

**Our Nation's
Highways
Selected Facts
and Figures**

The information in this publication provides a condensed overview of facts and figures about our Nation's highways. It is considered to be of interest to the average citizen. Except where noted, the Federal Highway Administration is the source of the data provided by the States. For more detailed data on many of the subjects covered, refer to the publication, *Highway Statistics*, published annually by the Office of Highway Information Management, Federal Highway Administration.

Cover Photo

The I-295 Varina-Enon Bridge spans the James River near Richmond, Virginia. The final closure of the main span was made on May 16, 1989.

Photo courtesy of Figg and Muller Engineers, Inc., Tallahassee, Florida.

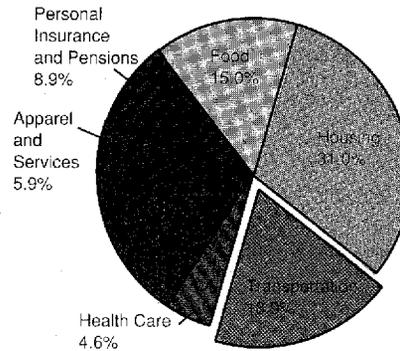
Contents

<p>The highway system is vital to the Nation's economy. Twenty-nine percent of total revenue ton-miles of freight moves by highways.</p>	Our Nation's Highways	2
<p>The United States has 3.9 million miles of roadway, of which 3.1 million miles are rural roads. The Interstate System accounts for only 1.2 percent of total mileage but carries 21.7 percent of total travel.</p>	The Highway System	6
<p>Pavement conditions on approximately 71 percent of the 44,629-mile Interstate System are rated good or better.</p>	Condition and Performance	10
<p>There are 188.7 million motor vehicles: 144.4 million automobiles and 44.3 million trucks and buses.</p>	Motor Vehicle Use	18
<p>There are 165 million licensed drivers: 52 percent are men and 48 percent are women.</p>	Motor-Fuel Use	20
<p>131.1 billion gallons of fuel per year are consumed for highway use, averaging about 704 gallons per motor vehicle.</p>	Travel	22
<p>Annual travel by motor vehicles has reached 2 trillion vehicle-miles, an increase of 32.6 percent since 1980. Automobiles are responsible for 70.5 percent of this travel.</p>	Financing Our Highways	26
<p>Although expenditures for highways now exceed \$68 billion a year, this amounts to less than 3.4 cents per vehicle-mile traveled.</p>	Selected Statistics by State	32

Transportation Expenditures at the Household Level

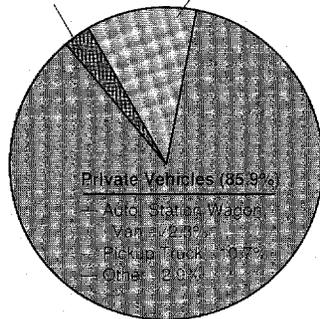
After housing (31.0 percent), transportation (18.9 percent) accounts for the largest single household expenditure, and 63.8 percent of transportation expenditures at the household level are for personal vehicles, gas, and oil.

Source: U. S. Bureau of Labor Statistics, *Consumer Expenditures Survey: Results from 1987*.



Personal Travel by Mode of Transportation

- | Public Transportation (2.8%) | Other Means (11.3%) |
|------------------------------|---------------------|
| —Bus - 1.7% | —Airplane - 8.5% |
| —Train - 0.7% | —School Bus - 1.8% |
| —Subway, Streetcar - 0.4% | —Walking - 0.3% |
| | —Biking - 0.2% |
| | —Other - 0.5% |



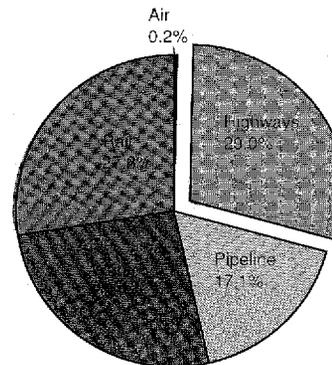
The personal motor vehicle (automobile, light truck, van, and motorcycle) is the predominant form of personal transportation. Privately owned vehicles are used for 86 percent of all personal travel. Air transportation (commercial and general aviation) accounts for 8.5 percent of personal travel, and public transportation accounts for 2.8 percent.

Source: Federal Highway Administration, *Nationwide Personal Transportation Survey, 1983-1984*.

Freight Transportation by Mode

The Nation's highway system carries 29 percent of the total revenue ton-miles of freight.

Source: U. S. Department of Transportation, *National Transportation Statistics, Annual Report, August 1989*.

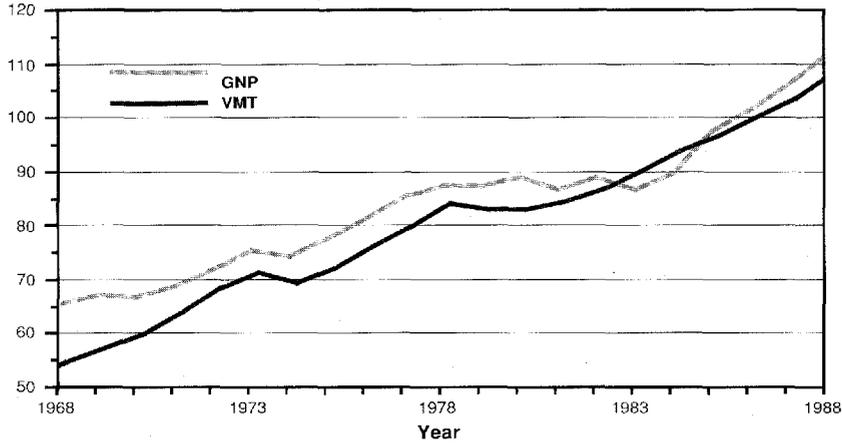


Gross National Product and Travel Relationship

There is a strong relationship between the Nation's economy and travel on the Nation's highway system. Since the 1930's, growth in the Gross National Product (GNP) and vehicle-miles of travel (VMT) reflect strikingly similar patterns (with the

exception of the World War II period), including the periods of energy disruptions during the 1970's. Since the early 1980's, VMT has grown at a slightly higher rate than the GNP.

Index (1986 = 100)

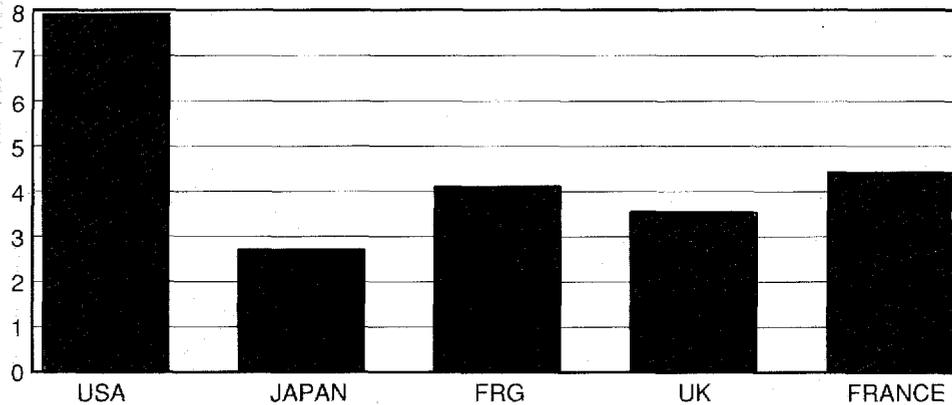


Vehicle-Miles of Travel per Capita

Highway travel by Americans, expressed as vehicle-miles of travel per capita, far exceeds highway travel by citizens of other

major countries. In 1988, VMT per capita in the United States reached 8,241, a 22 percent increase compared to 1980.

(Thousands)

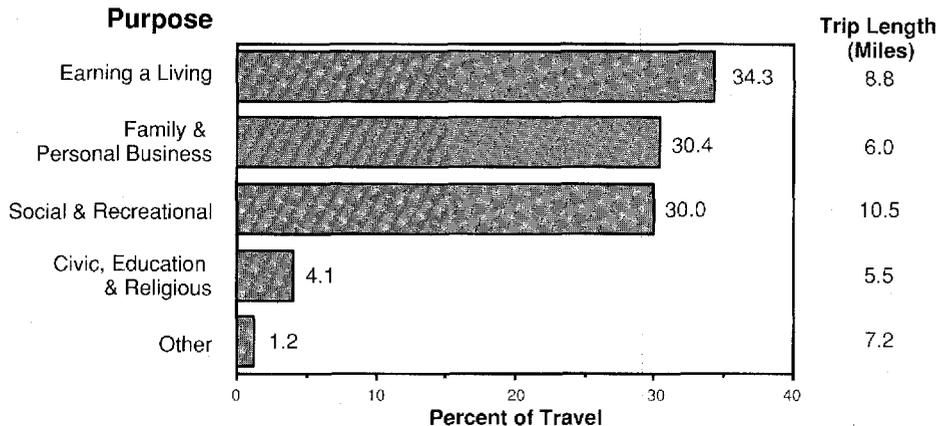


Source: International Road Federation, *World Road Statistics 1983 - 1987*

Percent of Household-Based Motor-Vehicle Travel by Purpose and Trip Length

Earning a living is the primary purpose of household-based motor-vehicle travel; but family and personal business, and social

and recreational purposes also account for major shares of household-based travel.



Source: Federal Highway Administration, *Nationwide Personal Transportation Study, 1983 - 1984.*

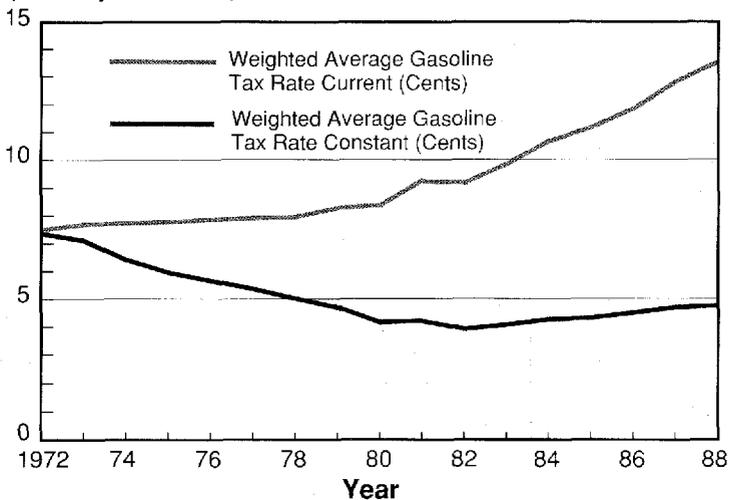
State Gasoline Tax Rates

Despite significant increases in State motor-fuel tax rates during the 1980's, the weighted average gasoline tax rate expressed in constant 1972 cents has

actually decreased by 35 percent from 7.33 cents per gallon to 4.75 cents per gallon.

Weighted Average Gasoline Tax

(Cents per Gallon)

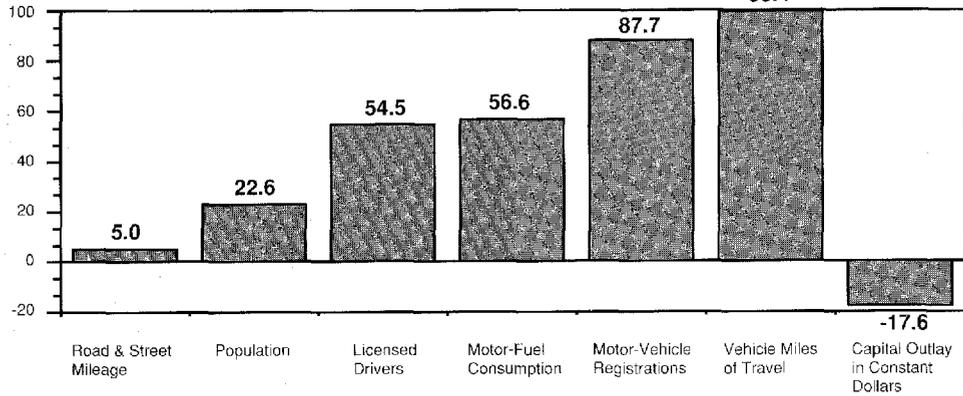


Highway Indicators

Annual vehicle-miles of travel and motor-vehicle registrations have nearly doubled since 1968, but highway capital outlay

expressed in constant 1968 dollars has actually decreased by 17.6 percent.

Percent Change (1968 – 1988)

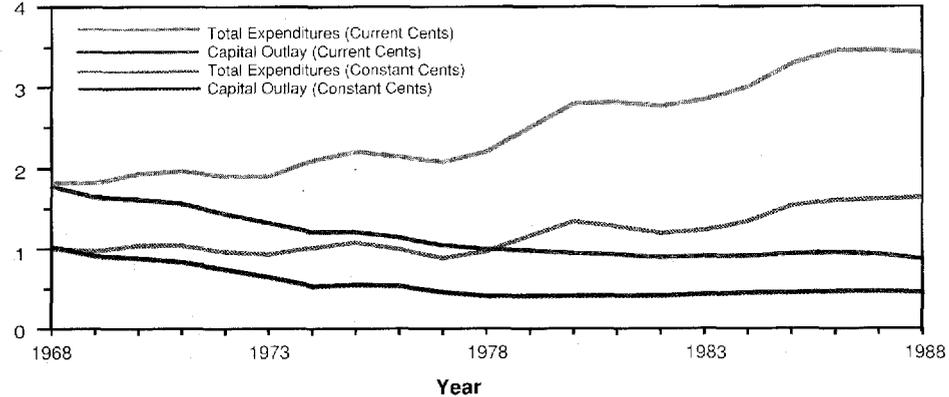


Highway Expenditures per Vehicle-Mile of Travel

In 1988, capital outlay, expressed in cents per vehicle-mile of travel (VMT), was 1.62 compared to 1.02 in 1968 — a 59.5 percent increase. Accounting for inflation, however, capital outlay per VMT was 0.42 — a 58.7 percent decrease. In 1988, total highway expenditures, expressed in cents per VMT, were 3.38 compared to 1.77 in

1968 — a 91 percent increase. Again, when inflation is taken into account, total highway expenditures per VMT were 0.89 — a 49.7 percent decrease. In effect, expenditures by all units of government in relation to travel are about one-half what they were 20 years ago.

(Cents per Vehicle-Mile of Travel)



Jurisdictional Control of U. S. Roads and Streets

The vast majority (95.2 percent) of all roads and streets in the United States are under the jurisdiction of the State and local governments. Only 184,336 miles

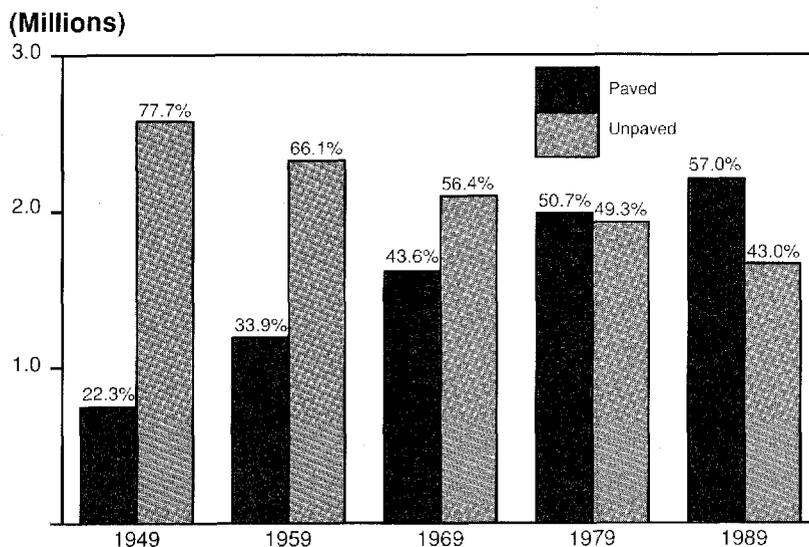
(4.8 percent) are under the jurisdiction of the Federal Government and include roads in national forests and parks and roads on military and Indian reservations.

Jurisdiction	Rural Mileage	Percent	Urban Mileage	Percent	Total Mileage	Percent
State	704,151	22.5	96,008	13.0	800,159	20.7
Local	2,244,155	71.7	642,493	86.9	2,886,648	74.5
Federal	183,363	5.8	973	0.1	184,336	4.8
Total	3,131,669	100.0	739,474	100.0	3,871,143	100.0

Total Road and Street Mileage by Surface Type

Currently, about 57 percent of all roads and streets are paved, compared with about 23 percent in 1949. Total road and street

mileage has increased only 16.7 percent since 1949; however, paved mileage has increased 198 percent.



Federal-Aid Systems Mileage and Travel

The Federal-aid systems are segments of State and local mileage eligible for funding through the Federal-aid highway program.

The Federal-aid systems include 22 percent of total road and street mileage but carry 81 percent of total travel.

Mileage					
Federal Aid Systems	Rural	Urban	Total	Percent of Total Mileage	Percent Change 1980 to 1988
Interstate (Arterials)	33,303	11,326	44,629	1.2	+ 8.3
Primary (Arterials)	225,724	33,345	259,069	6.7	-0.1
Urban (Arterials & Collectors)	—	147,035	147,035	3.8	+ 18.5
Secondary (Collectors)	<u>400,081</u>	—	<u>400,081</u>	<u>10.3</u>	+ <u>0.5</u>
Total Federal-Aid Systems	659,108	191,706	850,814	22.0	+ 3.4
Not On Federal-Aid Systems	<u>2,472,561</u>	<u>547,768</u>	<u>3,020,329</u>	<u>78.0</u>	<u>-0.5</u>
Total All Roads and Streets	3,131,669	739,474	3,871,143	100.0	+ 0.4

Travel on the Federal-aid systems has increased 35.1 percent since 1980. The greatest growth (60.4 percent) occurred on

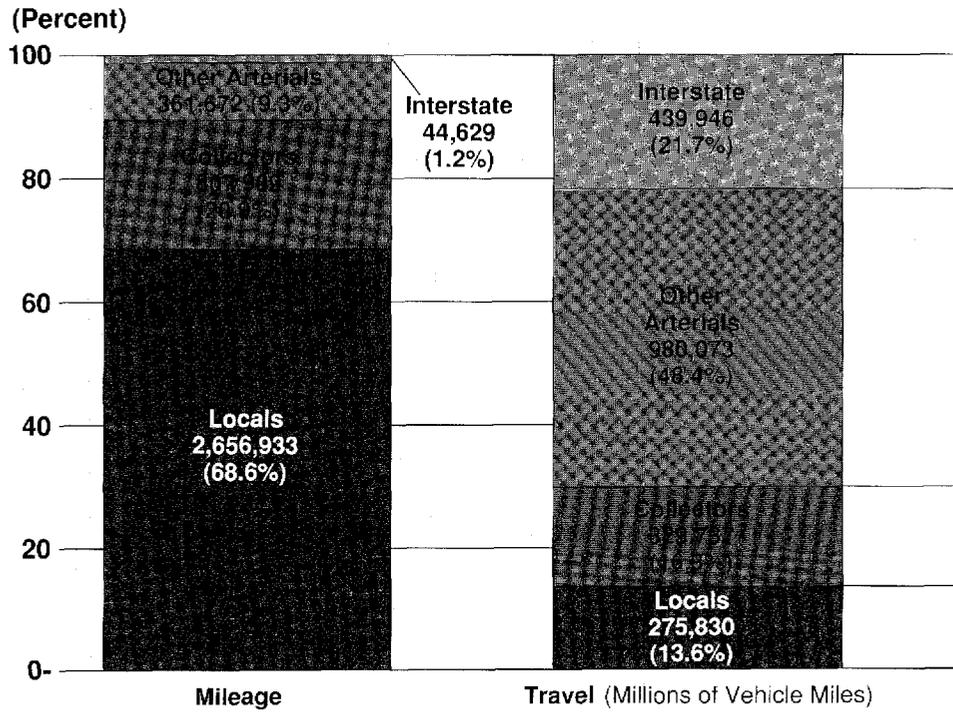
segments of the Interstate System in urban areas. Travel on all roads and streets has increased 32.6 percent since 1980.

Annual Vehicle-Miles of Travel (Millions)							
Federal Aid Systems	Rural	Percent Change 1980 to 1988	Urban	Percent Change 1980 to 1988	Total	Percent of Total Travel	Percent Change 1980 to 1988
Interstate (Arterials)	181,284	34.2	258,662	60.4	439,946	21.7%	48.5
Primary (Arterials)	308,413	19.0	272,160	41.2	580,573	28.7%	28.5
Urban (Arterials & Collectors)	—	—	444,492	35.5	444,492	21.9%	35.5
Secondary (Collectors)	175,429	27.4	—	—	175,429	8.7%	27.4
Total Federal-Aid Systems	665,126	25.0	975,314	43.0	1,640,440	81.0%	35.1
Not On Federal-Aid Systems	<u>152,431</u>	<u>8.8</u>	<u>232,715</u>	<u>34.2</u>	<u>385,146</u>	<u>19.0%</u>	<u>22.9</u>
Total All Roads and Streets	817,557	21.7	1,208,029	41.2	2,025,586	100.0%	32.6

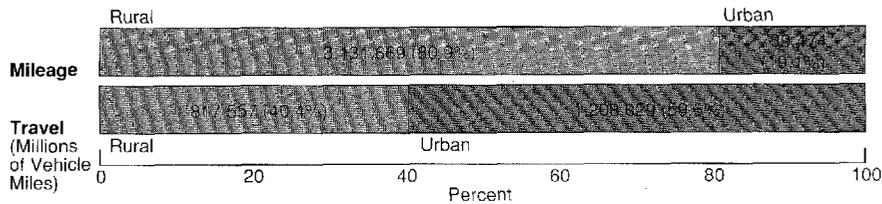
Total Road Mileage and Travel by Functional Classification

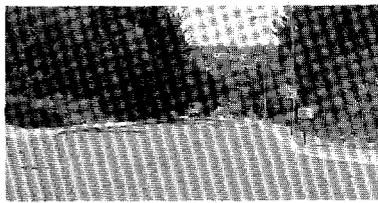
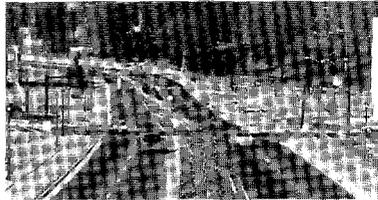
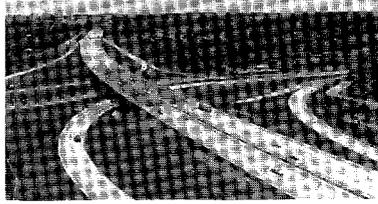
Roads and streets are grouped into functional classes according to the type of service they provide. The arterial system (including the Interstate System) accounts for about 10.5 percent of the Nation's total roads and streets but carries 70.1 percent of total travel.

The Interstate System accounts for only 1.2 percent of the Nation's total miles of roadway; however, 21.7 percent of total travel occurs on this system. Conversely, local roads account for 68.6 percent of the Nation's total road and street mileage but only 13.6 percent of total travel.



Roads and streets in urban areas account for 19.1 percent of total mileage but 59.6 percent of total travel.





Functional Classification

Arterial (including Interstate and other freeways) — The highest classification of roads and streets. Arterials provide the highest level of mobility, at the highest speed, for a long uninterrupted distance.

Collector — Provides a lower level of mobility than arterials at lower speeds and for a shorter distance. Collectors connect local roads with arterials and provide some access to abutting land.

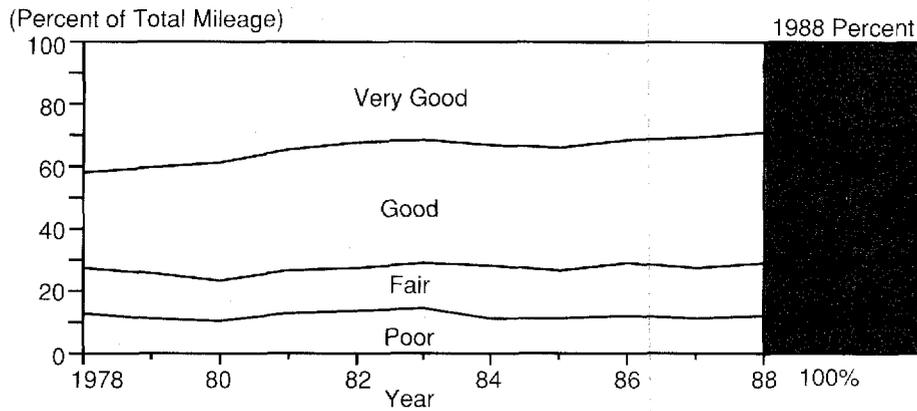
Local — The lowest classification of roads and streets. Local roads provide a high level of access to abutting land, but limited mobility.

Pavement Conditions of Interstate and Other Arterial Highways¹

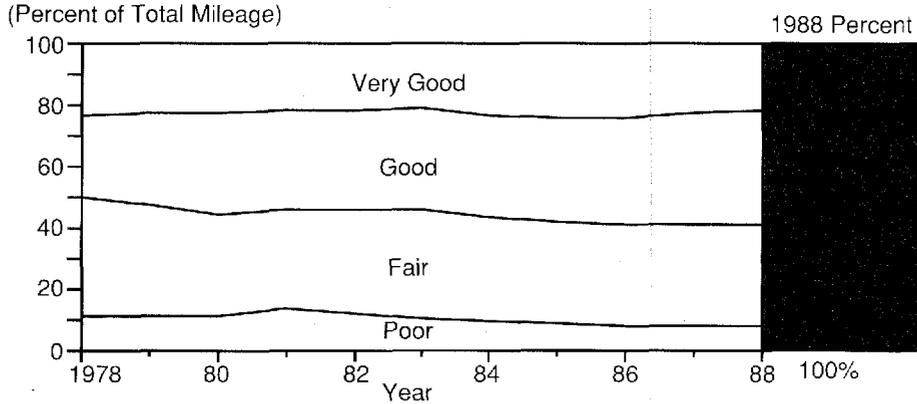
The physical condition of the Nation's highways is a priority at all levels of government. The percentage of pavements in poor condition (in need of capital improvements) declined steadily across all functional systems in the years immediately following the passage of the Surface Transportation Act of 1982. For the period

1985 through 1988, pavement conditions on the Interstate System have remained somewhat stable with a slight decline in conditions on rural Interstate segments. For the same period, pavement conditions on the arterial and collector systems continue to show some improvements.

Interstate (Rural and Urban)



Other Arterials (Rural and Urban)



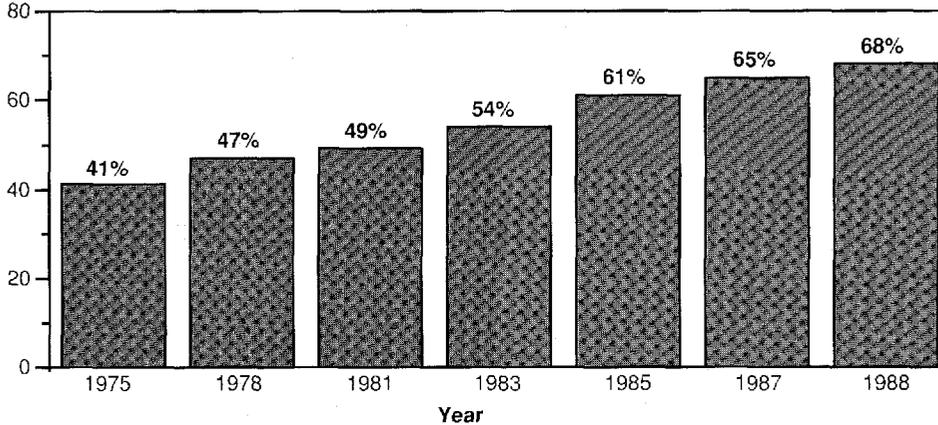
¹ More complete information on condition and performance may be obtained from the report of the Secretary of Transportation to the United States Congress, *The Status of the Nation's Highways: Condition and Performance and Highway Bridge Replacement and Rehabilitation Program*.

Travel Congestion on Urban Interstates¹

Travel congestion on urban segments of the Interstate System is increasing dramatically. In 1988, 68 percent of peak hour

travel on the urban Interstate occurred under congested conditions compared to 47 percent in 1978.

% of Peak Hour Vehicle-Miles of Travel



Bridge Conditions¹

Forty percent of the Nation's estimated 578,218 bridges are structurally deficient or functionally obsolete. Twenty-seven percent of the 276,243 bridges on the Federal-aid systems are structurally deficient or functionally obsolete.

signs limiting traffic or speed on bridges will generally provide adequate safeguards for those using the bridges.

A *structurally deficient* bridge is closed or restricted to light vehicles only because of deteriorated structural components. Structurally deficient bridges are not necessarily unsafe. Strict observance of

A *functionally obsolete* bridge is one that cannot safely service the volume or type of traffic using it. These bridges are not unsafe for all vehicles, but have older design features that prevent them from accommodating current traffic volumes and modern vehicle sizes and weights.

	Federal-Aid Systems		Off Federal-Aid Systems		Total Federal-Aid Systems	
	Number	Percent	Number	Percent	Number	Percent
Structurally Deficient	36,796	13.3	93,594	31.0	130,390	22.5
Functionally Obsolete	39,081	14.2	61,918	20.5	100,999	17.5
All Other Bridges	200,366	72.5	146,463	48.5	346,829	60.0
Total Bridges in Inventory	276,243	100.0	301,975	100.0	578,218	100.0

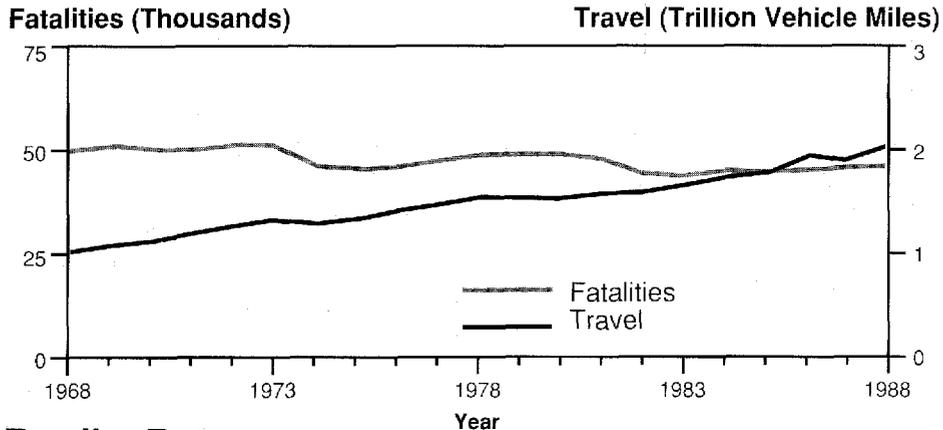
¹ See footnote 1, page 10.

Motor-Vehicle Fatalities

After a series of declines from 1979 to 1983, highway fatalities increased in four of the last five years. In 1988, there were 47,093 highway fatalities in 42,119 fatal accidents. Of the 47,093 fatalities, 5,110 or 11 percent occurred on the Interstate System. An estimated 50 percent of

highway fatalities in 1988 were alcohol related.

The reported use of seat belts continues to rise dramatically. Seat belt use in States that have use laws now averages about 50 percent.

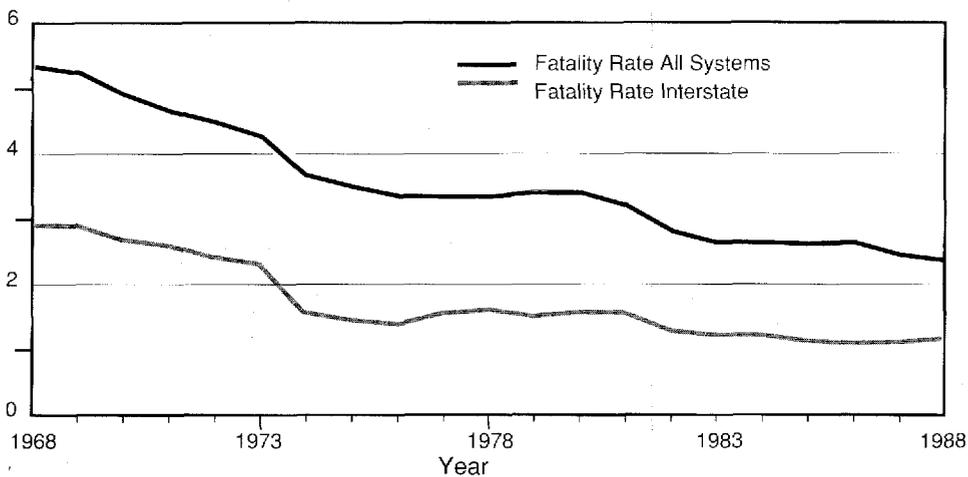


Fatality Rates

The fatality rate — fatalities per 100 million vehicle-miles of travel (VMT) — on all highway systems continues to decline. In 1988 the fatality rate reached 2.3 — a 56.6 percent decrease compared to 1968. The decrease in the fatality rate occurred

despite a 99 percent increase in highway travel and an 88 percent increase in motor-vehicle registrations during the period 1968 to 1988. The fatality rate on the Interstate System is about one-half the rate on all highway systems.

(Fatalities per 100 Million VMT)

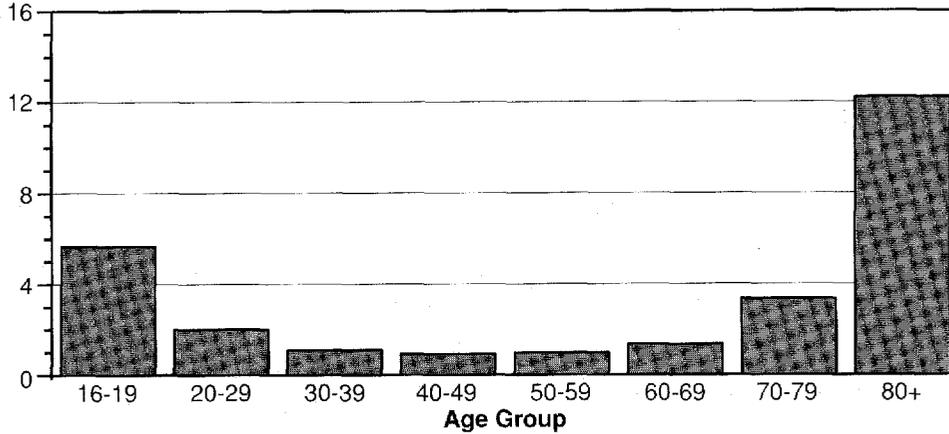


Fatality Rate by Age Group

Younger and older drivers have the highest fatality rates among drivers of all age groups. The fatality rate among drivers 80 years of age and older (12.2) is 1,255 percent greater than the rate for

drivers 40-59 years of age (0.9). The fatality rate for drivers 16-19 years of age (5.6) is 522 percent greater than the rate for drivers 40-59 years of age.

(Fatalities Per 100 Million VMT)

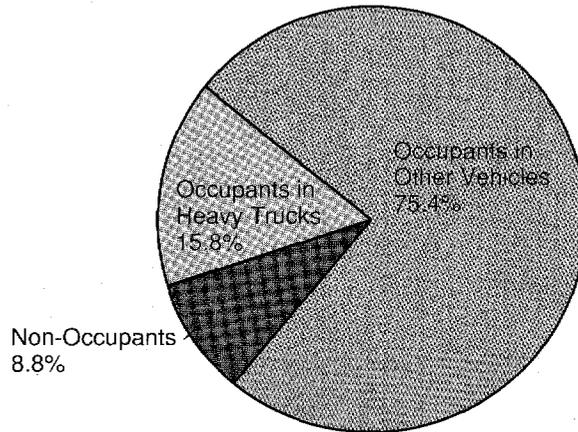


Source: National Highway Traffic Safety Administration, *Older Drivers: The Age Factor in Traffic Safety*, February 1989.

Fatalities Involving Heavy Trucks

There were 4,960 fatalities in accidents involving heavy trucks in 1988. Occupants

in other vehicles accounted for 3,737 or 75 percent of the fatalities involving heavy trucks.

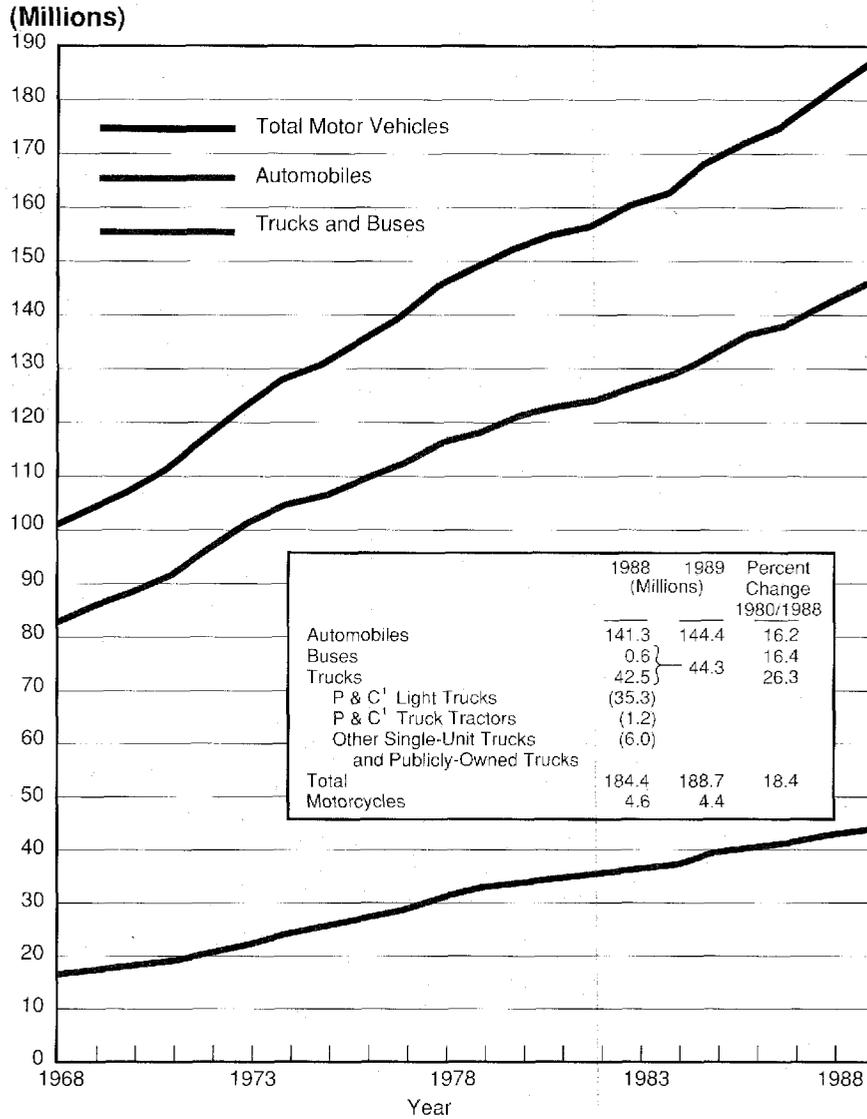


Source: National Highway Traffic Safety Administration, *Fatal Accident Reporting System, 1988*.

Motor-Vehicle Registrations

The number of registered motor vehicles continues to increase steadily. Automobile registrations have increased 16.2 percent (22.8 million) since 1980 while truck registrations have increased 26.3 percent

(8.9 million). Light single-unit trucks have seen a phenomenal growth in popularity since 1980 and now account for 19.1 percent of total registered motor vehicles.



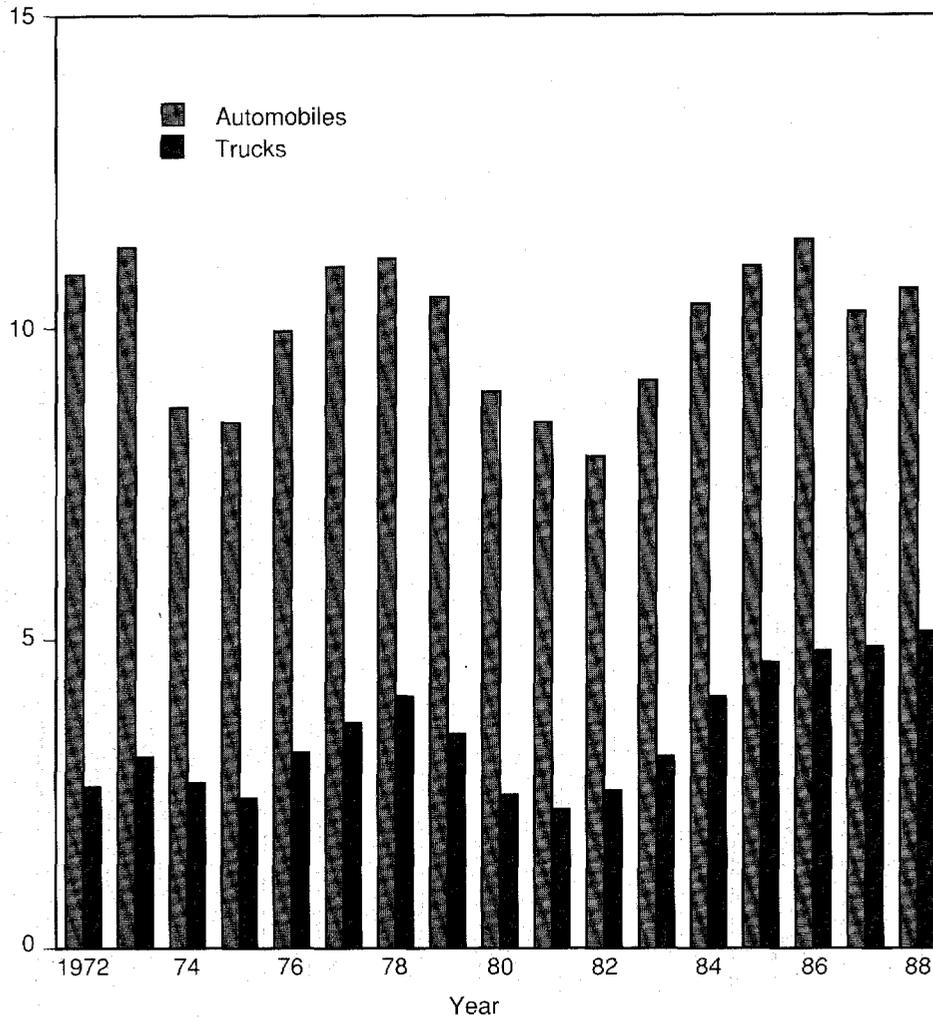
¹ Private and commercial.

Motor-Vehicle Retail Sales

Total motor-vehicle retail sales averaged 15,500,000 units for the period 1984 through 1988 and reached an all-time peak of 16,323,000 units in 1986. Retail sales of automobiles accounted for 67.4 percent of total sales in 1988 compared to

78.3 percent in 1980. This decrease reflects the growing popularity of light trucks as personal vehicles. Retail sales of trucks reached a record 5,149,000 units in 1988, an increase of 107 percent compared to 1980.

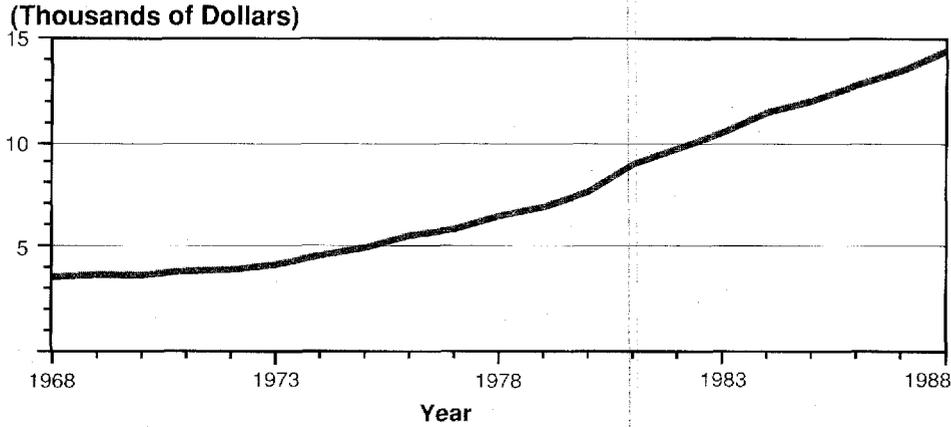
(Millions of Units)



Source: Motor Vehicle Manufacturers Association of the United States, Inc., *Economic Indicators — The Motor Vehicle's Role in the U.S. Economy*, 3rd Quarter 1989.

Average New-Car Selling Price

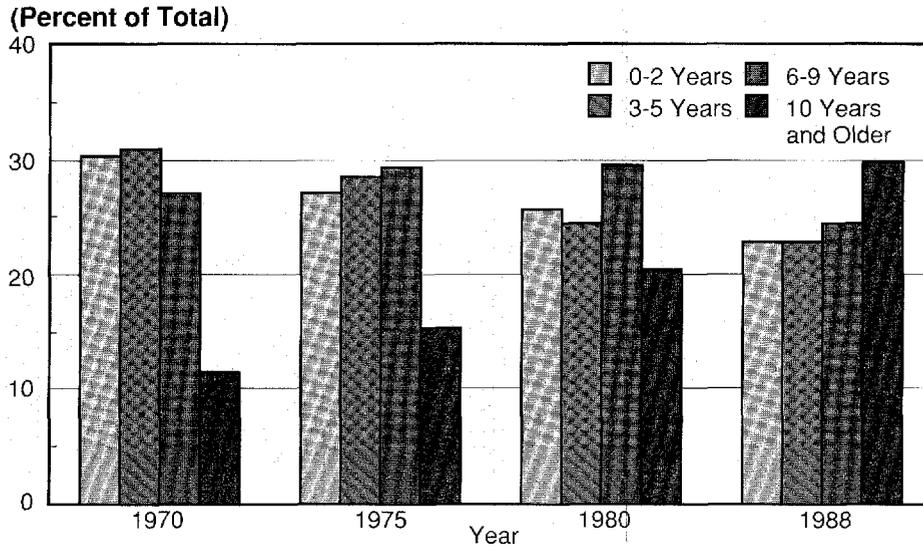
The average price of a new car reached \$14,485 in 1988, an increase of 6.4 percent over the 1987 average price of \$13,613 and a 127 percent increase compared to the 1978 average price of \$6,379.



Source: U.S. Department of Commerce, Bureau of Economic Analysis. *Average Transaction Price Per New Car.*

Passenger Cars in Use by Age (as of July 1)

The average age of passenger cars in use in 1988 was 7.6 years compared to 6.6 years in 1980, 6.0 years in 1975, and 5.6 years in 1970.



Source: Compiled by the Motor Vehicle Manufacturers Association from R. L. Polk & Co. data.

Cost of Ownership and Operation

(4-year, 60,000-mile cycle)

Size	Cost (Cents per Mile) ¹
 Large 8-Cylinder 4-door Model	34.9
 Medium 6-Cylinder 4-Door Model	31.5
 Small 4-Cylinder 4-Door Hatchback	25.7
Average	30.6

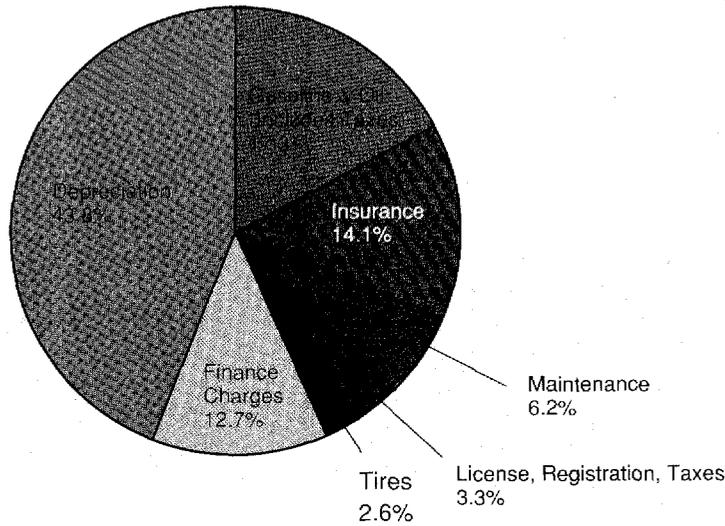
Source: American Automobile Association, *Your Driving Costs, 1988*. Primary source of the data is Runzheimer International, Rochester, Wisconsin.

¹Includes fuel, oil, tires, maintenance, insurance, depreciation, finance charges, and taxes.

Ownership and Operating Costs by Category (Based on Average Cost of 30.6 Cents per Mile)

The Federal Highway Administration estimates that combined Federal and State motor-fuel taxes currently account for

only about 3.4 percent of the cost per mile of owning and operating an automobile compared to 6.4 percent in 1968.

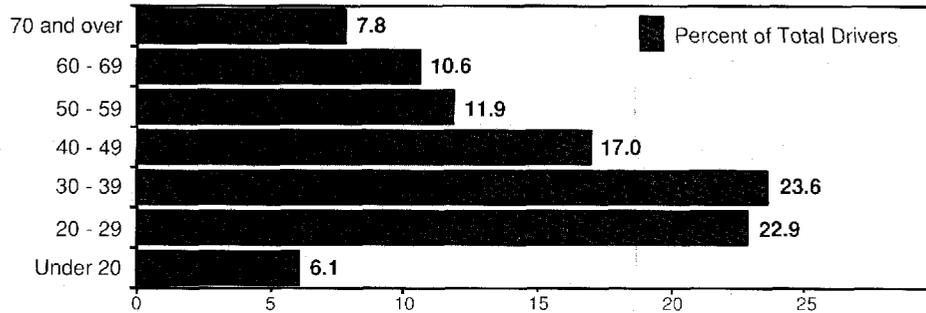


Source: American Automobile Association, *Your Driving Costs, 1988*.

Licensed Drivers by Age

There were an estimated 164,912,000 licensed drivers in the United States in 1989. Although the 20-39 age groups contain the largest percentage of licensed drivers, the average age of licensed drivers

is shifting upward as older drivers continue to hold licenses. Drivers age 60 and older now represent 18.4 percent of total licensed drivers compared with 16.3 percent in 1980.

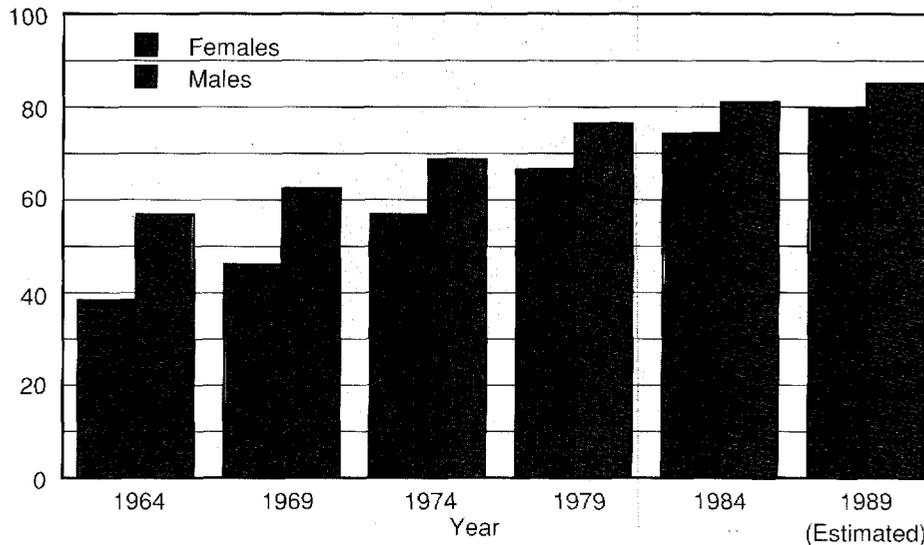


Licensed Drivers by Sex

Forty-eight percent (79,697,000) of the estimated 165 million licensed drivers in 1989 were women. The number of female

drivers has increased 17 percent since 1980 compared with a 10.4 percent increase in male drivers.

(Millions)



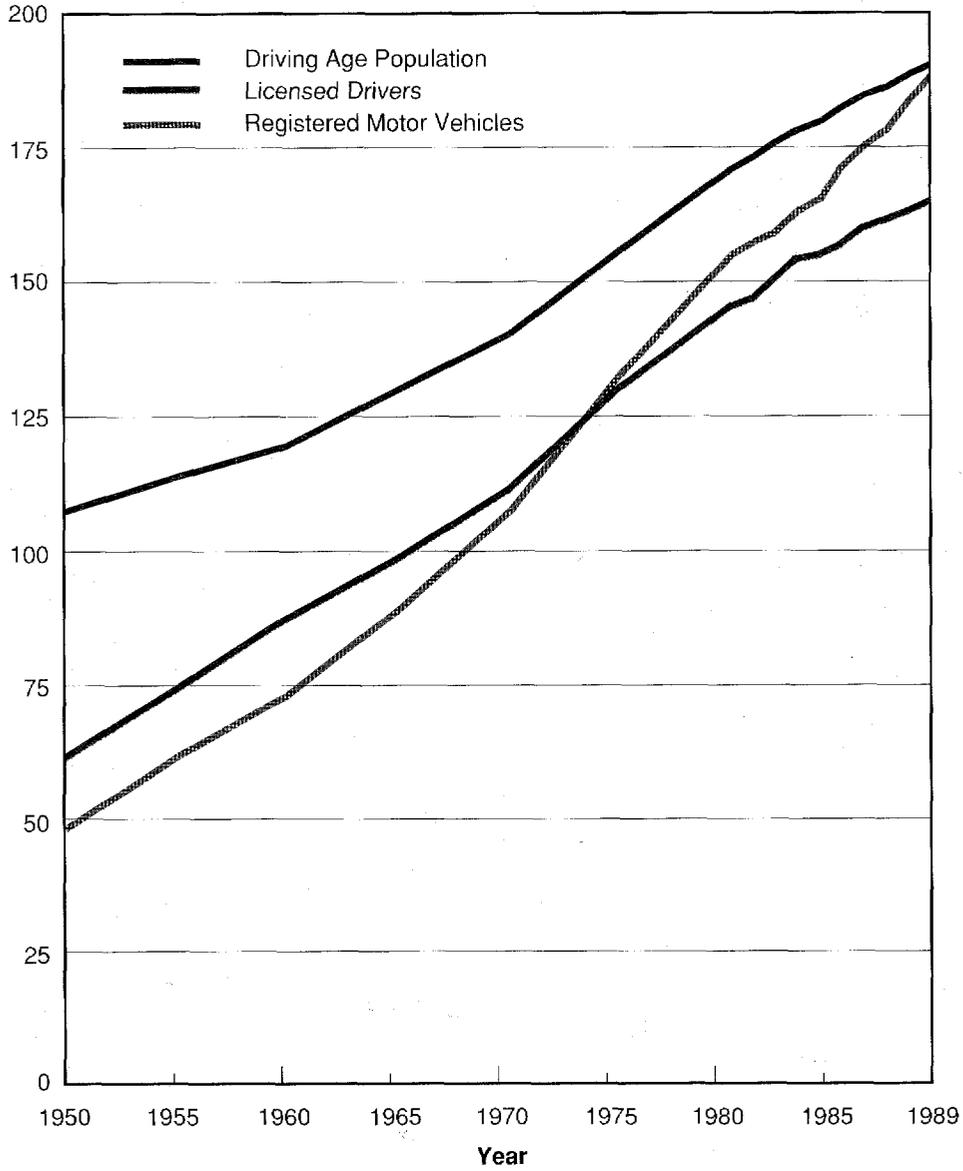


Licensed Drivers, Population, and Motor Vehicles

In 1950, 57 percent of the driving age population was licensed to drive a motor vehicle. By 1988, 86 percent of the driving age population was licensed drivers. There were 1.26 licensed drivers for every

registered motor vehicle in 1950. In 1972 the ratio was about one to one, and by 1989 it had fallen to 0.87 or 1.1 vehicles per licensed driver.

(Millions)



Total Highway-Fuel Consumption

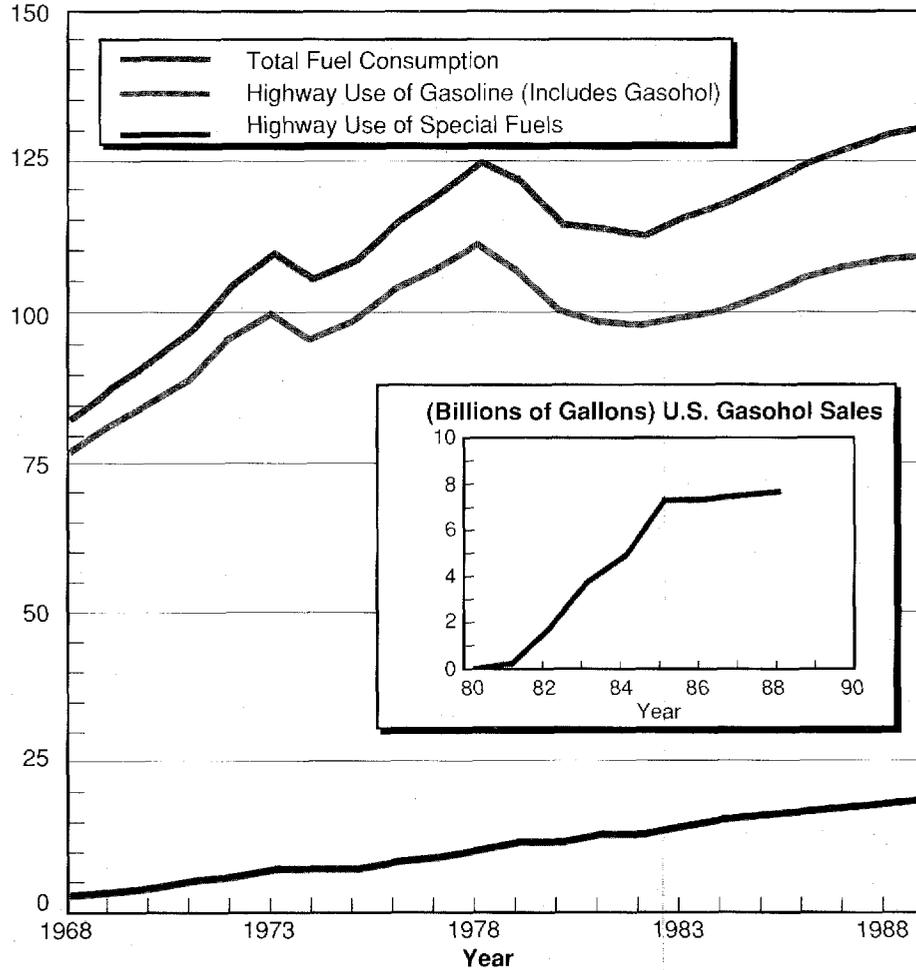
Total highway motor-fuel use reached an all-time peak of 131.1 billion gallons in 1989, an increase of 15.6 percent compared to 1982 — the lowest point in highway motor-fuel use since 1975. Highway use of gasoline increased 12.1 percent during the period 1982 to 1989, but leveled off at 110 billion gallons in 1988 and 1989.

increased 38.9 percent during the period 1982 to 1989, an annual increase of 4.8 percent.

Gasohol sales increased dramatically from 500 million gallons in 1980 to 7.807 billion gallons in 1985. Since 1985, gasohol sales have remained relatively constant at the 8 billion gallon level.

On the other hand, private and commercial highway use of special fuel (diesel)

(Billions of Gallons)

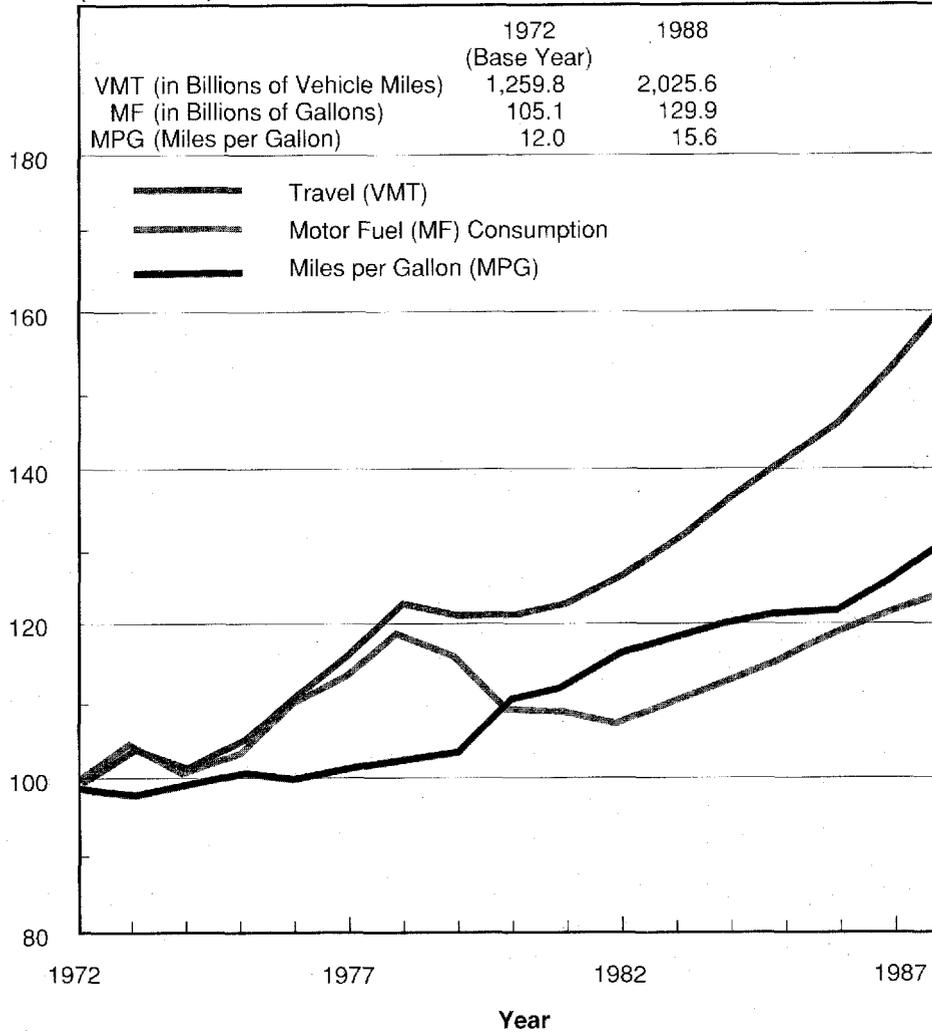


Vehicle-Miles of Travel, Motor-Fuel Consumption, and Miles-per-Gallon of Fuel for All Vehicles

Indices for vehicle-miles of travel, motor-fuel consumption, and average vehicle fuel efficiency (miles-per-gallon) reflect significant increases during the 1980's. Annual vehicle-miles of travel have increased by 60.8 percent since 1972 and by 32.6 percent since 1980. Motor-fuel con-

sumption has increased 23.6 percent since 1972 and by 13 percent since 1980. The average miles-per-gallon for all motor vehicles has increased by 30.1 percent from 11.99 in 1972 to 15.6 in 1988 and by 17.4 percent since 1980.

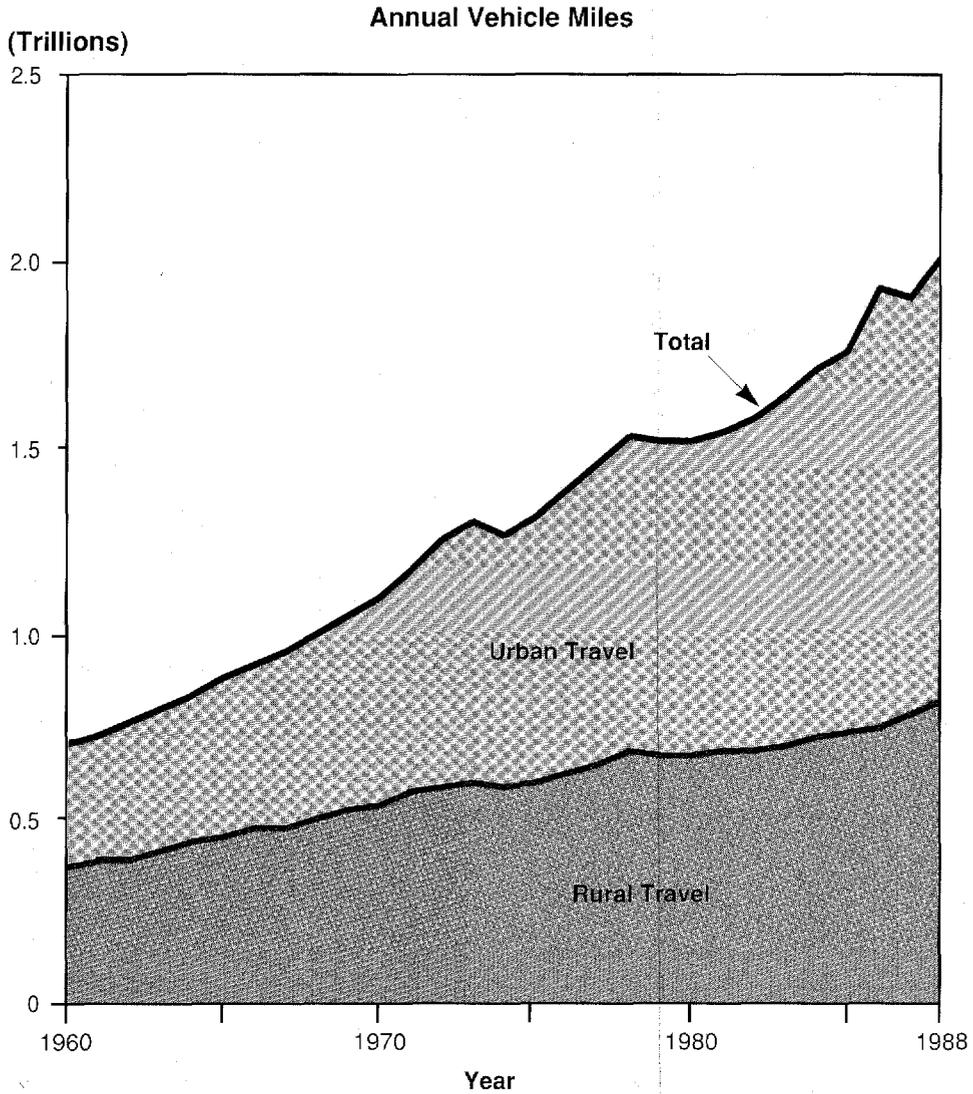
Index (1972 = 100)



Vehicle-Miles of Travel

Annual travel on the Nation's highways reached an estimated 2.026 trillion vehicle-miles in 1988, an increase of 5.4 percent over 1987 and an increase of 32.6 percent compared to 1980. Total travel for 1988 equates to an average of approximately 10,985 miles-per-vehicle annually.

Annual travel on roads and streets in urban areas accounted for 1.208 trillion vehicle-miles or 59.6 percent of total travel — an increase of 41.2 percent compared to 1980. Annual travel on roads and streets in rural areas increased by a more modest 21.7 percent compared to 1980.

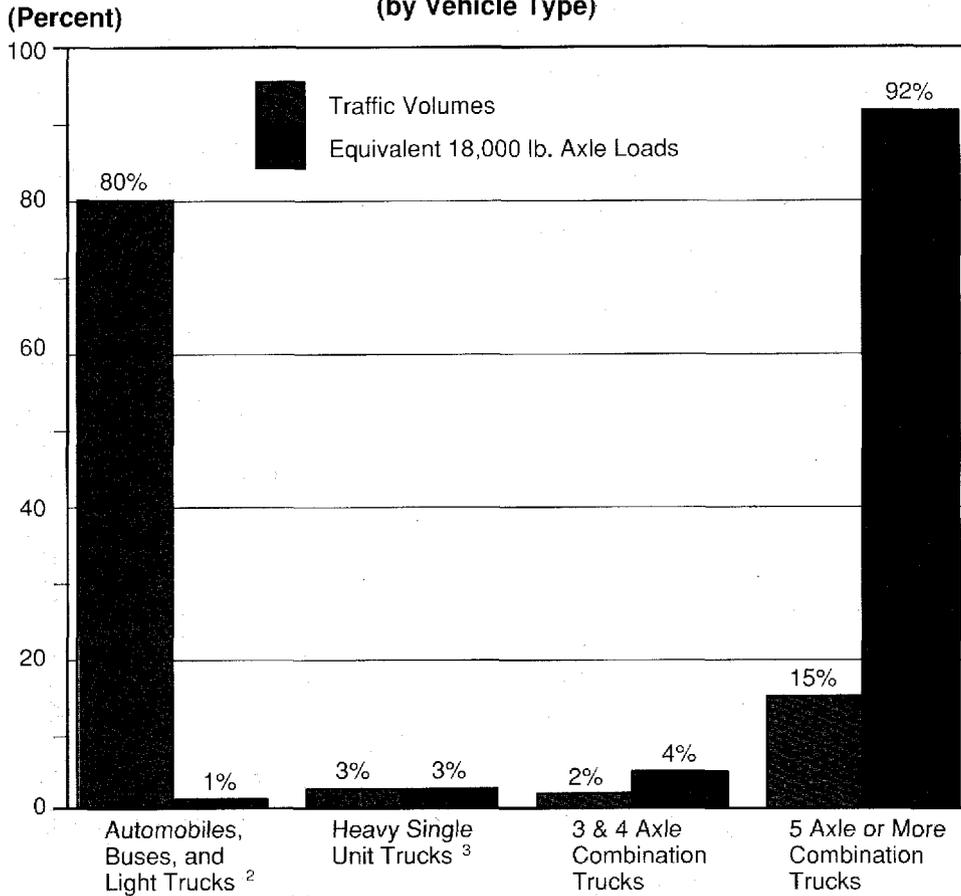


Rural Interstate Travel by Vehicle Type

On rural Interstate routes in 1988, combination trucks with 5 or more axles accounted for 15 percent of average daily traffic volumes but 92 percent of equivalent axle loads¹. All other vehicles accounted for 85 percent of traffic volumes but only

8 percent of axle loads. Traffic volumes on rural Interstate routes by combination trucks with 5 or more axles increased by approximately 26.2 percent and equivalent axle loads increased by approximately 35.3 percent compared to 1980.

Distribution of Average Daily Traffic Volumes and Equivalent Axle Loads on the Rural Interstate System as a Percent of Total (by Vehicle Type)



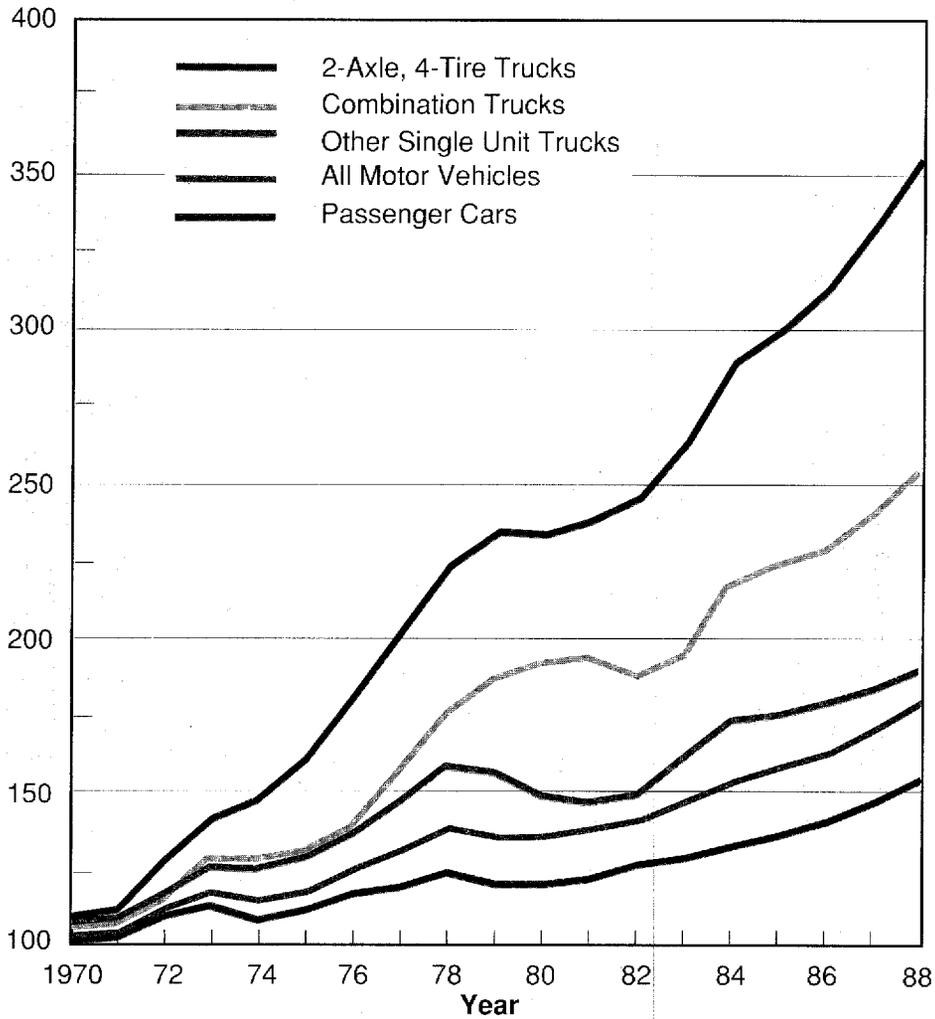
¹ Equivalent axle loads provide a means of measuring vehicle wear on pavements based on a common denominator for all vehicles.
² All 2-axle, 4-tire trucks. Includes pick-up trucks, panel trucks, vans, and other vehicles (such as campers, motor homes, etc.).
³ All vehicles on a single frame have either 2 axles and 6 tires or 3 or more axles (including camping and recreational vehicles and motor homes).
 Source: *Highway Statistics 1988* (from data collected at truck weight sites).

Travel by Vehicle Type

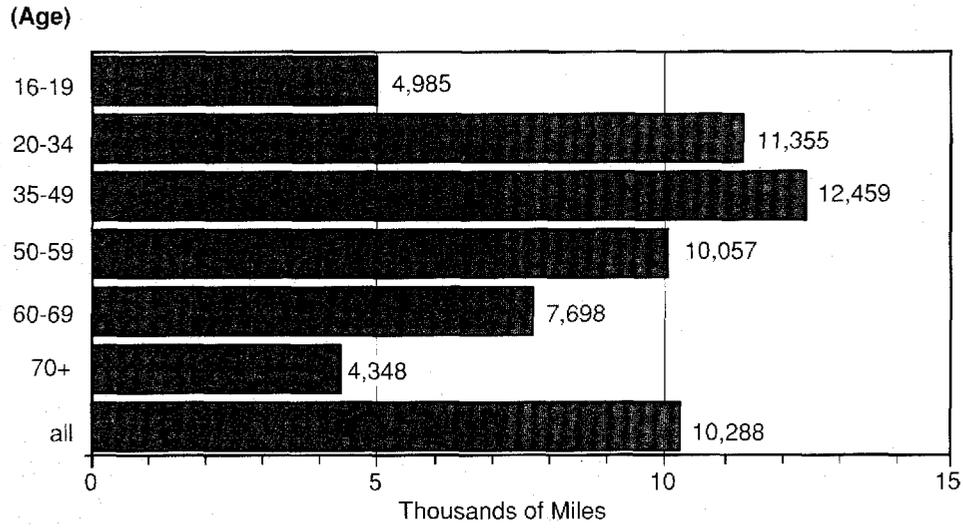
Travel by 2-axle, 4-tire trucks has increased over 250 percent compared to 1970 and now represents 21.4 percent of total annual vehicle-miles of travel versus 11.1 percent in 1970. Travel by combination trucks has increased over 150 percent compared to 1970 and now accounts for 4.5 percent of total annual travel versus

3.2 percent in 1970. Although travel by passenger cars has increased 55.9 percent compared to 1970, the percentage of annual travel by passenger cars in relation to travel by all vehicles has decreased from 82.6 percent in 1970 to 70.6 percent in 1988.

Travel Index (1970 = 100)

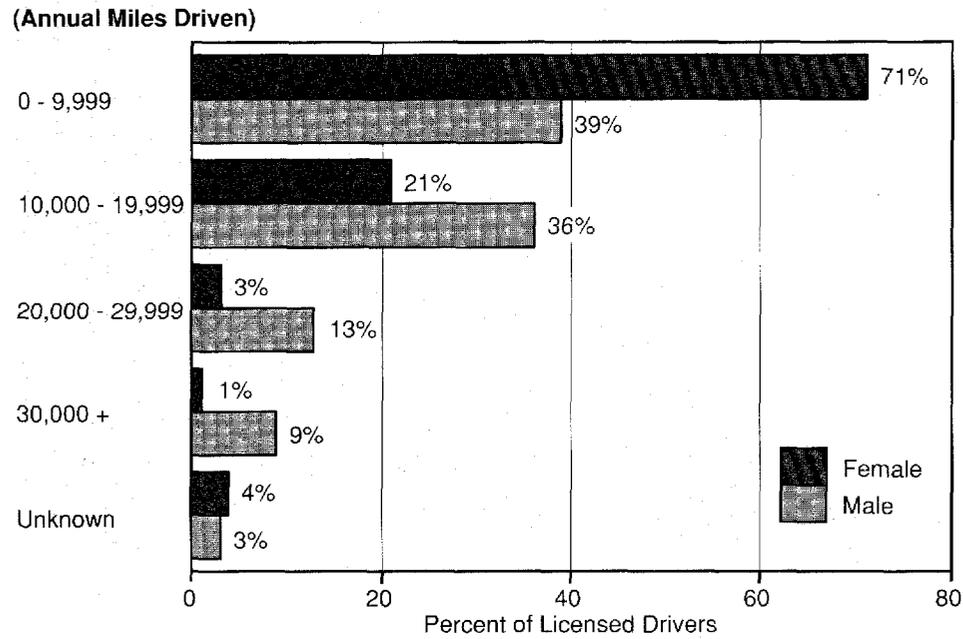


Annual Miles Driven by Age Group



Source: Federal Highway Administration, *Nationwide Personal Transportation Study, 1983 - 1984.*

Annual Miles Driven by Sex



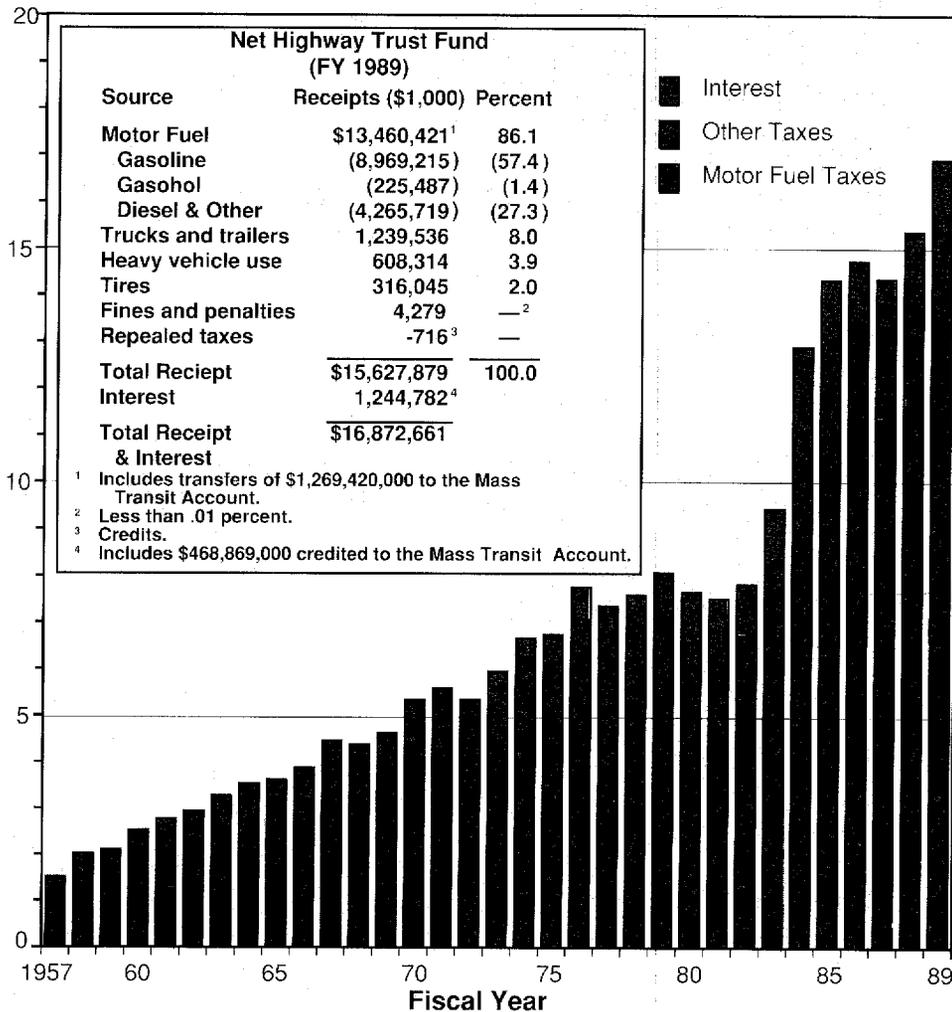
Source: Federal Highway Administration, *Nationwide Personal Transportation Study, 1983 - 1984.*

Federal Highway Trust Fund Receipts

Federal Highway Trust Fund (HTF) receipts, including interest and receipts credited to the Mass Transit Account, reached \$16.873 billion in fiscal year 1989. Motor-fuel tax receipts, the largest source of income for the HTF, accounted for

86.1 percent or \$13.460 billion. Receipts from other taxes accounted for \$2.167 billion. Interest on investments accounted for \$1.245 billion, or 7.4 percent of total HTF receipts.

(Billions of Dollars)



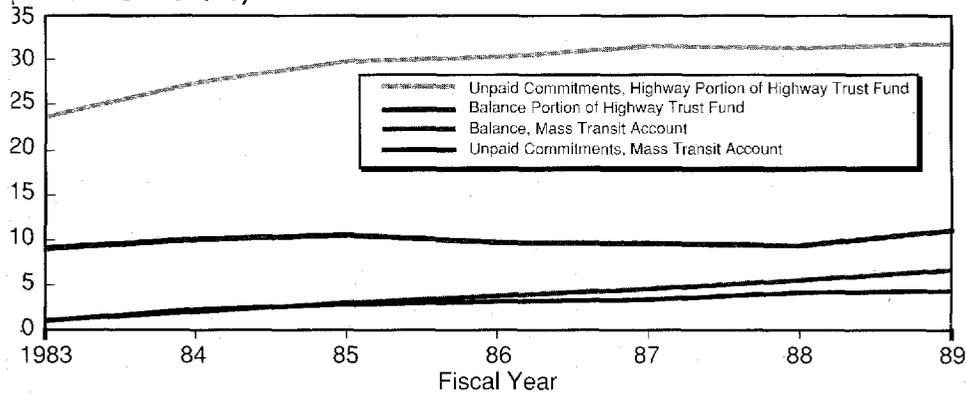
Note: Includes Mass Transit Account. Transition quarter included with FY 1976.

Federal Highway Trust Fund Balance and Commitments

The balance in the Highway Trust Fund has grown from \$9.581 billion at the end of fiscal year (FY) 1983 to \$16.608 billion at the end of FY 1989. During this period, the balance in the Mass Transit Account has increased from \$519 million to \$6.057 billion while the balance in the Highway Trust Fund for highway programs has increased from \$9.062 billion to \$10.551 billion. Unpaid commitments for highway

programs were \$31.685 billion at the end of FY 1989, or \$21.134 billion greater than the balance available. (Unpaid commitments which exceed the balance available will be paid by future highway user fees accruing to the Highway Trust Fund.) Unpaid commitments for the Mass Transit Account were \$4.144 billion at the end of FY 1989, or \$1.913 billion less than the balance available.

(Billions of Dollars)

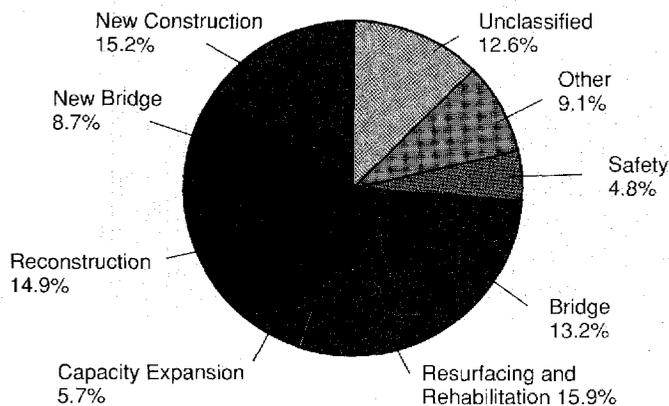


Note: The Highway Trust Fund was established July 1, 1956; the Mass Transit Account was established April 1, 1983.

Federal-Aid Highway Obligations by the Type of Improvement (1984 - 1988)

Obligations of Federal-aid highway funds totaled \$71.4 billion for the 5-year period 1984 through 1988 — an average of

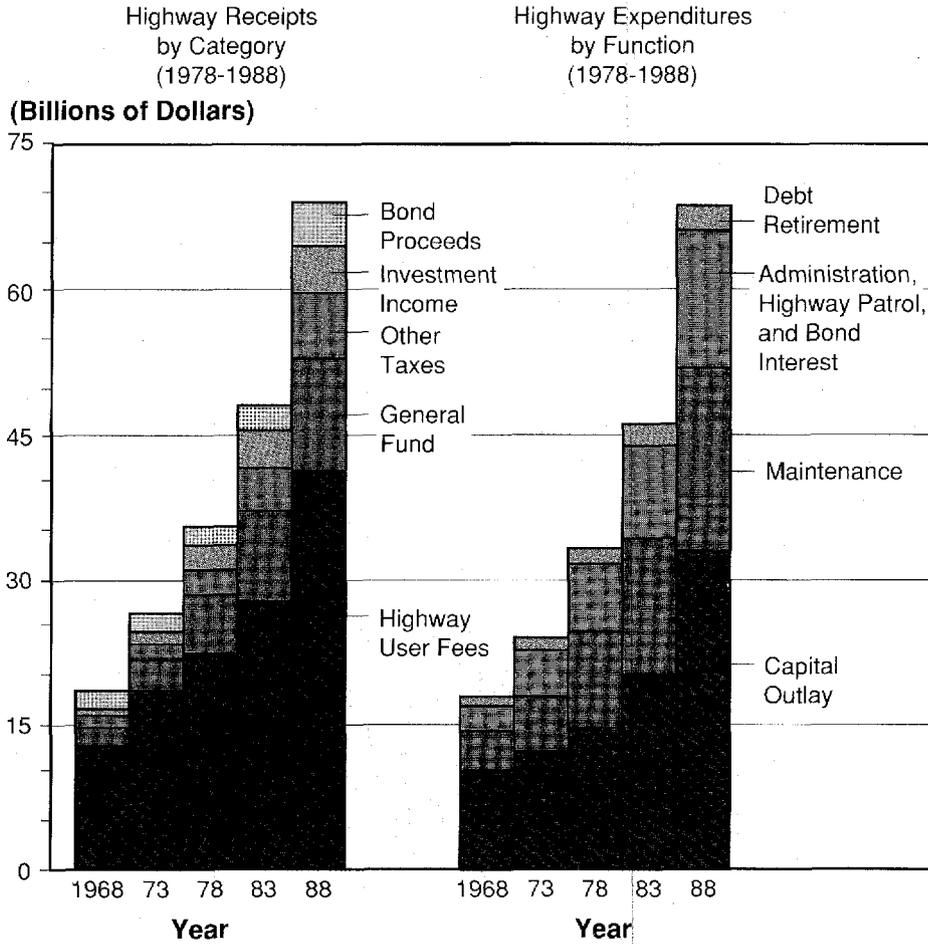
\$14.3 billion per year. Resurfacing and rehabilitation work represented the largest portion of obligations during the period.



Highway Receipts by Category Highway Expenditures by Function

Total receipts for highways by all units of government reached \$69 billion in 1988 — a 270-percent increase compared to 1968. Highway-user fees, which make up the largest share of receipts, account for 60.3 percent compared to 69.3 percent in 1968. General fund appropriations make up a growing share of highway receipts and now account for 16.5 percent of the total compared to 9.7 percent in 1968.

Capital outlay currently accounts for 48.1 percent of highway expenditures compared to 57.5 percent in 1968; maintenance accounts for 27.6 percent compared to 22.3 percent in 1968. Expenditures for administration, highway patrol, and bond interest also account for an increasing share of total expenditures — 20.5 percent in 1988 versus 14.3 percent in 1968.

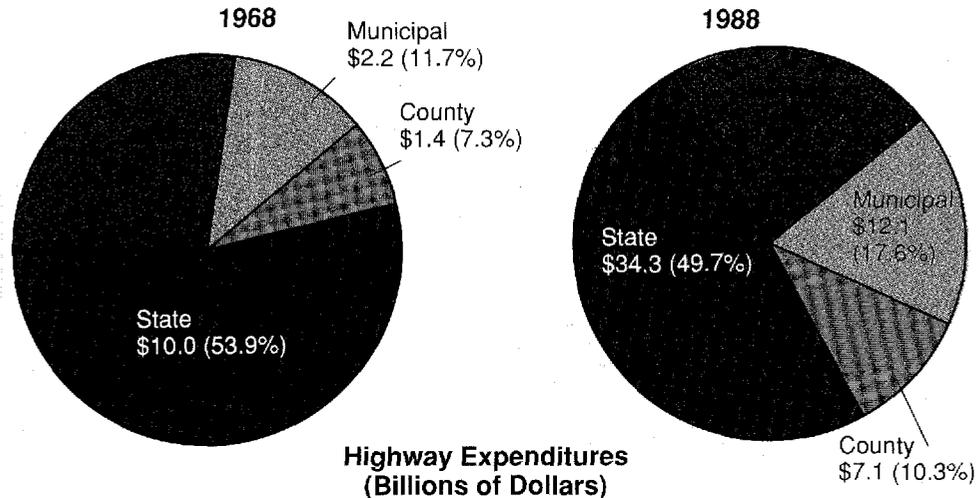


Highway Receipts and Expenditures by Governmental Unit

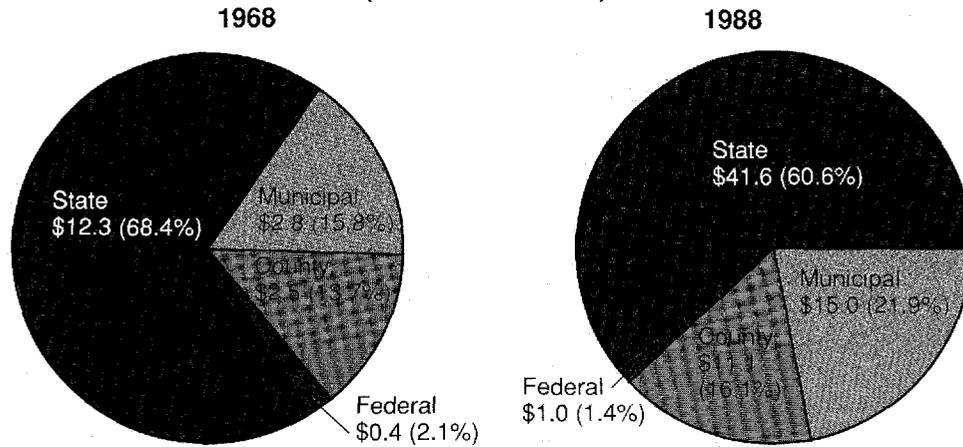
State governments account for the largest shares of highway receipts and expenditures, but the shares attributed to local units of government have increased significantly compared to 1968. Municipalities and counties now account for 27.9 percent of total receipts and 38 percent of total expenditures compared

to 19.0 percent and 29.5 percent, respectively, in 1968. Receipts collected by the Federal Government for highways have increased over 200 percent compared to 1968; however, the relative share of total receipts has decreased from 27.2 percent in 1968 to 22.4 percent in 1988.

Highway Receipts (Billions of Dollars)



Highway Expenditures (Billions of Dollars)



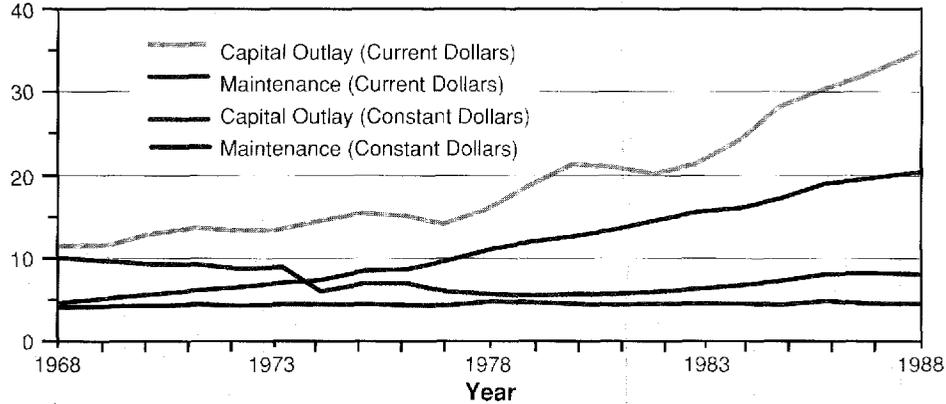
Note: Expenditures by the Federal Government only reflect direct expenditures by Federal agencies. Federal-aid expenditures are included with amounts shown for State and local governments.

Highway Capital Outlay and Maintenance Expenditures by All Units of Government¹

Highway capital outlay in 1988 increased 218 percent compared to 1968; however, due to inflation, capital outlay in 1988 (expressed in constant 1968 dollars) was actually 17.7 percent below the 1968 level.

Maintenance expenditures in 1988 increased 374 percent compared to 1968. Again, however, accounting for inflation, maintenance expenditures in 1988 were only 13.9 percent above the 1968 level.

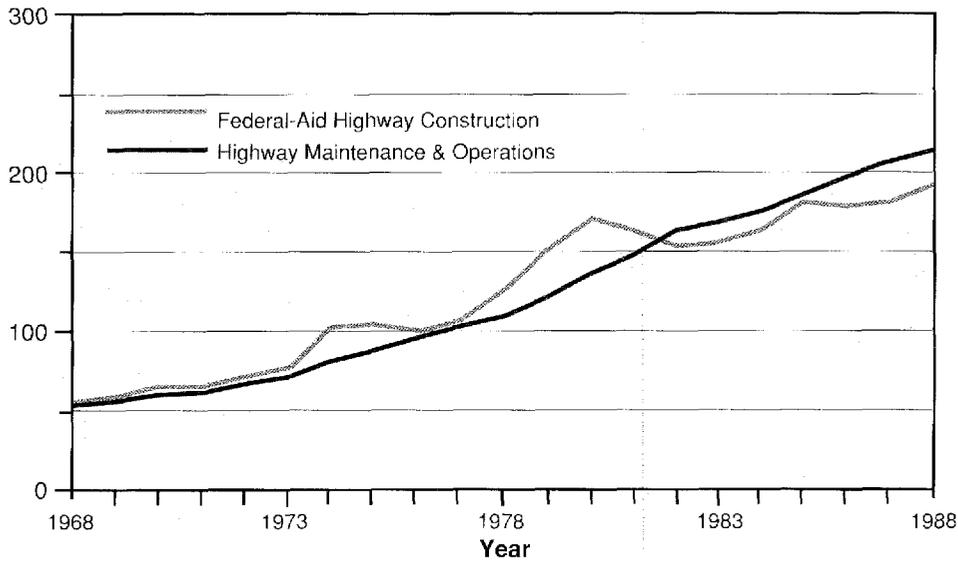
(Billions of Dollars)



¹Capital outlay includes construction, engineering, and right-of-way.

Highway Price Trends

Index (1977 = 100)



Federal Highway-User Fees¹

User Fee Type	Rate on January 1, 1990
Gasoline	\$.09/gallon ²
Gasohol	\$.03/gallon ²
Diesel Fuel	\$.15/gallon ²
Other Special Fuels	\$.09/gallon ²
Tires	0 - 40 lbs.: No tax. 40 - 70 lbs.: \$.15 for every lb. over 40 lbs. 70 - 90 lbs.: \$4.50 + \$.30 for every lb. over 70 lbs. Over 90 lbs.: \$10.50 + \$.50 for every lb. over 90 lbs.
Truck and Trailer Sales	12% of retailer's sales price for trucks over 33,000 lbs. gross vehicle weight (gvw) and trailers over 26,000 lbs. gvw.
Heavy Vehicle Use (annual tax)	Trucks 55,000 lbs. gvw to 75,000 lbs. gvw: \$100.00 plus \$22.00 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. Trucks over 75,000 lbs. gvw: \$550.00

¹See Table FE-101, *Highway Statistics*, for a more complete description of Federal highway user fees.

²Excludes the 0.1 cent per gallon tax on motor fuel dedicated to the Leaking Underground Storage Tank Fund.

Highway Trust Fund Authorizations¹ for FY 1990 and 1991² (in Millions of Dollars)

Selected Programs	FY 1990	FY 1991
Interstate Construction ³	\$3,150	\$3,150
Interstate 4R ^{3,4}	2,815	2,815
Interstate Substitute (Highway)	740	740
Primary ⁵	2,375	2,375
Secondary	600	600
Urban	750	750
Bridge Replacement and Rehabilitation	1,630	1,630
Hazard Elimination	170	170
Rail Highway Crossings	160	160
Minimum Allocation	1,198	⁶
Highway Safety (FHWA and NHTSA)	172	177
Motor Carrier Safety Assistance	59	60
Emergency Relief	1,100 ⁷	100
Demonstration Projects	220	178
Other Programs, Projects, and Studies	283	235
Total\$	15,422	\$13,140⁸

¹Authorized by *Surface Transportation and Uniform Relocation Assistance Act* (STURAA) of 1987 and by the 1990 Appropriations Act for the Department of Transportation. Does not reflect amounts sequestered from funds authorized by the STURAA of 1987. Excludes authorizations for mass transportation programs.

²Fiscal year starts October 1 and ends September 30.

³Interstate and Interstate 4R funds are made available 1 year in advance of the year for which they are authorized.

⁴Resurfacing, rehabilitation, restoration, and reconstruction.

⁵Includes primary minimum (\$50 million).

⁶Amounts are determined each year.

⁷Authorization increased by FY 1990 Appropriations Act to repair damages to roads and streets resulting from Hurricane Hugo and the earthquake in California.

⁸Excludes minimum allocation funds.

32 Selected Statistics by State — 1988

State	Total Registered Vehicles	Total Licensed Drivers	Motor Fuel Consumption (Thousands of Gallons)	Total Road and Street Mileage	Annual Vehicle-Miles of Travel (Millions)
Alabama	3,880,981	2,097,596	2,464,567	90,418	39,684
Alaska	361,883	300,000	253,121	12,189	3,841
Arizona	2,704,872	2,351,903	1,969,299	70,282	34,247
Arkansas	1,427,050	1,676,863	1,600,639	77,094	19,219
California	21,336,964	16,925,973	14,338,454	162,562	241,575
Colorado	2,923,471	2,226,285	1,697,975	77,149	27,665
Connecticut	2,651,927	2,369,966	1,566,956	19,798	26,062
Delaware	511,940	468,844	390,366	5,387	6,404
District of Columbia	264,028	391,775	209,603	1,192	3,405
Florida	10,983,654	8,789,843	6,530,151	104,589	105,319
Georgia	5,186,220	4,395,537	4,277,004	107,388	62,262
Hawaii	704,711	634,880	371,962	4,081	7,419
Idaho	940,178	707,561	537,504	60,563	8,127
Illinois	7,864,935	7,262,508	5,586,497	135,506	78,483
Indiana	4,189,240	3,773,003	3,282,464	91,588	61,124
Iowa	2,567,746	1,886,950	1,627,774	112,488	21,907
Kansas	2,209,913	1,795,869	1,556,631	132,965	21,161
Kentucky	2,795,077	2,367,574	2,319,607	69,848	31,614
Louisiana	2,937,549	2,597,965	2,347,226	58,422	34,682
Maine	941,273	866,728	739,815	21,966	11,401
Maryland	3,463,247	3,136,919	2,343,309	28,233	37,498
Massachusetts	3,818,312	4,249,814	2,742,165	33,809	43,334
Michigan	7,141,491	6,388,519	4,729,456	117,885	77,899
Minnesota	3,210,357	2,478,925	2,279,037	129,644	36,447
Mississippi	1,786,859	1,813,559	1,519,425	72,169	22,043
Missouri	3,794,442	3,511,676	3,217,961	119,888	45,570
Montana	722,584	534,457	529,515	71,471	8,138
Nebraska	1,328,232	1,088,104	936,289	92,495	13,407
Nevada	808,303	749,037	699,310	44,833	6,982
New Hampshire	928,114	798,336	570,068	14,711	9,507
New Jersey	5,737,852	5,451,556	3,866,777	34,197	58,671
New Mexico	1,266,560	1,047,261	1,003,016	53,938	15,283
New York	9,897,603	10,146,464	6,189,059	119,613	103,692
North Carolina	5,022,628	4,421,934	3,859,046	93,813	57,943
North Dakota	653,084	431,866	412,784	86,311	5,765
Ohio	8,612,018	7,378,737	5,622,167	113,340	81,990
Oklahoma	2,554,018	2,219,295	1,967,456	111,403	32,383
Oregon	2,315,691	2,170,124	1,622,537	93,595	25,204
Pennsylvania	7,766,029	7,731,880	5,526,146	116,084	81,238
Rhode Island	670,813	666,248	424,359	5,846	5,853
South Carolina	2,413,912	2,305,593	1,817,172	83,702	31,759
South Dakota	692,632	482,575	453,307	73,420	6,634
Tennessee	4,225,490	3,196,978	3,023,399	38,688	42,193
Texas	12,406,213	11,080,702	9,826,195	300,444	156,458
Utah	1,159,435	977,635	901,818	42,935	13,269
Vermont	452,846	406,194	324,340	14,089	5,553
Virginia	4,670,337	4,129,510	3,509,683	66,392	57,453
Washington	3,887,314	3,198,023	2,431,110	81,546	41,813
West Virginia	1,286,634	1,308,212	996,834	34,379	18,884
Wisconsin	3,901,106	3,268,207	2,436,538	109,629	42,458
Wyoming	481,988	348,946	443,848	40,502	6,656
U.S. TOTAL	184,396,732	162,853,255	129,885,880	3,871,143	2,025,586

¹ All units of government. 1987 data. ² Fiscal year (October 1 — September 30).

Total Highway Fatalities	Fatalities per 100 Million VMT	Total Highway Capital Outlay (Thousands)	Total Disbursements for Highways (Thousands)	Payments into the Federal HTF (Thousands)	Apportionments from the HTF ³ (Thousands)
1,029	2.58	\$ 990,263	\$ 880,886	\$ 232,964	\$ 474,189
97	2.53	267,055	539,416	22,295	172,143
944	2.76	907,070	1,313,854	196,305	218,487
610	3.17	314,906	582,993	172,995	142,581
5,390	2.23	2,234,058	5,049,634	1,374,187	1,376,210
497	1.80	452,541	930,467	163,983	208,926
484	1.86	505,227	1,016,760	159,056	463,559
160	2.50	114,678	277,771	40,363	51,760
60	1.76	85,673	143,133	19,354	89,874
3,078	2.92	1,616,987	2,933,232	623,441	467,303
1,853	2.65	811,265	1,707,708	456,421	363,155
148	1.99	104,527	235,886	32,092	145,774
237	3.16	137,261	289,174	56,222	165,723
1,837	2.34	1,402,458	2,758,720	467,284	504,861
1,101	2.15	445,554	1,190,131	319,359	296,317
557	2.54	470,124	1,022,192	155,178	214,016
493	2.28	361,742	828,976	163,793	148,362
838	2.65	578,334	1,211,317	183,436	172,167
325	2.67	304,879	1,207,365	225,623	275,576
255	2.24	115,139	351,390	81,543	74,107
782	2.09	892,288	1,670,772	286,646	418,562
725	1.67	470,652	1,441,158	259,550	561,967
1,704	2.19	711,663	2,008,779	428,069	380,719
612	1.68	982,647	1,788,878	214,064	311,732
722	3.28	336,492	701,642	166,250	152,803
1,103	2.42	470,003	1,117,480	329,941	262,891
198	2.42	163,076	359,892	58,960	113,239
261	1.95	224,318	497,183	91,949	128,918
285	3.18	137,719	270,651	68,307	94,579
166	1.75	104,064	325,406	52,962	75,473
1,051	1.79	1,012,273	2,184,348	404,516	523,750
487	3.19	262,718	495,690	103,302	113,456
2,255	2.17	1,913,801	4,668,137	327,776	757,130
1,573	2.71	549,911	1,259,152	395,886	309,191
104	1.80	144,570	283,272	44,785	79,699
1,763	2.15	972,924	2,168,263	531,419	460,873
664	1.96	436,099	883,358	220,911	212,817
677	2.69	399,738	773,551	167,349	152,191
931	2.38	508,149	3,465,169	570,009	828,598
125	2.14	155,584	246,144	43,765	106,965
1,034	3.26	308,242	635,632	194,184	211,049
147	2.22	142,341	285,486	47,182	89,349
1,266	2.86	556,536	1,002,844	316,860	255,616
3,393	2.17	2,758,989	5,209,745	985,541	909,948
207	2.24	220,256	394,815	99,388	201,671
129	2.32	79,889	189,574	32,241	54,779
1,071	1.86	960,353	1,938,862	345,128	393,550
778	1.86	731,309	1,457,836	241,335	371,452
460	3.31	365,102	710,309	100,222	127,899
807	1.90	572,989	1,599,833	248,973	203,046
165	2.74	187,956	312,007	68,504	96,236
47,093	2.32	\$30,656,323	\$64,873,503	\$12,836,427	\$14,912,415

³ Includes allocations.

1988 Relationships — Populatio

State	Resident Population (Thousands)	Licensed Drivers per 1000 Population	Registered Motor Vehicles per 1000 Population	Licensed Drivers per Motor Vehicle	Persons per Registered Motor Vehicle
Alabama	4,102	511	946	0.54	1.06
Alaska	524	573	691	0.83	1.45
Arizona	3,489	674	775	0.87	1.29
Arkansas	2,395	700	596	1.18	1.68
California	28,314	668	754	0.89	1.33
Colorado	3,301	674	886	0.76	1.13
Connecticut	3,233	733	820	0.89	1.22
Delaware	660	710	776	0.92	1.29
District of Columbia	817	635	428	1.49	2.34
Florida	12,335	713	890	0.80	1.12
Georgia	6,342	684	819	0.83	1.22
Hawaii	1,098	578	642	0.90	1.56
Idaho	1,903	705	937	0.75	1.07
Illinois	11,614	625	677	0.92	1.48
Indiana	5,556	679	750	0.90	1.33
Iowa	2,834	686	906	0.73	1.10
Kansas	2,495	684	886	0.77	1.13
Kentucky	3,727	635	750	0.85	1.33
Louisiana	4,408	589	666	0.86	1.50
Maine	1,205	719	781	0.92	1.28
Maryland	4,622	679	750	0.90	1.33
Massachusetts	5,889	722	648	1.11	1.54
Michigan	9,240	691	773	0.89	1.29
Minnesota	4,307	576	745	0.77	1.34
Mississippi	2,620	692	682	1.01	1.47
Missouri	5,141	683	738	0.93	1.35
Montana	856	664	898	0.74	1.11
Nebraska	1,602	679	829	0.82	1.21
Nevada	1,654	711	767	0.93	1.30
New Hampshire	1,085	736	855	0.86	1.17
New Jersey	7,721	706	743	0.95	1.35
New Mexico	1,507	695	840	0.83	1.19
New York	17,909	566	549	1.03	1.82
North Carolina	6,489	681	774	0.88	1.29
North Dakota	867	647	982	0.66	1.02
Ohio	10,855	680	793	0.86	1.26
Oklahoma	3,242	685	788	0.87	1.27
Oregon	2,767	784	837	0.94	1.19
Pennsylvania	12,001	644	647	1.00	1.55
Rhode Island	993	671	676	0.99	1.48
South Carolina	3,470	664	696	0.96	1.24
South Dakota	713	677	971	0.70	1.03
Tennessee	4,895	654	863	0.76	1.16
Texas	16,841	658	737	0.89	1.36
Utah	1,600	578	688	0.84	1.46
Vermont	557	729	813	0.90	1.23
Virginia	6,015	687	776	0.88	1.29
Washington	4,648	688	836	0.82	1.20
West Virginia	1,876	697	586	1.02	1.46
Wisconsin	4,855	673	804	0.84	1.24
Wyoming	479	728	1,006	0.72	0.99
U.S. TOTAL	245,807	663	750	0.88	1.33

¹Vehicle relationships exclude motorcycles.

ivers, Vehicles, Fuel, and Travel¹

Gallons of Fuel per Vehicle	Miles per Gallon	Annual Miles per Vehicle	Vehicle Miles per Capita	Vehicle Miles per Licensed Driver
635	16.10	10,225	8,674	18,919
699	15.17	10,614	7,330	12,803
728	17.39	12,661	9,818	14,561
1,122	12.01	13,468	8,025	11,461
672	16.85	11,322	8,532	12,764
581	16.29	9,463	8,381	12,427
591	16.63	9,828	8,061	10,997
763	16.41	12,509	9,703	13,659
771	16.72	12,897	5,519	8,691
595	16.13	9,589	8,538	11,982
823	14.56	11,982	9,817	14,361
528	19.95	10,528	6,757	11,686
572	15.12	8,644	8,103	11,486
710	14.05	9,979	6,758	10,807
787	15.57	12,262	9,202	13,550
634	13.46	8,532	7,730	11,610
704	13.59	9,575	8,481	12,405
830	13.63	11,311	8,482	13,353
798	14.79	11,806	7,658	13,350
786	15.41	12,112	9,461	13,154
676	16.00	10,812	8,113	11,954
718	15.80	11,349	7,358	10,197
662	16.47	10,908	8,431	12,194
710	15.99	11,353	8,462	14,703
850	14.51	12,336	8,413	12,155
848	14.16	12,010	8,864	12,977
733	15.37	11,263	10,109	15,227
705	14.32	10,094	8,369	12,321
866	12.84	7,127	8,528	12,001
614	16.68	10,243	8,762	11,909
674	15.17	10,225	7,590	10,762
792	15.24	12,067	10,141	14,593
629	16.75	10,540	5,790	10,229
768	15.01	11,536	8,929	13,104
630	13.97	8,800	8,643	13,366
653	14.58	9,520	7,553	11,112
770	16.46	12,681	9,990	14,594
701	15.53	10,884	9,109	11,614
712	14.70	10,461	6,769	10,507
633	13.79	8,725	5,894	8,785
753	17.48	13,157	9,152	13,775
654	14.63	9,578	9,304	13,747
716	14.62	10,459	9,028	13,815
792	15.92	12,611	9,290	14,120
778	14.71	11,439	7,848	13,566
716	17.12	12,262	9,969	13,671
751	16.37	12,302	9,552	13,913
625	17.20	10,756	8,996	13,075
775	13.93	10,791	7,401	10,613
625	17.43	10,884	8,745	12,991
921	12.75	11,739	11,812	16,215
704	15.60	10,985	8,241	12,438

Areas With Pop

Urbanized Area	Location		Estimated Urbanized Population (1,000)	Federal-Aid Urbanized Land Area (Sq. Miles)	Persons per Square Mile	Total Highway Mileage
	Prime State	Other State				
NEW YORK-NORTHEASTERN NJ	NY	NJ	13,723	3,126	4,392	35,111
LOS ANG.-LNG BCH-POM.-ONT	CA		11,059	2,100	5,266	24,564
CHICAGO-NORTHWESTERN IN	IL	IN	7,236	1,958	3,685	18,110
PHILADELPHIA	PA	NJ	4,129	1,113	3,709	10,871
DETROIT	MI		3,302	1,223	3,139	12,831
SAN FRANCISCO-OAKLAND	CA		3,564	816	4,367	8,926
WASHINGTON	DC	MD, VA	3,041	820	3,708	8,349
DALLAS-FORT WORTH	TX		3,030	1,404	2,158	17,935
HOUSTON	TX		2,798	1,549	1,808	16,425
BOSTON	MA		2,760	1,033	2,671	9,208
SAN DIEGO	CA		2,159	680	3,171	9,513
ST. LOUIS	MO	IL	1,944	694	2,801	7,225
MINNEAPOLIS-ST. PAUL	MN		1,923	396	1,953	6,856
BALTIMORE	MD		1,906	523	3,644	5,851
PHOENIX	AZ		1,238	971	1,286	7,203
MIAMI	FL		1,819	442	4,115	5,607
PITTSBURGH	PA		1,610	733	2,536	7,467
ATLANTA	GA		1,769	1,538	1,150	8,577
CLEVELAND	OH		1,752	629	2,785	9,515
SEATTLE-EVERETT	WA		1,634	644	2,537	6,637
DENVER	CO		1,361	433	3,579	5,861
SAN JOSE	CA		1,373	326	4,211	3,723
FORT LAUDERDALE-HOLLYWOOD	FL		1,203	369	3,269	4,207
KANSAS CITY	MO	KS	1,197	608	1,968	7,075
MILWAUKEE	WI		1,178	656	2,141	4,763
SAN ANTONIO	TX		1,165	442	2,635	5,658
CINCINNATI	OH	KY	1,143	684	2,026	3,761
PORTLAND	OR	WA	1,099	416	2,641	4,873
NEW ORLEANS	LA		1,054	361	2,919	2,382
BUFFALO	NY		1,054	405	2,602	3,542
SAN BERNARDINO-RIVERSIDE	CA		1,036	480	2,162	3,667
SACRAMENTO	CA		1,023	340	3,008	3,207
ST. PETERSBURG	FL		881	669	1,770	4,243
NORFOLK-PORTSMOUTH	VA		894	809	1,105	3,358
MEMPHIS	TN	AR, MS	871	400	2,177	3,083
INDIANAPOLIS	IN		863	422	2,045	3,775
PROVIDENCE-PAWTUCKET-WARWICK	RI	VA	862	336	1,608	4,165
COLUMBUS	OH		834	305	2,734	3,169
LOUISVILLE	KY	IN	804	369	2,239	3,679
SALT LAKE CITY	UT		787	460	1,710	2,679
ORLANDO	FL		787	397	1,982	3,146
JACKSONVILLE	FL		718	534	1,344	3,605
WEST PALM BEACH	FL		702	317	2,212	2,591
TAMPA	FL		664	392	1,693	3,244
HONOLULU	HI		657	436	1,506	856
BIRMINGHAM	AL		638	518	1,231	4,251
OKLAHOMA CITY	OK		636	400	1,590	3,888
ROCHESTER	NY		613	311	1,971	2,355
NASHVILLE-DAVIDSON	TN		605	47	1,284	2,725
HARTFORD	CT		601	357	1,683	2,364
DAYTON	OH		595	249	2,399	2,625
OMAHA	NE	IA	584	213	2,741	2,304
AUSTIN	TX		543	121	4,487	3,489
EL PASO	TX		536	185	2,897	2,536
SPRINGFIELD-CHICOPPEE-HOLYOKE	MA	CT	532	339	1,579	3,600
RICHMOND	VA		533	281	1,896	2,274
AKRON	OH		516	216	2,388	2,538

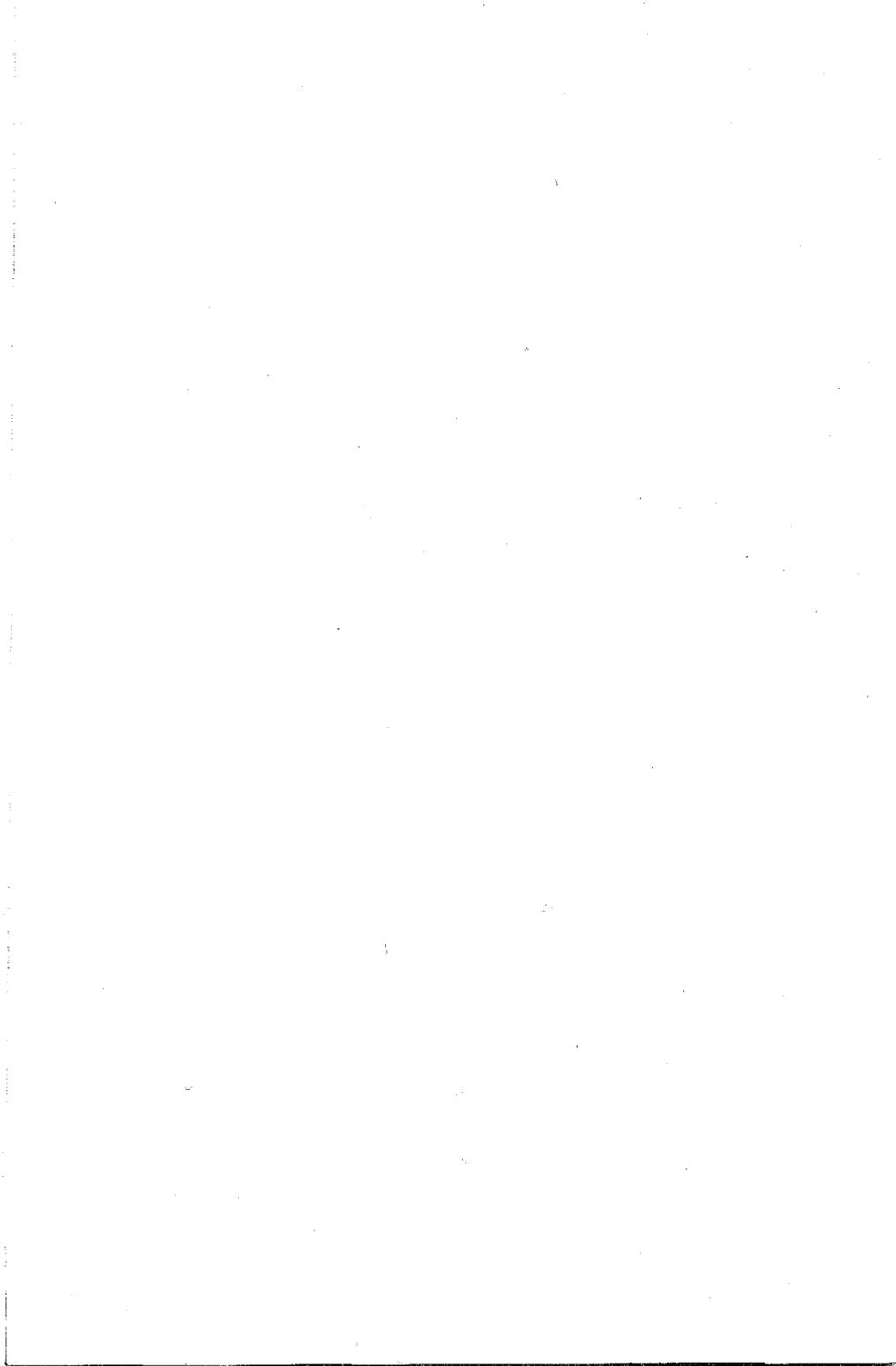
* Annual average daily traffic.

NA - Data not available.

Source: All data, except rail, reported by States through the Highway Performance Monitoring Study. Rail data is from Urban Mass Transportation Administration 1987 Annual Report, Section 15, Table 3.16, and is the sum of Rail Rapid and Commuter Rail data.

n Above 500,000

Total Freeway/Expressway Mileage	Total Daily Highway Vehicle-miles (1,000)	Total Daily Freeway Vehicle-miles (1,000)	Daily Rail Passenger Miles (1,000)	Daily Vehicle-Miles per Capita	Average AADT* Total	% of Travel Served by Freeways	Average AADT on Freeways
1036	221,483	78,208	29,617	14.0	6,302	35.2%	75,294
594	234,414	102,138		21.1	9,543	43.5%	171,949
382	118,009	51,964	3,665	15.6	5,004	28.2%	81,520
272	64,247	16,675	2,243	15.5	5,910	25.9%	61,305
221	76,629	26,414		10.6	6,972	39.1%	93,778
342	74,792	40,367	1,907	20.9	8,379	53.9%	118,032
287	61,477	23,269	2,383	20.2	7,060	53.9%	88,516
432	75,995	32,771		25.0	4,237	43.1%	75,858
366	69,174	27,281		24.7	4,212	39.4%	89,088
257	49,262	22,715	N/A	17.8	5,350	46.1%	88,385
224	47,478	23,035		22.0	3,642	52.7%	69,323
269	40,784	17,383		20.9	5,645	42.6%	64,620
291	41,426	16,420		21.4	4,660	39.4%	58,426
230	33,333	13,919	116	17.4	5,697	41.7%	60,517
91	38,089	5,567		20.7	5,284	44.8%	59,053
103	33,538	9,866	219	18.4	5,981	29.4%	95,980
308	30,494	6,855	10	18.8	4,100	32.4%	32,971
264	57,210	22,968	781	32.3	5,570	40.1%	87,000
216	23,725	12,574	106	16.3	5,930	42.6%	58,862
173	39,030	15,280		23.8	5,881	39.1%	88,323
106	28,870	10,489		16.6	4,328	36.3%	61,168
163	31,092	14,954		22.6	8,351	48.0%	91,742
311	28,347	8,856		20.2	5,197	24.0%	64,351
303	25,272	12,222		21.1	3,572	48.3%	40,336
169	27,809	7,334		23.6	5,639	35.6%	67,342
151	22,913	8,856		19.6	4,050	38.6%	58,649
158	22,433	9,752		19.6	3,865	43.4%	61,121
127	21,202	8,157		19.2	4,351	38.4%	64,228
162	17,088	4,269		16.2	5,723	27.3%	73,555
145	16,819	5,083		15.9	4,748	30.2%	35,055
110	21,536	10,532		20.7	3,924	48.3%	91,756
96	21,964	8,421		21.4	6,849	38.3%	87,718
42	17,167	1,412		17.4	4,046	8.2%	35,300
95	18,209	5,729		20.3	5,423	31.4%	60,305
71	18,367	9,830		17.1	3,256	26.3%	59,634
134	18,548	7,743		21.4	4,913	41.7%	57,783
114	14,114	5,057		16.3	3,986	35.6%	42,184
137	14,818	7,846		17.7	4,676	52.9%	57,270
129	17,445	6,041		21.6	3,812	34.6%	49,823
87	14,142	4,742		17.9	5,279	33.5%	54,505
57	17,050	3,285		21.6	5,320	19.2%	37,631
115	16,547	5,154		23.0	4,590	31.1%	44,817
67	14,305	4,958		20.3	5,521	34.6%	74,606
60	14,689	3,442		22.1	4,528	23.4%	57,366
85	10,775	2,042		16.4	12,656	45.6%	76,030
112	16,072	5,170		25.1	3,781	32.1%	48,160
39	17,397	6,612		23.2	4,879	36.7%	47,614
94	11,530	3,688		18.8	4,896	31.9%	39,234
92	16,054	5,644		24.6	5,498	37.4%	61,375
100	13,566	6,062		22.5	5,739	44.6%	60,620
80	12,051	3,916		20.2	3,561	28.1%	32,687
48	8,645	1,961		14.8	3,752	22.6%	40,854
69	11,862	4,554		21.4	3,723	33.0%	66,000
48	8,899	2,605		16.6	3,509	29.2%	54,270
36	10,407	2,425		19.1	2,083	33.5%	42,612
86	13,669	4,443		25.6	6,011	32.5%	51,662
67	10,259	3,615		19.8	4,042	37.1%	43,860





U.S. Department
of Transportation

**Federal Highway
Administration**

Office of Highway
Information Management

Publication No. FHWA-PL-90-024
HPM-10/4-90(50M)E