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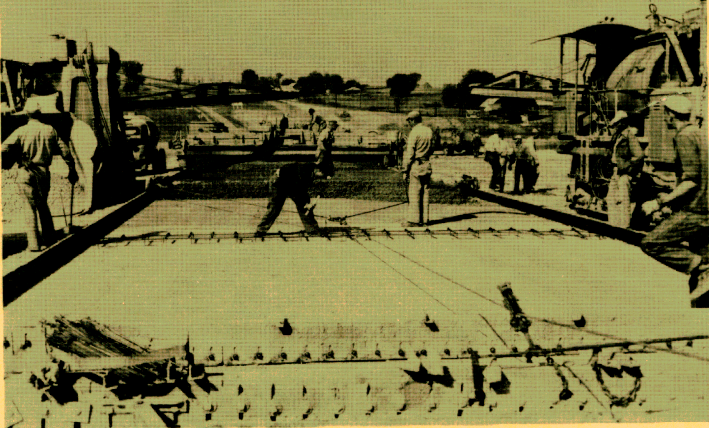
Federal Highway Administration

# Highway Statistics 1980

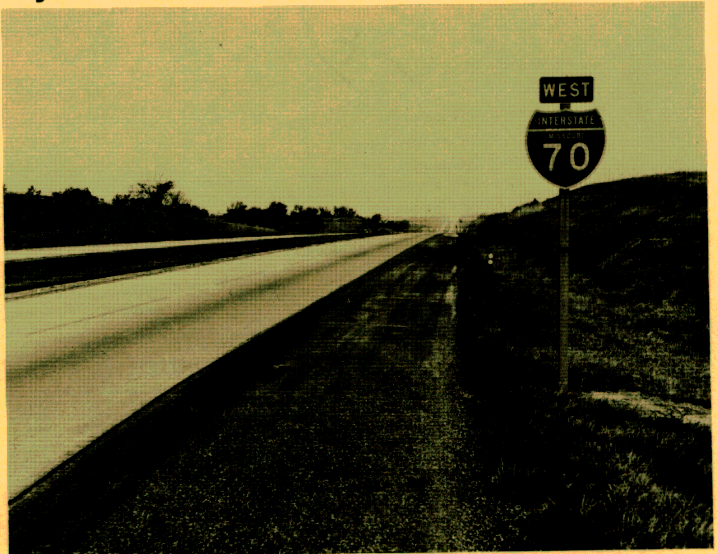


**25 Years of Interstate  
1st Interstate Project in U.S. \***

THIS IS THE FIRST PROJECT  
IN THE UNITED STATES  
ON WHICH ACTUAL CONSTRUCTION WAS STARTED  
UNDER PROVISIONS OF THE NEW  
FEDERAL AID HIGHWAY ACT OF 1956  
MISSOURI STATE HIGHWAY COMMISSION



**I - 70  
St. Charles, MO  
1956 Construction**



**I - 70  
St. Charles, MO  
1981 Four Lane Divided**





U.S. Department  
of Transportation

**Federal Highway  
Administration**

# Highway Statistics 1980

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**Drew Lewis**  
Secretary of Transportation

**R.A. Barnhart**  
Federal Highway Administrator



## Preface

This publication was prepared by the Highway Statistics Division, Office of Highway Planning, Federal Highway Administration. The 36th of an annual series, it presents the 1980 analyzed statistics of general interest on motor fuel, motor vehicles, driver licensing, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1979 highway finance data for municipalities, counties, townships, and other units of local government. A listing of the data is given in the table of contents and a brief description is given in the text accompanying each section.

The Highway Statistics series has been published annually beginning with the year 1945. Most of the earlier editions are now out of print, but limited quantities of those listed are available, and prices are subject to change. Following is ordering information from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402:

	<i>Stock Number</i>	<i>Cost per Copy</i>
Highway Statistics, 1974 .....	O50-001-00107-1	\$3.90
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Much of the information presented in the earlier editions is summarized in the publication *Highway Statistics, Summary to 1975*.

The annual Highway Statistics for years 1969-1979, and the Summaries to 1965 and 1975 are available on microfiche from the Department of Commerce, National Technical Information Service, Springfield, Virginia 22161. Following are the accession numbers and prices to be used when ordering:

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Highway Statistics, 1975, Section 3 and Charts .....	PB 267552	\$3.50
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Also available in paper copy from the National Technical Information Service are the following:

Highway Statistics, 1975, Section 1 .....	FHWA-HP-HS-75-01R	\$4.00
Highway Statistics, 1975, Section 2 .....	FHWA-HP-HS-75-02	\$4.00
Highway Statistics, 1975, Section 3 .....	FHWA-HP-HS-75-03	\$4.00
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Highway Statistics, Summary to 1975 .....	FHWA-HP-HS-S75	\$4.75
Highway Statistics, 1976 .....	FHWA-HP-HS-76	\$4.75
Highway Statistics, 1977 .....	FHWA-HP-HS-77	\$5.25
Highway Statistics, 1978 .....	FHWA-HP-HS-78	\$5.50
Highway Statistics, 1979 .....	FHWA-HP-HS-79	\$6.00

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# INTRODUCTION

This publication brings together annual series of selected statistical tabulations relating to highway transportation in three major areas: (1) Highway use—the ownership and operation of motor vehicles; (2) highway finance—the receipts and expenditures for highways by public agencies; and (3) the highway plant—the extent, characteristics, and performance of the public highways, roads and streets in the Nation.

The arrangement of contents follows this general order, with the first three sections devoted to *motor-fuel consumption* and taxation, vehicle ownership, and driver licensing. The fourth section deals with the financing of highways by all government agencies; the next section provides data on highway mileages and performance; and the sixth section gives statistics for American Samoa, Guam, and the Commonwealth of Puerto Rico.

Statistics in this publication have been analyzed and reported on a calendar-year basis, for the most part, using procedures that provide comparability of values among States. Therefore, some values reported here may differ from values reported by other agencies for similar items.

Cooperation of Federal, State, and local agencies in providing the basic data from which these statistical series are derived is acknowledged and appreciated.

While the Highway Statistics Division is responsible for the preparation of this publication, a number of the statistical summaries are prepared by other units within the Federal Highway Administration as indicated by notes on the tables involved.

Responsibility for administering the highway network of the United States, providing funds for its continued improvement and maintenance, and the regulation of its use, is a complex affair involving Federal and State agencies, together with nearly 35,000 county, township, and municipal governments. These agencies work in concert in many ways in the management of the Nation's highway plant.

## Federal agencies

The Federal Highway Administration is the principal highway agency of the Federal Government. Under the Federal-aid highway program, initiative for selecting routes eligible for improvement with Federal-aid funds rests with the States, and these routes continue to remain under the jurisdiction of the States or local governments which are responsible for administering and maintaining them as part of the State or local highway systems.

Other Federal agencies that administer continuing highway programs are the Forest Service of the Department of Agriculture and the National Park Service and the Bureau of Indian Affairs of the Department of the Interior. The Department of Defense and the Bureau of Land Management of the Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to the Federal Highway Administration to manage the construction program.

Other Federal agencies also provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army's Corps of Engineers and the Bureau of Reclamation of the Department of the Interior expend funds for highways and bridge construction and reconstruction associated with projects involving water resources and navigable rivers. The Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds. An additional source of Federal funds is provided through the Revenue Sharing Program that allocates General Treasury funds to States, counties, and cities to be expended for various purposes; including highway activities.

The Treasury Department's Internal Revenue Service collects the Federal excise taxes on motor fuel and automotive products, and those dedicated by Congress for deposit in the Federal Highway Trust Fund are transferred to the Fund by the Department of the Treasury.

## State agencies

In the Federal Highway Administration's analyses, special commissions and authorities, both toll and nontoll, as well as State highway and transportation departments, are classed as State highway agencies. Other executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, motor vehicle departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, is treated as a State.

### County and township governments

Statistics are included for counties, townships, and highway and road improvement districts. There are organized county governments in all States except Connecticut and Rhode Island. (County governments in Alaska are called boroughs and in Louisiana, parishes.) Counties, however, have little or no responsibility for roads in the New England States, in Alaska, Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. Beginning with 1970, the 11 boroughs in Alaska were divided into 2 groups, one having rural characteristics (8 boroughs), and the other predominantly urban (3 boroughs). None of the rural-type boroughs have assumed road and street functions or received State aid for maintenance. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in ten counties, and Maryland performs this function on behalf of six counties.

Because the area of some counties is entirely or nearly comprised of incorporated cities, towns, and villages, the Federal Highway Administration classifies statistics relating to their mileage and expenditures as being on municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wisconsin.

Historically, several counties have had boundaries coextensive with cities. These counties are: San Francisco, California; Denver, Colorado; Orleans (New Orleans), Louisiana; Bronx, Kings, New York, Queens, and Richmond (New York City), New York; and Philadelphia, Pennsylvania. This list was augmented as a result of recent county-city mergers beginning in 1963. The purpose of the merger was to consolidate governmental functions, but the counties in general, have retained their identities for certain administrative purposes. These counties are: Borough of Juneau (Juneau and Douglas) and Borough of Sitka (Sitka), Alaska; Duval (Jacksonville), Florida; Muscogee (Columbus), Georgia; Marion (Indianapolis), Indiana; Ormsby (Carson City), Nevada; Davidson (Nashville), Tennessee; and Norfolk (South Norfolk), Virginia. Arlington County, Virginia, because it is entirely urban in character, is also classed as a municipality.

In 21 States, organized township governments exist and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin, these governments are known as "towns." Although generally considered to be rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and perform functions of municipal governments. For the Federal Highway Administration's analyses, some of the townships in New England, New Jersey, and New York have been classed as municipalities. This classification was determined on the basis of population density criteria. Pennsylvania considers "townships of the first class"

having a population density of 300 or more per square mile to be municipalities. Special districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., are included in statistical summaries with those for the county and township governments.

### Municipalities

Municipal governments included in summary tables, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England-type. Data for special parking authorities and commissions and municipal toll authorities are also included with those of municipal governments.

### Urban Areas

The term "urban" is used in the summary tables to denote the Federal-aid legislation definition of an area. Such areas include, as a minimum, a census place with a population of 5,000 to 49,999 or a designated urbanized area with a population of 50,000 or more (or portions thereof within State boundaries). The boundaries are fixed by responsible State and local officials, subject to the approval of the Secretary of Transportation. These Federal-aid urban areas may extend beyond corporate and census boundaries, and thus are not necessarily coextensive with municipal boundaries.

### Individual unit statistics

In general, the statistical series present summary data only on a State-by-State basis. However, in the highway finance section, special tabulations are included also for individual toll authorities. Beginning with the 1974 summaries, the receipts and disbursements for State public transportation activities were added to the financial compilations. These data are collected in cooperation with the Urban Mass Transit Administration as part of an anticipated national urban transportation reporting system.

While a number of States compile selected motor vehicle and mileage statistics on a county basis, this is not universal and tabulations of these data are, therefore, not included in this publication. Inquiries for information on a county-by-county basis should be directed to the respective State highway departments.

### Duplications

Users of these data must be careful to avoid "double counting" of the statistical data that could result from the effect of intergovernmental relationships. This is particularly so with reference to tables in the finance and

mileage sections, because of the overlapping of Federal-aid activities with the State and local highway activities, and the effects of grants-in-aid programs. Examples are Federal-aid payments, which are in turn reported as State receipts, and included in their expenditures; and Federal-aid highway system mileages, which are parts of the State and/or local highway systems, and are also included in

those systems. Summary tables that give National statistics have been included at the beginning of the finance and mileage sections, and eliminate "double counting" or duplication. These are then followed by table series that reflect the transactions of each level of government, but which are not necessarily cumulative to National totals.

# MOTOR FUEL

The tables in this section show gallons of motor fuel exempted, refunded, and taxed; the use of fuel for highways and nonhighway purposes; and motor fuel use by type of fuel.

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel, liquefied petroleum gases, and those fuels known by such names as "tractor fuel" and "power fuel" when they are used to operate vehicles on the highways. Since gasohol data cannot be separated from gasoline data in many States, it is included with gasoline in the tables in this publication.

## Motor-fuel tax collections

The motor-fuel tax collections for all States are given in table MF-1, and the disposition of these revenues is given in table MF-3. These tables can be found in the Highway Finance Section. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been dedicated for specific purposes and placed in a separate fund, it has been shown in column 8 of Table MF-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. By the end of 1980, nine States had imposed higher tax rates on diesel fuel than on gasoline because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont and Wyoming were the only States that did not tax special fuels in 1980; however, Vermont levied special equalization fees on vehicles that use the special fuels, and Wyoming levied an additional mileage tax on special-fuel users.

State gasoline tax rates range from 5 to 12 cents per gallon with a majority of the States charging 7.5 cents or more per gallon. Gasoline tax rates and rates for other motor fuels are shown in table MF-121.

The words "exemption" and "refund" have not been used interchangeably; in this publication, exemption has been applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel

purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as for agriculture, aviation, manufacturing, construction, and marine purposes. In most States, nonhighway gasoline use is taxed but refundable, whereas nonhighway special-fuel use is not taxed.

The provisions governing the disposition of motor-fuel tax receipts can be found in table MF-106; tables MF-101 through MF-105 summarize the more important State provisions for administering gasoline and special-fuel taxes; and tables MF-107 through MF-110 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel, and the liquid-fuels inspection fees. These tables appeared in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed, 1981*.

## Motor fuel use

Analyses of 1980 motor-fuel consumption are given in tables MF-2 and MF-21 through MF-26. Table MF-2, intended primarily to provide tax data for revenue analysis, shows gallonage taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables MF-21 through MF-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables MF-21 and MF-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which the tax was paid. In tables MF-21 through MF-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table MF-25 shows the highway use of special fuels by months for all States, and MF-26 gives the highway gasoline gallonage. Table MF-33GA shows, by month, for the calendar year, gasoline data which have been reported in the monthly publication, "Monthly Motor Gasoline Reported by States". Since the data in this table are taken from monthly reports issued by State fuel tax agencies, and no year-end adjustments have been made, the totals will not agree with those shown in table MF-21A. Adjustments are made in the annual data to reflect losses in excess of one percent, gallonage usage rather than tax collections, and refunds for nonhighway use to show month of fuel use rather than month claimed. Table MF-33GLA, a new table, shows gasohol sales by month for those States which were able to report them. Table MF-22 and MF-23, previously included in this publication, are available upon request.



















# MOTOR VEHICLES

## Vehicle registrations

The annual vehicle registration date varies among the States. Six use the calendar year for registering all vehicles, and thirteen for trucks only. Twenty-eight States register their automobiles only on a "staggered" basis, and ten register all of their vehicles in this manner. The "staggered" system permits a distribution of the renewal workload into all months. Four States register all of their vehicles in March or April, one uses these months to register automobiles only, and nine register trucks only during March and April. The remaining States use other dates from the middle to the latter part of the year. Most States allow preregistrations or permit "grace periods" to better distribute the annual registration workload.

In order to present vehicle registration data uniformly for all States, the information is shown as nearly as possible on a calendar-year basis. The registrations reported exclude transfers and reregistrations, and any other factors, insofar as possible, that could otherwise result in duplication in the vehicle counts.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Many differences exist among the States in the definition and registration of taxicabs, station wagons, and other special types of vehicles, and in some instances the Federal Highway Administration has supplemented the data supplied by the States with information obtained from other sources.

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, 10, and 11, respectively. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations or satisfactory weight and capacity groupings of trucks and combinations.

Registrations of publicly owned motor vehicles are reported in table MV-7. Table MV-24 (previously included in this publication) provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

## Registration taxes and fees

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2, and the disposition of these taxes is given in table MV-3. These tables can be found in the Highway Finance Section. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) Motor vehicle registration fee schedules (table MV-103) and the administration provisions governing the disposition of State motor-vehicle and motor-carrier receipts (table MV-106) appeared in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed, 1981*.







PUBLICLY OWNED VEHICLES - 1980<sup>1</sup>COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCESTABLE MV-7  
SHEET 1 OF 2  
SEPTEMBER 1981

STATE	FEDERAL 1/						TRAILERS AND SEMI- TRAILERS
	MOTOR VEHICLES						
	AUTO- MOBILES	MOTOR- CYCLES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TOTAL (EXCLUDING MOTOR- CYCLES)	
ALABAMA	1,015	-	28	3,283	4,326	4,326	8
ALASKA	426	-	47	1,825	2,298	2,298	109
ARIZONA	1,743	13	350	5,070	7,176	7,163	66
ARKANSAS	577	7	17	1,687	2,288	2,281	4
CALIFORNIA	8,795	37	283	24,008	33,123	33,086	178
COLORADO	1,602	20	53	5,861	7,536	7,516	57
CONNECTICUT	749	-	22	2,593	3,364	3,364	13
DELAWARE	98	-	4	431	533	533	1
DIST. OF COL.	2,710	92	211	2,586	5,599	5,507	144
FLORIDA	2,870	12	101	7,661	10,644	10,632	92
GEORGIA	2,065	8	78	3,847	5,998	5,990	39
HAWAII	479	-	20	1,025	1,524	1,524	4
IDAHO	607	1	147	3,312	4,067	4,066	53
ILLINOIS	2,736	-	59	6,224	9,019	9,019	166
INDIANA	991	1	31	2,650	3,673	3,672	22
IOWA	606	-	11	2,168	2,785	2,785	11
KANSAS	391	-	6	1,820	2,217	2,217	5
KENTUCKY	1,201	1	61	2,448	3,711	3,710	11
LOUISIANA	1,350	-	21	2,931	4,302	4,302	15
MAINE	368	7	25	800	1,200	1,193	8
MARYLAND	1,219	10	93	3,549	4,871	4,861	48
MASSACHUSETTS	1,540	4	15	4,328	5,887	5,883	53
MICHIGAN	1,965	3	28	5,287	7,283	7,280	45
MINNESOTA	1,264	-	33	3,416	4,713	4,713	57
MISSISSIPPI	954	6	59	2,337	3,356	3,350	21
MISSOURI	2,191	15	84	3,116	5,406	5,391	88
MONTANA	1,005	3	109	3,690	4,807	4,804	49
NEBRASKA	720	1	8	1,664	2,393	2,392	9
NEVADA	986	-	90	3,582	4,658	4,658	20
NEW HAMPSHIRE	190	-	6	627	823	823	-
NEW JERSEY	1,750	-	43	5,943	7,736	7,736	107
NEW MEXICO	1,477	8	419	5,376	7,280	7,272	66
NEW YORK	5,722	7	101	10,730	16,560	16,553	247
NORTH CAROLINA	1,323	4	47	3,221	4,595	4,591	21
NORTH DAKOTA	677	-	33	1,377	2,087	2,087	8
OHIO	2,556	3	37	5,619	8,215	8,212	66
OKLAHOMA	1,493	19	117	3,171	4,800	4,781	22
OREGON	1,298	2	57	6,199	7,556	7,554	87
PENNSYLVANIA	4,133	8	94	7,966	12,201	12,193	105
RHODE ISLAND	295	-	5	799	1,099	1,099	7
SOUTH CAROLINA	1,010	1	14	2,272	3,297	3,296	30
SOUTH DAKOTA	416	3	42	1,576	2,037	2,034	24
TENNESSEE	2,310	17	41	6,697	9,065	9,048	40
TEXAS	4,450	18	176	12,757	17,401	17,383	110
UTAH	889	23	79	3,101	4,092	4,069	47
VERMONT	246	-	9	327	582	582	2
VIRGINIA	1,608	21	106	4,583	6,318	6,297	17
WASHINGTON	2,367	17	182	7,332	9,898	9,881	90
WEST VIRGINIA	1,040	-	21	1,296	2,357	2,357	9
WISCONSIN	995	-	31	3,108	4,134	4,134	19
WYOMING	345	16	1	1,825	2,187	2,171	83
TOTAL	79,813	408	3,755	209,101	293,077	292,669	2,603





BUS REGISTRATIONS - 1980<sup>1</sup>COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCESTABLE MV-10  
SEPTEMBER 1981

STATE	PRIVATE AND COMMERCIAL				PUBLICLY OWNED			TOTAL BUSES		
	COMMERCIAL BUSES		SCHOOL AND OTHER 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL AND OTHER 2/	TOTAL COMMERCIAL AND FEDERAL	GRAND TOTAL
	GASOLINE	DIESEL, BUTANE, AND OTHER								
ALABAMA	171	1,565	816	2,552	28	6,136	6,164	6,952	1,764	8,716
ALASKA 4/	62	618	470	1,150	47	260	307	730	727	1,457
ARIZONA	138	689	209	1,036	350	2,493	2,843	2,702	1,177	3,879
ARKANSAS	4	38	1,395	1,437	17	4,082	4,099	5,477	59	5,536
CALIFORNIA	1,973	10,206	3,034	15,213	283	8,781	9,064	11,815	12,462	24,277
COLORADO	146	446	861	1,453	53	4,203	4,256	5,064	645	5,709
CONNECTICUT	183	1,738	5,748	7,669	22	602	624	6,350	1,943	8,293
DELAWARE	28	315	1,085	1,428	4	145	149	1,230	347	1,577
DIST. OF COL.	183	2,107	35	2,325	211	263	474	298	2,501	2,799
FLORIDA	187	2,881	1,147	4,215	101	24,944	25,045	26,091	3,169	29,260
GEORGIA	87	1,153	2,498	3,738	78	8,738	8,816	11,236	1,318	12,554
HAWAII	573	1,555	553	2,681	20	531	551	1,084	2,148	3,232
IDAHO	25	265	368	658	147	2,000	2,147	2,368	437	2,805
ILLINOIS	556	5,838	12,766	19,160	59	4,265	4,324	17,031	6,453	23,484
INDIANA	412	3,918	4,469	8,799	31	8,478	8,509	12,947	4,361	17,308
IOWA	84	685	-	969	11	7,058	7,069	7,058	980	8,038
KANSAS	36	364	1,047	1,447	6	2,462	2,468	3,509	406	3,915
KENTUCKY	155	500	552	1,207	61	6,810	6,871	7,362	716	8,078
LOUISIANA	119	1,145	14,387	15,651	21	4,116	4,137	18,503	1,285	19,788
MAINE	18	191	495	704	25	1,827	1,852	2,322	234	2,556
MARYLAND	251	2,280	3,894	6,425	93	3,524	3,617	7,418	2,624	10,042
MASSACHUSETTS	349	3,536	7,236	11,121	15	482	497	7,718	3,900	11,618
MICHIGAN	260	2,418	4,418	7,096	28	11,747	11,775	16,165	2,706	18,871
MINNESOTA	134	1,780	3,999	5,913	33	11,147	11,180	15,146	1,947	17,093
MISSISSIPPI	96	936	2,295	3,327	59	5,166	5,225	7,461	1,091	8,552
MISSOURI	63	840	2,821	3,724	84	6,081	6,165	8,902	987	9,889
MONTANA	154	212	763	1,129	109	837	946	1,600	475	2,075
NEBRASKA	51	460	757	1,268	8	2,246	2,254	3,003	519	3,522
NEVADA	26	249	130	405	90	1,031	1,121	1,161	365	1,526
NEW HAMPSHIRE	28	285	851	1,164	6	242	248	1,093	319	1,412
NEW JERSEY	392	4,168	4,912	9,472	43	3,414	3,457	8,326	4,603	12,929
NEW MEXICO	41	497	2,354	2,892	419	403	822	2,757	957	3,714
NEW YORK	798	12,501	7,411	20,710	101	11,995	12,096	19,406	13,400	32,806
NORTH CAROLINA	150	1,611	7,417	9,178	47	17,173	17,220	24,590	1,808	26,398
NORTH DAKOTA	42	55	448	545	33	1,333	1,366	1,781	130	1,911
OHIO	1,503	5,937	3,700	11,140	37	15,937	15,974	19,637	7,477	27,114
OKLAHOMA	28	292	1,616	1,936	117	8,421	8,538	10,037	437	10,474
OREGON	96	970	2,161	3,227	57	5,219	5,276	7,380	1,123	8,503
PENNSYLVANIA	589	7,820	12,976	21,385	94	5,294	5,388	18,270	8,503	26,773
RHODE ISLAND	28	284	1,016	1,328	5	284	289	1,300	317	1,617
SOUTH CAROLINA	62	823	2,400	3,285	14	7,725	7,739	10,125	899	11,024
SOUTH DAKOTA	23	274	415	712	42	2,248	2,290	2,653	339	3,002
TENNESSEE	135	1,544	1,510	3,185	41	7,144	7,185	8,654	1,720	10,374
TEXAS	551	2,692	11,029	14,272	176	17,083	17,259	28,112	3,419	31,531
UTAH	26	278	79	383	79	690	769	769	383	1,152
VERMONT	23	76	404	503	9	752	761	1,156	108	1,264
VIRGINIA	232	2,105	40	2,377	106	10,791	10,897	10,831	2,443	13,274
WASHINGTON	106	408	2,170	2,684	182	7,046	7,228	9,216	696	9,912
WEST VIRGINIA	72	983	7	1,062	21	2,557	2,578	2,564	1,076	3,640
WISCONSIN	147	1,382	5,725	7,254	31	3,749	3,780	9,474	1,560	11,034
WYOMING	87	1,025	144	1,256	1	1,237	1,238	1,381	1,113	2,494
TOTAL	11,683	95,138	147,033	253,854	3,755	271,192	274,947	418,225	110,576	528,801

1/ THE NUMBERS OF PRIVATE AND COMMERCIAL BUSES GIVEN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION OF THE NUMBERS IN USE, RATHER THAN THE REGISTRATION COUNTS OF THE STATES.

2/ IN SOME INSTANCES CHURCH, INDUSTRIAL AND OTHER PRIVATE BUSES ARE INCLUDED HERE; AND IN OTHER INSTANCES PRIVATELY-OWNED SCHOOL BUSES COULD NOT BE SEGREGATED FROM COMMERCIAL BUSES, AND ARE INCLUDED WITH THE LATTER.

3/ THIS COLUMN CONSISTS PRIMARILY OF PUBLICLY-OWNED SCHOOL BUSES BUT INCLUDES A FEW PRIVATELY-OWNED SCHOOL, INSTITUTIONAL, AND INDUSTRIAL BUSES REGISTERED FREE OR AT A REDUCED RATE. MUNICIPALLY-OWNED TRANSIT BUSES ARE INCLUDED WITH COMMERCIAL BUSES.

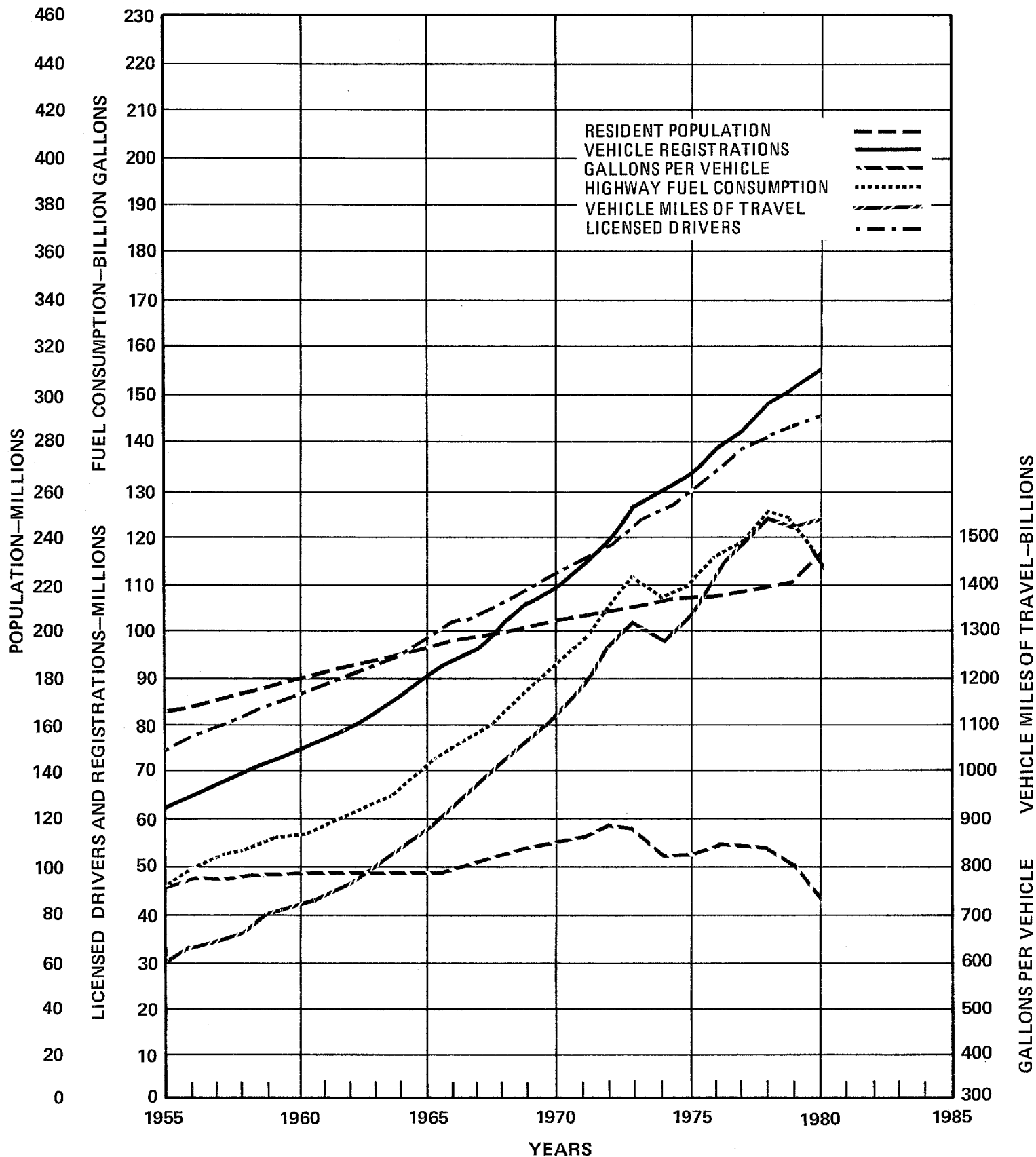
4/ THE STATE WAS UNABLE TO PROVIDE MOTOR-VEHICLE REGISTRATION DATA FOR 1980. THE FIGURES SHOWN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION.

TRAILER AND SEMITRAILER REGISTRATIONS - 1980<sup>1</sup>COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCESTABLE MV-11  
SEPTEMBER 1981

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL
	COMMERCIAL TRAILERS <sup>2/</sup>		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. <sup>3/</sup>	HOUSE TRAILERS <sup>4/</sup>	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENT	TOTAL	
	FULL TRAILERS	SEMI- TRAILERS							
ALABAMA	-	47,373	33,901	49,414	130,688	8	804	812	131,500
ALASKA <sup>5/</sup>	4,544	1,498	23,915	4,043	34,000	109	470	579	34,579
ARIZONA	12,851	39,881	59,497	105,452	217,681	66	3,084	3,150	220,831
ARKANSAS	-	29,839	119,277	-	149,116	4	214	218	149,334
CALIFORNIA	208,628	212,163	758,888	1,029,524	2,209,203	178	25,880	26,058	2,235,261
COLORADO	9,010	22,470	174,680	-	206,160	57	1,920	1,977	208,137
CONNECTICUT	-	20,672	110,163	-	130,835	13	1,966	1,979	132,814
DELAWARE	27	9,944	21,199	-	31,170	1	289	290	31,460
DIST. OF COL.	-	655	906	-	1,561	144	290	434	1,995
FLORIDA	14,912	79,583	546,618	311,859	952,972	92	21,211	21,303	974,275
GEORGIA	-	64,118	222,060	15,673	301,851	39	2,162	2,201	304,052
HAWAII	337	524	15,296	-	16,157	4	77	81	16,238
IDAHO	3,332	7,526	36,741	38,379	85,978	53	2,240	2,293	88,271
ILLINOIS	16,555	101,784	415,243	-	533,582	166	1,947	2,113	535,695
INDIANA	5,230	66,282	237,043	63,560	372,115	22	1,558	1,580	373,695
IOWA	7,400	44,300	287,763	57,553	397,016	11	2,394	2,405	399,421
KANSAS	17,593	52,027	20,109	15,820	105,549	5	765	770	106,319
KENTUCKY	-	42,754	27,251	18,279	88,294	11	158	169	88,463
LOUISIANA	-	141,759	260,450	17,196	419,405	15	1,867	1,882	421,287
MAINE	-	265,955	78,576	-	344,531	8	1,456	1,464	345,995
MARYLAND	72	19,994	143,302	-	163,368	48	277	325	163,693
MASSACHUSETTS	-	54,754	141,901	-	196,655	53	138	191	196,846
MICHIGAN	9,431	101,504	542,395	91,888	745,218	45	3,705	3,750	748,968
MINNESOTA	8,249	102,768	421,314	73,905	606,236	57	4,193	4,250	610,486
MISSISSIPPI	-	22,088	60,816	7,764	90,668	21	1,007	1,028	91,696
MISSOURI	4,310	79,363	260,233	-	343,906	88	366	454	344,360
MONTANA	3,543	18,712	41,212	18,360	81,827	49	519	568	82,395
NEBRASKA	11,453	29,984	28,730	23,782	93,949	9	1,184	1,193	95,142
NEVADA	1,570	3,221	48,051	20,114	72,956	20	1,039	1,059	74,015
NEW HAMPSHIRE	-	9,426	63,818	-	73,244	-	823	823	74,067
NEW JERSEY	115	48,447	228,506	-	277,068	107	92	199	277,267
NEW MEXICO	6,141	20,380	30,116	38,688	95,325	66	1,820	1,886	97,211
NEW YORK	-	59,001	318,568	-	377,569	247	3,780	4,027	381,596
NORTH CAROLINA	-	89,430	348,079	-	437,509	21	6,919	6,940	444,449
NORTH DAKOTA	257	11,154	27,597	280	39,288	8	85	93	39,381
OHIO	23,166	111,214	139,975	197,234	471,589	66	4,568	4,634	476,223
OKLAHOMA	3,850	61,574	48,073	66,459	179,956	22	1,204	1,226	181,182
OREGON	18,296	36,527	274,425	32,472	361,720	87	4,367	4,454	366,174
PENNSYLVANIA	2,934	155,127	144,218	114,657	416,936	105	2,891	2,996	419,932
RHODE ISLAND	-	15,520	18,057	-	33,577	7	433	440	34,017
SOUTH CAROLINA	5,140	24,602	28,203	235	58,180	30	789	819	58,999
SOUTH DAKOTA	778	15,212	54,484	18,507	88,981	24	1,381	1,405	90,386
TENNESSEE	-	38,298	25,915	140	64,353	40	229	269	64,622
TEXAS	-	223,361	740,630	218,678	1,182,669	110	17,083	17,193	1,199,862
UTAH	1,335	6,603	42,347	29,167	79,452	47	308	355	79,807
VERMONT	75	1,980	43,093	-	45,148	2	524	526	45,674
VIRGINIA	-	53,375	109,343	46,752	209,470	17	1,952	1,969	211,439
WASHINGTON	10,033	138,690	260,702	97,784	507,209	90	1,785	1,875	509,084
WEST VIRGINIA	4,592	11,940	25,103	27,160	68,795	9	2,782	2,791	71,586
WISCONSIN	9,989	45,246	8,921	40,555	104,711	19	1,337	1,356	106,067
WYOMING	5,728	20,604	29,758	20,195	76,285	83	1,117	1,200	77,485
TOTAL	431,476	2,881,216	8,147,461	2,911,528	14,371,681	2,603	139,449	142,052	14,513,733

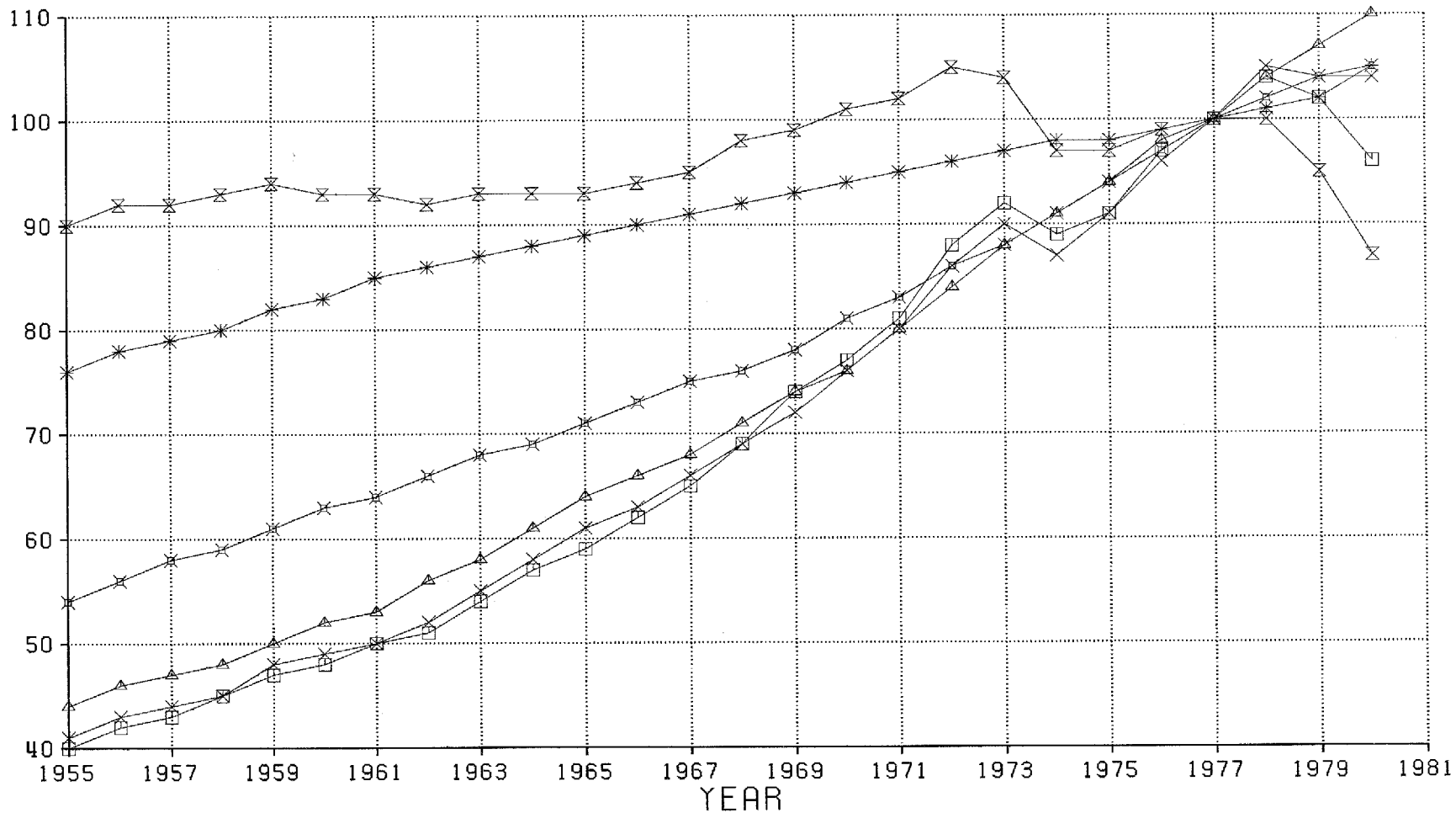
<sup>1/</sup> THE AMOUNT AND SIGNIFICANCE OF DATA ON TRAILER REGISTRATIONS VARY GREATLY. DATA ARE REPORTED TO THE EXTENT AVAILABLE.<sup>2/</sup> THESE COLUMNS INCLUDE ALL COMMERCIAL TYPE TRAILERS AND SEMITRAILERS THAT ARE IN PRIVATE OR FOR-HIRE USE.<sup>3/</sup> SEVERAL STATES DO NOT REQUIRE THE REGISTRATION OF LIGHT FARM OR AUTOMOBILE TRAILERS.<sup>4/</sup> MOBILE HOMES AND HOUSE TRAILERS ARE SHOWN IN THIS COLUMN FOR STATES WHICH REQUIRE THEM TO BE REGISTERED AND ARE ABLE TO SEGREGATE THEM FROM OTHER TRAILERS. IN STATES WHERE THIS CLASSIFICATION IS NOT AVAILABLE, HOUSE TRAILERS ARE INCLUDED WITH LIGHT CAR TRAILERS.<sup>5/</sup> THE STATE WAS UNABLE TO PROVIDE MOTOR-VEHICLE REGISTRATION DATA FOR 1980. THE FIGURES SHOWN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION.

### RESIDENT POPULATION, VEHICLE REGISTRATIONS, FUEL CONSUMPTION, LICENSED DRIVERS, AND VEHICLE MILES OF TRAVEL



# VARIOUS INDEXES USING 1977 AS A BASE YEAR

BASE YEAR: 1977



## LEGEND

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>□ MOTOR FUEL CONSUMPTION</li> <li>× VEHICLE MILES OF TRAVEL</li> <li>* RESIDENT POPULATION</li> </ul> | <ul style="list-style-type: none"> <li>△ VEHICLE REGISTRATIONS</li> <li>⊗ DRIVER LICENSES IN FORCE</li> <li>⊗ GALLONS PER VEHICLE</li> </ul> |
|--|--|



# DRIVER LICENSING

The drivers license is a document that is highly desired by young and old, not only as evidence of driving proficiency, but as a recognized personal identification. There is an established need to use driver license files for rapid, positive identification, so these records must be kept as current as possible. The driver records are useful for accident, law enforcement, and safety purposes. The driver count is also important in highway planning, because the number of drivers can be compared with persons of driving age, and with the number of registered motor vehicles in order to measure the potential growth in highway use and highway needs.

The tables included in this publication contain driver license statistics reported by the States. Table DL-1 shows the number of permits and licenses issued during the calendar year, length of term, renewal date, fees, and valid licenses in force at the end of the year. The trend toward "classified" driver licensing continues, with 29 States issuing some form of license that identifies the type or types of vehicles each driver is authorized to operate.

## Male-female driver ratios

Table DL-1A lists the numbers of male and female licensed drivers in each State. Distribution of total U.S. licensed drivers, by sex and age groups, is shown in table DL-20. Male drivers still outnumber female drivers in the U.S. and there is a surprising degree of consistency among the States in the percent of male drivers. The ratios of male-to-female drivers increase substantially and progressively in the age groups 60 and above. The trend is changing as more women who have been driving all their adult lives progress into the older age groups. Tables DL-21 (licensed drivers, by State, sex, and age groups) and DL-21A (comparison of younger drivers to total licensed drivers, by State) are not included in this publication, but are available under separate cover.

## Licensed drivers and population

Table DL-21B, shows numbers of licensed drivers by age groups in each State. Table DL-1B gives the relationship of licensed drivers to total population, and to driving-age population. Since there will always be persons of driving age who will not be licensed, by choice, or because of physical or mental infirmities, the relationships shown normally can never reach 1,000. However, the following conditions can make the relationships higher than expected: 1) Residents of some States are not licensed to drive in their home States, but because they spend considerable time in another State they obtain driver licenses there. These persons are counted in the census of their home State and in the driver count of the second State. 2) If there is not sufficient effort by the States to avoid duplicate licensing, some persons may be licensed to drive in their home States as well as other States, and are counted in the census of only their home States. If a person who is licensed to drive in more than one State has his license suspended or revoked by a State, he might continue using the license from a second State and be a risk to other drivers. 3) If any State has not deducted all of its driver licenses that have become inactive due to expiration, deaths, emigration, or revocations, the resulting count of licenses-in-force will be too high. Some State authorities doubt whether all persons who drive in their States are licensed. Where this problem exists, those that are unlicensed would partially offset any duplicate licenses that have been issued as well as any inactive licenses. The degree to which this occurs is not known.

Paramount in the driver licensing system is the positive identification of the driver, written evidence of knowledge of State laws and practices, and a demonstration of driving proficiency. A summary of the States driver licensing laws and requirements is given in a separate publication, *Driver License Administration Requirements and Fees*, issued biennially, the latest of which gives the status as of January 1, 1980.

# MOTOR-VEHICLE DRIVERS LICENSES - 1980<sup>1</sup>

TABLE DL-1  
SHEET 1 OF 6  
SEPTEMBER 1981

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		DRIVERS LICENSES					AMOUNT OF FEE		ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE			
							NEW AND RENEWAL	DUPLICATE		
ALABAMA	113,556	4/ .50	OPERATOR MOTORCYCLE MOTOR DRIVEN CYCLE	599,864	4 YEARS 4 YEARS 4 YEARS	ISSUANCE ISSUANCE ISSUANCE	4/ 15.00 4/ 15.00 4/ 15.00	4/ 1.50 4/ 1.50 4/ 1.50	1/ 2,271,493	
ALASKA	N.A.	1.00	OPERATOR MOTOR SCOOTER SCHOOL BUS PERMIT 5/	N.A. N.A. N.A.	5 YEARS 5 YEARS 1 YEAR	BIRTHDAY BIRTHDAY SEPTEMBER 2	5.00 2.00 5/ 2.00	2.00 2.00 1.00	1/ 221,000	
ARIZONA	5/ 40,888	2.00	OPERATOR OPERATOR AND MOTORCYCLE CHAUFFEUR CHAUFFEUR AND MOTORCYCLE MOTORCYCLE	598,883 78,989 43,809	3 YEARS 3 YEARS 3 YEARS 3 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	5.00 10.00 7.50 12.50 5.00	4.00 4.00 4.00 4.00 4.00	1,725,917 207,404 (9,481) 1/ 1,933,321	
ARKANSAS	53,142	NO FEE	OPERATOR CHAUFFEUR 5/ CHAUFFEUR (FOR-HIRE) 5/ MOTORCYCLE SCOOTER	406,648 64,521 207 182	2 OR 4 YEARS 2 OR 4 YEARS 2 OR 4 YEARS 2 OR 4 YEARS 2 YEARS	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH	6.00 OR 12.00 10.00 OR 20.00 10.00 OR 20.00 6.00 OR 12.00 2.00	2.00 2.00 2.00 2.00 2.00	1,353,544 115,156 (536) (637) 1,468,700	
CALIFORNIA*	1/ N.A.	(2/)	CLASS 1 (ANY VEHICLE EXCEPT CLASS 4) CLASS 2 (BUS, TRUCK) CLASS 3 (AUTOMOBILE) CLASS 4 (MOTORCYCLE, MOPED)	4,434,684	4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	3.25 3.25 3.25 3.25	1.25 1.25 1.25 1.25	15,668,731	
COLORADO*	73,414	2/ 5.50	CLASS A (ANY VEHICLE, EXCEPT CLASSES S AND M) CLASS B (TRUCK) CLASS C (AUTOMOBILE) CLASS S (BUS) CLASS M (ENDORSEMENT) (MOTORCYCLE) CLASS M (RESTRICTED) (MOTORCYCLE) SCHOOL BUS (ENDORSEMENT)	18,444 3,433 637,819 5,174 23,441 507 4,801	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	5.50 5.50 5.50 5.50 5.50 5.50 NO FEE	4/ 5.00 4/ 5.00 4/ 5.00 4/ 5.00 4/ 5.00 4/ 5.00 -	192,172 9,113 1,830,346 16,778 (141,940) (5,772) - 2,048,409	
CONNECTICUT*	8/ 18,663	8/ 1.50	OPERATOR - CLASS 1 (ANY VEHICLE EXCEPT MOTORCYCLE) CLASS 2 (TRUCK) CLASS 3 (AUTOMOBILE) MOTORCYCLE PUBLIC SERVICE (FOR-HIRE)	696,606	4 YEARS 4 YEARS 4 YEARS 4 YEARS 1 YEAR	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH APRIL 30	9/ 10/ 21.00 9/ 10/ 21.00 9/ 10/ 21.00 9/ 10/ 21.00 9/ 5.00	3.00 3.00 3.00 3.00 3.00	56,363 63,275 2,054,844 (1,220) (18,272) 2,174,482	
DELAWARE*	28,436	2/ 10.00	CLASS A (AUTOMOBILE) CLASS B (BUS, TRUCK) CLASS C (ANY VEHICLE EXCEPT MOTORCYCLE) MOTORCYCLE ENDORSEMENT TAXICAB ENDORSEMENT SCHOOL BUS ENDORSEMENT	11/ 123,022 10,454 4,023 318 -	11/ 4 YEARS 11/ 4 YEARS 11/ 4 YEARS 4 YEARS 4 YEARS 1 YEAR	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY MAY 31 AUGUST 31	11/ 10.00 11/ 10.00 11/ 10.00 11/ 3.00 3.00 NO FEE	2.00 2.00 2.00 - - -	388,664 10,696 18,102 - - 417,462	
DIST. OF COL.	40,095	5.00	OPERATOR MOTORCYCLE MOTORCYCLE ENDORSEMENT SCHOOL BUS	N.A. N.A. N.A. N.A.	4 YEARS 4 YEARS - 1 YEAR	ISSUANCE ISSUANCE - ISSUANCE	12.00 12.00 - NO FEE	2.00 2.00 - -	1/ 344,042	
FLORIDA	81,121	2/ 6.50	OPERATOR CHAUFFEUR	1,916,204 255,700	4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY	9/ 6.50 9/ 10.50	2.50 2.50	5,475,814 792,148 7,267,962	

# MOTOR-VEHICLE DRIVERS LICENSES - 1980<sup>1</sup>

TABLE DL-1  
SHEET 2 OF 6  
SEPTEMBER 1981

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		DRIVERS LICENSES						ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") 2/
	NUMBER ISSUED	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		
							NEW AND RENEWAL	DUPLICATE	
GEORGIA*	110,731	1.50	CLASS 1 (AUTOMOBILE, LIGHT TRUCK) CLASS 2 (MOTORCYCLE) CLASS 3 (BUS AND CLASS 1) CLASS 4 (HEAVY TRUCK) CLASS 5 (ANY VEHICLE EXCEPT MOTORCYCLE) VETERANS (ALL CLASSES)	642,694 23,642 5,949 3,433 19,205 41,659	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	4.50 4.50 8.50 8.50 8.50 NO FEE	1.50 1.50 1.50 1.50 1.50 -	3,265,484 (120,161) 32,710 18,874 105,601 - 3,423,669
HAWAII*	92,819	3.00	OPERATOR - TYPE 1 (SCOOTER) TYPE 2 (MOTORCYCLE) TYPE 3 (AUTOMOBILE, LIGHT BUS & TRUCK) TYPE 4 (BUS) TYPE 5 (TRUCK) TYPE 6 (TRACTOR/SEMITRAILER) TYPE 7 (TRUCK/TRAILER) TYPE 8 (TYPES 4 AND 5) TYPE 9 (TYPES 4 AND 6) TYPE 10 (TYPES 4 AND 7)  SCHOOL BUS	220,816	12/ 2 & 4 YEARS	BIRTHDAY	12/ 5.50 & 8.50	12/ 2.00	417,400 505,070 36,473  541,543
IDAHO	6/ 15,866	6/ 4.00	OPERATOR CHAUFFEUR	209,852 20,048	3 YEARS 3 YEARS	BIRTHDAY BIRTHDAY	7.00 9.00	3.00 3.00	578,036 52,972 631,008
ILLINOIS*	126,269	2/ 8.00	CLASS A (AUTOMOBILE) CLASS B (LIGHT BUS, TRUCK) CLASS C (HEAVY BUS, TRUCK) CLASS D (ANY VEHICLE EXCEPT CLASSES L AND M) CLASS L (MOPED) CLASS M (MOTORCYCLE)	1,848,037 62,724 65,878 29,604 68 141	3 YEARS 3 YEARS 3 YEARS 3 YEARS 3 YEARS 3 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00	3.00 3.00 3.00 3.00 3.00 3.00	6,277,560 242,167 296,105 186,717 (194) (473) 7,002,549
INDIANA	125,243	2/ 2.00	OPERATOR OPERATOR CHAUFFEUR PUBLIC PASSENGER CHAUFFEUR HARDSHIP	888,320 91,885 54,064 13,730 39	4 YEARS 13/ 2 YEARS 2 YEARS 2 YEARS AS NEEDED	BIRTH MONTH BIRTH MONTH BIRTH MONTH -	6.00 4.00 4.00 2.50	3.00 3.00 3.00 -	3,353,319 234,714 43,424 - 3,631,457
IOWA*	60,018	3.00	OPERATOR (AUTOMOBILE, LIGHT TRUCK) CHAUFFEUR - UNRESTRICTED (ANY VEHICLE) RESTRICTION 4 (HEAVY VEHICLE EXCEPT COMBINATION) RESTRICTION 6 (ANY VEHICLE UNDER 5 TONS)  SCHOOL LICENSE OMVUI PERMIT MOPED PROBATIONARY OPERATOR	519,395 74,262 2,065 764 14,152 620	14/ 2 & 4 YEARS 14/ 2 & 4 YEARS  UP TO 18TH BIRTHDAY 90 DAYS 2 YEARS 1 YEAR OR 18 YEARS OLD	BIRTHDAY BIRTHDAY - - ISSUANCE -	5.00 & 10.00 10.00 & 20.00 5.00 3.00 5.00 5.00	2.00 2.00 - - 2.00 -	1,868,947 237,661 - - - - 2,106,608
KANSAS*	44,240	.50	CLASS A (TRUCK TRACTOR/COMBINATION) CLASS B (TRUCK, BUS) CLASS C (AUTOMOBILE, LIGHT TRUCK) CLASS D (MOTORCYCLE) CLASS D ENDORSEMENT	39,495 4,850 428,948 194 (71,970)	15/ 4 YEARS 15/ 4 YEARS 15/ 4 YEARS 4 YEARS -	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY -	5/ 15/ 10.50 5/ 15/ 10.50 5/ 15/ 6.50 2.50 2.00	1.50 1.50 1.50 1.50 -	140,987 17,167 1,517,684 (400) (280,227) 1,675,438
KENTUCKY	200,968	1.00	OPERATOR CHAUFFEUR MOPED MOTORCYCLE MOTORCYCLE ENDORSEMENT	1,059,910 26,174 86 6,683 37,500	2 YEARS 2 YEARS 2 YEARS 2 YEARS -	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH -	4.00 4.00 4.00 4.00 3.00	2.00 2.00 2.00 2.00 -	2,055,297 (50,668) (166) (80,137) *2,055,297
LOUISIANA*	1/ N.A.	3.50	CLASS A (AUTOMOBILE) CLASS B (SMALL BUS, CARGO FOR-HIRE) CLASS C (TRUCK, BUS) CLASS D (ANY VEHICLE EXCEPT MOTORCYCLE) MOTORCYCLE	1,093,649 150,321 43,680	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	7.00 16/ 18.00 16/ 18.00 16/ 18.00 3.00	1.50 1.50 1.50 1.50 3.00	2,259,417

Driver Licensing

# MOTOR-VEHICLE DRIVERS LICENSES - 1980<sup>1</sup>

TABLE DL-1  
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SEPTEMBER 1981

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		DRIVERS LICENSES						ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") <sup>2/</sup>
	NUMBER ISSUED	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE <sup>2/</sup>	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		
							NEW AND RENEWAL	DUPLICATE	
MAINE*	1/ N.A.	17/13.00 17/13.00 17/10.00	CLASS 1 (ANY VEHICLE EXCEPT SCHOOL BUS AND MOTORCYCLE) CLASS 2 (BUS, TRUCK) CLASS 3 (AUTOMOBILE, LIGHT TRUCK) MOTORCYCLE ENDORSEMENT SCHOOL BUS ENDORSEMENT	197,999 - -	17/ 4 YEARS 17/ 4 YEARS 17/ 4 YEARS - -	BIRTHDAY BIRTHDAY BIRTHDAY - -	17/ 16.00 17/ 16.00 17/ 16.00 16.00 16.00	2.00 2.00 2.00 - -	35,267 28,199 666,427 - 729,893
MARYLAND*	131,767	Z/15.00	CLASS A (ANY VEHICLE EXCEPT MOTORCYCLE & MOPED) CLASS B (HEAVY TRUCK) CLASS C (BUS) CLASS D (AUTOMOBILE, LIGHT TRUCK) CLASS E (MOTORCYCLE) MOPED	21,400 19,497 9,946 813,582 1,005 699	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	18/ 6.00 18/ 5.00 18/ 6.00 18/ 5.00 18/ 5.00 4.00	6.00 6.00 6.00 6.00 6.00 4.00	71,119 63,212 30,510 2,556,768 (2,973) (1,300) 2,721,609
MASSACHUSETTS*	254,390	5.00	CLASS 1 (ANY VEHICLE EXCEPT SCHOOL BUS) CLASS 2 (TRUCK) CLASS 3 (AUTOMOBILE, LIGHT TRUCK) SCHOOL BUS MOTORCYCLE ENDORSEMENT MOTORCYCLE	946,373 - 3,670 -	4 YEARS 4 YEARS 4 YEARS 1 YEAR - -	BIRTHDAY BIRTHDAY BIRTHDAY ISSUANCE - -	3/ 30.00 3/ 25.00 3/ 20.00 3/ 6.25 3/ 20.00 3/ 20.00	5.00 5.00 5.00 5.00 5.00 5.00	109,134 124,274 3,406,794 - (198,174) (1,229) 3,640,202
MICHIGAN*	82,602	Z/ 7.50	UNCLASSIFIED: OPERATOR (AUTOMOBILE) CHAUFFEUR (FOR-HIRE) MINOR RESTRICTED (AUTOMOBILE) CLASS 1 (ENDORSEMENT) (BUS) CLASS 2 (ENDORSEMENT) (TRUCK/TRACTOR COMBINATION) MOTORCYCLE (ENDORSEMENT)	1,541,198 170,225 45 52,946 132,586	4 YEARS 18/ 4 YEARS 16TH BIRTHDAY 4 YEARS 4 YEARS -	BIRTHDAY BIRTHDAY - BIRTHDAY BIRTHDAY -	18/ 6.00 18/ 14.50 18/ 2.50 18/ 4.00 18/ 4.00 18/ 2.00	1.50 1.50 1.50 1.50 1.50 1.50	5,988,480 411,520 - - (424,320) 6,400,000
MINNESOTA*	115,161	2.50	CLASS A (ANY VEHICLE EXCEPT MOTORCYCLE) CLASS B (BUS, TRUCK) CLASS C (AUTOMOBILE, LIGHT TRUCK) CLASS B PROVISIONAL (BUS, TRUCK) CLASS C PROVISIONAL (AUTOMOBILE) MOTORIZED BICYCLE SCHOOL BUS ENDORSEMENT MOTORCYCLE ENDORSEMENT	59,511 32,657 699,288 127 64,925 26 4,530 50,170	4 YEARS 4 YEARS 4 YEARS 2 YEARS 2 YEARS 4 YEARS - -	BIRTHDAY BIRTHDAY BIRTHDAY 18TH BIRTHDAY 18TH BIRTHDAY BIRTHDAY - -	19/ 15.50 19/ 10.50 19/ 5.50 19/ 3.50 19/ 3.50 19/ 3.50 19/ 2.50 19/ 2.50	2.00 2.00 2.00 2.00 2.00 2.00 - -	123,139 73,316 2,044,566 112 94,802 (28) (22,853) (219,973) 2,335,935
MISSISSIPPI	89,981	.50	OPERATOR CHAUFFEUR (COMMERCIAL)	732,108 82,712	2 YEARS 2 YEARS	BIRTH MONTH BIRTH MONTH	19/ 5.00 19/ 9.00	19/ 1.00 19/ 1.00	1,428,079 158,932 1,587,011
MISSOURI	5/189,672	.25	OPERATOR CHAUFFEUR	1,144,864 110,161	3 YEARS 3 YEARS	ISSUANCE ISSUANCE	3.00 10.00	3.00 3.00	2,836,694 408,050 3,244,744
MONTANA	1/ N.A.	Z/ 8.00	OPERATOR CHAUFFEUR MOTORCYCLE ENDORSEMENT	96,380 21,464 -	4 YEARS 4 YEARS -	BIRTHDAY BIRTHDAY -	8.00 8.00 2.00	1.00 1.00 -	527,094 71,888 598,982
NEBRASKA*	28,479	1.00	OPERATOR - CLASS A (AUTOMOBILE, LIGHT TRUCK) CLASS B (OR ENDORSEMENT) (MOTORCYCLE) CHAUFFEUR - CLASS C (ENDORSEMENT) (HEAVY TRUCK) CLASS CC (ENDORSEMENT) (TRACTOR/SEMITRAILER COMBINATION) SCHOOL PERMIT FARM HUSBANDRY PERMIT SCHOOL BUS OPERATOR EMPLOYMENT DRIVING PERMIT	280,404 15,470 4,431 7,831 3,901 554 4,624 809	20/ 4 YEARS - - - UP TO 16TH BIRTHDAY 6 MO. OR 2 YEARS 1 YEAR REVOCATION PERIOD	BIRTHDAY - - - 16TH BIRTHDAY 16TH BIRTHDAY ISSUANCE -	20/ 7.00 7.00 NO FEE NO FEE 1.00 1.00 OR 2.00 NO FEE 30.00	2.00 2.00 - - - - - -	1,093,255 (366) - - - - - - 1,093,255

Highway Statistics, 1980

# MOTOR-VEHICLE DRIVERS LICENSES - 1980<sup>1</sup>

TABLE DL-1  
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COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		DRIVERS LICENSES						ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		
							NEW AND RENEWAL	DUPLICATE	
NEVADA*	15,449	Z/ 5.00	CLASS 1 (ANY VEHICLE EXCEPT CLASSES 4 AND 6) CLASS 2 (BUS) CLASS 3 (AUTOMOBILE) CLASS 4 (MOTORCYCLE) CLASS 6 (MOPED) MOTORCYCLE ENDORSEMENT	3,653 1,128 127,353 144 31 4,660	4 YEARS 4 YEARS 13/ 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	6.00 6.00 13/ 6.00 6.00 6.00 3.00	2.00 2.00 2.00 2.00 2.00 2.00	18,072 5,455 502,146 (753) (37) (36,513) 625,673
NEW HAMPSHIRE*	(B/)	NO FEE	OPERATOR (AUTOMOBILE) COMMERCIAL OPERATOR: LIGHT (TRUCK) HEAVY (TRUCK) TRACTOR-TRAILER MOTORCYCLE AND MOTOR DRIVEN CYCLE	193,102 4,120 6,625	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	12.00 12.00 12.00 12.00 12.00	3.50 3.50 3.50 3.50 3.50	562,557 45,022 18,268 26,564 (398) 652,411
NEW JERSEY*	468,087	21/ 5.00	BASIC DRIVER (AUTOMOBILE, LIGHT TRUCK) ARTICULATED VEHICLE ENDORSEMENT (COMMERCIAL VEHICLE COMBINATION) MOTORCYCLE ENDORSEMENT OMNIBUS OR SCHOOL BUS ENDORSEMENT MOTORCYCLE FARM VEHICLE DRIVER	2,500,001	2 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS	ISSUANCE ISSUANCE ISSUANCE ISSUANCE ISSUANCE ISSUANCE	21/ 8.00 4.00 4.00 8.00 4.00 1.00	3.00 3.00 3.00 3.00 3.00 3.00	4,623,456 304,453 (22,447) 4,927,909
NEW MEXICO*	28,005	Z/ 2.00	CLASS 1 (LEARNER PERMIT) CLASS 2 (MOPED) CLASS 3 (MOTORCYCLE) CLASS 4 (LARGE MOTORCYCLE) CLASS 5 (AUTOMOBILE, LIGHT TRUCK) CLASS 6 (COMMERCIAL BUS) CLASS 7 (HEAVY TRUCK) CLASS 8 (COMBINATION VEHICLE) CLASS 9 (SCHOOL BUS)	28,005 21,561 358,067 19,217	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH	2.00 8.00 8.00 8.00 8.00 13.00 13.00 13.00	2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00	(49,914) 758,188 96,374 854,562
NEW YORK*	916,594	Z/ 5.00	CLASS 1 (ANY VEHICLE EXCEPT MOTORCYCLE AND BUS) CLASS 2 (BUS) CLASS 3 (TRACTOR/TRUCK) CLASS 4 (TAXICAB) CLASS 5 (AUTOMOBILE, LIGHT TRUCK) CLASS 6 (JUNIOR) (AUTOMOBILE, LIGHT TRUCK) CLASS 7 (MOTORCYCLE) CLASS 8 (JUNIOR) (MOTORCYCLE)	2,322,712	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	8.00 8.00 8.00 8.00 4.00 4.00 4.00	3.00 3.00 3.00 3.00 3.00 3.00 3.00	1,516,183 7,723,876 (349,670) 9,240,059
NORTH CAROLINA	5/148,598	5/ 2.00	OPERATOR CHAUFFEUR	924,280 95,484	4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY	4.00 10.00	1.00 1.00	3,592,845 184,222 3,777,067
NORTH DAKOTA*	13,056	Z/ 8.00	CLASS 1 (ANY VEHICLE EXCEPT CLASS 4) CLASS 2 (TRUCK/COMBINATION) CLASS 3 (AUTOMOBILE) CLASS 4 (OR ENDORSEMENT) (MOTORCYCLE, MOPED)	9,222 4,244 106,611 12,148	4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	8.00 8.00 8.00 8.00	1.00 1.00 1.00 1.00	22,069 10,417 386,272 (28,138) 418,758
OHIO	409,438	19/ 3.00	OPERATOR CHAUFFEUR RESTRICTED MOTORCYCLE ENDORSEMENT	1,473,899 126,845 1,132 27,179	4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY	19/ 5.00 19/ 5.00 19/ 5.00 19/ 5.00	1.00 1.00 1.00 1.00	6,475,659 555,769 - 7,031,428
OKLAHOMA	46,002	Z/ 9.00	OPERATOR CHAUFFEUR COMMERCIAL CHAUFFEUR MOTOR SCOOTER	839,221 36,412 108,186 4,600	2 YEARS 2 YEARS 2 YEARS 2 YEARS	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH	Z/ 7.00 11.00 13.00 Z/ 7.00	2.00 2.00 2.00 2.00	1,680,205 284,940 (10,776) 1,965,149

Driver Licensing

# MOTOR-VEHICLE DRIVERS LICENSES - 1980

TABLE DL-1  
SHEET 5 OF 6  
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COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		DRIVERS LICENSES				AMOUNT OF FEE		ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		
							NEW AND RENEWAL	DUPLICATE	
OREGON	56,730	5.00	OPERATOR CHAUFFEUR MOTORCYCLE ENDORSEMENT	514,620	4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY	9.00 5.00 3.50	3.00 3.00 -	1,990,689
PENNSYLVANIA*	367,963	5.00	CLASS 1 (AUTOMOBILE) CLASS 2 (TRUCK, BJS) CLASS 3 (TRUCK/TRACTOR COMBINATION) CLASS 4 (SCHOOL BUS) 3/ CLASS 5 (MOTORCYCLE) CLASS 6 (MOPED)	4,050,118	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH	21.50 21.50 21.50 21.50 21.50 21.50	5.00 5.00 5.00 5.00 5.00 5.00	7,056,468
RHODE ISLAND*	20,909	NO FEE	CLASS 0 (AUTOMOBILE) CLASS 1 (BUS) CLASS 2 (TRUCK) CLASS 3 (TRACTOR COMBINATION) CLASS 4 (CLASSES 1 AND 3) CLASS 5 (CLASSES 1 AND 2) MOTORCYCLE ENDORSEMENT MILITARY SERVICE	285,869 27,785 - 4,564	2 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	3/ 8.00 3/ 8.00 3/ 8.00 3/ 8.00 3/ 8.00 3/ 8.00	1.00 1.00 1.00 1.00 1.00 1.00	586,637
SOUTH CAROLINA*	144,701	2.00	CLASS 1 (AUTOMOBILE) CLASS 2 (TRUCK) CLASS 3 (TRUCK/TRACTOR COMBINATION) CLASS 4 (MOTORCYCLE, SCOOTER) PROVISIONAL	599,632 3,777	4 YEARS 4 YEARS 4 YEARS 4 YEARS 6 MONTHS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY -	4.00 4.00 4.00 4.00 5.00	4.00 4.00 4.00 4.00 -	1,896,115 13,339 43,376 (42,321) 1,952,830
SOUTH DAKOTA	2,344	6.00	OPERATOR RESTRICTED OPERATOR MOTORCYCLE MOTORCYCLE ENDORSEMENT	117,280 6,473 386	4 YEARS UNTIL AGE 16 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY	6.00 6.00 6.00 6.00	3.00 3.00 3.00 -	473,717 7,061 (427) 480,778
TENNESSEE	37,714	3/ 6.00	OPERATOR SCOOTER CHAUFFEUR MOTORCYCLE ENDORSEMENT	1,323,459 1,882 112,402 168,127	2 YEARS 2 YEARS 2 YEARS 2 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	6.00 6.00 8.00 6.00	2.00 2.00 2.00 -	2,585,635 (1,882) 224,020 2,809,655
TEXAS	202,063	2.00	OPERATOR COMMERCIAL OPERATOR CHAUFFEUR MOTORCYCLE ENDORSEMENT	2,016,584 443,534 153,231	4 YEARS 2 YEARS 2 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY	7.00 10.00 13.00 7.00	1.00 1.00 1.00 -	8,047,167 918,936 321,723 (543,541) 9,287,826
UTAH*	28,595	3/ 5.00	OPERATOR (AUTOMOBILE) MOTORCYCLE ENDORSEMENT CHAUFFEUR - CLASS A (PRIVATE LIGHT TRUCK) CLASS B (PRIVATE HEAVY TRUCK) CLASS C (FOR-HIRE LIGHT TRUCK) CLASS D (FOR-HIRE HEAVY TRUCK)	250,595 41 22,095	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	13/ 5.00 13/ 5.00 13/ 5.00 13/ 5.00 13/ 5.00 13/ 5.00	3.00 3.00 3.00 3.00 3.00 3.00	778,666 (94,405) 66,051 844,717
VERMONT	17,654	22/ 1.00	OPERATOR JUNIOR OPERATOR	170,090 7,110	2 YEARS 2 YEARS	BIRTHDAY BIRTHDAY	8.00 8.00	2.00 2.00	332,759 11,001 343,800
VIRGINIA*	120,063	3.00	OPERATOR - CLASS 0 (UNCLASSIFIED) (AUTOMOBILE) CLASS A (ENDORSEMENT) (TRUCK/COMBINATION) CLASS B (ENDORSEMENT) (BUS) CLASS S (ENDORSEMENT) (SCHOOL BUS) CLASS C (ENDORSEMENT) (MOTORCYCLE, MOPED) CHAUFFEUR - CLASS 0 (UNCLASSIFIED) (FOR-HIRE AUTOMOBILE) CLASS A (ENDORSEMENT) (FOR-HIRE TRUCK COMBINATION) CLASS B (ENDORSEMENT) (BUS, FOR-HIRE) CLASS S (ENDORSEMENT) (SCHOOL BUS) CLASS C (ENDORSEMENT) (MOTORCYCLE, MOPED)	1,103,504 (77,462) 95,159 (24,556)	4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 4 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS 2 YEARS	BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH BIRTH MONTH	9.00 12.00 12.00 NO FEE 12.00 12.00 12.00 12.00 12.00 15.00 15.00 NO FEE 15.00 15.00	3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00	3,241,904 16,061 11,968 34,672 (170,133) (11,072) 43,475 105,357 6,202 1,047 (2,552) (20,582) 3,460,586

Highway Statistics, 1980

# MOTOR-VEHICLE DRIVERS LICENSES - 1980

TABLE DL-1  
SHEET 6 OF 6  
SEPTEMBER 1981

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	LEARNERS PERMITS		CLASS OR TYPE OF LICENSE 2/	DRIVERS LICENSES			AMOUNT OF FEE			ESTIMATED TOTAL LICENSES IN FORCE 12-31-80 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED	AMOUNT OF FEE		NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	NEW AND RENEWAL	DUPLICATE		
WASHINGTON*	106,617	3.50	BASIC DRIVER (AUTOMOBILE) MOTORCYCLE ENDORSEMENT INTERMEDIATE ENDORSEMENT (LIGHT TRUCK, BUS) COMBINATION ENDORSEMENT (ANY COMBINATION OF VEHICLES) OCCUPATIONAL AGRICULTURAL PERMIT	1,398,739 18,903 15,280 2,008 40	2 YEARS 2 YEARS 2 YEARS 2 YEARS VARIES 1 YEAR OR 18TH BIRTHDAY	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY - ISSUANCE	9/ 7.00 9/ NO FEE 9/ 5.00 9/ 5.00 - 2.00	3.50 - 3.50 3.50 - -	2,662,658 (203,983) (134,639) - - 2,662,658	
WEST VIRGINIA	49,050	4.00	OPERATOR CHAUFFEUR JUNIOR OPERATOR	346,235 73,439 21,859	4 YEARS 1 YEAR 18TH BIRTHDAY	ISSUANCE ISSUANCE -	23/ 5.00 23/ 3.00 5.00	1.00 1.00 1.00	1,351,835 103,257 51,309 1,506,401	
WISCONSIN	215,267	10.00	PROBATIONARY CHAUFFEUR SCHOOL BUS MOTORCYCLE ENDORSEMENT	106,629 1,386,150 99,654 7,929 23,621	2 YEARS 2 YEARS 1 YEAR 2 YEARS -	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY -	18/ 4.00 18/ 4.00 4.00 4.00 4.00	4.00 4.00 4.00 4.00 -	*2,982,366	
WYOMING*	4,344	1.00	CLASS A (TRUCK/TRACTOR COMBINATION) CLASS B (TRUCK) CLASS C (AUTOMOBILE) CLASS M (MOTORCYCLE, MOPED)	12,288 3,736 129,025 14	4 YEARS 4 YEARS 4 YEARS 4 YEARS	BIRTHDAY BIRTHDAY BIRTHDAY BIRTHDAY	2.50 2.50 2.50 2.50	2.50 2.50 2.50 2.50	29,312 9,314 307,624 (40) 346,250	
TOTAL	-	-	-	-	-	-	-	-	145,298,996	

Driver Licensing

1/ THE NUMBERS OF LEARNERS PERMITS AND DRIVERS LICENSES ISSUED ARE NOT AVAILABLE IN STATES WHERE N.A. IS SHOWN. LICENSES IN FORCE IN DESIGNATED STATES WERE ESTIMATED BY THE FEDERAL HIGHWAY ADMINISTRATION.  
 2/ CLASSIFIED DRIVERS LICENSES ARE ISSUED IN THE STATES INDICATED WITH AN ASTERISK AFTER THE STATE NAME. IN THOSE STATES, THE DRIVER LICENSES SHOWN PERMIT A QUALIFIED PERSON TO OPERATE SPECIFIED VEHICLES ON THE PUBLIC HIGHWAYS. SEE APPENDIX 1 TO TABLE DL-101 IN A SEPARATE PUBLICATION FOR DESCRIPTION OF VEHICLE TYPES IN THE VARIOUS CLASSES LISTED. FOR PURPOSES OF THIS REPORT, WHEN THERE ARE COMBINED LICENSES BY ENDORSEMENT, THE LICENSEE HAS BEEN COUNTED IN THE HIGHEST CLASS LICENSE THAT HE HOLDS.  
 3/ ALLOWANCE HAS BEEN MADE FOR DEATHS, EMIGRATION, AND REVOCATIONS IN THE STATES THAT WERE ABLE TO DO SO. CHAUFFEURS LICENSES HAVE NOT BEEN ADDED TO OPERATORS LICENSES IN THE STATES THAT REQUIRE AN OPERATORS LICENSE IN ADDITION TO THE CHAUFFEURS LICENSE; SUCH STATES ARE INDICATED WITH AN ASTERISK. "MOTORCYCLE ONLY" OPERATOR LICENSES ARE NOT INCLUDED.  
 4/ FOR ALABAMA, IN JEFFERSON COUNTY, ADD 25¢ LOCAL ISSUANCE FEE FOR ALL PERMITS AND LICENSES; DUPLICATE DRIVER LICENSE IS \$4 FOR SECOND OR SUBSEQUENT ISSUES. IN COLORADO, \$10 FOR SECOND AND SUBSEQUENT DUPLICATES.  
 5/ SPECIAL LICENSE REQUIRED FOR SCHOOL BUS OPERATORS. IN ALASKA THERE IS NO RENEWAL FEE BUT A PHYSICAL EXAMINATION IS REQUIRED ANNUALLY; IN ARKANSAS, A SCHOOL BUS OPERATORS CERTIFICATE IS REQUIRED IN ADDITION TO A CHAUFFEURS LICENSE; IN PENNSYLVANIA, A SCHOOL BUS DRIVERS CERTIFICATE IS REQUIRED, AS WELL AS CLASS 1 AND CLASS 4 LICENSES.  
 6/ THE FOLLOWING STUDENT TRAINING PERMITS ARE INCLUDED WITH REGULAR PERMITS: ARIZONA, 710 @ 50¢; MISSOURI, 38,355. IN IDAHO 13,405 DRIVER TRAINING PERMITS ARE INCLUDED @ \$15 ADDITIONAL FEE FOR 120 DAYS, ISSUED TO EVERY APPLICANT FOR AN INSTRUCTIONAL PERMIT OR OPERATORS LICENSE WHO IS REQUIRED TO TAKE, OR ELECTS TO TAKE A DRIVER TRAINING COURSE IN A PUBLIC SCHOOL. NORTH CAROLINA INCLUDES DRIVER TRAINING PERMITS, ISSUED FREE FOR 6 MONTHS TO 15-YEAR-OLDS ENROLLED IN DRIVER TRAINING PROGRAM; SECOND OR RENEWAL PERMIT, \$3.25.  
 7/ PERMIT FEE IS CREDITED TO OPERATOR LICENSE; IN CALIFORNIA, THE ORIGINAL LICENSE FEE COVERS THE COST OF A LEARNERS PERMIT; \$1.50 IS CREDITED TO OPERATORS LICENSE IN INDIANA, \$4 IN MARYLAND, AND 50¢ IN NEW MEXICO. IN NEW YORK, LEARNERS PERMIT AND LICENSE APPLICATION FEES ARE INCLUDED IN THE \$5 FEE. IN OKLAHOMA, THERE IS AN ADDITIONAL \$2 FEE FOR THE LICENSE APPLICATION BEFORE OBTAINING THE ORIGINAL LICENSE.  
 8/ AN INSTRUCTION OR LEARNERS PERMIT IS NOT PROVIDED IN CONNECTICUT, EXCEPT FOR MOTORCYCLE OPERATORS @ \$1.50, AND \$3.00 FOR A HOME TRAINING CERTIFICATE. IN NEW HAMPSHIRE THERE IS NO REGULAR LEARNERS PERMIT PROVIDED, BUT A RESTRICTED INSTRUCTION PERMIT IS ISSUED TO STUDENTS IN DRIVER TRAINING.  
 9/ THE FOLLOWING EXAMINATION FEES ARE IN ADDITION TO THE FEE SHOWN FOR AN ORIGINAL LICENSE: \$6.50 IN CONNECTICUT FOR OPERATOR, AND \$2.50 FOR PUBLIC SERVICE LICENSE; \$6 IN KANSAS; \$5 IN MASSACHUSETTS, RHODE ISLAND, AND WISCONSIN; \$3 IN FLORIDA AND WASHINGTON.  
 10/ THE ORIGINAL LICENSE FEE IS 45¢ PER MONTH FROM DATE OF ISSUE TO LAST DAY OF NEXT BIRTH MONTH, MAXIMUM \$2.50 FOR 6 MONTHS, PLUS \$1 PHOTO FEE. FIRST RENEWAL ISSUED FOR UP TO 5 YEARS, DEPENDING UPON YEAR OF BIRTH, @ 5¢ PER YEAR PLUS \$1 PHOTO FEE; SUBSEQUENT RENEWALS, 4 YEARS @ \$21.

11/ A DRIVER WHO HAS HAD A DELAWARE DRIVERS LICENSE FOR 3 CONSECUTIVE YEARS AND HAS A MOTOR-VEHICLE OPERATION RECORD THAT SHOWS NO PREVIOUS ARREST OR CONVICTION MAY APPLY FOR A PERMANENT LICENSE FOR AN INITIAL FEE OF \$25 PLUS, EVERY 4 YEARS HE MUST BE REEXAMINED AND PAY A \$1 PHOTO FEE. THERE IS NO CHARGE FOR A RENEWAL MOTORCYCLE ENDORSEMENT. INCLUDED IN THE NUMBER OF ISSUES SHOWN ARE 1,178 ORIGINAL AND 8,785 RENEWAL PERMANENT DRIVERS LICENSES.  
 12/ TWO YEARS FOR PERSONS 15-24 YEARS OLD AND 65 YEARS OLD AND OVER @ \$5.50 IN HONOLULU, \$4 IN KAUAI AND MAUI COUNTIES, AND \$5 IN HAWAII COUNTY; 4 YEARS FOR PERSONS 25-64 YEARS OLD @ \$9.50 IN HONOLULU, \$4 IN KAUAI AND MAUI COUNTIES, AND \$14 IN HAWAII COUNTY. ORIGINAL ISSUE IS \$3 IN KAUAI AND IN MAUI, \$2 WITH AN ADDITIONAL \$1 FOR THE 25-64 YEAR OLDS WITHOUT LEARNERS PERMITS. DUPLICATE FEE IS \$3 IN COUNTY OF KAUAI.  
 13/ IN ILLINOIS, LICENSES FOR PERSONS 69 YEARS OF AGE AND OVER ARE \$4; IN INDIANA, A RENEWAL LICENSE FOR PERSONS 75 YEARS OF AGE AND OLDER IS \$3 FOR 2 YEARS; IN NEVADA, \$3 FOR 4 YEARS FOR THOSE OVER 70 YEARS; IN UTAH, \$3 RENEWAL FOR PERSONS 65 YEARS AND OVER.  
 14/ TWO YEARS @ \$5 FOR OPERATORS LICENSES AND \$10 FOR CHAUFFEURS LICENSES ISSUED TO PERSONS UNDER 18 AND OVER 65 YEARS OLD; 4-YEAR LICENSE IS MANDATORY FOR PERSONS 18-64 YEARS OLD.  
 15/ ORIGINAL LICENSES ARE ISSUED FOR 6 TO 59 MONTHS, AND EXPIRE ON LICENSEE'S BIRTHDAY IN SECOND EVEN- OR ODD-NUMBERED CALENDAR YEAR AFTER ISSUANCE, DEPENDING ON LICENSEE'S BIRTH YEAR. ORIGINAL CLASSES A AND B LICENSE FEES RANGE FROM \$2.50 TO \$12.50, AND CLASS C, \$1.50 TO \$7.50.  
 16/ THE FEE IS \$22 IN MUNICIPALITIES OF OVER 300,000 POPULATION. CHAUFFEURS LICENSE IS \$22 IN NEW ORLEANS PARISH.  
 17/ SUBSEQUENT LEARNER PERMIT FEES, \$5 FOR CLASSES 1 AND 2; \$3 FOR CLASS 3 AND MOTORCYCLE LICENSE. PERSONS 65 YEARS AND OVER MUST RENEW THE DRIVERS LICENSE EVERY 2 YEARS @ \$8.  
 18/ ORIGINAL OPERATOR LICENSE FEE IS \$15 IN MARYLAND, AND \$6.50 FOR ORIGINAL OPERATOR OR SCHOOL BUS LICENSE IN WISCONSIN. IN MICHIGAN, THE FEE FOR ORIGINAL OPERATOR LICENSE IS \$7.50; ORIGINAL CHAUFFEUR, \$4, AND EXPIRES FIRST BIRTHDAY AFTER ISSUE DATE, AND PERSONS AGE 60 AND OVER MAY RENEW @ \$4 ANNUALLY; ORIGINAL CLASS 1 OR 2 ENDORSEMENT, \$7; ORIGINAL MOTORCYCLE ENDORSEMENT, \$3.50.  
 19/ IN ADDITION TO THE FEES SHOWN, THERE IS A SERVICE CHARGE OF 50¢ IN MINNESOTA IF ISSUED BY A LOCAL CLERK OF DISTRICT COURT OR AGENT; A 25¢ MAILING FEE IS ADDED TO THE COST OF ALL LICENSE FEES IN MISSISSIPPI; AND A \$1.00 DEPUTY ISSUANCE FEE FOR ALL LICENSES AND PERMITS IN OHIO.  
 20/ ORIGINAL LICENSE IS \$1.50 PER YEAR, AND EXPIRES ON LICENSEE'S BIRTHDAY IN THE FIRST YEAR AFTER ISSUANCE THAT HIS AGE IS DIVISIBLE BY 4.  
 21/ LEARNER PERMIT FEE FOR BASIC DRIVER, MOTORCYCLE, OR MOTORCYCLE ENDORSEMENT IS \$5; ARTICULATED VEHICLE ENDORSEMENT, \$15; AND OMNIBUS OR SCHOOL BUS ENDORSEMENT, \$25. DRIVER LICENSE FEES ARE ADDITIVE. FEE FOR BASIC LICENSE WITH ALL ENDORSEMENTS WOULD BE \$24.  
 22/ WRITTEN EXAMINATION FEE, \$5 WITH ORIGINAL LEARNERS PERMIT. NO FURTHER EXAMINATION FEE UNLESS DRIVING TEST IS FAILED, THEN \$5 ADDITIONAL FOR ANOTHER DRIVING TEST.  
 23/ A WEST VIRGINIA DRIVER LICENSE CAN BE OBTAINED WITHOUT EXAMINATION BY A NEW RESIDENT WHO HAS A VALID OUT-OF-STATE LICENSE, BY PAYMENT OF THE REGULAR DRIVER LICENSE FEE PLUS \$1.

## ESTIMATED LICENSED DRIVERS, BY SEX - 1980

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCESTABLE DL-1A  
SEPTEMBER 1981

STATE	MALE DRIVERS	FEMALE DRIVERS	TOTAL DRIVERS	PERCENT MALE DRIVERS OF TOTAL	STATE
ALABAMA 1/ ALASKA 1/ ARIZONA 1/ ARKANSAS	1,190,787 125,661 1,049,638 762,150	1,080,706 95,339 883,683 706,550	2,271,493 221,000 1,933,321 1,468,700	52.42 56.86 54.29 51.89	ALABAMA 1/ ALASKA 1/ ARIZONA 1/ ARKANSAS
CALIFORNIA COLORADO CONNECTICUT DELAWARE	8,324,839 1,065,361 1,068,726 215,615	7,343,892 983,048 1,105,756 201,847	15,668,731 2,048,409 2,174,482 417,462	53.13 52.01 49.15 51.65	CALIFORNIA COLORADO CONNECTICUT DELAWARE
DIST. OF COL. 1/ FLORIDA GEORGIA HAWAII	187,881 3,795,101 1,788,088 301,569	156,161 3,472,861 1,635,581 239,974	344,042 7,267,962 3,423,669 541,543	54.61 52.22 52.23 55.69	DIST. OF COL. 1/ FLORIDA GEORGIA HAWAII
IDAHO ILLINOIS INDIANA IOWA	332,394 3,723,113 1,877,220 1,108,044	298,614 3,279,436 1,754,237 998,564	631,008 7,002,549 3,631,457 2,106,608	52.68 53.17 51.69 52.60	IDAHO ILLINOIS INDIANA IOWA
KANSAS KENTUCKY LOUISIANA MAINE	860,417 1,106,264 1,185,208 381,751	815,021 949,033 1,074,209 348,142	1,675,438 2,055,297 2,259,417 729,893	51.35 53.83 52.46 52.30	KANSAS KENTUCKY LOUISIANA MAINE
MARYLAND MASSACHUSETTS MICHIGAN MINNESOTA	1,427,068 1,830,053 3,340,992 1,221,802	1,294,541 1,810,149 3,059,008 1,114,133	2,721,609 3,640,202 6,400,000 2,335,935	52.43 50.27 52.20 52.30	MARYLAND MASSACHUSETTS MICHIGAN MINNESOTA
MISSISSIPPI MISSOURI MONTANA NEBRASKA	856,792 1,689,794 332,550 569,594	730,219 1,554,950 266,432 523,661	1,587,011 3,244,744 598,982 1,093,255	53.99 52.08 55.52 52.10	MISSISSIPPI MISSOURI MONTANA NEBRASKA
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO	334,082 341,605 2,595,142 418,736	291,591 310,806 2,332,767 435,826	625,673 652,411 4,927,909 854,562	53.40 52.36 52.66 49.00	NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO	5,186,731 1,963,049 220,698 4,249,026	4,053,328 1,814,018 198,060 2,782,402	9,240,059 3,777,067 418,758 7,031,428	56.13 51.97 52.70 60.43	NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO
OKLAHOMA OREGON PENNSYLVANIA RHODE ISLAND	994,578 1,062,830 3,795,479 305,037	970,571 927,859 3,260,989 281,600	1,965,149 1,990,689 7,056,468 586,637	50.61 53.39 53.79 52.00	OKLAHOMA OREGON PENNSYLVANIA RHODE ISLAND
SOUTH CAROLINA SOUTH DAKOTA TENNESSEE TEXAS	1,024,420 252,236 1,462,791 4,882,888	928,410 228,542 1,346,864 4,404,938	1,952,830 480,778 2,809,655 9,287,826	52.46 52.46 52.06 52.57	SOUTH CAROLINA SOUTH DAKOTA TENNESSEE TEXAS
UTAH VERMONT VIRGINIA WASHINGTON	422,302 181,490 1,765,461 1,409,882	422,415 162,310 1,695,225 1,252,776	844,717 343,800 3,460,686 2,662,658	49.99 52.79 51.01 52.95	UTAH VERMONT VIRGINIA WASHINGTON
WEST VIRGINIA WISCONSIN WYOMING	854,459 1,560,969 188,044	651,942 1,421,397 158,206	1,506,401 2,982,366 346,250	56.72 52.34 54.31	WEST VIRGINIA WISCONSIN WYOMING
TOTAL	77,190,407	68,108,589	145,298,996	53.13	TOTAL

1/ ESTIMATED BY FHWA.



## RATIO OF LICENSED DRIVERS TO POPULATION - 1980

TABLE DL-1B  
SEPTEMBER 1981

STATE	TOTAL POPULATION 1/	PERSONS OF DRIVING AGE (15 AND OVER) 1/	LICENSED DRIVERS			STATE
			NUMBER	PER 1,000 TOTAL POPULATION	PER 1,000 DRIVING AGE POPULATION	
	(1,000)	(1,000)				
ALABAMA	3,890	2,952	2/ 2,271,493	584	769	ALABAMA
ALASKA	401	293	2/ 221,000	551	754	ALASKA
ARIZONA	2,718	2,073	2/ 1,933,321	711	933	ARIZONA
ARKANSAS	2,286	1,744	1,468,700	642	842	ARKANSAS
CALIFORNIA	23,669	18,514	15,668,731	662	846	CALIFORNIA
COLORADO	2,889	2,233	2,048,409	709	917	COLORADO
CONNECTICUT	3,108	2,460	2,174,482	700	884	CONNECTICUT
DELAWARE	595	463	417,462	702	902	DELAWARE
DIST. OF COL.	638	525	2/ 344,042	539	655	DIST. OF COL.
FLORIDA	9,740	7,864	7,267,962	746	924	FLORIDA
GEORGIA	5,464	4,133	3,423,669	627	828	GEORGIA
HAWAII	965	739	541,543	561	733	HAWAII
IDAHO	944	688	631,008	668	917	IDAHO
ILLINOIS	11,419	8,809	7,002,549	613	795	ILLINOIS
INDIANA	5,490	4,184	3,631,457	661	868	INDIANA
IOWA	2,913	2,249	2,106,608	723	937	IOWA
KANSAS	2,363	1,838	1,675,438	709	912	KANSAS
KENTUCKY	3,661	2,787	2,055,297	561	737	KENTUCKY
LOUISIANA	4,204	3,125	2,259,417	537	723	LOUISIANA
MAINE	1,125	868	729,893	649	841	MAINE
MARYLAND	4,216	3,295	2,721,609	646	826	MARYLAND
MASSACHUSETTS	5,737	4,564	3,640,202	635	798	MASSACHUSETTS
MICHIGAN	9,258	7,045	6,400,000	691	908	MICHIGAN
MINNESOTA	4,077	3,140	2,335,935	573	744	MINNESOTA
MISSISSIPPI	2,521	1,860	1,587,011	630	853	MISSISSIPPI
MISSOURI	4,917	3,826	3,244,744	660	848	MISSOURI
MONTANA	787	599	598,982	761	1,000	MONTANA
NEBRASKA	1,570	1,208	1,093,255	696	905	NEBRASKA
NEVADA	799	626	625,673	783	999	NEVADA
NEW HAMPSHIRE	921	713	652,411	708	915	NEW HAMPSHIRE
NEW JERSEY	7,364	5,787	4,927,909	669	852	NEW JERSEY
NEW MEXICO	1,300	963	854,562	657	887	NEW MEXICO
NEW YORK	17,557	13,830	9,240,059	526	668	NEW YORK
NORTH CAROLINA	5,874	4,542	3,777,067	643	832	NORTH CAROLINA
NORTH DAKOTA	653	498	418,758	641	841	NORTH DAKOTA
OHIO	10,797	8,302	7,031,428	651	847	OHIO
OKLAHOMA	3,025	2,332	1,965,149	650	843	OKLAHOMA
OREGON	2,633	2,043	1,990,689	756	974	OREGON
PENNSYLVANIA	11,867	9,381	7,056,468	595	752	PENNSYLVANIA
RHODE ISLAND	947	755	586,637	619	777	RHODE ISLAND
SOUTH CAROLINA	3,119	2,361	1,952,830	626	827	SOUTH CAROLINA
SOUTH DAKOTA	690	525	480,778	697	916	SOUTH DAKOTA
TENNESSEE	4,591	3,545	2,809,655	612	793	TENNESSEE
TEXAS	14,228	10,710	9,287,826	653	867	TEXAS
UTAH	1,461	999	844,717	578	846	UTAH
VERMONT	512	395	343,800	671	870	VERMONT
VIRGINIA	5,346	4,167	3,460,686	647	830	VIRGINIA
WASHINGTON	4,130	3,206	2,662,658	645	831	WASHINGTON
WEST VIRGINIA	1,950	1,494	1,506,401	773	1,008	WEST VIRGINIA
WISCONSIN	4,705	3,621	2,982,366	634	824	WISCONSIN
WYOMING	471	349	346,250	735	992	WYOMING
TOTAL	226,505	175,222	145,298,996	641	829	TOTAL

1/ U.S. 1980 CENSUS, BUREAU OF THE CENSUS REPORT PCB0-S1-1, MAY 1981.

2/ ESTIMATED BY FHWA.

**DISTRIBUTION OF LICENSED DRIVERS  
BY SEX AND PERCENTAGE IN EACH AGE GROUP AND RELATION TO POPULATION - 1980**

TABLE DL-20  
SEPTEMBER 1981

AGE	MALE DRIVERS			FEMALE DRIVERS			TOTAL DRIVERS		
	NUMBER (1,000)	PERCENT OF TOTAL	PERCENT OF POPULATION 1/	NUMBER (1,000)	PERCENT OF TOTAL	PERCENT OF POPULATION 1/	NUMBER (1,000)	PERCENT OF TOTAL	PERCENT OF POPULATION 1/
UNDER 16	52	0.1	2.6	41	0.1	2.1	93	0.1	2.4
16	1,002	1.3	47.3	822	1.2	40.5	1,824	1.3	44.0
17	1,530	2.0	71.1	1,260	1.9	60.8	2,790	1.9	66.1
18	1,763	2.3	80.6	1,484	2.2	69.5	3,247	2.2	75.2
19	1,900	2.5	84.6	1,643	2.4	74.7	3,543	2.4	79.7
(19 AND UNDER)	6,247	8.1	58.1	5,250	7.7	50.5	11,496	7.9	54.4
20	1,930	2.5	86.6	1,706	2.5	77.8	3,636	2.5	82.2
21	1,962	2.5	90.4	1,772	2.6	83.0	3,734	2.6	86.7
22	1,999	2.6	94.2	1,813	2.7	85.4	3,812	2.6	89.8
23	2,062	2.7	99.4	1,876	2.8	89.4	3,939	2.7	94.4
24	2,047	2.7	99.4	1,868	2.7	89.1	3,915	2.7	94.2
(20-24)	10,000	13.0	93.9	9,035	13.3	84.9	19,036	13.1	89.4
25-29	9,868	12.8	101.7	9,061	13.3	92.4	18,929	13.0	97.0
30-34	9,010	11.7	103.9	8,358	12.3	94.2	17,368	12.0	99.0
35-39	7,113	9.2	103.7	6,582	9.7	92.7	13,695	9.4	98.1
40-44	5,827	7.5	102.2	5,306	7.8	89.1	11,133	7.7	95.5
45-49	5,311	6.9	98.6	4,765	7.0	83.6	10,076	6.9	90.9
50-54	5,351	6.9	95.3	4,739	7.0	77.9	10,091	6.9	86.2
55-59	5,198	6.7	94.9	4,571	6.7	74.6	9,770	6.7	84.2
60-64	4,439	5.8	95.1	3,793	5.6	70.1	8,232	5.7	81.7
65-69	3,631	4.7	93.1	2,948	4.3	60.5	6,579	4.5	75.0
70 AND OVER	5,195	6.7	81.2	3,699	5.4	35.7	8,894	6.1	53.1
TOTAL 2/	77,190	100.0	92.1	68,109	100.0	74.6	145,299	100.0	83.0

1/ THESE PERCENTAGES ARE COMPUTED FROM THE 1980 CENSUS DATA.

2/ COLUMN TOTALS MAY NOT ADD DUE TO ROUNDING.



# HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State and local agencies. Federal and State highway finance data are for the calendar year 1980, with only minor exceptions; but finance data of the local governments are for various fiscal years ending in 1979 or the latest period for which complete information is available.

Because the expenditures of one governmental agency may become income to another, care must be taken to avoid double counting of income and expense when combining certain of the Federal, State, and local table series. For this reason, the first tables in this section give combined summaries of the highway finances of all government agencies in net amounts, i.e., duplications that would otherwise have resulted from interfund or intergovernmental transfers have been removed. These tables are followed by specialized series showing Federal, State, and local government data, but these are not additive without due allowance for the intergovernmental payments.

## Intergovernmental Payments

In general, intergovernmental payments as reported herein refer to the actual payment of money from one governmental level to another.

### Federal aid for highways

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other highway-related excise taxes deposited in the Federal Highway Trust Fund. Administered by the Federal Highway Administration, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other highway funds administered by the Federal Highway Administration, but not financed from Trust Fund revenues, include those for Highway Beautification, and the Appalachian Development program.

State and local governments also receive assistance from other Federal programs. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in Table F-106, which ap-

peared in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed, 1981*.

### State aid to local governments

There are numerous State transactions or activities that benefit local governments but that do not involve the flow of funds, and are not treated as intergovernmental payments. Among these transactions are: (1) Advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects of local road systems.

Some transactions, however, that do involve the flow of funds from States to local governments have been shown herein as direct expenditures by activity, rather than as intergovernmental payments. These transactions include: (1) Amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) payments on county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

For uniformity in the Federal Highway Administration's analyses, all State-imposed highway-user imposts are considered as being collected and distributed by the States. The local government shares, if any, have been shown as intergovernmental payments. This has been done even when there has been no actual flow of funds or when there has been a reverse flow of funds such as occurs in States where motor-vehicle registration fees are collected, and a share is retained, by the local governments.

In 1980 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes. This assistance is in the form of direct grants-in-aid and shared revenue. The two States that did not have such statutes are Alaska and West Virginia. Table SF-5A shows the sources and payments of the shared State funds.

In 1980 forty-three States provided aid from road-user taxes to municipalities, including New England towns. Counties in 46 States received grants-in-aid. Townships, including those in New England, in 16 States received State grants. Many States provide aid to more than one type of local government.

### **Intergovernmental payments of local agencies**

All Federal-aid projects receipts and disbursements are considered to be transactions of the State. Hence, county or municipal funds expended on such projects are considered to be payments to the State regardless of whether an actual flow of funds occurs. In some States, a portion of the local share of State tax revenues is not paid directly to local governments, but is retained by the State to match Federal funds for local road projects, to reimburse the State for work performed at the request of the local agency, or for other purposes. When the State retains such tax revenue, the transactions do not appear as intergovernmental payments in the State or local finance series of tables.

Payments between similar government units have been eliminated; for example, those between counties, between States, or between municipalities. But payments made between different government classes, such as those between counties and municipalities, have been shown.

### **Combined finances**

Table HF-10 combines, for all government units, receipts and expenditures for 1980 (with local government data estimated) and identifies separately the intergovernmental payments. Tables HF-1 and 2 eliminate intergovernmental payments and show, by States, total receipts and expenditures for highways in 1979, the last year for which complete finance data for all governmental units are available.

### **Federal financing**

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary system, and in 1954, for the urban extensions of the secondary system.

In the use of Federal aid for highway construction, the States initiate the improvements to be made. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Federal Highway Administration, acting for the Federal Government. The roads remain under the administrative control of the States or local governments, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABCD funds, are proportionally divided among the States

by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 75-25 by the States, but the Federal share is proportionately increased for States in which public lands are in excess of 5 percent of their area.

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Federal-Aid Highway Act of 1956, as subsequently amended, provides for completion of the System by 1990, on a 90-percent Federal, 10-percent State matching basis. Funds to support this program, and the ABCD program, are drawn from the Federal Highway Trust Fund, which is wholly supported by Federal taxes on road users.

The total revenues from the Federal excise taxes on motor fuel, lubricating oil, and motor-vehicle use, and the estimated portions paid by private and commercial highway users, are given in table FE-205. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by private and commercial highway users, are given in table FE-206. The amounts of these Federal excise revenues estimated to have been paid in the final instance in 1980 by private and commercial highway users in each State are shown in tables FE-7 and FE-8. As the Federal taxes on automotive products, except special fuel, diesel fuel, and motor-vehicle use, are collected in the first instance at the point of manufacture, production, or importation, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of highway vehicles. The special-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of motor vehicles, motorboats, and airplanes. The motor-vehicle use tax is levied on the owners of certain heavy highway vehicles. Federal excise tax rates, together with their history, are given in table FE-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: All of the revenues from the 4-cent-per-gallon tax on gasoline, diesel, and special fuels used in highway vehicles; the unrefunded portion of the tax on gasoline used for nonhighway purposes; the 2-cent-per-gallon tax on special fuels used in nonhighway vehicles; the 2-cent-per-gallon tax on diesel fuel for highway vehicles not registered or not required to be registered for highway use; the 2-cent-per-gallon tax on fuel used by certain transit systems; all of the 10-cent-per-pound tax on highway tires and inner tubes, and the 5-cent-per-pound tax on nonhighway tires and tread rubber; all of the

10-percent tax on new trucks, buses, and trailers over 10,000 pounds gross weight; the 8-percent tax on truck parts and accessories; the 6-cent-per-gallon tax on lubricating oil used on the highways; and all of the proceeds of the annual use tax of \$3.00 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight.

The gasoline and special fuels tax collected on motor-boat use is transferred monthly to the Land and Water Conservation Fund administered by the U.S. Department of the Interior. Full 4-cent-per-gallon refunds of the gasoline tax are paid to farmers for gasoline used in farming. Other nonhighway uses of gasoline are refunded at 2 cents of the 4-cent tax by the Internal Revenue Service.

A statement of the operation of the fund, including receipts, disbursements, and unexpended balances for the fiscal year, is shown in table FE-10. Table FE-201 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates. Additional information on the history of the Highway Trust Fund can be found in the Federal Highway Administration bulletin titled "Federal-Aid Financing and the Highway Trust Fund."

Table FE-221 shows a comparison, by States, of the amounts paid into the Trust Fund with the amounts drawn out of the Fund, and with apportionments.

Generally, the Trust Fund is similar to an individual bank account. Just as an individual bank account is a claim against the bank's general funds rather than a title to a particular group of dollars, the Trust Fund is a general credit with the U.S. Department of Treasury.

Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although an apportionment of Federal-aid funds is for 1 year, a 2-year grace period in expending the funds is permitted to allow the State time for orderly planning, budgeting, and execution of their highway programs.

Payments to contractors for work done on Federal-aid projects are made initially from State funds, or, sometimes, from funds transferred to the State by cities, counties, or other local governments. The Federal share is paid as reimbursement to the States as work progresses; final payment is made after completion of the project.

The actual payment of Federal funds administered by the Federal Highway Administration during calendar year 1980 is shown in table FA-3. Most of these payments were made to the States, but in addition to its own administrative costs, some funds were expended by FHWA directly on projects. These amounts, together with a summary of the finances of all other Federal assistance programs for highways are shown in table FA-5.

### State financing

Finances and debt status of State highway agencies are given in the SF and SB series. Table SF-21 consolidates and summarizes all highway receipts and disbursements of the States. The remaining tables in the SF series provide further details and breakdowns of all highway receipts and disbursements of the States. The SB series of tables provides details of the highway debt transactions of the States. Table SF-12 shows State highway capital outlay and maintenance expenditures by functional system and area for those States reporting for 1980. This is the first year this table appears in *Highway Statistics*. Data are not complete for all States and may have been estimated by area and functional system. Table SMT shows State receipts and disbursements for mass transportation activities. While this table does not include highway activities, it is included in this publication to indicate the use of State funds, especially highway-user imposts for mass transportation purposes.

### Local financing

Highway finance of county and township governments is shown in the LF table series, and of municipalities in the UF series. Debt status for these two groups of local governments is given in the separate LB and UB series.

The local finance data are for various fiscal years ended in 1979, the latest year for which data for local governments have been compiled in all States. Approximately half of all local governments use the calendar year ending December 31, and about two-thirds of the remainder use a fiscal year ending June 30. In most States, sampling is used to some extent in developing statistics for the smaller municipalities (under 5,000) and for townships, but is not used to compile data for counties, or for the larger municipalities.

### Classification of Highway Receipts

The phrase "highway receipts" used in this section includes highway-user revenues, and all other receipts applied for highway purposes regardless of source. The exceptions are tables DF, LF-1, and UF-1 which include the total of user-tax revenues regardless of their use for highway or nonhighway purposes. The classification of these receipts is described in the following paragraphs.

### Funds attributable to highway users

Chief among this group of revenues are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation as their principal source of funds for highways. However, counties in Alabama, Hawaii, Mississippi, and Nevada, and municipalities in Alabama, Florida, Nevada (Carson City-Ormsby County), and New York levy local motor-fuel taxes. Included in this group is the regional gasoline tax. It is different from a tax levied only by the local agency because it may cross political boundaries. The regional tax is considered a local tax until it is levied uniformly throughout the State. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles

because of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, drivers licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipts taxes, and ad valorem property taxes are among those that have been excluded when such taxes are parts of general tax structures applicable to a variety of commodities, operations, and commercial activities.

In general, the revenue from highway-user taxes is derived from taxes imposed for the use of the highways, but small amounts are actually derived from off-highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all refunds are claimed and not all refund claims are granted. For example, agricultural use may be eligible for a refund of 6 cents out of a 7-cent tax. Some States exempt or refund the tax for Federal Government or other public use, for transit bus operations, and in at least one State, for fuel consumed on toll roads.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables MF-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations differ from those shown in the State finance (SF) tables since the DF table includes funds allocated for collection expenses, nonhighway, and mass transportation programs.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Most States place highway-user revenues in special highway funds, but a few place them in a general State fund that receives many types of revenues, including those from highway users. For the latter group of States, each appropriation of expenditure for highway purposes has been treated as if it had been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received by the general fund from each of the sources. Revenues are not earmarked for specific purposes and thus it is impossible to identify how funds from particular sources are used.

Even in some States, that have separate highway funds, portions of highway-user revenues have been allocated to the State general fund or for nonhighway purposes; and in some of these States, general fund appropriations have also been made for highway purposes. In the Federal Highway Administration analyses, such appropriations have been offset, to the extent possible, against the allocations of highway-user revenues for funds or purposes other than highways.

Table MF-106 which gives the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 which provides similar information for State

motor-vehicle registration fees, drivers license fees, and motor-carrier taxes, are published biennially and appeared in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed, 1981*.

Closely related to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, whereas income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are the net sums that remain after deduction of costs of maintenance and operation of meters and parking lots.

#### **Other taxes and fees**

Special taxes and assessments on property are the chief source of locally raised income used by counties and municipal governments to finance local highway programs. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local revenue in a general fund from which appropriations are made for highways as well as for other purposes. All, or portions, of the proceeds of many other State and local taxes such as oil royalties, severance taxes on natural resources, and sales and use taxes, are allocated or drawn on for highways. When miscellaneous State taxes and appropriations are specifically allocated for highways, these provisions are shown in table S-106, which appeared in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed, 1981*.

#### **Investment income and miscellaneous receipts**

By investing highway funds until needed, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is sometimes derived from rentals, donations, and sales of surplus equipment and supplies.

#### **Income from sale of bonds and notes**

For the State finance (SF) series of tables, the infrequent transactions involving short-term borrowing (2 years or less maturity) have been omitted. Among local governments, however, the use of short-term note financing is rather common and these transactions have been included in the LF and UF series of tables. Note proceeds and redemptions have been omitted from the summary tables HF-10, HF-1, and 2.

Special tables that give details of State obligations (SB series) and local obligations (LB and UB series) have been included. State bond issues for highways usually can be identified readily. Bond issues of local governments occasionally combine borrowing for more than one purpose, and the road and street shares of such local general improvement loans in the tables are estimates.

#### **Classification of Highway Expenditures**

Expenditures for highways have been grouped in major classes: Capital outlay; maintenance; administration; highway police and safety; interest on debt; debt retirement; and intergovernmental payments.

Capital outlays are those costs associated with highway improvements, including land acquisition and other right-of-way costs, preliminary and construction engineering, construction and reconstruction costs of roadway and structure, and installation of traffic service facilities such as guard rails, fencing, signs, and signals, etc.

Costs included in the classification as maintenance are of two types: (1) Those required to keep the highways in usable condition, such as routine patching repairs, bridge painting, and other maintenance of condition costs; and (2) traffic service costs, such as snow and ice removal, pavement markings, signs, signals, litter cleaning, etc.

Classed as administration costs are those for general overhead, and engineering and research not assignable to specific road projects. Included in the tables as highway law enforcement and safety expenditures are activities of the Federal highway safety program, State highway patrols, safety education and promotion, driver training programs, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police also have been included where the function is separate from that of general policing activities.

#### Indirect Municipal Street Functions

The municipal highway summaries do not include receipts and disbursements for street lighting and cleaning, sidewalks, nor storm drainage. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by the municipal government in connection with street programs, expenditures for such programs are generally considered to be for the protection of the health and safety of the public rather than expenditures for highways.

Parking revenues used for maintenance and operation of parking meters and lots have also been treated separately. This information has been excluded so that the data presented for municipalities are comparable to those shown for other types of governments or agencies. Parking funds that were used for highways, however, are listed separately on table UF-1.

Table UF-11 presents the local parking facility data that have been reported for the items excluded from the municipal summaries. Table UF-12 reports the transactions for indirect street functions.



**TOTAL RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT - 1980**

DATA COMPILED FROM REPORTS OF STATE AND LOCAL AUTHORITIES

(IN MILLIONS OF DOLLARS)

TABLE HF-10  
SEPTEMBER 1981

ITEM	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS						
<b>RECEIPTS BY COLLECTING AGENCIES</b>								
IMPOSTS ON HIGHWAY USERS 2/ MOTOR-FUEL AND VEHICLE TAXES	6,415	-	-	6,415	14,111	90	141	20,757
TOLLS	-	-	-	-	1,344	37	229	1,610
PARKING FEES	-	-	-	-	-	4	98	102
SUBTOTAL	6,415	-	-	6,415	15,455	131	468	22,469
OTHER TAXES AND FEES: PROPERTY TAXES AND ASSESSMENTS	-	-	-	-	-	1,200	980	2,180
GENERAL FUND APPROPRIATIONS	-	701	1,612	2,313	1,288	1,250	3,060	7,911
OTHER TAXES AND FEES	-	-	45	45	577	90	150	862
SUBTOTAL	-	701	1,657	2,358	1,865	2,540	4,190	10,953
INVESTMENT INCOME AND OTHER RECEIPTS	1,081	5	182	1,268	987	265	620	3,140
TOTAL CURRENT INCOME	7,496	706	1,839	10,041	18,307	2,936	5,278	36,562
BOND ISSUE PROCEEDS (PAR VALUE) 3/	-	-	-	-	1,128	240	650	2,018
GRAND TOTAL RECEIPTS	7,496	706	1,839	10,041	19,435	3,176	5,928	38,580
INTERGOVERNMENTAL PAYMENTS: FEDERAL GOVERNMENT: HIGHWAY TRUST FUND	-9,230	-	-	-9,230	9,027	12	191	-
ALL OTHER FUNDS	-	-548	-1,314	-1,862	669	516	677	-
STATE AGENCIES: HIGHWAY-USER IMPOSTS	-	-	-	-	-3,563	2,212	1,351	-
ALL OTHER FUNDS	-	-	-	-	-427	190	237	-
COUNTIES AND TOWNSHIPS	-	-	-	-	101	-166	65	-
MUNICIPALITIES	-	-	-	-	147	6	-153	-
SUBTOTAL	-9,230	-548	-1,314	-11,092	5,954	2,770	2,368	-
FUNDS DRAWN FROM OR PLACED IN RESERVES 4/	2,109	-114	-	1,995	560	-68	-6	2,481
TOTAL FUNDS AVAILABLE	375	44	525	944	25,949	5,878	8,290	41,061
<b>DISBURSEMENTS BY EXPENDING AGENCIES</b>								
CAPITAL OUTLAY: ON STATE-ADMINISTERED HIGHWAYS	-	-	-	-	14,013	-	-	14,013
ON LOCAL RURAL ROADS	-	-	-	-	833	1,650	-	2,483
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	540	-	2,400	2,940
NOT CLASSIFIED BY SYSTEM	80	60	385	525	-	-	-	525
SUBTOTAL	80	60	385	525	15,386	1,650	2,400	19,961
MAINTENANCE AND TRAFFIC SERVICES: ON STATE-ADMINISTERED HIGHWAYS	-	-	-	-	4,567	-	-	4,567
ON LOCAL RURAL ROADS	-	-	-	-	44	3,200	-	3,244
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	35	-	2,950	2,985
NOT CLASSIFIED BY SYSTEM	-	-	132	132	-	-	-	132
SUBTOTAL	-	-	132	132	4,646	3,200	2,950	10,928
ADMINISTRATION AND RESEARCH	295	-16	8	287	5/ 1,781	450	480	2,998
HIGHWAY LAW ENFORCEMENT AND SAFETY	-	-	-	-	2,076	250	1,460	3,786
INTEREST ON DEBT	-	-	-	-	1,025	140	350	1,515
TOTAL CURRENT DISBURSEMENTS	375	44	525	944	24,914	5,690	7,640	39,188
DEBT RETIREMENT (PAR VALUE) 3/	-	-	-	-	1,035	198	650	1,873
GRAND TOTAL DISBURSEMENTS	375	44	525	944	25,949	5,878	8,290	41,061

1/ THIS TABLE SUMMARIZES AND CONSOLIDATES DATA REPORTED IN GREATER DETAIL IN THE FA, SF, SB, LF, UF, LB, AND UB TABLE SERIES. DATA FOR FEDERAL AND STATE AGENCIES ARE FINAL; THOSE FOR COUNTIES AND MUNICIPALITIES ARE ESTIMATES SUBJECT TO REVISION WHEN DATA FOR ALL LOCAL UNITS ARE AVAILABLE. TABLES HF-1 AND HF-2 FOR 1979 CONTAIN FINAL DATA FOR ALL UNITS OF GOVERNMENT.

2/ EXCLUDES AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES. MOTOR-FUEL AND VEHICLE TAXES ARE ALSO NET AFTER REFUNDS AND COLLECTION EXPENSES. PARKING FEES ARE AMOUNTS IN EXCESS OF PARKING COSTS AND CONSIDERED AVAILABLE FOR HIGHWAYS.

3/ ISSUE AND REDEMPTION OF SHORT-TERM NOTES OR REFUNDING BONDS ARE EXCLUDED. INTEREST IS INCLUDED. PREMIUMS AND DISCOUNTS ON SALE OF BONDS ARE INCLUDED WITH "INVESTMENT INCOME AND OTHER RECEIPTS"; REDEMPTION PREMIUMS AND DISCOUNTS ARE INCLUDED WITH "INTEREST ON DEBT".

4/ MINUS SIGNS INDICATE THAT FUNDS WERE PLACED IN RESERVES.

5/ INCLUDES \$32.3 MILLION PAID TO TERRITORIES.

6/ INCLUDES \$134.3 MILLION OF FEDERAL-AID HIGHWAY FUNDS FOR RESEARCH AND PLANNING.









**ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ON  
MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE - 1980<sup>1</sup>**

(IN THOUSANDS OF DOLLARS)

TABLE FE-7  
SEPTEMBER 1981

STATE	MOTOR FUEL			LUBRICATING OIL	FEDERAL USE TAX	TOTAL
	GASOLINE	SPECIAL FUELS	TOTAL			
	(1)	(2)	(3)	(4)	(5)	(6)
ALABAMA	74,039	12,129	86,168	1,077	5,692	92,937
ALASKA	5,346	1,735	7,081	89	654	7,824
ARIZONA	50,759	8,231	58,990	737	4,098	63,825
ARKANSAS	44,338	8,041	52,379	655	4,305	57,339
CALIFORNIA	421,191	43,394	464,585	5,807	21,719	492,111
COLORADO	56,190	5,307	61,497	769	2,713	64,979
CONNECTICUT	50,216	3,920	54,136	677	2,095	56,908
DELAWARE	11,053	1,322	12,375	155	448	12,978
DIST. OF COL.	6,504	650	7,154	89	354	7,597
FLORIDA	181,009	18,754	199,763	2,497	8,396	210,656
GEORGIA	109,656	16,900	126,556	1,582	8,522	136,660
HAWAII	11,927	721	12,648	158	335	13,141
IDAHO	17,341	2,072	19,413	243	1,427	21,083
ILLINOIS	176,291	22,729	199,020	2,488	12,516	214,024
INDIANA	99,902	21,712	121,614	1,520	8,099	131,233
IOWA	54,679	10,115	64,794	810	5,070	70,674
KANSAS	47,521	8,763	56,284	704	3,231	60,219
KENTUCKY	66,669	9,326	75,995	950	4,404	81,349
LOUISIANA	79,000	10,870	89,870	1,123	5,128	96,121
MAINE	19,547	2,163	21,710	271	1,127	23,108
MARYLAND	73,623	6,234	79,857	998	2,791	83,646
MASSACHUSETTS	86,102	6,963	93,065	1,163	3,245	97,473
MICHIGAN	160,127	11,446	171,573	2,145	7,475	181,193
MINNESOTA	74,740	9,512	84,252	1,053	5,134	90,439
MISSISSIPPI	44,790	7,995	52,785	660	3,572	57,017
MISSOURI	95,691	13,507	109,198	1,365	7,058	117,621
MONTANA	16,404	3,709	20,113	251	2,040	22,404
NEBRASKA	29,579	5,490	35,069	438	2,857	38,364
NEVADA	18,521	2,936	21,457	268	1,427	23,152
NEW HAMPSHIRE	15,580	1,052	16,632	208	490	17,330
NEW JERSEY	121,552	12,792	134,344	1,679	6,674	142,697
NEW MEXICO	28,368	6,311	34,679	433	3,170	38,282
NEW YORK	209,749	12,520	222,269	2,778	7,014	232,061
NORTH CAROLINA	109,201	14,401	123,602	1,545	7,540	132,687
NORTH DAKOTA	12,784	2,974	15,758	198	1,195	17,151
OHIO	185,323	26,605	211,928	2,649	14,384	228,961
OKLAHOMA	65,707	11,508	77,215	965	5,245	83,425
OREGON	50,008	9,156	59,164	740	4,751	64,655
PENNSYLVANIA	181,119	26,526	207,645	2,596	15,424	225,665
RHODE ISLAND	13,863	1,023	14,886	186	461	15,533
SOUTH CAROLINA	59,134	8,608	67,742	847	3,809	72,398
SOUTH DAKOTA	13,796	2,768	16,564	207	1,227	17,998
TENNESSEE	91,516	14,435	105,951	1,324	7,748	115,023
TEXAS	299,365	45,136	344,501	4,306	21,821	370,628
UTAH	25,791	4,180	29,971	375	1,846	32,192
VERMONT	9,048	1,121	10,169	127	576	10,872
VIRGINIA	98,438	11,963	110,401	1,380	6,410	118,191
WASHINGTON	70,604	8,840	79,444	993	4,223	84,660
WEST VIRGINIA	32,540	4,663	37,203	465	2,122	39,790
WISCONSIN	80,440	11,463	91,903	1,149	5,864	98,916
WYOMING	13,603	3,534	17,137	214	1,998	19,349
TOTAL	3,970,284	518,225	4,488,509	56,106	259,924	4,804,539

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

**ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ON  
VEHICLES AND AUTOMOTIVE PRODUCTS - 1980<sup>1</sup>**

(IN THOUSANDS OF DOLLARS)

TABLE FE-8  
SEPTEMBER 1981

STATE	TRUCKS, BUSES, AND TRAILERS 2/	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
	(1)	(2)	(3)	(4)	(5)	
ALABAMA	11,870	5,229	11,784	381	29,264	ALABAMA
ALASKA	2,141	605	968	31	3,745	ALASKA
ARIZONA	12,615	3,398	8,067	261	24,341	ARIZONA
ARKANSAS	11,550	3,488	7,163	232	22,433	ARKANSAS
CALIFORNIA	76,983	25,407	63,533	2,056	167,979	CALIFORNIA
COLORADO	13,943	4,200	8,410	272	26,825	COLORADO
CONNECTICUT	5,937	1,049	7,403	240	14,629	CONNECTICUT
DELAWARE	2,040	491	1,692	55	4,278	DELAWARE
DIST. OF COL.	453	78	978	32	1,541	DIST. OF COL.
FLORIDA	34,732	8,177	27,318	884	71,111	FLORIDA
GEORGIA	19,059	5,354	17,307	560	42,280	GEORGIA
HAWAII	2,825	340	1,730	56	4,951	HAWAII
IDAHO	4,496	2,058	2,655	86	9,295	IDAHO
ILLINOIS	31,315	8,179	27,216	881	67,591	ILLINOIS
INDIANA	15,676	6,371	16,630	538	39,215	INDIANA
IOWA	10,803	4,117	8,861	287	24,068	IOWA
KANSAS	11,409	5,799	7,697	249	25,154	KANSAS
KENTUCKY	10,227	5,313	10,392	336	26,268	KENTUCKY
LOUISIANA	21,066	5,169	12,290	398	38,923	LOUISIANA
MAINE	3,115	1,234	2,969	96	7,414	MAINE
MARYLAND	12,097	3,009	10,921	353	26,380	MARYLAND
MASSACHUSETTS	10,252	2,961	12,727	412	26,352	MASSACHUSETTS
MICHIGAN	24,935	8,236	23,463	759	57,393	MICHIGAN
MINNESOTA	15,607	6,586	11,522	373	34,088	MINNESOTA
MISSISSIPPI	9,868	2,334	7,219	234	19,655	MISSISSIPPI
MISSOURI	16,934	5,652	14,932	483	38,001	MISSOURI
MONTANA	4,459	2,283	2,750	89	9,581	MONTANA
NEBRASKA	7,854	2,494	4,796	155	15,299	NEBRASKA
NEVADA	4,613	979	2,934	95	8,621	NEVADA
NEW HAMPSHIRE	4,660	677	2,274	74	7,685	NEW HAMPSHIRE
NEW JERSEY	16,530	2,798	18,372	595	38,295	NEW JERSEY
NEW MEXICO	7,202	2,429	4,742	154	14,527	NEW MEXICO
NEW YORK	27,206	6,374	30,396	984	64,960	NEW YORK
NORTH CAROLINA	17,056	6,991	16,903	547	41,497	NORTH CAROLINA
NORTH DAKOTA	3,868	1,745	2,155	70	7,838	NORTH DAKOTA
OHIO	26,448	8,142	28,981	938	64,509	OHIO
OKLAHOMA	15,733	5,802	10,559	342	32,436	OKLAHOMA
OREGON	11,887	3,543	8,091	262	23,783	OREGON
PENNSYLVANIA	29,294	7,030	28,396	919	65,639	PENNSYLVANIA
RHODE ISLAND	1,476	489	2,036	66	4,067	RHODE ISLAND
SOUTH CAROLINA	9,004	2,977	9,264	300	21,545	SOUTH CAROLINA
SOUTH DAKOTA	3,027	1,528	2,264	73	6,892	SOUTH DAKOTA
TENNESSEE	14,334	4,331	14,490	469	33,624	TENNESSEE
TEXAS	76,906	18,394	47,110	1,525	143,935	TEXAS
UTAH	4,414	2,112	4,099	133	10,758	UTAH
VERMONT	1,942	483	1,391	44	3,860	VERMONT
VIRGINIA	15,499	3,342	15,097	489	34,427	VIRGINIA
WASHINGTON	13,944	5,952	10,864	352	31,112	WASHINGTON
WEST VIRGINIA	7,781	2,427	5,088	165	15,461	WEST VIRGINIA
WISCONSIN	13,887	4,235	12,568	407	31,097	WISCONSIN
WYOMING	4,960	1,235	2,344	76	8,615	WYOMING
TOTAL	735,932	223,626	613,811	19,868	1,593,237	TOTAL

1/ BOTH THE HIGHWAY-USER PORTION OF TOTAL TAXES AND THE DISTRIBUTION BY STATES WERE ESTIMATED BY THE FEDERAL HIGHWAY ADMINISTRATION BASED ON U.S. INTERNAL REVENUE SERVICE COLLECTIONS. AMOUNTS PAID ON U.S. GOVERNMENT PURCHASES, AS ESTIMATED BY THE FEDERAL HIGHWAY ADMINISTRATION, HAVE BEEN EXCLUDED. PUBLIC LAW 92-178, DATED DECEMBER 10, 1971, REPEALED THE FEDERAL EXCISE TAX ON AUTOMOBILES EFFECTIVE AUGUST 16, 1971.

2/ PUBLIC LAW 92-178, DATED DECEMBER 10, 1971, REPEALED THE FEDERAL EXCISE TAX ON LIGHT-DUTY TRUCKS EFFECTIVE SEPTEMBER 23, 1971. REFUNDS OF THE TAX PAID ARE REFLECTED IN THESE FIGURES.

FEDERAL TAX RATES ON MOTOR VEHICLES AND RELATED PRODUCTS<sup>1</sup>

TABLE F3-101  
 SHEET 1 OF 2

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	GASOLINE 2/	DIESEL FUEL 3/	LUBRICATING OIL 4/	AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES 5/	TUBES 2/	TREAD RUBBER 6/	FEDERAL USE
	(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)		(CENTS PER POUND)	
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-	-
January 1, 1919	-	-	-	↓	↓	↓	↓	-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7
February 25, 1919	-	-	-	5 percent	5 percent	5 percent	↓	-	5 percent	5 percent	5 percent	-	
July 3, 1924	-	-	-	↓	↓	↓	Exempted truck chassis sold for \$1,000 or under and truck bodies for \$200 or under	-	2-1/2 percent	2-1/2 percent	2-1/2 percent	-	
February 26, 1926	-	-	-	↓	↓	↓	Repealed	-	Repealed	Repealed	Repealed	-	
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	-	↓
June 30, 1926	-	-	-	↓	↓	↓	-	-	-	-	-	-	Repealed
May 29, 1928	-	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	-
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	2 percent	2-1/4 cents a pound	4 cents a pound	-	-
June 17, 1933	1-1/2 cents	-	↓	↓	↓	↓	↓	-	↓	↓	↓	-	-
January 1, 1934	1 cent	-	↓	↓	↓	↓	↓	-	↓	↓	↓	-	-
July 1, 1940	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound	-	-
October 1, 1941	↓	-	↓	7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent	5 percent	5 cents a pound	9 cents a pound	-	-
February 1, 1942	↓	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	-	All motor vehicles, \$5
November 1, 1942	↓	-	6 cents	↓	↓	↓	↓	↓	↓	↓	↓	-	↓
June 30, 1946	↓	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	-	Repealed
November 1, 1951	2 cents	2 cents	↓	10 percent	10 percent	8 percent	8 percent	8 percent 7/	8 percent	↓	↓	-	-
September 1, 1955	↓	↓	Cutting oil, 3 cents; other, 6 cents	↓	Repealed	↓	↓	↓	↓	↓	↓	-	-
July 1, 1956	3 cents	3 cents	↓	↓	↓	10 percent	10 percent	10 percent 7/	↓	8 cents a pound	↓	3 cents	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1,000 pounds annual tax 8/
October 1, 1959	4 cents	4 cents	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
July 1, 1961	↓	↓	↓	↓	↓	↓	↓	↓	↓	10 cents a pound	10 cents a pound	5 cents	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1,000 pounds annual tax 8/
June 22, 1965	↓	↓	↓	7 percent 2/	-	10 percent 7/	10 percent 7/	↓	↓	↓	↓	↓	↓
January 1, 1966	↓	↓	6 cents 10/	6 percent	-	↓	↓	↓	8 percent 10/	↓	↓	↓	↓
March 16, 1966	↓	↓	↓	7 percent	-	↓	↓	↓	↓	↓	↓	↓	↓



## FEDERAL TAX RATES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE FE-101  
SHEET 2 OF 2

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	GASOLINE <i>2/</i>	DIESEL FUEL <i>3/</i>	LUBRICATING OIL <i>4/</i>	AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES <i>5/</i>	TUBES <i>2/</i>	TREAD RUBBER <i>6/</i>	FEDERAL USE
	(CENTS PER GALLON)	(CENTS PER GALLON)	CENTS PER GALLON	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)			(CENTS PER POUND)	
August 16, 1971	↓	↓	↓	Repealed	-	↓	↓	↓	↓	↓	↓	↓	↓
November 10, 1978	4 cents <i>11/ 12/</i>	4 cents <i>12/</i>	6 cents <i>11/ 12/</i>	-	-	Repealed <i>12/</i>	↓	↓	8 percent <i>12/</i>	10 cents a pound <i>12/</i>	10 cents a pound <i>12/</i>	5 cents <i>12/</i>	↓
Existing rates, January 1, 1982	4 cents <i>11/ 12/</i>	4 cents <i>12/</i>	6 cents <i>7/ 11/ 12</i>	-	-	-	10 percent <i>7/</i>	10 percent <i>7/</i>	8 percent <i>7/ 12/</i>	10 cents a pound <i>12/</i>	10 cents a pound <i>12/</i>	5 cents <i>12/</i>	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1,000 pounds annual tax <i>8/</i>
(Scheduled change or reversion under laws existing January 1, 1982)	1-1/2 cents Oct. 1, 1984	1-1/2 cents Oct. 1, 1984	No change	-	-	-	5 percent Oct. 1, 1984	5 percent Oct. 1, 1984	5 percent Oct. 1, 1984 <i>13/</i>	5 cents a pound Oct. 1, 1984	9 cents a pound Oct. 1, 1984	Termination Sept. 30, 1984	Termination Sept. 30, 1984

*1/* All items are manufacturers excise taxes except special fuel, diesel fuel, and the Federal use tax. Special fuel and diesel fuel taxes are retailers excise taxes. The Federal use tax is an excise tax on users.

*2/* Includes gasoline and closely related fuels used in the propulsion of motor vehicles, motorboats or airplanes. These "closely related fuels" include liquefied gases but do not include diesel fuel. Compressed natural gas (CNG) is not taxed. The 4-cent gasoline tax applies to all gallonage imported or produced. The 4-cent special fuels tax applies to all gallonage used in a registered motor vehicle. Special fuels used in a nonregistered motor vehicle, motorboat or airplane are taxed at 2 cents per gallon. Special fuels used for farming are not taxed, or if the tax has been paid, it is fully refundable. Beginning January 1, 1956, the entire tax became refundable for gasoline used for farming. One cent of the 3-cent, and 2 cents of the 4-cent tax were refunded for other nonhighway uses and for gasoline and special fuels used by certain local transit systems. Effective January 1, 1978 through December 31, 1992, gasoline, motor fuel with at least 10 percent alcohol, is exempt. Alcohols made from petroleum, natural gas, or coal are not included. These rates do not apply to aviation use as of July 1, 1970.

*3/* The 4-cent tax applies to all diesel fuel used in registered highway vehicles. Diesel fuel used in a nonregistered highway vehicle is taxed at 2 cents per gallon. Two cents of the 4-cent tax is refundable for diesel fuel used by certain local transit systems. Diesel fuel used for farming is not taxed, or if the tax has been paid, it is fully refundable. Effective January 1, 1978 through December 31, 1992, motor fuel with at least 10 percent alcohol is exempt. Alcohols made from petroleum, natural gas, or coal are not included.

*4/* The tax originally applied to all lubricating oil, regardless of use.

*5/* Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective July 1, 1956, and 2 cents a pound, effective July 1, 1961, apply to tires for highway vehicles only. Aviation tires and tubes are not included in this

table as of July 1, 1970.

*6/* Applies to use for tires "of the type used on highway vehicles."

*7/* Exemptions from stated taxes are: house trailers, November 1, 1951; school buses, camper bodies, motor homes, truck and trailer bodies designed for seed, feed and fertilizer, small three-wheeled vehicles, June 22, 1965; trucks, buses and trailers 10,000 pounds or less gross weight, September 23, 1971; and local transit buses in urban use, and trash container bodies for trucks, December 11, 1971.

*8/* The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.

*9/* Although the "basic" tax on automobiles was 7 percent of the manufacturer's wholesale price until January 1, 1966, the 10 percent rate that became effective on a temporary basis November 1, 1951, remained in effect through periodic extensions.

*10/* Cutting oil and automobile parts and accessories exempt from stated taxes. The entire tax on other lubricating oil became refundable for nonhighway uses.

*11/* Effective January 1, 1979 the 2 cent refund or credit for nonhighway gasoline use is permitted only for qualified business nonhighway use. Special fuel is taxed at the full rate except tax is 2 cents for qualified business nonhighway use. The tax on lubricating oil is refundable only for qualified business nonhighway use. The tax paid on motor fuel used in certain taxicabs through December 31, 1982 is fully refundable.

*12/* Taxes paid on buses purchased after April 19, 1977 are refunded. Effective December 1, 1978 bus parts and accessories are exempt and school buses along with intercity and local buses used to transport the general public for compensation on scheduled routes (or 20 or more passenger bus on nonscheduled routes) are exempt from the stated taxes for motor fuel, lubricating oil, tires, tubes, and tread rubber.

*13/* Although the "basic" tax is 5 percent of the manufacturer's wholesale price, the 8 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

# STATUS OF THE FEDERAL HIGHWAY TRUST FUND <sup>1</sup>

## FISCAL YEAR ENDED SEPTEMBER 30, 1980

TABLE FE-10  
MARCH 1981

I. OPENING BALANCE:	\$12,564,460,399.12
II. RECEIPTS:	
A. EXCISE TAXES (TRANSFERRED GENERAL FUND RECEIPTS)	
1. GASOLINE . . . . .	4,041,677,142.00
2. DIESEL AND SPECIAL MOTOR FUELS . . . . .	522,553,394.00
3. TIRES . . . . .	633,296,105.00
4. INNER TUBES . . . . .	26,238,020.00
5. TREAD RUBBER . . . . .	21,094,289.00
6. TRUCKS AND TRAILERS . . . . .	912,200,403.00
7. FEDERAL USE TAX . . . . .	277,419,075.00
8. PARTS AND ACCESSORIES FOR TRUCKS AND BUSES . . . . .	253,061,739.00
9. LUBRICATING OIL . . . . .	104,702,343.00
10. TOTAL EXCISE TAXES . . . . .	6,792,244,510.00
B. DEDUCT - REIMBURSEMENT TO GENERAL FUND RECEIPTS (REFUNDS AND TAX CREDITS)	
1. GASOLINE USED ON FARMS . . . . .	104,570,237.00
2. GASOLINE USED FOR ALL OTHER NONHIGHWAY PURPOSES OR LOCAL TRANSIT SYSTEMS . . . . .	4,792,772.00
3. LUBRICATING OIL NOT USED IN HIGHWAY MOTOR VEHICLES . . . . .	27,800,920.00
4. TAXICAB FUEL REFUNDS . . . . .	4,404,426.00
5. TOTAL . . . . .	141,568,355.00
C. TRANSFERS TO LAND AND WATER CONSERVATION FUND . . . . .	30,850,246.87
D. NET EXCISE TAXES . . . . .	6,619,825,908.13
E. INTEREST . . . . .	1,027,483,810.77
F. TOTAL RECEIPTS . . . . .	7,647,309,718.90
III. EXPENDITURES: (CHECKS ISSUED BASIS)	
A. FEDERAL HIGHWAY ADMINISTRATION	
1. FOR HIGHWAYS . . . . .	8,887,662,768.15
2. RIGHT-OF-WAY REVOLVING FUND . . . . .	26,161,581.05
3. HIGHWAY SAFETY CONSTRUCTION . . . . .	28,434,620.91
4. HIGHWAY SAFETY RESEARCH AND DEVELOPMENT . . . . .	8,310,744.50
5. TRUST FUND SHARE OTHER HIGHWAY PROGRAMS . . . . .	47,836,780.51
6. TOTAL . . . . .	8,998,406,495.12
B. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION . . . . .	213,904,104.64
C. TOTAL EXPENDITURES . . . . .	9,212,310,599.76
IV. BALANCES IN TRUST FUND:	
A. INVESTMENTS	
U.S. TREASURY SPECIAL CERTIFICATES OF INDEBTEDNESS <sup>2/</sup> . . . . .	10,859,531,000.00
B. UNDISBURSED BALANCES:	
1. HIGHWAY TRUST FUND . . . . .	17,949,992.18
2. FOR HIGHWAYS . . . . .	118,145,630.98
3. RIGHT-OF-WAY REVOLVING FUND . . . . .	7,381,180.79
4. HIGHWAY RELATED SAFETY GRANTS . . . . .	1,912,721.08
5. HIGHWAY SAFETY RESEARCH AND DEVELOPMENT . . . . .	1,132,650.35
6. TRUST FUND SHARE OTHER HIGHWAY PROGRAMS . . . . .	11,356,499.17
7. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION . . . . .	(17,950,156.25)
8. TOTAL . . . . .	139,928,518.26
C. TOTAL BALANCE . . . . .	\$10,999,459,518.26
<p><sup>1/</sup> FUND CREATED JUNE 29, 1956 WITH ENACTMENT OF HIGHWAY REVENUE ACT OF 1956.  <sup>2/</sup> CERTIFICATES HELD SEPTEMBER 30, 1980 FOR \$118,101,000.00 BORE INTEREST AT 9.5 PERCENT, AND \$10,741,430,000.00 BORE INTEREST AT THE RATE OF 10.25 PERCENT.</p>	

# NET REVENUES TO THE FEDERAL HIGHWAY TRUST FUND <sup>1</sup>

FISCAL YEARS 1957 - 1980

(IN MILLIONS OF DOLLARS)

TABLE FE-201  
SHEET 1 OF 2

ITEM	TAX RATE 2/	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
MOTOR FUEL	3 CENTS PER GALLON JULY 1, 1956 THROUGH SEPTEMBER 30, 1959; 4 CENTS PER GALLON THEREAFTER. AFTER JUNE 30, 1970 THE AVIATION FUEL TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	1,326	1,608	1,657	2,044	2,361	2,374	2,462	2,543	2,736	2,846	3,124	3,096
TIRES	8 CENTS PER POUND FOR HIGHWAY TIRES, AND 5 CENTS PER POUND FOR "OTHER TIRES" JULY 1, 1956 THROUGH JUNE 30, 1961; 10 CENTS PER POUND FOR HIGHWAY TIRES AND 5 CENTS PER POUND FOR "OTHER TIRES" THEREAFTER. FOR FISCAL YEAR 1957 ONLY, 3 CENTS PER POUND ON HIGHWAY TIRES ACCRUED TO THE TRUST FUND. JULY 1, 1957 THROUGH JUNE 30, 1970 ALL TIRE TAX ACCRUED TO THE TRUST FUND. AFTER JUNE 30, 1970 THE AVIATION TIRE TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	82	244	247	281	246	327	366	369	382	442	482	468
INNERTUBES	9 CENTS PER POUND JULY 1, 1956 THROUGH JUNE 30, 1961; 10 CENTS PER POUND THEREAFTER. NONE OF THE REVENUES ACCRUED TO THE TRUST FUND IN FISCAL YEAR 1957. JULY 1, 1957 THROUGH JUNE 30, 1970 ALL INNERTUBE TAX ACCRUED TO THE TRUST FUND. AFTER JUNE 30, 1970 THE AVIATION INNERTUBE TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	-	17	15	19	15	17	19	22	24	30	33	19
TREAD RUBBER	3 CENTS PER POUND JULY 1, 1956 THROUGH JUNE 30, 1961; 5 CENTS PER POUND THEREAFTER.	11	13	14	15	14	23	24	22	24	25	28	25
TRUCKS, BUSES AND TRAILERS	10 PERCENT OF MANUFACTURER'S WHOLESALE PRICE OF WHICH ONE HALF ACCRUED TO THE TRUST FUND DURING THE PERIOD JULY 1, 1957 THROUGH JUNE 30, 1962; ALL THEREAFTER. DURING FISCAL YEAR 1957, ONE FIFTH OF THE TAX ACCRUED TO THE TRUST FUND.	34	111	107	142	115	128	311	357	393	442	525	510
FEDERAL USE	\$1.50 ANNUALLY PER 1,000 POUNDS GROSS WEIGHT FOR VEHICLES THAT WEIGH MORE THAN 26,000 POUNDS WHEN LOADED, JULY 1, 1956 THROUGH JUNE 30, 1961; \$3.00 ANNUALLY, PER 1,000 POUNDS GROSS WEIGHT THEREAFTER.	26	33	34	38	47	80	97	106	99	102	112	98
LUBRICATING OIL	6 CENTS PER GALLON EFFECTIVE JANUARY 1, 1966.	-	-	-	-	-	-	-	-	-	23	68	82
PARTS AND ACCESSORIES	8 PERCENT OF MANUFACTURER'S WHOLESALE PRICE OF TRUCK, TRUCK TRAILER AND BUS PARTS AND ACCESSORIES EFFECTIVE JANUARY 1, 1966.	-	-	-	-	-	-	-	-	-	7	69	81
TOTAL FROM EXCISES		1,479	2,026	2,074	2,539	2,798	2,949	3,279	3,519	3,658	3,917	4,441	4,379
INTEREST ON INVESTMENTS		3	18	13	-3	1	7	14	20	11	7	14	33
GRAND TOTAL		1,482	2,044	2,087	2,536	2,799	2,956	3,293	3,539	3,669	3,924	4,455	4,412

Highway Finance

# NET REVENUES TO THE FEDERAL HIGHWAY TRUST FUND<sup>1</sup>

FISCAL YEARS 1957 - 1980

(IN MILLIONS OF DOLLARS)

TABLE FE-201  
SHEET 2 OF 2

ITEM	TAX RATE <sup>2/</sup>	1969	1970	1971	1972	1973	1974	1975	1976	TRANSITION QUARTER <sup>3/</sup>	1977	1978	1979	1980
MOTOR FUEL	3 CENTS PER GALLON JULY 1, 1956 THROUGH SEPTEMBER 30, 1959; 4 CENTS PER GALLON THEREAFTER. AFTER JUNE 30, 1970 THE AVIATION FUEL TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	3,181	3,693	3,934	3,893	4,159	4,301	4,340	4,219	1,226	4,707	4,722	4,834	4,421
TIRES	8 CENTS PER POUND FOR HIGHWAY TIRES, AND 5 CENTS PER POUND FOR "OTHER TIRES" JULY 1, 1956 THROUGH JUNE 30, 1961; 10 CENTS PER POUND FOR HIGHWAY TIRES AND 5 CENTS PER POUND FOR "OTHER TIRES" THEREAFTER. FOR FISCAL YEAR 1957 ONLY, 3 CENTS PER POUND ON HIGHWAY TIRES ACCRUED TO THE TRUST FUND. JULY 1, 1957 THROUGH JUNE 30, 1970 ALL TIRE TAX ACCRUED TO THE TRUST FUND. AFTER JUNE 30, 1970 THE AVIATION TIRE TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	551	588	576	632	721	838	744	546	210	758	762	809	633
INNERTUBES	9 CENTS PER POUND JULY 1, 1956 THROUGH JUNE 30, 1961; 10 CENTS PER POUND THEREAFTER. NONE OF THE REVENUES ACCRUED TO THE TRUST FUND IN FISCAL YEAR 1957. JULY 1, 1957 THROUGH JUNE 30, 1970 ALL INNERTUBE TAX ACCRUED TO THE TRUST FUND. AFTER JUNE 30, 1970 THE AVIATION INNERTUBE TAX ACCRUES TO THE AIRPORT AND AIRWAY TRUST FUND.	28	26	23	24	29	33	33	25	8	30	31	38	26
TREAD RUBBER	3 CENTS PER POUND JULY 1, 1956 THROUGH JUNE 30, 1961; 5 CENTS PER POUND THEREAFTER.	30	28	30	27	31	24	20	23	7	25	25	20	21
TRUCKS, BUSES AND TRAILERS	10 PERCENT OF MANUFACTURER'S WHOLESALE PRICE OF WHICH ONE HALF ACCRUED TO THE TRUST FUND DURING THE PERIOD JULY 1, 1957 THROUGH JUNE 30, 1962; ALL THEREAFTER. DURING FISCAL YEAR 1957, ONE FIFTH OF THE TAX ACCRUED TO THE TRUST FUND.	541	700	693	436	380	614	602	219	50	708	851	944	912
FEDERAL USE	\$1.50 ANNUALLY PER 1,000 POUNDS GROSS WEIGHT FOR VEHICLES THAT WEIGH MORE THAN 26,000 POUNDS WHEN LOADED, JULY 1, 1956 THROUGH JUNE 30, 1961; \$3.00 ANNUALLY, PER 1,000 POUNDS GROSS WEIGHT THEREAFTER.	129	137	148	150	161	225	222	209	110	240	245	235	277
LUBRICATING OIL	6 CENTS PER GALLON EFFECTIVE JANUARY 1, 1966.	83	95	52	73	80	94	84	56	26	76	80	84	77
PARTS AND ACCESSORIES	8 PERCENT OF MANUFACTURER'S WHOLESALE PRICE OF TRUCK, TRUCK TRAILER AND BUS PARTS AND ACCESSORIES EFFECTIVE JANUARY 1, 1966.	94	87	85	87	104	131	143	116	39	155	188	225	253
TOTAL FROM EXCISES		4,637	5,354	5,541	5,322	5,665	6,260	6,188	5,413	1,676	6,709	6,905	7,189	6,620
INTEREST ON INVESTMENTS		53	115	184	206	247	415	586	587	13	593	662	857	1,027
GRAND TOTAL		4,690	5,469	5,725	5,528	5,912	6,675	6,774	6,000	1,689	7,302	7,567	8,046	7,647

<sup>1/</sup> ALL AMOUNTS ARE NET AFTER PAYMENT OF REFUNDS.  
<sup>2/</sup> FOR DETAILS OF THE TERMS OF THE MOTOR-FUEL AND AUTOMOTIVE TAXES, SEE TABLE FE-101.

<sup>3/</sup> THE TRANSITION QUARTER INCLUDES THE MONTHS OF JULY, AUGUST, AND SEPTEMBER 1976.

## COMPARISON OF ESTIMATED STATE PAYMENTS INTO THE HIGHWAY TRUST FUND, AND FEDERAL-AID APPORTIONMENTS FROM THE FUND

FISCAL YEARS 1957 - 1980

TABLE FE-221  
MAY 1981

(IN THOUSANDS OF DOLLARS)

STATE	PAYMENTS INTO THE FUND 1/		APPORTIONMENTS FROM THE FUND 2/		RATIO - APPORTIONMENTS/PAYMENTS	
	FISCAL YEAR 1980	CUMULATED SINCE 7-1-56	FISCAL YEAR 1980	CUMULATED SINCE 7-1-56	FISCAL YEAR 1980	CUMULATED SINCE 7-1-56
	(1)	(2)	(3)	(4)	(5)	(6)
ALABAMA	125,924	2,033,155	159,094	2,309,555	1.26	1.14
ALASKA	11,665	151,845	118,459	1,426,151	10.16	9.39
ARIZONA	88,833	1,216,808	118,097	1,740,892	1.33	1.43
ARKANSAS	82,919	1,329,023	92,655	1,319,290	1.12	0.99
CALIFORNIA	678,747	11,070,612	526,111	8,646,577	0.78	0.78
COLORADO	92,558	1,408,331	106,466	1,710,825	1.15	1.21
CONNECTICUT	71,469	1,377,212	129,879	1,840,158	1.82	1.34
DELAWARE	18,517	323,935	41,723	464,771	2.25	1.43
DIST. OF COL.	9,650	269,952	78,440	1,252,661	8.13	4.64
FLORIDA	283,742	4,025,878	383,961	3,267,459	1.35	0.81
GEORGIA	180,895	2,902,169	214,208	2,629,013	1.18	0.91
HAWAII	18,305	275,771	61,383	848,875	3.35	3.08
IDAHO	34,046	534,760	55,977	825,744	1.64	1.54
ILLINOIS	294,869	5,321,388	400,307	5,795,464	1.36	1.09
INDIANA	176,092	3,144,845	145,012	2,531,757	0.82	0.81
IOWA	99,450	1,792,375	163,472	1,751,000	1.64	0.98
KANSAS	90,051	1,508,952	158,972	1,565,527	1.77	1.04
KENTUCKY	108,276	1,815,665	201,934	2,102,310	1.86	1.16
LOUISIANA	138,097	1,965,584	219,497	2,789,146	1.59	1.42
MAINE	31,312	585,618	48,447	661,602	1.55	1.13
MARYLAND	108,982	1,848,838	320,561	2,558,198	2.94	1.38
MASSACHUSETTS	129,722	2,398,704	194,318	2,566,644	1.50	1.07
MICHIGAN	262,076	4,801,145	228,364	3,952,581	0.87	0.82
MINNESOTA	130,061	2,171,817	181,767	2,615,585	1.40	1.20
MISSISSIPPI	78,156	1,324,318	85,142	1,325,449	1.09	1.00
MISSOURI	162,658	2,888,462	189,617	2,829,333	1.17	0.98
MONTANA	33,467	551,400	90,387	1,482,152	2.70	2.69
NEBRASKA	55,961	1,016,375	74,772	1,020,997	1.34	1.00
NEVADA	30,583	414,644	59,630	830,521	1.95	2.00
NEW HAMPSHIRE	26,296	414,855	46,355	587,406	1.76	1.42
NEW JERSEY	178,548	3,367,265	170,201	2,815,029	0.95	0.84
NEW MEXICO	52,344	813,263	87,227	1,246,432	1.67	1.53
NEW YORK	308,403	6,150,186	467,938	6,226,451	1.52	1.01
NORTH CAROLINA	184,957	3,003,801	191,387	2,163,896	1.03	0.72
NORTH DAKOTA	26,084	413,439	55,833	770,144	2.14	1.86
OHIO	315,454	5,545,273	280,818	5,017,122	0.89	0.90
OKLAHOMA	119,531	1,853,819	87,509	1,367,710	0.73	0.74
OREGON	91,063	1,426,039	115,664	2,026,044	1.27	1.42
PENNSYLVANIA	299,567	5,420,455	415,356	5,408,906	1.39	1.00
RHODE ISLAND	20,422	397,444	68,643	651,909	3.36	1.64
SOUTH CAROLINA	95,213	1,507,640	134,533	1,229,327	1.41	0.82
SOUTH DAKOTA	26,340	467,365	53,378	870,932	2.03	1.86
TENNESSEE	148,075	2,352,043	164,594	2,480,211	1.11	1.05
TEXAS	546,004	7,946,900	483,177	6,009,858	0.88	0.76
UTAH	43,346	688,365	69,080	1,348,759	1.59	1.96
VERMONT	15,222	261,324	44,020	638,114	2.89	2.44
VIRGINIA	154,246	2,572,756	261,122	3,409,457	1.69	1.33
WASHINGTON	121,020	1,900,590	198,284	2,646,826	1.64	1.39
WEST VIRGINIA	55,706	931,786	233,229	2,272,930	4.19	2.44
WISCONSIN	136,620	2,263,148	167,190	1,762,073	1.22	0.78
WYOMING	28,281	370,203	54,005	908,243	1.91	2.45
TOTAL	6,619,825	110,537,540	8,698,195	116,518,020	-	-
PUERTO RICO	-	-	32,624	334,093	-	-
GRAND TOTAL	6,619,825	110,537,540	8,730,819	116,852,113	1.32	1.06

1/ FISCAL YEAR PAYMENTS INTO THE FUND ARE BASED ON RECEIPTS AS REPORTED BY THE U.S. DEPARTMENT OF THE TREASURY. INCLUDES REVENUES FROM HIGHWAY-USER TAXES ONLY.  
 2/ INCLUDES ALLOCATIONS FOR URBAN HIGH DENSITY, OVERSEAS HIGHWAY, ACCELERATION OF PROJECTS AND REAPPORTIONMENT OF LAPSED INTERSTATE FUNDS. EXCLUDES FUNDS FOR EMERGENCY RELIEF, PUBLIC LANDS HIGHWAYS, GREAT RIVER ROAD, BRIDGES OVER FEDERAL DAMS, RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM, RAIL/HIGHWAY DEMONSTRATION, TRAFFIC CONTROL SIGNALIZATION DEMONSTRATION PROJECTS, AND ECONOMIC GROWTH CENTER.



**APPORTIONMENT OF FEDERAL-AID HIGHWAY FUNDS AND OTHER FUNDS  
ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION  
FISCAL YEAR 1982**

TABLE FA-4  
SHEET 1 OF 2  
SEPTEMBER 1981

(THOUSANDS OF DOLLARS)

STATE	FEDERAL-AID HIGHWAY SYSTEMS FUNDS						
	CONSOLIDATED PRIMARY 1/	RURAL SECONDARY 1/	URBAN SYSTEM 1/	INTERSTATE 2/	INTER- STATE RESUR- FACING 2/	FOREST HIGHWAY FUNDS 3/	TOTAL FEDERAL-AID HIGHWAY SYSTEMS FUNDS 4/
ALABAMA	24,823	8,275	10,057	71,465	4,800	92	119,512
ALASKA	49,436	21,330	3,900	17,064	-	2,790	94,520
ARIZONA	20,091	6,200	10,084	55,015	6,617	1,802	99,809
ARKANSAS	19,040	7,102	4,765	18,122	3,564	435	53,028
CALIFORNIA	91,805	14,822	98,858	299,546	23,620	4,584	533,235
COLORADO	21,592	6,761	10,456	53,343	5,791	2,299	100,242
CONNECTICUT	12,303	2,511	11,200	92,181	3,313	-	121,508
DELAWARE	6,688	1,950	3,900	17,064	178	-	29,780
DIST. OF COL.	1,775	-	3,900	45,220	178	-	51,073
FLORIDA	41,616	8,667	37,201	164,499	7,433	186	259,602
GEORGIA	32,674	10,480	14,849	135,593	7,668	113	201,377
HAWAII	6,688	1,950	3,900	69,110	348	-	81,996
IDAHO	12,307	4,860	3,900	17,064	3,311	3,259	44,701
ILLINOIS	51,407	11,575	42,559	41,261	10,491	37	157,330
INDIANA	30,172	9,217	15,508	50,271	7,046	21	112,235
IOWA	24,379	8,838	7,098	44,367	4,372	-	89,054
KANSAS	22,543	8,154	6,636	31,194	3,762	-	72,289
KENTUCKY	23,358	8,177	7,937	63,957	4,728	66	108,223
LOUISIANA	22,642	6,658	12,649	113,614	3,983	74	159,620
MAINE	9,215	3,492	3,900	17,064	1,459	12	35,142
MARYLAND	17,327	3,643	15,353	175,284	3,560	-	215,167
MASSACHUSETTS	21,527	3,839	21,763	86,004	3,757	-	136,890
MICHIGAN	44,919	12,104	29,412	85,594	8,989	343	181,361
MINNESOTA	29,892	10,044	11,801	67,438	5,353	443	124,971
MISSISSIPPI	19,446	7,225	4,977	25,289	3,926	151	61,014
MISSOURI	32,927	10,651	14,614	61,670	8,044	164	128,070
MONTANA	17,732	7,314	3,900	26,552	5,375	2,552	63,425
NEBRASKA	17,304	6,463	4,296	17,064	3,044	30	48,201
NEVADA	12,404	4,647	3,900	30,682	2,785	574	54,992
NEW HAMPSHIRE	6,688	1,950	3,900	17,064	1,136	171	30,909
NEW JERSEY	25,466	3,458	29,975	95,492	3,157	-	157,548
NEW MEXICO	16,622	6,215	4,103	50,476	5,729	1,283	84,428
NEW YORK	67,680	12,294	67,539	152,589	6,612	-	306,714
NORTH CAROLINA	35,022	12,211	12,094	65,527	5,074	197	130,125
NORTH DAKOTA	12,167	4,956	3,900	17,064	2,969	-	41,056
OHIO	49,074	12,327	35,636	75,902	11,150	18	184,107
OKLAHOMA	23,055	7,854	8,685	20,341	4,321	22	64,278
OREGON	19,999	6,755	7,759	43,138	4,773	4,410	86,834
PENNSYLVANIA	55,950	15,078	36,630	188,287	7,993	85	304,023
RHODE ISLAND	6,688	1,950	3,900	43,173	798	-	56,509
SOUTH CAROLINA	18,338	6,184	7,155	45,425	4,395	105	81,602
SOUTH DAKOTA	12,761	5,253	3,900	17,064	3,297	251	42,526
TENNESSEE	27,814	9,035	12,197	76,209	7,484	107	132,846
TEXAS	85,155	24,316	50,409	164,158	22,106	101	346,245
UTAH	12,730	4,160	5,487	54,879	4,528	1,063	82,847
VERMONT	6,688	1,950	3,900	17,064	1,689	57	31,348
VIRGINIA	29,280	8,750	15,813	124,330	6,835	208	185,216
WASHINGTON	23,040	6,612	13,512	130,951	5,775	2,225	182,115
WEST VIRGINIA	13,408	5,145	3,900	71,875	2,328	126	96,782
WISCONSIN	28,964	9,296	13,141	27,712	3,993	179	83,285
WYOMING	11,539	4,719	3,900	28,668	4,516	1,366	54,708
AMERICAN SAMOA	-	-	-	-	-	-	-
GUAM	-	-	-	-	-	-	-
N. MARIANAS	-	-	-	-	-	-	-
PUERTO RICO	11,490	2,623	9,372	-	-	9	23,494
VIRGIN ISLANDS	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>1,337,650</b>	<b>390,040</b>	<b>780,080</b>	<b>3,519,979</b>	<b>268,153</b>	<b>32,010</b>	<b>6,327,912</b>

1/ APPORTIONED OCTOBER 1, 1981

2/ APPORTIONED OCTOBER 1, 1980. INTERSTATE FUNDS ARE MADE AVAILABLE ONE YEAR EARLIER THAN OTHER FEDERAL-AID FUNDS.

3/ APPORTIONED OCTOBER 1, 1981. THESE FUNDS ARE LIMITED TO THOSE FOREST HIGHWAYS WHICH ARE ON A FEDERAL-AID SYSTEM AS PROVIDED IN SECTION 141 OF THE 1970 FEDERAL-AID HIGHWAY ACT.

4/ DOES NOT INCLUDE FUNDS FOR THE FOLLOWING PROGRAMS: URBAN HIGH DENSITY, PRIORITY PRIMARY, EMERGENCY RELIEF, DISCRETIONARY BRIDGES, PUBLIC LANDS, BRIDGES OVER DAMS, GREAT RIVER ROAD, AND OTHER SPECIAL PROGRAMS AUTHORIZED UNDER THE 1978 SURFACE TRANSPORTATION ASSISTANCE ACT. THESE FUNDS ARE ALLOCATED FROM THE HIGHWAY TRUST FUND.





# RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES - SUMMARY - 1980<sup>1</sup>

(IN MILLIONS OF DOLLARS)

TABLE FA-5  
SEPTEMBER 1981

AGENCY AND FUND	RECEIPTS					EXPENDITURES FOR HIGHWAYS										
	AUTO- MOTIVE EXCISES	GENERAL FUND APPRO- PRIATIONS	TIMBER SALES	OTHER	TOTAL	PAYMENTS TO STATES AND D.C.			PAYMENTS TO LOCAL GOVERN- MENTS	DIRECT EXPENDITURES					GRAND TOTAL EXPEN- DITURES	
						FEDERAL-AID AND OTHER REIMBURSE- MENTS	FOR RETURN TO LOCAL GOVERN- MENTS	TOTAL 2/		CAPITAL OUTLAY			MAIN- TENANCE	ADMINIS- TRATION & RESEARCH		TOTAL DIRECT
										ENGI- NEER- ING	CON- STRUC- TION	TOTAL				
FEDERAL HIGHWAY ADMINISTRATION																
HIGHWAY TRUST FUND	6,415.1		-	3/1,080.8	7,495.9	-	-	-	-	-	-	-	-	-	-	-
INTERSTATE AND ABCD FUNDS	-	-	-	-	-	4/7,623.1	-	7,623.1	16.4	0.4	2.1	2.5	-	211.6	214.1	7,853.6
OTHER FEDERAL-AID FUNDS 5/	-	-	-	-	-	1,238.0	-	1,238.0	7.3	1.4	8.1	9.5	-	-	9.5	1,254.8
FOREST HIGHWAY FUNDS	-	-	-	-	-	7.7	-	7.7	-	5.1	25.7	30.8	-	-	30.8	38.5
PUBLIC LANDS FUNDS	-	-	-	-	-	8.7	-	8.7	-	1.3	6.6	7.9	-	-	7.9	16.6
GENERAL FUND																
BEAUTIFICATION FUNDS	-	23.0	-	-	23.0	15.3	-	15.3	-	-	-	-	-	7.7	7.7	23.0
OTHER FEDERAL FUNDS 6/	-	201.4	-	-	201.4	225.6	-	225.6	3.1	0.2	0.6	0.8	-	-28.1	-27.3	201.4
INTERSTATE SUBSTITUTION	-	130.2	-	-	130.2	130.2	-	130.2	-	-	-	-	-	-	-	130.2
FUNDS TRANSFERRED FROM OTHER AGENCIES:																
FOREST SERVICE	-	9.3	-	-	9.3	2.1	-	2.1	-	1.5	5.5	7.0	-	0.2	7.2	5.3
PARK SERVICE	-	38.5	-	-	38.5	-	-	-	-	4.6	32.4	37.0	-	1.5	38.5	38.5
APPALACHIAN DEVELOPMENT	-	230.9	-	-	230.9	229.8	-	229.8	-	-	-	-	-	1.1	1.1	230.9
DEPARTMENT OF DEFENSE 7/	-	22.9	-	-	22.9	18.7	-	18.7	-	0.6	3.3	3.9	-	0.3	4.2	22.9
BUREAU OF LAND MANAGEMENT	-	-	5.1	-	5.1	-	-	-	-	1.0	3.6	4.6	0.3	0.2	5.1	5.1
OTHER 8/	-	44.7	-	-	44.7	39.9	-	39.9	-	0.9	2.2	3.1	-	1.7	4.8	44.7
TOTAL TRANSFERRED FUNDS	-	346.3	5.1	-	351.4	290.5	-	290.5	-	8.6	47.0	55.6	0.3	5.0	60.9	351.4
TOTAL FUNDS ADMINISTERED BY FHWA	6,415.1	700.9	5.1	1,080.8	8,201.9	9,539.1	-	9,539.1	9/ 26.8	17.0	90.1	107.1	0.3	195.2	303.6	9,869.5
FOREST SERVICE 10/	-	258.2	181.3	-	439.5	-	108.6	108.6	-	-	258.2	258.2	72.7	-	330.9	439.5
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION 11/	-	-	-	-	-	192.7	4.1	196.8	9/ 5.5	-	-	-	-	83.3	83.3	285.6
NATIONAL PARK SERVICE	-	42.0	-	-	42.0	-	-	-	-	-	1.3	1.3	40.7	-	42.0	42.0
BUREAU OF INDIAN AFFAIRS	-	83.3	-	-	83.3	-	-	-	-	-	59.2	59.2	15.8	8.3	83.3	83.3
WATER AND POWER RESOURCES SERVICE	-	18.9	-	-	18.9	4.0	-	4.0	-	-	14.9	14.9	-	-	14.9	18.9
U.S. CORPS OF ENGINEERS	-	52.0	-	-	52.0	19.6	0.2	19.8	-	-	32.2	32.2	-	-	32.2	52.0
BUREAU OF LAND MANAGEMENT	-	5.7	-	12/ 44.5	50.2	44.0	0.5	44.5	-	-	3.5	3.5	2.2	-	5.7	50.2
ECONOMIC DEVELOPMENT ADMINISTRATION	-	66.8	-	-	66.8	0.9	-	0.9	60.0	-	5.9	5.9	-	-	5.9	66.8
DEPARTMENT OF TREASURY, REVENUE SHARING	-	555.6	-	-	555.6	35.6	-	35.6	520.0	-	-	-	-	-	-	555.6
HOUSING AND URBAN DEVELOPMENT, CDBG	-	410.0	-	-	410.0	-	-	-	410.0	-	-	-	-	-	-	410.0
ALL OTHERS 13/	-	120.9	-	-	120.9	35.3	15.6	50.9	60.0	-	10.0	10.0	-	-	10.0	120.9
TOTAL, OTHER AGENCY FUNDS	-	1,613.4	181.3	44.5	1,837.3	332.1	129.0	461.1	1,055.5	-	385.2	385.2	131.4	91.6	608.2	2,124.8
GRAND TOTAL, ALL FUNDS	6,415.1	2,314.3	186.4	1,125.3	10,041.1	9,871.2	129.0	10,000.2	1,082.3	17.0	475.3	492.3	131.7	287.8	911.8	11,994.3

Highway Finance

1/ FEDERAL HIGHWAY ADMINISTRATION FUNDS, AND PAYMENTS TO STATES BY OTHER AGENCIES ARE FOR CALENDAR YEAR. ALL OTHER EXPENDITURES BY OTHER AGENCIES ARE FOR 1980 FISCAL YEAR.

2/ DIFFERENCES BETWEEN AMOUNTS IN THIS COLUMN AND THOSE SHOWN ON TABLE SF-21 ARE DUE TO FUNDS IN TRANSIT.

3/ INCOME FROM TRUST FUND INVESTMENTS.

4/ INCLUDES \$184.3 MILLION PAID TO STATES FOR RESEARCH AND PLANNING.

5/ INCLUDES EMERGENCY RELIEF, ECONOMIC GROWTH CENTER, BRIDGE REPLACEMENT, AND HIGHWAY SAFETY PROGRAM FUNDS ADMINISTERED BY FHWA.

6/ INCLUDES OFF-SYSTEM ROADS, RAIL-HIGHWAY CROSSING DEMONSTRATION PROJECTS, ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS, AND TERRITORIAL HIGHWAYS PROJECTS.

7/ DOES NOT INCLUDE WORK PERFORMED WITHIN THE CONFINES OF MILITARY RESERVATIONS.

8/ B.I.A., R.A.P.C., U.M.T.A., F.R.A., H.U.D., F.A.A., ETC.

9/ PAYMENTS TO AMERICAN SAMOA, GUAM, PUERTO RICO, AND VIRGIN ISLANDS.

10/ EXCLUDES FOREST DEVELOPMENT TRAILS PROGRAM CONSIDERED TO BE FOR TIMBER ACCESS AND FOREST MANAGEMENT TRAILS NOT PROVIDING AN UNRESTRICTED PUBLIC FACILITY.

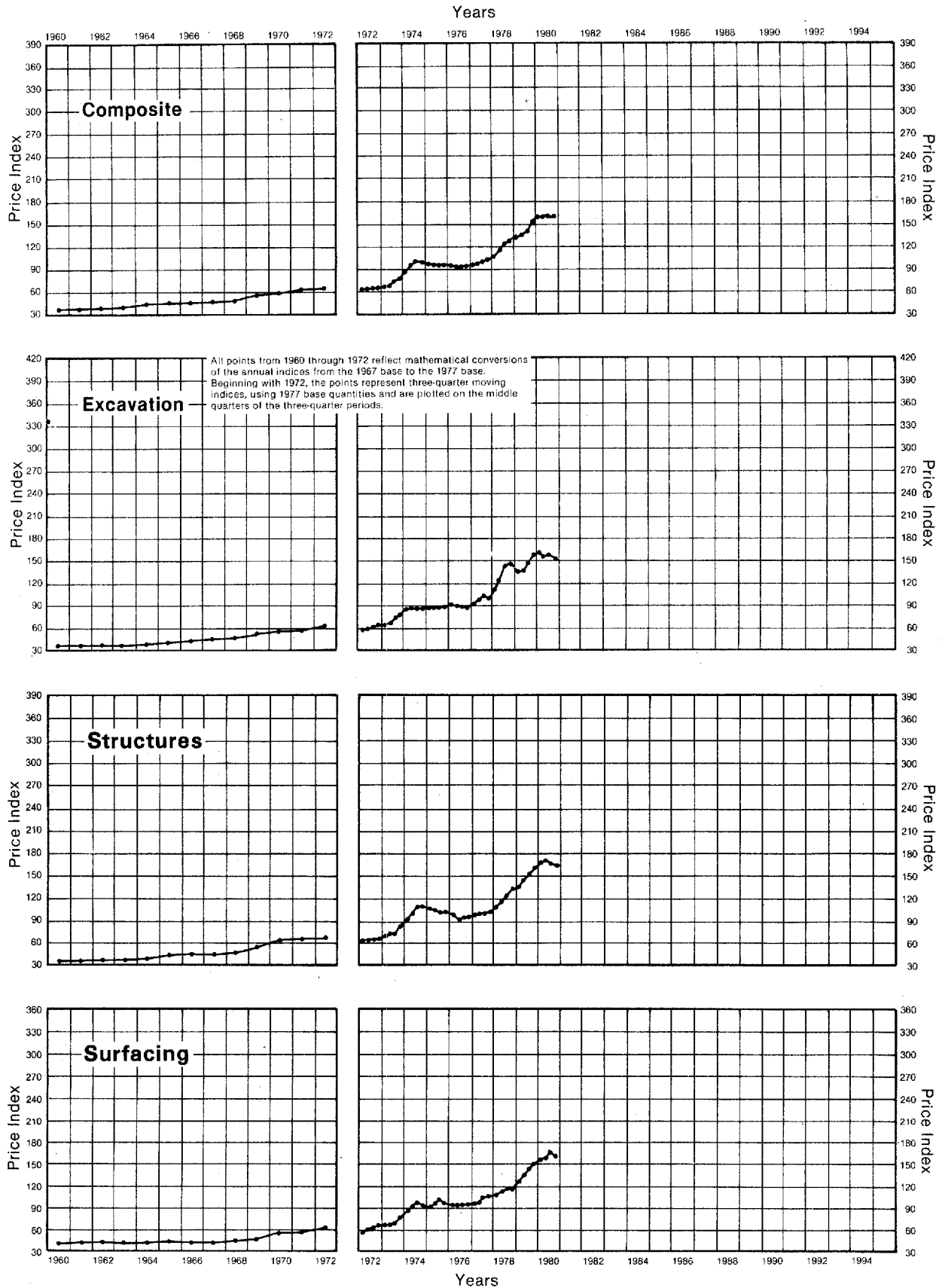
11/ THESE HIGHWAY SAFETY FUNDS ARE ADMINISTERED PARTLY BY FHWA AND ARE PAID FROM THE HIGHWAY TRUST FUND.

12/ INCOME FROM OIL AND MINERAL ROYALTIES; GRAZING FEES ON PUBLIC LANDS.

13/ BUREAU OF OUTDOOR RECREATION, CIVIL DEFENSE, FISH AND WILDLIFE SERVICE, AND O.E.P.



PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION<sup>1</sup>  
1977 = 100



<sup>1/</sup> Detailed information is available from the Federal Highway Administration in its quarterly publication "Price Trends for Federal-aid Highway Construction," prepared by the Federal-aid Division, Office of Engineering, FHWA.

**PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES, LABOR, EQUIPMENT, OVERHEAD, AND PROFIT ON ALL FEDERAL-AID (EXCEPT SECONDARY) HIGHWAY CONSTRUCTION PROJECTS REPORTED DURING CALENDAR YEAR 1979 AS COMPLETED**

**BASED ON MATERIAL QUANTITIES AND LABOR COSTS REPORTED BY CONTRACTORS FOR CONTRACTS OVER \$500,000**

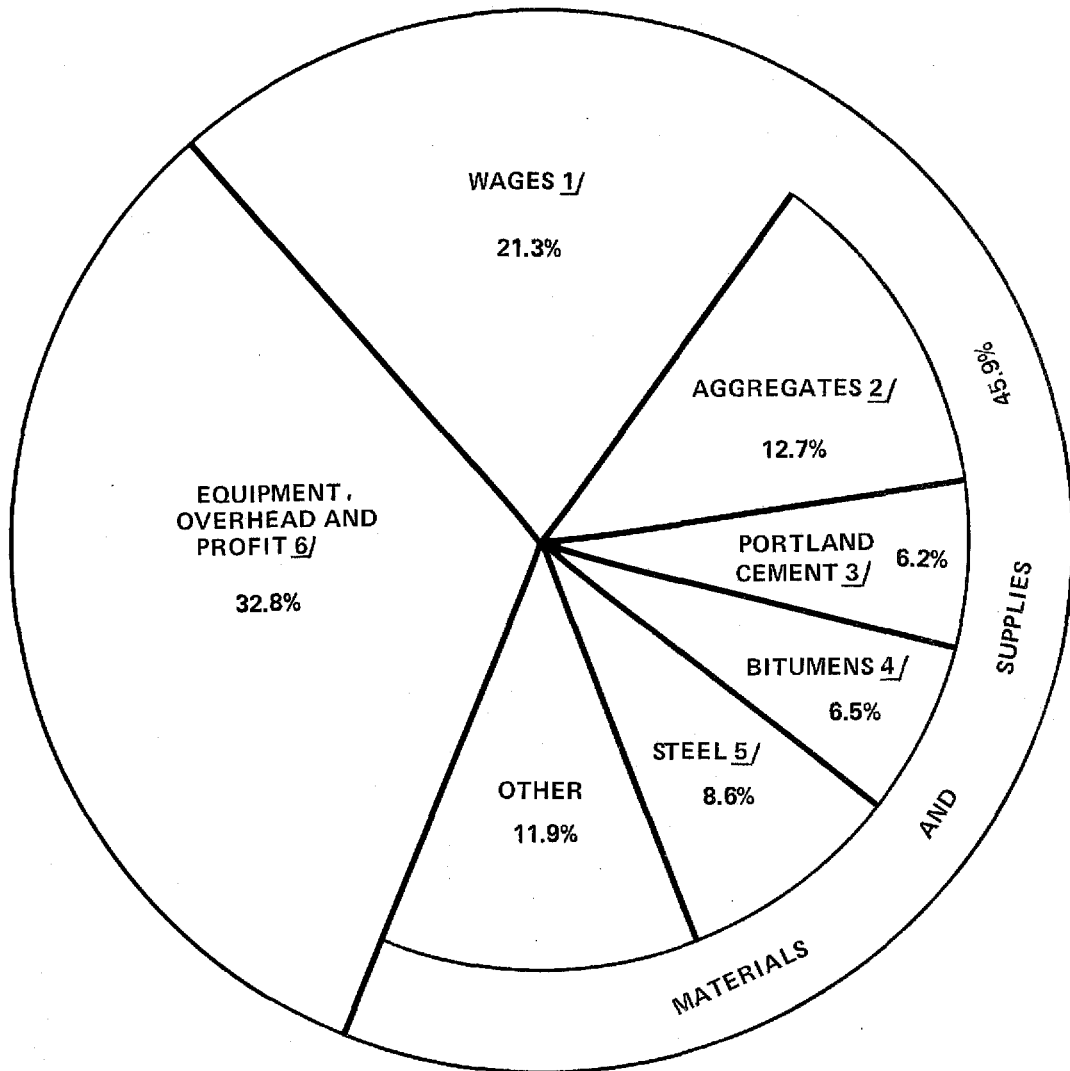
SOURCE: FEDERAL-AID DIVISION  
OFFICE OF ENGINEERING, FHWA

TABLE PT-2A  
AUGUST 1981

ELEMENTS	ALL FEDERAL-AID EXCEPT SECONDARY									
	INTERSTATE			NON-INTERSTATE			TOTAL			
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	
CEMENT <sup>1/</sup>	4.6	1.7	3.6	2.5	1.6	2.1	3.6	1.6	2.8	
AGGREGATES PURCHASED <sup>2/</sup>	8.3	5.7	7.4	9.2	4.9	7.5	8.8	5.3	7.4	
BITUMENS <sup>3/</sup>	3.9	0.6	2.7	3.5	1.1	2.5	3.7	0.8	2.6	
LUMBER	0.4	0.6	0.5	0.3	0.6	0.4	0.4	0.6	0.5	
TIMBER PILING	0.1	-	-	0.1	0.1	0.1	0.1	0.1	0.1	
CORRUGATED STEEL CULVERT PIPE	0.9	0.5	0.7	1.1	0.6	0.9	0.9	0.6	0.8	
REINFORCING STEEL <sup>4/</sup>	4.3	3.8	4.1	2.0	2.7	2.3	3.2	3.2	3.2	
STRUCTURAL STEEL	2.9	7.2	4.5	2.5	4.4	3.3	2.7	5.7	3.8	
READY-MIX CONCRETE	4.9	5.9	5.2	3.3	6.2	4.5	4.1	6.1	4.9	
PREMIXED BITUMINOUS PAVING MATERIALS	6.3	5.3	5.9	8.9	8.5	8.7	7.6	7.0	7.3	
AGGREGATES PRODUCED <sup>5/</sup>	0.6	0.1	0.4	0.4	0.1	0.3	0.5	0.1	0.4	
CONCRETE CULVERT PIPE	0.7	0.7	0.7	0.9	1.9	1.3	0.8	1.3	0.9	
CLAY PIPE	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
MISCELLANEOUS STEEL	0.9	0.8	0.8	0.3	1.2	0.7	0.6	1.0	0.8	
FENCING	2.9	2.9	2.2	2.7	1.2	2.1	2.8	1.1	2.2	
GUARDRAIL	2.0	1.8	2.0	1.8	1.3	1.6	1.9	1.6	1.8	
BRIDGE RAIL	0.4	0.3	0.3	0.2	0.2	0.2	0.3	0.2	0.3	
PETROLEUM PRODUCTS <sup>5/</sup>	3.5	2.0	3.0	3.5	2.3	3.0	3.5	2.1	2.9	
EXPLOSIVES	0.4	0.1	0.3	0.5	0.2	0.4	0.5	0.2	0.4	
MATERIALS NOT REPORTED	1.6	12.6	5.7	3.3	8.9	5.5	2.4	10.7	5.6	
TOTAL MATERIALS AND SUPPLIES	49.7	50.8	50.1	47.1	48.1	47.5	48.5	49.4	48.8	
LABOR	19.9	21.9	20.6	21.3	22.7	21.9	20.6	22.3	21.3	
EQUIPMENT, OVERHEAD, AND PROFIT	30.4	27.3	29.3	31.6	29.2	30.6	30.9	28.3	29.9	
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

<sup>1/</sup> DOES NOT INCLUDE COST OF CEMENT IN READY-MIX CONCRETE OR IN CONCRETE CULVERT PIPE.  
<sup>2/</sup> DOES NOT INCLUDE COST OF AGGREGATES IN READY-MIX CONCRETE, PREMIXED BITUMINOUS PAVING MATERIALS, OR CONCRETE CULVERT PIPE.  
<sup>3/</sup> DOES NOT INCLUDE COST OF BITUMENS IN PREMIXED BITUMINOUS PAVING MATERIALS.  
<sup>4/</sup> DOES NOT INCLUDE COST OF REINFORCING STEEL IN CONCRETE CULVERT PIPE.  
<sup>5/</sup> INCLUDES ESTIMATED ROYALTY PAYMENTS ONLY. OTHER COSTS ARE INCLUDED IN ITEMS OF "PETROLEUM PRODUCTS," "LABOR," AND "EQUIPMENT, OVERHEAD, AND PROFIT."  
<sup>5/</sup> COSTS OF FUEL AND LUBRICANTS FOR EQUIPMENT AND TRUCKS.

**DISTRIBUTION OF COSTS ON FEDERAL AID HIGHWAY CONSTRUCTION CONTRACTS OVER \$500,000, EXCLUDING ALL SECONDARY PROJECTS, REPORTED DURING CALENDAR YEAR 1979 AS COMPLETED**



- 1) Gross earnings of contractors' employees in the following classifications: Administrative and Supervisory, Skilled, Intermediate, and Unskilled labor.
- 2) Aggregates consist of sand, gravel, slag, crushed stone, etc., for use in bases, portland cement concrete and bituminous surfaces, and portland cement concrete structures.
- 3) For both roadway and structures.
- 4) For various types of bituminous surfaces and bases.
- 5) Includes structural, reinforcing, culvert and miscellaneous steel.
- 6) Equipment includes fuel and lubricants 2.9%, but excludes operators' and mechanics' wages. Overhead includes contractors' on-site expenses such as moving-in costs, office rental, taxes, licenses, insurance, etc.

Source: Federal Aid Division  
Office of Engineering, FHWA

# USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS AND LABOR <sup>1</sup>

**U.S. WEIGHTED AVERAGES FOR ALL FEDERAL-AID HIGHWAY CONSTRUCTION  
CONTRACTS OVER \$500,000, EXCLUDING ALL SECONDARY PROJECTS  
REPORTED AS COMPLETED DURING CALENDAR YEARS 1977, 1978, AND 1979**

SOURCE: FEDERAL-AID DIVISION  
OFFICE OF ENGINEERING, FHWA

TABLE PT-4  
AUGUST 1981

TYPE OF MATERIALS AND LABOR	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <sup>2/</sup>
CEMENT (EXCLUDES CEMENT IN CONCRETE PIPE)	TON	1,016
BITUMINOUS MATERIAL	TON	628
AGGREGATES <sup>3/</sup> PURCHASED (BY CONTRACTORS) PRODUCED (BY CONTRACTORS)	TON TON	23,958 10,029
STEEL STRUCTURAL (SHAPES, PLATES, H AND SHEET PILING) REINFORCING (PAVEMENT AND STRUCTURAL REINFORCEMENT) CULVERT PIPE (CORRUGATED METAL AND STRUCTURAL PLATE, PIPE ARCHES AND ARCHES) MISCELLANEOUS (JOINT DEVICES, TUBULAR PILING, ETC.)	TON TON TON TON	78 98 9 8
CONCRETE PIPE (PLAIN AND REINFORCED)	TON	165
CLAY PIPE AND TILE	TON	7
LUMBER (ALL LUMBER PRODUCTS EXCEPT TIMBER PILING)	BOARD FOOT	18,378
TIMBER PILING	LINEAR FOOT	217
PETROLEUM PRODUCTS <sup>4/</sup>	GALLON	67,378
EXPLOSIVES (EXCLUDES WEIGHTS OF CAPS AND FUSES)	POUND	19,460
FENCING (ALL TYPES)	LINEAR FOOT	2,880
GUARDRAIL (ALL TYPES)	LINEAR FOOT	1,837
BRIDGE RAILING (ALL TYPES)	LINEAR FOOT	265
CORRUGATED ALUMINUM CULVERT	POUND	281
CAST IRON PIPE	TON	3
SIGNS (COMPLETE IN PLACE)	DOLLAR	10,482
LIGHTING (COMPLETE IN PLACE)	DOLLAR	11,820
LABOR	MAN-HOUR	29,955

<sup>1/</sup> FOR COMPARABLE STANDARDS OF DESIGN, THE USAGE OF MATERIALS AND LABOR ON FEDERAL-AID WORK IS NOT APPRECIABLY DIFFERENT FROM THEIR USAGE ON NON-FEDERAL-AID WORK. THE DATA IN THIS TABLE ARE OBTAINED FROM FORM PR-47.

<sup>2/</sup> RIGHT-OF-WAY, PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING COSTS EXCLUDED.

<sup>3/</sup> INCLUDES SAND, GRAVEL, CLAY GRAVEL, SLAG, CRUSHED STONE, ETC. USED FOR ALL HIGHWAY CONSTRUCTION INCLUDING BASES, SUBBASES, CONCRETE SURFACES, BITUMINOUS SURFACES, STRUCTURAL CONCRETE AND DRAINAGE WORK.

<sup>4/</sup> FUEL AND LUBRICANTS FOR EQUIPMENT AND TRUCKS GREASE CONVERTED TO GALLONS ON

## COST TRENDS HIGHWAY MAINTENANCE AND OPERATION

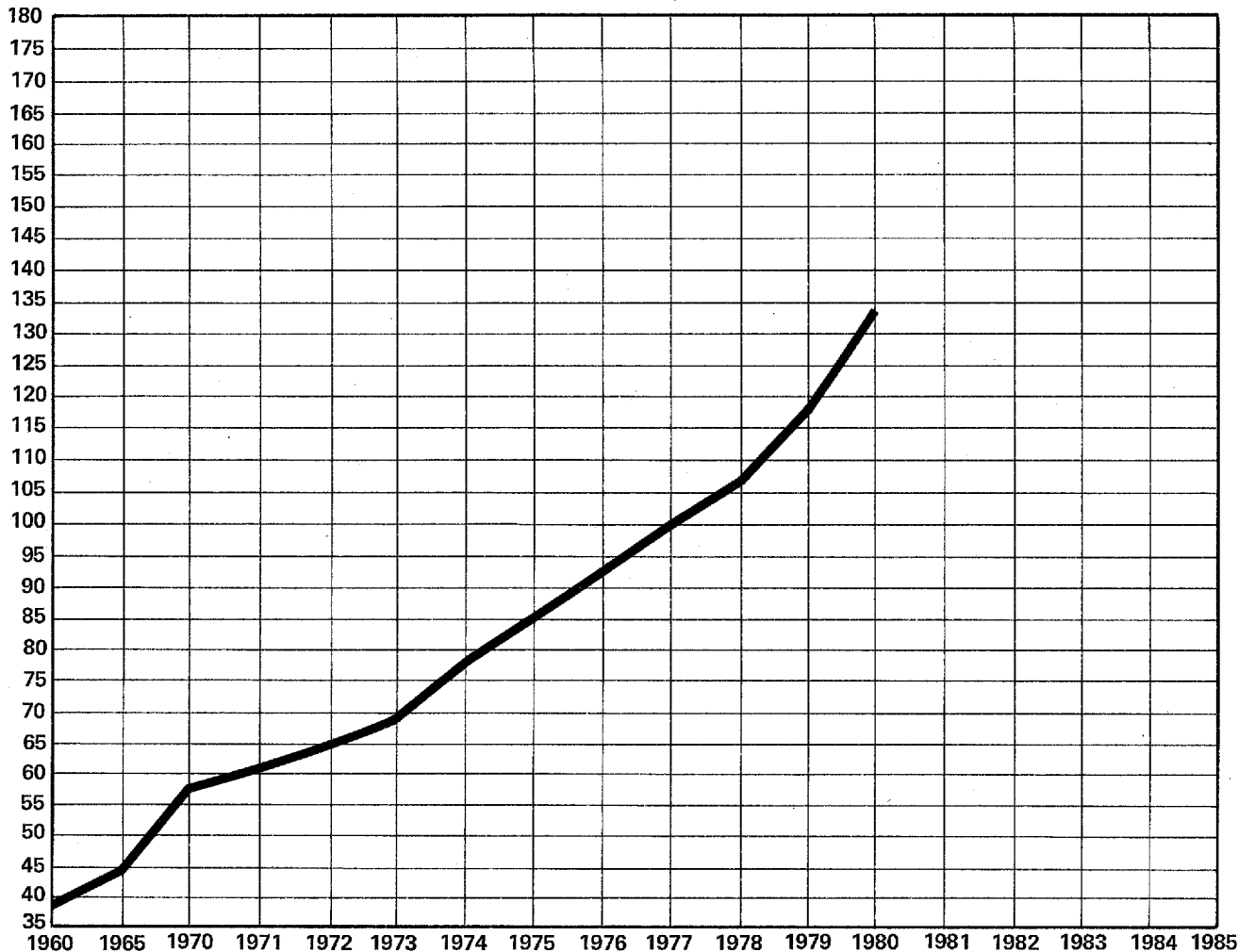
1977 BASE YEAR = 100

TABLE PT-5  
AUGUST 1981

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1960	33.52	46.72	44.80	53.11	38.61
1965	40.44	48.96	48.53	58.05	44.18
1970	57.59	54.79	54.88	73.69	57.55
1971	61.20	57.91	55.59	77.45	60.46
1972	65.23	61.37	61.79	81.20	64.89
1973	69.87	64.35	68.86	84.95	69.86
1974	75.83	84.09	79.05	88.71	78.18
1975	81.72	95.60	87.85	92.46	85.24
1976	91.08	95.11	94.95	96.21	92.69
1977	100.00	100.00	100.00	100.00	100.00
1978	106.99	115.17	107.45	103.72	107.83
1979	114.51	136.26	120.84	107.48	118.17
1980	129.21	157.11	142.60	111.23	134.58

\ THESE DATA ARE PREPARED FROM THE UNIT COST INFORMATION SUBMITTED EACH YEAR BY STATE HIGHWAY DEPARTMENTS, AND COVER BOTH PHYSICAL MAINTENANCE AND MAJOR TRAFFIC SERVICE ITEMS, INCLUDING SNOW AND ICE CONTROL.

## HIGHWAY MAINTENANCE AND OPERATION COST INDEX









DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS - 1980

TABLE HF-3 SEPTEMBER 1981

(THOUSANDS OF DOLLARS)

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

Table with columns: STATE, RECEIPTS AVAILABLE FOR DISTRIBUTION, FOR COLLECTION OF MOTOR-FUEL TAXES, NET FUNDS DISTRIBUTED, FOR STATE-ADMINISTERED HIGHWAYS, FOR LOCAL ROADS AND STREETS, FOR MASS TRANSPORTATION PURPOSES, STATE GENERAL PURPOSES, LOCAL GENERAL PURPOSES, OFFSET BY GENERAL FUNDS FOR HIGHWAYS, TOTAL.

1/ SEE TABLE HF-1 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BONUSES... 2/ WHERE NO ENTRY APPEARS... 3/ MOTOR-FUEL TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES...



DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS - 1980

Highway Statistics, 1980

TABLE MW-3  
SEPTEMBER 1981

(THOUSANDS OF DOLLARS)

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

Table with columns for State, Receipts Available, Collecting Motor and Motor Carrier Taxes, Net Funds Distributed, For State-Administered Highways, For Local Roads and Streets, For Nonhighway Purposes, and Total. Rows list 50 states and a total row.

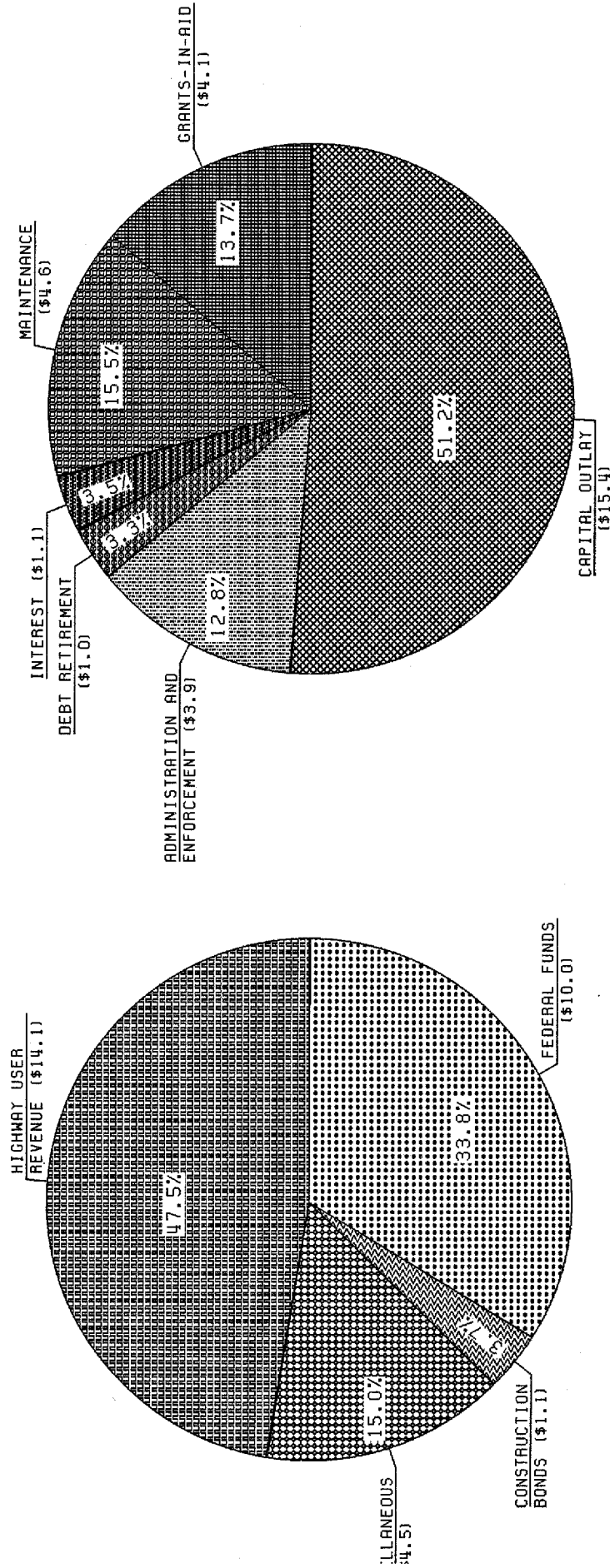
1/ SEE TABLE MW-2 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.  
2/ COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DEDUCTED BY COUNTY AND LOCAL COLLECTORS. AMOUNTS SHOWN IN SOME STATES INCLUDE PRO-RATA COSTS OF ADMINISTERING MOTOR-FUEL TAX LAWS.  
3/ AMOUNT FOR HAWAII NOT REPORTED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION WAS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO-RATA MOTOR-VEHICLE REVENUE PORTION OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.  
4/ INCLUDES DIRECT EXPENDITURES BY STATES ON LOCAL ROADS AND STREETS, AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.  
5/ FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.







**STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS  
1980  
(IN BILLIONS OF DOLLARS)**



**RECEIPTS**

**DISBURSEMENTS**









STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS - 1980

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-5A SEPTEMBER 1981

Main data table with columns: STATE, SOURCE OF STATE GRANTS-IN-AID (FOR COUNTIES AND TOWNSHIPS, FOR MUNICIPALITIES), TOTAL RECEIPTS, PAYMENT OF GRANTS (TO COUNTIES AND TOWNSHIPS, TO MUNICIPALITIES), BALANCES ON DECEMBER 31. Rows list states from Alabama to Wyoming.

Highway Statistics, 1980

1/ THIS TABLE IDENTIFIES STATE GRANTS-IN-AID TO LOCAL GOVERNMENTS FOR ROAD AND STREET PURPOSES... 2/ FOR PURPOSES OF THIS TABLE THE FOLLOWING COUNTIES HAVE BEEN CLASSIFIED AS MUNICIPALITIES...

3/ FOR BALANCES AT THE END OF THE PRECEDING YEAR, SEE LAST YEAR'S TABLE SF-5A... 4/ IN THOSE STATES THAT DISTRIBUTE HIGHWAY-USER REVENUES FROM A COMMON FUND... 5/ INCLUDES GENERAL FUND APPROPRIATIONS, OTHER STATE IMPOSTS, BOND PROCEEDS, FEDERAL FOREST RESERVE FUNDS...













## STATE OBLIGATIONS FOR HIGHWAYS - 1980

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>COMPILED FOR CALENDAR YEAR FROM  
REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-1  
SEPTEMBER 1981

STATE AND OBLIGATION 2/	DATED 3/	GROSS PROCEEDS OF SALES				POSTED INTEREST RATE 5/	SOURCE OF FUNDS FOR DEBT SERVICE 6/
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST 4/	GROSS PROCEEDS		
ARIZONA HIGHWAY IMPROVEMENT BONDS	7- 1-80	50,000	5		50,005	6.00-9.00	MOTOR FUEL TAX
CONNECTICUT INTERSTATE HIGHWAY SYSTEM SERIES C	10-15-80	75,000		223	75,223	7.60-7.70	GENERAL REVENUE*
DELAWARE TRANSPORTATION REVENUE BONDS SERIES B REVENUE REFUNDING SERIES A SPECIAL OBLIGATION BONDS CAPITAL IMPROVEMENT BONDS TOTAL	11- 1-79 11- 1-79 11- 1-79 2- 1-80	23,000 6,440 565 16,825 46,830		2,368 2,368	25,368 6,440 565 16,825 49,198	7.40-8.60 8.00-8.75 6.50	TOLLS TOLLS TOLLS GENERAL REVENUE*
DISTRICT OF COLUMBIA HIGHWAY CONSTRUCTION BONDS	1- 1-80	5,528			5,528	7.25-8.25	ROAD-USER TAXES
FLORIDA GULF COUNTY ROAD ISSUE HERNANDO COUNTY ROAD ISSUE LIBERTY COUNTY ROAD ISSUE MADISON COUNTY ROAD ISSUE TOTAL	12- 1-79 12- 1-79 12- 1-79 2- 1-80	2,200 4,200 2,000 2,500 10,900	1 1	34 13 34 7 88	2,234 4,214 2,034 2,507 10,989	6.20-6.60 6.50-7.00 7.00 6.10-6.50	MOTOR FUEL TAX* MOTOR FUEL TAX* MOTOR FUEL TAX* MOTOR FUEL TAX*
HAWAII GENERAL OBLIGATION BONDS OF 1980, SERIES A	7- 1-80	15,196			15,196	6.30-7.10	MOTOR FUEL TAX*
ILLINOIS TRANSPORTATION SERIES A  TOTAL	1- 1-80 5- 1-80 10- 1-80	55,000 35,000 30,000 120,000		3 3 6	55,000 35,003 30,003 120,006	6.00-7.00 6.50-7.50 7.625-8.60	ROAD-USER TAXES* ROAD-USER TAXES* ROAD-USER TAXES*
INDIANA EAST-WEST TOLL ROAD	9- 1-80	259,500	-22,491	1,678	238,687	8.75-10.25	TOLLS
LOUISIANA HIGHWAY OBLIGATION SERIES 1980 C	6- 1-80	72,050		1,721	73,771	6.20-6.50	HIGHWAY-USER REVENUE*
MAINE HIGHWAY & BRIDGE LOAN	4- 1-80	13,000			13,000	8.00-9.50	HIGHWAY-USER REVENUE*
MARYLAND COUNTY TRANSPORTATION 1ST ISSUE 3RD SERIES	11- 1-80	59,270	-592	158	58,836	7.75-8.40	HIGHWAY-USER REVENUE
MASSACHUSETTS HIGHWAY IMPROVEMENT BONDS	1- 1-80	43,300			43,300	6.40-7.00	MOTOR-FUEL TAX*
MINNESOTA TRANSPORTATION BONDS	7- 1-79	26,000			26,000	5.30-6.00	GENERAL REVENUE*
MISSISSIPPI TENNESSEE-TOMBIGEE WATERWAY BRIDGE BONDS CALHOUN COUNTY LEFLORE COUNTY LINCOLN COUNTY SIMPSON COUNTY TOTAL	10- 1-76 9- 1-80 6- 1-80 6- 1-80 7- 1-80	15,000 1,400 400 2,500 2,525 21,925		18 4 27 24 73	15,000 1,418 404 2,527 2,649 21,998	4.50-6.40 7.50-8.00 6.25-7.10 9.30-7.00 5.90-7.25	HIGHWAY-USER REVENUE* SALES TAX* SALES TAX* SALES TAX* SALES TAX*
NEW JERSEY STATE TRANSPORTATION SERIES U TRANSPORTATION IMPROVEMENT SERIES A TOTAL	6-15-80 7- 1-80	23,000 49,500 72,500			23,000 49,500 72,500	6.00 7.00-7.50	GENERAL REVENUE* GENERAL REVENUE*
NORTH CAROLINA HIGHWAY BONDS, SERIES 1980	12- 1-80	60,000		227	60,227	7.90-8.10	MOTOR FUEL TAX*
OHIO HIGHWAY OBLIGATION SERIES I HIGHWAY OBLIGATION SERIES J TOTAL	2-15-80 9-15-80	35,000 65,000 100,000		387 387	35,000 65,387 100,387	6.90-8.90 6.90-8.40	MOTOR FUEL TAX* MOTOR FUEL TAX*
OREGON STATE HIGHWAY BONDS 1980 SERIES	10- 1-80	15,000		9	15,009	6.90	HIGHWAY-USER REVENUE*
VERMONT TRANSPORTATION BONDS	8- 1-80	11,099	-296		10,803	6.80	HIGHWAY-USER REVENUE*
WEST VIRGINIA ROAD BONDS	3- 1-80	50,000		33	50,033	7.90-8.00	ROAD-USER TAXES*
WISCONSIN STATE HIGHWAY BONDS OF 1980 SERIES A SERIES B TOTAL	1- 1-80 6-15-80	4,000 3,733 7,733	2 2	90 84 174	4,090 3,819 7,909	6.10-6.40 5.25-7.25	ROAD-USER TAXES* ROAD-USER TAXES*
GRAND TOTAL		1,134,831	-23,371	7,145	1,118,605		

1/ THIS TABLE IS ONE OF TWO GIVING AVAILABLE INFORMATION CONCERNING STATE AND QUASI-STATE OBLIGATIONS INCURRED FOR HIGHWAY PURPOSES. THE OTHER TABLE IS TABLE SB-2, CHANGE IN INDEBTEDNESS DURING YEAR. WHEN BONDS WERE ISSUED PARTLY FOR HIGHWAY AND PARTLY FOR OTHER PURPOSES, SUCH ISSUES HAVE BEEN CHARGED TO STATE HIGHWAYS, TO COUNTY OR OTHER LOCAL ROADS AND STREETS AND TO NONHIGHWAY PURPOSES, RESPECTIVELY, IN PROPORTION TO THE AMOUNTS OF THE ORIGINAL ISSUES FOR THESE PURPOSES, WITH THE NONHIGHWAY PORTION BEING OMITTED FROM THESE TABLES. ALSO OMITTED ARE OBLIGATIONS ISSUED FOR TERMS OF LESS THAN TWO YEARS.

2/ ALL BONDS ARE CONSIDERED TO BE FOR CONSTRUCTION OF HIGHWAYS UNLESS OTHERWISE IDENTIFIED AS REFUNDING.

3/ COINCIDES WITH DATE BONDS BEGAN TO BEAR INTEREST, UNLESS NOTED OTHERWISE.

4/ PAYMENT BY BOND PURCHASER FOR INTEREST ACCRUED FROM DATE OF ISSUE TO DATE OF SALE.

5/ 'POSTED RATE' IS DECLARED RATE PRINTED ON BONDS.

6/ WHEN AN ASTERISK APPEARS IN THIS COLUMN, THE BONDS ARE UNDERSTOOD TO BE SECURED BY THE FULL FAITH AND CREDIT OF THE STATE, IN ADDITION TO THE SPECIFIC REVENUES DEDICATED BY LAW TO DEBT SERVICE.





STATE OBLIGATIONS FOR HIGHWAYS - 1980

CHANGE IN INDEBTEDNESS DURING YEAR <sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-2  
SHEET 3 OF 3  
SEPTEMBER 1981

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1	OBLIGATIONS ISSUED <sup>2/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31 <sup>4/</sup>	NET INDEBTEDNESS DECEMBER 31
	ISSUE	CLASSI- FICATION <sup>2/</sup>		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT RESERVES AND DEBT RESERVES	BY REFUNDING	TOTAL			
SOUTH CAROLINA	STATE HIGHWAY BONDS	A	83,000	-	-	-	9,500	-	9,500	73,500	-	73,500
TENNESSEE	STATE HIGHWAY BONDS	A	170,270	-	-	-	15,720	-	15,720	154,550	-	154,550
TEXAS	TOLL FACILITY BONDS	B	128,485	-	-	-	3,315	-	3,315	125,170	756	124,414
VERMONT	STATE HIGHWAY BONDS	A	81,640	11,099	-	11,099	8,495	-	8,495	84,244	-	84,244
VIRGINIA	TOLL FACILITY BONDS	B	282,787	-	-	-	13,547	-	13,547	269,240	-	269,240
WASHINGTON	STATE HIGHWAY BONDS	A	221,025	-	-	-	7,615	-	7,615	213,410	-	213,410
	TOLL FACILITY BONDS	B	35,700	-	-	-	1,610	-	1,610	34,090	-	34,090
	STATE ISSUES FOR LOCAL ROADS	C	184,445	-	-	-	5,950	-	5,950	178,495	-	178,495
	TOTAL		441,170	-	-	-	15,175	-	15,175	425,995	-	425,995
WEST VIRGINIA	STATE HIGHWAY BONDS	A	747,520	50,000	-	50,000	40,172	-	40,172	757,348	-	757,348
	TOLL FACILITY BONDS	B	133,000	-	-	-	-	-	-	133,000	-	133,000
	TOTAL		880,520	50,000	-	50,000	40,172	-	40,172	890,348	-	890,348
WISCONSIN	STATE HIGHWAY BONDS	A	178,181	7,733	-	7,733	12,650	-	12,650	173,264	-	173,264
SUMMARY	STATE HIGHWAY BONDS	A	11,961,682	724,103	-	724,103	686,134	56,790	742,924	11,942,862	465,749	11,477,113
	TOLL FACILITY BONDS	B	7,322,090	283,065	6,440	289,505	315,202	18,145	333,347	7,278,247	710,733	6,373,389
	STATE ISSUES FOR LOCAL ROADS	C	782,199	121,223	-	121,223	20,898	11,910	32,808	870,614	120,070	750,454
	GRAND TOTAL		20,065,971	1,128,391	6,440	1,134,831	1,022,234	86,845	1,109,079	20,091,723	1,296,552	18,600,956

<sup>1/</sup> SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES. THE FOLLOWING STATES REPORTED NO INDEBTEDNESS DURING 1980: ARKANSAS, COLORADO, IDAHO, MISSOURI, MONTANA, NEVADA, NORTH DAKOTA, SOUTH DAKOTA, UTAH, AND WYOMING.  
<sup>2/</sup> FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN

ACCORDANCE WITH TYPES OF ISSUES SUMMARIZED ON SHEET 3.

<sup>3/</sup> SEE TABLE SB-1 FOR ADDITIONAL INFORMATION.

<sup>4/</sup> BALANCES IN THIS COLUMN EXCLUDE AMOUNTS KNOWN TO BE RESERVED SOLELY FOR INTEREST PAYMENTS.





# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES - 1980<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-38  
SHEET 3 OF 3  
SEPTEMBER 1981

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON JANUARY 1 2/		HIGHWAY-USER REVENUES	ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCES-SIONS AND RENTALS	MISCEL-LANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRU-CTION, OPERATION ETC.	RESERVES FOR DEBT SERVICE							
TEXAS	MOUNTAIN CREEK LAKE BRIDGE	TEXAS TURNPIKE AUTHORITY	1,024	756	-	542	-	196	-	-	738
	HOUSTON SHIP CHANNEL BRIDGE	TEXAS TURNPIKE AUTHORITY	42,574	39,235	-	-	-	3,052	-	-	3,052
	DALLAS NORTH TOLLWAY	TEXAS TURNPIKE AUTHORITY	5,571	1,456	-	6,575	-	635	-	2	7,216
	TOTAL		49,169	41,487	-	7,117	-	3,887	-	2	11,006
VIRGINIA	CHESAPEAKE BAY BRIDGE AND TUNNEL SYSTEM	CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT	2,146	5,763	-	16,272	-	576	-	323	17,171
	ELIZABETH RIVER BRIDGE AND TUNNELS	VIRGINIA DEPARTMENT OF HIGHWAYS	5,292	1,221	-	5,191	-	421	-	372	5,984
	NORFOLK-VIRGINIA BEACH TOLL ROAD	VIRGINIA DEPARTMENT OF HIGHWAYS	16,321	2,241	250	6,118	-	1,733	-	-	8,101
	RICHMOND-PETERSBURG TURNPIKE	RICHMOND-PETERSBURG TURNPIKE AUTHORITY	25,212	3,284	108	17,787	-	1,282	-	2	19,179
	JAMESTOWN FERRY	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	2,015	259	-	-	-	-	2,274
TOTAL		48,971	12,509	2,373	45,627	-	4,012	-	697	52,709	
WASHINGTON	HOOD CANAL BRIDGE; PUGET SOUND FERRY SYSTEM	WASHINGTON TOLL BRIDGE AUTHORITY	2,125	4,389	25,144	36,343	-	783	-	1,387	63,657
	MAPLE STREET (SPOKANE) BRIDGE	WASHINGTON TOLL BRIDGE AUTHORITY	71	100	-	573	-	7	-	-	580
	SECOND LAKE WASHINGTON BRIDGE	WASHINGTON TOLL BRIDGE AUTHORITY	4,085	-	-	-	-	371	-	11	382
	TOTAL		6,281	4,489	25,144	36,916	-	1,161	-	1,398	64,619
WEST VIRGINIA	WEST VIRGINIA TURNPIKE	WEST VIRGINIA TURNPIKE COMMISSION	1,244	-	-	13,611	-	371	473	54,176	78,631
SUMMARY	TOTAL BRIDGE AND TUNNEL FACILITIES		284,624	470,144	51,241	462,653	2,740	56,338	2,099	4,043	579,114
	TOTAL ROAD FACILITIES		804,350	1,263,330	45,107	941,364	268,320	152,902	45,962	75,770	1,530,425
	TOTAL FERRY FACILITIES		4,313	3,889	10,041	20,654	-	-	-	29,359	60,093
	GRAND TOTAL		1,093,287	1,737,353	107,389	1,424,671	271,060	209,240	48,061	109,211	2,169,632

1/ SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-38 AND 48 ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE AND QUASI-STATE TOLL FACILITIES, INCLUDING (A) THOSE OWNED OR OPERATED BY STATE HIGHWAY AGENCIES, (B) THOSE THE TITLE OF WHICH WILL ULTIMATELY BE VESTED IN THE STATE, AND (C) OTHER MAJOR FACILITIES THAT HAVE MORE THAN LOCAL IMPORTANCE. FORMER TOLL FACILITIES, NOW TOLL-FREE, ARE INCLUDED WHERE BONDED INDEBTEDNESS IS STILL OUTSTANDING. OTHER FACILITIES FOR WHICH NO

TOLLS ARE SHOWN WERE UNDER CONSTRUCTION, OR PRELIMINARY COSTS HAD BEEN INCURRED DURING THE YEAR. DATA FOR PUBLIC AND QUASI-PUBLIC FACILITIES OPERATED BY OR FOR COUNTIES, LOCAL ROAD AND BRIDGE DISTRICTS AND MUNICIPALITIES ARE SHOWN IN TABLES LF-32 AND 42, AND UF-32 AND 42.  
2/ INCLUDES FUNDS OF SPECIAL TOLL AUTHORITIES AS WELL AS STATE HIGHWAY AGENCY FUNDS DEDICATED FOR TOLL FACILITY CONSTRUCTION, MAINTENANCE, OPERATION, AND DEBT SERVICE.







# DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES - 1980

TABLE SF-4B  
SHEET 3 OF 3  
SEPTEMBER 1981

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATIONS 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY LAW ENFORCE- MENT	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPEN- DITURES	TRANSFERS TO STATE OR FOR OTHER PURPOSES 3/	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31 4/	
											RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
RHODE ISLAND	MT. HOPE AND JAMESTOWN-NEWPORT BRIDGES	8	1,906	-	-	2,665	398	4,977	-	4,977	3,706	-10,011
TEXAS	MOUNTAIN CREEK LAKE BRIDGE	153	286	-	-	636	40	1,115	-	1,115	584	717
	HOUSTON SHIP CHANNEL BRIDGE	29,193	-	151	-	7,488	-	36,832	-	36,832	16,147	31,883
	DALLAS NORTH TOLLWAY	706	1,232	1,034	417	631	3,067	7,087	1,128	8,215	4,587	1,481
	TOTAL	30,052	1,518	1,185	417	8,755	3,107	45,034	1,128	46,162	21,418	34,081
VIRGINIA	CHESAPEAKE BAY BRIDGE AND TUNNEL SYSTEM	-	1,710	695	147	11,208	2,887	16,647	-	16,647	2,250	6,172
	ELIZABETH RIVER BRIDGE AND TUNNELS	8	2,780	740	-	158	1,423	5,109	-	5,109	6,759	529
	NORFOLK-VIRGINIA BEACH TOLL ROAD	715	821	111	-	1,118	1,038	3,803	-	3,803	20,749	2,112
	RICHMOND-PETERSBURG TURNPIKE	-	8,780	724	638	3,284	7,500	20,926	-	20,926	23,837	2,913
	JAMESTOWN FERRY	-	2,274	-	-	-	-	2,274	-	2,274	-	-
TOTAL	723	16,365	2,270	785	15,768	12,648	48,759	-	48,759	53,605	11,826	
WASHINGTON	HOOD CANAL BRIDGE; PUGET SOUND FERRY SYSTEM	-	61,608	-	-	1,097	1,440	64,145	-	64,145	3,366	2,659
	MAPLE STREET (SPOKANE) BRIDGE	-	245	-	-	170	170	585	-	585	55	112
	SECOND LAKE WASHINGTON BRIDGE	-	32	-	-	-	-	32	2,144	3,176	1,292	-
	TOTAL	-	61,885	-	-	1,267	1,610	64,762	3,144	67,906	4,713	2,771
WEST VIRGINIA	WEST VIRGINIA TURNPIKE	64,166	4,573	346	627	5,322	-	75,034	-	75,034	249	4,592
SUMMARY	TOTAL BRIDGE AND TUNNEL FACILITIES	118,494	207,985	49,027	4,740	97,006	54,147	531,399	79,454	610,853	254,802	468,226
	TOTAL ROAD FACILITIES	324,661	388,772	83,953	51,820	264,648	242,384	1,356,238	10,764	1,367,002	871,550	1,359,545
	TOTAL FERRY FACILITIES	-	53,624	1,636	-	2,179	2,441	59,340	-	59,340	4,525	366
	GRAND TOTAL	443,155	650,381	134,676	56,560	363,833	298,972	1,947,577	90,218	2,037,795	1,130,877	1,831,599

Highway Finance

1/ SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3B AND 4B ARE CONCERNED WITH RECEIPTS AND DISBURSEMENTS FOR STATE AND QUASI-STATE TOLL FACILITIES, INCLUDING (A) THOSE OWNED OR OPERATED BY STATE HIGHWAY AGENCIES, (B) THOSE THE TITLE OF WHICH WILL ULTIMATELY BE VESTED IN THE STATE, AND (C) OTHER MAJOR FACILITIES THAT HAVE MORE THAN LOCAL IMPORTANCE. FORMER TOLL FACILITIES, NOW TOLL-FREE, ARE INCLUDED WHERE BONDED INDEBTEDNESS IS STILL OUTSTANDING. FACILITIES FOR WHICH NO TOLLS ARE SHOWN WERE UNDER CONSTRUCTION, OR PRELIMINARY COSTS HAD BEEN INCURRED DURING THE YEAR. DATA FOR PUBLIC AND QUASI-PUBLIC FACILITIES OPERATED BY OR FOR

COUNTIES, LOCAL ROAD AND BRIDGE DISTRICTS, AND MUNICIPALITIES ARE SHOWN IN TABLES LF-32 AND 42, AND UF-32 AND 42.  
2/ INCLUDES COSTS OF TOLL COLLECTION.  
3/ TOLL REVENUES TRANSFERRED TO STATE HIGHWAY AGENCIES APPEAR IN TABLE SF-3. OTHER AMOUNTS ARE ASSUMED TO HAVE BEEN SPENT FOR OTHER THAN HIGHWAY PURPOSES.  
4/ INCLUDES FUNDS OF SPECIAL TOLL AUTHORITIES AS WELL AS STATE HIGHWAY AGENCY FUNDS DEDICATED FOR TOLL FACILITY CONSTRUCTION, MAINTENANCE, OPERATION, AND DEBT SERVICE.

# STATE RECEIPTS AND DISBURSEMENTS FOR MASS TRANSPORTATION - 1980

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SMT  
SEPTEMBER 1981

STATE	RECEIPTS								DISBURSEMENTS						
	HIGHWAY- USER TAX REVENUES 1/	ROAD AND CROSSING TOLLS	OTHER IMPOSTS, GENERAL FUND REVENUES	FEDERAL FUNDS	TRANSFERS FROM LOCAL GOVERN- MENTS	BOND PROCEEDS	MISCEL- LANEOUS	TOTAL RECEIPTS	CAPITAL OUTLAY	OPERATING ASSISTANCE	ADMINIS- TRATION	DEBT SERVICE	TRANSFERS	OTHER	TOTAL DISBURSE- MENTS
ALABAMA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ALASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ARIZONA	-	-	392	49	95	-	536	596	-	-	-	-	-	596	
ARKANSAS	1,152	-	-	-	-	-	1,152	353	189	-	-	610	-	1,152	
CALIFORNIA	40,857	8,538	96,754	-	-	-	156,228	9,630	79,026	20,633	-	33,011	-	142,300	
COLORADO	504	-	-	-	-	-	504	-	-	-	-	20	484	504	
CONNECTICUT	26,872	-	3,396	31,402	-	25,031	87,426	27,566	46,126	6,714	6,551	-	-	86,957	
DELAWARE	-	2,495	-	-	-	-	2,041	4,536	4,170	366	-	-	-	4,536	
DIST. OF COL.	27,042	-	39,730	-	-	-	66,772	-	-	-	-	66,772	-	66,772	
FLORIDA	3,312	-	-	2,796	-	-	6,108	3,237	916	1,955	-	-	-	6,108	
GEORGIA	-	-	2,779	305	-	-	3,084	-	-	1,337	-	1,747	-	3,084	
HAWAII	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IDAHO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ILLINOIS	274	-	58,011	1,684	-	40,004	99,973	29,071	51,268	1,214	22,698	-	-	104,251	
INDIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IOWA	1,229	-	2,000	955	-	-	4,184	-	-	1,175	-	2,848	162	4,185	
KANSAS	217	-	-	740	85	-	1,042	-	-	217	-	945	-	1,162	
KENTUCKY	-	-	1,457	1,914	55	-	3,426	1,274	-	194	-	613	250	2,331	
LOUISIANA	-	-	10,854	213	-	-	11,067	4,602	1,321	5,143	-	-	-	11,066	
MAINE	200	-	-	-	-	-	200	119	73	8	-	-	-	200	
MARYLAND	119,585	2,400	5,366	113,106	-	-	279,969	162,290	71,578	1,715	19,188	9,091	7,377	271,239	
MASSACHUSETTS	28,145	-	34,223	29,328	-	-	91,696	-	-	-	-	91,696	-	91,696	
MICHIGAN	26,895	-	23,206	1,103	3,808	81,470	153,835	57,607	23,191	5,155	5,236	42,173	1,170	134,532	
MINNESOTA	1,354	-	-	-	-	-	1,354	181	-	269	12	358	534	1,354	
MISSISSIPPI	3	-	-	40	7	-	50	-	-	-	-	-	50	50	
MISSOURI	-	-	668	3,318	-	-	3,986	965	2,064	290	-	668	-	3,987	
MONTANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEBRASKA	500	-	1,122	-	-	-	1,622	263	1,190	169	-	-	-	1,622	
NEVADA	-	-	-	116	-	-	116	-	-	-	-	116	-	116	
NEW HAMPSHIRE	117	-	-	-	-	-	117	44	-	73	-	-	-	117	
NEW JERSEY	69,417	-	-	96,753	-	-	166,170	4,554	135,961	9,768	15,886	-	-	166,169	
NEW MEXICO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW YORK	206,092	52,335	-	-	-	-	258,427	11,448	-	55	-	246,924	-	258,427	
NORTH CAROLINA	-	-	940	3,223	-	-	4,163	2,494	-	1,667	-	-	2	4,163	
NORTH DAKOTA	317	-	-	307	-	-	624	202	334	89	-	-	-	625	
OHIO	15,212	-	15,829	3,041	-	-	34,082	11,521	22,231	300	-	29	-	34,081	
OKLAHOMA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
OREGON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PENNSYLVANIA	-	12,264	125,529	-	-	-	2/ 20,022	157,815	40,061	106,721	3,673	7,720	616	158,791	
RHODE ISLAND	9,485	-	-	-	-	-	9,485	1,502	7,957	26	-	-	-	9,485	
SOUTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH DAKOTA	138	-	-	155	-	-	293	113	89	92	-	-	-	294	
TENNESSEE	-	-	-	1,294	-	-	1,294	3,279	1,261	860	-	-	-	5,400	
TEXAS	15,220	-	-	224	-	-	15,444	-	-	493	-	10,126	-	10,619	
UTAH	-	-	274	221	-	-	495	-	-	140	-	205	150	495	
VERMONT	555	-	6	-	-	344	905	620	285	-	-	-	-	905	
VIRGINIA	17,862	-	-	915	-	-	18,876	-	-	2,041	-	16,836	-	18,877	
WASHINGTON	32,300	-	-	985	-	-	33,297	2,157	216	435	-	32,300	-	35,108	
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	17,577	-	-	-	-	-	17,577	-	17,577	-	-	-	-	17,577	
WYOMING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>TOTAL</b>	<b>662,133</b>	<b>78,032</b>	<b>422,536</b>	<b>294,187</b>	<b>4,050</b>	<b>146,849</b>	<b>90,143</b>	<b>1,697,930</b>	<b>375,749</b>	<b>573,744</b>	<b>66,266</b>	<b>77,291</b>	<b>557,088</b>	<b>10,795</b>	<b>1,660,933</b>

1/ HIGHWAY-USER TAX REVENUES INCLUDE MOTOR-FUEL AND MOTOR-VEHICLE REVENUE.  
2/ INCLUDES \$37,388,909 IN MARYLAND FROM BUS FARES AND IN PENNSYLVANIA THE

ENTIRE AMOUNT IS FROM THE LOTTERY FUND.

Highway Finance

RECEIPTS OF COUNTIES AND TOWNSHIPS FOR HIGHWAYS - 1979

TABLE LF-1 SEPTEMBER 1981

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

Table with columns: STATE, PROPERTY TAXES AND SPECIAL ASSESSMENTS, GENERAL FUND APPROPRIATIONS, LOCAL HIGHWAY-USER IMPOSTS, OTHER LOCAL IMPOSTS, ROAD AND CROSSING TOLLS, TRAFFIC FINES, MISCELLANEOUS, TOTAL, MUNICIPALITIES, HIGHWAY-USER IMPOSTS, OTHER, FEDERAL, TOTAL, BONDS AND NOTES, TOTAL RECEIPTS. Includes handwritten notes like 'PK6' and 'AC10 AC11 AC12 AC13'.

THIS TABLE IS ONE OF A SERIES (LF-1, 2, 3, 4, 5 AND LB-2) PROVIDING THE FINANCING OF ROADS, STREETS AND TOLL FACILITIES BY COUNTY AND TOWNSHIP GOVERNMENTS. SIMILAR INFORMATION FOR INCORPORATED AND OTHER MUNICIPAL GOVERNMENTS ARE GIVEN IN THE LF-1 SERIES. REFERENCE SHOULD BE MADE TO THE "INTRODUCTION" AND "HIGHWAY FINANCE" TEXTUAL SECTIONS OF THE FINANCIAL STATISTICS FOR ADDITIONAL INFORMATION CONCERNING LOCAL GOVERNMENT STRUCTURE AND HIGHWAY FINANCING, RESPECTIVELY. THE STATE FUNDS FOR HIGHWAY FINANCING ARE LISTED IN THE STATE FINANCE TABLE. IN SOME STATES THESE FUNDS MAY BE COMINGLED OR INTERCHANGED. AVAILABLE FOR SOME STATES THESE FUNDS MAY BE COMINGLED OR INTERCHANGED. UP-11 1/2 INCLUDES PARKING FACILITY FUNDS TRANSFERRED FOR HIGHWAY FUNCTIONS. REFER TO TABLE UP-11 1/2, NOTE 3. INCLUDES APPROPRIATIONS FROM THE STATE GENERAL FUNDS AND MISCELLANEOUS STATE TAXES, I.E. SEVERANCE TAXES, RACING FEES, ETC.

INCLUDES PAYMENTS IN LIEU OF TAXES, FLOOD RELIEF, HIGHWAY SAFETY AND OTHER MISCELLANEOUS SERIES. FEDERAL-AID SECONDARY FUNDS ARE EXCLUDED AND ARE SHOWN IN THE STATE HIGHWAY FINANCE SERIES. COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE (EXCEPT TRANSACTIONS UNDER PROVISIONS OF THE 1945 SUBURBAN COMMUNITY ROAD ACT), NORTH CAROLINA, WEST VIRGINIA, TEN COUNTIES IN ALABAMA, ALL BUT TWO COUNTIES IN VIRGINIA AND IN MARYLAND THE STATE PERFORMS THE HIGHWAY FUNCTION IN SIX COUNTIES. DATA FOR THESE SYSTEMS ARE INCLUDED IN THE STATE HIGHWAY FINANCE SERIES. NONE OF THE RURAL TYPE BOROUGHS HAVE ASSUMED ROAD AND STREET FUNCTIONS OR RECEIVED STATE-AID FOR ROAD MAINTENANCE. 1979 LOCAL HIGHWAY FINANCE DATA NOT REPORTED.

















# RECEIPTS OF COUNTY TOLL FACILITIES - 1979<sup>1</sup>

COMPILED FOR CALENDER YEAR  
FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

TABLE LF-32  
SEPTEMBER 1981

STATE	NAME OF FACILITY	OPERATING AUTHORITY	ROAD AND CROSSING TOLLS	NET INVESTMENT INCOME	CONCESSIONS AND RENTALS	MISCELLANEOUS	BOND PROCEEDS	TOTAL RECEIPTS
California	GOLDEN GATE BRIDGE	GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT	17,462	1,382	-	-	-	18,844
Florida	BELLEAIR BEACH TOLL CAUSEWAY BISCAYNE KEY (RICKENBACKER) CAUSEWAY CARD SOUND TOLL BRIDGE SANIBEL-CAPTIVA TOLL BRIDGE AND CAUSEWAY VENETIAN CAUSEWAY TOTAL	PINELLAS COUNTY DADE COUNTY PORT AUTHORITY MONROE COUNTY LEE COUNTY DADE COUNTY PORT AUTHORITY	- 913 399 1,945 182 3,439	44 341 17 257 - 659	- - - - - -	3 - - 20 287 1,697	- - - 12,000 - 12,000	47 2,641 416 14,222 469 17,795
Georgia	BRUNSWICK-ST SIMON BRIDGE AND CAUSEWAY CHATHAM COUNTY TOLL ROAD AND BRIDGE ISLANDS EXPRESSWAY TOTAL	GLYNN COUNTY CHATHAM COUNTY	506 369 875	34 20 54	- - -	11 - 11	- - -	551 389 940
Illinois	NEW HARMONY BRIDGE	WHITE COUNTY BRIDGE COMMISSION	133	-	2	-	-	135
Louisiana	GREATER NEW ORLEANS EXPRESSWAY LUTCHER-VACHERIE FERRY TOTAL	GREATER NEW ORLEANS EXPRESSWAY COMMISSION ST JAMES PARISH	4,288 141 4,429	1,318 - 1,318	- - -	3,441 234 3,675	1,420 - 1,420	10,467 375 10,842
Maryland	BEAR CREEK BRIDGES	BALTIMORE COUNTY REVENUE AUTHORITY	634	45	17	-	-	696
Michigan 2/	DRUMMOND ISLAND FERRY	CHIPPEWA COUNTY ROAD COMMISSION	231	-	-	136	-	367
Missouri	PLATTE PURCHASE BRIDGE ST FRANCISVILLE BRIDGE TOTAL	PLATTE COUNTY WAYLAND SPECIAL ROAD DISTRICT	356 48 404	24 4 28	18 - 18	- - -	- - -	398 52 450
Nebraska	BURT COUNTY MISSOURI RIVER (DECATUR) BRIDGE MORMON PIONEER MEMORIAL BRIDGE TOTAL	BURT COUNTY BRIDGE COMMISSION NORTH OMAHA BRIDGE COMMISSION	172 140 312	6 14 20	8 - 8	- 1 1	- - -	186 155 341
New Jersey	BURLINGTON-BRISTOL BRIDGE TACONY-PALMYRA BRIDGE CAPE MAY COUNTY BRIDGES TOTAL	BURLINGTON COUNTY BRIDGE COMMISSION BURLINGTON COUNTY BRIDGE COMMISSION CAPE MAY BRIDGE COMMISSION	1,254 3,467 1,548 6,269	397 - 109 506	- - - -	- 2 - 2	- - - -	1,651 3,469 1,657 6,777
New York	ATLANTIC BEACH BRIDGE BEMUS POINT-STOW FERRY TOTAL	NASSAU COUNTY BRIDGE AUTHORITY CHAUTAUGUA COUNTY	922 42 964	89 - 89	- - -	- 27 27	- - -	1,011 69 1,080
Texas	CAMERON COUNTY INTERNATIONAL TOLL BRIDGE ROMA INTERNATIONAL TOLL BRIDGE SAN LUIS PASS-VACEK BRIDGE TOTAL	CAMERON COUNTY STARR COUNTY GALVESTON COUNTY	1,149 215 270 1,634	45 10 98 153	54 15 - 69	- 1,530 130 1,660	- - - -	1,248 1,770 498 3,516
Washington	GUEMES ISLAND FERRY LUMMI ISLAND-GOOSEBERRY POINT FERRY PUGET ISLAND FERRY STEILACOOM(TACOMA-MCNEIL-ANDERSON) FERRY TOTAL	SKAGIT COUNTY WHATCOM COUNTY WAHKIACUM COUNTY PIERCE COUNTY	107 176 41 141 465	- - - - -	- - - - -	457 171 74 642 1,344	- - - - -	564 347 115 783 1,809
<b>GRAND TOTAL</b>			<b>37,251</b>	<b>4,254</b>	<b>114</b>	<b>8,553</b>	<b>13,420</b>	<b>63,592</b>

Highway Finance

1/ THIS TABLE IS CONCERNED WITH THE RECEIPTS FOR PUBLICLY-OWNED FACILITIES OPERATED BY COUNTY GOVERNMENTS, LOCAL ROAD AND BRIDGE DISTRICTS AND SPECIALLY CREATED AUTHORITIES. FACILITIES OWNED BY COUNTIES BUT LOCATED IN URBAN AREAS ARE

ALSO INCLUDED. FOR ADDITIONAL INFORMATION ON LOCAL HIGHWAY FINANCE SERIES, SEE NOTE 1 OF TABLE LF-1.

2/ 1979 DATA FOR IRONTON FERRY NOT REPORTED.

# DISBURSEMENTS BY COUNTY TOLL FACILITIES - 1979<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

TABLE LF-42  
SEPTEMBER 1981

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION AND MISCELLANEOUS	TRAFFIC POLICE	INTEREST	RETIREMENT	SUBTOTAL CURRENT DISBURSEMENTS	TRANSFERS 2/	TOTAL DISBURSEMENTS	DEBT OUTSTANDING	
											BEGINNING OF YEAR	AT END OF YEAR
California	GOLDEN GATE BRIDGE 3/	606	8,659	3,345	-	-	-	12,650	1,713	14,363	-	-
Florida	BELLEAIR BEACH TOLL CAUSEWAY	34	66	10	-	-	-	110	-	110	-	-
	BISCAYNE KEY (RICKENBACKER) CAUSEWAY	10	1,308	106	-	88	410	1,922	-	1,922	1,760	1,350
	CARD SOUND TOLL BRIDGE	-	162	-	-	113	170	445	-	445	2,010	1,840
	SANIBEL-CAPTIVA TOLL BRIDGE AND CAUSEWAY	205	228	425	-	-	-	858	30	888	-	12,000
	VENETIAN CAUSEWAY	4	412	53	-	-	-	469	-	469	-	-
	TOTAL	253	2,176	594	-	201	580	3,804	30	3,834	3,770	15,190
Georgia	BRUNSWICK-ST SIMON BRIDGE AND CAUSEWAY	-	289	60	-	2	140	491	-	491	140	-
	CHATHAM COUNTY TOLL ROAD AND BRIDGE ISLANDS EXPRESSWAY	-	97	26	-	19	270	412	-	412	488	218
	TOTAL	-	386	86	-	21	410	903	-	903	628	218
Illinois	NEW HARMONY BRIDGE	-	121	20	-	-	-	141	2	143	-	-
Louisiana	GREATER NEW ORLEANS EXPRESSWAY	1,175	2,035	5	-	3,904	1,867	8,986	-	8,986	66,995	66,580
	LUTCHER-VACHERIE FERRY	-	279	59	-	-	-	338	-	338	-	-
	TOTAL	1,175	2,314	64	-	3,904	1,867	9,324	-	9,324	66,995	66,580
Maryland	BEAR CREEK BRIDGES	-	16	359	-	65	180	620	-	620	2,025	1,845
Michigan	DRUMMOND ISLAND FERRY	-	315	52	-	-	-	367	-	367	-	-
Missouri	PLATTE PURCHASE BRIDGE	6	139	28	-	137	125	435	-	435	3,692	3,551
	ST FRANCISVILLE BRIDGE	-	55	6	-	-	-	61	-	61	-	-
	TOTAL	6	194	34	-	137	125	496	-	496	3,692	3,551
Nebraska	BURT COUNTY MISSOURI RIVER (DECATUR) BRIDGE	-	63	12	-	4	50	129	-	129	1,800	1,750
	MORMON PIONEER MEMORIAL BRIDGE	10	51	40	-	8	407	516	51	567	407	-
	TOTAL	10	114	52	-	12	457	645	51	696	2,207	1,750
New Jersey	BURLINGTON-BRISTOL BRIDGE	404	678	442	167	-	-	1,691	-	1,691	-	-
	TACONY-PALMYRA BRIDGE	304	1,981	1,342	455	-	-	4,082	-	4,082	-	-
	CAPE MAY COUNTY BRIDGES	79	652	710	-	69	120	1,630	-	1,630	1,815	1,695
	TOTAL	787	3,311	2,494	622	69	120	7,403	-	7,403	1,815	1,695
New York	ATLANTIC BEACH BRIDGE	-	800	522	-	-	-	1,322	-	1,322	-	-
	BEMUS POINT-STOW FERRY	-	69	-	-	-	-	69	-	69	-	-
	TOTAL	-	869	522	-	-	-	1,391	-	1,391	-	-
Texas	CAMERON COUNTY INTERNATIONAL TOLL BRIDGE	-	140	90	-	17	-	247	-	247	705	705
	ROMA INTERNATIONAL TOLL BRIDGE	1,563	78	84	-	18	18	1,761	27	1,788	329	311
	SAN LUIS PASS-VACEK BRIDGE	3	71	73	-	128	100	375	-	375	3,120	3,020
	TOTAL	1,566	289	247	-	163	118	2,383	27	2,410	4,154	4,036
Washington	GUEMES ISLAND FERRY	313	303	-	-	-	-	616	-	616	-	-
	LUMMI ISLAND-GOOSEBERRY POINT FERRY	45	302	-	-	-	-	347	-	347	-	-
	PUGET ISLAND FERRY	-	115	-	-	-	-	115	-	115	-	-
	STEILACOOM(TACOMA-MCNEIL-ANDERSON) FERRY	244	539	-	-	-	-	783	-	783	-	-
	TOTAL	602	1,259	-	-	-	-	1,861	-	1,861	-	-
<b>GRAND TOTAL</b>		<b>5,005</b>	<b>20,063</b>	<b>7,869</b>	<b>622</b>	<b>4,572</b>	<b>3,857</b>	<b>41,988</b>	<b>1,823</b>	<b>43,811</b>	<b>85,286</b>	<b>94,865</b>

1/ THIS TABLE IS CONCERNED WITH THE DISBURSEMENTS FOR PUBLICLY-OWNED FACILITIES OPERATED BY COUNTY GOVERNMENTS, LOCAL ROAD AND BRIDGE DISTRICTS AND SPECIALLY CREATED AUTHORITIES. FOR ADDITIONAL INFORMATION REFER TO THE INITIAL NOTES OF TABLES LF-1 AND LF-32.

2/ PAYMENTS TO RESPECTIVE COUNTY GENERAL FUNDS FOR HIGHWAY AND OTHER PURPOSES.  
3/ TRANSFERS OF \$1,713,000 FOR TRANSPORTATION RELATED ITEMS.

# RECEIPTS OF MUNICIPAL TOLL FACILITIES - 1979 <sup>1</sup>

COMPILED FOR CALENDER YEAR  
FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

TABLE UF-32  
SEPTEMBER 1981

STATE	NAME OF FACILITY	OPERATING AUTHORITY	ROAD AND CROSSING TOLLS	NET INVESTMENT INCOME	CONCESSIONS AND RENTALS	MISCELLANEOUS	BOND PROCEEDS	TOTAL RECEIPTS
Colorado	PIKES PEAK TOLL HIGHWAY	CITY OF COLORADO SPRINGS	524	10	97	22	-	653
Florida	BROAD CAUSEWAY	TOWN OF BAY HARBOR ISLANDS	881	20	38	-	-	939
	CLEARWATER TOLL BRIDGE	CITY OF CLEARWATER	607	227	-	-	8	842
	TREASURE ISLAND CAUSEWAY	CITY OF TREASURE ISLAND	741	84	-	-	-	825
	TOTAL		2,229	331	38	-	8	2,606
Illinois	CHICAGO SKYWAY TOLL BRIDGE	CITY OF CHICAGO	8,850	225	-	164	-	9,239
	CHESTER (MISSISSIPPI RIVER) BRIDGE	CITY OF CHESTER	379	15	5	-	-	399
	MCKINLEY BRIDGE	CITY OF VENICE	1,235	72	-	253	-	1,560
	MARTIN LUTHER KING (VETERANS MEMORIAL) BRIDGE	CITY OF EAST ST LOUIS	406	3	13	-	-	422
	ROCK ISLAND CENTENNIAL BRIDGE	CITY OF ROCK ISLAND	1,038	12	-	-	-	1,050
	TOTAL		11,908	327	18	417	-	12,670
Iowa	KEOKUK MUNICIPAL BRIDGE	CITY OF KEOKUK	505	21	41	1	-	568
	MACARTHUR (BURLINGTON) BRIDGE	CITY OF BURLINGTON	749	137	-	1	-	887
	TOTAL		1,254	158	41	2	-	1,455
Minnesota	BAUDETTE-RAINY RIVER INTERNATIONAL BRIDGE	VILLAGE OF BAUDETTE	210	11	8	1	-	230
Missouri	BROADWAY BRIDGE	CITY OF KANSAS CITY	1,096	165	-	-	-	1,261
Nebraska	BELLEVUE BRIDGE	BELLEVUE BRIDGE COMMISSION	224	8	1	-	-	233
New York	TRIBOROUGH BRIDGES AND TUNNELS <sup>2/</sup>	TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY	192,133	23,606	2,651	-	-	218,390
	BATTERY STATEN ISLAND FERRY	CITY OF NEW YORK	3,065	-	1,053	22,557	1,544	28,219
	TOTAL		195,198	23,606	3,704	22,557	1,544	246,609
Oregon	CASCADE LOCKS BRIDGE	PORT OF CASCADE LOCKS COMMISSION	465	10	-	-	-	475
	HOOD RIVER, ORE.-WHITE SALMON, WASH. BRIDGE	PORT OF HOOD RIVER COMMISSION	659	57	-	-	-	716
	TOTAL		1,124	67	-	-	-	1,191
Texas	DEL RIO INTERNATIONAL BRIDGE	CITY OF DEL RIO	409	9	15	-	-	433
	EAGLE PASS-PIEDRAS NEGRAS INTERNATIONAL BRIDGE	CITY OF EAGLE PASS	697	13	5	-	-	715
	LAREDO-NUOVO LAREDO INTERNATIONAL BRIDGE	CITY OF LAREDO	1,379	101	23	-	-	1,503
	MCALLEN INTERNATIONAL TOLL BRIDGE	CITY OF MCALLEN	1,585	162	117	-	300	2,164
	EL PASO INTERNATIONAL BRIDGE	CITY OF EL PASO	477	-	-	-	-	477
	TOTAL		4,547	285	160	-	300	5,292
Virginia	RICHMOND EXPRESSWAY SYSTEM	RICHMOND METROPOLITAN AUTHORITY	6,206	3,825	-	295	1,850	12,176
West Virginia	DUNBAR CITY BRIDGE	DUNBAR CITY BRIDGE COMMISSION	460	42	4	-	-	506
	PARKERSBURG BRIDGE	CITY OF PARKERSBURG	1,135	5	-	-	-	1,140
	FAIRMONT BRIDGE	CITY OF FAIRMONT	172	2	-	-	-	174
	TOTAL		1,767	49	4	-	-	1,820
GRAND TOTAL			226,287	28,842	4,071	23,294	3,702	286,196

Highway Finance

<sup>1/</sup> THIS TABLE IS CONCERNED WITH THE RECEIPTS FOR PUBLICLY-OWNED FACILITIES OPERATED BY MUNICIPALITIES, LOCAL ROAD AND BRIDGE DISTRICTS AND SPECIALLY CREATED AUTHORITIES. FOR ADDITIONAL INFORMATION CONCERNING THE LOCAL HIGHWAY

FINANCE SERIES, SEE NOTE 1 OF TABLE LF-1.

<sup>2/</sup> PARKING FEES FROM BATTERY AND COLISEUM GARAGES ARE INCLUDED WITH RENTALS.

# DISBURSEMENTS BY MUNICIPAL TOLL FACILITIES - 1979<sup>1</sup>

COMPILED FOR CALENDER YEAR  
FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

TABLE UF-42  
SEPTEMBER 1981

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION AND MISCELLANEOUS	INTEREST	RETIREMENT	SUBTOTAL, CURRENT DISBURSEMENTS	TRANSFERS <sup>2/</sup>	TOTAL DISBURSEMENTS	DEBT OUTSTANDING	
										BEGINNING OF YEAR	AT END OF YEAR
Colorado	PIKES PEAK TOLL HIGHWAY	29	511	118	25	-	683	197	880	297	297
Florida	BROAD CAUSEWAY	32	473	176	4	-	685	228	913	97	97
	CLEARWATER TOLL BRIDGE TREASURE ISLAND CAUSEWAY	-	560 287	38 84	336 23	- 108	934 502	-	934 502	5,914 596	5,922 488
	TOTAL	32	1,320	298	363	108	2,121	228	2,349	6,607	6,507
Illinois	CHICAGO SKYWAY TOLL BRIDGE	-	4,515	206	4,333	-	9,054	81	9,135	101,000	101,000
	CHESTER (MISSISSIPPI RIVER) BRIDGE	52	238	64	23	25	402	12	414	455	430
	MCKINLEY BRIDGE	-	651	106	311	443	1,511	12	1,523	16,945	16,447
	MARTIN LUTHER KING (VETERANS MEMORIAL) BRIDGE	-	451	55	-	-	506	5	511	7,275	7,275
	ROCK ISLAND CENTENNIAL BRIDGE	-	629	82	151	135	997	23	1,020	2,665	2,530
	TOTAL	52	6,484	513	4,818	603	12,470	133	12,603	128,340	127,682
Iowa	KEOKUK MUNICIPAL BRIDGE	-	224	40	-	-	264	125	389	-	-
	MACARTHUR (BURLINGTON) BRIDGE	-	175	59	95	60	389	225	614	1,850	1,790
	TOTAL	-	399	99	95	60	653	350	1,003	1,850	1,790
Minnesota	BAUDETTE-RAINY RIVER INTERNATIONAL BRIDGE	-	47	35	43	82	207	-	207	968	886
Missouri	BROADWAY BRIDGE	-	483	41	417	-	941	-	941	5,640	5,640
Nebraska	BELLEVUE BRIDGE	-	65	10	181	-	256	-	256	2,800	2,800
New York	TRIBOROUGH BRIDGES AND TUNNELS <sup>3/</sup>	1,090	49,805	1,031	9,546	23,901	85,373	131,198	216,571	205,845	185,660
	BATTERY STATEN ISLAND FERRY	1,544	9,447	17,228	-	-	28,219	-	28,219	4,560	6,104
	TOTAL	2,634	59,252	18,259	9,546	23,901	113,592	131,198	244,790	210,405	191,764
Oregon	CASCADE LOCKS BRIDGE	-	124	33	38	55	250	179	429	760	705
	HOOD RIVER, ORE.-WHITE SALMON, WASH. BRIDGE	59	165	42	55	100	421	295	716	935	835
	TOTAL	59	289	75	93	155	671	474	1,145	1,695	1,540
Texas	DEL RIO INTERNATIONAL BRIDGE	-	65	64	4	30	163	275	438	95	65
	EAGLE PASS-PIEDRAS NEGRAS INTERNATIONAL BRIDGE	43	105	87	16	20	273	379	652	425	405
	LAREDO-NUOVO LAREDO INTERNATIONAL BRIDGE	-	157	128	150	-	445	1,856	2,301	4,615	4,615
	MCALLEN INTERNATIONAL TOLL BRIDGE	680	220	177	101	156	1,334	961	2,295	1,945	2,089
	EL PASO INTERNATIONAL BRIDGE	-	132	66	28	125	351	7	358	625	500
	TOTAL	723	679	522	311	331	2,566	3,478	6,044	7,705	7,674
Virginia	RICHMOND EXPRESSWAY SYSTEM	33	926	530	10,515	-	12,004	-	12,004	195,488	197,338
West Virginia	DUNBAR CITY BRIDGE	-	90	102	59	456	707	-	707	1,720	1,241
	PARKERSBURG BRIDGE	-	134	135	794	-	1,063	-	1,063	6,760	6,760
	FAIRMONT BRIDGE	-	51	20	21	-	92	-	92	490	490
	TOTAL	-	275	257	874	456	1,862	-	1,862	8,970	8,491
<b>GRAND TOTAL</b>		<b>3,562</b>	<b>70,730</b>	<b>20,757</b>	<b>27,281</b>	<b>25,695</b>	<b>148,026</b>	<b>136,058</b>	<b>284,084</b>	<b>570,765</b>	<b>552,409</b>

<sup>1/</sup> THIS TABLE IS CONCERNED WITH DISBURSEMENTS FOR PUBLICLY OWNED FACILITIES OPERATED BY MUNICIPALITIES, LOCAL ROAD/BRIDGE DISTRICTS AND SPECIALLY CREATED AUTHORITIES. REFER TO INITIAL NOTE ON TABLE UF-32 FOR NAMES OF OPERATING AUTHORITIES. FOR ADDITIONAL INFORMATION ON LOCAL HIGHWAY FINANCE SERIES, SEE TABLE LF-1, NOTE 1.

<sup>2/</sup> PAYMENTS TO RESPECTIVE MUNICIPAL GENERAL FUNDS FOR HIGHWAY AND OTHER PURPOSES.  
<sup>3/</sup> THE TRANSFERS COLUMN INCLUDES PAYMENT TO NEW YORK CITY TRANSIT AUTHORITY AND METROPOLITAN AUTHORITY OF \$70,019,000 AND \$46,019,000 RESPECTIVELY.



# ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE

This section presents data on the extent, characteristics, and performance of roads and streets existing in the United States as of December 31, 1980.

## Effects of Changes in Data Reporting Procedures

1980 data are, for the first time, based on the merged Highway Performance Monitoring System (HPMS). HPMS is now a combination of sample data on performance and physical characteristics from those facilities functionally classified as arterials and collectors, as well as system-type data for all road and street facilities within each State. Several States were not able to report their data in the HPMS format. Where this is true, they have, for the most part, provided aggregate areawide totals, and the included tables have utilized this data to the extent possible. Footnotes have been included where appropriate to explain missing data or data which have been estimated from the supplied totals based on previously available data.

## Modifications to Tables

Because the utilization of the HPMS reporting system has modified the coding and/or availability of certain data, all tables in this section have been reformatted and reorganized from previous years into a new series of data tables. Since data on municipalities are no longer collected, the tables reflect rural versus Federal-aid urban area breakdowns (or rural versus Federal-aid small urban and urbanized area breakdowns). The emphasis of previous editions of *Highway Statistics* on traveled-way mileage data has now been changed to reflect only completed mileage carrying traffic on designated systems. The previous SM series of tables on State primary system data together with Table OM, non-State controlled roads, and Table LM, local city streets, are no longer included. The new tables have been organized into three general areas:

1. Total road and street mileage—Tables HM-10, HM-12, HM-14, HM-16, HM-18, and HM-20. Table HM-10 includes all mileage reported by the States. However, nonpublic road mileage is listed in a separate column. The other tables in this category contain only public road mileage as defined in 23 USC 402.

2. Mileage on Federal-aid highway systems—Tables HM-31, HM-33, HM-35, HM-36, HM-37, and HM-39. Only public road mileage open to travel is included.

3. Mileage by functional classification—Tables HM-50, HM-51, HM-53, HM-55, HM-57, HM-59, HM-61, and HM-63. Because of the importance of functional classification of highways, as demonstrated by the fact that Federal-aid system determination utilizes functional classification as a base, an entire series of tables containing public road mileage is now included to provide the geometric and performance attributes of the highways included in the various functional classes. Because HPMS provides sample data only on the arterial and collector functional classification categories, highways functionally classified as local are not included in the tables in this series.

## Existing Mileage

Table HM-10 shows the total mileage of roads and streets in the United States, classified by State and jurisdiction. It is comparable to Table M-1 included in previous years except for the replacement of rural-municipal breakdowns by rural and urban categories. Unlike previous years, mileage not classified as public road mileage, in accordance with 23 USC 402, is located in a separate column labeled as such. All other tables in the publication now exclude nonpublic road mileage. Table HM-12, replacing previous Table M-2, lists nationwide aggregate mileages by surface type and functional classification. Table HM-14 replaces previous Table M-4 and lists mileage by State, Federal-aid system, and jurisdiction. Table HM-16 is another nationwide aggregate table replacing previous Table M-21. Again, the replacement of rural/municipal data by rural/urban is evident. Another nationwide aggregate table, HM-18, lists mileage by Federal-aid system and functional class, and, except for expansion to include small urban and urbanized area summaries as well as total urban, is a direct replacement of last year's Table M-21A. Table HM-20, replacing previous years' Table M-21, Total Road and Street Mileage Classified by Federal-aid System and Functional Classification, now lists all public road mileage by State and functional classification. The table is in the same format as Table VM-2 and provides the mileage that corresponds to the travel shown in Table VM-2.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways and streets, such as resurfacing those previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade

crossings, and other improvements that provide safer, more efficient highways having greater traffic and load-bearing capacities.

Roads in Federal parks, forests, and reservations are generally part of the State and local systems and are included with the mileages reported for those systems. Only the mileage directly under Federal control is reported in the column or line labeled as such in Tables HM-10, HM-12, HM-14, and HM-16.

The designation of a road or street as part of a Federal-aid system does not alter its status as a State or county road or city street. Inclusion of a highway in a Federal-aid system simply means that, because of its service value and importance, it has been made eligible for Federal construction funds.

### Surface types

The classification used in the tables identifies only the visible surface types on existing streets and roadways. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No data relative to vertical composition are presented. Surface type classifications have now been modified to provide a brief description rather than an alphanumeric classification as was true in the past. Footnotes are provided in each applicable table to provide definitions in terms of previously used surface classifications.

### Administrative categories

"State primary system" refers to highways that have been officially designated by States as the "primary system" on the "State highway system," or some similar term. Although the criteria for selecting these highways have varied greatly among the States, they encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, are responsible for constructing and maintaining specified local roads, and these have been shown as "local governmental roads under State control" in Table HM-16.

The term "extensions of State systems" is used to identify the extensions of State highway systems into or through Federal-aid urban areas.

### Federal-Aid System Mileage

Except for minor amounts of highway mileage, primarily in Federal parks and installations, practically all of the roads and streets in the United States are under the jurisdiction of the States and local governments. The Federal-aid systems are, basically, segments of State and local mileage eligible for Federal aid. The Federal-aid

system mileages therefore duplicate mileage also reported on State and local systems. All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Federal Highway Administration.

### System realignment

The Federal-aid system reclassification, based on functional usage, became effective on July 1, 1976, and accounts for a substantial shift in Federal-aid system mileages from the previous years. The mileages previously identified as Federal-aid Secondary Urban and Primary Urban Type II on various tables have, for the most part, been transferred to the Federal-Aid Urban System.

### Federal-Aid Primary System

The Federal-Aid Primary System was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to seven percent of the rural road mileage existing in the State at the time the 1921 Act was passed but, under specified conditions, this proportion could be increased. The Federal-aid realignment removed this limitation completely in 1976.

### Interstate System

The National System of Interstate and Defense Highways was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of the system and, as subsequently amended, dedicated a group of Federal excises on motor fuel and automotive products to the support of Federal highway activities. By law the system is limited to 42,500 miles except that other Federal-aid primary routes may be incorporated into the system provided they are logical additions or connections to the system and meet all the standards of highways on the Interstate System.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance.

### Federal-Aid Secondary System

In 1944, Congress approved the designation of a Federal-Aid Secondary System. It is comprised of the principal secondary and feeder roads linking farms, distribution outlets, and smaller communities with the Federal-aid primary system. As mentioned above, the urban portion of this mileage has, because of realignment, been transferred to other systems.

### Federal-Aid Urban System

The Federal-Aid Urban System was first authorized by the Federal-Aid Highway Act of 1970. Its definition was modified by the Federal-Aid Highway Act of 1973. The urban system is established in each urbanized area, as designated by the Bureau of the Census, and in such urban areas as the State highway departments may designate. The system serves major centers of activity and includes high traffic volume arterial and collector routes, including access roads to airports and other transportation terminals, so as to serve the goals and objectives of the community. Designation of the system is subject to the approval of the Secretary of Transportation.

### Mileage characteristics

The Federal-aid mileages are classified according to system, surface type, lane width, traffic lanes, access control, and traffic volume in Tables HM-31 through HM-39. The categories for a given data item vary within each table to provide an accurate representation of the characteristics of each Federal-aid system.

The tables in this section replace those formerly contained in the FM and INT series of tables.

Tables FA-1 and 2 show information on mileage improvements that are financed, at least in part, with Federal funds.

### Mileage by Functional Classification

The functional classification categories utilized in Tables HM-50 through HM-63 result from the assignment of streets and highways into groups according to the character of service they are intended to provide. Because most travel involves movement through a network of roads, individual roads and streets do not serve travel independently in any major way. Functional classification defines the part that a particular road or street plays in serving the flow of trips through a highway network. The functional classification mileages are listed by jurisdiction, surface type, lane width, traffic lanes, access control, and traffic volume in Tables HM-50 through HM-59.

### Volume-capacity ratio

Table HM-61 provides, for the first time, a listing by State of the mileage for each rural and urban arterial and collector functional classification for various categories of volume-capacity ratio. This data is expanded from peak capacity data reported or calculated on the 1980 HPMS sample sections, and it is a useful measure of traffic congestion existing on the States' functionally classified facilities.

### Pavement condition

Table HM-63 replaces Table HP-1, Pavement Condition, in the *Highway Statistics, 1979*. The Present Serviceability Rating (PSR), as reported in HPMS, is used to group the data into three categories of pavement condition: good, fair,

and deteriorating. Because of higher standards, the ranges of PSR under the Interstate grouping vary slightly from the ranges in the other functional classifications. PSR is a numerical value between zero and five reflecting poor pavement condition at the lower end and very good pavement condition at the higher values.

### Interstate Functional Classification

Because the principal arterial functional classifications for both rural and urban areas include a separate category for Interstate, the Interstate functional classification is the only one where there is a direct correspondence with Federal-aid system categories. Interstate mileage has been included in both the Federal-aid system and functional classification sections of tables. Although this is somewhat of a duplication, it is necessary to provide complete summaries of both Federal-aid system and functional classification mileage data.

### Future changes

Changes already being implemented in the format for reporting of 1981 HPMS data will result in several changes in future Highway Statistics publications. Coding of State primary and secondary systems has been made optional, and therefore the 1981 publication will only list mileage under State control, with no differentiation between primary, secondary, or local roads in that category. Non-public road mileage will not be included in any of the tables in the 1981 publication, as this data will no longer be reported under HPMS.

### Highway usage characteristics

Table VM-1 shows the estimated travel in 1980 by passenger cars, motorcycles, buses, and trucks on the rural Interstate System and other main rural roads, local rural roads, and urban Interstate System and other urban streets. Beginning with the 1976 data, Interstate System travel estimates are shown separately as a subcategory within the main rural road and the urban category. In prior years, travel estimates for the Interstate System were included as part of the main rural road category and the urban category.

In addition, the table shows the number of vehicles registered by type and their total fuel consumption. Also included is the calculated average annual miles of travel, average miles traveled per gallon and average fuel consumption in gallons for each vehicle type.

The rural road and urban street categories shown in table VM-1 are based on a summary of highway functional classes from table VM-2. In addition to the rural Interstate System, the main rural category includes all other rural arterials and collectors. The local rural category includes only the local functional class. All urban classes, excluding the urban Interstate System, are included within the other urban category.

The highway use of motor fuel and the motor-vehicle registrations shown in table MF-21 and table MV-1 of this publication are used in obtaining the related items of average miles traveled per vehicle, average fuel consumption per vehicle, and average miles traveled per gallon of fuel consumed.

Numerous factors are considered in estimating the fuel consumption of each major vehicle group. These include the number of vehicles of each type, the characteristics of equipment that affect fuel consumption, and the operating weight distribution of the vehicles.

Table FI-1 lists the total fatal and nonfatal injury accidents along with the total fatal and nonfatal injuries, and corresponding rates for all highways in each State.

These are preliminary data and are based on the 30-day definition, i.e., only accident victims who die within 30 days of their accidents are counted as fatalities.

Table VS-1 presents data on speeds of all vehicles on sections of roads posted for 55 miles-per-hour speed limits, by type of highway for each State. These data are based on an annual certification of speed limit enforcement required annually from each State highway agency as part of the 55 mph speed limit monitoring program. The trends in speeds on rural Interstate highways since 1960 are shown graphically in the chart. The data represents free-moving speeds from 1970 through 1979. Beginning with fiscal year 1980 the data represents "all vehicle" traffic.















EXISTING PUBLIC ROAD AND STREET MILEAGE - 1980<sup>1</sup>

## CLASSIFIED BY FEDERAL-AID SYSTEM AND FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIESTABLE HM-18  
SEPTEMBER 1981

FUNCTIONAL CLASSIFICATION	FEDERAL-AID SYSTEM					NON-FEDERAL-AID	TOTAL
	INTERSTATE 2/	PRIMARY 3/	URBAN	SECONDARY	TOTAL		
RURAL:							
PRINCIPAL ARTERIAL:							
INTERSTATE	31,997	-	-	-	31,997	-	31,997
OTHER	-	82,560	-	-	82,560	172	82,732
SUBTOTAL	31,997	82,560	-	-	114,557	172	114,729
MINOR ARTERIAL	-	148,713	-	-	148,713	376	149,089
MAJOR COLLECTOR	-	-	-	398,108	398,108	40,942	439,050
MINOR COLLECTOR	-	-	-	-	-	299,557	299,557
SUBTOTAL	-	-	-	398,108	398,108	340,499	738,607
LOCAL	-	-	-	-	-	2,231,201	2,231,201
TOTAL - RURAL	31,997	231,273	-	398,108	661,378	2,572,248	3,233,626
SMALL URBAN:							
PRINCIPAL ARTERIAL:							
INTERSTATE	1,352	-	-	-	1,352	-	1,352
OTHER FREEWAYS AND EXPRESSWAYS	-	1,151	76	-	1,227	13	1,240
OTHER	-	9,185	2,349	-	11,534	1,885	13,419
SUBTOTAL	1,352	10,336	2,425	-	14,113	1,898	16,011
MINOR ARTERIAL	-	485	13,301	-	13,786	3,319	17,105
COLLECTOR	-	-	13,454	-	13,454	5,745	19,199
LOCAL	-	-	-	-	-	107,838	107,838
TOTAL - SMALL URBAN	1,352	10,821	29,180	-	41,353	118,800	160,153
URBANIZED:							
PRINCIPAL ARTERIAL:							
INTERSTATE	7,867	-	-	-	7,867	-	7,867
OTHER FREEWAYS AND EXPRESSWAYS	-	4,180	444	-	4,624	849	5,473
OTHER	-	12,342	16,713	-	29,055	1,864	30,919
SUBTOTAL	7,867	16,522	17,157	-	41,546	2,713	44,259
MINOR ARTERIAL	-	624	43,707	-	44,331	5,145	49,476
COLLECTOR	-	-	34,071	-	34,071	14,943	49,014
LOCAL	-	-	-	-	-	320,330	320,330
TOTAL - URBANIZED	7,867	17,146	94,935	-	119,948	343,131	463,079
TOTAL URBAN:							
PRINCIPAL ARTERIAL:							
INTERSTATE	9,219	-	-	-	9,219	-	9,219
OTHER FREEWAYS AND EXPRESSWAYS	-	5,331	520	-	5,851	862	6,713
OTHER	-	21,527	19,062	-	40,589	3,749	44,338
SUBTOTAL	9,219	26,858	19,582	-	55,659	4,611	60,270
MINOR ARTERIAL	-	1,109	57,008	-	58,117	8,464	66,581
COLLECTOR	-	-	47,525	-	47,525	20,688	68,213
LOCAL	-	-	-	-	-	428,168	428,168
TOTAL - URBAN	9,219	27,967	124,115	-	161,301	461,931	623,232
TOTAL - RURAL AND URBAN	41,216	259,240	124,115	398,108	822,679	3,034,179	3,856,858

1/ 1980 HPMS DATA INCOMPLETE FOR ALABAMA, ALASKA, ARKANSAS, CALIFORNIA, COLORADO, CONNECTICUT, DISTRICT OF COLUMBIA, FLORIDA, GEORGIA, ILLINOIS, INDIANA, KANSAS, MARYLAND, MASSACHUSETTS, MINNESOTA, MISSISSIPPI, MISSOURI, NEW MEXICO, OHIO, OREGON, RHODE ISLAND, SOUTH CAROLINA, TEXAS, VERMONT, WASHINGTON AND WEST VIRGINIA. FACTORS APPLIED TO DATA SUBMITTED BY REMAINING STATES TO OBTAIN OTHER DATA WITHIN TABLE.

2/ ALTHOUGH THE INTERSTATE SYSTEM IS PART OF THE FEDERAL-AID PRIMARY SYSTEM, ITS MILEAGE IS SHOWN SEPARATELY.

3/ DOES NOT INCLUDE THE INTERSTATE SYSTEM.













**EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980**<sup>1</sup>  
**MILEAGE CLASSIFIED BY TRAFFIC LANES, ACCESS CONTROL AND STATES**

TABLE HM-35  
 SHEET 2 OF 2  
 SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
 FROM REPORTS OF STATE AUTHORITIES

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL							FEDERAL-AID URBAN HIGHWAY SYSTEM						
	2 LANES	DIVIDED HIGHWAYS - 4 OR MORE LANES				OTHER 4/	TOTAL	2 LANES	DIVIDED HIGHWAYS - 4 OR MORE LANES				OTHER 4/	TOTAL
		DEGREE OF ACCESS CONTROL 5/			TOTAL				DEGREE OF ACCESS CONTROL 5/			TOTAL		
		NONE	PARTIAL	FULL					NONE	PARTIAL	FULL			
ALABAMA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ALASKA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ARIZONA 6/	2,823	-	-	-	-	381	3,204	1,298	132	46	-	178	272	1,748
ARKANSAS 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COLORADO 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONNECTICUT 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DELAWARE 6/	617	15	-	-	15	-	632	210	22	-	-	22	38	270
DIST. OF COL. 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA 6/	4,694	6	-	-	6	75	4,775	3,189	652	18	99	769	415	4,373
GEORGIA 6/	13,891	252	-	-	252	1	14,144	2,317	45	1	-	46	475	2,838
HAWAII 6/	433	-	-	-	-	7	440	125	20	4	-	24	45	194
IDAHO 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ILLINOIS 6/	12,823	10	-	-	10	-	12,833	4,497	560	18	33	611	1,178	6,286
INDIANA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IOWA 6/	13,226	-	-	-	-	54	13,280	1,782	43	4	-	47	356	2,185
KANSAS 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KENTUCKY 6/	7,233	14	8	12	34	-	7,267	1,504	154	3	-	157	93	1,754
LOUISIANA 6/	7,496	43	1	-	44	17	7,557	840	252	8	-	260	259	1,359
MAINE 6/	2,741	-	-	-	-	-	2,741	592	8	5	6	19	28	639
MARYLAND 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MASSACHUSETTS 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MICHIGAN 6/	18,538	-	-	-	-	200	18,738	3,004	201	-	-	201	1,453	4,568
MINNESOTA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSOURI 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MONTANA 6/	4,686	-	-	-	-	-	4,686	277	22	-	-	22	25	324
NEBRASKA 6/	11,384	-	1	-	1	-	11,385	828	77	-	-	77	56	961
NEVADA 6/	2,348	45	-	-	45	1	2,394	112	121	-	-	121	120	353
NEW HAMPSHIRE 6/	1,253	7	-	-	7	7	1,267	-	-	-	-	-	-	-
NEW JERSEY 6/	1,883	2	-	-	2	94	1,979	4,530	86	89	7	182	459	5,171
NEW MEXICO 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEW YORK 6/	6,304	2	-	5	7	-	6,311	5,897	872	329	170	1,371	545	7,813
NORTH CAROLINA 6/	10,441	44	-	-	44	169	10,654	1,162	74	4	19	97	419	1,678
NORTH DAKOTA 6/	10,358	-	-	-	-	-	10,358	345	2	2	-	4	12	361
OHIO 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OKLAHOMA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OREGON 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PENNSYLVANIA 6/	7,874	-	-	-	-	318	8,192	5,706	209	5	18	232	463	6,401
RHODE ISLAND 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH DAKOTA 6/	10,862	3	-	-	3	-	10,865	323	1	1	-	2	11	336
TENNESSEE 6/	9,719	8	-	-	8	64	9,791	1,854	118	-	6	124	457	2,435
TEXAS 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH 6/	2,575	30	-	-	30	-	2,605	439	181	40	-	221	86	746
VERMONT 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA 6/	10,244	55	-	-	55	120	10,419	1,967	482	11	39	532	354	2,853
WASHINGTON 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WEST VIRGINIA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WISCONSIN 6/	9,893	5	-	1	6	-	9,899	1,703	384	4	-	388	221	2,312
WYOMING 6/	2,280	-	-	-	-	-	2,280	266	10	11	-	21	23	310
TOTAL 6/	186,619	541	10	18	569	1,508	188,696	44,767	4,728	603	397	5,728	7,073	58,368

1/ AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES. THIS TABLE REFLECTS THE PREVAILING NUMBER OF LANES (EXCLUDING PARKING AND TURNING LANES) CARRYING THROUGH TRAFFIC DURING THE OFF-PEAK PERIOD.  
 2/ ALTHOUGH THE INTERSTATE SYSTEM IS PART OF THE FEDERAL-AID PRIMARY SYSTEM, ITS MILEAGE IS SHOWN SEPARATELY.  
 3/ DOES NOT INCLUDE THE INTERSTATE SYSTEM.  
 4/ INCLUDES 3 LANE ROADWAYS, ONE-WAY STREETS, UNDIVIDED 4 LANE HIGHWAYS, ETC.  
 5/ PARTIAL CONTROL - THE STATE HAS LEGAL AUTHORITY TO PROHIBIT ACCESS AND

EXERCISES THIS AUTHORITY TO SOME DEGREE TO DENY CROSSINGS AT GRADE OR AT PRIVATE DRIVEWAY CONNECTIONS. FULL CONTROL AUTHORITY TO CONTROL ACCESS IS EXERCISED TO GIVE PREFERENCE TO THROUGH TRAFFIC BY PROVIDING ACCESS CONNECTIONS WITH SELECTED PUBLIC ROADS AND STREETS ONLY AND BY PROHIBITING CROSSINGS AT GRADE OR DIRECT PRIVATE DRIVEWAY CONNECTIONS.  
 6/ 1980 HPMS DATA INCOMPLETE. DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.

Roadway Extent, Characteristics, and Performance



**EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980**<sup>1</sup>**MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL**MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIESTABLE HM-36  
SEPTEMBER 1981

TRAFFIC LANES AND ACCESS CONTROL <sup>2/</sup>	FEDERAL-AID SYSTEM				
	INTERSTATE <sup>3/</sup>	PRIMARY <sup>4/</sup>	URBAN	SECONDARY	TOTAL
<b>RURAL:</b>					
ONE-WAY STREETS	52	123	-	97	272
2 LANES	132	105,767	-	186,740	292,639
3 LANES	5	942	-	324	1,271
4 OR MORE LANES - UNDIVIDED	41	1,710	-	971	2,722
DIVIDED HIGHWAYS - 4 OR MORE LANES:					
DEGREE OF ACCESS CONTROL: <sup>5/</sup>					
NONE	27	4,262	-	536	4,825
PARTIAL	61	1,760	-	10	1,831
FULL	16,469	3,277	-	18	19,764
<b>TOTAL RURAL</b>	<b>16,787</b>	<b>117,841</b>	<b>-</b>	<b>188,696</b>	<b>323,324</b>
<b>SMALL URBAN AREA:</b>					
ONE-WAY STREETS	-	142	185	-	327
2 LANES	-	3,141	12,369	-	15,510
3 LANES	-	83	86	-	169
4 OR MORE LANES - UNDIVIDED	-	993	701	-	1,694
DIVIDED HIGHWAYS - 4 OR MORE LANES:					
DEGREE OF ACCESS CONTROL: <sup>5/</sup>					
NONE	-	970	258	-	1,228
PARTIAL	-	309	44	-	353
FULL	574	310	16	-	900
<b>TOTAL SMALL URBAN AREA</b>	<b>574</b>	<b>5,948</b>	<b>13,659</b>	<b>-</b>	<b>20,181</b>
<b>URBANIZED AREA:</b>					
ONE-WAY STREETS	14	279	1,618	-	1,911
2 LANES	11	2,653	31,605	-	34,269
3 LANES	-	133	411	-	544
4 OR MORE LANES - UNDIVIDED	1	1,527	5,950	-	7,478
DIVIDED HIGHWAYS - 4 OR MORE LANES:					
DEGREE OF ACCESS CONTROL: <sup>5/</sup>					
NONE	13	2,758	4,343	-	7,114
PARTIAL	13	540	448	-	1,001
FULL	3,392	1,332	334	-	5,058
<b>TOTAL URBANIZED AREA</b>	<b>3,444</b>	<b>9,222</b>	<b>44,709</b>	<b>-</b>	<b>57,375</b>
<b>TOTAL URBAN:</b>					
ONE-WAY STREETS	14	421	1,803	-	2,238
2 LANES	11	5,794	43,974	-	49,779
3 LANES	-	216	497	-	713
4 OR MORE LANES - UNDIVIDED	1	2,520	6,651	-	9,172
DIVIDED HIGHWAYS - 4 OR MORE LANES:					
DEGREE OF ACCESS CONTROL: <sup>5/</sup>					
NONE	13	3,728	4,601	-	8,342
PARTIAL	13	849	492	-	1,354
FULL	3,966	1,642	350	-	5,958
<b>TOTAL URBAN</b>	<b>4,018</b>	<b>15,170</b>	<b>58,368</b>	<b>-</b>	<b>77,556</b>
<b>TOTAL RURAL &amp; URBAN</b>	<b>20,805</b>	<b>133,011</b>	<b>58,368</b>	<b>188,696</b>	<b>400,880</b>

<sup>1/</sup> AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES FROM REPORTS OF 27 STATES FOR RURAL AND 26 STATES FOR URBAN. DATA NOT INCLUDED FOR ALABAMA, ALASKA, ARKANSAS, CALIFORNIA, COLORADO, CONNECTICUT, DISTRICT OF COLUMBIA, IDAHO, INDIANA, KANSAS, MARYLAND, MASSACHUSETTS, MINNESOTA, MISSISSIPPI, MISSOURI, NEW HAMPSHIRE (URBAN), NEW MEXICO, OHIO, OKLAHOMA, OREGON, RHODE ISLAND, SOUTH CAROLINA, TEXAS, VERMONT, WASHINGTON AND WEST VIRGINIA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.

<sup>2/</sup> THIS TABLE REFLECTS THE PREVAILING NUMBER OF LANES (EXCLUDING PARKING AND TURNING LANES) CARRYING THROUGH TRAFFIC DURING THE OFF-PEAK PERIOD.

<sup>3/</sup> ALTHOUGH THE INTERSTATE SYSTEM IS PART OF THE FEDERAL-AID PRIMARY SYSTEM, ITS MILEAGE IS SHOWN SEPARATELY.

<sup>4/</sup> DOES NOT INCLUDE THE INTERSTATE SYSTEM.

<sup>5/</sup> PARTIAL CONTROL - THE STATE HAS LEGAL AUTHORITY TO PROHIBIT ACCESS AND EXERCISES THIS AUTHORITY TO SOME DEGREE TO DENY CROSSINGS AT GRADE OR PRIVATE DRIVEWAY CONNECTIONS. FULL CONTROL - AUTHORITY TO CONTROL ACCESS IS EXERCISED TO GIVE PREFERENCE TO THROUGH TRAFFIC BY PROVIDING ACCESS CONNECTIONS WITH SELECTED PUBLIC ROADS AND STREETS ONLY AND PROHIBITING CROSSINGS AT GRADE OR DIRECT PRIVATE DRIVEWAY CONNECTIONS.

# EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980<sup>1</sup>

## MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE HM-37  
SHEET 1 OF 3  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

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Highway Statistics, 1980

STATE	INTERSTATE SYSTEM - RURAL 2/				FEDERAL-AID PRIMARY SYSTEM - RURAL 3/									TOTAL RURAL FEDERAL-AID PRIMARY SYSTEM INCLUDING INTERSTATE	STATE	
	AVERAGE DAILY TRAFFIC VOLUME			TOTAL	AVERAGE DAILY TRAFFIC VOLUME											TOTAL
	LESS THAN 8,000	8,000-19,999	20,000 AND OVER		LESS THAN 1,000	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 AND OVER				
ALABAMA 4/ ALASKA 4/ ARIZONA 4/ ARKANSAS 4/	- - 574 -	- - 437 -	- - 18 -	- - 1,029 -	- - 739 -	- - 1,004 -	- - 728 -	- - 387 -	- - 125 -	- - 289 -	- - 21 -	- - 32 -	- - 3,325 -	- - 4,354 -	ALABAMA 4/ ALASKA 4/ ARIZONA 4/ ARKANSAS 4/	
CALIFORNIA 4/ COLORADO 4/ CONNECTICUT 4/ DELAWARE	- - - -	- - - -	- - - 7	- - - 7	- - - 5	- - - 16	- - - 39	- - - 18	- - - 51	- - - 91	- - - 61	- - - 66	- - - 347	- - - 354	CALIFORNIA 4/ COLORADO 4/ CONNECTICUT 4/ DELAWARE	
DIST. OF COL. 4/ FLORIDA GEORGIA HAWAII	- 236 150 -	- 648 318 1	- 132 465 13	- 1,016 933 14	- 368 1,339 31	- 1,126 2,693 91	- 1,494 2,172 45	- 549 1,107 25	- 493 523 33	- 1,536 902 114	- 575 131 34	- 312 65 54	- 6,453 8,932 427	- 7,469 9,865 441	DIST. OF COL. 4/ FLORIDA GEORGIA HAWAII	
IDAHO 4/ ILLINOIS INDIANA 4/ IOWA	- 364 - 258	- 879 - 346	- 46 - 8	- 1,289 - 612	- 364 - 1,996	- 3,039 - 3,160	- 1,621 - 1,657	- 758 - 691	- 1,091 - 363	- 919 - 309	- 107 - 12	- 51 - -	- 7,950 - 8,188	- 9,239 - 8,800	IDAHO 4/ ILLINOIS INDIANA 4/ IOWA	
KANSAS 4/ KENTUCKY LOUISIANA MAINE	- 137 50 210	- 236 413 68	- 224 73 2	- 597 536 280	- 113 9 245	- 836 363 513	- 721 601 497	- 638 481 260	- 224 418 105	- 640 581 200	- 90 189 16	- 43 79 6	- 3,305 2,720 1,842	- 3,902 3,256 2,122	KANSAS 4/ KENTUCKY LOUISIANA MAINE	
MARYLAND 4/ MASSACHUSETTS 4/ MICHIGAN MINNESOTA 4/	- - 162 -	- - 345 -	- - 195 -	- - 702 -	- - 93 -	- - 710 -	- - 1,623 -	- - 572 -	- - 360 -	- - 986 -	- - 201 -	- - 129 -	- - 4,674 -	- - 5,376 -	MARYLAND 4/ MASSACHUSETTS 4/ MICHIGAN MINNESOTA 4/	
MISSISSIPPI 4/ MISSOURI 4/ MONTANA NEBRASKA	- - 1,107 185	- - 14 260	- - - 3	- - 1,121 448	- - 3,567 3,030	- - 1,223 2,499	- - 265 845	- - 180 318	- - 83 144	- - 66 155	- - - 3	- - - -	- - 5,384 6,994	- - 6,505 7,442	MISSISSIPPI 4/ MISSOURI 4/ MONTANA NEBRASKA	
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 4/	385 65 14 -	75 62 19 -	2 37 83 -	462 164 116 -	974 24 - -	584 139 6 -	53 195 28 -	89 158 46 -	7 138 78 -	76 303 285 -	26 53 167 -	14 2 244 -	1,823 1,012 854 -	2,285 1,176 970 -	NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 4/	
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 4/	209 23 537 -	543 495 - -	110 111 - -	862 629 537 -	349 182 3,783 -	1,589 538 1,355 -	1,267 515 215 -	907 580 70 -	832 627 17 -	1,241 1,072 23 -	253 207 3 -	66 85 - -	6,504 3,806 5,466 -	7,366 4,435 6,003 -	NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 4/	
OKLAHOMA 4/ OREGON 4/ PENNSYLVANIA RHODE ISLAND 4/	- - 43 -	- - 756 -	- - 381 -	- - 1,180 -	- - 890 -	- - 1,168 -	- - 1,332 -	- - 1,077 -	- - 843 -	- - 1,849 -	- - 567 -	- - 329 -	- - 8,055 -	- - 9,235 -	OKLAHOMA 4/ OREGON 4/ PENNSYLVANIA RHODE ISLAND 4/	
SOUTH CAROLINA 4/ SOUTH DAKOTA TENNESSEE TEXAS 4/	- 565 44 -	- 55 613 -	- 2 179 -	- 622 836 -	- 3,773 747 -	- 1,287 1,324 -	- 421 995 -	- 156 538 -	- 37 485 -	- 50 821 -	- 1 157 -	- - 34 -	- 5,725 5,101 -	- 6,347 5,937 -	SOUTH CAROLINA 4/ SOUTH DAKOTA TENNESSEE TEXAS 4/	
UTAH VERMONT 4/ VIRGINIA WASHINGTON 4/	594 - 144 -	60 - 508 -	23 - 121 -	677 - 773 -	1,323 - 454 -	637 - 952 -	298 - 1,051 -	108 - 652 -	67 - 368 -	124 - 1,187 -	12 - 193 -	8 - 72 -	2,577 - 4,929 -	3,254 - 5,702 -	UTAH VERMONT 4/ VIRGINIA WASHINGTON 4/	
WEST VIRGINIA 4/ WISCONSIN WYOMING	- 48 865	- 307 19	- 106 -	- 461 884	- 1,103 1,180	- 2,387 1,369	- 1,643 239	- 1,340 50	- 656 28	- 1,284 31	- 59 -	- 79 -	- 8,551 2,897	- 9,012 3,781	WEST VIRGINIA 4/ WISCONSIN WYOMING	
TOTAL 4/	6,969	7,477	2,341	16,787	26,681	30,608	20,560	11,755	8,196	15,134	3,137	1,770	117,841	134,628	TOTAL 4/	

# EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980<sup>1</sup>

## MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUME

TABLE HM-37  
SHEET 2 OF 3  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE SYSTEM - URBAN 2/				FEDERAL-AID PRIMARY SYSTEM - URBAN 3/									TOTAL URBAN FEDERAL-AID PRIMARY SYSTEM INCLUDING INTERSTATE	STATE
	AVERAGE DAILY TRAFFIC VOLUME			TOTAL	AVERAGE DAILY TRAFFIC VOLUME										
	LESS THAN 15,000	15,000-49,999	50,000 AND OVER		LESS THAN 3,000	3,000-4,999	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		
ALABAMA 4/ ALASKA 4/ ARIZONA ARKANSAS 4/	- 51 -	- 27 -	- 29 -	- 107 -	- 14 -	- 7 -	- 59 -	- 22 -	- 31 -	- 12 -	- -	- 9 -	- 154 -	- 261 -	ALABAMA 4/ ALASKA 4/ ARIZONA ARKANSAS 4/
CALIFORNIA 4/ COLORADO 4/ CONNECTICUT 4/ DELAWARE	- - 1 -	- - 23 -	- - 10 -	- - 34 -	- - -	- - -	- - 22 -	- - 10 -	- - 13 -	- - 17 -	- - 7 -	- - 7 -	- - 76 -	- - 110 -	CALIFORNIA 4/ COLORADO 4/ CONNECTICUT 4/ DELAWARE
DIST. OF COL. 4/ FLORIDA GEORGIA HAWAII	- 51 19 2	- 227 150 18	- 51 59 14	- 329 228 34	- 25 87 -	- 91 143 -	- 392 384 8	- 290 229 6	- 326 179 4	- 306 156 17	- 144 64 2	- 111 4 34	- 1,685 1,246 71	- 2,014 1,474 105	DIST. OF COL. 4/ FLORIDA GEORGIA HAWAII
IDAHO 4/ ILLINOIS INDIANA 4/ IOWA	- 70 -	- 186 -	- 163 -	- 419 -	- 35 -	- 135 -	- 414 -	- 367 -	- 333 -	- 284 -	- 105 -	- 40 -	- 1,713 -	- 2,132 -	IDAHO 4/ ILLINOIS INDIANA 4/ IOWA
KANSAS 4/ KENTUCKY LOUISIANA MAINE	- 17 10 20	- 74 73 10	- 49 43 -	- 140 126 30	- 18 14 6	- 26 22 28	- 122 78 68	- 73 72 44	- 59 43 11	- 40 79 5	- 28 32 -	- 7 19 -	- 373 359 162	- 513 485 192	KANSAS 4/ KENTUCKY LOUISIANA MAINE
MARYLAND 4/ MASSACHUSETTS 4/ MICHIGAN MINNESOTA 4/	- - 55 -	- - 222 -	- - 108 -	- - 385 -	- - 10 -	- - 52 -	- - 284 -	- - 213 -	- - 180 -	- - 179 -	- - 98 -	- - 230 -	- - 1,246 -	- - 1,631 -	MARYLAND 4/ MASSACHUSETTS 4/ MICHIGAN MINNESOTA 4/
MISSISSIPPI 4/ MISSOURI 4/ MONTANA NEBRASKA	- 39 10 -	- - 14 -	- - 11 -	- 39 35 -	- 5 17 -	- 11 40 -	- 25 80 -	- 23 57 -	- 16 20 -	- 11 35 -	- 2 7 -	- -	- 97 256 -	- 136 291 -	MISSISSIPPI 4/ MISSOURI 4/ MONTANA NEBRASKA
NEVADA NEW HAMPSHIRE 4/ NEW JERSEY NEW MEXICO 4/	- 3 18 -	- 13 89 -	- 6 110 -	- 22 217 -	- - 7 -	- 2 3 -	- 8 43 -	- 1 73 -	- 1 177 -	- 6 93 -	- 2 37 -	- 3 143 -	- 23 576 -	- 45 793 -	NEVADA NEW HAMPSHIRE 4/ NEW JERSEY NEW MEXICO 4/
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 4/	- 110 7 29 -	- 287 113 6 -	- 165 16 -	- 562 136 35 -	- 66 8 24 -	- 154 28 34 -	- 481 165 35 -	- 412 119 15 -	- 213 70 13 -	- 224 94 8 -	- 109 18 2 -	- 186 19 -	- 1,845 521 131 -	- 2,407 657 166 -	NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 4/
OKLAHOMA 4/ OREGON 4/ PENNSYLVANIA RHODE ISLAND 4/	- - 27 -	- - 239 -	- - 70 -	- - 336 -	- - 68 -	- - 87 -	- - 415 -	- - 380 -	- - 317 -	- - 341 -	- - 91 -	- - 66 -	- - 1,765 -	- - 2,101 -	OKLAHOMA 4/ OREGON 4/ PENNSYLVANIA RHODE ISLAND 4/
SOUTH CAROLINA 4/ SOUTH DAKOTA TENNESSEE TEXAS 4/	- 34 17 -	- 3 99 -	- - 78 -	- 37 194 -	- 13 20 -	- 16 67 -	- 31 188 -	- 25 136 -	- 16 55 -	- 13 92 -	- - 44 -	- - 8 -	- 114 610 -	- 151 804 -	SOUTH CAROLINA 4/ SOUTH DAKOTA TENNESSEE TEXAS 4/
UTAH VERMONT 4/ VIRGINIA WASHINGTON 4/	- 21 21 -	- 62 100 -	- 24 83 -	- 107 204 -	- 6 33 -	- 7 49 -	- 17 103 -	- 18 70 -	- 11 35 -	- 4 110 -	- 3 17 -	- 2 23 -	- 68 440 -	- 175 644 -	UTAH VERMONT 4/ VIRGINIA WASHINGTON 4/
WEST VIRGINIA 4/ WISCONSIN WYOMING	- 17 39 -	- 49 -	- 38 -	- 104 39 -	- 40 1 -	- 144 6 -	- 394 33 -	- 163 13 -	- 78 9 -	- 72 3 -	- 23 -	- 5 -	- 919 65 -	- 1,023 104 -	WEST VIRGINIA 4/ WISCONSIN WYOMING
TOTAL 4/	749	2,137	1,132	4,018	602	1,274	4,098	2,941	2,267	2,236	836	916	15,170	19,188	TOTAL 4/

Roadway Extent, Characteristics, and Performance



# EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980 <sup>1</sup>

## MILEAGE CLASSIFIED BY LANE WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-39  
SHEET 1 OF 3  
SEPTEMBER 1981

LANE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE SYSTEM - RURAL <sup>2/</sup>				FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL <sup>3/</sup>								TOTAL RURAL FEDERAL- AID PRIMARY SYSTEM INCLUDING INTERSTATE	
	AVERAGE DAILY TRAFFIC VOLUME			TOTAL	AVERAGE DAILY TRAFFIC VOLUME									TOTAL
	LESS THAN 8,000	8,000- 19,999	20,000 AND OVER		LESS THAN 1,000	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 AND OVER		
<b>UNDIVIDED:</b>														
LESS THAN 9 FEET	-	-	-	-	153	21	18	1	1	-	9	-	203	203
9 FEET	-	-	-	-	1,447	2,018	710	471	109	96	-	-	4,851	4,851
10 FEET	39	-	-	39	3,435	4,928	3,700	1,648	1,069	1,475	315	34	16,604	16,643
11 FEET	13	-	-	13	4,598	6,280	3,666	2,660	1,975	1,996	308	62	21,545	21,558
12 FEET	95	6	-	101	15,945	16,185	11,664	5,812	3,848	7,190	655	172	61,471	61,572
GREATER THAN 12 FEET	-	-	-	-	1,088	869	344	236	369	630	103	46	3,685	3,685
<b>TOTAL UNDIVIDED</b>	<b>147</b>	<b>6</b>	<b>-</b>	<b>153</b>	<b>26,666</b>	<b>30,301</b>	<b>20,102</b>	<b>10,828</b>	<b>7,371</b>	<b>11,387</b>	<b>1,390</b>	<b>314</b>	<b>108,359</b>	<b>108,512</b>
<b>DIVIDED:</b>														
<b>NO ACCESS CONTROL:</b>														
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	32	-	-	32	32
10 FEET	-	-	-	-	-	30	10	22	3	87	59	159	370	370
11 FEET	-	-	-	-	-	85	16	26	40	247	72	123	609	609
12 FEET	-	28	-	28	-	69	73	267	234	1,361	728	554	3,286	3,314
GREATER THAN 12 FEET	-	-	-	-	-	5	2	2	4	20	53	27	113	113
<b>SUBTOTAL</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>189</b>	<b>101</b>	<b>317</b>	<b>281</b>	<b>1,747</b>	<b>912</b>	<b>863</b>	<b>4,410</b>	<b>4,438</b>
<b>PARTIAL ACCESS CONTROL: <sup>4/</sup></b>														
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 FEET	-	-	-	-	-	-	-	18	-	57	18	6	99	99
12 FEET	-	44	19	63	-	14	15	133	160	605	378	179	1,647	1,710
GREATER THAN 12 FEET	-	-	-	-	-	1	1	4	7	16	4	6	39	39
<b>SUBTOTAL</b>	<b>-</b>	<b>44</b>	<b>19</b>	<b>63</b>	<b>14</b>	<b>16</b>	<b>134</b>	<b>182</b>	<b>170</b>	<b>678</b>	<b>400</b>	<b>191</b>	<b>1,785</b>	<b>1,848</b>
<b>FULL ACCESS CONTROL: <sup>4/</sup></b>														
LESS THAN 9 FEET	19	-	-	19	-	-	-	-	-	1	-	-	1	20
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	2	1	3	-	-	2	-	-	32	-	-	34	37
11 FEET	35	-	-	35	-	-	-	-	-	4	-	17	21	56
12 FEET	6,574	7,263	2,278	16,115	1	102	219	388	374	1,285	404	385	3,158	19,273
GREATER THAN 12 FEET	194	134	43	371	-	-	2	40	-	-	31	-	73	444
<b>SUBTOTAL</b>	<b>6,822</b>	<b>7,399</b>	<b>2,322</b>	<b>16,543</b>	<b>1</b>	<b>102</b>	<b>223</b>	<b>428</b>	<b>374</b>	<b>1,322</b>	<b>435</b>	<b>402</b>	<b>3,287</b>	<b>19,830</b>
<b>TOTAL DIVIDED</b>	<b>6,822</b>	<b>7,471</b>	<b>2,341</b>	<b>16,634</b>	<b>15</b>	<b>307</b>	<b>458</b>	<b>927</b>	<b>825</b>	<b>3,747</b>	<b>1,747</b>	<b>1,456</b>	<b>9,482</b>	<b>26,116</b>
<b>TOTAL</b>	<b>6,969</b>	<b>7,477</b>	<b>2,341</b>	<b>16,787</b>	<b>26,681</b>	<b>30,608</b>	<b>20,560</b>	<b>11,755</b>	<b>8,196</b>	<b>15,134</b>	<b>3,137</b>	<b>1,770</b>	<b>117,841</b>	<b>134,628</b>

Roadway Extent, Characteristics, and Performance





# EXISTING FEDERAL-AID HIGHWAY SYSTEMS - 1980<sup>1</sup>

## MILEAGE CLASSIFIED BY LANE WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME

TABLE HM-39  
SHEET 3 OF 3  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

LANE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL							FEDERAL-AID URBAN HIGHWAY SYSTEM						
	AVERAGE DAILY TRAFFIC VOLUME						TOTAL	AVERAGE DAILY TRAFFIC VOLUME						TOTAL
	LESS THAN 100	100-499	500-999	1,000-1,999	5,000-9,999	10,000 AND OVER		LESS THAN 1,000	1,000-2,999	3,000-4,999	5,000-9,999	10,000-19,999	20,000 AND OVER	
<b>UNDIVIDED:</b>														
LESS THAN 9 FEET	1,130	6,037	1,653	924	-	-	9,744	607	895	307	639	217	51	2,716
9 FEET	2,794	8,083	7,326	7,344	91	49	25,687	929	1,609	620	866	524	43	4,591
10 FEET	2,589	18,051	16,776	18,300	1,186	83	56,985	1,509	3,052	2,091	3,054	2,056	501	12,263
11 FEET	5,232	16,510	9,208	13,248	1,112	52	45,362	889	2,807	1,435	2,837	1,497	528	9,993
12 FEET	4,868	14,933	5,466	13,244	2,760	492	41,763	1,572	3,271	2,340	4,108	3,834	874	15,999
GREATER THAN 12 FEET	2,015	5,077	325	892	91	87	8,487	764	1,357	1,183	1,861	1,543	243	6,951
<b>TOTAL UNDIVIDED</b>	<b>18,628</b>	<b>68,691</b>	<b>40,754</b>	<b>53,952</b>	<b>5,240</b>	<b>763</b>	<b>188,028</b>	<b>6,270</b>	<b>12,991</b>	<b>7,976</b>	<b>13,365</b>	<b>9,671</b>	<b>2,240</b>	<b>52,513</b>
<b>DIVIDED:</b>														
<b>NO ACCESS CONTROL:</b>														
LESS THAN 9 FEET	-	-	-	-	-	-	-	2	-	37	4	6	33	82
9 FEET	-	-	-	-	-	-	-	16	-	2	-	2	50	70
10 FEET	-	-	3	1	-	5	9	72	26	5	69	59	100	331
11 FEET	-	-	-	16	4	31	51	156	17	18	116	278	280	865
12 FEET	-	-	287	100	61	109	557	146	177	129	413	1,200	960	3,025
GREATER THAN 12 FEET	-	4	-	6	-	11	21	6	15	31	68	219	269	608
<b>SUBTOTAL</b>	<b>-</b>	<b>4</b>	<b>290</b>	<b>123</b>	<b>65</b>	<b>156</b>	<b>638</b>	<b>398</b>	<b>235</b>	<b>222</b>	<b>670</b>	<b>1,764</b>	<b>1,692</b>	<b>4,981</b>
<b>PARTIAL ACCESS CONTROL: 4/</b>														
LESS THAN 9 FEET	-	-	-	1	-	-	1	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	2	9	-	-	-	-	11
10 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 FEET	-	-	-	-	-	1	1	-	-	-	-	8	96	104
12 FEET	-	-	-	-	9	-	9	1	2	10	45	162	149	369
GREATER THAN 12 FEET	-	-	-	-	-	-	-	-	1	-	-	25	3	29
<b>SUBTOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>12</b>	<b>10</b>	<b>45</b>	<b>195</b>	<b>248</b>	<b>513</b>
<b>FULL ACCESS CONTROL: 4/</b>														
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	-	-	-	-	-	-	-	1	-	-	-	-	1
11 FEET	-	-	-	-	-	-	-	-	-	-	-	-	15	15
12 FEET	-	-	-	1	-	18	19	1	49	10	9	138	101	308
GREATER THAN 12 FEET	-	-	-	-	-	-	-	-	8	-	2	10	17	37
<b>SUBTOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>58</b>	<b>10</b>	<b>11</b>	<b>148</b>	<b>133</b>	<b>361</b>
<b>TOTAL DIVIDED</b>	<b>-</b>	<b>4</b>	<b>290</b>	<b>125</b>	<b>74</b>	<b>175</b>	<b>668</b>	<b>402</b>	<b>305</b>	<b>242</b>	<b>726</b>	<b>2,107</b>	<b>2,073</b>	<b>5,855</b>
<b>TOTAL</b>	<b>18,628</b>	<b>68,695</b>	<b>41,044</b>	<b>54,077</b>	<b>5,314</b>	<b>938</b>	<b>188,696</b>	<b>6,672</b>	<b>13,296</b>	<b>8,218</b>	<b>14,091</b>	<b>11,778</b>	<b>4,313</b>	<b>58,368</b>

Roadway Extent, Characteristics, and Performance

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1/ AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES FROM REPORTS OF 27 STATES FOR RURAL AND 26 STATES FOR URBAN. DATA NOT INCLUDED FOR ALABAMA, ALASKA, ARKANSAS, CALIFORNIA, COLORADO, CONNECTICUT, DISTRICT OF COLUMBIA, IDAHO, INDIANA, KANSAS, MARYLAND, MASSACHUSETTS, MINNESOTA, MISSISSIPPI, MISSOURI, NEW HAMPSHIRE (URBAN), NEW MEXICO, OHIO, OKLAHOMA, OREGON, RHODE ISLAND, SOUTH CAROLINA, TEXAS, VERMONT, WASHINGTON AND WEST VIRGINIA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.

2/ ALTHOUGH THE INTERSTATE SYSTEM IS PART OF THE FEDERAL-AID PRIMARY

SYSTEM, ITS MILEAGE IS SHOWN SEPARATELY.

3/ DOES NOT INCLUDE THE INTERSTATE SYSTEM.

4/ PARTIAL CONTROL - THE STATE HAS LEGAL AUTHORITY TO PROHIBIT ACCESS AND EXERCISES THIS AUTHORITY TO SOME DEGREE TO DENY CROSSINGS AT GRADE OR PRIVATE DRIVEWAY CONNECTIONS. FULL CONTROL - AUTHORITY TO CONTROL ACCESS IS EXERCISED TO GIVE PREFERENCE TO THROUGH TRAFFIC BY PROVIDING ACCESS CONNECTIONS WITH SELECTED PUBLIC ROADS AND STREETS ONLY AND PROHIBITING CROSSINGS AT GRADE OR DIRECT PRIVATE DRIVEWAY CONNECTIONS.





**JURISDICTION - RURAL - 1980**  
**MILEAGE BY FUNCTIONAL CLASSIFICATION**

TABLE HM-50  
 SHEET 1 OF 4  
 SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
 FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE CONTROL			OTHER PRINCIPAL ARTERIAL										MINOR ARTERIAL				TOTAL RURAL ARTERIAL HIGHWAYS
	UNDER STATE CONTROL		STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	UNDER LOCAL CONTROL			TOTAL	UNDER FEDERAL CONTROL	UNDER STATE CONTROL			COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS	UNDER FEDERAL CONTROL	TOTAL	
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM			COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS						
ALABAMA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ALASKA $\Delta$	1,029	-	-	1,281	-	-	1,281	-	-	-	-	-	-	-	-	-	-	-
ARIZONA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ARKANSAS $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COLORADO $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONNECTICUT $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DELAWARE	7	-	-	161	-	1	163	-	-	-	-	-	-	-	-	-	185	-
DIST. OF COL. $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GEORGIA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAWAII	14	-	55	-	-	-	55	-	-	-	-	-	-	-	-	-	-	451
IDAHO	559	-	1,617	-	-	-	1,617	-	-	-	-	-	-	-	-	-	-	949
ILLINOIS $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INDIANA $\Delta$	612	-	3,082	-	-	10	3,092	-	-	-	-	-	-	-	-	-	-	5,135
KANSAS $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KENTUCKY	597	-	1,454	-	6	-	1,460	-	-	-	-	-	-	-	-	-	-	3,125
LOUISIANA	536	-	1,152	-	36	-	1,773	-	-	-	-	-	-	-	-	-	-	-
MAINE	280	-	731	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MARYLAND $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MASSACHUSETTS $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MICHIGAN	702	-	2,412	-	-	-	2,412	-	-	-	-	-	-	-	-	-	-	2,262
MINNESOTA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSOURI $\Delta$	1,121	-	2,103	-	-	-	2,103	-	-	-	-	-	-	-	-	-	-	-
MONTANA	448	-	2,653	-	-	1	2,654	-	-	-	-	-	-	-	-	-	-	3,334
NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,346
NEVADA	462	-	630	-	-	-	632	-	-	-	-	-	-	-	-	-	-	1,192
NEW HAMPSHIRE	164	-	334	-	16	-	350	-	-	-	-	-	-	-	-	-	-	690
NEW JERSEY	116	-	293	-	-	-	293	-	-	-	-	-	-	-	-	-	-	702
NEW MEXICO $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEW YORK	862	-	1,724	-	-	-	1,810	-	-	-	-	-	-	-	-	-	-	4,694
NORTH CAROLINA	529	-	2,060	-	-	7	2,060	-	-	-	-	-	-	-	-	-	-	1,955
NORTH DAKOTA	537	-	1,387	-	-	-	1,387	-	-	-	-	-	-	-	-	-	-	4,684
OHIO $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,101
OKLAHOMA	567	-	2,016	-	-	-	2,016	-	-	-	-	-	-	-	-	-	-	3,284
OREGON $\Delta$	1,180	-	1,772	-	42	-	1,817	-	-	-	-	-	-	-	-	-	-	6,239
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RHODE ISLAND $\Delta$	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH DAKOTA	622	-	2,292	-	-	-	2,302	-	-	-	-	-	-	-	-	-	-	3,437
TENNESSEE	836	-	893	-	-	7	900	-	-	-	-	-	-	-	-	-	-	4,202
TEXAS $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH	677	-	752	-	-	-	763	-	-	-	-	-	-	-	-	-	-	1,890
VERMONT $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA	773	-	1,557	-	1	-	1,558	-	-	-	-	-	-	-	-	-	-	3,687
WASHINGTON $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WEST VIRGINIA $\Delta$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WISCONSIN	461	-	3,333	-	-	44	3,377	-	-	-	-	-	-	-	-	-	-	5,205
WYOMING	884	-	1,042	-	-	-	1,042	-	-	-	-	-	-	-	-	-	-	2,110
TOTAL $\Delta$	14,775	-	36,746	-	101	145	37,029	-	20	16	1	145	1,122	40	73	1,004	66,626	118,430

## JURISDICTION - RURAL - 1980

### MILEAGE BY FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

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STATE	MAJOR COLLECTOR							MINOR COLLECTOR							TOTAL RURAL COLLECTOR HIGHWAYS
	UNDER STATE CONTROL		UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 1/	TOTAL	UNDER STATE CONTROL		UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 1/	TOTAL	
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS 3/			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS 3/			
ALABAMA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ALASKA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ARIZONA 4/	1,200	-	2,323	-	64	718	4,305	210	-	2,674	-	101	1,312	4,297	
ARKANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CALIFORNIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
COLORADO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CONNECTICUT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DELAWARE	-	633	-	-	1	2	636	-	159	-	-	1	-	160	
DIST. OF COL. 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
FLORIDA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
GEORGIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
HAWAII	5	385	121	-	-	-	511	7	65	104	-	-	-	176	
IDAHO	1,591	9	2,084	1	1,157	174	5,016	25	-	1,668	-	1,155	1,095	3,943	
ILLINOIS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
INDIANA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IOWA	463	-	12,333	-	542	-	13,338	15	-	16,049	-	261	-	16,325	
KANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
KENTUCKY	287	6,982	3	-	-	34	7,306	49	9,196	82	-	1	33	9,361	
LOUISIANA	-	7,540	-	-	-	17	7,557	-	4,378	-	-	-	-	4,378	
MAINE	1,465	1,772	-	4	34	-	3,275	104	1,964	-	170	23	6	2,267	
MARYLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MASSACHUSETTS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MICHIGAN	2,330	-	16,261	-	-	-	19,040	-	-	6,814	-	708	-	7,522	
MINNESOTA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSISSIPPI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSOURI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MONTANA	41	9	6,114	-	-	205	6,369	-	56	8,237	-	-	1,286	9,579	
NEBRASKA	2,123	1	9,075	-	152	37	11,388	-	-	10,879	758	58	24	11,719	
NEVADA	-	2,106	233	-	11	47	2,397	-	396	1,932	-	42	80	2,450	
NEW HAMPSHIRE	485	784	-	1	-	-	1,270	76	789	-	259	102	11	1,237	
NEW JERSEY	113	-	1,742	94	80	-	2,029	8	-	928	361	-	-	1,320	
NEW MEXICO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW YORK	4,174	-	1,862	227	52	-	6,315	731	-	8,713	1,411	157	-	11,012	
NORTH CAROLINA	7,939	2,876	-	-	1	5	10,821	1	9,514	-	-	6	-	9,521	
NORTH DAKOTA	949	-	9,221	373	190	167	10,900	-	-	-	7,508	17	116	7,641	
OHIO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
OKLAHOMA	5,933	-	15,482	-	25	-	21,440	-	-	3,492	-	-	-	3,492	
OREGON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PENNSYLVANIA	3,696	4,292	38	157	9	-	8,192	1,041	8,142	-	-	1	-	9,184	
RHODE ISLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH CAROLINA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH DAKOTA	2,378	-	7,786	613	97	392	11,266	69	3	5,612	1,173	13	103	6,973	
TENNESSEE	2,478	-	7,353	-	9	-	9,840	105	-	6,532	-	154	2	6,794	
TEXAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UTAH	1,623	-	1,241	-	60	210	3,134	166	-	3,639	-	161	426	4,392	
VERMONT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
VIRGINIA	2,436	7,934	35	-	30	-	10,435	12	2,357	-	-	1	-	2,370	
WASHINGTON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WEST VIRGINIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	2,146	-	9,228	851	85	-	12,310	76	-	5,268	1,846	231	-	7,421	
WYOMING	2,065	-	345	-	7	20	2,437	293	-	6,073	-	338	735	7,439	
<b>TOTAL 4/</b>	<b>45,920</b>	<b>35,323</b>	<b>102,880</b>	<b>2,321</b>	<b>3,055</b>	<b>2,028</b>	<b>191,527</b>	<b>2,989</b>	<b>37,019</b>	<b>88,696</b>	<b>13,486</b>	<b>3,554</b>	<b>5,229</b>	<b>150,973</b>	
														<b>342,500</b>	

# JURISDICTION - URBAN - 1980

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-50  
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Highway Statistics, 1980

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	OTHER FREEWAYS & EXPRESSWAYS								OTHER PRINCIPAL ARTERIAL							TOTAL URBAN PRINCIPAL ARTERIAL HIGHWAYS
	INTERSTATE	UNDER STATE CONTROL		UNDER LOCAL CONTROL			TOTAL	UNDER STATE CONTROL		UNDER LOCAL CONTROL			TOTAL			
		STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS 3/		UNDER FEDERAL CONTROL 1/	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS		OTHER ROADS 3/	UNDER FEDERAL CONTROL 1/	
ALABAMA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ALASKA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ARIZONA	107	7	-	-	-	-	7	134	-	-	23	-	233	-	390	504
ARKANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COLORADO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONNECTICUT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DELAWARE	34	-	6	-	-	-	6	70	44	-	-	-	-	114	154	
DIST. OF COL. 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GEORGIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAWAII	34	50	4	-	-	-	54	15	9	26	-	-	-	50	138	
IDAHO	50	4	-	-	-	-	4	103	9	3	5	18	-	138	192	
ILLINOIS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INDIANA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IOWA	119	-	-	-	-	-	-	394	-	11	-	161	-	566	685	
KANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KENTUCKY	140	63	1	-	-	-	64	302	79	-	-	13	-	394	598	
LOUISIANA	126	3	1	-	-	-	4	347	278	-	-	64	-	725	855	
MAINE	30	15	14	-	-	3	32	57	-	36	-	138	-	195	257	
MARYLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MASSACHUSETTS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MICHIGAN	385	193	-	1	-	-	194	1,061	-	464	-	309	-	1,834	2,413	
MINNESOTA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSOURI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MONTANA	39	-	-	-	-	-	-	86	-	18	-	52	-	156	195	
NEBRASKA	35	1	-	-	-	2	3	277	-	13	-	69	-	359	397	
NEVADA	22	14	-	-	-	-	14	7	77	19	-	21	1	125	161	
NEW HAMPSHIRE	40	22	-	-	-	-	22	120	22	-	3	7	-	152	214	
NEW JERSEY	217	265	-	-	-	-	265	793	-	382	-	66	-	1,241	1,723	
NEW MEXICO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEW YORK	562	674	-	28	-	21	723	1,270	-	177	11	854	-	2,312	3,597	
NORTH CAROLINA	135	160	23	-	-	-	183	1,059	328	-	-	46	4	1,437	1,756	
NORTH DAKOTA	35	-	-	-	-	-	-	135	-	-	-	4	-	139	174	
OHIO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OKLAHOMA	143	171	-	-	-	-	171	296	-	52	-	49	-	397	711	
OREGON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PENNSYLVANIA	336	246	24	-	4	8	282	1,703	502	16	5	209	-	2,435	3,053	
RHODE ISLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH DAKOTA	37	3	-	-	-	1	4	118	-	-	2	34	-	154	195	
TENNESSEE	194	15	-	15	-	6	36	1,013	-	47	-	176	-	1,236	1,466	
TEXAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH	107	6	-	-	-	-	6	176	-	2	-	5	-	183	296	
VERMONT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA	204	119	-	1	-	1	148	724	-	23	-	20	-	767	1,119	
WASHINGTON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WEST VIRGINIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WISCONSIN	104	157	-	-	-	-	157	812	-	85	1	108	-	1,006	1,267	
WYOMING	39	28	-	-	-	-	28	64	-	1	-	5	-	70	137	
<b>TOTAL 4/</b>	<b>3,275</b>	<b>2,216</b>	<b>73</b>	<b>45</b>	<b>4</b>	<b>42</b>	<b>27</b>	<b>2,407</b>	<b>11,136</b>	<b>1,348</b>	<b>1,398</b>	<b>27</b>	<b>2,661</b>	<b>5</b>	<b>16,575</b>	<b>22,257</b>

# JURISDICTION - URBAN - 1980

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-50  
SHEET 4 OF 4  
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MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	MINOR ARTERIAL						COLLECTOR							
	UNDER STATE CONTROL		UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 1/	TOTAL	UNDER STATE CONTROL		UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 1/	TOTAL
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS 3/			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER ROADS 3/		
ALABAMA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
ALASKA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
ARIZONA	39	-	94	-	857	-	990	56	-	67	-	874	997	
ARKANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
CALIFORNIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
COLORADO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
CONNECTICUT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
DELAWARE	7	104	-	-	3	-	114	-	127	-	-	9	136	
DIST. OF COL. 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
FLORIDA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
GEORGIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
HAWAII	12	27	83	-	-	-	122	-	3	128	-	-	131	
IDAHO	49	3	6	73	63	-	194	2	5	9	242	94	352	
ILLINOIS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
INDIANA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
IOWA	261	-	160	-	980	-	1,401	6	-	118	-	846	970	
KANSAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
KENTUCKY	102	596	29	-	215	25	967	2	181	199	-	418	820	
LOUISIANA	8	335	78	-	437	-	858	-	66	63	-	620	749	
MAINE	29	50	-	-	201	-	280	3	58	-	1	279	341	
MARYLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
MASSACHUSETTS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
MICHIGAN	104	-	1,206	-	941	-	2,251	2	-	906	-	2,896	3,804	
MINNESOTA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSISSIPPI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSOURI 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
MONTANA	1	-	71	-	137	-	209	-	-	41	-	130	171	
NEBRASKA	6	-	89	-	411	-	506	2	-	55	-	292	349	
NEVADA	-	45	53	-	135	-	233	-	4	40	-	113	157	
NEW HAMPSHIRE	75	106	-	1	73	-	255	5	45	-	15	248	313	
NEW JERSEY	130	-	1,915	49	551	-	2,645	13	-	626	36	1,172	1,847	
NEW MEXICO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW YORK	905	-	1,239	478	1,381	-	4,003	84	-	856	920	1,341	3,201	
NORTH CAROLINA	164	1,181	-	-	450	26	1,821	-	500	-	-	656	1,172	
NORTH DAKOTA	18	-	-	-	151	-	169	-	-	-	4	206	210	
OHIO 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
OKLAHOMA	152	-	483	-	753	-	1,388	11	-	397	-	620	1,028	
OREGON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
PENNSYLVANIA	636	1,167	123	57	549	-	2,532	63	547	85	195	2,027	2,917	
RHODE ISLAND 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH CAROLINA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH DAKOTA	6	-	4	15	192	-	217	-	-	-	5	135	140	
TENNESSEE	137	-	119	-	463	-	719	15	-	146	-	933	1,094	
TEXAS 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
UTAH	190	-	46	-	123	-	359	31	-	137	-	391	559	
VERMONT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
VIRGINIA	464	329	84	-	560	20	1,457	42	227	81	-	651	1,001	
WASHINGTON 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
WEST VIRGINIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	148	-	414	55	1,065	-	1,682	2	-	69	88	927	1,086	
WYOMING	44	-	28	-	79	-	151	4	-	44	-	137	185	
<b>TOTAL 4/</b>	<b>3,687</b>	<b>3,943</b>	<b>6,324</b>	<b>728</b>	<b>10,770</b>	<b>71</b>	<b>25,523</b>	<b>343</b>	<b>1,763</b>	<b>4,067</b>	<b>1,506</b>	<b>16,015</b>	<b>36</b>	<b>23,730</b>

Roadway Extent, Characteristics, and Performance

1/ MILEAGE IN FEDERAL PARKS, FORESTS, AND RESERVATIONS THAT ARE NOT A PART OF THE STATE AND LOCAL HIGHWAY SYSTEMS.  
2/ INCLUDES LOCAL ROADS UNDER STATE CONTROL IN ALABAMA, ALASKA, DELAWARE, MARYLAND, NEBRASKA, NEW MEXICO, OKLAHOMA AND VIRGINIA.

3/ INCLUDES MILEAGE OF TOLL AND OTHER ROADS THAT ARE NOT A PART OF THE STATE HIGHWAY SYSTEM, AND MILEAGE NOT IDENTIFIED BY ADMINISTRATIVE AUTHORITY.  
4/ 1980 HPMS DATA INCOMPLETE. DATA NOT INCLUDED IN THIS TABLE. TOTALS REFLECT ONLY THOSE STATES INCLUDED.









TYPE OF SURFACE - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIESTABLE HM-51  
SHEET 4 OF 4  
SEPTEMBER 1981

STATE	MINOR ARTERIAL						COLLECTOR					
	UNPAVED 3/	PAVED 2/					UNPAVED 3/	PAVED 2/				
		LOW TYPE	INTER- MEDIATE TYPE	HIGH TYPE		TOTAL		LOW TYPE	INTER- MEDIATE TYPE	HIGH TYPE		TOTAL
			FLEXIBLE	RIGID				FLEXIBLE	RIGID			
ALABAMA 5/ ALASKA 5/ ARIZONA ARKANSAS 5/	- - 14 -	- - 196 -	- - 499 -	- - 280 -	- - 1 -	- - 976 -	- - 26 -	- - 345 -	- - 533 -	- - 78 -	- - 15 -	- - 971 -
CALIFORNIA 5/ COLORADO 5/ CONNECTICUT 5/ DELAWARE	- - - -	- - - -	- - - -	- - - 83	- - - 31	- - - 114	- - - -	- - - 9	- - - 5	- - - 111	- - - 11	- - - 136
DIST. OF COL. 5/ FLORIDA GEORGIA HAWAII	- 4 22 -	- 96 5 2	- 494 31 -	- 1,613 1,279 119	- 71 12 1	- 2,274 1,327 122	- 29 27 -	- 85 15 -	- 2,120 50 -	- 1,616 1,388 128	- 3 3 3	- 3,824 1,456 131
IDAHO 5/ ILLINOIS INDIANA 5/ IOWA	- 38 - 64	- 177 - 38	- 127 - 8	- 2,378 - 762	- 523 - 529	- 3,205 - 1,337	- 45 - 147	- 417 - 70	- 248 - 5	- 1,937 - 424	- 411 - 324	- 3,013 - 823
KANSAS 5/ KENTUCKY LOUISIANA MAINE	- - - -	- 4 32 78	- 84 - 43	- 782 565 159	- 97 261 -	- 967 858 280	- 4 - 7	- 19 165 171	- 193 - 19	- 574 498 141	- 30 86 3	- 816 749 334
MARYLAND 5/ MASSACHUSETTS 5/ MICHIGAN MINNESOTA 5/	- - 21 -	- - 162 -	- - 591 -	- - 1,110 -	- - 367 -	- - 2,230 -	- - 233 -	- - 336 -	- - 1,241 -	- - 1,388 -	- - 606 -	- - 3,571 -
MISSISSIPPI 5/ MISSOURI 5/ MONTANA NEBRASKA	- - 8 23	- - - -	- - 21 12	- - 171 300	- - 9 171	- - 201 483	- - 9 21	- - - -	- - 46 9	- - 115 170	- - 1 149	- - 162 328
NEVADA NEW HAMPSHIRE 5/ NEW JERSEY NEW MEXICO 5/	- 1 - -	- - - -	- 25 41 -	- 206 2,517 -	- 1 87 -	- 232 2,645 -	- 4 8 -	- - - -	- 23 271 -	- 130 1,555 -	- - 13 -	- 153 1,839 -
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 5/	- 1 7 -	- 4 319 -	- 308 - 27	- 3,359 1,492 118	- 332 9 17	- 4,003 1,820 162	- 11 9 15	- 156 237 -	- 930 3 45	- 1,943 923 126	- 161 - 24	- 3,190 1,163 195
OKLAHOMA 5/ OREGON 5/ PENNSYLVANIA RHODE ISLAND 5/	- - 5 -	- - 85 -	- - 411 -	- - 1,932 -	- - 99 -	- - 2,527 -	- - 10 -	- - 107 -	- - 553 -	- - 2,182 -	- - 65 -	- - 2,907 -
SOUTH CAROLINA 5/ SOUTH DAKOTA TENNESSEE TEXAS 5/	- 11 - -	- 21 21 -	- 62 10 -	- 102 685 -	- 21 3 -	- 206 719 -	- 22 3 -	- 7 76 -	- 46 5 -	- 58 1,005 -	- 7 5 -	- 118 1,091 -
UTAH VERMONT 5/ VIRGINIA WASHINGTON 5/	- 2 - 8 -	- - 164 -	- 160 32 -	- 197 1,202 -	- - 51 -	- 357 1,449 -	- 8 - -	- - 154 -	- 492 64 -	- 59 783 -	- - - -	- 551 1,001 -
WEST VIRGINIA 5/ WISCONSIN WYOMING	- 11 4	- - 15	- 107 20	- 1,117 111	- 447 1	- 1,671 147	- 15 16	- 7 15	- 197 31	- 677 123	- 190 -	- 1,071 169
TOTAL 5/	244	1,419	3,113	22,639	3,141	30,312	669	2,391	7,129	18,132	2,110	29,762

1/ AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES.

2/ PAVED MILEAGE INCLUDES THE FOLLOWING CATEGORIES: LOW TYPE, AN EARTH, GRAVEL OR STONE ROADWAY WHICH HAS A BITUMINOUS SURFACE COURSE LESS THAN 1" THICK - SUITABLE FOR OCCASIONAL HEAVY LOADS (ROAD TYPE F); INTERMEDIATE TYPE, A MIXED BITUMINOUS OR BITUMINOUS PENETRATION ROAD ON A FLEXIBLE BASE HAVING A COMBINED SURFACE AND BASE THICKNESS OF LESS THAN 7" (ROAD TYPES G-1 AND H-1); HIGH TYPE-FLEXIBLE, A MIXED BITUMINOUS OR BITUMINOUS PENETRATION ROADWAY ON A RIGID OR FLEXIBLE BASE WITH A COMBINED SURFACE AND BASE THICKNESS OF 7" OR MORE (ROAD TYPES G-2, G-3, G-4, H-2, H-3, H-4 AND I) - ALSO INCLUDES BRICK, BLOCK, OR COMBINATION ROADWAYS (ROAD TYPES K, L AND M); HIGH TYPE-RIGID, A PORTLAND CEMENT CONCRETE ROADWAY WITH OR WITHOUT A BITUMINOUS WEARING SURFACE OF LESS THAN 1" (ROAD TYPES J, J-3 AND J-4).

3/ UNPAVED MILEAGE INCLUDES THE FOLLOWING CATEGORIES: UNIMPROVED ROADWAYS USING THE NATURAL SURFACE AND MAINTAINED TO PERMIT PASSABILITY (ROAD TYPE B); GRADED AND DRAINED ROADWAYS OF NATURAL EARTH ALIGNED AND GRADED TO PERMIT REASONABLY CONVENIENT USE BY MOTOR VEHICLES AND WHICH HAVE ADEQUATE DRAINAGE TO PREVENT SERIOUS IMPAIRMENT OF THE ROAD BY NORMAL SURFACE WATER - SURFACE MAY BE STABILIZED (ROAD TYPE C); AND SOIL, GRAVEL OR STONE, A GRADED AND DRAINED ROAD WITH A SURFACE OF MIXED SOIL, GRAVEL, CRUSHED STONE, SLAG, SHELL, ETC. - SURFACE MAY BE STABILIZED (ROAD TYPES D, E).

4/ INCLUDES A MINOR AMOUNT OF INTERMEDIATE TYPE PAVEMENT IN A FEW STATES.

5/ 1980 HPMS DATA INCOMPLETE. DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.



# LANE WIDTH - RURAL - 1980

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-53  
SHEET 2 OF 4  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

STATE	MAJOR COLLECTOR							MINOR COLLECTOR							TOTAL COLLECTOR HIGHWAYS	
	LANE WIDTH IN FEET						TOTAL	LANE WIDTH IN FEET						TOTAL		
	< 9	9	10	11	12	> 12		< 9	9	10	11	12	> 12			
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	300	1,384	2,288	192	548	78	4,790	351	1,950	1,392	524	893	226	5,336	10,126	21,564
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	484	1,689	6,326	3,621	2,083	-	14,203	1,037	791	1,320	532	114	-	3,794	17,997	29,663
KANSAS 2/ KENTUCKY LOUISIANA MAINE	800	3,849	1,803	675	165	14	7,306	4,120	4,612	480	57	23	69	9,361	16,667	11,935
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	790	949	9,893	3,371	3,632	405	19,040	335	1,430	3,077	1,974	487	219	7,522	26,562	-
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	360	304	456	390	4,859	-	6,369	1,461	1,231	2,439	1,379	3,069	-	9,579	15,948	23,107
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 2/	6	257	54	23	2,320	-	2,397	988	152	215	166	929	-	2,450	4,847	2,507
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 2/	137	351	2,256	2,142	1,283	146	6,315	1,134	2,813	5,220	1,270	515	60	11,012	17,327	20,342
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	742	2,967	1,860	1,536	972	115	8,192	4,362	2,679	1,361	607	106	69	9,184	17,376	-
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	394	1,014	1,126	2,303	3,386	3,043	11,266	682	1,738	1,000	1,808	970	775	6,973	18,239	16,634
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	178	84	196	1,079	1,595	2	3,134	674	694	1,412	302	1,240	70	4,392	7,526	12,805
WEST VIRGINIA 2/ WISCONSIN WYOMING	-	-	3,658	7,564	1,023	65	12,310	105	393	2,631	3,373	874	45	7,421	19,731	9,876
TOTAL 2/	10,974	27,391	60,388	45,996	44,870	8,594	198,213	28,132	39,696	41,499	24,229	19,479	7,048	160,083	358,296	-

Roadway Extent, Characteristics, and Performance

# LANE WIDTH - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-53  
SHEET 3 OF 4  
SEPTEMBER 1981

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MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE				OTHER FREEWAYS & EXPRESSWAYS							OTHER PRINCIPAL ARTERIAL							TOTAL URBAN PRINCIPAL ARTERIAL HIGHWAYS		
	LANE WIDTH IN FEET			TOTAL	LANE WIDTH IN FEET						TOTAL	LANE WIDTH IN FEET						TOTAL			
	< 12	12	> 12		< 9	9	10	11	12	> 12		< 9	9	10	11	12	> 12				
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KANSAS 2/ KENTUCKY LOUISIANA MAINE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEVADA NEW HAMPSHIRE 2/ NEW JERSEY NEW MEXICO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WEST VIRGINIA 2/ WISCONSIN WYOMING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL 2/</b>	<b>21</b>	<b>3,790</b>	<b>207</b>	<b>4,018</b>	<b>-</b>	<b>-</b>	<b>53</b>	<b>154</b>	<b>2,380</b>	<b>76</b>	<b>2,663</b>	<b>210</b>	<b>507</b>	<b>2,467</b>	<b>3,580</b>	<b>10,504</b>	<b>3,021</b>	<b>20,289</b>	<b>26,970</b>		

Highway Statistics, 1980

LANE WIDTH - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIESTABLE HM-53  
SHEET 4 OF 4  
SEPTEMBER 1981

STATE	MINOR ARTERIAL							COLLECTOR						
	LANE WIDTH IN FEET						TOTAL	LANE WIDTH IN FEET						TOTAL
	< 9	9	10	11	12	> 12		< 9	9	10	11	12	> 12	
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	6	9	17	7	37	38	114	16	10	52	3	12	43	136
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KANSAS 2/ KENTUCKY LOUISIANA MAINE	4	85	321	230	1,314	324	2,278	71	150	1,372	496	1,432	332	3,853
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	10	46	470	159	283	381	1,349	4	186	255	283	259	496	1,483
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEVADA NEW HAMPSHIRE 2/ NEW JERSEY NEW MEXICO 2/	102	186	829	485	1,641	-	3,243	115	246	711	327	1,659	-	3,058
OHIO 2/ OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	4	35	154	174	438	596	1,401	7	22	83	119	257	482	970
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	34	192	241	184	238	78	967	99	224	168	184	98	47	820
WEST VIRGINIA 2/ WISCONSIN WYOMING	1	22	299	113	423	-	859	-	117	392	45	195	-	749
TOTAL 2/	1	11	60	49	105	54	280	4	41	100	40	69	87	341
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	80	198	718	602	483	170	2,251	302	430	776	746	823	727	3,804
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	16	7	23	3	153	23	209	3	1	14	2	137	14	171
	10	10	70	75	236	99	506	61	22	57	36	101	72	349
	1	3	13	7	209	-	233	-	-	14	3	140	-	157
	710	311	536	180	594	314	2,645	285	66	214	883	148	251	1,847
	12	55	712	1,151	1,518	555	4,003	132	515	931	680	618	325	3,201
	31	454	277	139	920	-	1,821	32	276	201	101	562	-	1,172
	6	4	18	26	76	39	169	11	13	46	35	86	19	210
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	76	236	744	637	527	312	2,532	391	490	892	460	491	193	2,917
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	5	5	25	77	100	217	8	1	13	29	41	48	140
	10	18	189	183	247	72	719	13	216	311	215	165	174	1,094
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	28	16	35	250	30	359	3	5	19	120	376	36	559
	149	148	226	280	235	419	1,457	115	129	297	105	55	300	1,001
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	49	293	472	746	118	1,682	23	38	282	270	382	91	1,086
	-	21	19	21	55	35	151	2	7	39	50	48	39	185
TOTAL 2/	1,263	2,136	6,308	5,283	11,792	3,774	30,556	1,707	3,237	7,357	5,326	8,999	3,805	30,431

1/ AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES.

2/ 1980 HPMS DATA INCOMPLETE. DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.









**TRAFIC LANES AND ACCESS CONTROL - URBAN - 1980**  
**MILEAGE BY FUNCTIONAL CLASSIFICATION**

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-55  
 SHEET 4 OF 4  
 SEPTEMBER 1981

STATE	2 LANES		DEGREE OF ACCESS CONTROL 3/		DIVIDED HIGHWAYS - 4 OR MORE LANES		OTHER 2/	TOTAL
	TOTAL	OTHER 2/	TOTAL	OTHER 2/	TOTAL	OTHER 2/		
ALABAMA 3/	756	90	22	112	990	122	997	997
ARIZONA 3/	-	-	-	-	911	-	-	911
ARKANSAS 3/	-	-	-	-	14	-	-	14
CALIFORNIA 3/	-	-	-	-	-	-	-	-
COLORADO 3/	-	-	-	-	-	-	-	-
CONNECTICUT 3/	-	-	-	-	-	-	-	-
DELAWARE	83	13	-	-	125	-	10	136
DIST. OF COL. 3/	1,433	539	-	-	3,534	-	157	3,658
FLORIDA	1,047	21	-	-	1,305	-	12	1,483
GEORGIA	85	18	-	-	125	-	1	131
HAWAII	1,926	350	18	-	2,730	-	11	3,058
IDAHO 3/	1,071	18	35	-	1,401	-	7	1,488
ILLINOIS 3/	799	181	-	-	967	-	6	1,047
KANSAS 3/	584	111	-	-	623	-	19	820
KENTUCKY	265	5	-	-	338	-	3	341
LOUISIANA	584	187	-	-	795	-	26	749
MAINE	265	5	-	-	280	-	3	341
MARYLAND 3/	1,518	86	-	-	3,107	-	71	3,804
MASSACHUSETTS 3/	191	11	-	-	170	-	1	171
MISSOURI 3/	439	26	-	-	341	-	5	349
MISSISSIPPI 3/	113	52	-	-	113	-	3	157
NEVADA	2,416	12	-	-	1,744	-	18	1,847
NEW HAMPSHIRE 3/	113	52	-	-	233	-	41	349
NEW JERSEY	3,104	372	-	-	4,003	-	162	3,201
NEW MEXICO 3/	1,613	6	-	-	1,821	-	6	1,827
NORTH CAROLINA	1,555	1	-	-	1,699	-	3	1,702
NORTH DAKOTA	2,227	95	-	-	2,826	-	20	2,917
OHIO 3/	215	81	-	-	359	-	47	431
OKLAHOMA 3/	986	291	-	-	1,457	-	33	1,589
OREGON 3/	210	21	-	-	217	-	1	218
PENNSYLVANIA 3/	1,210	265	-	-	1,682	-	37	1,729
RHODE ISLAND 3/	143	-	-	-	151	-	4	155
SOUTH CAROLINA 3/	265	81	-	-	359	-	47	431
SOUTH DAKOTA	265	81	-	-	359	-	47	431
TENNESSEE	265	81	-	-	359	-	47	431
TEXAS 3/	265	81	-	-	359	-	47	431
UTAH	265	81	-	-	359	-	47	431
VERMONT 3/	265	81	-	-	359	-	47	431
VIRGINIA	265	81	-	-	359	-	47	431
WASHINGTON 3/	265	81	-	-	359	-	47	431
WEST VIRGINIA 3/	265	81	-	-	359	-	47	431
WYOMING	265	81	-	-	359	-	47	431
TOTAL 3/	23,169	2,665	-	-	30,566	-	2,025	30,431

1/ AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES, THIS TABLE REFLECTS THE PREVAILING NUMBER OF LANES (EXCLUDING PARKING AND TURNING LANES) CARRYING THROUGH TRAFFIC DURING THE OFF-PEAK PERIOD.  
 2/ INCLUDES 3 LANE ROADWAYS, ONE-WAY STREETS, UNDIVIDED 4 LANE HIGHWAYS, ETC.  
 3/ PARTIAL CONTROL - THE STATE HAS LEGAL AUTHORITY TO PROHIBIT ACCESS AND EXERCISES THIS AUTHORITY TO SOME DEGREE TO DENY CROSSINGS AT GRADE OR AT PRIVATE DRIVEWAY CONNECTIONS. FULL CONTROL - AUTHORITY TO CONTROL ACCESS IS EXERCISED TO GIVE PREFERENCE TO THROUGH TRAFFIC BY PROVIDING ACCESS CONNECTIONS WITH SELECTED PUBLIC ROADS AND STREETS ONLY AND BY PROHIBITING CROSSINGS AT GRADE OR DIRECT DRIVEWAY CONNECTIONS.  
 PRIVATE DRIVEWAY CONNECTIONS.  
 4/ 1980 HPMS DATA INCOMPLETE, DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA, TOTALS REFLECT ONLY THOSE STATES INCLUDED.













# LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY TRAFFIC VOLUME - RURAL - 1980

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-59  
SHEET 2 OF 4  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

LANE WIDTH AND DEGREE OF ACCESS CONTROL	MAJOR COLLECTOR						MINOR COLLECTOR						TOTAL RURAL COLLECTOR HIGHWAYS
	AVERAGE DAILY TRAFFIC VOLUME			TOTAL	AVERAGE DAILY TRAFFIC VOLUME			TOTAL					
	LESS THAN 100	100-499	500-999		1,000-4,999	5,000-9,999	10,000 AND OVER		100-499	500-999	1,000-4,999	5,000-9,999	
UNDIVIDED:													
LESS THAN 9 FEET	1,998	6,164	1,539	919	-	10,720	9,936	14,538	2,662	1,040	17	28,293	39,013
9 FEET	3,021	8,424	7,258	8,545	46	27,371	10,039	19,953	7,008	2,850	23	39,896	67,267
10 FEET	3,524	18,582	18,487	18,768	1,088	60,537	11,020	17,177	7,487	5,482	152	41,332	101,869
11 FEET	5,336	17,282	9,958	13,160	1,127	46,022	10,188	9,959	1,993	1,825	108	24,073	70,095
12 FEET	5,336	15,530	5,812	14,272	495	44,299	10,035	6,053	1,213	1,815	201	19,346	63,545
GREATER THAN 12 FEET	2,045	5,212	323	876	64	8,602	4,299	2,384	203	188	16	7,090	15,592
TOTAL UNDIVIDED	21,260	71,194	42,577	56,540	5,210	197,551	55,517	70,184	20,566	13,200	517	160,030	357,581
DIVIDED:													
NO ACCESS CONTROL:													
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	-	3	1	5	9	-	-	-	-	-	-	3
11 FEET	-	-	-	10	29	43	-	-	-	-	-	-	11
12 FEET	-	-	284	97	88	528	-	37	1	2	1	41	589
GREATER THAN 12 FEET	-	-	-	-	10	10	-	7	-	-	-	7	17
SUBTOTAL	-	-	287	108	132	590	-	46	4	2	1	53	643
PARTIAL ACCESS CONTROL: 2/													
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
11 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
12 FEET	-	-	-	23	9	54	-	-	-	-	-	-	1
GREATER THAN 12 FEET	-	-	-	-	-	-	-	-	-	-	-	-	54
SUBTOTAL	-	-	-	23	9	55	-	-	-	-	-	-	55
FULL ACCESS CONTROL: 2/													
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
11 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
12 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
GREATER THAN 12 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DIVIDED	-	-	287	131	72	662	-	46	4	2	1	53	715
TOTAL	21,260	71,194	42,864	56,671	5,282	198,213	55,517	70,230	20,570	13,202	517	160,083	358,296



# LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY TRAFFIC VOLUME - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-59  
SHEET 4 OF 4  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

Roadway Extent, Characteristics, and Performance

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LANE WIDTH AND DEGREE OF ACCESS CONTROL	MINOR ARTERIAL							COLLECTOR						
	AVERAGE DAILY TRAFFIC VOLUME						TOTAL	AVERAGE DAILY TRAFFIC VOLUME						TOTAL
	LESS THAN 1,000	1,000- 2,999	3,000- 4,999	5,000- 9,999	10,000- 19,999	20,000 AND OVER		LESS THAN 1,000	1,000- 2,999	3,000- 4,999	5,000- 9,999	10,000- 19,999	20,000 AND OVER	
UNDIVIDED:														
LESS THAN 9 FEET	101	270	102	459	179	8	1,119	713	664	296	87	14	-	1,774
9 FEET	191	645	342	593	273	29	2,073	1,173	1,382	336	300	32	2	3,225
10 FEET	371	1,181	1,162	1,857	1,312	266	6,149	1,849	2,438	1,080	1,357	477	72	7,273
11 FEET	256	1,222	788	1,530	719	251	4,766	850	1,913	857	1,273	294	29	5,216
12 FEET	711	1,801	1,666	2,614	2,416	428	9,636	1,792	2,508	1,578	1,737	762	52	8,429
GREATER THAN 12 FEET	304	658	514	994	874	144	3,488	681	1,143	750	790	288	39	3,691
<b>TOTAL UNDIVIDED</b>	<b>1,934</b>	<b>5,777</b>	<b>4,574</b>	<b>8,047</b>	<b>5,773</b>	<b>1,126</b>	<b>27,231</b>	<b>7,058</b>	<b>10,048</b>	<b>4,897</b>	<b>5,544</b>	<b>1,867</b>	<b>194</b>	<b>29,608</b>
DIVIDED:														
NO ACCESS CONTROL:														
LESS THAN 9 FEET	-	-	33	4	6	32	75	9	-	3	-	-	-	12
9 FEET	-	-	-	-	2	46	48	19	-	-	-	-	-	19
10 FEET	66	21	2	14	42	40	185	6	3	1	54	13	-	77
11 FEET	72	5	13	108	233	89	520	48	12	24	29	6	19	138
12 FEET	56	139	61	237	758	577	1,838	41	68	82	39	157	14	401
GREATER THAN 12 FEET	11	8	12	39	104	58	232	21	6	24	20	75	3	149
SUBTOTAL	215	173	121	402	1,145	842	2,898	144	89	134	142	251	36	796
PARTIAL ACCESS CONTROL: 2/														
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	2	8	-	-	-	-	10
10 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 FEET	-	-	-	-	8	-	8	-	-	-	-	-	-	-
12 FEET	-	3	5	35	117	79	239	-	-	4	10	1	-	15
GREATER THAN 12 FEET	-	1	1	3	17	3	25	-	-	-	-	-	-	-
SUBTOTAL	-	4	6	38	142	82	272	2	8	4	10	1	-	25
FULL ACCESS CONTROL: 2/														
LESS THAN 9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 FEET	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 FEET	-	1	-	-	-	-	1	-	-	-	-	-	-	-
11 FEET	-	-	-	-	-	12	12	-	-	-	-	-	-	-
12 FEET	-	44	5	-	68	18	135	-	1	-	-	1	-	2
GREATER THAN 12 FEET	-	7	-	-	-	-	7	-	-	-	-	-	-	-
SUBTOTAL	-	52	5	-	68	30	155	-	1	-	-	1	-	2
<b>TOTAL DIVIDED</b>	<b>215</b>	<b>229</b>	<b>132</b>	<b>440</b>	<b>1,355</b>	<b>954</b>	<b>3,325</b>	<b>146</b>	<b>98</b>	<b>138</b>	<b>152</b>	<b>253</b>	<b>36</b>	<b>823</b>
<b>TOTAL</b>	<b>2,149</b>	<b>6,006</b>	<b>4,706</b>	<b>8,487</b>	<b>7,128</b>	<b>2,080</b>	<b>30,556</b>	<b>7,204</b>	<b>10,146</b>	<b>5,035</b>	<b>5,696</b>	<b>2,120</b>	<b>230</b>	<b>30,431</b>

<sup>1/</sup> AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES FROM REPORTS OF 27 STATES FOR RURAL AND 26 STATES FOR URBAN. DATA NOT INCLUDED FOR ALABAMA, ALASKA, ARKANSAS, CALIFORNIA, COLORADO, CONNECTICUT, DISTRICT OF COLUMBIA, IDAHO, INDIANA, KANSAS, MARYLAND, MASSACHUSETTS, MINNESOTA, MISSISSIPPI, MISSOURI, NEW HAMPSHIRE (URBAN), NEW MEXICO, OHIO, OKLAHOMA, OREGON, RHODE ISLAND, SOUTH CAROLINA, TEXAS, VERMONT, WASHINGTON AND WEST VIRGINIA. TOTALS REFLECT ONLY THOSE STATES

INCLUDED.  
<sup>2/</sup> PARTIAL CONTROL - THE STATE HAS LEGAL AUTHORITY TO PROHIBIT ACCESS AND EXERCISES THIS AUTHORITY TO SOME DEGREE TO DENY CROSSINGS AT GRADE OR PRIVATE DRIVEWAY CONNECTIONS. FULL CONTROL - AUTHORITY TO CONTROL ACCESS IS EXERCISED TO GIVE PREFERENCE TO THROUGH TRAFFIC BY PROVIDING ACCESS CONNECTIONS WITH SELECTED PUBLIC ROADS AND STREETS ONLY AND PROHIBITING CROSSINGS AT GRADE OR DIRECT PRIVATE DRIVEWAY CONNECTIONS.

# VOLUME-CAPACITY RATIO - RURAL - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-61  
SHEET 1 OF 4  
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Highway Statistics, 1980

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE							OTHER PRINCIPAL ARTERIAL							MINOR ARTERIAL							TOTAL RURAL ARTERIAL HIGHWAYS												
	VOLUME-CAPACITY RATIO (V/C)						TOTAL	VOLUME-CAPACITY RATIO (V/C)						TOTAL	VOLUME-CAPACITY RATIO (V/C)						TOTAL													
	LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95		LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95		LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95														
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	1,029	-	-	-	-	-	-	996	152	71	26	22	14	-	-	-	-	-	-	1,281	1,744	211	31	24	16	38	2,064	4,374
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	-	-	-	-	-	-	7	-	-	-	-	-	-	12	80	20	47	4	-	-	-	-	-	-	-	163	79	62	33	9	2	-	185	355
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
KANSAS 2/ KENTUCKY LOUISIANA MAINE	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
WEST VIRGINIA 2/ WISCONSIN WYOMING	-	-	-	-	-	-	1,016	-	-	-	-	-	-	1,373	359	481	317	140	149	-	-	-	-	-	-	2,819	2,760	319	220	463	9	57	3,828	7,663
TOTAL 2/	8,974	2,415	2,307	2,614	320	157	16,787	20,464	7,136	4,663	4,961	1,218	725	39,167	53,401	11,471	6,668	6,199	1,293	1,153	80,185	136,139												
PERCENT BY CLASSIFICATION	53	14	14	16	2	1	100	52	18	12	13	3	2	100	67	14	8	8	2	1	100	-												

# VOLUME-CAPACITY RATIO - RURAL - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-61  
SHEET 2 OF 4  
SEPTEMBER 1981

STATE	MAJOR COLLECTOR							MINOR COLLECTOR							TOTAL RURAL COLLECTOR HIGHWAYS
	VOLUME-CAPACITY RATIO (V/C)							VOLUME-CAPACITY RATIO (V/C)							
	LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95	TOTAL	LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95	TOTAL	
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	- - 3,678 -	- - 233 -	- - 335 -	- - 18 -	- - - -	- - 41 -	- - 4,305 -	- - 4,276 -	- - 14 -	- - - -	- - 7 -	- - - -	- - - -	- - 4,297 -	- - 8,602 -
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	- - - 491	- - - 87	- - - 40	- - - 18	- - - -	- - - -	- - - 636	- - - 147	- - - 3	- - - 7	- - - -	- - - -	- - - 3	- - - 160	- - - 796
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	- 3,987 12,445 407	- 369 798 45	- 237 20 13	- 161 583 36	- 18 105 10	- 18 198 -	- 4,790 14,149 511	- 5,063 7,399 126	- 112 4 18	- 12 4 10	- 104 4 22	- - - -	- 33 12 4	- 5,336 7,415 176	- 10,126 21,564 687
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	- 13,460 - 12,966	- 371 - 246	- 201 - 63	- 125 - 50	- 46 - 8	- - - 5	- 14,203 - 13,338	- 3,761 - 16,304	- 26 - 15	- - - 5	- 6 - 1	- - - -	- 1 - -	- 3,794 - 16,325	- 17,997 - 29,663
KANSAS 2/ KENTUCKY LOUISIANA MAINE	- 5,641 6,329 2,953	- 438 577 175	- 517 280 114	- 696 248 33	- 12 36 -	- 2 87 -	- 7,306 7,557 3,275	- 9,029 4,192 2,227	- 192 69 39	- 110 42 1	- 7 49 -	- 12 8 -	- 11 18 -	- 9,361 4,378 2,267	- 16,667 11,935 5,542
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	- 15,354 - -	- 829 - -	- 1,121 - -	- 1,509 - -	- 126 - -	- 101 - -	- 19,040 - -	- 6,958 - -	- 298 - -	- 58 - -	- 202 - -	- - - -	- - - 6	- 7,522 - -	- 26,562 - -
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	- - 6,320 11,125	- - 8 244	- - 5 19	- - 35 -	- - - -	- - 1 -	- - 6,369 11,388	- - 9,579 11,719	- - - -	- - - -	- - - -	- - - -	- - - -	- - 9,579 11,719	- - 15,948 23,107
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 2/	2,103 1,184 1,221 -	129 11 109 -	48 - 296 -	95 51 330 -	7 15 21 -	15 9 52 -	2,397 1,270 2,029 -	2,398 1,090 895 -	26 56 204 -	7 76 107 -	5 5 114 -	3 10 - -	11 - - -	2,450 1,237 1,320 -	4,847 2,507 3,349 -
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 2/	1,532 7,159 10,900 -	957 2,081 - -	851 727 - -	1,698 496 - -	545 92 - -	732 266 - -	6,315 10,821 10,900 -	7,552 9,185 7,641 -	1,400 192 - -	542 58 - -	923 52 - -	86 31 - -	509 3 - -	11,012 9,521 7,641 -	17,327 20,342 18,541 -
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	- - 6,114 -	- - 1,221 -	- - 386 -	- - 367 -	- - 63 -	- - 41 -	- - 8,192 -	- - 8,809 -	- - 188 -	- - 139 -	- - 42 -	- - 2 -	- - 4 -	- - 9,184 -	- - 17,376 -
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	- 11,061 6,780 -	- 173 295 -	- - 429 -	- 7 314 -	- 12 - -	- 13 22 -	- 11,266 9,840 -	- 6,964 6,750 -	- 3 20 -	- 4 17 -	- 2 - -	- - 7 -	- - - -	- 6,973 6,794 -	- 18,239 16,634 -
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	2,935 - 8,619 -	49 - 806 -	116 - 316 -	10 - 180 -	24 - 238 -	- - 276 -	3,134 - 10,435 -	4,392 - 2,309 -	- - 29 -	- - - -	- - 11 -	- - 2 -	- - 19 -	4,392 - 2,370 -	7,526 - 12,805 -
WEST VIRGINIA 2/ WISCONSIN WYOMING	- 11,915 2,342	- 68 75	- 44 12	218 8	61 -	4 -	12,310 2,437	7,345 7,437	52 2	4 -	11 -	2 -	7 -	7,421 7,439	19,731 9,876
TOTAL 2/	171,021	10,394	6,190	7,286	1,439	1,883	198,213	153,547	2,962	1,203	1,567	197	607	160,083	358,296
PERCENT BY CLASSIFICATION	86	5	3	4	1	1	100	96	2	1	1	-	-	100	-

Roadway Extent, Characteristics, and Performance

# VOLUME-CAPACITY RATIO - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-61  
SHEET 3 OF 4  
SEPTEMBER 1981

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Highway Statistics, 1980

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE							OTHER FREEWAYS & EXPRESSWAYS							OTHER PRINCIPAL ARTERIAL							TOTAL URBAN PRINCIPAL ARTERIAL HIGHWAYS																																											
	VOLUME-CAPACITY RATIO (V/C)						TOTAL	VOLUME-CAPACITY RATIO (V/C)						TOTAL	VOLUME-CAPACITY RATIO (V/C)						TOTAL																																												
	LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95		LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95		LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95																																													
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	19	9	24	3	1	107	-	-	-	-	-	-	-	-	-	-	-	-	-	48	39	31	118	73	81	390	504														
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	1	2	21	28	60	114	154
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	15	78	116	44	48	329	63	48	66	68	3	7	255	15	60	121	439	421	384	1,440	2,024																				
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	52	81	116	21	101	419	32	18	14	20	1	1	86	73	88	145	684	448	371	1,809	2,314																				
KANSAS 2/ KENTUCKY LOUISIANA MAINE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	12	11	58	28	15	140	43	2	2	10	5	2	64	18	30	55	103	77	111	394	598																				
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	13	27	108	113	103	385	13	27	17	70	23	44	194	80	130	152	428	404	640	1,834	2,413																				
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	6	1	-	-	-	39	-	-	-	-	-	-	-	25	20	30	36	24	20	156	195																				
NEVADA NEW HAMPSHIRE 2/ NEW JERSEY NEW MEXICO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	1	11	2	-	22	8	1	2	3	-	-	14	11	10	15	57	13	19	125	161																				
NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	150	112	78	41	128	562	201	41	74	201	27	179	723	500	224	208	412	328	640	2,312	3,597																				
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	10	51	201	46	23	336	58	73	35	71	22	23	282	129	148	192	989	321	656	2,435	3,053																				
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	14	10	3	-	-	37	1	1	2	-	-	-	4	45	28	19	41	12	9	154	195																				
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	6	4	62	10	9	107	-	-	1	1	2	2	6	24	18	12	71	9	49	183	296																				
WEST VIRGINIA 2/ WISCONSIN WYOMING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	10	32	37	11	104	50	26	25	52	2	2	157	247	78	128	333	164	56	1,006	1,267																				
TOTAL 2/	406	465	590	1,292	627	638	4,018	658	378	373	705	210	339	2,663	2,320	1,973	2,166	5,762	3,408	4,660	20,289	26,970																																											
PERCENT BY CLASSIFICATION	10	12	15	31	16	16	100	25	14	14	26	8	13	100	11	10	11	28	17	23	100	-																																											

# VOLUME-CAPACITY RATIO - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-61  
SHEET 4 OF 4  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

Roadway Extent, Characteristics, and Performance

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STATE	MINOR ARTERIAL							COLLECTOR							
	VOLUME-CAPACITY RATIO (V/C)							TOTAL	VOLUME-CAPACITY RATIO (V/C)						TOTAL
	LESS THAN .21	.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95	LESS THAN .21		.21 - .30	.31 - .40	.41 - .70	.71 - .95	GREATER THAN .95		
ALABAMA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ALASKA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ARIZONA	405	182	150	188	52	13	990	647	75	69	141	35	30	997	
ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CALIFORNIA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
COLORADO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CONNECTICUT 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
DELAWARE	5	11	2	37	11	48	114	34	8	13	22	21	38	136	
DIST. OF COL. 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
FLORIDA	183	171	122	596	487	719	2,278	813	563	453	845	578	601	3,853	
GEORGIA	220	145	180	431	124	249	1,349	328	286	273	362	98	136	1,483	
HAWAII	16	4	8	38	26	30	122	28	19	22	39	11	12	131	
IDAHO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ILLINOIS	564	354	286	991	667	381	3,243	1,295	350	377	601	274	161	3,058	
INDIANA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IOWA	623	231	193	252	56	46	1,401	776	119	39	33	2	1	970	
KANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
KENTUCKY	205	139	68	255	139	161	967	314	127	113	128	63	75	820	
LOUISIANA	357	101	81	154	52	113	858	532	62	15	40	28	72	749	
MAINE	94	47	35	74	15	15	280	251	30	35	12	8	5	341	
MARYLAND 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MASSACHUSETTS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MICHIGAN	444	286	372	403	400	346	2,251	2,051	428	401	304	133	487	3,804	
MINNESOTA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSISSIPPI 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MISSOURI 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MONTANA	96	39	27	21	19	7	209	109	15	23	9	8	7	171	
NEBRASKA	140	89	52	125	60	40	506	168	53	23	56	28	21	349	
NEVADA	70	34	50	53	24	2	233	100	24	11	22	-	-	157	
NEW HAMPSHIRE 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW JERSEY	375	198	143	641	708	580	2,645	824	212	132	240	364	75	1,847	
NEW MEXICO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW YORK	1,361	207	474	1,049	485	427	4,003	1,824	448	369	257	148	155	3,201	
NORTH CAROLINA	1,421	220	126	47	7	-	1,821	1,152	9	7	3	1	-	1,172	
NORTH DAKOTA	105	27	7	9	2	19	169	148	26	22	6	4	2	210	
OHIO 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
OKLAHOMA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
OREGON 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PENNSYLVANIA	526	398	260	926	189	233	2,532	1,305	292	375	497	115	333	2,917	
RHODE ISLAND 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH CAROLINA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SOUTH DAKOTA	151	28	20	17	1	-	217	123	10	5	2	-	-	140	
TENNESSEE	197	102	118	211	55	36	719	714	99	134	93	42	12	1,094	
TEXAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UTAH	126	36	37	57	61	42	359	374	33	60	58	31	3	559	
VERMONT 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
VIRGINIA	479	221	195	265	145	152	1,457	669	113	56	92	19	52	1,001	
WASHINGTON 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WEST VIRGINIA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	1,036	175	176	203	59	33	1,682	905	91	42	40	7	1	1,086	
WYOMING	64	29	12	34	4	8	151	72	33	17	32	26	5	185	
<b>TOTAL 2/</b>	<b>9,263</b>	<b>3,474</b>	<b>3,194</b>	<b>7,077</b>	<b>3,848</b>	<b>3,700</b>	<b>30,556</b>	<b>15,556</b>	<b>3,525</b>	<b>3,086</b>	<b>3,936</b>	<b>2,044</b>	<b>2,284</b>	<b>30,431</b>	
<b>PERCENT BY CLASSIFICATION</b>	<b>31</b>	<b>11</b>	<b>10</b>	<b>23</b>	<b>13</b>	<b>12</b>	<b>100</b>	<b>50</b>	<b>12</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>100</b>	

<sup>1/</sup> AS EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) SAMPLES.

<sup>2/</sup> 1980 HPMS DATA INCOMPLETE. DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.

PAVEMENT CONDITION - RURAL - 1980

MILEAGE BY FUNCTIONAL CLASSIFICATION

MILEAGE AS OF DECEMBER 31, 1980 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-63 SHEET 1 OF 2 SEPTEMBER 1981

STATE	INTERSTATE				OTHER PRINCIPAL ARTERIALS				MINOR ARTERIALS				MAJOR COLLECTORS				MINOR COLLECTORS			
	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED
	PSR 0.1-2.4	PSR 2.5-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0	
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	158	556	757	-	166	1,417	1,412	-	343	3,215	2,955	-	-	-	-	-	-	-	-	-
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	82	531	676	-	20	49	157	-	387	4,560	2,779	-	1,276	5,480	5,981	1,466	205	1,189	1,253	1,147
KANSAS 2/ KENTUCKY LOUISIANA MAINE 2/	11	236	350	-	6	640	814	-	55	1,469	321	-	1,523	4,663	1,120	-	2,394	6,220	613	134
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	61	347	713	-	333	1,233	537	-	578	2,039	674	43	1,755	942	757	2,915	52	653	-	8,874
NEVADA NEW HAMPSHIRE NEW JERSEY NEW MEXICO 2/	3	167	292	-	8	314	318	-	16	693	499	-	54	1,539	804	-	-	1,159	34	1,257
NEW YORK NORTH CAROLINA 2/ NORTH DAKOTA OHIO 2/	50	261	551	-	47	735	1,028	-	179	2,540	1,975	-	651	3,385	2,279	-	1,838	7,252	1,732	190
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	26	243	408	-	3	566	194	-	13	1,510	367	-	-	1,770	900	464	-	679	400	3,313
WEST VIRGINIA 2/ WISCONSIN WYOMING	29	192	240	-	70	1,847	1,460	-	165	3,824	1,217	-	430	9,988	1,892	-	819	4,439	1,950	213
TOTAL 2/	868	4,713	12,397	-	2,583	16,976	21,817	13	5,364	42,778	37,331	118	18,421	88,557	59,867	28,093	19,088	51,493	20,676	66,559
PERCENT BY CLASSIFICATION	5	26	69	-	6	41	53	-	6	50	44	-	9	46	31	14	12	33	13	42



# PAVEMENT CONDITION - URBAN - 1980<sup>1</sup>

## MILEAGE BY FUNCTIONAL CLASSIFICATION

TABLE HM-63  
SHEET 2 OF 2  
SEPTEMBER 1981

MILEAGE AS OF DECEMBER 31, 1980 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE				OTHER FREEWAYS OR EXPRESSWAYS				OTHER PRINCIPAL ARTERIALS				MINOR ARTERIALS				COLLECTORS			
	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED	DETERIO- RATED	FAIR	GOOD	UNPAVED
	PSR 0.1-2.4	PSR 2.5-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0		PSR 0.1-1.9	PSR 2.0-3.4	PSR 3.5-5.0	
ALABAMA 2/ ALASKA 2/ ARIZONA ARKANSAS 2/	- 16	- 66	- 25	- -	- -	- -	- -	- -	- 22	- 149	- 215	- 4	- 2	- 514	- 460	- 14	- 39	- 483	- 449	- 26
CALIFORNIA 2/ COLORADO 2/ CONNECTICUT 2/ DELAWARE	33 - - -	173 - 7	591 - 27	- -	55 5	339 1	681 -	- -	- 22	- 80	- 12	- -	- 20	- 92	- 2	- -	- 45	- 74	- 17	- -
DIST. OF COL. 2/ FLORIDA GEORGIA HAWAII	- 49 - -	- 9 9	- 271 219 34	- -	- 107	- 33 14 9	- 115 98 45	- -	- 512 4 2	- 429 247 28	- 499 900 20	- -	- 314 25 19	- 933 651 70	- 1,027 651 33	- 4 22	- 273 57 15	- 2,007 694 96	- 1,544 705 20	- 29 27
IDAHO 2/ ILLINOIS INDIANA 2/ IOWA	- 25 -	- 149 62	- 245 57	- -	- -	- 66 -	- 20 -	- -	- 17 124	- 1,196 353	- 596 78	- -	- 200 101	- 1,585 853	- 1,420 383	- 38 64	- 132 41	- 1,562 540	- 1,319 242	- 45 147
KANSAS 2/ KENTUCKY LOUISIANA MAINE 2/	- 10 50	- 69 37	- 61 39	- -	- -	- 32 -	- 32 -	- -	- 26 156	- 274 273	- 94 296	- -	- 140 208	- 651 277	- 176 373	- -	- 93 232	- 564 286	- 159 231	- 4
MARYLAND 2/ MASSACHUSETTS 2/ MICHIGAN MINNESOTA 2/	- -	- 28	- 357	- -	- -	- 30	- 164	- -	- 94	- 316	- 1,424	- -	- 213	- 221	- 1,796	- 21	- 234	- 573	- 2,764	- 233
MISSISSIPPI 2/ MISSOURI 2/ MONTANA NEBRASKA	- 5	- 16 14	- 18 21	- -	- -	- -	- -	- -	- 8 35	- 107 170	- 41 154	- -	- 16	- 152 335	- 32 148	- 9 23	- 16 5	- 116 200	- 29 123	- 10 21
NEVADA NEW HAMPSHIRE 2/ NEW JERSEY NEW MEXICO 2/	- -	- 2	- 215	- -	- -	- 19	- 246	- -	- -	- 47 228	- 78 1,013	- -	- -	- 162 833	- 70 1,812	- 1	- -	- 146 499	- 6 1,340	- 5 8
NEW YORK NORTH CAROLINA 2/ NORTH DAKOTA OHIO 2/	39 -	232 5	291 30	- -	47 -	326 -	350 -	- -	100 -	1,272 16	940 122	- 1	324 -	2,466 65	1,213 97	- 7	391 -	2,191 84	608 111	11 15
OKLAHOMA 2/ OREGON 2/ PENNSYLVANIA RHODE ISLAND 2/	- 19	- 87	- 230	- -	- 1	- 122	- 159	- -	- 79	- 1,552	- 802	- 2	- 223	- 1,485	- 819	- 5	- 566	- 1,775	- 566	- 10
SOUTH CAROLINA 2/ SOUTH DAKOTA TENNESSEE TEXAS 2/	- 1	- 31 46	- 6 147	- -	- -	- 9	- 27	- -	- 17	- 67 676	- 70 560	- -	- 2 15	- 148 448	- 56 256	- 11	- 26	- 82 574	- 9 517	- 23 3
UTAH VERMONT 2/ VIRGINIA WASHINGTON 2/	- 7	- 32 73	- 75 124	- -	- -	- 52	- 91	- -	- 100	- 115 357	- 68 310	- -	- 3 199	- 126 579	- 227 671	- 3 8	- -	- 272 534	- 279 335	- 8
WEST VIRGINIA 2/ WISCONSIN WYOMING	- 43	- 34 8	- 27 31	- -	- -	- 49 6	- 108 22	- -	- 29	- 487 27	- 490 43	- -	- 55 6	- 1,092 98	- 524 43	- 11 4	- 59 20	- 775 97	- 237 52	- 15 16
TOTAL 2/	297	1,189	3,163	-	220	1,107	2,172	-	1,347	8,466	8,825	19	2,085	13,836	12,289	245	2,376	14,224	11,662	656
PERCENT BY CLASSIFICATION	6	26	68	-	6	32	62	-	7	45	48	-	7	49	43	1	8	50	40	2

1/ MILEAGE EXPANDED FROM THE HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) FROM REPORTS OF 25 STATES FOR RURAL DATA AND OF 25 STATES FOR URBAN DATA. PAVEMENT CONDITION IS STRATIFIED USING THE "PRESENT SERVICEABILITY RATING" (PSR) - A STANDARD MEASURE OF PAVEMENT CONDITION ADOPTED FROM THE "AASHTO ROAD TESTS" CONDUCTED IN THE LATE 1950'S AND

EARLY 1960'S. REFERENCE: HIGHWAY RESEARCH BOARD SPECIAL REPORT 61E, 1962.  
2/ 1980 HPMS DATA INCOMPLETE OR UNUSABLE. DATA NOT INCLUDED IN THIS TABLE. NEW HAMPSHIRE SUBMITTED ONLY RURAL DATA. TOTALS REFLECT ONLY THOSE STATES INCLUDED.

# VEHICLE MILES OF TRAVEL - 1980<sup>1</sup>

## BY HIGHWAY CATEGORY, VEHICLE TYPE, AND RELATED DATA

SOURCE: HIGHWAY STATISTICS DIVISION  
OFFICE OF HIGHWAY PLANNING, FHWA

TABLE VM-1  
PRELIMINARY OCTOBER 1981

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Highway Statistics, 1980

ITEM	PASSENGER VEHICLES							TRUCKS			ALL MOTOR VEHICLES
	PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT	COMBI-NATIONS	ALL TRUCKS	
	PASSENGER CARS 2/	MOTOR-CYCLES 2/	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL AND OTHER NONREVENUE	ALL BUSES					
MOTOR-VEHICLE TRAVEL: 3/ (MILLIONS OF VEHICLE-MILES)											
INTERSTATE RURAL	-	-	90,823	322	168	490	91,313	23,000	20,200	43,200	134,513
OTHER MAIN RURAL	-	-	299,258	853	1,257	2,110	301,368	130,070	24,000	154,070	455,438
LOCAL RURAL	-	-	69,125	90	610	700	69,825	13,000	950	13,950	83,775
ALL RURAL	-	-	459,206	1,265	2,035	3,300	462,506	166,070	45,150	211,220	673,726
INTERSTATE URBAN	-	-	132,347	335	165	500	132,847	19,000	7,500	26,500	159,347
OTHER URBAN	-	-	538,334	1,900	700	2,600	540,934	139,500	7,350	146,850	687,784
ALL URBAN 4/	-	-	670,681	2,235	865	3,100	673,781	158,500	14,850	173,350	847,131
TOTAL RURAL AND URBAN	1,111,887	18,000	1,129,887	3,500	2,900	6,400	1,136,287	324,570	60,000	384,570	1,520,857
NUMBER OF MOTORIZED VEHICLES REGISTERED	121,723,650	5,724,602	127,448,252	106,821	381,980	528,801	127,977,053	32,232,241	1,405,000	33,637,241	161,614,294
AVERAGE MILES TRAVEL PER VEHICLE	9,135	3,144	8,865	32,765	7,592	12,103	8,879	10,070	42,705	11,433	9,410
FUEL CONSUMED (THOUSAND GALLONS)	73,374,754	360,000	73,734,754	696,000	379,600	1,075,600	74,810,354	29,240,500	10,909,000	40,149,500	114,959,854
AVERAGE FUEL CONSUMPTION PER VEHICLE (GALLONS)	603	63	579	6,516	994	2,034	585	907	7,764	1,194	711
AVERAGE MILES TRAVELED PER GALLON OF FUEL CONSUMED	15.15	50.00	15.32	5.03	7.64	5.95	15.19	11.10	5.50	9.58	13.23

1/ THE 50 STATES AND THE DISTRICT OF COLUMBIA REPORT TRAVEL BY HIGHWAY CATEGORY, NUMBER OF MOTORIZED VEHICLES REGISTERED BY VEHICLE TYPE, AND TOTAL FUEL CONSUMED. THE TRAVEL AND FUEL DATA BY VEHICLE TYPE AS WELL AS RELATED DATA ARE CALCULATED BY THE FEDERAL HIGHWAY ADMINISTRATION.

2/ SEPARATE ESTIMATES OF PASSENGER CAR AND MOTORCYCLE TRAVEL ARE NOT AVAILABLE BY HIGHWAY CATEGORY.

3/ HIGHWAY CATEGORIES ARE BASED ON FUNCTIONAL CLASSIFICATION IN ACCORDANCE WITH 23 U.S.C. 103 (B)(2), (C)(2), (D)(2) ESTABLISHED FOR 1976 AND DIFFER FROM EARLIER YEARS.

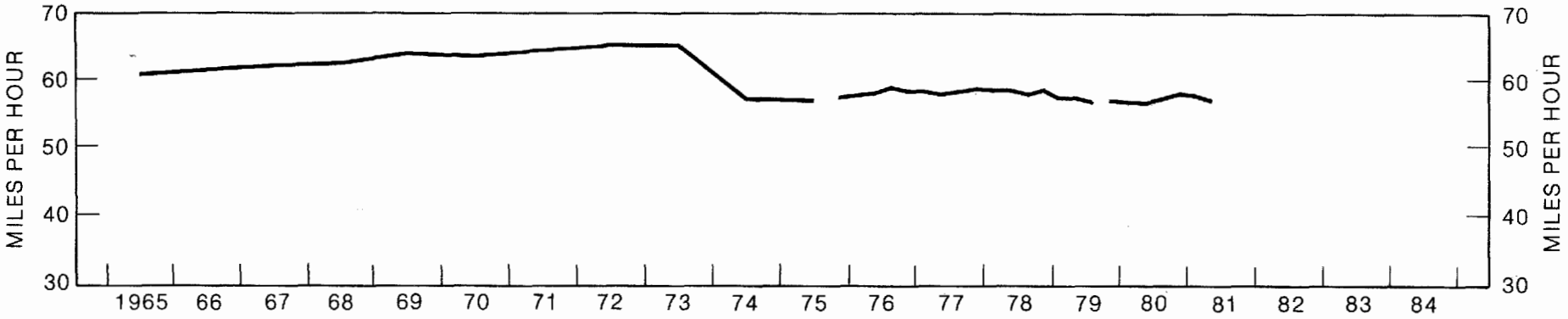
4/ URBAN CONSISTS OF TRAVEL ON ALL ROADS AND STREETS IN URBAN PLACES OF 5,000 OR GREATER POPULATION.



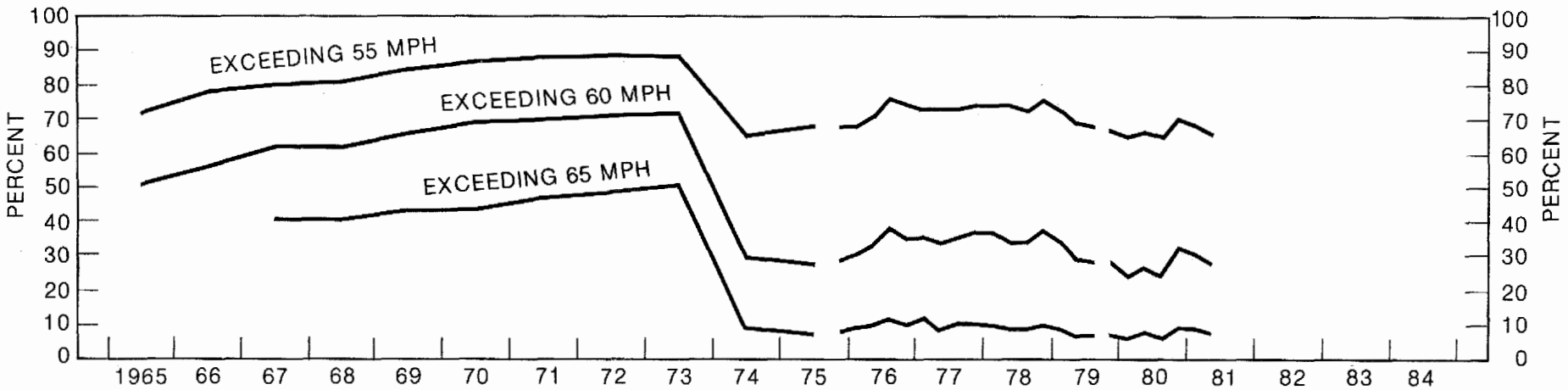




AVERAGE SPEED OF VEHICLES ON RURAL INTERSTATE HIGHWAYS



PERCENTAGE OF VEHICLES EXCEEDING 55, 60, AND 65 MILES PER HOUR



SPEED TRENDS ON RURAL INTERSTATE HIGHWAYS <sup>1/</sup>

<sup>1/</sup> The data from 1965 to 1979 represents free-moving traffic on level, straight, non-congested sections of rural Interstate Highways. Beginning with Fiscal year 1980, the data shows all vehicle travel on rural Interstate Highways. Between 1965 and 1975, speed trend information was collected by several State Highway Agencies normally during the

summer months and submitted in annual speed trends reports. Since October 1975 all States have monitored speeds at locations on several highway systems, including the Interstate System, as part of the 55 m.p.h. speed limit monitoring program. The data are reported to FHWA on a quarterly basis.

# HIGHWAY STATISTICS FOR AMERICAN SAMOA AND GUAM - 1980<sup>1</sup>

TABLE TER-1  
SEPTEMBER 1981

COMPILED FOR THE CALENDAR YEAR FROM  
REPORTS OF TERRITORIAL AUTHORITIES

MOTOR FUEL, MOTOR VEHICLES, AND DRIVER LICENSES AND HIGHWAY FINANCE	AMERICAN SAMOA	GUAM	MILEAGE, TRAVEL	AMERICAN SAMOA			GUAM		
				FEDERAL AID	NON-FEDERAL AID	TOTAL	RURAL	URBAN	TOTAL
<b>I. MOTOR-FUEL CONSUMPTION</b>			EXISTING MILEAGE						
A. TERRITORIAL TAX RATE PER GALLON ON DECEMBER 31:			SURFACE TYPE:						
1. GASOLINE			D. E						
2. DIESEL AND L.P.G.			F. G-1, H-1						
B. NET GALLONS TAXED (1,000)			G-2, H-2, I						
1. AT PREVAILING RATES			26	8	34	NA	NA	132	
2. AT OTHER RATES			52	13	65	NA	NA	474	
3. TOTAL			78	21	99	NA	NA	179	
			TOTAL EXISTING MILEAGE						
			MILEAGE BY SYSTEMS 4/						
			PRIMARY:						
			RURAL						
			MUNICIPAL						
			SECONDARY:						
			RURAL						
			MUNICIPAL						
			LOCAL CITY STREETS						
			OTHER						
			TOTAL EXISTING MILEAGE						
<b>II. MOTOR-FUEL TAX RECEIPTS (\$1,000)</b>			SURFACED MILEAGE BY WIDTH 5/ 5/						
A. GROSS GALLONAGE RECEIPTS			LESS THAN 20 FEET						
B. LESS:			20-21						
1. REFUNDS PAID			22-23						
2. DEDICATED GASOLINE TAX			24-26						
C. OTHER RECEIPTS			27-35						
D. NET TOTAL RECEIPTS			36-43						
			44-47						
			48 AND OVER						
			UNCLASSIFIED BY WIDTH						
			TOTAL SURFACED MILEAGE						
			SURFACED MILEAGE BY AVERAGE DAILY TRAFFIC VOLUME 5/ 5/						
			VEHICLES PER DAY:						
			LESS THAN 400						
			400 - 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						
			40,000 AND OVER						
			UNCLASSIFIED BY ADT						
			TOTAL SURFACED MILEAGE						
			SURFACED MILEAGE BY LANES AND ACCESS CONTROL 5/						
			2 LANES						
			3 LANES						
			ONE-WAY STREETS						
			UNDIVIDED 4 OR MORE LANES						
			DIVIDED 4 OR MORE LANES:						
			NO ACCESS CONTROL						
			PARTIAL ACCESS CONTROL						
			FULL ACCESS CONTROL						
			UNCLASSIFIED BY LANES						
			TOTAL SURFACED MILEAGE						
<b>III. MOTOR-VEHICLE REGISTRATIONS</b>			VEHICLE MILES OF TRAVEL (MILLIONS)						
A. AUTOMOBILES			PAVED						
B. TRUCKS			UNPAVED						
C. BUSES			STATE						
D. TOTAL			LOCAL						
E. TRAILERS			MILITARY						
F. MOTORCYCLES			TOTAL						
			TOTAL						
<b>IV. DRIVERS LICENSES</b>									
A. LEARNERS PERMITS ISSUED									
B. OPERATORS LICENSES ISSUED									
C. CHAUFFEURS LICENSES ISSUED									
D. MOTORCYCLE OPERATORS LICENSES									
E. DRIVERS LICENSES IN FORCE									
<b>V. MOTOR-VEHICLE TAX RECEIPTS (\$1,000)</b>									
A. REGISTRATION FEES									
B. DRIVERS LICENSES									
C. MOTOR CARRIERS									
D. OTHER									
E. TOTAL									
<b>VI. HIGHWAY RECEIPTS (\$1,000)</b>									
A. HIGHWAY-USE REVENUE									
B. GENERAL FUNDS									
C. FHWA FUNDS									
D. OTHER FEDERAL FUNDS									
E. TOTAL RECEIPTS									
<b>VII. HIGHWAY DISBURSEMENTS (\$1,000)</b>									
A. CAPITAL OUTLAY									
B. MAINTENANCE									
C. ADMINISTRATION									
D. HIGHWAY LAW ENFORCEMENT									
E. TOTAL DISBURSEMENTS									

U.S. Territories

1/ NA MEANS DATA WAS NOT AVAILABLE.  
2/ GASOLINE ONLY.  
3/ IN PRIOR YEARS NONHIGHWAY DIESEL WAS INCLUDED.  
4/ 1980 DATA NOT PROVIDED FOR AMERICAN SAMOA - 1979 DATA USED.

5/ PRIMARY MILEAGE ONLY FOR GUAM.  
6/ 1980 DATA NOT PROVIDED FOR AMERICAN SAMOA - 1976 DATA USED.  
7/ 267 MILES OF TOTAL MILEAGE IS CLASSIFIED AS PUBLIC ROAD MILEAGE (23USC402(C)).





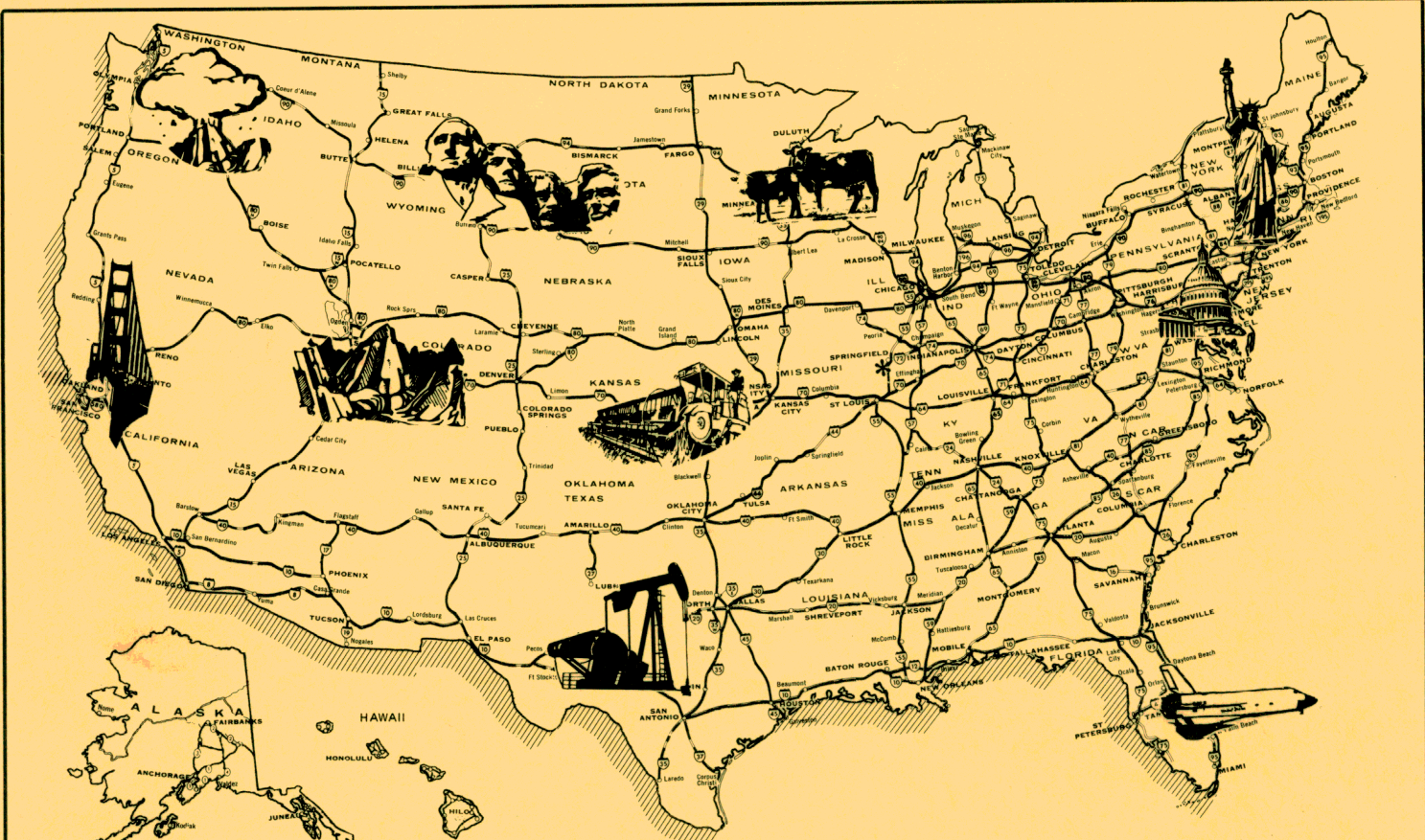




U.S. Department of Transportation

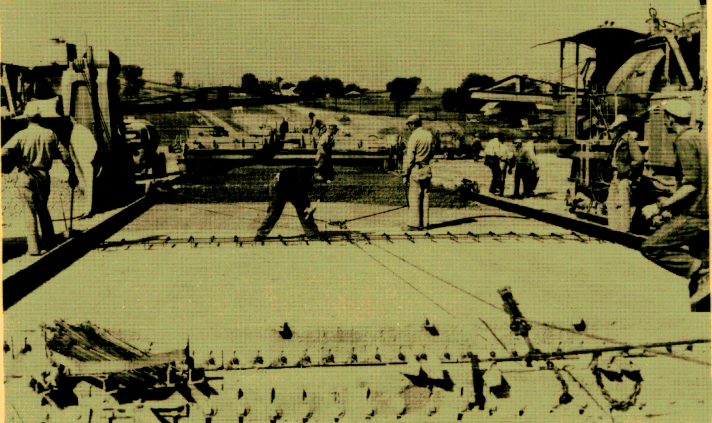
Federal Highway Administration

# Highway Statistics 1980

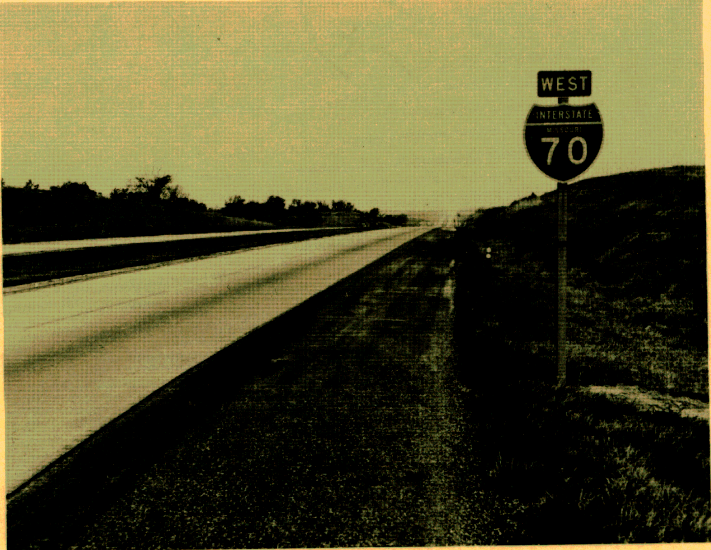


## 25 Years of Interstate 1st Interstate Project in U.S. \*

THIS IS THE FIRST PROJECT  
IN THE UNITED STATES  
ON WHICH ACTUAL CONSTRUCTION WAS STARTED  
UNDER PROVISIONS OF THE NEW  
FEDERAL AID HIGHWAY ACT OF 1956  
MISSOURI STATE HIGHWAY COMMISSION



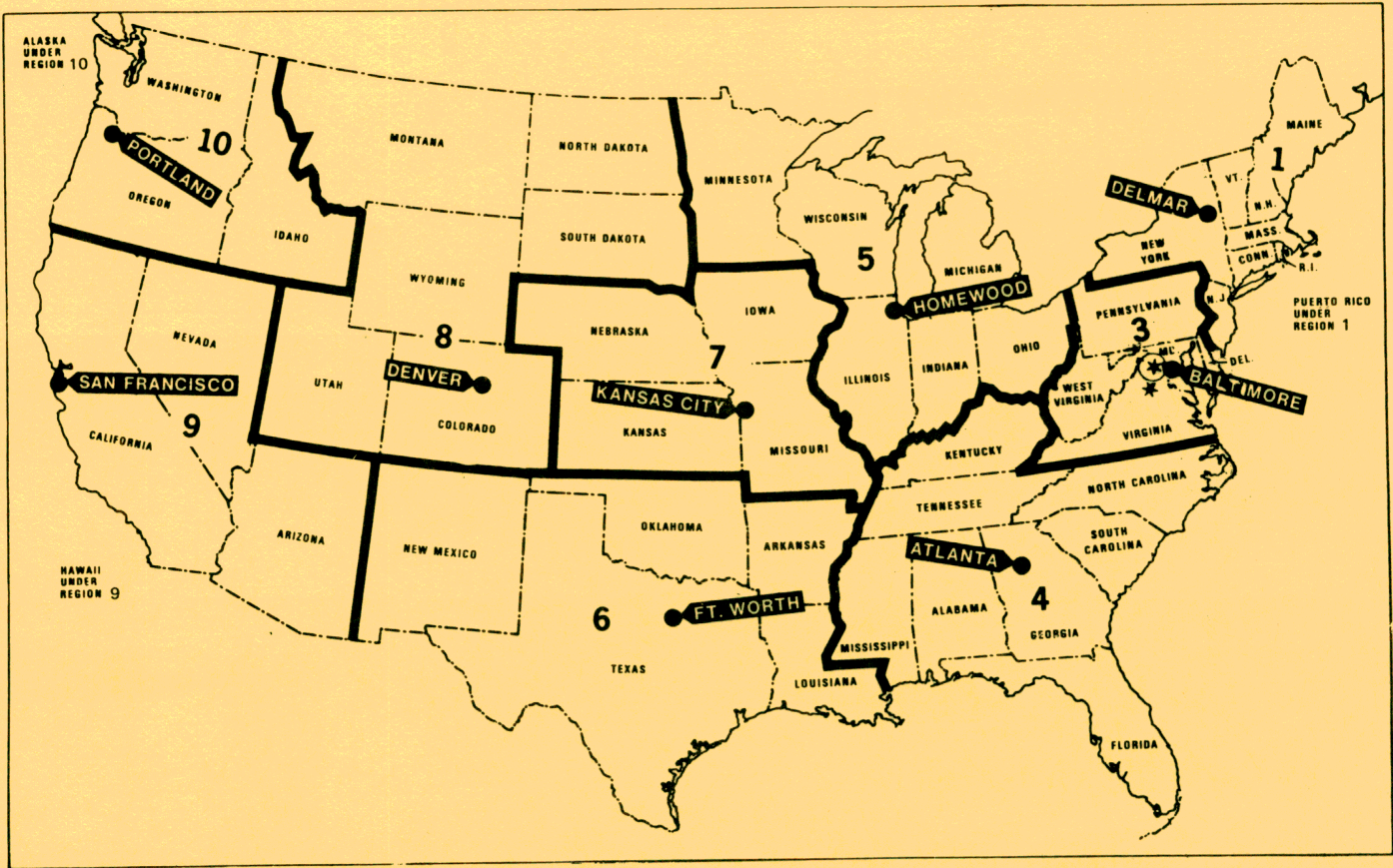
I - 70  
St. Charles, MO  
1956 Construction



I - 70  
St. Charles, MO  
1981 Four Lane Divided



# Field Regions of the Federal Highway Administration



★ Washington, D.C. Headquarters

● Field Region Headquarters

\* Region 15 ( Arlington, Va. ), Eastern Federal Highway Projects Office

NOTE: FHWA Region 1 Conforms to Standard Regions 1 and 2

## VEHICLES, DRIVERS, AND FUELS

Fuel Consumption

Motor Vehicle Registration

Driver Licensing

## HIGHWAY FINANCES

Summary for Units of Government

Federal Highway Finance

State Highway Finance

Local Road and Street Finance

## ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE

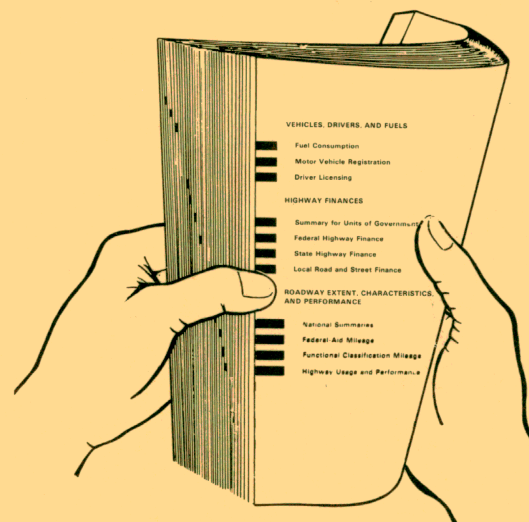
National Summaries

Federal-Aid Mileage

Functional Classification Mileage

Highway Usage and Performance

## U.S. TERRITORIES



### HOW TO USE THIS INDEX

Place left thumb on the outer edge of this page. To locate the desired entry, fold back the remaining page edges and align the index edge mark with the appropriate page edge mark.