8.84	10.96	11.80	41.78	4.88	3.16	1.74	0.32	0.06	92.12
<b>Total</b>	<b>115.48</b>	<b>486.70</b>	<b>887.28</b>	<b>548.14</b>	<b>300.22</b>	<b>163.34</b>	<b>223.12</b>	<b>27.66</b>	<b>8.10</b>	<b>3.72</b>	<b>0.40</b>	<b>0.30</b>	<b>2,817.28</b>
<b>Total miles</b>	<b>272.28</b>	<b>846.12</b>	<b>1,151.66</b>	<b>623.24</b>	<b>323.44</b>	<b>171.52</b>	<b>235.04</b>	<b>28.22</b>	<b>8.14</b>	<b>3.96</b>	<b>0.42</b>	<b>0.38</b>	<b>3,774.72</b>

Footnote: For State highway municipal, city and Federal-aid primary urban mileage only the total of all surface types need be given. This should be reported in the "High Type" section of this form (regardless of actual surface types).

Remarks:

- 1/ Includes 10.28 miles unclassified by ADT volume.
- 2/ Includes 1.50 miles unclassified by ADT volume.
- 3/ Includes 40.82 miles unclassified by ADT volume.
- 4/ Includes 52.68 miles unclassified by ADT volume.

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-11 and 110.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet 13 where a State keeps separate records for this segment of the FAP system.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Form PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										State	
		EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL										ALPHA	
		System: Federal-Aid Primary - Rural, Excluding Interstates										As of December 31, 19	
Surface width (feet)	ADT 2,000	Average daily traffic										40,000 and over	
		2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	Total			
3 TRAFFIC LANES													
27 and less than 32	4.70	2.78	4.34	4.28	12.72	2.90	1.08	0.06	-	-	-	-	33.42
36 and over	2.72	1.54	0.92	0.72	3.12	0.92	0.24	0.24	-	-	-	-	10.44
<b>Total</b>	<b>7.42</b>	<b>4.32</b>	<b>5.26</b>	<b>5.00</b>	<b>15.84</b>	<b>3.82</b>	<b>1.32</b>	<b>0.30</b>	-	-	-	-	<b>1/ 43.86</b>
ONE-WAY STREETS													
Less than 32	0.04	0.02	0.02	-	-	-	-	-	-	-	-	-	0.08
32 and less than 36	-	-	-	-	-	-	-	-	-	-	-	-	-
36 and less than 44	-	0.04	-	-	-	-	-	-	-	-	-	-	0.04
44 and less than 48	-	-	-	0.02	-	-	-	-	-	-	-	-	0.02
48 and over	0.02	-	-	0.10	-	-	-	-	-	-	-	-	0.12
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.02</b>	<b>0.12</b>	-	-	-	-	-	-	-	-	<b>0.26</b>
UNDIVIDED - 4 OR MORE TRAFFIC LANES													
Less than 44	1.00	1.68	1.46	2.42	6.52	2.98	0.92	0.42	-	-	-	-	17.78
44 and less than 48	0.86	1.02	0.78	1.02	3.20	1.42	1.02	0.38	0.02	-	-	-	10.20
48 and over	2.32	1.76	1.76	2.24	5.88	1.80	0.78	0.24	0.04	-	-	-	17.12
<b>Total</b>	<b>4.18</b>	<b>4.46</b>	<b>4.00</b>	<b>5.68</b>	<b>15.60</b>	<b>6.20</b>	<b>2.72</b>	<b>1.04</b>	<b>0.06</b>	-	-	-	<b>2/ 45.10</b>
DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS													
Less than 44	0.62	0.36	0.72	1.42	2.24	0.42	0.30	0.40	-	-	-	-	7.98
44 and less than 48	0.70	1.66	1.72	3.70	6.18	2.78	0.42	0.10	0.04	-	-	-	17.72
48 and over	3.16	3.82	4.20	4.42	14.90	4.58	1.02	0.70	0.12	-	-	-	37.76
<b>Total</b>	<b>4.48</b>	<b>5.84</b>	<b>6.64</b>	<b>9.54</b>	<b>23.32</b>	<b>7.78</b>	<b>1.74</b>	<b>1.20</b>	<b>0.16</b>	-	-	-	<b>3/ 63.06</b>
DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS <sup>1</sup>													
Less than 44	0.04	0.02	0.02	0.36	0.58	0.14	0.02	0.12	-	-	-	-	1.30
44 and less than 48	0.06	0.24	0.52	0.34	2.08	0.52	0.18	0.16	-	-	-	-	4.10
48 and over	0.94	1.44	2.68	4.38	9.58	2.56	0.94	0.46	-	-	-	-	22.68
<b>Total</b>	<b>1.04</b>	<b>1.70</b>	<b>3.22</b>	<b>5.08</b>	<b>12.24</b>	<b>2.92</b>	<b>1.14</b>	<b>0.74</b>	-	-	-	-	<b>28.08</b>
DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS <sup>2</sup>													
Less than 44	-	-	-	-	-	0.04	-	-	-	-	-	-	0.04
44 and less than 48	0.02	0.02	0.02	-	0.10	-	0.02	-	-	-	-	-	0.18
48 and over	0.04	0.08	0.76	0.66	3.14	2.80	0.50	0.38	0.12	0.06	-	-	8.82
<b>Total</b>	<b>0.06</b>	<b>0.10</b>	<b>0.78</b>	<b>0.66</b>	<b>3.24</b>	<b>2.84</b>	<b>0.52</b>	<b>0.38</b>	<b>0.12</b>	<b>0.06</b>	-	-	<b>4/ 9.04</b>

<sup>1</sup> PARTIAL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway crossings to all vehicles except those of the highway department. The highway department may prohibit crossings at grade or at private driveway crossings at times of construction by providing access connections with selected public roads and restrictions, and by prohibiting crossings at grade or direct private driveway connections.

<sup>2</sup> FULL CONTROL - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway crossings to all vehicles except those of the highway department. The highway department may prohibit crossings at grade or at private driveway crossings at times of construction by providing access connections with selected public roads and restrictions, and by prohibiting crossings at grade or direct private driveway connections.

<sup>3</sup> Includes 0.58 miles unclassified by ADT volume.  
<sup>4</sup> Includes 1.16 miles unclassified by ADT volume.  
<sup>5</sup> Includes 2.36 miles unclassified by ADT volume.  
<sup>6</sup> Includes 0.28 miles unclassified by ADT volume.

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet 14 where a State keeps separate records for this segment of the FAP system.

Form PR-502	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		Total change in mileage (71)
	HIGHWAY MILEAGE ANALYSIS SCHEDULE		ALPHA		
System: Federal-Aid Primary - Urban, Excluding Interstates			For year ended December 31, 19__		
Item	Type of road existing or built				
	Unsurfaced	Surfaced	Soil, gravel, or D.E.	Low type bituminous F-1, R-1	P.C. Concrete, brick, or J.K.L.
	(1)	(2)	(3)	(4)	(5)
1	<b>ADJUSTING TABLE OF CONSTRUCTION CHANGES</b>				
2	0.02	0.24	0.02	1.56	2.34
3	-	-	-	0.02	-
4	-	-	-	0.04	-
5	-	-	-	0.02	0.02
6	-	0.12	-	0.04	0.08
7	-	0.02	-	6.42	0.64
8	-	0.04	-	4.72	1.66
9	0.02	0.24	0.02	1.62	2.34
10	-	0.12	-	6.42	1.66
11	0.02	0.42	0.02	13.42	4.74
12	-	0.04	-	7.08	6.42
13	-	-	-	0.22	0.10
14	-	0.04	-	7.30	6.52
15	-	0.84	-	0.84	-
16	-	-	-	-	-
17	0.02	0.02	-	6.12	-1.78
18	0.26	16.02	0.76	153.66	113.24
19	-	-1.51	-	418.83	-1.03
20	-	-2.21	-	-5.83	43.35
21	0.02	0.02	-	43.00	42.32
22	-	-	-	46.12	-1.78
23	-	-	-	11.88	113.78
24	0.02	0.16	0.54	172.78	299.18
25	<b>Summary of Mileage Changes</b>				
26	Existing mileage at beginning of year				
27	Changes in system other than construction				
28	Net additions from or transfers to other systems				
29	Total net changes other than construction				
30	Total net changes due to construction (Line 15)				
31	Existing mileage at the end of year (Lines 14+29+30)				
32	Remarks				

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year, for this same segment of the FAP urban system.

299.18 miles (line 21, column 7), plus 119.78 miles on line 21, column 7, of the Interstate Urban PR-502 (sheet 20) equals the total FAP Urban system mileage as shown on line 8, column 4, of PR-528 (sheet 31).

113.78 miles (line 21, column 6)  
172.78 miles (line 21, column 5)  
11.88 miles (line 21, column 4)  
0.54 miles (line 21, column 3)  
233.38 miles is identical with the total of the "High Type" surface mileage on PR-505 (sheet 38). All urban mileage is reported as "High Type" surface on PR-505.



Mileages from this report are used in the preparation of "Highway Statistics," tables FM-9, 15, and 110.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet 15 where a State keeps separate records for this segment of the FAP system.

The width of roadways to be reported on this form should be as follows:

For soil and gravel surfaces (D and E) - the prevailing width of the traveled way.

For paved surfaces (F through L) - the width of the traveled lanes only. Do not include paved shoulders, median strips, curbs, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts.

Where a rural 2-lane road connects with a city or town street which is considerably wider but parking is permitted on one or both sides limiting the traffic to 2 lanes, such street should be reported on form PR-506 for the width of the entire street, curb to curb. The PR-506 should not include this mileage since it is in effect a 2-lane street. If, however, parking is limited to off peak hours and rigidly enforced so that the street permits 3 or more lanes to operate, then this mileage should also be reported on form PR-506 in the appropriate width and lane category.

298.98 miles is identical with the sum of columns 3, 4, 5, and 6, line 21 on PR-502 (sheet 37).

MILEAGE UNCLASSIFIED BY ADT VOLUME

The total mileage for each width and surface type appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Form PR-505		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE		
EXISTING SURFACED MILEAGE BY TYPE, WIDTH, AND AVERAGE DAILY TRAFFIC		System: Federal-aid Primary - Urban, Excluding Interstate										ALPHA		
		As of December 31, 19												
Width (Feet)	Under 400	Average daily traffic and surface type										40,000 and over	Total	
		65-99	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-24,999	25,000-29,999	30,000-39,999			40,000 and over
LOW TYPE - D, E														
INTERMEDIATE TYPE - F, G-1, H-1														
HIGH TYPE - G-2, H-2, I, J, K, L														
Under 20	0.20	0.34	0.98	2.12	1.80	1.83	2.95	0.52	0.08	-	-	-	-	11.56
20 - 21	0.16	0.62	1.84	3.32	3.50	2.18	6.98	1.54	0.26	0.14	-	-	-	23.96
22 - 23	0.20	0.88	1.16	1.78	2.02	1.88	5.36	1.56	0.54	0.28	0.02	0.06	-	17.70
24 - 26	0.24	0.56	2.08	3.18	3.88	3.90	10.88	3.04	1.00	0.32	0.06	0.04	-	32.38
27 - 35	0.08	0.18	0.88	1.72	2.48	2.96	12.90	5.26	2.34	0.72	0.12	0.10	-	34.26
36 - 43	0.04	0.18	0.70	1.42	2.72	3.40	16.98	11.94	6.48	4.20	0.68	0.28	-	56.48
44 - 47	-	-	0.48	1.16	1.54	1.28	5.94	4.94	3.92	2.58	1.00	0.16	-	29.30
48 and over	0.04	0.14	0.88	1.54	3.32	4.48	22.58	16.92	14.06	13.34	5.16	5.66	-	97.32
Total	0.96	2.90	9.00	16.24	21.26	21.96	84.57	45.74	26.68	21.58	7.04	6.50	-	1,298.98
Total miles	0.96	2.90	9.00	16.24	21.26	21.96	84.57	45.74	26.68	21.58	7.04	6.50	-	1,298.98

For State highway municipal extensions and Federal-aid Primary urban mileage only the total of all surface types used be given. This should be reported in the "High Type" section of this form (regardless of actual surface types).

Remarks

1/ Includes 32.55 miles unclassified by ADT volume.

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-11 and 110.

FORM PR-506		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										State	6						
EXISTING MILEAGE OF SURFACED HIGHWAYS BY TRAFFIC LANES AND ACCESS CONTROL		System: Federal-Aid Primary - Urban, Excluding Interstate										ALPHA	As of December 31, 19						
Surface width (feet)	Average daily traffic										40,000 and over	30,000- 39,999	20,000- 29,999	15,000- 19,999	10,000- 14,999	5,000- 9,999	2,000- 4,999	Under 2,000	Total
	3 TRAFFIC LANES																		
27 and less than 36	0.08	0.30	0.38	0.74	3.28	1.46	0.92	0.36	-	-	-	-	-	-	-	-	-	-	8.44
36 and over	0.06	0.18	0.14	0.30	3.02	2.04	0.96	0.76	0.14	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	8.18
<b>Total</b>	<b>0.16</b>	<b>0.48</b>	<b>0.52</b>	<b>1.04</b>	<b>6.30</b>	<b>3.50</b>	<b>1.88</b>	<b>1.12</b>	<b>0.14</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>0.02</b>	<b>17.62</b>
<b>ONE-WAY STREETS</b>																			
Less than 32	-	0.02	0.02	0.02	0.10	0.06	-	-	-	-	-	-	-	-	-	-	-	-	0.24
32 and less than 36	-	-	-	0.02	0.06	0.06	-	-	-	-	-	-	-	-	-	-	-	-	0.16
36 and less than 44	-	-	-	-	0.02	0.12	0.16	0.02	0.02	-	-	-	-	-	-	-	-	-	0.34
44 and less than 48	-	-	-	-	-	0.06	0.04	-	0.02	-	-	-	-	-	-	-	-	-	0.12
48 and over	-	0.04	0.02	0.16	0.54	0.72	0.44	0.18	0.20	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	2.74
<b>Total</b>	<b>-</b>	<b>0.06</b>	<b>0.04</b>	<b>0.22</b>	<b>1.06</b>	<b>1.06</b>	<b>0.46</b>	<b>0.22</b>	<b>0.20</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>0.12</b>	<b>2/ 3.60</b>
<b>UNDIVIDED - 4 OR MORE TRAFFIC LANES</b>																			
Less than 44	0.16	0.14	0.56	1.04	5.48	6.92	4.16	2.98	0.46	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	23.68
44 and less than 48	0.14	0.26	0.38	0.64	2.50	2.86	1.88	1.52	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	10.72
48 and over	0.10	0.46	0.64	0.96	5.46	5.94	5.90	6.08	1.26	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	31.16
<b>Total</b>	<b>0.40</b>	<b>0.86</b>	<b>1.58</b>	<b>2.64</b>	<b>13.44</b>	<b>15.12</b>	<b>11.94</b>	<b>10.58</b>	<b>1.86</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>3/ 65.96</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH NO CONTROL OF ACCESS</b>																			
Less than 44	0.04	0.02	0.08	0.12	0.46	0.50	0.50	0.22	0.02	-	-	-	-	-	-	-	-	-	2.50
44 and less than 48	0.06	0.06	0.08	0.22	1.08	0.84	0.72	0.58	0.10	-	-	-	-	-	-	-	-	-	4.08
48 and over	0.58	0.54	1.00	0.86	5.80	4.70	3.38	4.28	1.54	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	26.44
<b>Total</b>	<b>0.68</b>	<b>0.62</b>	<b>1.16</b>	<b>1.20</b>	<b>7.34</b>	<b>6.04</b>	<b>4.60</b>	<b>5.08</b>	<b>1.66</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>1.02</b>	<b>4/ 33.02</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH PARTIAL CONTROL OF ACCESS</b>																			
Less than 44	-	-	-	-	0.06	0.06	-	0.02	0.02	-	-	-	-	-	-	-	-	-	0.16
44 and less than 48	-	-	0.02	-	0.34	0.28	0.06	0.06	-	-	-	-	-	-	-	-	-	-	0.78
48 and over	0.08	0.16	0.32	0.42	2.48	1.42	0.88	0.54	0.16	-	-	-	-	-	-	-	-	-	6.50
<b>Total</b>	<b>0.08</b>	<b>0.16</b>	<b>0.34</b>	<b>0.42</b>	<b>2.86</b>	<b>1.76</b>	<b>0.94</b>	<b>0.62</b>	<b>0.18</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5/ 7.44</b>
<b>DIVIDED - 4 OR MORE TRAFFIC LANES WITH FULL CONTROL OF ACCESS</b>																			
Less than 44	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	0.04
44 and less than 48	-	-	-	-	0.02	0.02	0.02	0.04	-	-	-	-	-	-	-	-	-	-	0.12
48 and over	0.04	0.08	0.12	0.34	1.86	0.64	0.76	1.32	0.78	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	2.70	9.40
<b>Total</b>	<b>0.04</b>	<b>0.08</b>	<b>0.12</b>	<b>0.34</b>	<b>1.88</b>	<b>0.66</b>	<b>0.78</b>	<b>1.40</b>	<b>0.78</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>2.70</b>	<b>6/ 9.56</b>

Partial control - State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Isolated small fractions of a mile having characteristics of access control need not be reported here. FULL CONTROL - Authority to control access is exercised by the State with traffic by providing access connections with selected public roads and streets and by prohibiting crossings at grade or direct private driveway connections.

Remarks

- 1/ Includes 1.46 miles unclassified by ADT volume.
- 2/ Includes 0.32 miles unclassified by ADT volume.
- 3/ Includes 5.98 miles unclassified by ADT volume.
- 4/ Includes 3.62 miles unclassified by ADT volume.
- 5/ Includes 0.06 miles unclassified by ADT volume.
- 6/ Includes 0.58 miles unclassified by ADT volume.

The alternate method of reporting FAP mileage illustrated on this sheet excludes Interstate system mileage, and may be used in lieu of the method illustrated on sheet 16 where a State keeps separate records for this segment of the FAP system.

Lanes to be reported on this form refer only to the lanes of the through roadway. Do not include paved shoulders, channelized facilities for turning at intersections, acceleration and deceleration lanes, climbing lanes, and turnouts. Parking lanes may be included, if parking is limited to off-peak hours and is rigidly enforced.

**MILEAGE UNCLASSIFIED BY ADT VOLUME**

The total mileage for each width, within each Lane and/or Access Control Group, appears in the total column, regardless of whether the ADT volume is available. If for some segments of highway the ADT is not known, the totals will be footnoted to indicate the amount so unclassified.

See sheet 33 in appendix for a method of comparing the PR-505 mileage with the PR-506 mileage to avoid inconsistencies between these two reports.

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Every effort should be made to provide data on the mileage built and existing by surface type groups, for the rural and urban sections separately. The State's best estimate is desirable where data are not complete.

If feasible, it is preferred that a PR-502 be prepared for both the "On State" and "Off State" system mileage as illustrated on sheet 23, since that is the form it must ultimately be in, so that the data can be put on punch cards in the Washington office.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year for this same segment of the FAS rural system.

5,538.96 miles (line 21, column 7) plus 5,860.60 miles on PR-521 (sheet 41) equals the total FAS system mileage as shown on line 8, column 5, of PR-528 (sheet 31).

U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State ALPHA										
HIGHWAY MILEAGE ANALYSIS SCHEDULE		For year ended December 31, 19__										
System: Federal-Aid Secondary - Rural - "On State System"												
Item	Type of road existing or built	Unsurfaced					Surfaced					Total change in mileage (7)
		Primitive unimproved A,B (1)	Graded and drained C (2)	Soil, stone or stone D (3)	Low type bituminous P, Q, R, S, T (4)	High type bituminous U, V, W, X, Y, Z (5)	P. C. Concrete, bituminous or brick J, K, L (6)					
1	ACCOUNTING TABLE OF CONSTRUCTION CHANGES Built on new location		0.27	1.19	4.61	3.48	0.51					10.06
2	Type of road replaced: Primitive or unimproved - A, B		0.29	0.49	4.43	0.23	0.03					5.47
3	Graded and drained - C		3.71	6.66	11.55	1.80	-					22.92
4	Soil, gravel, or stone - D, E		1.17	46.77	60.77	27.35	0.30					136.36
5	Low type bituminous - F, G-1, H-1		0.02	1.11	28.66	32.22	0.78					62.79
6	High type bituminous - F-2, H-2, I		-	0.19	1.66	30.98	0.08					32.51
7	Portland cement concrete, brick, or block - J, K, L		-	0.01	0.08	4.15	0.61					4.85
8	Summary of construction changes: On earth roads or new location (Lines 1 through 7)		0.56	8.34	20.39	4.91	0.54					34.74
9	Resurfacing to same type (Continued Lines 3 through 7)		3.71	46.77	28.66	30.98	0.61					110.33
10	New types replacing old surface (Lines 4 through 7)		1.19	1.31	62.51	63.72	1.16					129.89
11	Total mileage built during year		5.46	56.42	111.56	99.21	2.31					274.96
12	Mileage of former types replaced by construction (Column 7)		5.47	136.36	62.79	32.51	4.85					264.90
13	Mileage abandoned		0.31	0.07	1.41	0.37	0.16					2.49
14	Total mileage replaced and abandoned		5.78	136.53	64.20	32.88	5.01					267.39
15	Net mileage change due to construction (Line 11 minus 14)		-5.78	-80.11	+47.36	+66.33	-2.70					-17.57
16	SUMMARY OF MILEAGE CHANGES Existing mileage at beginning of year		46.95	1,791.86	1,969.70	1,003.73	128.71					5,093.60
17	Changes in system other than construction Revisions due to resurvey or former error		+3.26	+10.15	+34.56	+7.51	+4.15					+74.96
18	Net additions from or transfers to other systems		+3.68	+221.15	+125.12	+7.70	+11.63					+362.83
19	Total net changes other than construction		+6.94	+17.18	+159.68	+15.21	+7.48					+37.79
20	Total net changes due to construction (Line 15)		-5.78	-80.11	+47.36	+66.33	-2.70					-17.57
21	Existing mileage at the end of year (Lines 16+19+20)		48.11	1,943.05	2,176.74	1,085.27	133.49					5,538.96

Remarks

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Every effort should be made to provide data on the mileage built and existing by surface type groups, for the rural and urban sections separately. The State's best estimate is desirable where data are not complete.

If feasible, it is preferred that a PR-502 be prepared for both the "On State" and "Off State" system mileage as illustrated on sheet 23, since that is the form it must ultimately be in, so that the data can be put on punch cards in the Washington office.

5,880.60 miles (column 7 total) plus 5,538.96 miles on PR-502 (sheet 40) equals the total FAS system mileage as shown on line 8, column 5, of PR-528 (sheet 31).

The existing mileage at the beginning of the year, column 1, should be identical for each surface type, and in total, with the closing totals given in column 7 of the PR-521 for the previous year for this same segment of the FAS rural system.

FORM PR-521	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS										STATE
	COUNTY OR OTHER LOCAL MILEAGE REPORT										ALPHA
System: Federal-Aid Secondary - Rural - "Off State System"											
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DUE TO REINFORCEMENT OR TRANSFER (2)	MILEAGE BUILT (3)	MILEAGE REPLACED OR REMOVED (4)	NET CHANGE IN MILEAGE (5)	NET CHANGE DURING YEAR (2+3-4) (6)	EXISTING MILEAGE AT END OF YEAR (1+6) (7)	FOR YEAR ENDED DECEMBER 31, 19__		
1	PRIMITIVE OR UNIMPROVED - A, B	55.70	+1.78	5.14	-5.14	-3.36	52.34				
2	GRADED AND DRAINED - C	177.56	+2.11	4.84	20.41	-13.46	164.10				
3	SOIL, GRAVEL, OR STONE - D, E	2,081.26	+2.01	50.10	121.23	-71.13	2,062.14				
4	LOW TYPE BITUMINOUS - F, G-1, H-1	2,295.20	-22.14	99.04	56.98	+42.06	2,308.12				
5	HIGH TYPE BITUMINOUS - G-2, H-2, I	1,137.36	-52.76	88.11	29.22	+48.89	1,146.49				
6	CEMENT, BRICK, BLOCK - J, K, L	156.30	-6.49	2.05	4.45	-2.40	147.41				
7	TOTAL	5,923.38	-119.49	244.14	227.13	+6.71	5,880.60				
REMARKS											

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Every effort should be made to provide data on the mileage built and existing by surface type groups, for the rural and urban sections separately. The State's best estimate is desirable where data are not complete.

If feasible, it is preferred that a PR-502 be prepared for both the "On State" and "Off State" system mileage as illustrated on sheet 24, since that is the form it must ultimately be in, so that the data can be put on punch cards in the Washington office.

The existing mileage at the beginning of year, line 16, should be identical for each surface type, and in total, with the closing totals given on line 21 of the PR-502 for the previous year for this same segment of the FAS urban system.

107.52 miles (line 21, column 7) plus 129.10 miles of PR-521 (sheet 43) equals the total FAS urban system mileage as shown on line 6, column 6, of PR-528 (sheet 31).

Form PR-502		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State		ALPHA		For year ended December 31, 19__	
HIGHWAY MILEAGE ANALYSIS SCHEDULE		System: Federal-Aid Secondary - Urban - "On State System"		Type of road existing or built		Surface		Total change in mileage	
Item	Description	Type of road existing or built		Surface		Surface		Total change in mileage	
		Primitive or unimproved A, B (1)	Graded and drained C (2)	Soil, gravel, or stone (3)	Low type P, G-1, H-1 (4)	High type G-2, H-2, I, J, K, L (5)	Concrete, brick, or asphalt (6)	Total change in mileage (7)	
1	ACCOUNTING TABLE OF CONSTRUCTION CHANGES								
1	Built on new location				0.10		0.20	0.01	0.31
2	Type of road replaced:								
2	Primitive or unimproved - A, B								
3	Graded and drained - C				0.03				0.03
4	Soil, gravel, or stone - D, E			0.01	0.05	0.03			0.09
5	Low type bituminous - F, G-1, H-1			0.02	0.30	0.69	0.05		1.06
6	High type bituminous - G-2, H-2, I				0.03	1.74	0.06		1.83
7	Portland cement concrete, brick, or block - J, K, L					0.38	0.11		0.49
8	Summary of construction changes: On each road or set location (Lines 1 through 7)				0.13	0.20	0.01		0.34
9	Resurfacing to same type (Underlined Lines 3 through 7)			0.01	0.30	1.74	0.11		2.16
10	New types replacing old surface (Lines 4 through 7)			0.02	0.08	1.10	0.11		1.31
11	Total mileage built during year			0.03	0.51	3.04	0.23		3.81
12	Mileage of former types replaced by construction (Column 7)			0.03	1.06	1.83	0.49		3.50
13	Mileage abandoned				0.04	0.06			0.12
14	Total mileage replaced and abandoned			0.03	1.10	1.89	0.49		3.62
15	Net mileage change due to construction (Line 11 minus 14)			-0.03	-0.59	+1.15	-0.26		+0.19
16	SUMMARY OF MILEAGE CHANGES								
16	Existing mileage at beginning of year			3.63	27.08	50.53	16.15		97.65
17	Changes in system other than construction Revisions due to resurvey or former error			+0.02	-1.75	+5.38	+0.82		+4.64
18	Net additions from or transfers to other systems			+0.04	+5.14	-1.28	+0.80		+5.04
19	Total net changes other than construction			+0.04	+3.69	+4.10	+1.62		+9.68
20	Total net changes due to construction (Line 15)			-0.03	-0.59	+1.15	-0.26		+0.19
21	Existing mileage at the end of year (Lines 16 and 19)			0.04	30.18	55.78	17.51		107.52

Remarks

Mileages from this report are used in the preparation of "Highway Statistics," tables FM-1, 2, 21, 101, and FB-2.

Every effort should be made to provide data on the mileage built and existing by surface type groups, for the rural and urban sections separately. The State's best estimate is desirable where data are not complete.

If feasible, it is preferred that a PR-502 be prepared for both the "On State" and "Off State" system mileage as illustrated on sheet 24, since that is the form it must ultimately be in, so that the data can be put on punch cards in the Washington office.

The existing mileage at the beginning of the year, column 1, should be identical for each surface type, and in total, with the closing totals given in column 7 of the PR-521 for the previous year, for this same segment of the FAS urban system.

129.10 miles (column 7 total) plus 107.52 miles on PR-502 (sheet 42) equals the total FAS urban system mileage as shown on line 8, column 6, of PR-528 (sheet 31).

FORM PR-521		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				STATE	
COUNTY OR OTHER LOCAL MILEAGE REPORT		ALPHA				FOR YEAR ENDED	
System: Federal-Aid Secondary - Urban - "Off State System"		DECEMBER 31, 19					
LINE NO.	ROAD TYPE	EXISTING MILEAGE AT BEGINNING OF YEAR (1)	REVISIONS DURING YEAR (2)	CHANGES DUE TO CONSTRUCTION	NET CHANGE DURING YEAR (5)	EXISTING MILEAGE AT END OF YEAR (1)+(6)	
				MILEAGE BUILT (3)	MILEAGE REPLACED OR ABANDONED (4)		
1	PRIMITIVE OR UNIMPROVED - A, B	-	+0.04		-	0.04	
2	GRAVEL AND DRAINED - C	0.22	+0.02		-0.03	0.21	
3	SOIL, GRAVEL, OR STONE - D, E	4.81	-0.03	0.03	-0.09	4.72	
4	LOW TYPE BITUMINOUS - F, G, H, I	35.01	+1.68	0.43	-0.92	36.20	
5	HIGH TYPE BITUMINOUS - G, H, I	65.24	+0.83	2.54	-1.59	67.02	
6	CEMENT, BRICK, BLOCK - J, K, L	20.57	+0.54	0.19	-0.39	20.91	
7	TOTAL	125.85	+3.08	3.19	-3.02	129.10	

