

HIGHWAY STATISTICS 1954

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



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SINCLAIR WEEKS, *Secretary*

BUREAU OF PUBLIC ROADS

CHARLES D. CURTISS, *Commissioner*



UNITED STATES GOVERNMENT PRINTING OFFICE, WASHINGTON : 1955

For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Price 75 cents

PREFACE

This pamphlet, the tenth of an annual series, presents the 1954 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

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Highway Statistics, 1953.....	\$1.00
Highway Statistics, 1952.....	75 cents
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Cover: Fox River bridge at Little Chute, Wis. This structure, located on the Federal-aid secondary system, was named the most beautiful bridge of its class in America by the Institute of Steel Construction.

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MOTOR FUEL

Highway consumption of motor fuel in 1954 was 44.4 billion gallons, an increase of 3.8 percent over 1953. However, the gallons consumed per vehicle decreased slightly, from 759 in 1953 to 757 in 1954. The average motor-fuel tax payment for the year was \$39.29 or about 11 cents a day per vehicle.

The term "motor-fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. Fuels other than gasoline, called "special fuels," include diesel fuel, liquified petroleum gases, and those known by such names as "tractor fuel" and "power fuel," when they are used to operate vehicles on the highways.

Diesel fuel is by far the most widely used of the special fuels, but use of liquified petroleum gases, especially butane, is increasing. Vermont was the only State that did not tax special fuels in 1954, but it was one of several States that levied additional fees in the form of higher registration or "equalization" fees on vehicles using these fuels. (Since the diesel vehicle operates more miles on a gallon of fuel than does the gasoline vehicle, eight States were imposing higher tax rates on diesel fuel by the end of 1954.)

The words "exemption" and "refund" are not used interchangeably; exemption applies where the State purposely does not collect the tax, and refund applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government, or in allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as in agriculture, aviation, industrial and commercial, construction, and marine use.

Motor-fuel gallonage data for 1954 are given in tables G-2 and G-21 through G-25. Table G-2 shows gallonage taxed, exempted, and refunded without regard to the use of the fuel. It is intended primarily to provide data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through G-24. These tables do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. In some cases the figures differ from those in table G-2, primarily because of adjustments made to show gallonage as nearly as pos-

sible for the period in which it was consumed rather than for the period in which the tax was paid. In tables G-21 through 24, other adjustments have been made to allow for losses from evaporation, spillage, etc.

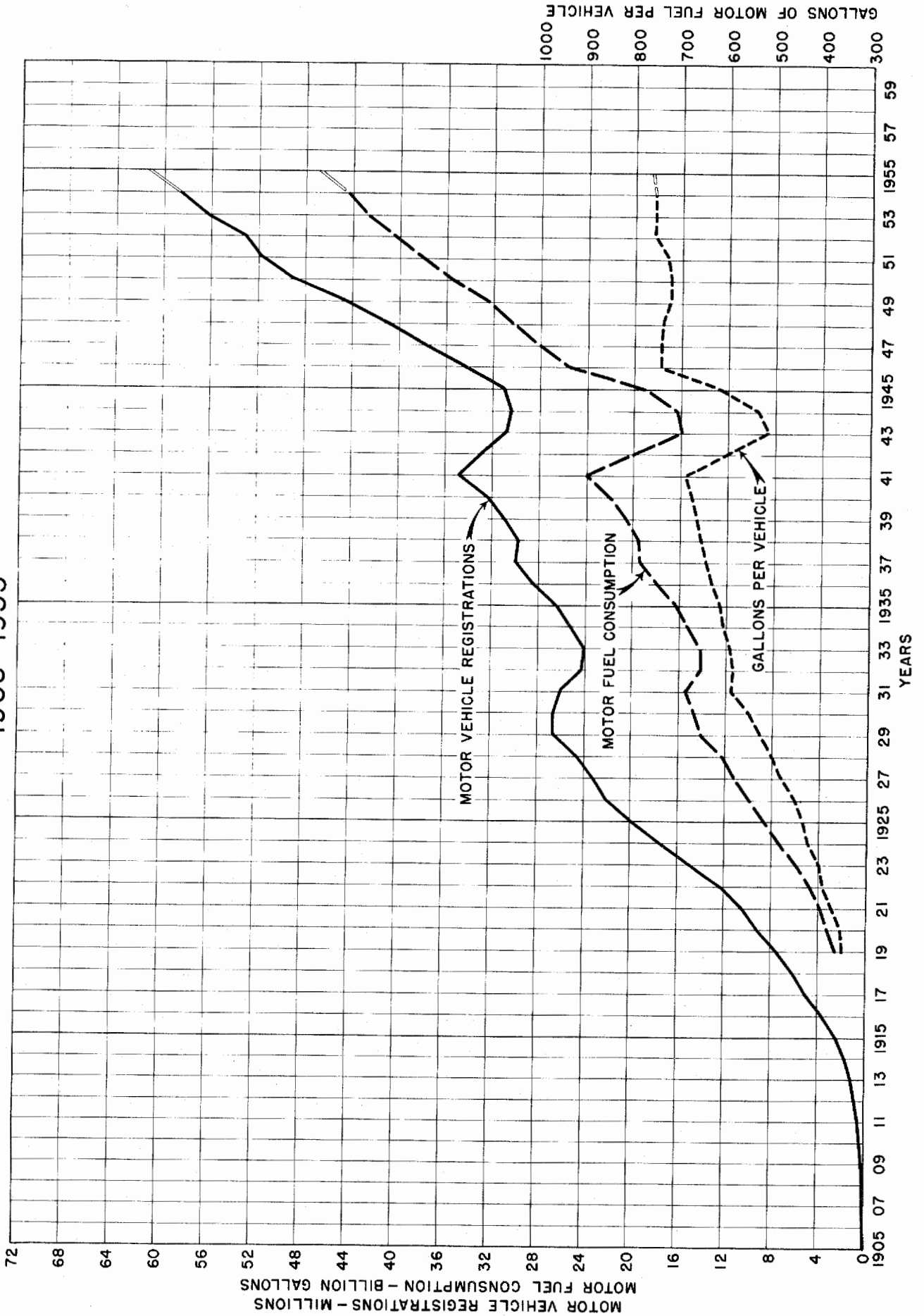
Table G-25 gives the highway use of special fuels by months for 47 States and the District of Columbia. Gallonage of special fuels taxed in 1954 increased 15.5 percent over 1953 compared with the 3.8 percent increase for all motor fuel. Some of this growth can be attributed to the increased effectiveness of the State authorities who administer the taxes. The use of special fuels, although increasing rapidly, still constitutes only about 2 percent of total motor fuel consumed on the highways.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is the only State that grants general tax exemptions on such fuel. In States that allow refunds or exemptions for nonhighway uses, the total gallonage on which exemption or refund is claimed is known, and nearly all of these States keep records indicating the type of use. For States that tax all motor fuel regardless of use, the fuel used for nonhighway purposes as shown in the tables has been estimated by the Bureau of Public Roads on the basis of reports of adjoining States with similar economic characteristics. Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is refunded or exempted for alleged nonhighway use.

The motor-fuel tax collections of all States are given in table G-1. The last column of the table "adjusted net total receipts" gives the State highway-user revenues derived from motor fuel. A tax on aviation fuel is, in most States, refunded or placed in a special fund for aviation purposes. Some States retain all or part of the tax paid on fuel used by boats and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next to last column of that table.

Table G-205 gives the gasoline tax rates in effect for each year since 1940. Disposition of motor-fuel tax revenues is given in table G-3, in the section on highway finance.

TREND IN MOTOR VEHICLE REGISTRATIONS AND MOTOR FUEL CONSUMPTION 1905-1955



MOTOR-FUEL CONSUMPTION-1954 ^{1/}

Compiled for calendar year
from reports of State authorities

TABLE G-2, 1954
ISSUED MAY 1955

STATE	TAX RATE PER GALLON ON DECEMBER 31		GROSS AMOUNT REPORTED 3/	AMOUNT EXEMPTED FROM PAYMENT OF TAX 4/	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF EMPHIRE TAX	NET AMOUNT TAXED				AMOUNT TAXED AT PREVAILING RATE DURING 1953	CHANGE DURING 1954		STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUDANE, ETC.) 2/					TOTAL	AT PREVAILING RATE	AT OTHER RATES 5/			AMOUNT	AMOUNT	
	Cents	Cents	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	Cents	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	6	6	771,760	10,487	761,273	-	761,273	754,616	1	6,657	718,746	35,870	5.0	Alabama
Arizona	5	5	353,747	3,387	350,360	33,423	316,937	316,937	-	-	313,172	3,765	1.2	Arizona
Arkansas	6.5	6.5	493,310	11,989	481,321	-	481,321	445,426	Various	35,895	423,303	22,043	5.2	Arkansas
California	6	* 6-7	4,443,077	84,604	4,358,473	325,226	4,033,247	3,841,050	7	192,197	3,773,462	67,588	1.8	California
Colorado	6	6	589,095	51,903	537,192	64,757	472,435	472,435	-	-	446,769	25,666	5.7	Colorado
Connecticut	4	4	645,069	12,049	633,020	7,395	625,625	625,625	-	-	596,430	29,195	4.9	Connecticut
Delaware	5	5	131,767	2,153	129,614	12,357	117,257	117,257	-	-	114,302	2,955	2.6	Delaware
Florida	7	7	1,251,525	129,679	1,121,846	-	1,121,846	1,119,466	3	2,360	1,039,580	79,906	7.7	Florida
Georgia	6	6	1,041,965	1,237	1,029,728	-	1,029,728	995,546	1	34,182	948,752	46,794	4.9	Georgia
Idaho	6	6/6	248,513	1,577	246,936	32,409	214,527	212,230	2.5	2,317	204,981	7,249	3.5	Idaho
Illinois	5	5	2,839,041	42,586	2,796,455	456,349	2,340,106	2,340,106	-	-	2,317,031	23,075	1.0	Illinois
Indiana	4	4	1,347,111	53,782	1,293,329	120,486	1,172,843	1,172,843	-	-	1,341,176	31,667	2.4	Indiana
Iowa	5	* 5-6	1,090,871	21,814	1,069,057	241,956	827,101	805,025	6	22,076	812,437	-7,412	-0.9	Iowa
Kansas	5	5	930,571	121,483	809,088	205,983	603,105	603,105	-	-	636,471	26,634	4.2	Kansas
Kentucky	7	7	733,258	22,081	711,177	936	710,241	682,009	(7/)	-	649,457	32,552	5.0	Kentucky
Louisiana	7	7	746,645	36,643	710,002	29,436	680,566	670,244	2	10,322	630,533	39,711	6.3	Louisiana
Maine	6	6	277,971	2,804	275,167	-	275,167	263,930	1 and 4	11,237	253,124	10,806	4.3	Maine
Maryland	6	6	714,117	13,025	701,092	39,864	661,228	661,228	-	-	629,090	32,138	5.1	Maryland
Massachusetts	5	5	1,129,301	26,546	1,102,755	13,112	1,089,643	1,089,643	-	-	1,042,383	47,260	4.5	Massachusetts
Michigan	4.5	* 4.5-6	2,282,832	111,025	2,171,807	121,911	2,049,896	2,028,179	Various	21,717	1,977,627	50,552	2.6	Michigan
Minnesota	5	5	1,106,621	22,559	1,084,062	174,797	909,265	895,179	Various	14,086	845,744	49,435	5.8	Minnesota
Mississippi	7	* 8	549,543	8,114	541,429	-	541,429	499,568	1 and 8	41,861	481,803	17,765	3.7	Mississippi
Missouri	3	3	1,488,978	60,068	1,428,910	134,664	1,294,246	1,294,246	1	7,269	1,238,977	55,249	4.5	Missouri
Montana	6	6	284,417	4,016	280,401	51,533	228,868	228,868	-	-	230,279	-8,380	-3.8	Montana
Nebraska	6	6/6	565,222	15,000	550,222	102	550,120	486,756	Various	63,364	458,636	28,120	6.1	Nebraska
Nevada	4.5	* 5.5	125,501	3,406	122,095	7,549	114,546	99,555	5.5	14,991	94,808	4,747	5.0	Nevada
New Hampshire	5	5	162,233	2,016	160,217	3,592	156,625	156,275	4	350	148,482	7,793	5.2	New Hampshire
New Jersey	6/4	6/4	1,718,118	50,150	1,667,968	96,448	1,571,520	1,571,520	-	-	1,425,379	146,141	10.3	New Jersey
New Mexico	6	6	318,274	11,319	306,955	22,291	284,664	284,664	-	-	280,351	4,313	1.5	New Mexico
New York	4	* 4-6	3,346,818	247,927	3,098,891	130,150	2,968,741	2,914,406	6	54,335	2,789,935	124,471	4.5	New York
North Carolina	7	7	1,479,812	42,936	1,436,876	125,114	1,311,762	1,101,009	2	39,867	1,065,466	35,543	3.3	North Carolina
North Dakota	5	5	302,962	5,153	297,809	125,114	172,695	172,695	-	-	158,679	14,016	8.8	North Dakota
Ohio	5	5	2,762,070	95,957	2,666,113	151,237	2,514,876	2,514,876	-	-	2,457,023	57,853	2.4	Ohio
Oklahoma	6.5	6.5	841,332	50,074	791,258	-	791,258	701,606	2	89,652	682,580	19,026	2.8	Oklahoma
Oregon	6	6	600,165	-	600,165	59,554	540,611	532,976	1	7,635	527,614	5,362	1.0	Oregon
Pennsylvania	5	5	2,690,523	13,969	2,676,554	-	2,676,554	2,658,859	2.5	17,695	2,589,316	69,543	2.7	Pennsylvania
Rhode Island	4	4	215,380	4,521	210,859	677	210,182	210,182	-	-	192,874	17,308	9.0	Rhode Island
South Carolina	7	7	602,275	14,527	587,748	299	587,449	566,407	1	21,042	558,283	8,124	1.5	South Carolina
South Dakota	5	5	325,800	5,644	320,156	83,471	236,685	219,148	Various	17,537	217,092	2,056	0.9	South Dakota
Tennessee	7	7	905,008	33,324	871,684	13,759	857,925	830,077	1	27,848	778,786	51,291	6.6	Tennessee
Texas	4	* 4-6	4,547,527	1,235,246	3,312,281	392,238	2,920,043	2,887,271	6	32,772	2,782,817	104,454	3.8	Texas
Utah	5	5	283,412	19,482	263,930	-	263,930	255,438	4	8,492	247,006	8,432	3.4	Utah
Vermont	5	No tax	114,167	311	113,856	-	113,856	-	-	-	111,796	2,060	1.8	Vermont
Virginia	6	6	1,040,182	20,654	1,019,528	57,626	961,902	939,721	4	2,181	931,692	28,029	3.0	Virginia
Washington	6.5	6.5	827,646	34,536	793,110	37,951	755,159	755,159	-	-	736,740	18,419	2.5	Washington
West Virginia	5	5	430,098	5,190	424,908	11,525	413,383	413,383	-	-	400,562	12,821	3.2	West Virginia
Wisconsin	4	4	1,166,575	34,501	1,132,074	138,562	993,512	993,512	-	-	959,447	34,065	3.6	Wisconsin
Wyoming	5	* 4-5	169,629	2,029	167,600	-	167,600	153,888	4	13,712	151,374	2,514	1.7	Wyoming
Dist. of Col.	6/6	6/6	209,057	10,528	198,529	1,865	196,664	196,664	-	-	200,198	-3,534	-1.8	Dist. of Col.
Total	8/ 5-19		51,201,091	2,824,971	48,376,120	3,400,604	44,975,516	44,137,435	-	838,081	42,612,665	1,524,770	3.6	Total

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. In nearly all States the tax on special fuels is applicable only to the gallonage used on the highway. For the few States that apply the tax to all fuels sold, the nonhighway portion of these special fuels has been excluded. An analysis of motor-fuel usage will be published in Tables G-21 through G-25.
2/ In States marked with an asterisk the tax rate on highway use of some or all of the fuels other than gasoline differs from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Vermont are in lieu of gallonage taxes on special fuels.
3/ Export sales and other amounts not representing consumption in State have been excluded

whenever possible.
4/ Includes allowances for evaporation and other losses, Federal use, other public use, and nonhighway use, where initial exemptions rather than refunds are made.
5/ In some States gasoline used for specific purposes, and/or special fuels, are taxed or refunded at rates other than the prevailing rate for gasoline.
6/ Tax rates changed as follows during 1954: Idaho and Nebraska diesel tax imposed at 6 cents, January 1; New Jersey 3 to 4 cents, July 1; District of Columbia 5 to 6 cents, June 1.
7/ Tax on gasoline for agricultural use was refunded at 90% of taxes paid; for aviation use, at 95%.
8/ Weighted average rate.

ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1954 L/

TABLE G-21, 1954
ISSUED JULY 1955

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE			SUMMARY OF TOTAL USAGE				LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC.	TOTAL QUANTITY CONSUMED IN STATE	STATE		
	HIGHWAY ^{2/}	NON-HIGHWAY ^{2/}	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) ^{3/}	STATE, COUNTY, AND MUNICIPAL			TOTAL PUBLIC USE	HIGHWAY						
					HIGHWAY	NON-HIGHWAY	TOTAL		AMOUNT	GALLONS PER REGISTERED MOTOR VEHICLE ^{4/}				NON-HIGHWAY	TOTAL
Alabama	695,500	44,630	740,130	1,337	15,857	5,256	21,143	22,480	712,694	779	49,916	762,610	2,390	765,000	Alabama
Arizona	303,860	32,003	335,863	3,023	6,440	2,147	8,587	11,615	313,328	825	34,150	347,478	3,387	350,865	Arizona
Arkansas	435,122	35,324	470,446	682	10,560	3,520	14,080	14,762	446,364	819	38,844	485,208	6,276	491,484	Arkansas
California	3,986,284	353,115	4,339,399	6,656	53,013	17,671	70,684	77,340	4,045,953	710	370,786	4,416,739	21,902	4,438,641	California
Colorado	468,166	83,853	552,019	2,836	8,060	4,161	12,221	15,057	479,062	702	88,014	567,076	5,595	572,671	Colorado
Connecticut	619,449	635,281	1,254,730	535	6,503	1,744	8,247	8,782	626,487	722	17,576	644,063	6,294	650,357	Connecticut
Delaware	117,174	10,934	128,108	128	1,144	382	1,526	1,654	118,446	848	11,316	129,762	1,016	130,778	Delaware
Florida	1,045,652	150,007	1,195,659	1,572	23,105	7,702	30,807	32,379	1,070,329	760	157,709	1,228,038	15,460	1,243,498	Florida
Georgia	943,404	66,989	1,010,393	1,453	14,501	4,834	19,335	20,788	959,358	846	71,823	1,031,181	3,295	1,034,476	Georgia
Idaho	205,014	35,855	240,849	1,429	4,676	1,559	6,235	7,664	211,119	671	37,394	248,513	2,416	250,929	Idaho
Illinois	2,317,624	446,286	2,763,922	2,974	24,400	8,133	32,533	35,507	2,344,968	759	454,431	2,799,429	42,586	2,842,015	Illinois
Indiana	1,364,001	134,907	1,498,908	877	11,244	3,748	14,992	15,869	1,376,122	818	138,655	1,514,777	22,411	1,537,188	Indiana
Iowa	814,816	241,835	1,056,651	844	12,364	4,121	16,485	17,329	828,024	724	245,956	1,073,980	16,363	1,090,343	Iowa
Kansas	647,382	203,487	850,869	919	13,664	4,555	18,219	19,138	661,965	661	208,042	870,007	8,822	878,829	Kansas
Kentucky	668,841	29,673	698,514	1,758	9,497	3,166	12,663	14,421	680,096	710	32,839	712,935	8,910	721,845	Kentucky
Louisiana	647,715	47,951	695,666	901	13,620	4,540	18,160	19,061	662,236	758	52,491	714,727	10,522	725,249	Louisiana
Maine	260,014	10,472	270,486	309	3,511	1,170	4,681	4,990	263,834	862	11,642	275,476	2,781	278,257	Maine
Maryland	651,946	36,748	688,694	1,158	9,259	3,055	12,314	13,502	662,363	730	39,833	702,196	7,164	709,360	Maryland
Massachusetts	1,078,940	23,653	1,102,593	1,359	12,150	4,050	16,200	17,559	1,092,449	768	1,120,152	1,120,152	11,081	1,131,233	Massachusetts
Michigan	2,028,117	172,923	2,201,040	1,587	31,578	10,526	42,104	43,691	2,061,282	784	183,449	2,244,731	33,056	2,277,787	Michigan
Minnesota	880,311	189,398	1,069,709	1,227	11,416	3,805	15,221	16,448	892,954	683	193,203	1,086,157	16,354	1,102,511	Minnesota
Mississippi	494,449	31,860	526,355	915	10,619	3,540	14,159	15,074	506,029	866	35,400	541,429	8,114	549,543	Mississippi
Missouri	1,288,214	159,906	1,448,120	1,511	12,431	4,144	16,575	18,066	1,302,156	908	164,050	1,466,206	14,325	1,480,531	Missouri
Montana	214,830	57,207	272,037	1,864	4,875	1,625	6,500	8,364	221,569	705	58,832	280,401	4,016	284,417	Montana
Nebraska	471,230	70,414	541,644	909	6,424	2,141	8,565	9,474	478,563	751	72,555	551,118	8,265	559,383	Nebraska
Nevada	110,577	10,750	121,327	940	1,604	535	2,139	3,079	113,121	982	11,285	124,406	1,095	125,501	Nevada
New Hampshire	178,915	2,651	181,566	180	3,488	1,163	4,651	4,831	156,583	775	3,814	160,397	1,356	161,753	New Hampshire
New Jersey	1,600,296	51,566	1,651,862	1,103	12,357	4,119	16,476	17,579	1,613,756	837	55,685	1,669,441	16,419	1,685,860	New Jersey
New Mexico	280,212	21,932	302,144	2,401	3,540	1,180	4,720	7,121	286,153	925	23,112	309,265	4,340	313,605	New Mexico
New York	2,972,412	276,405	3,248,817	4,413	56,353	18,784	75,137	79,555	3,033,183	690	295,189	3,328,372	30,753	3,359,125	New York
North Carolina	1,062,235	52,938	1,115,173	1,127	34,295	11,432	45,727	46,854	1,097,657	842	64,370	1,162,027	11,611	1,173,638	North Carolina
North Dakota	161,852	132,538	294,390	779	2,367	3,419	5,786	6,419	164,998	551	133,590	298,588	4,043	302,631	North Dakota
Ohio	2,485,767	161,953	2,647,720	3,098	31,288	10,429	41,717	44,815	2,520,153	764	172,382	2,692,535	39,866	2,732,401	Ohio
Oklahoma	683,421	108,191	791,612	1,338	16,621	5,540	22,161	23,499	701,380	728	113,731	815,111	7,545	822,656	Oklahoma
Oregon	520,585	61,934	582,519	1,816	11,352	3,784	15,136	16,952	533,753	698	65,718	599,471	5,613	605,084	Oregon
Pennsylvania	2,527,475	111,931	2,639,406	2,384	27,861	9,287	37,148	39,532	2,557,720	720	121,216	2,678,936	20,129	2,699,067	Pennsylvania
Rhode Island	206,191	619	206,810	154	3,070	1,023	4,093	4,247	209,415	712	1,642	211,057	2,176	213,233	Rhode Island
South Carolina	541,956	27,027	568,983	2,126	17,053	5,694	22,737	24,863	561,135	780	32,711	593,846	2,534	596,380	South Carolina
South Dakota	220,998	94,169	315,167	1,176	3,742	1,247	4,989	6,165	225,916	712	95,416	321,332	3,238	324,570	South Dakota
Tennessee	818,141	52,414	870,555	4,932	15,947	5,316	21,263	26,195	839,020	750	57,730	896,750	8,983	905,733	Tennessee
Texas	2,858,226	357,642	3,215,868	3,921	61,817	7,444	69,261	73,182	2,923,964	834	365,086	3,289,050	28,915	3,317,965	Texas
Utah	219,873	36,433	256,306	1,207	4,218	1,406	5,624	6,831	225,298	735	39,839	265,137	3,784	268,921	Utah
Vermont	108,638	3,837	112,475	151	991	330	1,321	1,472	109,840	837	4,167	114,007	1,153	115,160	Vermont
Virginia	949,031	44,770	993,801	1,695	13,352	4,450	17,802	19,497	964,078	836	49,220	1,013,298	10,428	1,023,726	Virginia
Washington	722,023	63,154	785,177	6,019	20,734	6,311	27,045	33,664	748,776	690	70,065	818,841	1,936	820,777	Washington
West Virginia	405,276	8,320	413,596	929	7,993	2,664	10,657	12,864	413,798	806	10,984	424,782	4,661	429,443	West Virginia
Wisconsin	975,728	145,967	1,121,695	885	17,784	5,528	23,312	24,597	994,397	744	151,895	1,146,292	17,235	1,163,527	Wisconsin
Wyoming	149,765	14,559	164,324	895	2,457	819	3,276	4,171	153,117	909	15,378	168,495	1,707	170,207	Wyoming
Dist. of Col.	196,626	1,303	197,929	1,705	2,143	714	2,857	4,562	200,474	1,025	2,617	203,091	834	203,925	Dist. of Col.
Total	43,579,380	4,530,857	48,109,237	83,747	703,338	222,596	925,934	1,009,601	44,365,465	757	4,753,453	49,118,918	516,731	49,635,649	Total
Percentage	88.72	9.22	97.94	0.17	1.43	0.46	1.89	2.06	90.32	-	9.68	100.00	-	-	Percentage

Highway Statistics, 1954

1/ Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in Table G-2.

2/ Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for non-highway use were based on data for States having similar characteristics.

3/ All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

4/ The figures in this column are obtained by dividing total highway fuel consumption by total

motor vehicle registrations (Table MV-1, 1954). The highway fuel consumption data are reliable for most States but in a few there are indications that refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on the highways. To the extent that this occurs, the highway consumption of motor fuel is understated.

5/ Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specified percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in the analysis to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1954 ↘

TABLE G-22, 1954
ISSUED JULY 1955

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	58,153	57,899	65,795	65,454	64,325	64,575	65,393	64,116	63,288	64,787	64,073	67,112	765,000	Alabama
Arizona	28,135	26,906	28,694	28,387	28,698	30,692	29,958	28,851	27,870	29,870	30,707	31,797	350,865	Arizona
Arkansas	33,368	38,596	42,769	42,182	41,046	44,384	39,929	41,811	41,608	42,853	41,242	41,242	491,484	Arkansas
California	336,686	317,643	355,797	359,630	375,946	385,759	400,724	390,507	380,558	380,924	369,908	384,559	4,438,641	California
Colorado	35,860	39,086	42,953	46,153	47,808	54,540	57,831	59,080	52,057	49,616	44,127	43,560	572,671	Colorado
Connecticut	46,063	44,765	51,767	53,517	54,120	57,240	61,221	58,213	55,899	56,119	54,254	57,179	650,357	Connecticut
Delaware	8,678	8,904	10,521	11,086	11,084	12,030	12,376	11,786	11,140	10,998	10,812	11,363	130,778	Delaware
Florida	106,671	109,590	118,523	107,249	98,632	97,321	97,321	97,760	90,602	96,545	103,430	118,252	1,243,498	Florida
Georgia	80,653	78,631	88,349	89,226	86,469	86,360	89,530	88,172	83,432	85,884	86,842	90,928	1,034,476	Georgia
Idaho	13,842	14,513	19,240	20,770	21,007	24,179	25,661	26,847	24,902	22,674	19,920	17,374	250,929	Idaho
Illinois	199,253	198,273	227,072	244,078	259,598	260,325	248,981	242,394	246,264	243,465	238,496	233,816	2,842,015	Illinois
Indiana	108,091	107,120	124,449	133,645	141,386	141,279	135,464	132,576	133,065	128,671	128,608	122,834	1,537,188	Indiana
Iowa	67,952	67,322	81,726	102,478	105,707	105,635	107,850	87,893	95,924	92,746	98,993	76,117	1,090,343	Iowa
Kansas	58,051	62,198	68,620	71,141	74,987	99,110	80,535	77,272	77,341	77,825	71,825	68,707	882,530	Kansas
Kentucky	53,012	52,247	58,856	61,680	60,836	64,972	63,620	62,238	61,166	61,492	61,234	60,492	721,845	Kentucky
Louisiana	53,558	54,624	61,463	61,270	59,542	62,259	61,873	59,439	63,703	61,878	61,322	64,318	729,249	Louisiana
Maine	17,910	16,700	18,163	20,203	22,494	26,210	30,748	30,692	25,896	24,423	22,656	22,162	278,257	Maine
Maryland	48,768	49,641	57,710	60,118	60,250	63,470	65,260	61,095	60,667	60,577	59,808	61,996	709,360	Maryland
Massachusetts	80,403	76,382	88,297	91,433	93,057	100,332	106,558	103,151	97,482	98,154	94,624	101,360	1,131,233	Massachusetts
Michigan	163,139	150,496	174,071	193,024	197,172	204,713	221,276	209,063	195,727	186,793	192,103	190,210	2,277,787	Michigan
Minnesota	67,723	64,646	73,779	92,071	101,501	107,278	113,945	110,194	99,135	87,161	106,901	78,177	1,102,511	Minnesota
Mississippi	41,552	38,972	50,833	49,319	46,191	48,372	45,675	49,223	46,297	42,425	45,173	49,543	549,543	Mississippi
Missouri	106,426	108,469	124,195	126,344	128,161	136,504	128,137	123,393	125,609	124,465	127,379	121,449	1,480,531	Missouri
Montana	13,763	16,830	19,086	24,142	24,844	29,069	32,463	33,738	26,569	23,361	21,175	19,377	384,417	Montana
Nebraska	35,726	33,768	41,762	49,345	49,864	55,568	59,614	48,387	50,320	47,756	45,496	41,777	559,383	Nebraska
Nevada	7,205	8,559	8,845	9,625	10,322	12,395	12,995	13,084	11,758	10,963	9,933	9,816	125,501	Nevada
New Hampshire	10,744	10,302	11,889	11,978	14,822	17,963	14,452	17,608	14,452	13,903	12,735	13,189	161,753	New Hampshire
New Jersey	112,034	118,635	133,362	140,643	139,848	156,463	156,942	153,277	142,196	141,669	140,376	150,415	1,685,860	New Jersey
New Mexico	23,074	23,599	24,994	24,651	25,643	28,728	28,430	28,705	26,320	26,071	26,549	26,841	313,605	New Mexico
New York	233,548	224,642	258,352	268,447	285,850	299,057	325,792	310,701	294,617	287,320	280,750	290,049	3,359,125	New York
North Carolina	88,616	82,187	105,302	103,869	95,245	97,581	96,866	102,689	99,999	97,698	104,189	99,397	1,173,638	North Carolina
North Dakota	12,304	13,532	16,548	28,408	30,642	30,813	30,821	30,821	33,281	27,584	21,384	17,119	302,631	North Dakota
Ohio	204,324	186,533	215,984	224,839	243,891	240,125	258,018	235,279	234,144	225,318	234,436	229,510	2,732,401	Ohio
Oklahoma	59,642	61,227	66,898	67,626	71,051	85,657	70,749	70,738	67,210	68,844	66,449	66,525	822,626	Oklahoma
Oregon	39,329	39,855	48,286	49,676	51,134	53,557	59,227	59,094	56,555	53,847	47,958	46,566	605,084	Oregon
Pennsylvania	188,651	184,543	215,159	224,624	229,801	239,621	250,026	240,538	233,098	232,052	226,936	234,018	2,699,067	Pennsylvania
Rhode Island	14,780	14,583	16,889	16,666	17,445	18,327	20,968	19,813	18,021	20,618	16,183	18,940	213,233	Rhode Island
South Carolina	45,287	45,683	51,077	49,635	51,738	52,110	52,110	50,447	48,492	49,855	50,140	51,015	596,380	South Carolina
South Dakota	18,210	18,577	24,392	24,556	31,309	30,293	37,184	32,719	28,675	28,675	26,134	23,038	324,570	South Dakota
Tennessee	66,743	69,044	76,395	75,033	78,443	85,262	72,324	69,357	80,039	82,079	75,709	84,142	905,733	Tennessee
Texas	253,077	254,710	274,104	278,304	276,475	295,254	283,383	283,013	273,550	278,094	279,751	288,250	3,317,965	Texas
Utah	18,042	17,099	20,631	21,600	22,831	24,936	26,248	26,330	24,447	23,901	21,833	21,023	268,921	Utah
Vermont	7,499	7,175	7,862	8,510	9,450	10,421	12,588	10,204	10,195	9,269	8,530	8,530	115,160	Vermont
Virginia	72,867	73,097	83,643	86,890	82,351	89,369	94,578	90,230	87,865	85,928	86,406	90,502	1,023,726	Virginia
Washington	52,568	52,654	66,137	66,857	69,433	72,674	79,086	79,842	74,230	71,684	67,867	67,745	820,777	Washington
West Virginia	32,643	30,164	32,248	32,448	39,478	36,272	36,155	35,560	36,312	34,959	34,959	34,959	429,443	West Virginia
Wisconsin	75,741	71,322	83,358	98,630	102,667	110,859	120,803	113,941	105,659	95,295	98,310	86,972	1,163,527	Wisconsin
Wyoming	10,708	9,894	11,636	13,999	13,777	17,487	20,387	19,743	15,845	13,991	12,449	11,221	170,107	Wyoming
Dist. of Col.	15,981	15,755	17,621	17,455	17,486	17,224	17,324	16,304	15,988	16,823	17,207	18,757	203,925	Dist. of Col.
Total	3,527,303	3,467,582	3,959,503	4,152,536	4,258,670	4,484,736	4,570,423	4,425,198	4,272,282	4,190,394	4,166,552	4,159,870	49,635,649	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives highway use by months, Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use of special fuels by months (see notes to Table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of Table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1954 1/

TABLE G-23, 1954
ISSUED JULY 1955

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	53,885	52,680	58,973	58,625	57,886	60,672	61,886	60,398	59,775	61,763	61,276	64,875	712,694	Alabama
Arizona	25,477	23,829	25,551	24,752	25,150	26,926	26,507	26,052	25,043	27,227	28,145	28,669	313,328	Arizona
Arkansas	30,641	34,855	37,741	36,164	35,003	39,404	36,769	38,583	38,647	38,810	40,382	39,365	446,364	Arkansas
California	303,321	293,455	324,189	331,284	340,939	350,285	366,339	354,164	347,792	346,298	337,546	350,341	4,045,953	California
Colorado	31,540	34,460	36,996	38,304	38,393	43,890	45,790	49,171	41,811	41,466	38,165	39,076	479,052	Colorado
Connecticut	44,104	43,113	49,950	51,540	51,799	54,973	58,808	56,082	53,905	54,113	52,452	55,648	626,487	Connecticut
Delaware	8,038	8,039	9,815	10,021	9,885	10,551	11,292	10,750	9,835	9,800	9,973	10,444	118,446	Delaware
Florida	90,738	94,524	101,904	92,220	85,020	83,801	85,520	84,384	77,647	83,040	89,449	102,112	1,070,329	Florida
Georgia	74,809	71,298	78,770	79,516	77,121	80,828	84,181	82,552	78,225	81,429	82,771	87,858	959,358	Georgia
Idaho	11,358	11,809	15,966	17,574	17,295	20,371	21,754	22,938	21,349	19,103	16,860	14,742	211,119	Idaho
Illinois	170,767	171,137	189,518	198,444	210,742	206,128	192,712	203,119	205,307	199,047	198,452	199,655	2,344,998	Illinois
Indiana	100,473	99,654	113,358	119,763	125,544	120,657	116,173	118,355	116,639	113,567	117,331	114,608	1,376,122	Indiana
Iowa	35,596	51,538	73,804	83,611	82,055	87,642	64,902	71,316	68,778	75,831	72,123	60,829	828,024	Iowa
Kansas	51,938	55,768	58,302	52,940	53,155	75,540	46,731	54,401	48,092	46,892	57,940	60,266	661,965	Kansas
Kentucky	50,453	49,673	55,402	57,519	56,147	60,202	59,897	59,136	57,545	58,064	58,243	57,815	680,096	Kentucky
Louisiana	49,254	49,903	54,385	53,869	51,962	56,778	57,604	54,900	58,235	57,178	57,343	60,825	662,236	Louisiana
Maine	17,309	16,069	17,442	19,314	21,301	24,820	29,037	29,078	23,919	22,574	21,597	21,374	263,834	Maine
Maryland	46,681	47,498	55,069	56,016	57,697	55,691	59,721	55,691	56,090	56,158	56,857	59,532	662,363	Maryland
Massachusetts	77,374	73,475	85,203	88,542	89,828	96,900	102,920	99,880	94,071	94,620	91,663	97,973	1,092,449	Massachusetts
Michigan	150,954	138,768	160,267	177,097	176,984	179,168	196,261	187,079	171,773	168,444	178,461	176,026	2,061,282	Michigan
Minnesota	61,297	58,312	65,818	75,564	74,822	80,385	85,053	83,076	76,120	68,130	94,786	69,591	892,954	Minnesota
Mississippi	38,188	34,919	45,455	43,888	40,973	44,961	45,999	42,183	42,556	43,644	40,047	43,216	506,029	Mississippi
Missouri	98,156	100,549	111,334	109,684	109,232	116,673	109,552	109,549	107,161	106,400	111,976	111,890	1,302,156	Missouri
Montana	11,848	14,377	15,804	18,738	19,537	22,033	23,611	22,994	17,978	19,224	18,467	16,958	221,569	Montana
Nebraska	33,426	31,449	38,050	43,454	40,795	46,220	48,302	40,436	40,394	39,189	38,974	37,877	478,563	Nebraska
Nevada	6,474	7,882	8,174	8,698	9,265	11,227	11,445	11,741	10,624	9,926	9,033	8,632	113,121	Nevada
New Hampshire	10,401	9,956	10,965	11,700	12,318	14,352	17,547	17,067	13,988	13,181	12,315	12,793	156,583	New Hampshire
New Jersey	107,050	112,952	128,440	134,041	134,535	150,100	151,005	146,774	135,136	135,278	145,029	145,029	1,613,756	New Jersey
New Mexico	21,371	21,564	22,533	22,244	23,024	25,935	25,965	26,366	23,702	23,634	24,593	25,222	286,153	New Mexico
New York	212,784	206,810	234,709	242,916	258,178	267,775	291,365	279,229	261,093	260,556	255,593	262,175	3,033,183	New York
North Carolina	82,965	77,074	98,508	95,732	87,515	89,851	91,108	96,507	93,749	92,237	98,699	93,912	1,097,667	North Carolina
North Dakota	7,180	9,430	10,964	11,362	13,728	17,452	20,050	17,855	15,931	14,574	13,844	12,628	164,998	North Dakota
Ohio	190,044	175,202	203,132	210,916	223,474	221,538	232,317	215,570	214,233	206,837	216,050	210,840	2,520,153	Ohio
Oklahoma	53,216	52,249	58,493	58,340	59,218	62,353	59,660	60,128	58,262	58,859	59,619	60,983	701,380	Oklahoma
Oregon	34,434	36,494	43,034	44,426	45,217	46,567	49,947	50,599	49,503	48,500	42,800	42,232	533,753	Oregon
Pennsylvania	180,750	179,178	205,931	212,708	217,715	225,272	232,398	225,424	216,180	220,798	217,825	223,544	2,557,720	Pennsylvania
Rhode Island	14,537	14,331	16,592	16,394	17,187	17,953	20,675	19,419	17,648	20,162	15,886	18,631	209,115	Rhode Island
South Carolina	43,340	43,190	47,799	46,892	45,216	47,434	48,860	48,161	45,597	47,134	48,261	49,251	561,135	South Carolina
South Dakota	13,147	13,924	14,496	16,377	20,092	22,304	24,789	26,537	21,215	18,160	14,942	14,942	225,916	South Dakota
Tennessee	63,240	64,820	70,618	67,357	70,426	76,969	66,850	65,426	74,984	70,510	68,418	79,402	839,020	Tennessee
Texas	227,929	224,884	240,039	234,337	225,521	248,160	255,026	255,420	239,923	249,213	256,026	267,486	2,923,964	Texas
Utah	15,288	14,128	17,051	18,104	18,771	21,977	22,069	20,572	20,777	19,993	18,471	18,100	225,298	Utah
Vermont	7,206	6,902	7,561	8,194	8,922	10,261	12,569	11,988	9,694	8,881	8,195	8,195	109,840	Vermont
Virginia	68,863	67,645	78,341	82,226	75,842	84,774	89,609	84,705	83,280	80,215	82,284	86,294	964,078	Virginia
Washington	48,328	47,917	61,187	61,200	62,999	65,333	71,320	71,774	67,614	65,532	62,376	63,196	748,776	Washington
West Virginia	31,608	29,070	31,165	34,520	34,902	38,373	37,969	38,535	34,170	34,988	34,797	33,701	413,798	West Virginia
Wisconsin	68,340	63,467	85,639	86,585	85,639	97,115	93,997	81,878	82,172	88,784	79,834	994,397	994,397	Wisconsin
Wyoming	9,636	8,907	10,474	11,702	12,402	15,739	18,349	17,771	14,260	12,599	11,178	10,100	153,117	Wyoming
Dist. of Col.	15,737	15,481	17,326	17,177	17,186	16,938	16,958	16,015	15,684	16,543	16,949	200,474	200,474	Dist. of Col.
Total	3,801,493	3,164,608	3,590,351	3,692,564	3,726,233	3,934,571	4,002,194	3,935,344	3,760,607	3,744,852	3,785,504	3,827,164	44,365,465	Total

Highway Statistics, 1954

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by

months, Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use of special fuels by months. See notes to Table G-21.

NONHIGHWAY USE OF GASOLINE IN 1954 ^{1/}
ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

TABLE G-24, 1954
ISSUED JULY 1955

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLASSIFIED	CLASSIFIED 3/									STATE
			TOTAL	AGRICULTURAL USE	OTHER USES							
					TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUCTION 5/	DOMESTIC	MARINE	MISCELLANEOUS	
1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	* 44,530	44,630	(6,460)	(6,460)	-	-	-	-	-	-	-	Alabama
Arizona	32,003	-	32,003	15,891	16,112	11,011	4,052	951	19	-	79	Arizona
Arkansas	* 35,324	35,324	(15,884)	(12,679)	(3,205)	-	-	-	-	-	-	Arkansas
California	353,115	-	353,115	100,149	252,966	164,788	7,139	13,736	-	5,184	62,119	California
Colorado	83,853	-	83,853	50,010	33,843	28,049	4,130	1,501	49	-	114	Colorado
Connecticut	15,832	-	15,832	869	14,963	2,142	10,555	1,822	-	444	-	Connecticut
Delaware	10,934	-	10,934	6,599	4,335	348	3,625	-	-	362	-	Delaware
Florida	* 150,007	150,007	(106,980)	(2,360)	(104,620)	(104,620)	-	-	-	-	-	Florida
Georgia	* 66,989	66,989	(33,996)	(31,258)	(2,738)	(2,486)	-	-	-	(252)	-	Georgia
Idaho	35,835	-	35,835	28,937	6,898	2,317	4,443	2,317	-	138	-	Idaho
Illinois	446,298	-	446,298	264,137	182,161	124,466	44,659	6,435	1,009	438	5,154	Illinois
Indiana	134,907	-	134,907	99,518	35,389	7,928	21,811	2,603	14	178	2,825	Indiana
Iowa	241,835	-	241,835	218,463	23,372	2,396	18,920	1,379	-	-	677	Iowa
Kansas	203,487	-	203,487	172,524	30,963	6,026	19,631	3,845	7	-	1,454	Kansas
Kentucky	* 29,673	29,673	(27,703)	(12,309)	(15,394)	(15,394)	-	-	-	-	-	Kentucky
Louisiana	* 47,951	47,951	(43,081)	(20,523)	(22,558)	(19,972)	-	-	-	(2,583)	(3)	Louisiana
Maine	10,472	-	10,472	4,772	5,700	1,180	1,637	-	-	2,883	-	Maine
Maryland	36,748	-	36,748	22,393	14,355	4,092	6,227	-	279	3,656	101	Maryland
Massachusetts	23,653	-	23,653	1,603	22,050	17,632	3,241	-	-	1,777	-	Massachusetts
Michigan	172,923	-	172,923	91,112	81,811	14,124	62,673	4,463	-	551	-	Michigan
Minnesota	189,398	-	189,398	163,283	26,115	16,863	9,252	-	-	-	-	Minnesota
Mississippi	31,860	-	31,860	26,129	5,731	2,874	2,586	256	-	-	15	Mississippi
Missouri	159,906	-	159,906	101,287	58,619	49,980	5,168	-	-	-	3,471	Missouri
Montana	57,207	-	57,207	45,014	12,193	8,002	4,105	-	23	-	63	Montana
Nebraska	* 70,444	70,444	(63,453)	(57,117)	(6,336)	(6,336)	-	-	-	-	-	Nebraska
Nevada	10,750	-	10,750	2,773	7,977	4,855	824	1,443	-	-	855	Nevada
New Hampshire	2,651	-	2,651	584	2,067	350	803	682	9	222	1	New Hampshire
New Jersey	54,566	-	54,566	8,016	43,550	20,443	20,275	-	51	1,010	1,771	New Jersey
New Mexico	21,932	-	21,932	12,034	9,898	6,277	2,477	1,087	4	53	-	New Mexico
New York	276,405	-	276,405	64,972	211,433	151,455	43,864	10,840	-	4,154	1,120	New York
North Carolina	52,938	-	52,938	25,608	27,330	15,320	7,451	1,957	11	2,499	92	North Carolina
North Dakota	132,538	-	132,538	129,262	3,276	1,324	1,952	-	-	-	-	North Dakota
Ohio	161,953	161,953	(23,257)	-	(23,257)	(23,257)	-	-	-	-	-	Ohio
Oklahoma	108,191	-	108,191	89,652	18,539	14,379	4,160	-	-	-	-	Oklahoma
Oregon	61,934	-	61,934	31,521	30,413	7,535	21,662	-	-	1,236	-	Oregon
Pennsylvania	* 111,931	111,931	(28,009)	(17,695)	(10,314)	(10,314)	-	-	-	-	-	Pennsylvania
Rhode Island	619	-	619	443	476	217	3	-	-	256	-	Rhode Island
South Carolina	* 27,027	27,027	(25,313)	(20,451)	(4,862)	(4,271)	-	-	-	(591)	-	South Carolina
South Dakota	94,169	-	94,169	90,950	3,219	2,229	990	-	-	-	-	South Dakota
Tennessee	52,444	-	52,444	27,875	24,539	24,341	-	-	-	-	198	Tennessee
Texas	357,642	-	357,642	233,392	124,250	82,369	13,494	8,426	-	-	19,961	Texas
Utah	* 38,433	38,433	(8,492)	-	(8,492)	(8,492)	-	-	-	-	-	Utah
Vermont	* 3,837	3,837	-	-	-	-	-	-	-	-	-	Vermont
Virginia	44,770	44,770	(7,789)	-	(7,789)	-	-	-	-	-	-	Virginia
Washington	63,154	-	63,154	13,938	49,216	32,899	10,421	-	-	2,761	3,135	Washington
West Virginia	8,320	-	8,320	4,437	3,883	2,716	1,142	-	-	25	-	West Virginia
Wisconsin	145,967	-	145,967	109,650	36,317	10,120	20,919	-	-	-	5,278	Wisconsin
Wyoming	* 14,559	14,559	(3,684)	-	(3,684)	-	-	-	-	-	-	Wyoming
Dist. of Col.	1,903	1,903	-	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 5/	-	-	3,681,456	2,257,497	1,423,959	841,027	384,321	61,426	1,475	27,227	108,483	Partial Totals 5/
Percentage	-	-	100.00	61.32	38.68	-	-	-	-	-	-	Percentage
Full Totals	4,530,857	849,401	3,681,456	-	-	-	-	-	-	-	-	Full Totals

Motor Fuel

1/ This table gives the amounts of gasoline used for nonhighway purposes insofar as data or estimates were available. Table G-24 is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, Table G-23 gives highway use by months, and Table G-25 gives highway use of special fuels by months. See notes to Table G-21.

2/ Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) a few States do not allow exemptions or refunds for nonhighway use of motor fuel, (3) some States allow exemptions or refunds for certain nonhighway uses

but did not report the total nonhighway use, and (4) some States failed to report a classification of exemptions or refunds according to use. Asterisks (*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective nonhighway uses are also given in the classified columns in parentheses, but are not added to the column totals.

4/ "Construction" is included with "Industrial and commercial" in the classification of some States.

5/ Totals for 34 States for which complete classification of nonhighway use was reported.

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1954 1/

TABLE G-25, 1954
ISSUED JULY 1955

STATE	TAX RATE PER GALLON, DECEMBER 31 2/	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	Cents	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	6	854	801	935	836	879	942	869	926	878	969	995	1,072	10,956	Alabama
Arizona	5	1,937	1,923	1,902	2,084	2,009	2,006	2,059	2,030	1,970	2,084	2,118	2,165	24,287	Arizona
Arkansas	6.5	746	733	873	789	708	877	700	675	708	730	799	786	9,124	Arkansas
California	6-7	14,943	14,531	16,105	16,444	16,862	17,264	18,058	17,434	17,132	16,988	16,572	17,271	199,574	California
Colorado	6	1,349	1,654	1,657	1,660	1,593	1,820	1,681	2,131	1,830	2,085	1,750	1,822	21,032	Colorado
Connecticut	4	774	866	793	917	836	868	695	818	830	869	906	818	9,933	Connecticut
Delaware	5	64	63	80	70	81	79	88	68	76	69	187	195	1,120	Delaware
Florida	7	1,464	1,638	1,726	1,595	1,479	1,282	1,232	1,190	1,257	1,382	1,583	1,829	17,657	Florida
Georgia	6	1,409	1,497	1,475	1,756	1,623	1,593	1,566	1,613	1,506	1,839	1,628	1,824	19,329	Georgia
Idaho	6	509	716	699	680	742	827	808	902	972	860	860	788	9,363	Idaho
Illinois	5	4,160	3,808	4,438	4,018	3,910	4,150	4,020	4,055	4,144	4,348	4,393	4,802	50,246	Illinois
Indiana	4	1,726	1,607	1,937	1,792	1,635	1,709	1,657	1,860	1,857	1,884	1,934	2,080	21,678	Indiana
Iowa	5-6	1,245	1,382	1,689	2,039	2,321	2,422	2,769	2,689	2,986	2,369	2,442	1,671	26,024	Iowa
Kansas	5	1,207	1,132	1,259	1,226	1,220	1,222	1,171	1,227	1,231	1,353	1,298	1,317	11,863	Kansas
Kentucky	7	609	600	560	615	601	603	595	605	635	638	645	597	7,303	Kentucky
Louisiana	7	777	821	793	800	757	717	742	953	1,015	813	880	1,048	10,116	Louisiana
Maine	6	200	195	203	216	233	232	233	254	246	221	223	230	2,686	Maine
Maryland	6	704	642	701	705	705	726	694	675	710	724	741	778	8,505	Maryland
Massachusetts	5	723	702	754	680	751	762	791	800	825	816	816	888	9,308	Massachusetts
Michigan	4.5-6	1,470	1,375	1,515	1,373	1,393	1,458	1,533	1,484	1,440	1,541	1,624	1,660	17,866	Michigan
Minnesota	5	1,265	1,088	1,172	1,188	1,157	1,264	1,292	1,350	1,266	1,251	1,712	1,455	15,460	Minnesota
Mississippi	8	651	596	775	750	700	766	783	718	724	742	681	735	8,621	Mississippi
Missouri	3	1,851	1,724	1,921	1,888	1,849	1,870	1,877	1,897	1,916	2,573	1,379	2,146	22,891	Missouri
Montana	6	1,188	1,241	1,162	1,317	1,412	1,437	1,565	1,595	1,695	1,406	1,396	1,576	16,990	Montana
Nebraska	6	1,073	1,000	1,342	1,219	1,206	1,198	1,272	1,297	1,349	1,464	1,363	1,315	15,098	Nebraska
Nevada	5.5	882	1,157	1,108	1,124	1,242	1,274	1,356	1,418	1,242	1,312	1,152	1,154	14,441	Nevada
New Hampshire	5	44	46	45	50	56	55	57	51	51	50	63	63	618	New Hampshire
New Jersey	5	3,279	3,269	3,561	3,442	3,403	3,628	3,561	3,523	3,550	3,530	3,832	3,944	42,522	New Jersey
New Mexico	6	1,157	1,960	1,713	1,595	1,701	1,756	1,714	1,787	1,763	1,747	1,819	1,795	20,507	New Mexico
New York	4-6	4,224	4,001	4,525	4,382	4,492	4,640	4,640	4,595	4,668	4,819	4,930	4,930	54,335	New York
North Carolina	7	1,648	1,381	1,548	1,509	1,660	1,521	1,496	1,538	1,503	1,633	1,561	1,699	18,697	North Carolina
North Dakota	5	259	377	477	401	444	618	497	441	659	533	707	477	5,830	North Dakota
Ohio	5	4,208	4,052	4,541	4,010	4,118	4,103	4,042	4,236	4,316	4,763	4,592	5,210	52,221	Ohio
Oklahoma	6.5	1,310	1,282	1,384	1,334	1,238	1,330	1,297	1,401	1,418	1,490	1,499	1,620	16,573	Oklahoma
Oregon 3/	6	1,571	1,563	1,574	1,574	1,572	1,568	1,564	1,564	1,568	1,579	1,559	1,573	18,931	Oregon 3/
Pennsylvania	5	2,230	1,856	2,284	2,122	1,994	2,359	2,204	2,186	2,463	2,242	2,264	2,596	26,800	Pennsylvania
Rhode Island	4	219	211	262	285	287	313	256	270	255	252	324	242	3,176	Rhode Island
South Carolina	7	715	780	744	779	762	792	769	763	728	819	832	836	9,319	South Carolina
South Dakota	5	106	86	55	87	221	261	318	343	364	318	281	234	2,654	South Dakota
Tennessee	7	738	740	842	699	946	787	843	859	820	884	1,015	925	10,098	Tennessee
Texas	4-6	5,477	5,685	5,502	5,095	4,837	5,195	5,013	5,959	4,890	5,199	4,440	7,390	65,582	Texas
Utah	6	1,276	1,066	1,192	1,292	1,283	1,298	1,292	1,382	1,324	1,384	1,273	1,216	15,254	Utah
Vermont	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia	6	1,691	1,620	1,893	1,817	1,871	1,945	1,896	1,961	2,073	2,065	2,188	2,103	23,123	Virginia
Washington	6.5	1,727	1,630	1,949	1,958	1,914	2,001	1,913	2,071	2,165	2,334	2,202	2,177	24,041	Washington
West Virginia	5	680	810	868	961	972	1,059	1,057	1,073	951	974	969	938	11,522	West Virginia
Wisconsin	4	1,538	1,501	1,675	1,626	1,814	1,960	1,927	2,049	1,936	1,998	1,855	1,924	21,853	Wisconsin
Wyoming	4-5	745	860	833	840	873	937	939	1,017	998	1,032	967	886	10,927	Wyoming
Dist. of Col.	6	616	565	583	650	676	632	558	580	555	590	606	634	7,245	Dist. of Col.
Total	-	79,488	78,815	85,624	84,230	85,019	88,561	88,098	90,198	89,446	91,941	89,415	95,364	1,046,199	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, Table G-23 gives highway use by months, and Table G-24 gives nonhighway use by purpose of use. The special fuels given in this table are motor fuels other than gasoline, and consist primarily of diesel fuel and liquefied petroleum gases. The gallonage is included in Tables G-21, 22, and 23.

2/ See Table G-1, 1954, for comparison of State tax rates on gasoline and special fuels.
3/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonages reported here include estimates for these vehicles based on mileage-tax data.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE \perp

TABLE G-240
ISSUED JULY 1955

EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES													
	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
0 - 4.9	ALA PA ARK RI FLA SC GA UTAH KY VT LA WYO NEBR DC	ALA NH ARK PA FLA RI GA SC KY UTAH LA VT MISS WYO NEBR DC	ALA NC ARK PA FLA RI GA SC KY UTAH LA VT MISS WVA NEBR WYO NH DC	ALA NC ARK PA CONN RI GA SC KY TENN LA UTAH MAINE VT MASS VA MISS WVA NEBR WYO NH DC	ALA PA ARK RI CONN SC GA TENN KY UTAH LA VT MAINE WVA MASS WYO NH DC NC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA RI ARK SC GA UTAH KY VT LA WVA MASS WYO NH DC PA	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC	ALA PA ARK RI CONN SC GA UTAH KY VT LA WVA MASS WYO NH DC
5.0 - 9.9	DEL NH MAINE NC MASS TENN MICH WASH MISS WVA MO	DEL NC MAINE TENN MD VA MASS WASH MO WVA	CONN NY DEL OHIO MAINE TENN MD VA MASS WASH MO	ARIZ NEV DEL NJ FLA NY IDAHO OHIO MD OHIO MASS VA MO WASH	ARIZ NEV CALIF NEV DEL NJ FLA NY IDAHO OHIO MASS VA MO WASH	ARIZ NEV CALIF NJ DEL NY FLA NC MAINE OHIO MD TENN MASS VA MO WASH NEBR	ARIZ NEV CALIF NJ CONN NY FLA NC MAINE OHIO MD TENN MASS VA MO WASH NEBR	ARIZ NEV CALIF NJ CONN NY DEL NY FLA NC MAINE OHIO MD TENN MASS VA MO WASH NEBR	ARIZ NEV CALIF NY CONN NY DEL NC FLA OHIO LA OREG MD TENN MAINE VA MISS VA MO WASH NEBR	ARIZ N MEX CALIF NY CONN NY DEL NC FLA OHIO LA OREG MD TENN MAINE VA MISS VA MO WASH NEBR	ARIZ N MEX CALIF NY CONN NY DEL NC FLA OHIO LA OREG MD TENN MAINE VA MISS VA MO WASH NEBR	ARIZ NEV CALIF N MEX CONN NY DEL NY FLA NC LA OREG MD TENN MAINE VA MISS VA MO WASH NEBR	ARIZ NEV CALIF N MEX CONN NY DEL NY FLA NC LA OREG MD TENN MAINE VA MISS VA MO WASH NEBR	ARIZ MISS CALIF NEV DEL N MEX FLA NY IND OHIO LA OREG MD TENN MICH WASH
10.0 - 14.9	CALIF MD CONN NY IDAHO OHIO ILL VA	ARIZ NJ CALIF NY CONN OHIO IDAHO WIS MICH	ARIZ NEV CALIF NJ IDAHO N MEX IND OREG	CALIF N MEX ILL OREG IND WIS	IDAHO N MEX ILL OREG IND WIS	IDAHO N MEX ILL OREG IND WIS	IDAHO N MEX ILL OREG IND WIS	IDAHO MICH ILL TEXAS IND WIS	IDAHO NEBR ILL NEV IND TEXAS MICH WIS	IDAHO MO ILL NEBR IND TEXAS MICH WIS	IDAHO NEBR ILL OKLA IND TEXAS MO WIS	IDAHO NEBR ILL OKLA IND TEXAS MO WIS	IDAHO OKLA MO TEXAS NEBR WIS	
15.0 - 19.9	ARIZ N MEX COLO OREG IND TEXAS NEV WIS NJ	COLO N MEX ILL OREG IND TEXAS NEV	COLO TEXAS ILL WIS MICH	COLO MINN MICH TEXAS	COLO MICH N DAK 2/ TEXAS	COLO TEXAS	COLO MINN OKLA TEXAS	COLO OKLA	COLO MINN MONT OKLA	COLO MINN MONT OKLA	COLO OKLA	COLO MINN	COLO MINN	COLO MINN
20.0 - 24.9	MINN OKLA	MINN OKLA	MINN OKLA	MONT OKLA	MINN MONT OKLA	MINN OKLA	MONT	IOWA MINN MONT	IOWA	IOWA MONT	IOWA KANS	IOWA MONT	IOWA KANS	IOWA MONT
25.0 - 29.9	IOWA MONT	IOWA OKLA	IOWA MONT	IOWA	IOWA S DAK	IOWA MONT	KANS	KANS S DAK						S DAK
30.0 - 34.9	S DAK	MONT S DAK		KANS S DAK	KANS	KANS S DAK	KANS	S DAK						S DAK
35.0 - 39.9	KANS		KANS S DAK				S DAK				S DAK			
40.0 - 44.9		KANS												N DAK
45.0 - 49.9							N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	
50.0 - 54.9														
55.0 - 59.9	N DAK				N DAK									
60.0 - 64.9		N DAK	N DAK											

Motor Fuel

1/ Some States do not allow full refund or exemption for alleged nonhighway use. Gallonage on which partial refunds or exemptions were allowed is classified as refunded or exempted. This table does not include exempted or refunded use by Federal Government.

2/ North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

STATE MOTOR-FUEL TAX RECEIPTS - 1954 ^{1/}

Compiled for calendar year
from reports of State authorities

TABLE G-1, 1954
ISSUED MAY 1955

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STATE	TAX RATE PER GALLON ON DECEMBER 31		RECEIPTS FROM TAXATION OF MOTOR FUEL					OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX ^{4/}					NET TOTAL RECEIPTS	DEDICATED REVENUE FROM NONHIGHWAY FUEL ^{6/}	ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, SUBAR, ETC.) ^{2/}	GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRIB- UTORS FOR EXPENSES ^{3/}	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRIB- UTORS AND DEALERS LICENSES	INSPECTION FEES ^{5/}	FINES AND PENALTIES	MISCEL- LANEOUS RECEIPTS	TOTAL				
	Cents	Cents	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	6	6	45,371	-	45,371	318	45,053	-	-	-	-	186	45,239	169	45,070	Alabama
Arizona	5	5	17,409	-	17,409	1,671	15,738	-	-	-	-	2	15,740	21	15,719	Arizona
Arkansas	6.5	6.5	30,487	-	30,487	534	29,953	-	-	-	-	234	30,187	-	30,187	Arkansas
California	6	* 6-7	267,485	-	267,485	24,292	243,193	19	-	-	14	33	243,226	-	243,226	California
Colorado	6	6	31,659	-	31,659	3,885	27,774	-	-	-	-	-	27,774	-	27,774	Colorado
Connecticut	4	4	25,115	-	25,115	294	24,821	44	-	-	-	-	24,865	-	24,865	Connecticut
Delaware	5	5	6,437	-	6,437	594	5,843	2	-	-	-	2	5,845	-	5,845	Delaware
Florida	7	7	77,917	318	77,599	67	77,532	44	1,374	-	-	-	1,418	-	78,950	Florida
Georgia	6	6	61,286	1,283	60,003	1,720	58,283	-	-	-	-	-	58,283	-	58,283	Georgia
Idaho	6	7/6	14,613	-	14,613	1,950	12,663	-	-	-	-	-	12,665	56	12,609	Idaho
Illinois	5	5	134,001	2,680	131,321	17,518	113,803	-	700	1	-	2	114,504	-	114,504	Illinois
Indiana	4	4	58,914	-	58,914	4,569	54,345	-	1,184	4	6	1,194	55,539	-	55,539	Indiana
Iowa	5	* 5-6	52,631	-	52,631	11,793	40,838	1	-	4	133	138	40,976	-	40,976	Iowa
Kansas	5	5	42,310	-	42,310	10,299	32,011	5	98	-	34	137	32,148	-	32,148	Kansas
Kentucky	7	7	49,111	486	48,625	1,897	46,728	-	-	-	-	-	46,728	-	46,728	Kentucky
Louisiana	7	7	48,679	-	48,679	2,134	46,545	-	203	12	1	216	46,761	-	46,761	Louisiana
Maine ^{8/}	6	6	16,746	-	16,746	538	16,208	-	-	-	-	-	16,208	78	16,130	Maine ^{8/}
Maryland ^{8/}	6	6	42,013	-	42,013	2,594	39,419	-	-	-	-	-	39,419	-	39,419	Maryland ^{8/}
Massachusetts ^{8/}	5	5	55,079	538	54,541	829	53,712	62	-	-	-	62	53,774	-	53,774	Massachusetts ^{8/}
Michigan	4.5	* 4.5-6	95,686	-	95,686	5,659	90,027	5	-	-	-	5	90,032	492	89,540	Michigan
Minnesota	5	5	53,127	-	53,127	9,367	43,760	25	219	-	-	244	44,004	206	43,798	Minnesota
Mississippi ^{9/}	7	* 8	37,744	-	37,744	2,007	35,737	-	-	-	-	-	35,737	25	35,712	Mississippi ^{9/}
Missouri	3	3	41,116	-	41,116	3,883	37,233	-	111	2	-	113	37,346	-	37,346	Missouri
Montana	6	6	16,622	-	16,622	3,244	13,378	-	-	-	6	11	13,384	39	13,345	Montana
Nebraska	6	7/6	32,576	217	32,359	3,331	29,028	9	80	-	41	130	29,158	223	28,935	Nebraska
Nevada ^{10/}	4.5	* 5.5	5,627	57	5,570	376	5,194	-	54	-	-	59	5,253	26	5,227	Nevada ^{10/}
New Hampshire ^{8/}	5	5	7,888	-	7,888	173	7,715	-	-	5	-	-	7,715	15	7,700	New Hampshire ^{8/}
New Jersey	7/4	7/4	56,837	-	56,837	3,292	53,545	68	-	-	-	68	53,613	-	53,613	New Jersey
New Mexico	6	6	18,235	-	18,235	1,357	16,878	28	-	2	-	-	16,914	-	16,914	New Mexico
New York	4	* 4-6	124,634	1,246	123,388	5,013	118,375	49	-	6	-	36	118,424	-	118,424	New York
North Carolina	7	7	79,159	-	79,159	1,935	77,224	-	2,752	-	23	2,775	79,999	-	79,999	North Carolina
North Dakota	5	5	14,797	174	14,623	6,251	8,372	-	152	-	1	153	8,525	-	8,525	North Dakota
Ohio	5	5	130,747	-	130,747	7,515	123,232	-	-	-	-	-	123,232	-	123,232	Ohio
Oklahoma	6.5	6.5	47,472	1,112	46,360	42,360	-	-	548	-	-	548	46,908	-	46,908	Oklahoma
Oregon	6	6	34,365	-	34,365	3,629	30,736	-	-	-	-	-	30,736	67	30,669	Oregon
Pennsylvania	5	5	139,749	1,259	138,490	430	137,960	-	-	-	-	-	137,960	509	137,451	Pennsylvania
Rhode Island	4	4	8,467	-	8,467	194	8,273	-	-	-	-	-	8,273	-	8,273	Rhode Island
South Carolina	7	7	40,980	-	40,980	1,285	39,695	-	708	-	-	708	40,403	-	40,403	South Carolina
South Dakota	5	5	15,910	482	15,428	4,577	10,851	-	82	-	-	82	10,933	58	10,875	South Dakota
Tennessee	7	7	62,381	-	62,381	4,339	58,042	105	3,320	9	7	3,441	61,483	-	61,483	Tennessee
Texas	4	* 4-6	133,014	1,946	131,068	15,817	115,251	-	-	-	-	-	115,251	-	115,251	Texas
Utah	5	5	13,059	188	12,871	-	12,871	-	-	4	-	4	12,875	338	12,537	Utah
Vermont	5	No tax	5,608	-	5,608	-	5,608	-	-	-	-	-	5,608	8	5,600	Vermont
Virginia ^{8/}	6	6	62,221	-	62,221	4,465	57,756	1	-	2	-	3	57,759	157	57,602	Virginia ^{8/}
Washington	6.5	6.5	51,599	-	51,599	2,834	48,765	1	-	-	13	14	48,779	-	48,779	Washington
West Virginia	5	5	21,446	-	21,446	663	20,783	8	-	-	-	8	20,791	-	20,791	West Virginia
Wisconsin	4	4	44,714	-	44,714	5,658	39,056	-	335	-	-	335	39,391	27	39,364	Wisconsin
Wyoming	5	* 4-5	8,225	-	8,225	-	8,225	2	-	-	-	2	8,227	114	8,113	Wyoming
Dist. of Col.	7/6	7/6	10,877	-	10,877	101	10,776	-	-	-	-	7	10,783	-	10,783	Dist. of Col.
Total	11/ 5-19		2,492,145	12,086	2,480,059	104,831	2,295,228	478	12,340	51	290	13,159	2,308,387	2,628	2,305,759	Total

Highway Statistics, 1954

^{1/} This table includes the revenues from State taxes on all motor-vehicle fuels. In nearly all States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

^{2/} In States marked with an asterisk the tax rate on highway use of some or all of the fuels other than gasoline is different from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Vermont are in lieu of gallonage taxes on special fuels.

^{3/} The States for which amounts are shown make allowances to distributors for expenses of collecting the tax. In Kentucky, Nevada, South Dakota, and Utah, allowances of 2-1/4, 2, 4, and 3 percent, respectively, of the tax otherwise due are made in consideration of both expense of collection and gallonage losses in handling. In these States, the allowances for expense only have been estimated as 1, 1, 3, and 1-1/2 percent, respectively.

^{4/} In rounding to the nearest thousand, entries under five hundred dollars have been omitted.

^{5/} Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the highways have been eliminated.

^{6/} The amounts in this column are aviation-fuel tax proceeds that were dedicated for aviation purposes, except that the entries for Maine, Michigan, and New Hampshire also include marine-fuel tax proceeds that were dedicated for marine purposes.

^{7/} Tax rates changed as follows during 1954: Idaho and Nebraska diesel tax imposed at 6 cents, January 1; New Jersey 3 to 4 cents, July 1; District of Columbia 5 to 6 cents, June 1.

^{8/} Some States levy special taxes on certain out-of-State motor carriers to cover motor fuel used within the State but purchased elsewhere. The revenues from these taxes are not included in this table but are in Table MV-2, "State Motor-Vehicle and Motor-Carrier Tax Receipts-1954."

^{9/} Special county taxes of 3 cents per gallon in Hancock County and 2 cents per gallon in Harrison and Jackson Counties, imposed for seawall protection, are not included in this table.

^{10/} An optional tax of 1 cent per gallon, collected by the State for the counties, is not included in this table.

^{11/} Weighted average rate.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1954

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES AND FEES		NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS 4/				FOR NONHIGHWAY PURPOSES 5/				
				FROM MOTOR-FUEL TAXES 1/	FROM INSPECTION FEES, DEALERS LICENSES, ETC.		CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 3/	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER LOCAL GENERAL FUNDS	EDUCATION, NONHIGHWAY DEBT, AND MISCELLANEOUS	TOTAL
							STATE HIGHWAY SYSTEMS 2/	PARK, FOREST, AND OTHER STATE ROADS								FROM INSPECTION FEES, DEALERS LICENSES, ETC.	FROM MOTOR-FUEL TAXES			
				1,000 Dollars	1,000 Dollars		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	45,070	-	45,070	133	136	44,751	13,082	-	-	2,230	15,312	3/ 28,651	788	-	29,439	-	-	-	-	-
Arizona	15,719	48	15,767	246	-	15,521	10,039	-	732	-	10,771	3,174	1,576	-	4,750	-	-	-	-	
Kansas	30,187	-	30,187	87	7	30,093	16,114	-	263	6,620	23,027	5,099	896	-	5,995	251	820	-	1,071	
California	243,226	-405	242,821	819	-	242,002	164,599	-	-	-	164,599	53,635	23,768	-	77,403	-	-	-	-	
Colorado	27,774	-	27,774	295	-	27,479	16,359	-	1,268	621	18,248	7,925	1,306	-	9,231	-	-	-	-	
Connecticut	24,865	9	24,874	65	-	24,809	19,143	54	1,272	5	20,474	3,437	898	-	4,335	-	-	-	-	
Delaware 6/	5,845	-	5,845	20	-	5,825	2,421	-	532	1,427	4,380	(3/)	9	9	1,436	-	-	-	1,436	
Florida	78,950	-86	78,864	35	458	78,371	58,422	426	3,708	3,708	62,556	5,575	521	7,293	13,389	960	1,466	-	2,426	
Georgia	58,283	-	58,283	249	-	58,034	28,661	-	2,215	815	31,691	18,082	-	-	18,082	-	8,261	-	8,261	
Iaho	12,609	-70	12,539	59	-	12,480	8,666	-	-	-	8,666	3,667	147	-	3,814	-	-	-	-	
Illinois	114,504	42	114,546	303	329	113,914	38,926	74	-	-	39,000	28,024	40,216	5,356	73,596	372	-	946	1,318	
Indiana	55,539	1,369	56,908	121	110	56,677	29,017	3	1,574	-	30,591	17,392	8,128	-	25,520	563	-	-	563	
Iowa	40,976	-85	40,891	306	35	40,550	20,542	-	125	-	20,667	17,088	2,795	-	19,883	-	-	-	-	
Kansas	32,148	130	32,278	658	125	31,495	21,767	-	-	656	22,423	6,138	2,746	-	8,884	-	188	-	188	
Kentucky	46,728	2	46,730	294	-	46,436	39,934	-	2,620	-	42,554	3,882	-	-	3,882	-	-	-	-	
Louisiana	46,761	-362	46,399	387	203	45,809	25,960	-	656	9,815	36,431	7,900	1,478	-	9,378	-	-	-	-	
Maine	16,130	-194	15,936	44	-	15,892	12,082	11	679	1,815	14,587	1,059	246	-	1,305	-	-	-	-	
Maryland	39,449	-	39,449	118	-	39,301	12,780	-	41	6,815	19,636	7,031	12,591	43	19,665	-	-	-	-	
Massachusetts	53,774	-469	53,305	166	62	53,077	21,557	7/ 7,114	2,093	11,249	42,013	6,259	3,881	384	10,524	-	540	-	540	
Michigan	89,540	-	89,540	504	5	89,031	37,778	115	495	2,906	41,294	31,882	15,855	-	47,737	-	-	-	-	
Minnesota	43,798	116	43,914	227	133	43,554	28,170	-	866	-	29,036	14,518	-	-	14,518	-	-	-	-	
Mississippi	35,712	-4	35,708	763	-	34,945	17,371	77	-	4,249	21,697	13,248	-	-	13,248	-	-	-	-	
Missouri	37,346	-112	37,234	187	-	37,047	31,968	-	1,477	3,458	36,903	33	-	-	33	111	-	-	111	
Montana	13,345	440	13,785	105	-	13,674	12,134	29	-	89	13,674	-	-	-	-	-	-	-	-	
Nebraska	28,935	-	28,935	47	80	28,554	16,272	-	111	-	16,443	11,077	1,064	-	12,141	-	-	-	-	
Nevada	5,227	-	5,227	41	54	5,126	4,438	-	205	-	4,643	483	-	-	483	-	-	-	-	
New Hampshire	7,700	-	7,700	(1/)	-	7,700	6,171	-	252	664	7,087	523	90	-	613	-	-	-	-	
New Jersey 6/	53,513	-	53,513	529	-	53,084	22,111	608	3,046	1,226	26,991	5,095	3,063	963	9,121	-	16,645	-	327	
New Mexico	16,914	-	16,914	200	-	16,714	13,997	-	30	2,037	16,064	-	-	-	-	650	-	-	650	
New York 6/	118,424	-1,910	116,514	242	-	116,272	60,979	7/ 5,963	2,201	7,962	77,105	18,262	-	-	18,262	-	20,905	-	20,905	
North Carolina	79,999	-	79,999	(1/)	255	79,744	57,185	58	2,676	11,309	71,528	(3/)	5,413	-	5,413	2,497	-	306	2,803	
North Dakota	8,525	-323	8,202	77	152	7,973	6,306	-	91	-	6,397	1,576	-	-	1,576	-	-	-	-	
Ohio	123,232	-314	122,918	378	-	122,540	78,569	-	-	518	79,087	25,079	18,374	-	43,453	-	-	-	-	
Oklahoma	46,908	-131	46,777	366	118	46,293	27,116	-	-	-	27,116	17,237	1,340	-	18,577	-	-	-	-	
Oregon	30,669	-48	30,621	97	-	30,524	16,814	72	1,168	2,835	20,889	6,214	3,028	-	9,242	-	-	393	393	
Pennsylvania	137,451	-	137,451	452	-	136,999	101,334	537	4,785	4,718	111,374	18,819	-	-	25,625	-	-	-	-	
Rhode Island 6/	8,333	-173	8,160	27	-	8,133	3,394	-	272	296	3,962	244	170	-	444	-	3,757	-	3,757	
South Carolina	40,403	-	40,403	(1/)	92	40,311	22,969	300	1,315	9,532	34,116	5,579	-	-	5,579	616	-	-	616	
South Dakota	10,875	155	11,030	117	14	10,899	9,298	-	237	-	9,535	1,364	-	-	1,364	-	-	-	-	
Tennessee	61,483	-225	61,258	(1/)	190	61,068	15,232	28	-	7,660	22,920	19,118	8,967	-	28,212	3,251	6,685	-	9,936	
Texas	115,251	-510	114,741	130	-	114,611	72,445	-	2,581	3,629	78,655	4,436	-	2,864	7,300	-	-	28,656	28,656	
Utah	12,537	-40	12,497	120	-	12,377	12,828	-	549	-	12,377	-	-	-	-	-	-	-	-	
Vermont	5,600	-90	5,510	6	-	5,594	2,300	16	189	157	3,162	2,310	122	-	2,432	-	-	-	-	
Virginia	57,602	-991	56,611	233	-	56,378	53,081	-	1,079	-	54,160	3/ 697	1,521	-	2,218	-	-	-	-	
Washington	48,779	132	48,911	200	-	48,711	20,050	15	2,701	3,481	26,247	16,674	5,413	377	22,464	-	-	-	-	
West Virginia	20,791	-	20,791	(1/)	-	20,791	16,278	-	80	4,433	20,791	(3/)	-	-	-	-	-	-	-	
Wisconsin	39,364	-	39,364	250	335	38,779	19,767	625	-	252	20,644	10,202	4,971	-	15,273	-	8/ 2,962	-	2,962	
Wyoming	8,113	-	8,113	27	-	8,086	4,399	-	213	-	4,612	2,962	512	-	3,474	-	-	-	-	
Dist. of Col.	10,783	-	10,783	(1/)	7	10,776	-	-	-	-	-	-	10,776	-	-	-	-	-	-	
Total	2,305,759	-4,009	2,301,750	9,990	2,956	2,288,804	1,351,255	16,125	40,808	118,520	1,526,708	451,650	189,475	17,407	658,532	8,621	61,353	2,962	30,628	103,564

Motor Fuel

1/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-vehicle receipts, or general revenues. See Tables SF-9 and 10 for details of collection costs.
 2/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-fuel tax portions of the amounts distributed from the common fund.
 3/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$2,031,000, Delaware (amount not segregated), North Carolina \$2,192,000, Virginia \$24,996,000, West Virginia \$4,092,000.
 4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.
 5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1954. For Table G-3, gross nonhighway allocations of motor-fuel revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Ind. \$500,000, Ia. \$2,396,000, N. C. \$59,000, Okla. \$390,000, S. C. \$92,000.
 6/ In Delaware, New Jersey, New York, and Rhode Island, motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.
 7/ For parkways and boulevards in Massachusetts and New York.
 8/ Allocation to towns, villages, and cities, in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS ↴

Table G-205
Issued July 1955

Cents Per Gallon

STATE	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	2/ 1955	STATE
ALABAMA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6-7	ALABAMA
ARIZONA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	ARKANSAS
CALIFORNIA	3	3	3	3	3	3	3	3-4-5	4-5	4-5	4-5	4-5	4-5	4-5-6	6	*	CALIFORNIA
COLORADO	4	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	COLORADO
CONNECTICUT	3	3	3	3	3	3	3-4	3-4	4	4	4	4	4	4	4	4-6	CONNECTICUT
DELAWARE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	DELAWARE
FLORIDA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6-7	7	7-6	6	6	6	6-6.5	GEORGIA
IDAHO	5.1	5.1	5.1	5.1	5.1	5.1-5-6	6	6	6	6	6	6	6	6	6	6	IDAHO
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3-4	4	5	5	5	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4-5	5	*	IOWA
KANSAS	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4	5	KANSAS
KENTUCKY	5	5	5	5	5	5	5	5	5-7	7	7	7	7	7	7	7	KENTUCKY
LOUISIANA	7	7	7	7	7	7	7	7	7-9	9	9	9	9-7	7	7	7	LOUISIANA
MAINE	4	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6-7	MAINE
MARYLAND	4	4	4	4	4	4	4	4-5	5	5	5	5	5	5-6	6	6	MARYLAND
MASSACHUSETTS	3	3	3	3	3	3	3	3	3	3	3	3-4-5	4-5	4-5	4-5	4-5-6	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	4-3	3-4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	5	MINNESOTA
MISSISSIPPI	6	6	6	6	6	6	6	6	6	6	6-7	7	7	7	7	7	MISSISSIPPI
MISSOURI	2	2	2	2	2	2	2	2	2	2	2	2-3	3	3	3	3	MISSOURI
MONTANA	5	5	5	5	5	5	5	5	5-6	6	6	6	6	6	6	6-7	MONTANA
NEBRASKA	5	5	5	5	5	5	5	5	5	5-6	6-5	5	5	5-6	6	6	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4-4.5	4.5	4.5	4.5	4.5	4.5	4.5	*4.5-5	NEVADA
NEW HAMPSHIRE	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5	NEW HAMPSHIRE
NEW JERSEY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3-4	4	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5-7	7	7-6	6	6	6	6	NEW MEXICO
NEW YORK	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	*	NEW YORK
NORTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	NORTH CAROLINA
NORTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	5	5-6	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	OHIO
OKLAHOMA	4	4	4	4	4	4	4	4	4	4	4	4	4	4-5	5	5	OKLAHOMA
OREGON	5	5	5	5	5	5	5	5	5	5-6	6	6	6	6	6	6	OREGON
PENNSYLVANIA	4	4	4	4	4	4	4	4-3-4	4	4-5	5	5	5	5	5	5	PENNSYLVANIA
RHODE ISLAND	3	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	4	RHODE ISLAND
SOUTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6-7	7	7	7	7	7	SOUTH CAROLINA
SOUTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH DAKOTA
TENNESSEE	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	* 4-5	TEXAS
UTAH	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	UTAH
VERMONT	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	VERMONT
VIRGINIA	5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	6	*5-5.5	VIRGINIA
WASHINGTON	5	5	5	5	5	5	5	5	5	5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	WASHINGTON
WEST VIRGINIA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5-6	WEST VIRGINIA
WISCONSIN	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4-6	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	*	WYOMING
DIST. OF COL.	2	2	2	2	2	2	3	3-4	4	4	4	4	4-5	5	5	5	DIST. OF COL.
STATE AVG. 3/	3.96	3.99	3.99	4.05	4.06	4.10	4.16	4.25	4.35	4.52	4.65	4.74	4.83	5.10	5.19	-	STATE AVG. 3/
FEDERAL TAX	1-1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5-2	2	2	2	2	FEDERAL TAX

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1955, the final rates shown are those in effect July 15, except the Texas rate which will be effective September 6. For tax rates in earlier years, see page 2 of "Highway Statistics, Summary to 1945".

2/ For 1955, in States marked with an asterisk, the tax rate for diesel fuel differs from that on gasoline as follows: California, 7 cents; Iowa, 7 cents; Montana, 9 cents; Mississippi, 8 cents; Nevada, 6 cents; New York, 6 cents; Texas, 6.5 cents; Vermont, no gallonage tax on diesel fuel; Wyoming, 4 cents.

3/ Weighted average rate based on net gallons taxed.

MOTOR VEHICLES

During 1954, continued high motor-vehicle production was reflected in the customary new motor-vehicle registration record, and the 58,589,863 registrations resulted in further jamming of already overcrowded highways. Since 1945, motor-vehicle registrations have increased on the average more than 5.5 percent a year. The 1954 registrations increased 4.1 percent over 1953 and include 714,241 vehicles owned or operated by Federal, State, and local governments, but do not include automotive equipment owned and operated by the military forces. Automobile registrations gained 4.4 percent, an increase over 1953 of 2,038,776 vehicles. Truck registrations were up 267,128 or 2.8 percent, while buses increased by 4,095 or 1.7 percent.

A number of economic considerations underlie these registration increases. The "buyers market" of 1953 continued to prevail in 1954. High levels of employment and personal income, coupled with the ease of installment buying, resulted in a sharp advance in the sales volume; and the continuing trend toward suburban living brought about further increases in the number of families owning two or more automobiles.

The motor-vehicle registration years of the States vary. The data given in table MV-1 are based on the calendar year in order to obtain uniformity, and for this reason are not in exact agreement with "official" registration totals of some States. The differences, however, are small.

Registration practices vary widely among States: some States register tractor-semitrailer combinations as a single unit, while others register the tractor and the semitrailer separately; several States register buses with trucks or automobiles. Many States register house and light "utility" trailers with heavy commercial trailers or semitrailers, while others do not require registration of the utility trailers. There

are numerous variations among States in the registration of taxicabs, station wagons, and other special-type vehicles. It is therefore necessary to supplement the data supplied by the States with information available from other sources.

Motor-vehicle registrations reported do not include transfers or reregistrations, or registrations in more than one State. Insofar as possible, these and all other items that might cause duplications have been removed.

Table MV-1 provides information on registrations of motor vehicles by classes. Data on publicly owned vehicles, on trucks, and on buses are given in tables MV-7, 9, and 10, respectively. Table MV-11 furnishes information on trailers and semitrailers, and table MV-12 shows the number of motor-vehicle operators' licenses issued by each State, with an estimate by the Bureau of Public Roads of the number in use during the year.

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor-carriers are given in table MV-2. Heretofore the special taxes on motor-carriers were included in table MC-1, but this table has been discontinued. The diversity of taxes and fees collected makes 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" revenue and do not include any revenue derived from taxes applied to the public as a whole. (Some of these revenues are later used for nonhighway purposes, but it is the source of the revenues rather than their expenditures that determines their inclusion here.)

The disposition of motor-vehicle revenues is given in the section on highway finance. Traffic and vehicle characteristics are reported and discussed on pages 37-42.

STATE MOTOR-VEHICLE REGISTRATIONS-1954 1/

Compiled for calendar year from reports of State authorities 2/

TABLE MV-1, 1954
ISSUED MAY 1955

STATE	MOTOR VEHICLES													COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1953-1954			MOTORCYCLES		STATE
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES				TOTAL 1953 REGISTRATIONS	INCREASE OR DECREASE, 1954	PER-CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL							
Alabama	5/ 718,339	2,509	720,848	2,071	3,847	5,918	5/ 181,276	7,356	188,632	901,686	13,712	915,398	859,710	55,688	6.5	6,148	170	Alabama	
Arizona	288,565	2,288	290,853	837	650	1,487	82,120	5,244	87,364	371,522	8,182	379,704	359,199	20,505	5.7	3,509	107	Arizona	
Arkansas	366,363	682	367,045	784	2,745	3,529	170,838	3,607	174,445	537,985	7,034	545,019	528,814	16,205	3.1	2,209	1	Arkansas	
California	4,877,095	22,115	4,879,210	7,177	5,197	12,374	762,614	44,644	807,258	5,626,836	71,956	5,698,792	5,504,413	194,429	3.5	49,684	2,559	California	
Colorado	521,654	1,997	523,651	1,508	1,185	2,693	148,119	7,862	155,981	671,281	11,044	682,325	648,641	33,684	5.2	4,398	43	Colorado	
Connecticut	759,178	3,017	762,195	3,034	181	3,215	762,195	4,685	766,880	859,373	7,883	867,256	828,392	38,864	4.7	3,885	125	Connecticut	
Delaware	110,105	788	110,893	470	32	502	27,438	893	28,331	138,013	1,713	139,726	133,970	5,756	4.3	575	118	Delaware	
Florida	1,180,756	3,488	1,184,244	2,078	2,071	4,149	207,304	12,020	219,324	1,390,138	17,559	1,407,697	1,300,592	107,105	8.2	16,333	472	Florida	
Georgia	892,794	1,598	894,392	3,646	2,841	6,487	224,430	8,219	232,649	1,120,870	12,658	1,133,528	1,081,403	52,125	4.8	7,118	274	Georgia	
Idaho	224,671	795	225,466	6/ 389	560	949	6/ 84,178	4,230	88,408	309,238	5,585	314,823	304,062	10,761	3.5	1,981	32	Idaho	
Illinois	2,687,784	5,854	2,693,638	5,217	4,578	10,495	370,190	13,469	383,659	3,063,891	23,901	3,087,792	2,958,824	128,968	4.4	22,265	610	Illinois	
Indiana	1,387,805	3,389	1,391,194	5,822	1,161	6,983	276,651	7,602	284,253	1,670,278	12,152	1,682,430	1,610,751	71,679	4.5	17,355	274	Indiana	
Iowa	924,066	2,260	926,326	1,190	3,314	4,504	205,562	7,148	212,710	1,130,818	12,722	1,143,540	1,125,551	17,989	1.6	9,153	95	Iowa	
Kansas	756,024	3,064	759,088	794	1,178	1,972	232,060	8,482	240,542	1,130,818	12,722	1,143,540	1,125,551	17,989	1.6	9,153	95	Kansas	
Kentucky	749,516	1,984	751,500	2,937	1,805	4,742	195,176	6,178	201,354	988,878	12,724	1,001,602	957,077	44,525	4.7	8,391	-	Kentucky	
Louisiana	681,485	3,168	684,653	4,156	865	5,021	178,547	5,579	184,126	664,188	9,612	673,800	616,113	57,687	7.1	5,045	147	Louisiana	
Maine	236,901	1,004	237,905	1,266	381	1,647	7/ 63,458	2,992	66,450	301,625	4,377	306,002	296,563	9,439	3.2	1,478	15	Maine	
Maryland	738,359	3,083	741,442	4,668	395	5,063	121,072	3,438	124,510	864,099	6,906	871,005	819,897	51,108	6.2	4,781	60	Maryland	
Massachusetts	1,289,320	4,891	1,294,211	5,458	90	5,548	169,215	10,915	180,130	1,463,993	15,896	1,479,889	1,421,799	58,090	4.1	4,457	-	Massachusetts	
Michigan	2,478,726	6,643	2,485,369	7,042	3,997	11,039	2,485,369	16,942	2,502,311	2,482,163	27,582	2,509,745	2,483,122	26,623	2.3	18,677	360	Michigan	
Minnesota	1,065,716	2,517	1,068,233	4,352	2,486	6,838	223,956	7,464	231,420	1,294,024	12,467	1,306,491	1,273,122	33,369	2.6	9,716	60	Minnesota	
Mississippi	402,820	620	403,440	3,069	2,878	5,947	169,721	5,422	175,143	575,610	8,920	584,530	556,725	27,805	5.0	2,282	8	Mississippi	
Missouri	1,137,469	2,245	1,139,714	3,921	1,875	5,796	281,138	7,230	288,368	1,422,528	11,530	1,434,058	1,385,938	48,120	3.5	6,965	32	Missouri	
Montana	212,479	1,215	213,694	824	332	1,156	94,645	4,834	99,479	307,948	6,381	314,329	302,302	12,027	4.0	1,154	-	Montana	
Nebraska	494,295	1,253	495,548	913	536	1,449	144,957	5,036	150,093	630,165	6,825	636,990	631,796	5,194	0.8	4,012	60	Nebraska	
Nevada	86,722	714	87,436	232	164	396	25,209	2,141	27,350	112,163	3,019	115,182	106,645	8,537	8.0	1,310	30	Nevada	
New Hampshire	162,568	1,106	163,674	865	61	926	33,988	3,379	37,367	197,422	4,546	201,967	192,228	9,739	5.1	1,542	-	New Hampshire	
New Jersey	1,677,717	5,967	1,683,684	7,218	337	7,555	224,428	12,410	236,838	1,909,365	18,714	1,928,077	1,836,914	91,163	5.0	8,937	578	New Jersey	
New Mexico	225,563	1,473	227,036	1,904	158	2,062	76,425	3,934	80,359	303,892	5,625	309,517	303,096	6,421	2.1	3,435	8	New Mexico	
New York	3,879,980	14,416	3,894,396	11,517	7,062	18,579	453,559	26,757	480,316	4,344,640	48,235	4,392,875	4,176,495	216,380	5.2	18,651	1,095	New York	
North Carolina	1,027,881	3,782	1,031,663	2,453	10,373	12,826	247,403	12,360	259,763	1,877,737	26,515	1,904,252	1,257,004	47,248	3.8	7,730	249	North Carolina	
North Dakota	202,589	664	203,253	126	190	316	93,839	2,277	96,116	296,554	3,131	299,685	292,703	6,982	2.4	902	27	North Dakota	
Ohio	2,884,319	7,025	2,891,344	5,360	8,306	13,666	378,681	16,795	395,476	3,268,360	32,126	3,300,486	3,166,741	133,745	4.2	25,316	435	Ohio	
Oklahoma	707,099	2,503	709,602	1,456	4,915	6,371	240,112	7,338	247,450	948,667	14,756	963,423	928,551	34,872	3.8	8,303	-	Oklahoma	
Oregon	8/ 675,060	8,371	683,431	1,321	1,791	3,112	8/ 72,254	6,052	78,306	76,849	16,214	93,063	74,952	19,897	2.7	5,521	6	Oregon	
Pennsylvania	3,010,900	10,621	3,021,521	12,011	1,008	13,019	495,866	23,515	519,381	3,518,777	35,204	3,553,981	3,412,942	134,039	3.9	22,785	572	Pennsylvania	
Rhode Island	258,467	1,041	259,508	910	82	992	34,234	1,338	35,572	291,611	2,461	294,072	289,710	13,362	4.8	1,627	110	Rhode Island	
South Carolina	578,644	2,291	580,935	1,587	4,301	5,888	125,493	7,390	132,883	705,724	13,982	719,706	716,329	3,377	0.5	4,917	90	South Carolina	
South Dakota	228,624	746	229,370	285	405	690	81,403	3,173	84,576	310,312	4,324	314,636	307,550	7,086	2.3	1,555	25	South Dakota	
Tennessee	886,552	3,891	890,443	1,943	2,453	4,396	212,881	10,465	223,346	1,101,376	16,809	1,118,185	1,047,002	71,183	6.8	5,775	9	Tennessee	
Texas	2,739,261	7,519	2,746,780	4,603	11,684	16,287	714,363	29,169	743,532	3,458,227	48,372	3,506,599	3,359,446	147,153	4.4	27,506	667	Texas	
Utah	242,947	2,223	245,170	434	739	1,173	58,142	3,361	61,503	301,523	5,123	306,646	292,521	14,125	4.8	1,333	47	Utah	
Vermont	8/ 115,510	330	115,840	297	111	408	8/ 14,125	314	15,039	129,932	2,355	132,287	128,636	2,651	2.1	772	-	Vermont	
Virginia	936,265	4,743	941,008	3,081	2,935	6,016	196,006	8,043	204,049	1,137,392	15,721	1,153,113	1,090,721	62,392	5.7	9,639	208	Virginia	
Washington	875,423	5,372	880,795	1,051	2,623	3,674	184,771	15,318	200,089	1,061,245	23,913	1,085,158	1,051,517	33,641	3.2	6,402	359	Washington	
West Virginia	2/ 393,977	2,104	396,081	980	1,790	2,770	9/ 110,392	4,146	114,538	505,369	8,040	513,409	516,867	-3,458	-0.7	2,855	31	West Virginia	
Wisconsin	1,092,466	2,594	1,095,060	3,331	1,542	4,873	222,759	14,079	236,838	1,318,596	18,215	1,336,811	1,302,345	34,466	2.6	8,914	369	Wisconsin	
Wyoming	114,925	791	115,716	701	352	1,053	49,111	2,634	51,745	164,737	3,750	168,487	163,154	5,333	3.3	846	14	Wyoming	
Dist. of Col.	170,561	11/ 2,567	173,128	2,014	18	2,032	18,005	2,398	20,403	190,580	4,983	195,563	192,362	3,201	1.7	406	194	Dist. of Col.	
Total	48,383,907	174,961	48,498,870	140,003	108,343	248,346	9,411,710	430,937	9,842,647	57,875,622	714,241	58,589,863	56,270,691	2,319,172	4.1	394,027	10,745	Total	

1/ For additional details of publicly-owned vehicles and of trucks, buses, and trailers registered, see Tables MV-7, 9, 10, and 11, respectively.

2/ Data reported by the States were supplemented in some instances by information from other sources in order to present registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

3/ Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

4/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,354; New Hampshire, 3,917; New Jersey, 8,993; New York, 12,242; and Rhode Island, 2,178.

5/ In Alabama a pickup truck that is a person's sole means of transportation is registered at the passenger car rate. An estimated number of pickup trucks has been deducted from reported passenger car registrations and added to truck registrations.

6/ Privately owned school buses are included with trucks.

7/ Commercial full trailers are included with trucks.

8/ In Oregon, trucks with gross weights of 6,000 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In

PUBLICLY OWNED VEHICLES IN THE UNITED STATES-1954

Compiled for the calendar year from reports of State authorities

TABLE MW-7, 1954
ISSUED MAY 1955

STATE	FEDERAL 1/							STATE, COUNTY, AND MUNICIPAL 2/							ALL PUBLICLY OWNED VEHICLES		STATE
	MOTOR VEHICLES				TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	MOTOR VEHICLES				TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	TOTAL MOTOR VEHICLES	TOTAL, INCLUDING TRAILERS AND MOTOR-CYCLES	
	AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL				AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL						
Alabama	401	3	1,004	1,408	34	-	1,442	2,108	3,844	6,352	12,304	182	170	12,656	13,712	14,096	Alabama
Arizona	664	91	2,373	3,128	16	-	3,144	1,624	559	2,871	5,094	267	107	5,428	8,182	8,572	Arizona
Arkansas	177	3	594	774	5	-	779	505	2,742	3,013	6,260	399	1	6,660	7,034	7,439	Arkansas
California	1,752	68	5,379	7,199	48	4	7,251	20,363	5,129	39,265	64,757	4,929	2,555	72,241	71,956	79,492	California
Colorado	573	18	2,494	3,085	30	2	3,117	1,424	1,167	5,368	7,999	375	41	8,375	11,044	11,492	Colorado
Connecticut	102	2	480	584	-	-	584	2,915	179	4,205	7,299	549	125	7,973	7,883	8,557	Connecticut
Delaware	21	1	112	134	2	-	136	767	31	781	1,579	147	118	1,844	1,713	1,980	Delaware
Florida	437	2	1,307	1,746	14	-	1,760	3,031	2,069	10,713	15,813	1,041	472	17,326	17,559	19,086	Florida
Georgia	492	8	1,153	1,653	7	-	1,660	1,106	2,833	7,066	11,005	344	274	11,623	12,698	13,283	Georgia
Idaho	224	39	1,292	1,555	21	-	1,576	571	521	2,938	4,030	314	32	4,376	5,585	5,952	Idaho
Illinois	610	14	2,238	2,862	5	-	2,867	5,244	4,564	11,231	21,039	505	610	22,154	23,901	25,021	Illinois
Indiana	224	13	748	985	4	-	989	3,165	1,148	6,854	11,167	477	274	11,918	12,152	12,907	Indiana
Iowa	154	4	823	981	1	-	982	2,106	3,310	6,325	11,741	926	95	12,762	12,722	13,744	Iowa
Kansas	164	9	847	1,020	6	-	1,026	2,900	1,159	7,635	11,704	-	-	11,704	12,724	12,730	Kansas
Kentucky	397	16	1,296	1,709	19	-	1,728	1,728	4,882	8,258	-	-	-	8,258	9,967	9,966	Kentucky
Louisiana	295	1	714	1,010	7	1	1,018	2,873	864	4,865	8,602	562	146	9,310	9,612	10,328	Louisiana
Maine	105	1	247	353	-	-	353	899	380	2,745	4,024	360	15	4,419	4,377	4,772	Maine
Maryland	400	7	878	1,285	15	-	1,300	2,683	378	2,560	5,621	145	60	5,826	6,906	7,126	Maryland
Massachusetts	372	10	1,096	1,480	3	-	1,483	4,519	80	9,817	14,416	-	-	14,416	15,899	15,899	Massachusetts
Michigan	370	11	1,317	1,698	2	-	1,700	3,982	3,982	15,625	25,884	2,138	360	28,382	27,582	30,082	Michigan
Minnesota	394	6	553	1,353	17	-	1,370	2,123	2,480	6,511	11,114	722	60	11,896	12,467	13,266	Minnesota
Mississippi	206	9	801	1,018	24	-	1,042	412	2,869	4,621	7,902	64	8	7,974	8,920	9,016	Mississippi
Missouri	417	6	1,260	1,683	2	2	1,687	1,828	1,869	5,970	9,667	130	30	9,827	11,350	11,514	Missouri
Montana	515	12	1,561	2,088	9	-	2,097	700	380	3,273	4,293	583	-	4,876	6,381	6,973	Montana
Nebraska	281	4	755	1,040	11	-	1,051	972	532	4,281	5,785	414	60	6,259	6,885	7,310	Nebraska
Nevada	211	27	744	982	30	-	1,012	503	137	1,397	2,037	166	30	2,233	3,019	3,245	Nevada
New Hampshire	37	-	168	205	-	-	205	1,069	61	3,211	4,341	347	-	4,688	4,546	4,893	New Hampshire
New Jersey	293	7	927	1,187	15	-	1,202	5,714	330	11,483	17,527	37	578	18,142	18,714	19,344	New Jersey
New Mexico	644	42	1,921	2,607	25	4	2,636	829	116	2,073	3,018	58	4	3,080	5,685	5,716	New Mexico
New York	1,055	33	3,314	4,402	4	1	4,407	13,361	7,029	23,443	43,833	1,906	1,094	46,833	48,235	51,240	New York
North Carolina	311	34	896	1,241	11	-	1,252	3,471	10,339	11,464	25,274	1,733	249	27,256	26,515	28,508	North Carolina
North Dakota	232	36	568	836	5	-	841	432	154	1,709	2,295	-	27	2,322	3,131	3,163	North Dakota
Ohio	608	15	2,530	3,153	10	3	3,166	6,417	8,291	14,265	28,973	2,053	432	31,458	32,126	34,624	Ohio
Oklahoma	465	22	1,005	1,492	20	-	1,512	2,038	4,893	6,333	13,264	357	-	13,621	14,796	15,133	Oklahoma
Oregon	409	10	1,344	2,043	30	6	2,079	7,882	1,781	4,508	14,171	546	-	14,717	16,214	16,796	Oregon
Pennsylvania	718	19	1,848	2,585	5	3	2,593	9,963	989	21,667	32,619	1,296	569	34,484	35,204	37,077	Pennsylvania
Rhode Island	30	-	139	169	3	-	172	1,011	82	1,199	2,232	37	110	2,439	2,461	2,611	Rhode Island
South Carolina	483	6	1,696	2,185	7	-	2,192	1,808	4,295	5,694	11,797	233	90	12,120	13,982	14,112	South Carolina
South Dakota	292	60	874	1,226	9	-	1,235	454	345	2,299	3,096	283	29	3,406	4,324	4,641	South Dakota
Tennessee	1,214	109	3,495	4,818	104	-	4,922	2,677	2,344	6,970	11,991	-	9	12,000	16,809	16,922	Tennessee
Texas	1,210	40	3,186	4,436	37	12	4,485	6,309	11,644	25,983	43,936	1,475	655	46,066	48,372	50,551	Texas
Utah	339	7	1,014	1,360	35	-	1,395	884	532	2,347	3,763	25	47	3,835	5,123	5,230	Utah
Vermont	52	-	124	176	3	-	179	278	111	790	1,179	-	-	1,179	1,355	1,358	Vermont
Virginia	351	20	1,500	1,871	13	10	1,894	4,392	2,945	6,543	13,850	554	198	14,602	15,721	16,496	Virginia
Washington	1,325	341	4,475	6,141	53	2	6,196	4,647	2,282	10,843	17,772	450	357	18,579	23,913	24,775	Washington
West Virginia	177	4	431	612	1	-	613	1,927	1,786	3,715	7,428	207	31	7,566	8,040	8,179	West Virginia
Wisconsin	189	3	788	980	1	-	981	2,405	1,539	13,291	17,235	489	369	18,093	18,215	19,074	Wisconsin
Wyoming	216	4	999	1,219	5	-	1,224	575	321	1,635	2,531	145	14	2,690	3,750	3,904	Wyoming
Dist. of Col.	517	18	1,247	1,782	6	51	1,839	3/ 2,050	-	1,151	3,201	167	143	3,511	4,963	5,354	Dist. of Col.
Total	21,167	1,215	67,157	89,539	734	101	90,374	153,794	107,128	363,780	624,702	28,057	10,644	663,403	714,241	753,777	Total

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire

apparatus and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private and commercial vehicles, and those reporting unsegregated totals only, classification by vehicle types has been approximated on the basis of other available data.

3/ Includes 1,635 automobiles of the Diplomatic Corps.

Motor Vehicles

Highway Statistics, 1954

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1954

TABLE MV-9, 1954
ISSUED MAY 1955

Compiled for the calendar year

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1954	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1953-1954			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1954 ^{2/}			STATE
					TOTAL 1953 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1954	PERCENT-AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS ^{3/}	
Alabama	4/ 181,276	1,004	6,352	188,632	187,805	827	0.4	-	-	61,343	Alabama
Arizona	82,120	2,373	2,871	87,364	83,306	4,058	4.9	-	5,030	-	Arizona
Arkansas	170,838	594	3,013	174,445	171,020	3,425	2.0	-	1,203	-	Arkansas
California	762,614	5,379	39,265	807,258	778,086	29,172	3.7	28,713	12,564	-	California
Colorado	148,119	2,494	5,368	155,981	149,111	6,870	4.6	5,761	1,623	-	Colorado
Connecticut	97,161	480	4,205	101,846	97,708	4,138	4.2	4,108	413	-	Connecticut
Delaware	27,438	112	781	28,331	26,472	1,859	7.0	-	-	3,299	Delaware
Florida	207,304	1,307	10,713	219,324	208,063	11,261	5.4	-	-	-	Florida
Georgia	224,430	1,153	7,066	232,649	226,575	6,074	2.7	-	-	-	Georgia
Idaho	84,178	1,292	2,938	88,408	83,465	4,943	5.9	-	-	-	Idaho
Illinois	370,190	2,238	11,231	383,659	368,542	15,117	4.1	19,275	503	-	Illinois
Indiana	276,651	748	6,854	284,253	275,307	8,946	3.2	23,050	-	-	Indiana
Iowa	205,562	823	6,325	212,710	207,837	4,873	2.3	-	-	-	Iowa
Kansas	232,060	847	7,635	240,542	230,457	10,085	4.4	-	-	-	Kansas
Kentucky	195,176	1,296	4,882	201,354	194,391	6,963	3.6	-	-	79,286	Kentucky
Louisiana	178,547	714	4,865	184,126	176,129	7,997	4.5	-	-	70,463	Louisiana
Maine	63,458	247	2,745	66,450	66,242	208	0.3	-	223	-	Maine
Maryland	121,072	878	2,560	124,510	116,260	8,250	7.1	6,820	-	10,049	Maryland
Massachusetts	169,215	1,098	9,817	180,130	174,262	5,868	3.4	-	1,095	-	Massachusetts
Michigan	334,395	1,317	15,625	351,337	346,795	4,542	1.3	-	1,927	77,593	Michigan
Minnesota	223,956	953	6,511	231,420	223,302	8,118	3.6	-	-	84,301	Minnesota
Mississippi	169,721	801	4,621	175,143	170,008	5,135	3.0	338	1,936	124,884	Mississippi
Missouri	281,138	1,260	5,970	288,368	279,646	8,722	3.1	-	-	-	Missouri
Montana	94,645	1,561	3,273	99,479	96,132	3,347	3.5	864	893	52,776	Montana
Nebraska	144,957	755	4,281	149,993	148,095	1,898	1.3	-	-	80,967	Nebraska
Nevada	25,209	744	1,397	27,350	25,586	1,764	6.9	-	-	-	Nevada
New Hampshire	33,988	168	3,211	37,367	36,376	991	2.7	-	92	2,001	New Hampshire
New Jersey	224,428	927	11,483	236,838	230,193	6,645	2.9	-	750	18,299	New Jersey
New Mexico	76,425	1,921	2,073	80,419	80,759	-340	-0.4	-	1,417	-	New Mexico
New York	453,559	3,314	23,443	480,316	471,620	8,696	1.8	-	-	-	New York
North Carolina	247,403	896	11,464	259,763	253,988	5,775	2.3	-	3,092	24,642	North Carolina
North Dakota	93,839	568	1,709	96,116	93,480	2,636	2.8	-	296	-	North Dakota
Ohio	378,681	2,530	14,265	395,476	385,297	10,179	2.6	-	1,183	74,403	Ohio
Oklahoma	240,112	1,005	6,333	247,450	238,242	9,208	3.9	-	-	119,837	Oklahoma
Oregon ^{5/}	72,254	1,544	4,508	78,306	82,413	-4,107	-5.0	-	-	29,708	Oregon ^{5/}
Pennsylvania	495,866	1,848	21,667	519,381	500,249	19,132	3.8	-	5,585	-	Pennsylvania
Rhode Island	34,234	139	1,199	35,572	34,544	1,028	3.0	-	-	-	Rhode Island
South Carolina	125,493	1,696	5,694	132,883	134,194	-1,311	-1.0	-	730	-	South Carolina
South Dakota	81,403	874	2,299	84,576	83,086	1,490	1.8	-	-	-	South Dakota
Tennessee	212,881	3,495	6,970	223,346	218,951	4,395	2.0	-	1,976	87,845	Tennessee
Texas	714,363	3,186	25,983	743,532	717,052	26,480	3.7	34,815	-	244,194	Texas
Utah	58,142	1,014	2,347	61,503	58,014	3,489	6.0	-	1,974	-	Utah
Vermont ^{5/}	14,125	124	790	15,039	15,171	-132	-0.9	-	82	-	Vermont ^{5/}
Virginia	198,046	1,500	6,543	206,089	199,730	6,359	3.2	-	-	-	Virginia
Washington	184,771	4,475	10,843	200,089	193,848	6,241	3.2	-	2,373	54,447	Washington
West Virginia	6/ 110,392	431	3,715	114,538	122,848	-8,310	-6.8	-	-	-	West Virginia
Wisconsin	222,759	788	13,291	236,838	7/ 235,386	1,452	0.6	9,947	-	87,530	Wisconsin
Wyoming	49,111	999	1,635	51,745	49,711	2,034	4.1	1,869	-	-	Wyoming
Dist. of Col.	18,005	1,247	1,151	20,403	20,592	-189	-0.9	-	-	-	Dist. of Col.
Total	9,411,710	67,157	363,780	9,842,647	9,566,346	276,301	2.9	135,560	46,960	1,387,867	Total

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

2/ Data for many States are incomplete. In this partial classification, a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,354; New Hampshire, 3,917; New Jersey, 8,993; New York, 12,242; and Rhode Island, 2,178.

4/ In Alabama, a pickup truck that is a person's sole means of

transportation is registered at the passenger car rate. An estimated number of pickup trucks has been deducted from reported passenger car registrations and added to truck registrations.

5/ In Oregon, trucks with gross weights of 6,000 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise half or more of all trucks registered.

6/ Station wagons previously registered as trucks were registered with automobiles in 1954.

7/ Revised.

Motor Vehicles

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1954 ^{1/}

TABLE MV-10, 1954
ISSUED MAY 1955

Compiled for the calendar year

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES ^{2/}	TOTAL	FEDERAL	STATE COUNTY, AND MUNICIPAL (SCHOOL) ^{4/}	TOTAL	TOTAL SCHOOL	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE ^{2/}	DIESEL, BUTANE, AND OTHER ^{3/}									
Alabama	1,335	-	736	2,071	3	3,844	3,847	4,580	1,338	5,918	Alabama
Arizona	837	-	-	837	91	559	650	559	928	1,487	Arizona
Arkansas	584	99	101	784	3	2,742	2,745	2,843	686	3,529	Arkansas
California	3,704	2,913	560	7,177	68	5,129	5,197	5,689	6,685	12,374	California
Colorado	799	250	459	1,508	18	1,167	1,185	1,626	1,067	2,693	Colorado
Connecticut	892	520	1,622	3,034	2	179	181	1,801	1,414	3,215	Connecticut
Delaware	190	-	280	470	1	31	32	311	191	502	Delaware
Florida	1,808	-	270	2,078	2	2,069	2,071	2,339	1,810	4,149	Florida
Georgia	1,571	-	2,075	3,646	8	2,833	2,841	4,908	1,579	6,487	Georgia
Idaho	389	-	-	389	39	521	560	521	428	949	Idaho
Illinois	3,721	845	1,351	5,917	14	4,564	4,578	5,915	4,580	10,495	Illinois
Indiana	1,721	-	4,101	5,822	13	1,148	1,161	5,249	1,734	6,983	Indiana
Iowa	690	-	500	1,190	4	3,310	3,314	3,810	694	4,504	Iowa
Kansas	794	-	-	794	9	1,169	1,178	1,169	803	1,972	Kansas
Kentucky	1,648	-	1,289	2,937	16	1,789	1,805	3,078	1,664	4,742	Kentucky
Louisiana	748	-	3,408	4,156	1	864	865	4,272	749	5,021	Louisiana
Maine	320	56	890	1,266	1	380	381	1,270	377	1,647	Maine
Maryland	2,318	-	2,350	4,668	7	378	385	2,728	2,325	5,053	Maryland
Massachusetts	3,803	533	1,122	5,458	10	80	90	1,202	4,346	5,548	Massachusetts
Michigan	4,071	931	2,040	7,042	11	3,986	3,997	6,026	5,013	11,039	Michigan
Minnesota	1,472	808	2,072	4,352	6	2,480	2,486	4,552	2,286	6,838	Minnesota
Mississippi	959	65	2,045	3,069	9	2,869	2,878	4,914	1,033	5,947	Mississippi
Missouri	2,374	-	1,547	3,921	6	1,869	1,875	3,416	2,380	5,796	Missouri
Montana	325	47	452	824	12	320	332	772	384	1,156	Montana
Nebraska	691	-	222	913	4	532	536	754	695	1,449	Nebraska
Nevada	232	-	-	232	27	137	164	137	259	396	Nevada
New Hampshire	513	20	332	865	-	61	61	393	533	926	New Hampshire
New Jersey	2,498	2,840	1,880	7,218	7	330	337	2,210	5,345	7,555	New Jersey
New Mexico	703	72	1,129	1,904	42	116	158	1,245	817	2,062	New Mexico
New York	11,517	-	-	11,517	33	7,029	7,062	7,029	11,550	18,579	New York
North Carolina	2,105	348	-	2,453	34	10,339	10,373	10,339	2,487	12,826	North Carolina
North Dakota	79	47	-	126	36	154	190	154	162	316	North Dakota
Ohio	3,940	1,420	-	5,360	15	8,291	8,306	8,291	5,375	13,666	Ohio
Oklahoma	1,091	-	365	1,456	22	4,893	4,915	5,258	1,113	6,371	Oklahoma
Oregon	1,321	-	-	1,321	10	1,781	1,791	1,781	1,331	3,112	Oregon
Pennsylvania	4,524	2,076	5,411	12,011	19	989	1,008	6,400	6,619	13,019	Pennsylvania
Rhode Island	700	-	210	910	-	82	82	292	700	992	Rhode Island
South Carolina	1,507	80	-	1,587	6	4,295	4,301	4,295	1,593	5,888	South Carolina
South Dakota	285	-	-	285	60	345	405	345	345	690	South Dakota
Tennessee	1,464	479	-	1,943	109	2,344	2,453	2,344	2,052	4,396	Tennessee
Texas	4,603	-	-	4,603	40	11,644	11,684	11,644	4,643	16,287	Texas
Utah	291	143	-	434	7	532	539	532	441	973	Utah
Vermont	87	33	177	297	-	111	111	288	120	408	Vermont
Virginia	2,427	-	654	3,081	20	2,915	2,935	3,569	2,447	6,016	Virginia
Washington	801	250	-	1,051	341	2,282	2,623	2,282	1,392	3,674	Washington
West Virginia	933	-	47	980	4	1,786	1,790	1,833	937	2,770	West Virginia
Wisconsin	1,649	-	1,682	3,331	3	1,539	1,542	3,221	1,652	4,873	Wisconsin
Wyoming	316	-	385	701	4	321	325	706	320	1,026	Wyoming
Dist. of Col.	1,326	688	-	2,014	18	-	18	-	2,032	2,032	Dist. of Col.
Total	82,676	15,563	41,764	140,003	1,215	107,128	108,343	148,892	99,454	248,346	Total

1/ This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

2/ In a few instances privately owned school buses are included with commercial buses or with publicly owned school buses.

3/ Many States were unable to report separately the buses

powered by fuels other than gasoline. Where no figure is given in this column buses powered by fuels other than gasoline are included with gasoline buses.

4/ 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.

Highway Statistics, 1954

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1954^{1/}

Compiled for calendar year from reports of State Authorities

TABLE MV-11, 1954
ISSUED MAY 1955

STATE	PRIVATE AND COMMERCIAL						PUBLICLY OWNED			GRAND TOTAL	STATE	
	COMMERCIAL TRAILERS			LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	UNREG-REGATED	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS			TOTAL
	TRAILERS AND SEMI-TRAILERS 2/	FULL TRAILERS	SEMI-TRAILERS									
Alabama	-	-	15,374	609	-	-	15,983	34	182	216	16,199	Alabama
Arizona	13,366	-	-	-	18,968	-	32,334	16	267	283	32,617	Arizona
Arkansas	-	-	-	-	-	29,944	29,944	5	399	404	30,348	Arkansas
California	-	-	-	-	115,385	330,192	445,577	48	4,929	4,977	450,554	California
Colorado	-	2,762	3,782	20,786	7,193	-	34,523	30	375	405	34,928	Colorado
Connecticut	-	-	6,029	23,669	-	-	29,698	-	549	549	30,247	Connecticut
Delaware	-	-	-	-	-	7,198	7,198	2	147	149	7,347	Delaware
Florida	14,072	-	-	61,200	42,705	-	117,977	14	1,041	1,055	119,032	Florida
Georgia	12,346	-	-	24,817	3,639	-	40,802	7	344	351	41,153	Georgia
Idaho	3,833	-	-	31,744	4,068	-	39,645	21	314	335	39,980	Idaho
Illinois	-	-	-	-	-	79,969	79,969	5	505	510	80,479	Illinois
Indiana	-	-	-	-	6,935	131,573	138,508	4	477	481	138,989	Indiana
Iowa	-	-	-	50,290	-	62,419	112,709	1	926	927	113,636	Iowa
Kansas	-	-	-	-	-	17,727	17,727	6	-	6	17,733	Kansas
Kentucky	-	-	-	-	-	(5/)	(5/)	19	-	19	19	Kentucky
Louisiana	-	-	-	-	2,655	41,433	44,088	7	562	569	44,657	Louisiana
Maine	-	-	-	-	-	25,308	25,308	-	380	380	25,688	Maine
Maryland	-	-	-	-	-	21,814	21,814	15	145	160	21,974	Maryland
Massachusetts	-	-	-	-	-	78,557	78,557	3	-	3	78,560	Massachusetts
Michigan	-	-	-	-	17,569	250,402	267,971	2	2,138	2,140	270,111	Michigan
Minnesota	20,798	-	-	93,566	5,897	-	120,261	17	722	739	121,000	Minnesota
Mississippi	-	-	-	-	-	36,772	36,772	24	64	88	36,860	Mississippi
Missouri	-	-	-	-	-	84,238	84,238	2	130	132	84,370	Missouri
Montana	-	-	-	-	-	20,346	20,346	9	583	592	20,938	Montana
Nebraska	-	704	9,970	44,304	3,366	-	58,344	11	414	425	58,769	Nebraska
Nevada	-	-	-	-	-	8,751	8,751	30	166	196	8,947	Nevada
New Hampshire	-	-	-	-	-	13,171	13,171	-	347	347	13,518	New Hampshire
New Jersey	-	-	-	-	-	36,853	36,853	15	37	52	36,905	New Jersey
New Mexico	-	-	-	-	-	13,248	13,248	25	58	83	13,331	New Mexico
New York	-	-	-	-	-	126,886	126,886	4	1,906	1,910	128,796	New York
North Carolina	18,397	-	-	69,554	-	-	87,951	11	1,733	1,744	89,695	North Carolina
North Dakota	355	-	-	1,142	1,808	-	3,305	5	-	5	3,310	North Dakota
Ohio	-	-	-	-	-	206,972	206,972	10	2,053	2,063	209,035	Ohio
Oklahoma	13,375	-	-	-	2,599	-	15,974	20	357	377	16,351	Oklahoma
Oregon	-	-	-	-	-	24,586	24,586	30	546	576	25,162	Oregon
Pennsylvania	-	-	-	-	-	107,814	107,814	5	1,296	1,301	109,115	Pennsylvania
Rhode Island	-	-	-	-	-	10,964	10,964	3	37	40	11,004	Rhode Island
South Carolina	9,612	-	-	-	3,037	-	12,649	7	233	240	12,889	South Carolina
South Dakota	-	-	-	-	-	34,595	34,595	9	283	292	34,887	South Dakota
Tennessee	-	-	-	9,599	-	-	9,599	104	-	104	9,703	Tennessee
Texas	-	-	-	-	21,838	159,727	181,565	37	1,475	1,512	183,077	Texas
Utah	-	340	2,298	-	-	1,723	4,361	35	25	60	4,421	Utah
Vermont	-	-	-	-	-	7,825	7,825	3	-	3	7,828	Vermont
Virginia	-	-	-	30,980	-	14,861	45,841	13	554	567	46,408	Virginia
Washington	-	-	-	-	-	68,880	68,880	53	450	503	69,383	Washington
West Virginia	4,125	-	-	8,939	1,077	-	14,141	1	107	108	14,249	West Virginia
Wisconsin	14,637	-	-	63	6,490	-	21,190	1	489	490	21,680	Wisconsin
Wyoming	-	-	-	-	3,633	12,489	16,122	5	145	150	16,272	Wyoming
Dist. of Col.	-	-	-	-	-	1,740	1,740	6	167	173	1,913	Dist. of Col.
Total	124,916	3,806	37,453	471,262	268,862	2,068,977	2,975,276	734	28,057	28,791	3,004,067	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

2/ Several States register tractor-semitrailer combinations as one unit. Semitrailers registered as parts of such units are not included in this table.

3/ Several States do not require the registration of light farm or

automobile trailers.

4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

5/ Heavy semitrailers are registered with the tractor as one unit. Automobile trailers are not required to be registered.

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES-1954 1/

Compiled for calendar year from reports of State authorities

TABLE MV-12, 1954
ISSUED MAY 1955

STATE	LICENSES ISSUED DURING 1954					ESTIMATED TOTAL LICENSES IN FORCE DURING 1954 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1954	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1954	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1954				
Alabama	38,033	2 Years	101,265	Not Required	-	1,056,683	901,686	1.17	Alabama
Arizona	-	3 Years	150,365	2 Years	15,365	419,144	371,522	1.13	Arizona
Arkansas	-	1 Year	685,752	1 Year	21,428	707,180	537,985	1.31	Arkansas
California	-	4 Years	1,684,659	4 Years	99,011	6,351,316	5,626,886	1.13	California
Colorado	-	3 Years	328,475	1 Year	79,702	871,387	671,281	1.30	Colorado
Connecticut	-	1 Year	1,023,130	1 Year	8,206	*1,023,130	859,373	1.19	Connecticut
Delaware	-	(4/)	87,547	(4/)	20,791	176,322	136,013	1.28	Delaware
Florida	62,220	1 Year	1,469,713	1 Year	239,178	1,708,891	1,390,138	1.23	Florida
Georgia	40,084	Indefinite	189,197	Indefinite	10,468	1,445,922	1,120,870	1.29	Georgia
Idaho	3,628	2 Years	135,593	2 Years	16,790	349,997	309,238	1.13	Idaho
Illinois	-	3 Years	1,739,495	2 Years	267,115	4,170,500	3,063,891	1.36	Illinois
Indiana	(5/)	2 Years	(5/)	1 Year	(5/)	2,104,550	1,670,278	1.26	Indiana
Iowa	39,739	2 Years	592,650	1 Year	146,187	1,352,066	1,130,818	1.20	Iowa
Kansas	-	2 Years	116,761	2 Years	17,065	1,257,969	988,878	1.27	Kansas
Kentucky	-	2 Years	558,038	1 Year	23,665	*1,137,155	947,629	1.20	Kentucky
Louisiana	-	1 & 2 Years	880,951	1 Year	98,770	979,721	864,188	1.13	Louisiana
Maine	-	1 Year	377,489	Not Required	-	377,489	301,625	1.25	Maine
Maryland	134,978	Indefinite	80,384	2 Years	51,602	*1,166,534	864,099	1.35	Maryland
Massachusetts	-	2 Years	409,658	1 Year	(6/)	*1,969,395	1,463,993	1.35	Massachusetts
Michigan	100,702	3 Years	748,080	1 Year	214,491	3,145,948	2,820,163	1.12	Michigan
Minnesota	145,663	4 Years	300,078	1 Year	206,211	1,763,500	1,294,024	1.36	Minnesota
Mississippi	5,508	2 Years	286,840	2 Years	14,069	682,218	575,610	1.19	Mississippi
Missouri	38,098	3 Years	191,326	1 Year	123,702	1,972,489	1,422,528	1.39	Missouri
Montana	-	2 Years	150,092	2 Years	24,033	319,065	307,948	1.04	Montana
Nebraska	-	2 Years	59,750	Not Required	-	767,474	630,165	1.22	Nebraska
Nevada	600	2 Years	28,891	1 Year	10,879	134,022	112,163	1.19	Nevada
New Hampshire	-	2 Years	171,548	2 Years	63,909	235,457	197,421	1.19	New Hampshire
New Jersey	409,956	1 Year	2,278,551	Not Required	-	2,278,551	1,909,363	1.19	New Jersey
New Mexico	-	(7/)	184,914	(7/)	44,983	371,066	303,892	1.22	New Mexico
New York	300,728	3 Years	1,202,219	3 Years	323,828	6,061,161	4,344,640	1.40	New York
North Carolina	-	4 Years	420,988	1 Year	32,428	1,665,280	1,277,737	1.30	North Carolina
North Dakota	-	2 Years	24,258	Not Required	-	311,791	296,554	1.05	North Dakota
Ohio	713,512	3 Years	2,391,722	3 Years	224,822	4,085,450	3,268,360	1.25	Ohio
Oklahoma	21,946	2 Years	478,476	2 Years	60,260	1,048,925	948,667	1.11	Oklahoma
Oregon	40,391	2 Years	424,530	1 Year	45,454	* 824,607	748,635	1.10	Oregon
Pennsylvania	401,004	1 Year	4,753,566	Not Required	-	4,753,566	3,518,777	1.35	Pennsylvania
Rhode Island	20,059	2 Years	353,422	2 Years	2,850	356,272	291,611	1.22	Rhode Island
South Carolina	-	4 Years	141,597	1 Year	4,347	1,084,251	705,724	1.54	South Carolina
South Dakota	-	2 Years	384,956	Not Required	-	384,956	310,312	1.24	South Dakota
Tennessee	13,181	2 Years	111,478	2 Years	7,441	1,317,805	1,101,376	1.20	Tennessee
Texas	-	2 Years	1,688,339	1 Year	742,153	3,733,127	3,458,227	1.08	Texas
Utah	-	5 Years	59,765	5 Years	6,633	373,888	301,523	1.24	Utah
Vermont	-	1 Year	156,789	Not Required	-	156,789	129,932	1.21	Vermont
Virginia	-	3 Years	674,961	1 Year	67,574	1,459,561	1,137,392	1.28	Virginia
Washington	51,584	2 Years	601,576	Not Required	-	1,211,206	1,061,245	1.14	Washington
West Virginia	74,193	4 Years	166,785	1 Year	37,505	789,410	505,369	1.56	West Virginia
Wisconsin	93,950	4 Years	482,700	Not Required	-	1,730,776	1,318,556	1.31	Wisconsin
Wyoming	-	3 Years	41,464	1 Year	14,021	208,187	164,737	1.26	Wyoming
Dist. of Col.	40,955	3 Years	106,472	Not Required	-	330,411	190,580	1.73	Dist. of Col.
Total	-	-	-	-	-	72,182,560	57,875,622	1.25	Total

1/ Complete data for all States were not available.

2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.

3/ Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*).

4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

	Two Years	Indefinite	Total
Operators	80,372	7,175	87,547
Chauffeurs	19,190	1,601	20,791

5/ The amount received from operators' and chauffeurs' licenses and beginners' permits was \$1,776,982, but a segregation of the licenses was not available.

6/ The amount received from bus operators' licenses, duplicates, etc., was \$3,188, but a segregation of the licenses was not available.

7/ Licenses are issued for a one-year, two-year, or three-year period at the option of the applicant. Licenses were issued as follows:

	One Year	Two Years	Three Years	Total
Operators	103,954	39,937	41,023	184,914
Chauffeurs	33,705	7,528	3,750	44,983

TRUCK WEIGHT AND CAPACITY

The tables in this section do not include data for all States, since some do not compile statistics of this nature. Much of the data were supplied by States that made special tabulations for administrative or legislative purposes.

There are two major bases for registering trucks: empty weight of the vehicle, also known as net, unladen, or curb weight (10 States), and combined weight of vehicle and load, known as gross weight (28 States). The remaining States register trucks on various bases such as chassis weight, manufacturers' rated capacity, owners' declared capacity, or others. Within the major categories there are variations that make it difficult to obtain uniform information. Several tabulations are presented in order to show the data in as much

detail as practical. In States that register trucks on the basis of gross weight, approximately 71 percent of commercial vehicles are less than 10,000 pounds gross weight (mostly light pickup trucks). About 5½ percent of all trucks are combinations. These are predominantly tractor-semitrailer combinations, and include those under and over 30,000 pounds gross weight.

Cross-tabulations of vehicles showing the relation of gross weights to empty weights, and of gross weights to manufacturers' rated capacities, on pages 23, 25, 26, and 28, were supplied by North Dakota, Montana, and Washington.

Table MV-24 provides information on the numbers of trucks by gross-weight groups that are operated by the civilian agencies of the Federal Government.

Motor Vehicles

Table MV-23, 1954
Part 1 of 25

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT 1/

1954

GROSS WEIGHT	ARKANSAS		CONNECTICUT		ILLINOIS		IOWA		MISSISSIPPI		RHODE ISLAND		TENNESSEE		VERMONT		WEST VIRGINIA	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	128,905	84.2	50,246	51.7	(3/)	-	124,522	60.6	114,600	66.2	17,713	51.8	(3/)	-	1,140	11.3	(3/)	-
6,001 to 8,000 lbs.	(3/)	-	10,153	10.5	223,275	60.4	(3/)	-	13,343	7.7	3,330	9.7	190,944	70.9	1,550	13.4	(3/)	-
8,001 to 10,000 lbs.	(3/)	-	7,367	7.6	23,920	6.5	30,077	14.6	4,820	2.8	2,978	7.5	(3/)	-	900	8.9	79,488	72.8
10,001 to 12,000 lbs.	(3/)	-	4,799	4.9	19,332	5.2	8,979	4.4	5,061	2.9	1,734	5.1	(3/)	-	1,100	10.9	(3/)	-
12,001 to 14,000 lbs.	(3/)	-	4,455	4.6	18,948	5.1	9,332	4.6	4,715	2.7	1,242	3.6	34,992	16.4	400	4.0	(3/)	-
14,001 to 16,000 lbs.	(3/)	-	4,646	4.8	20,771	5.6	7,178	3.5	5,370	3.1	1,264	3.7	(3/)	-	730	7.3	(3/)	-
16,001 to 18,000 lbs.	(3/)	-	3,193	3.3	(3/)	-	6,038	2.9	5,216	3.0	1,319	3.9	11,467	5.4	1,080	10.7	(3/)	-
18,001 to 20,000 lbs.	17,947	11.7	2,694	2.8	25,586	6.9	5,826	2.8	4,263	2.5	922	2.7	(3/)	-	590	5.9	15,836	14.5
20,001 to 22,000 lbs.	(3/)	-	907	0.9	(3/)	-	3,884	1.9	3,772	2.2	423	1.2	(3/)	-	470	4.7	(3/)	-
22,001 to 24,000 lbs.	(3/)	-	862	0.9	15,548	4.2	1,635	0.8	1,076	0.6	321	0.9	7,528	3.5	280	2.8	(3/)	-
24,001 to 26,000 lbs.	(3/)	-	707	0.7	(3/)	-	372	0.2	251	0.1	268	0.8	(3/)	-	390	3.9	(3/)	-
26,001 to 30,000 lbs.	(3/)	-	1,297	1.3	(3/)	-	646	0.3	744	0.4	373	1.1	1,183	0.6	640	6.4	6,404	5.9
30,001 to 36,000 lbs.	(3/)	-	1,353	1.4	4,514	1.1	1,273	0.6	2,642	1.5	488	1.4	789	0.4	130	1.3	(3/)	-
36,001 to 42,000 lbs.	h/ 3,295	2.2	671	0.7	h/ 9,092	2.5	1,494	0.7	3,403	2.0	391	1.1	3,171	1.5	290	2.9	h/ 2,339	2.1
42,001 lbs. and over	5/ 2,899	1.9	3,811	3.9	5/ 9,204	2.5	4,299	2.1	3,999	2.3	1,668	5.5	2,847	1.3	560	5.6	5/ 5,093	4.7
Total	153,036	100.0	97,161	100.0	370,190	100.0	205,562	100.0	g/ 173,275	100.0	34,234	100.0	212,881	100.0	7/ 10,950	100.0	109,100	100.0

1/ The States in this table register truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.

2/ Does not include 17,802 vehicles carrying farm and forest products and ores.

3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

4/ Includes vehicles with gross weights as follows: 36,001 to 40,000 pounds in Illinois; 30,001 to 40,000 pounds in West Virginia; 20,001 to 40,000 pounds in Arkansas.

5/ Includes vehicles with gross weights as follows: 41,001 pounds and over in Illinois; 40,001 pounds and over in West Virginia; 40,001 pounds and over in Arkansas.

6/ Includes 3,892 State, county and municipal vehicles but does not include 338 tractor trucks of unclassified weights.

7/ Does not include 4,226 farm vehicles that are registered on the basis of manufacturers rated capacity.

Highway Statistics, 1954

VEHICLES REGISTERED ON BASIS OF GROSS WEIGHT IN IDAHO ^{1/}								
1954								
Table MV-23, 1954 Part 2 of 25								
GROSS WEIGHT	TRUCKS AND TRACTOR TRUCKS				TRAILERS AND SEMITRAILERS			
	REGIS- TRATIONS	PERCENT	FEE\$	PERCENT	REGIS- TRATIONS	PERCENT	FEE\$	PERCENT
6,000 lbs. and under	45,228	53.7	\$414,888	22.3	31,995	90.0	\$88,576	25.3
6,001 to 8,000 lbs.	5,272	6.3	70,927	3.8	120	0.3	1,295	0.4
8,001 to 10,000 lbs.	4,837	5.8	84,695	4.6	183	0.5	2,897	0.8
10,001 to 12,000 lbs.	2,039	2.4	43,553	2.4	102	0.3	1,871	0.5
12,001 to 14,000 lbs.	2,327	2.8	58,080	3.1	145	0.4	3,172	0.9
14,001 to 16,000 lbs.	4,073	4.8	121,244	6.5	217	0.6	6,242	1.8
16,001 to 18,000 lbs.	2,644	3.1	87,656	4.7	771	2.2	24,551	7.0
18,001 to 20,000 lbs.	6,456	7.7	244,347	13.1	144	0.4	5,407	1.5
20,001 to 22,000 lbs.	2,535	3.0	104,827	5.6	20	0.1	941	0.3
22,001 to 24,000 lbs.	6,395	7.6	277,465	14.9	258	0.7	10,154	2.9
24,001 to 26,000 lbs.	326	0.4	25,220	1.4	11	-	880	0.3
26,001 to 30,000 lbs.	367	0.4	34,540	1.9	145	0.4	16,150	4.6
30,001 to 36,000 lbs.	440	0.5	62,090	3.3	1,420	4.0	183,640	52.5
Over 36,000 lbs.	1,239	1.5	230,520	12.4	46	0.1	4,300	1.2
Total	84,178	100.0	1,860,052	100.0	35,577	100.0	350,075	100.0

^{1/} Includes vehicles operating under the Ton-Mile Tax Law. Interstate vehicles have been omitted.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT AND EMPTY WEIGHT IN MINNESOTA ^{1/}							
1954							
Table MV-23, 1954 Part 3 of 25							
GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS		EMPTY WEIGHT	FARM TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT		NUMBER	PERCENT
7,000 lbs. and under	70,294	53.1	-	-	4,000 lbs. and under	47,930	56.9
7,001 to 9,000 lbs.	15,786	11.9	-	-	4,001 to 5,000 lbs.	12,093	14.3
9,001 to 11,000 lbs.	7,388	5.6	-	-	5,001 to 6,000 lbs.	11,556	13.7
11,001 to 13,000 lbs.	5,518	4.2	-	-	6,001 to 8,000 lbs.	11,287	13.4
13,001 to 15,000 lbs.	7,438	5.6	-	-	8,001 to 10,000 lbs.	1,139	1.4
15,001 to 17,000 lbs.	6,227	4.7	-	-	10,001 to 14,000 lbs.	280	0.3
17,001 to 19,000 lbs.	5,867	4.4	-	-	14,001 lbs. and over	16	-
19,001 to 21,000 lbs.	6,123	4.6	164	2.2			
21,001 to 23,000 lbs.	4,172	3.2	226	3.1			
23,001 to 25,000 lbs.	1,894	1.5	327	4.5			
25,001 to 31,000 lbs.	938	0.7	991	13.5			
31,001 to 37,000 lbs.	490	0.4	1,159	15.8			
37,001 to 43,000 lbs.	178	0.1	1,219	16.6			
43,001 lbs. and over ^{2/}	8	-	3,248	44.3			
Total	132,321	100.0	7,334	100.0	Total	84,301	100.0

^{1/} Minnesota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} The maximum practical gross weight of combinations permitted is 66,500 pounds.

Motor Vehicles

TRUCK AND TRACTOR TRUCK REGISTRATIONS IN MONTANA CLASSIFIED ACCORDING TO GROSS WEIGHTS AND MANUFACTURERS RATED CAPACITIES ^{1/}								
1954								
Table MV-23, 1954 Part 4 of 25								
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY ^{2/}						TOTAL	PERCENT
	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER		
Under 6,000 lbs.	36,226	2,565	62	14	-	2	38,869	42.1
6,000 to 7,999 lbs.	8,120	2,338	61	9	6	-	10,534	11.4
8,000 to 9,999 lbs.	3,867	2,506	158	9	5	3	6,548	7.1
10,000 to 11,999 lbs.	783	2,377	169	11	4	3	3,347	3.6
12,000 to 13,999 lbs.	374	2,811	226	14	4	6	3,435	3.7
14,000 to 15,999 lbs.	75	3,552	920	36	5	2	4,190	4.6
16,000 to 17,999 lbs.	79	4,345	832	56	10	9	5,331	5.8
18,000 to 19,999 lbs.	98	4,692	1,347	96	22	12	6,267	6.8
20,000 to 21,999 lbs.	119	3,719	1,651	93	5	23	5,810	6.3
22,000 to 23,999 lbs.	88	1,974	1,575	133	24	25	3,819	4.1
24,000 to 25,999 lbs.	28	633	620	160	31	21	1,493	1.6
26,000 to 27,999 lbs.	10	220	346	170	21	36	803	0.9
28,000 to 29,999 lbs.	6	63	95	56	13	10	243	0.3
30,000 to 31,999 lbs.	-	53	61	15	12	9	150	0.2
32,000 to 33,999 lbs.	-	18	63	12	5	9	107	0.1
34,000 to 35,999 lbs.	1	15	67	38	53	84	258	0.3
36,000 to 37,999 lbs.	2	16	41	14	17	40	130	0.1
38,000 to 39,999 lbs.	3	30	37	55	38	19	182	0.2
40,000 to 41,999 lbs.	4	57	88	178	266	146	739	0.8
Total	49,883	31,984	8,219	1,169	541	459	92,255	-
Percent	54.0	34.7	8.9	1.3	0.6	0.5	-	100.0

^{1/} Does not include 432 vehicles of undetermined weights or capacities.
^{2/} Obtained from registration applications.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MONTANA ^{1/}								
1954								
Table MV-23, 1954 Part 5 of 25								
GROSS WEIGHT	COMMERCIAL TRUCKS		TRACTOR TRUCKS ^{2/}		FARM TRUCKS		TOTAL TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Under 6,000 lbs.	23,281	60.1	9	1.0	15,579	29.6	38,869	42.1
6,000 to 7,999 lbs.	2,470	6.4	15	1.8	8,049	15.3	10,534	11.4
8,000 to 9,999 lbs.	1,531	4.0	35	4.1	4,982	9.5	6,548	7.1
10,000 to 11,999 lbs.	1,017	2.6	9	1.1	2,321	4.4	3,347	3.6
12,000 to 13,999 lbs.	1,150	3.0	21	2.4	2,264	4.3	3,435	3.7
14,000 to 15,999 lbs.	1,544	4.0	35	4.1	2,611	4.9	4,190	4.6
16,000 to 17,999 lbs.	1,586	4.1	48	5.6	3,697	7.0	5,331	5.8
18,000 to 19,999 lbs.	1,380	3.6	73	8.5	4,814	9.1	6,267	6.8
20,000 to 21,999 lbs.	1,311	3.4	82	9.6	4,417	8.4	5,810	6.3
22,000 to 23,999 lbs.	1,125	2.9	63	7.4	2,631	5.0	3,819	4.1
24,000 to 25,999 lbs.	594	1.5	64	7.5	835	1.6	1,493	1.6
26,000 to 27,999 lbs.	400	1.0	75	8.8	328	0.6	803	0.9
28,000 to 29,999 lbs.	143	0.4	5	0.6	95	0.2	243	0.3
30,000 to 31,999 lbs.	119	0.3	9	1.0	22	0.1	150	0.2
32,000 to 33,999 lbs.	85	0.2	6	0.7	16	-	107	0.1
34,000 to 35,999 lbs.	142	0.4	111	13.0	5	-	258	0.3
36,000 to 37,999 lbs.	102	0.3	22	2.6	6	-	130	0.1
38,000 to 39,999 lbs.	139	0.3	39	4.6	4	-	182	0.2
40,000 to 41,999 lbs.	600	1.5	133	15.6	6	-	739	0.8
Total	38,719	100.0	654	100.0	52,682	100.0	92,255	100.0

^{1/} Does not include 432 vehicles of undetermined weights.
^{2/} Tractor trucks and semitrailers are registered as separate units. Gross weights shown are for the power units only.

Highway Statistics, 1954

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW YORK				
1954				
Table MV-23, 1954 Part 6 of 25				
GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS (EMPTY WEIGHT) ^{1/}	
	NUMBER	PERCENT	NUMBER	PERCENT
2,000 lbs. and under	1,177	0.3	(^{2/})	-
2,001 to 4,000 lbs.	27,946	6.5	228	1.0
4,001 to 6,000 lbs.	160,770	37.4	1,211	5.2
6,001 to 8,000 lbs.	56,784	13.2	3,625	15.5
8,001 to 10,000 lbs.	27,979	6.5	6,498	27.8
10,001 to 12,000 lbs.	21,183	4.9	7,110	30.5
12,001 to 14,000 lbs.	20,409	4.7	3,909	16.7
14,001 to 16,000 lbs.	21,117	4.9	557	2.4
16,001 to 18,000 lbs.	38,096	8.9	102	0.4
18,001 to 20,000 lbs.	5,464	1.3	13	0.1
20,001 to 22,000 lbs.	6,932	1.6	89	0.4
22,001 to 24,000 lbs.	7,748	1.8	-	-
24,001 to 26,000 lbs.	5,301	1.2	-	-
26,001 to 30,000 lbs.	8,655	2.0	-	-
30,001 to 36,000 lbs.	11,097	2.5	-	-
36,001 to 42,000 lbs.	3,248	0.8	-	-
42,001 lbs. and over ^{3/}	6,310	1.5	-	-
Total	430,216	100.0	23,342	100.0

^{1/} Tractor trucks are registered separately from semi-trailers, and are included in this column according to the empty weight of the power unit only.
^{2/} Vehicles for this weight group are included with the number in the next greater weight group for which data are given.
^{3/} Maximum gross weight permitted for a tractor-semitrailer combination is 65,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW JERSEY								
1954								
Table MV-23, 1954 Part 7 of 25								
GROSS WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	68,438	33.2	4,452	24.4	72,890	32.5	16,526	44.6
4,001 to 6,000 lbs.	48,419	23.5	5,067	27.8	53,486	23.8	361	1.0
6,001 to 8,000 lbs.	16,442	8.0	1,578	8.6	18,020	8.0	374	1.0
8,001 to 10,000 lbs.	10,264	5.0	1,280	7.0	11,544	5.2	397	1.1
10,001 to 12,000 lbs.	3,161	1.5	438	2.4	3,599	1.6	84	0.2
12,001 to 14,000 lbs.	9,156	4.5	1,185	6.5	10,341	4.6	739	2.0
14,001 to 16,000 lbs.	11,107	5.4	1,476	8.1	12,583	5.6	1,111	3.0
16,001 to 18,000 lbs.	2,837	1.4	405	2.2	3,242	1.5	227	0.6
18,001 to 20,000 lbs.	7,621	3.7	902	4.9	8,523	3.8	1,342	3.6
20,001 to 22,000 lbs.	6,134	3.0	691	3.8	6,825	3.1	2,946	8.0
22,001 to 24,000 lbs.	902	0.4	92	0.5	994	0.4	817	2.2
24,001 to 26,000 lbs.	4,341	2.1	310	1.7	4,651	2.1	1,618	4.4
26,001 to 30,000 lbs.	15,909	7.7	329	1.8	16,238	7.2	8,351	22.5
30,001 to 36,000 lbs.	388	0.2	31	0.2	419	0.2	1,624	4.4
36,001 to 42,000 lbs. ^{2/}	891	0.4	23	0.1	914	0.4	517	1.4
Total	206,010	100.0	18,259	100.0	224,269	100.0	37,034	100.0

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.
^{2/} The maximum practical gross weight permitted for a combination is 60,000 pounds.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA ^{1/}										
1954										
Table MV-23, 1954 Part 8 of 25										
GROSS WEIGHT	TRUCKS ^{2/}					TRAILERS AND SEMITRAILERS				
	PRIVATE USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL		PRIVATE USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	
				NUMBER	PERCENT				NUMBER	PERCENT
4,500 lbs. and under	103,878	221	28	109,127	49.2	^{3/} 70,984	123	-	71,107	80.9
4,501 to 8,500 lbs.	50,169	266	128	50,563	22.8	899	-	-	899	1.0
8,501 to 12,500 lbs.	13,312	407	240	13,959	6.3	214	4	23	241	0.3
12,501 to 16,500 lbs.	15,237	560	866	16,663	7.5	656	51	236	943	1.1
16,501 to 20,500 lbs.	14,065	1,550	3,257	18,872	8.5	1,964	637	3,724	6,325	7.2
20,501 to 26,500 lbs.	5,567	1,144	1,127	7,838	3.5	742	103	707	1,552	1.8
26,501 to 32,500 lbs.	1,360	133	635	2,128	1.0	752	162	799	1,713	1.9
32,501 to 38,500 lbs.	251	73	1,028	1,352	0.6	1,603	320	3,233	5,156	5.8
38,501 lbs. and over	461	269	603	1,333	0.6	7	-	8	15	-
Total	209,300	4,623	7,912	221,835	100.0	77,821	1,400	8,730	87,951	100.0

^{1/} Does not include 24,642 farm vehicles of indeterminate weights, or 926 specialized mobile equipment vehicles.
^{2/} Tractor trucks are registered separately from semitrailers and are included here according to the gross weight of the power unit only.
^{3/} Includes 69,554 semitrailers registered for a gross weight of 2,500 pounds or less.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA ^{1/}									
1954									
Table MV-23, 1954 Part 9 of 25									
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY ^{2/}							TOTAL	PERCENT
	UNKNOWN	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER		
6,000 lbs. and under	30	2,498	170	-	-	-	-	2,698	2.9
6,001 to 8,000 lbs.	93	30,159	2,736	9	14	1	-	33,012	35.2
8,001 to 10,000 lbs.	36	4,905	7,024	40	10	3	-	12,018	12.8
10,001 to 12,000 lbs.	17	404	6,594	175	10	1	-	7,201	7.7
12,001 to 14,000 lbs.	13	36	4,922	441	9	2	-	5,423	5.8
14,001 to 16,000 lbs.	9	17	7,155	1,500	22	3	4	8,710	9.3
16,001 to 18,000 lbs.	19	11	7,133	2,575	34	7	6	9,785	10.4
18,001 to 20,000 lbs.	8	9	3,228	3,006	53	5	5	6,314	6.7
20,001 to 22,000 lbs.	7	3	1,109	1,813	48	4	2	2,986	3.2
22,001 to 24,000 lbs.	7	4	647	3,174	343	27	23	4,225	4.5
24,001 to 26,000 lbs.	-	1	1	5	8	-	3	18	-
26,001 to 30,000 lbs.	1	1	22	118	50	11	8	211	0.2
30,001 to 36,000 lbs.	3	-	13	226	199	68	45	554	0.6
36,001 to 42,000 lbs.	-	-	2	22	35	17	17	93	0.1
42,001 lbs. and over ^{3/}	13	-	3	57	155	117	246	591	0.6
Total	256	38,048	40,759	13,161	990	266	359	93,839	-
Percent	0.3	40.5	43.4	14.0	1.1	0.3	0.4	-	100.0

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
^{2/} Obtained from study of registration applications, which indicate net weight.
^{3/} The maximum practical gross weight of combinations permitted is 61,500 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA 1/

1954

Table MV-23, 1954
Part 10 of 25

GROSS WEIGHT	NET WEIGHT 2/															TOTAL	PERCENT
	UNKNOWN	3,000 POUNDS AND UNDER	3,001 TO 4,000 POUNDS	4,001 TO 5,000 POUNDS	5,001 TO 6,000 POUNDS	6,001 TO 7,000 POUNDS	7,001 TO 8,000 POUNDS	8,001 TO 9,000 POUNDS	9,001 TO 10,000 POUNDS	10,001 TO 12,000 POUNDS	12,001 TO 14,000 POUNDS	14,001 TO 16,000 POUNDS	16,001 TO 18,000 POUNDS	18,001 TO 20,000 POUNDS	20,001 POUNDS AND OVER		
6,000 lbs. and under	45	2,138	515	-	-	-	-	-	-	-	-	-	-	-	-	2,698	2.9
6,001 to 8,000 lbs.	115	781	30,648	1,468	-	-	-	-	-	-	-	-	-	-	-	33,012	35.2
8,001 to 10,000 lbs.	40	48	4,821	6,569	540	-	-	-	-	-	-	-	-	-	-	12,018	12.8
10,001 to 12,000 lbs.	17	8	518	1,875	4,138	645	-	-	-	-	-	-	-	-	-	7,201	7.7
12,001 to 14,000 lbs.	16	3	104	754	2,628	1,613	305	-	-	-	-	-	-	-	-	5,423	5.8
14,001 to 16,000 lbs.	16	1	80	504	4,293	2,268	1,254	294	-	-	-	-	-	-	-	8,710	9.3
16,001 to 18,000 lbs.	25	1	65	384	3,771	3,517	1,407	508	107	-	-	-	-	-	-	9,785	10.4
18,001 to 20,000 lbs.	14	-	23	196	1,288	2,371	1,762	399	181	80	-	-	-	-	-	6,314	6.7
20,001 to 22,000 lbs.	6	2	4	89	454	834	1,086	322	70	69	-	-	-	-	-	2,986	3.2
22,001 to 24,000 lbs.	9	-	10	119	335	775	1,603	809	279	162	44	-	-	-	-	4,225	4.5
24,001 to 26,000 lbs.	1	-	-	-	1	2	3	4	2	4	1	-	-	-	-	18	-
26,001 to 30,000 lbs.	1	-	1	1	3	9	18	45	30	52	22	29	-	-	-	211	0.2
30,001 to 36,000 lbs.	1	1	1	-	4	9	23	26	25	110	115	153	68	18	-	554	0.6
36,001 to 42,000 lbs.	-	-	-	-	-	1	2	4	2	3	3	3	8	12	55	93	0.1
42,001 lbs. and over 3/	6	-	2	4	2	2	7	3	5	1	10	5	21	19	504	591	0.6
Total	312	2,983	36,792	11,963	17,457	12,096	7,550	2,414	701	481	195	190	97	49	559	93,839	-
Percent	0.3	3.2	39.2	12.7	18.6	12.9	8.0	2.6	0.8	0.5	0.2	0.2	0.1	0.1	0.6	-	100.0

1/ North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
2/ Obtained from study of registration applications, which indicate net weight.
3/ The maximum practical gross weight of combinations permitted is 61,500 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN OKLAHOMA 1/

1954

Table MV-23, 1954
Part 11 of 25

GROSS WEIGHT	COMMERCIAL TRUCKS								TRACTOR TRUCKS (EMPTY WEIGHT) 2/		TRAILERS AND SEMITRAILERS 2/		TOTAL FEES, COMMERCIAL VEHICLES	
	PANEL AND PICK-UP TRUCKS		OTHER TRUCKS		TOTAL COMMERCIAL TRUCKS				REGISTRATIONS	FEES	REGISTRATIONS	FEES	AMOUNT	PERCENT
	REGISTRATIONS	FEES	REGISTRATIONS	FEES	NUMBER	PERCENT	AMOUNT	PERCENT						
5,500 lbs. and under	60,316	\$894,281	8,224	\$124,966	68,540	63.8	\$1,019,247	27.1	1,390	\$20,646	730	\$15,205	\$1,061,576	15.1
5,501 to 7,000 lbs.	2,564	52,852	3,963	73,186	6,527	6.1	126,038	3.4	2,990	77,168	90	6,486	212,129	3.0
7,001 to 8,000 lbs.	562	15,829	3,243	75,816	3,805	3.5	91,645	2.4	1,810	58,244	130	5,331	158,591	2.3
8,001 to 10,000 lbs.	281	11,561	6,253	213,022	6,534	6.1	224,583	6.0	3,580	157,991	500	34,063	421,809	6.0
10,001 to 12,000 lbs.	-	-	3,963	182,946	3,963	3.7	182,946	4.9	1,651	89,989	350	24,278	304,850	4.3
12,001 to 15,000 lbs.	-	-	7,916	389,278	7,916	7.4	389,278	10.4	1,171	62,893	470	42,487	503,480	7.2
15,001 to 18,000 lbs.	-	-	4,263	465,083	4,263	4.0	465,083	12.4	590	65,988	440	47,544	605,004	8.6
18,001 to 20,000 lbs.	-	-	1,772	232,089	1,772	1.6	232,089	6.2	261	34,937	320	46,653	318,686	4.5
20,001 to 22,000 lbs.	-	-	1,131	168,792	1,131	1.1	168,792	4.5	100	13,370	110	17,544	200,544	2.9
22,001 to 24,000 lbs.	-	-	781	136,271	781	0.7	136,271	3.6	120	22,989	510	96,739	256,959	3.7
24,001 to 26,000 lbs.	-	-	221	45,919	221	0.2	45,919	1.2	72	14,587	650	137,204	199,876	2.8
26,001 to 28,000 lbs.	-	-	121	28,863	121	0.1	28,863	0.8	30	7,216	330	67,975	108,874	1.6
28,001 to 30,000 lbs.	-	-	331	82,833	331	0.3	82,833	2.2	20	5,300	570	143,795	249,189	3.5
30,001 to 32,000 lbs.	-	-	151	39,094	151	0.1	39,094	1.0	30	6,518	500	164,260	213,861	3.0
32,001 to 34,000 lbs.	-	-	132	39,257	132	0.1	39,257	1.0	11	3,140	280	86,361	131,904	1.9
34,001 to 36,000 lbs.	-	-	191	61,765	191	0.2	61,765	1.7	41	13,512	400	121,878	205,630	2.9
36,001 to 38,000 lbs.	-	-	171	60,808	171	0.2	60,808	1.6	-	-	40	15,250	77,876	1.1
38,001 to 40,000 lbs.	-	-	110	43,116	110	0.1	43,116	1.1	20	7,750	140	52,023	102,889	1.5
40,001 to 42,000 lbs.	-	-	252	95,800	252	0.2	95,800	2.5	10	3,091	350	131,858	230,749	3.3
42,001 lbs. and over	-	-	561	227,007	561	0.5	227,007	6.0	50	19,645	2,920	1,202,662	1,456,959	20.8
Total	63,723	974,523	43,750	2,785,911	107,473	100.0	3,760,434	100.0	13,947	684,974	9,910	2,459,596	7,021,435	100.0

1/ Based on a 10 percent sample of commercial vehicles. Does not include 119,857 farm trucks registered at reduced rates. These trucks comprise 49.7 percent of all Oklahoma trucks.
2/ In general, tractor trucks are registered separately from semitrailers. In such cases, the weights shown for tractor trucks are the unladen weights of the power units and those for semitrailers are the weights of the semitrailers plus the entire loads carried. In some special-purpose combinations, however, the weights shown for the tractor trucks include all or a portion of the carried load. The tractor trucks shown with weights in excess of 20,000 pounds are in this category.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS										
1954										
Table MV-23, 1954 Part 12 of 25										
GROSS WEIGHT	COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS 1/		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	47,860	11.0	39,071	16.0	16	-	86,947	12.2	106,934	68.2
4,001 to 6,000 lbs.	258,439	59.4	167,029	68.4	55	0.2	425,523	59.6	3,354	2.1
6,001 to 8,000 lbs.	30,021	6.9	12,698	5.2	436	1.2	43,155	6.0	2,236	1.4
8,001 to 10,000 lbs.	33,501	7.7	13,919	5.7	1,796	5.1	49,216	6.9	2,396	1.5
10,001 to 12,000 lbs.	13,488	3.1	4,151	1.7	1,263	3.6	18,902	2.6	1,597	1.0
12,001 to 14,000 lbs.	8,702	2.0	1,954	0.8	1,179	3.4	11,835	1.7	1,757	1.1
14,001 to 16,000 lbs.	10,007	2.3	1,709	0.7	2,010	5.7	13,726	1.9	2,236	1.4
16,001 to 18,000 lbs.	8,267	1.9	1,221	0.5	2,139	6.1	11,627	1.6	11,660	7.3
18,001 to 20,000 lbs.	6,961	1.6	977	0.4	2,757	7.9	10,695	1.5	1,278	0.8
20,001 to 22,000 lbs.	6,961	1.6	733	0.3	7,130	20.4	14,824	2.1	639	0.4
22,001 to 24,000 lbs.	3,916	0.9	244	0.1	7,534	21.5	11,694	1.6	639	0.4
24,001 to 26,000 lbs.	1,740	0.4	223	0.1	3,417	9.8	5,380	0.8	799	0.5
26,001 to 30,000 lbs.	2,175	0.5	244	0.1	4,851	13.8	7,270	1.0	2,556	1.6
30,001 to 36,000 lbs.	870	0.2	21	-	389	1.1	1,280	0.2	19,487	12.2
36,001 to 42,000 lbs.	1,740	0.4	-	-	38	0.1	1,778	0.2	107	0.1
42,001 lbs. and over 2/	435	0.1	-	-	22	0.1	457	0.1	52	-
Total	435,083	100.0	244,194	100.0	35,032	100.0	714,309	100.0	159,727	100.0

1/ Tractor trucks are registered separately from semitrailers, and are included in this column according to the gross weight of the power unit only.
2/ Maximum practical gross weight permitted for a combination is 58,420 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON								
1954								
Table MV-23, 1954 Part 13 of 25								
GROSS WEIGHT	TRUCKS AND TRACTOR TRUCKS						TRAILERS AND SEMITRAILERS	
	GASOLINE			DIESEL AND L.P.G. 1/	TOTAL		NUMBER	PERCENT
	FARM	COMMERCIAL	TOTAL		NUMBER	PERCENT		
Under 4,000 lbs.	11,345	38,663	50,008	1	50,009	27.3	52,440	81.8
4,000 to 5,999 lbs.	15,478	32,420	47,898	17	47,915	26.1	692	1.1
6,000 to 7,999 lbs.	4,213	8,544	12,757	3	12,760	7.0	472	0.7
8,000 to 9,999 lbs.	4,640	7,146	11,786	6	11,792	6.4	487	0.8
10,000 to 11,999 lbs.	2,287	4,006	6,293	1	6,294	3.4	258	0.4
12,000 to 13,999 lbs.	2,358	4,205	6,563	7	6,570	3.6	366	0.6
14,000 to 15,999 lbs.	5,778	7,616	13,394	14	13,408	7.3	743	1.2
16,000 to 17,999 lbs.	3,542	4,813	8,355	23	8,378	4.6	1,812	2.8
18,000 to 19,999 lbs.	4,662	5,034	9,696	23	9,719	5.3	226	0.4
20,000 to 21,999 lbs.	47	3,194	3,241	17	3,258	1.8	231	0.4
22,000 to 23,999 lbs.	50	3,301	3,351	32	3,383	1.9	214	0.3
24,000 to 25,999 lbs.	24	2,623	2,647	126	2,773	1.5	195	0.3
26,000 to 27,999 lbs.	14	978	992	99	1,091	0.6	428	0.7
28,000 to 29,999 lbs.	1	417	418	8	426	0.2	219	0.3
30,000 to 31,999 lbs.	2	346	348	8	356	0.2	4,546	7.1
32,000 to 33,999 lbs.	3	322	325	23	348	0.2	16	-
34,000 to 35,999 lbs.	3	2,851	2,854	1,898	4,752	2.6	720	1.1
Total	54,447	126,479	180,926	2,306	2/ 183,232	100.0	3/ 64,065	100.0

1/ The 35 vehicles tabulated in the "under 4,000" gross weight group through the "12,000-13,999" group are all butane or propane propelled. Other weight groups also include some vehicles powered by liquefied petroleum gas.
2/ Does not include 1,348 trucks with fixed loads or 124 house trucks.
3/ Does not include 4,815 house trailers, circus trailers, and others not classified by weight groups.

TRUCK REGISTRATIONS IN WASHINGTON CLASSIFIED ACCORDING TO LICENSED GROSS WEIGHT GROUPS AND SCALE WEIGHTS ^{1/}

1954

Table MV-23, 1954
Part 14 of 25

SCALE WEIGHT (POUNDS)	LICENSED GROSS WEIGHT (POUNDS)																TOTAL	PERCENT	
	UNDER 4,000	4,000- 5,999	6,000- 7,999	8,000- 9,999	10,000- 11,999	12,000- 13,999	14,000- 15,999	16,000- 17,999	18,000- 19,999	20,000- 21,999	22,000- 23,999	24,000- 25,999	26,000- 27,999	28,000- 29,999	30,000- 31,999	32,000- 33,999			34,000- 35,999
Under 1,000	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	-
1,000 - 1,999	520	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	544	0.3
2,000 - 2,999	19,348	4,702	80	32	-	-	-	-	-	-	-	-	-	-	-	-	-	24,162	13.2
3,000 - 3,999	30,116	40,902	3,449	1,287	171	98	113	32	6	33	-	-	-	-	-	-	-	76,207	41.6
4,000 - 4,999	-	2,064	7,171	3,326	1,132	1,079	1,839	708	574	102	43	-	-	-	-	-	-	18,038	9.8
5,000 - 5,999	-	223	1,904	4,790	1,907	2,099	4,532	2,133	1,686	360	155	36	8	-	-	-	-	19,833	10.8
6,000 - 6,999	-	-	145	2,158	1,693	1,656	3,262	2,369	2,907	682	457	124	32	6	8	3	16	15,518	8.5
7,000 - 7,999	-	-	11	153	1,259	886	1,916	1,425	2,271	696	601	246	67	37	13	6	37	9,624	5.3
8,000 - 8,999	-	-	-	36	97	574	912	802	1,090	511	579	431	110	47	39	13	96	5,337	2.9
9,000 - 9,999	-	-	-	10	23	165	509	427	586	345	571	499	190	102	64	49	156	3,696	2.0
10,000 - 10,999	-	-	-	-	12	8	294	277	264	230	387	448	160	56	42	46	229	2,453	1.3
11,000 - 11,999	-	-	-	-	-	3	20	159	133	120	257	314	148	43	42	33	323	1,595	0.9
12,000 - 12,999	-	-	-	-	-	2	8	33	142	65	167	305	148	45	53	35	320	1,323	0.7
13,000 - 13,999	-	-	-	-	-	-	3	7	50	62	71	179	107	32	22	39	400	972	0.5
14,000 - 14,999	-	-	-	-	-	-	-	3	4	40	43	85	63	21	23	25	462	769	0.4
15,000 - 15,999	-	-	-	-	-	-	-	3	2	6	31	59	24	8	14	30	487	664	0.4
16,000 - 16,999	-	-	-	-	-	-	-	-	1	3	15	37	16	11	15	16	574	688	0.4
17,000 - 17,999	-	-	-	-	-	-	-	-	3	3	5	6	9	6	11	22	604	669	0.4
18,000 - 18,999	-	-	-	-	-	-	-	-	-	-	1	3	8	5	6	14	445	482	0.3
19,000 - 19,999	-	-	-	-	-	-	-	-	-	-	-	1	-	7	1	6	357	372	0.2
20,000 - 20,999	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2	3	155	161	0.1
21,000 - 21,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	52	54	-
22,000 - 22,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	26	-
23,000 - 23,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12	-
24,000 - 24,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	-
25,000 - 25,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
26,000 - 26,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-
27,000 - 27,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-
Total	50,009	47,915	12,760	11,792	6,294	6,570	13,408	8,378	9,719	3,258	3,383	2,773	1,091	426	356	348	4,752	2/ 183,232	-
Percent	27.0	26.2	7.0	6.5	3.5	3.6	7.3	4.6	5.3	1.8	1.9	1.5	0.6	0.2	0.2	0.2	2.6	-	100.0

^{1/} Tractor trucks are registered separately from semitrailers and are included in this table according to the gross weight of the power unit only.^{2/} Does not include 1,348 trucks with fixed loads or 124 house trucks.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN								
1954								
Table MV-23, 1954 Part 15 of 25								
GROSS WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	45,251	36.1	(2/)	-	45,251	21.3	583	4.0
4,501 to 6,000 lbs.	19,154	15.3	(2/)	-	19,154	9.0	1,818	12.4
6,001 to 8,000 lbs.	10,244	8.1	(2/)	-	10,244	4.8	411	2.8
8,001 to 10,000 lbs.	6,798	5.4	81,406	93.0	88,204	41.4	407	2.8
10,001 to 12,000 lbs.	7,297	5.8	879	1.0	8,177	3.8	217	1.5
12,001 to 14,000 lbs.	8,283	6.6	1,426	1.6	9,709	4.6	372	2.5
14,001 to 16,000 lbs.	7,746	6.2	1,489	1.7	9,235	4.3	391	2.7
16,001 to 18,000 lbs.	5,731	4.6	1,008	1.2	6,739	3.2	330	2.2
18,001 to 20,000 lbs.	4,981	4.0	734	0.9	5,715	2.7	474	3.2
20,001 to 22,000 lbs.	3,495	2.8	335	0.4	3,830	1.8	307	2.1
22,001 to 24,000 lbs.	3,195	2.6	184	0.2	3,379	1.6	671	4.6
24,001 to 26,000 lbs.	1,121	0.9	33	-	1,154	0.5	500	3.4
26,001 to 30,000 lbs.	581	0.5	36	-	617	0.3	1,275	8.7
30,001 to 36,000 lbs.	484	0.4	-	-	483	0.2	2,481	17.0
36,001 to 42,000 lbs.	777	0.6	-	-	777	0.4	1,422	9.7
42,000 lbs. and over	144	0.1	-	-	144	0.1	2,978	20.4
Total	125,282	100.0	87,530	100.0	212,812	100.0	14,637	100.0

^{1/} Does not include 9,947 tractor trucks.
^{2/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD IN LOUISIANA ^{1/}									
1954									
Table MV-23, 1954 Part 16 of 25									
GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES ^{2/}	USE OF VEHICLE					TOTAL			
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	SINGLE AXLE	TANDEM AXLES	TOTAL	PERCENT
6,000 lbs. and under	74,515	64,313	279	1,206	161	140,474	-	140,474	76.9
6,001 to 8,000 lbs.	3,667	^{3/} 7,298	227	974	67	12,048	-	12,048	6.6
8,001 to 10,000 lbs.	3,976	-	596	1,114	77	5,763	-	5,763	3.2
10,001 to 12,000 lbs.	2,908	-	359	656	96	4,019	-	4,019	2.2
12,001 to 14,000 lbs.	2,372	-	655	424	141	3,592	-	3,592	2.0
14,001 to 16,000 lbs.	2,235	-	488	297	142	3,147	15	3,162	1.7
16,001 to 18,000 lbs.	7,657	-	2,373	355	1,304	11,689	-	11,689	6.4
18,001 to 20,000 lbs.	115	-	15	53	10	-	193	193	0.1
20,001 to 24,000 lbs.	116	-	19	16	8	-	159	159	0.1
24,001 to 28,000 lbs.	101	-	27	45	34	-	207	207	0.1
28,001 to 32,000 lbs. ^{4/}	816	-	192	145	197	-	1,350	1,350	0.7
Total	98,478	71,611	5,230	5,285	2,237	180,732	1,924	182,656	100.0

^{1/} Louisiana registers tractor units separately from semitrailers. This table includes the gross weight of the power unit only.
^{2/} The weights given are the gross weights of load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 32,000 pounds. Axles more than 8 feet apart are allowed 18,000 pounds each.
^{3/} Includes vehicles with a gross weight of 6,001 pounds and over.
^{4/} For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer axles).

Highway Statistics, 1954

VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT IN CALIFORNIA ^{1/}

1954

Table MV-23, 1954
Part 17 of 25

NET WEIGHT ^{2/}	TRUCKS AND TRACTOR TRUCKS					TRAILERS AND SEMITRAILERS					
	2-AXLE	3-AXLE	UNCLASSIFIED	TOTAL	PERCENT	1-AXLE	2-AXLE	3-AXLE	UNCLASSIFIED	TOTAL	PERCENT
3,000 lbs. and under	98,331	4	-	98,335	12.9	246,534	24,381	74	559	271,548	68.2
3,001 to 4,000 lbs.	382,702	82	-	382,784	50.1	2,638	2,455	8	4	5,105	1.6
4,001 to 5,000 lbs.	61,058	102	-	61,160	8.0	1,409	1,908	14	5	3,336	1.0
5,001 to 6,000 lbs.	72,107	195	3	72,305	9.5	4,299	2,583	41	2	6,925	2.1
6,001 to 7,000 lbs.	45,183	230	1	45,414	6.0	4,463	2,863	60	4	7,390	2.2
7,001 to 8,000 lbs.	31,463	535	-	31,998	4.2	5,068	4,403	154	2	9,627	2.9
8,001 to 9,000 lbs.	16,592	1,110	-	17,702	2.3	3,180	4,358	251	2	7,791	2.4
9,001 to 10,000 lbs.	10,550	1,837	-	12,387	1.6	1,344	4,147	408	2	5,901	1.8
10,001 to 12,000 lbs.	9,711	3,808	-	13,519	1.8	782	6,231	943	3	7,959	2.4
12,001 to 14,000 lbs.	5,176	4,275	-	9,451	1.2	249	2,371	653	2	3,275	1.0
14,001 to 16,000 lbs.	2,457	4,094	-	6,551	0.8	74	678	252	-	1,004	0.3
16,001 to 18,000 lbs.	551	4,370	-	4,921	0.6	8	158	89	-	255	0.1
18,001 to 20,000 lbs.	251	3,287	-	3,538	0.5	5	64	28	-	97	-
20,001 lbs. and over	333	3,325	-	3,658	0.5	18	58	21	-	97	-
Total	736,465	27,254	4	763,723	100.0	270,071	56,658	2,996	585	330,310	100.0

^{1/} Tractor trucks and semitrailers are registered as separate units.
^{2/} The term "unladen weight" is used in California.

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT ^{1/}

1954

Table MV-23, 1954
Part 18 of 25

UNLADEN WEIGHT ^{2/}	COLORADO		UTAH		WYOMING		ARIZONA			DIST. OF COLUMBIA (EMPTY WEIGHT) ^{3/}		FLORIDA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	UNLADEN WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	NUMBER	PERCENT	NET WEIGHT	NUMBER OF VEHICLES	PERCENT
3,500 lbs. and under	(^{4/})	-	28,581	49.2	21,706	44.2	Under 4,000 lbs.	53,497	65.2	7,491	41.6	2,050 lbs. and under	1,804	0.9
3,501 to 4,500 lbs.	102,614	71.0	9,539	16.4	10,605	21.6	4,000 to 5,999 lbs.	11,782	14.3	4,778	26.5	2,051 to 3,050 lbs.	29,967	14.5
4,501 to 5,500 lbs.	(^{4/})	-	4,921	8.5	3,253	6.6	5,000 to 7,999 lbs.	8,105	9.9	3,293	18.3	3,051 to 5,050 lbs.	113,353	54.7
5,501 to 6,000 lbs.	11,248	7.8	3,685	6.3	2,329	4.8	8,000 to 9,999 lbs.	3,761	4.6	1,383	7.7	5,051 lbs. and over	62,180	29.9
6,001 to 7,000 lbs.	11,983	8.3	3,633	6.2	3,777	7.7	10,000 to 11,999 lbs.	1,727	2.1	484	2.7			
7,001 to 8,000 lbs.	9,758	6.8	2,403	4.1	2,249	4.6	12,000 to 13,999 lbs.	924	1.1	(^{4/})	-			
8,001 to 9,000 lbs.	4,205	2.9	1,325	2.3	1,293	2.6	14,000 to 15,999 lbs.	415	0.5	333	1.8			
9,001 to 10,000 lbs.	1,688	1.2	748	1.3	945	1.9	16,000 to 17,999 lbs.	689	0.8	243	1.4			
10,001 to 12,000 lbs.	1,451	1.0	759	1.3	1,007	2.1	18,000 to 19,999 lbs.	621	0.8	-	-			
12,001 to 14,000 lbs.	624	0.4	499	0.8	651	1.3	20,000 to 21,999 lbs.	316	0.4	-	-			
14,001 to 16,000 lbs.	303	0.2	563	1.0	407	0.8	22,000 to 23,999 lbs.	103	0.1	-	-			
16,001 to 18,000 lbs.	235	0.2	670	1.2	313	0.6	24,000 lbs. and over	180	0.2	-	-			
18,001 to 20,000 lbs.	176	0.1	591	1.0	221	0.5								
20,001 lbs. and over	225	0.1	225	0.4	355	0.7								
Total	144,510	100.0	58,142	100.0	49,111	100.0	Total	82,120	100.0	18,005	100.0	Total	207,304	100.0

^{1/} Tractor trucks and semitrailers are registered as separate units with the exception of Colorado which registers combinations as a unit.
^{2/} The term "unladen weight" is used in Arizona, Utah, and Wyoming, "net weight" in Florida, and "empty weight" in Colorado.
^{3/} Empty weight or manufacturer's shipping weight of the chassis plus the weight of the cab and body.
^{4/} Vehicles for this weight class are included with the number in the next greater weight class for which data are given.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT IN OHIO								
1954								
Table MV-23, 1954 Part 19 of 25								
UNLADEN WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS ^{2/}	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3,000 lbs. and under	23,139	7.6	45,211	60.8	68,350	18.0	169,929	82.5
3,001 to 4,000 lbs.	131,872	43.3	10,327	13.9	142,199	37.5	776	0.4
4,001 to 5,000 lbs.	29,113	9.6	12,869	17.3	41,982	11.1	1,447	0.7
5,001 to 6,000 lbs.	22,930	7.5	5,636	7.5	28,566	7.5	1,679	0.8
6,001 to 7,000 lbs.	28,207	9.3	284	0.4	28,491	7.5	4,758	2.3
7,001 to 8,000 lbs.	26,936	8.9	60	0.1	26,996	7.1	7,299	3.6
8,001 to 9,000 lbs.	18,114	6.0	10	-	18,124	4.8	6,823	3.3
9,001 to 10,000 lbs.	10,767	3.5	4	-	10,771	2.9	5,180	2.5
10,001 to 12,000 lbs.	8,156	2.6	2	-	8,158	2.2	6,444	3.1
12,001 to 14,000 lbs.	3,251	1.1	-	-	3,251	0.9	1,276	0.6
14,001 to 16,000 lbs.	981	0.3	-	-	981	0.3	301	0.2
16,001 to 18,000 lbs.	608	0.2	-	-	608	0.2	80	-
18,001 to 20,000 lbs.	161	0.1	-	-	161	-	20	-
20,001 lbs. and over	43	-	-	-	43	-	59	-
Total	304,278	100.0	74,403	100.0	378,681	100.0	206,071	100.0

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the unladen weight of the power unit only.
^{2/} Some house trailers are included in this column.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN PENNSYLVANIA ^{1/}								
1954								
Table MV-23, 1954 Part 20 of 25								
CHASSIS WEIGHT	2-AXLE			3-AXLE			TOTAL	
	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
1,999 lbs. and under	5,000	174,371	35.9	-	-	-	174,371	35.5
2,000 to 2,999 lbs.	7,000	105,033	21.6	-	-	-	105,033	21.4
3,000 to 3,999 lbs.	11,000	35,024	7.2	-	-	-	35,024	7.2
4,000 to 4,999 lbs.	15,000	68,789	14.2	16,000	2	-	68,791	14.0
5,000 to 5,999 lbs.	19,000	40,326	8.3	24,000	38	0.8	40,364	8.2
6,000 to 7,499 lbs.	23,000	19,062	3.9	28,000	160	3.2	19,222	3.9
7,500 to 8,999 lbs.	27,000	30,121	6.2	32,000	874	17.5	30,995	6.3
9,000 lbs. and over	30,000	13,185	2.7	-	-	-	13,185	2.7
9,000 to 11,999 lbs.	-	-	-	36,000	525	10.5	525	0.1
12,000 lbs. and over	-	-	-	40,000	3,406	68.0	3,406	0.7
Total	-	485,911	100.0	-	5,005	100.0	490,916	100.0

^{1/} Includes private, commercial, and publicly owned trucks and tractor trucks. Gross weights of the tractor trucks are those of the power unit only.

Highway Statistics, 1954

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN NEW MEXICO ^{1/}						
1954						
Table MV-23, 1954 Part 21 of 25						
CHASSIS WEIGHT	PRIVATE TRUCKS ^{2/}		COMMERCIAL TRUCKS ^{3/}		TOTAL TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Under 2,400 lbs.	21,730	29.0	-	-	21,730	28.4
2,400 to 3,199 lbs.	33,903	45.3	39	2.5	33,942	44.4
3,200 to 3,999 lbs.	6,942	9.3	140	9.1	7,082	9.3
4,000 to 4,999 lbs.	7,437	9.9	215	14.1	7,652	10.0
5,000 to 5,999 lbs.	1,699	2.3	174	11.4	1,873	2.5
6,000 to 7,999 lbs.	1,609	2.1	291	19.0	1,900	2.5
8,000 to 9,999 lbs.	710	0.9	213	14.0	923	1.2
10,000 to 11,999 lbs.	278	0.4	47	3.1	325	0.4
12,000 lbs. and over	589	0.8	409	26.8	998	1.3
Total	74,897	100.0	1,528	100.0	76,425	100.0

^{1/} Tractor trucks are registered separately from semitrailers and are included in this table according to the chassis weight of the power units only.
^{2/} Includes farm trucks.
^{3/} Based on a 10 percent sample of registration applications.

TRUCKS AND TRACTOR TRUCKS REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN MARYLAND									
1954									
Table MV-23, 1954 Part 22 of 25									
CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	PRIVATE USE		FOR HIRE		FARM USE		TOTAL TRUCKS	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
1,500 lbs. and under	10,000 lbs.	65,218	64.2	1,000	10.6	-	-	66,218	54.7
1,501 to 2,500 lbs.	10,000 lbs.	711	0.7	57	0.6	73	0.7	841	.7
2,501 to 4,000 lbs.	17,000 lbs.	20,216	19.9	2,378	25.2	(^{1/})	-	22,594	18.7
4,001 to 5,000 lbs.	20,000 lbs.	8,940	8.8	2,907	30.8	9,976	99.3	21,823	18.0
5,001 to 6,000 lbs.	25,000 lbs.	3,454	3.4	1,529	16.2	-	-	4,983	4.1
6,001 to 7,500 lbs.	32,000 lbs.	1,727	1.7	1,104	11.7	-	-	2,831	2.3
7,501 to 9,000 lbs.	35,000 lbs.	406	0.4	94	1.0	-	-	500	.4
	45,000 lbs.	203	0.2	132	1.4	-	-	335	.3
9,001 lbs. and over	55,000 lbs.	711	0.7	236	2.5	-	-	947	.8
Total		101,586	100.0	9,437	100.0	10,049	100.0	121,072	100.0

^{1/} Vehicles in this weight class are included with the number in the next greater weight class for which data are given.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN SOUTH DAKOTA ^{1/}		
1954		
Table MV-23, 1954 Part 23 of 25		
CHASSIS WEIGHT	NUMBER OF VEHICLES	PERCENT
2,000 lbs. and under	12,815	15.9
2,001 to 3,000 lbs.	41,973	51.9
3,001 to 4,000 lbs.	15,232	18.8
4,001 to 5,000 lbs.	9,044	11.2
5,001 to 6,000 lbs.	695	0.9
6,001 to 8,000 lbs.	771	1.0
8,001 to 10,000 lbs.	203	0.2
10,001 to 12,000 lbs.	41	-
12,001 lbs. and over	76	0.1
Total	80,850	100.0

^{1/} Includes private and commercial trucks and tractor trucks. Gross weights of the tractor trucks are for the power unit only. Does not include 553 trucks of undetermined weights, permanently equipped with farm or industrial machinery.

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF LOAD TO BE HAULED IN NEBRASKA ^{1/}		
1954		
Table MV-23, 1954 Part 24 of 25		
LOAD TO BE HAULED	TRUCKS AND TRACTOR TRUCKS	
	NUMBER	PERCENT
1 ton or less	33,540	55.2
Over 1 to 1 1/2 tons	4,937	8.1
Over 1 1/2 to 2 tons	4,896	8.1
Over 2 to 3 tons	3,335	5.5
Over 3 to 4 tons	1,926	3.2
Over 4 to 5 tons	2,499	4.1
Over 5 to 6 tons	2,381	3.9
Over 6 to 7 tons	1,736	2.9
Over 7 to 8 tons	744	1.2
Over 8 to 10 tons	949	1.6
Over 10 to 12 tons	734	1.2
Over 12 to 14 tons	523	0.9
Over 14 to 16 tons	1,282	2.1
Over 16 to 18 tons	990	1.6
Over 18 to 20 tons	232	0.4
Over 20 tons	15	-
Total	60,719	100.0

^{1/} This table does not include 80,967 farm trucks registered at reduced rates. These trucks comprise 55.9 percent of all trucks. A relatively small, indeterminate number of privately owned buses used for other than school purposes are included.

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY ^{1/}							
1954							
Table MV-23, 1954 Part 25 of 25							
MANUFACTURERS RATED CAPACITY	ALABAMA		GEORGIA		SOUTH CAROLINA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	CARRYING CAPACITY ^{2/}	NUMBER OF VEHICLES	PERCENT
Less than 1 ton	117,715	64.9	145,209	64.7	1 ton or less	85,031	68.4
1 to less than 1 1/2 tons	(^{3/})	-	11,021	4.9	Over 1 to 1 1/2 tons	(^{3/})	-
1 1/2 to less than 2 tons	53,261	29.4	46,108	20.6	Over 1 1/2 to 2 tons	14,655	11.8
2 to less than 3 tons	9,261	5.1	19,815	8.8	Over 2 to 3 tons	6,452	5.2
3 to less than 4 tons	1,002	0.6	2,147	1.0	Over 3 to 4 tons	6,217	5.0
4 to less than 5 tons	31	-	70	-	Over 4 to 5 tons	5,707	4.6
5 tons and over	6	-	60	-	Over 5 tons	6,202	5.0
Total	181,276	100.0	224,430	100.0	Total	124,264	100.0

^{1/} Includes trucks and tractor trucks only. Semitrailers are registered as separate units in these States and are not included in this table.
^{2/} Carrying capacity or maximum load hauled; must not be less than manufacturers rated capacity.
^{3/} Vehicles for this capacity are included with the number in the next greater capacity for which data are given.

Highway Statistics, 1954

TRUCKS OWNED BY THE FEDERAL GOVERNMENT ^{1/}

CLASSIFIED BY WEIGHT GROUPS

TABLE MV-24, 1954

STATE	MANUFACTURERS AUTHORIZED MAXIMUM GROSS VEHICLE WEIGHT RATING, IN POUNDS ^{2/}					
	LESS THAN 12,500 G.V.W.	12,500 TO 14,999 G.V.W.	15,000 TO 16,999 G.V.W.	17,000 TO 24,999 G.V.W.	24,500 G.V.W. AND OVER	TOTAL
	(1 ton or less)	(1-1/2 tons)	(2 to 2-1/2 tons)	(3 to 4 tons)	(5 tons or over)	
Alabama	732	74	91	48	59	1,004
Arizona	1,659	325	184	89	116	2,373
Arkansas	526	42	25	-	1	594
California	3,994	676	375	236	98	5,379
Colorado	2,033	240	96	69	56	2,494
Connecticut	337	95	32	16	-	480
Delaware	86	14	2	9	1	112
Florida	1,056	87	133	23	8	1,307
Georgia	902	169	46	26	10	1,153
Idaho	995	182	62	21	32	1,292
Illinois	1,236	426	309	221	46	2,238
Indiana	557	111	54	20	6	748
Iowa	688	105	19	11	-	823
Kansas	704	92	39	11	1	847
Kentucky	899	63	56	158	120	1,296
Louisiana	567	59	61	24	3	714
Maine	202	27	12	4	2	247
Maryland	632	134	61	42	9	878
Massachusetts	748	230	57	61	2	1,098
Michigan	805	234	209	65	4	1,317
Minnesota	667	154	68	53	11	953
Mississippi	644	91	60	4	2	801
Missouri	919	166	122	37	16	1,260
Montana	1,207	208	91	18	37	1,561
Nebraska	621	91	25	13	5	755
Nevada	530	81	68	26	39	744
New Hampshire	144	18	3	2	1	168
New Jersey	637	184	53	45	8	927
New Mexico	1,602	135	81	40	63	1,921
New York	1,970	440	379	468	57	3,314
North Carolina	710	130	41	8	7	896
North Dakota	439	58	40	19	12	568
Ohio	1,688	266	229	208	139	2,530
Oklahoma	828	108	36	16	17	1,005
Oregon	1,234	142	105	29	34	1,544
Pennsylvania	1,225	360	148	93	22	1,848
Rhode Island	110	17	9	3	-	139
South Carolina	1,220	51	219	48	158	1,696
South Dakota	642	99	81	20	32	874
Tennessee	2,273	171	480	273	298	3,495
Texas	2,641	247	237	34	27	3,186
Utah	820	123	49	14	8	1,014
Vermont	113	7	3	1	-	124
Virginia	1,108	241	74	50	27	1,500
Washington	3,465	374	174	304	158	4,475
West Virginia	334	72	21	4	-	431
Wisconsin	600	71	78	34	5	788
Wyoming	758	101	48	49	43	999
Dist. of Col.	658	255	186	48	100	1,247
Total	49,165	7,846	5,131	3,115	1,900	67,157
Percent	73.21	11.68	7.64	4.64	2.83	100.00

^{1/} Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included. Tractor trucks are included with trucks.

^{2/} The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.

VEHICLE AND TRAFFIC CHARACTERISTICS

Traffic volume information is obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling more than 900 in number. These are generally supplemented with manual classification counts conducted seasonally for determining the proportions of vehicles of different types.

Data on loadings of trucks and frequencies of heavy loads were first obtained in 1936, and have been compiled annually since 1942. The information is obtained by actually weighing the trucks both at fixed scales and by crews with portable scales.

TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads are summarized for the several regions in the United States on page 37. These vehicles hauled about 2 percent less ton-mileage of freight in 1954 than in 1953, although the total was about 19 percent above the 1950 figure and 145 percent above that of 1941. The vehicle-mileage of travel by all types of freight-carrying vehicles decreased 2.0 percent while the percentage of such vehicles that were loaded increased about 1 percent and the average carried load decreased almost $1\frac{1}{2}$ percent. The proportion of all such vehicles that were combinations decreased 0.3 percent.

The frequency of heavy gross loads in 1954 did not vary greatly from that in 1953. Loads of 30,000 pounds or more and 40,000 pounds or more were about 3 percent less frequent, while those of 50,000 pounds or more were about 2 percent more frequent than in 1953.

The frequency of heavy axle loads decreased significantly for the fourth successive year. Axle loads of 18,000 pounds or more per 1,000 vehicles were 7 percent less frequent in 1954 than in 1953, those of 20,000 pounds or more were 29 percent less frequent, and those of 22,000 pounds or more were 11 percent less frequent.

MOTOR-VEHICLE TRAVEL

Estimated volumes of total urban and rural motor-vehicle travel from 1936 to 1946, inclusive, were published in "Highway Statistics, Summary to 1945," and estimates for 1947 and 1948 were published in the annual series of "Highway Statistics" for those two years. These estimates were based on comprehensive Statewide traffic surveys made in the 1936-37 period, and were adjusted each year by the use of variable indices such as motor-fuel consumption and motor-ve-

hicle registration. Following the issuance of the 1948 data, it became apparent that significant changes in factors affecting travel had occurred. It was decided to discontinue publishing such estimates until the States had collected a greater body of current data on urban travel.

Since 1948 many States have collected information on the trends in urban travel, and recently all States were able to give an estimate of vehicle-miles of travel in 1953 on all systems, urban as well as rural.

By using the new 1953 base, estimates of the total travel were calculated for the years 1949 to 1954, inclusive. Table VM-201 gives the estimated vehicle-miles of travel by passenger cars, commercial buses, school and non-revenue buses, and trucks on rural roads and urban streets for the 6 years commencing with 1949, when publication of urban travel estimates was discontinued.

Table VM-1 shows the estimated amounts of travel in 1954 on main rural roads, local rural roads, and urban streets for passenger cars, buses, and trucks together with the number of vehicles registered and the quantity of motor fuel consumed by the vehicles. In addition, the table shows the calculated average miles of travel per vehicle, the average consumption of motor fuel per vehicle, and average travel per gallon of fuel consumed. In general, the table is comparable to table VM-1 published in "Highway Statistics, 1948." However, in this latest table travel on main roads and local roads is segregated. This was not attempted in the earlier study.

TRAFFIC SPEED TRENDS

Vehicle speeds on main rural highways during 1954 were practically the same as during the two previous years. The average speed of 49.7 miles per hour was the same as for 1952 and 0.1 mile per hour below the 1953 all-time high. The 1954 data are from 599 speed studies in 26 States, and include observations of nearly 236,000 vehicles. The average speeds for passenger cars, trucks, and buses were 51.1, 45.2, and 51.8 miles per hour, respectively. Compared with 1953, passenger-car speeds dropped 0.2 mile per hour while truck speeds increased 0.1 mile per hour. The average speed of buses remained the same as in 1953.

Fifty-three percent of the passenger cars exceeded 50 miles per hour and 15 percent were traveling over 60 miles per hour. Twenty-three percent of the trucks and 61 percent of the buses exceeded 50 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS-1954^{1/}

CLASSIFICATION	EASTERN REGIONS ^{2/}					CENTRAL REGIONS ^{2/}						WESTERN REGIONS ^{2/}				AVERAGE ALL REGIONS	TOTAL ALL REGIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL		
18,000 pounds or more	155	149	86	115		FREQUENCY OF HEAVY AXLE LOADS ^{3/}										64	
20,000 pounds or more	102	82	26	53		57	46	33	31			50	40	45		20	
22,000 pounds or more	56	36	9	24		6	10	5	6			12	3	7		8	
						1	1	1	2			2	1	2			
30,000 pounds or more	179	210	183	192		FREQUENCY OF HEAVY LOADS ^{3/}										193	
40,000 pounds or more	105	117	122	118		230	145	221	147			182	238	214		122	
50,000 pounds or more	49	37	56	48		145	61	148	92			127	177	155		67	
						75	18	93	48			100	149	127			
All trucks and combinations	1,613	4,874	7,232			TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY ^{4/}											
Single-unit trucks	1,188	3,013	5,069		13,719	7,549	4,826	4,591	7,153			3,396	4,319		7,715	45,553	
Truck combinations	425	1,861	2,163		9,270	4,219	3,827	2,964	5,236			16,276	2,957		5,519	31,065	
					4,449	3,300	999	1,627	1,917			7,843	834		2,196	14,488	
All trucks and combinations	56.8	55.0	51.0	53.1		PERCENT CARRYING LOADS											
Single-unit trucks	53.6	48.8	44.2	46.9		61.1	50.8	61.5	46.4			51.8	65.7		53.3		
Truck combinations	65.9	65.0	67.0	66.1		55.0	47.7	56.8	40.4			45.8	59.8		49.1		
						68.8	62.5	70.0	63.0			70.3	78.6		67.9		
All trucks and combinations	4.79	5.94	6.05	5.85		AVERAGE CARRIED LOADS IN TONS											
Single-unit trucks	2.28	2.59	2.41	2.45		5.78	4.78	5.65	4.95			6.57	6.67		5.74		
Truck combinations	10.49	10.02	11.67	10.88		2.24	2.85	2.04	2.33			2.54	2.34		2.40		
						9.43	10.43	10.98	9.55			14.65	13.84		10.91		
All trucks and combinations	4,390	15,924	22,313			CARRIED LOADS IN TON-MILES ^{5/}											
Single-unit trucks	1,451	3,801	5,394		42,627	26,642	11,716	15,952	16,459			70,769	11,567		30,505	143,901	
Truck combinations	2,939	12,123	16,919		10,646	5,236	5,204	3,433	4,932			18,805	2,977		7,108	36,559	
					31,981	21,406	6,512	12,519	11,527			51,964	8,590		23,397	107,342	

^{1/} Main rural roads consist of approximately 373,000 miles of roads of primary importance in the State highway system.

^{2/} Regions are those established by the U. S. Bureau of the Census.

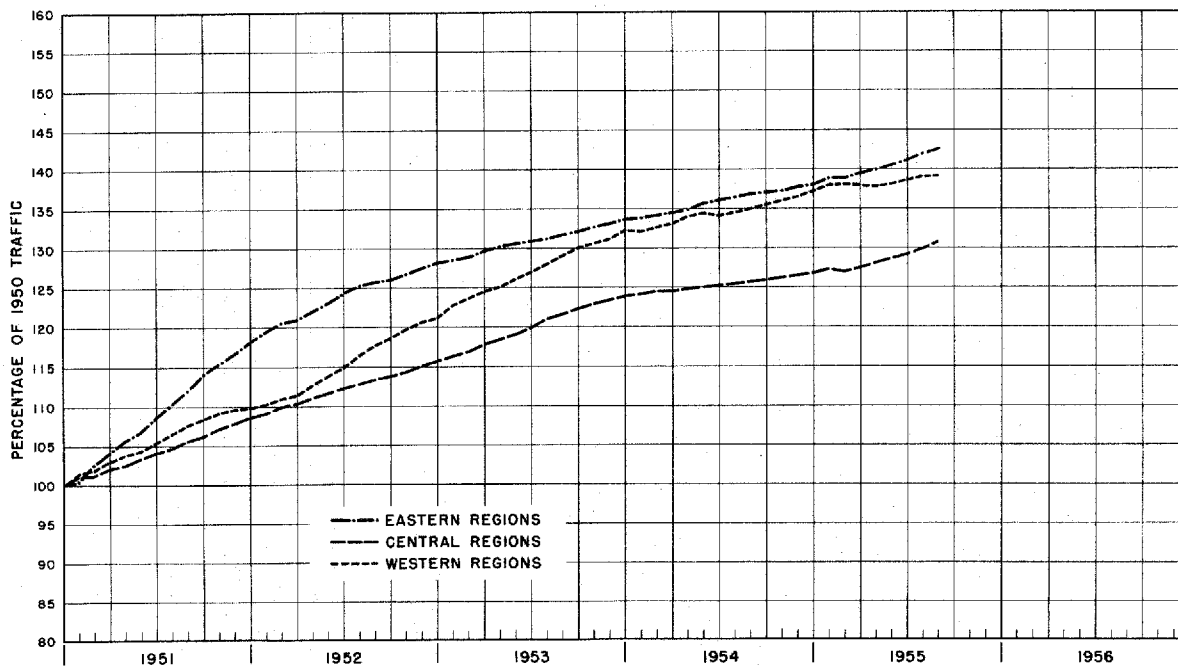
^{3/} Number per 1,000 vehicles loaded and empty trucks and combinations.

^{4/} Data given are in millions of vehicle-miles.

^{5/} Data given are in millions of ton-miles.



TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES



TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1950

**CLASSIFIED ESTIMATE OF TRAVEL BY MOTOR VEHICLES
IN THE UNITED STATES, CALENDAR YEAR 1954^{1/}**

VM-1, 1954
DECEMBER 1955

ITEM	PASSENGER VEHICLES				ALL PASSENGER VEHICLES	TRUCKS AND COMBINATIONS	ALL MOTOR VEHICLES
	PASSENGER CARS, INCLUDING TAXICABS	BUSES					
		COMMERCIAL	SCHOOL AND NON-REVENUE	ALL BUSES			
Vehicle miles traveled (millions)							
Main rural road travel	169,755	1,148	603	1,751	171,506	45,553	217,059
Local rural road travel	76,545	305	488	793	77,338	22,821	100,159
Total rural travel	246,300	1,453	1,091	2,544	248,844	68,374	317,218
Urban travel	204,305	1,743	121	1,864	206,169	37,470	243,639
Total travel	450,605	3,196	1,212	4,408	455,013	105,844	560,857
Number of registered vehicles (thousands) ^{2/}	48,413	83	150	233	48,646	9,726	58,372
Average travel per vehicle	9,308	38,506	8,080	18,918	9,354	10,883	9,608
Motor fuel consumption							
Total in million gallons ^{3/}	30,915	639	116	755	31,670	12,541	44,211
Average per vehicle (gallons)	639	7,699	773	3,240	651	1,289	757
Average travel per gallon of fuel consumed	14.58	5.00	10.45	5.84	14.37	8.44	12.69

^{1/} This table was not published during the period 1949-1953, inclusive.

^{2/} These registration figures differ slightly from those in the Bureau of Public Roads table MV-1 for 1954 because of adjustments for defective classification in a few States and to allow for duplicate registrations.

^{3/} The figure for total fuel consumed differs from that given in Bureau of Public Roads table G-21 because of adjustments to cover estimated amounts used by motorcycles.

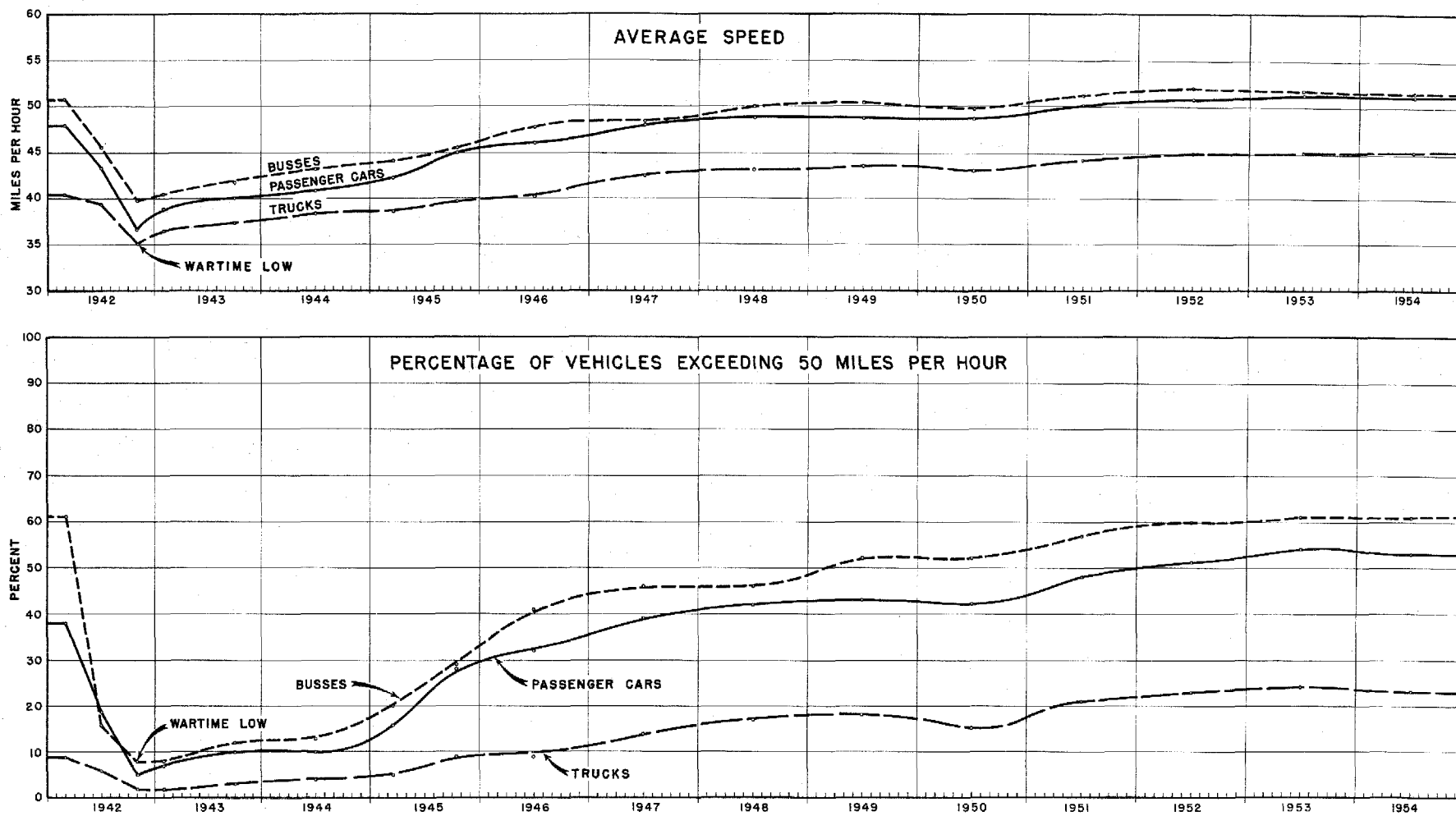
**ESTIMATED ANNUAL VEHICLE-MILES OF TRAVEL
IN THE UNITED STATES**

1949-1954 1/

VM-201

Year	Millions of vehicle-miles				
	Total	Passenger cars including taxicabs	Buses		Trucks and combinations
			Commercial	School and nonrevenue	
Rural Travel					
1949	219,097	168,897	1,470	677	48,053
1950	239,998	181,095	1,394	729	56,780
1951	268,422	205,375	1,381	823	60,843
1952	289,463	222,064	1,444	1,026	64,929
1953	308,375	237,567	1,455	1,024	68,329
1954	317,218	246,300	1,453	1,091	68,374
Urban Travel					
1949	205,364	173,581	2,030	75	29,678
1950	218,248	182,518	1,877	81	33,772
1951	222,671	186,756	1,822	92	34,001
1952	224,118	188,123	1,750	114	34,131
1953	236,058	197,784	1,856	114	36,304
1954	243,639	204,305	1,743	121	37,470
Total Travel					
1949	424,461	342,478	3,500	752	77,731
1950	458,246	363,613	3,271	810	90,552
1951	491,093	392,131	3,203	915	94,844
1952	513,581	410,187	3,194	1,140	99,060
1953	544,433	435,351	3,311	1,138	104,633
1954	560,857	450,605	3,196	1,212	105,844
<u>1/</u> Includes travel on turnpikes.					

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



FEDERAL TAXES ON FUEL AND AUTOMOTIVE PRODUCTS

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of close study by those interested in highway finance.

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from the Federal excise taxes on motor vehicles, tires, tubes, and accessories, and the

estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. These estimated payments differ considerably from the actual collections in the various States by the Internal Revenue Service, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax is applied to the fuel that is placed in the supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table E-101.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE 1/

Summary by Years

TABLE E-5
APRIL 1955

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/						Estimates of Portions Paid by Highway Users 3/					
	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total
	Gasoline	Highway Diesel Fuel	Total				Gasoline	Highway Diesel Fuel	Total			
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1919	-	-	-	-	2,066	2,066	-	-	-	-	2,066	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	-	1,807	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	-	1,796	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	-	1,845	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	-	2,088	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	-	1,894	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	-	1,871	1,871
1926	-	-	-	-	176	176	-	-	-	-	176	176
1932	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	4,099	-	60,969
1933	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	12,928	-	176,847
1934	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	14,409	-	168,358
1935	172,262	-	172,262	28,819	-	201,081	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,812	-	185,632
1937	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	19,535	-	203,273
1938	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	17,687	-	199,484
1939	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	17,306	-	215,716
1940	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	19,965	-	278,597
1941	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	25,434	-	366,621
1942	336,685	-	336,685	41,176	210,158	588,019	300,317	-	300,317	23,882	210,158	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	228,453	-	228,453	22,845	134,619	385,917
1944	328,598	-	328,598	66,283	128,054	522,935	236,587	-	236,587	24,645	128,054	389,286
1945	424,585	-	424,585	96,998	124,501	646,084	275,745	-	275,745	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,244	369,346	-	369,346	34,199	849	404,394
1947	455,350	-	455,350	78,649	2	534,001	400,031	-	400,031	35,090	2	435,123
1948	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	35,982	-	467,760
1949	504,063	-	504,063	80,317	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	551,450	-	551,450	91,748	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	607,756	180	607,936	86,101	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	851,538	14,683	866,221	92,289	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953 4/	817,316	15,733	833,049	72,943	-	905,992	760,411	15,733	776,144	45,625	-	821,769
1954	925,362	23,219	948,581	67,531	-	1,016,112	850,197	23,219	873,416	43,671	-	917,087
1955												

Highway Statistics, 1954

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS ^{1/}

Summary by Years

TABLE E-6
APRIL 1955

Calendar Year	Total Amount Collected by Bureau of Internal Revenue ^{2/}					Estimates of Portions Paid by Highway Users ^{3/}				
	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1917	-	-	-	-	5,276	-	-	-	-	5,276
1918	-	-	-	-	45,564	-	-	-	-	45,564
1919	-	-	-	-	89,592	-	-	-	-	89,592
1920	-	-	-	-	149,194	-	-	-	-	149,194
1921	-	-	-	-	99,967	-	-	-	-	99,967
1922	-	-	-	-	114,793	-	-	-	-	114,793
1923	-	-	-	-	155,797	-	-	-	-	155,797
1924	-	-	-	-	139,201	-	-	-	-	139,201
1925	-	-	-	-	143,431	-	-	-	-	143,431
1926	-	-	-	-	96,256	-	-	-	-	96,256
1927	-	-	-	-	60,504	-	-	-	-	60,504
1928	-	-	-	-	28,222	-	-	-	-	28,222
1932	4,222	720	1,900	7,545	14,387	4,222	720	1,900	7,545	14,387
1933	22,476	3,047	4,443	23,836	53,802	22,476	3,047	4,443	23,836	53,802
1934	31,534	5,261	5,886	24,704	67,385	31,534	5,261	5,886	24,704	67,385
1935	42,263	6,674	7,019	28,102	84,058	42,263	6,674	7,019	28,102	84,058
1936	56,476	8,044	8,748	38,242	111,510	56,476	8,044	8,748	38,242	111,510
1937	64,722	8,812	9,620	40,088	123,242	64,722	8,812	9,620	40,088	123,242
1938	29,405	5,230	7,068	26,772	68,475	29,405	5,230	7,068	26,772	68,475
1939	51,063	7,145	8,957	41,131	108,296	51,063	7,145	8,957	41,131	108,296
1940	71,275	9,285	12,147	45,091	137,798	71,275	9,285	12,147	45,091	137,798
1941	101,464	14,253	18,562	71,858	206,137	101,464	14,253	18,562	71,858	206,137
1942	26,890	13,329	26,121	25,357	91,697	26,890	13,329	26,121	25,357	91,697
1943	1,087	1,798	25,064	31,948	59,897	1,087	1,798	25,064	31,948	59,897
1944	1,560	10,120	38,776	54,250	104,706	1,560	10,120	37,400	47,731	96,811
1945	4,665	32,874	61,055	88,185	186,779	4,665	11,807	48,700	64,825	129,997
1946	111,921	42,719	81,245	159,128	395,013	111,659	42,518	81,111	158,724	394,012
1947	244,914	75,506	117,103	171,156	608,679	244,332	74,969	114,888	170,061	604,250
1948	275,456	135,608	129,028	158,944	699,036	274,728	132,764	123,936	155,182	686,610
1949	448,875	114,532	98,323	146,308	808,038	448,193	110,238	94,064	129,991	782,486
1950	562,752	117,200	101,128	183,676	964,756	562,029	113,237	88,226	164,350	927,842
1951	579,203	126,335	127,585	172,614	1,005,737	577,884	105,967	120,364	146,136	950,351
1952	601,852	187,837	187,357	164,510	1,141,556	601,092	108,400	174,251	134,429	1,018,172
1953 ^{4/}	905,602	187,773	150,711	169,993	1,414,079	905,250	163,295	144,954	148,218	1,361,717
1954	881,497	138,733	142,309	155,750	1,318,289	881,140	123,609	138,619	143,163	1,286,531
1955										

Federal Excises

^{1/} Tax bases, rates, and effective dates are given in Table E-101.

^{2/} Since June 1, 1944 the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

^{3/} Estimated by Bureau of Public Roads.

^{4/} Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

Highway Statistics, 1954

ESTIMATED AMOUNTS OF FEDERAL MOTOR FUEL AND
LUBRICATING OIL TAXES PAID BY HIGHWAY USERS - 1954 ^{1/}TABLE E-7, 1954
ISSUED APRIL 1955

STATE	MOTOR FUEL	LUBRICATING OIL	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	14,021	701	14,722
Arizona	6,104	305	6,409
Arkansas	8,695	435	9,130
California	79,279	3,964	83,243
Colorado	9,373	469	9,842
Connecticut	12,387	619	13,006
Delaware	2,336	117	2,453
Florida	20,998	1,050	22,048
Georgia	18,876	944	19,820
Idaho	4,100	205	4,305
Illinois	46,287	2,314	48,601
Indiana	27,127	1,356	28,483
Iowa	16,084	804	16,888
Kansas	12,824	641	13,465
Kentucky	13,367	668	14,035
Louisiana	13,003	650	13,653
Maine	5,208	261	5,469
Maryland	13,039	652	13,691
Massachusetts	21,466	1,073	22,539
Michigan	40,564	2,028	42,592
Minnesota	17,510	875	18,385
Mississippi	9,964	498	10,462
Missouri	25,626	1,281	26,907
Montana	4,290	215	4,505
Nebraska	9,404	470	9,874
Nevada	2,202	110	2,312
New Hampshire	3,066	153	3,219
New Jersey	32,122	1,606	33,728
New Mexico	5,625	281	5,906
New York	59,295	2,965	62,260
North Carolina	21,294	1,065	22,359
North Dakota	3,406	170	3,576
Ohio	49,644	2,482	52,126
Oklahoma	13,695	685	14,380
Oregon	10,478	524	11,002
Pennsylvania	50,518	2,526	53,044
Rhode Island	4,120	206	4,326
South Carolina	10,558	528	11,086
South Dakota	4,190	210	4,400
Tennessee	16,436	822	17,258
Texas	57,110	2,856	59,966
Utah	4,373	219	4,592
Vermont	2,172	109	2,281
Virginia	19,130	956	20,086
Washington	14,454	723	15,177
West Virginia	8,112	406	8,518
Wisconsin	19,572	979	20,551
Wyoming	3,004	150	3,154
District of Columbia	3,933	197	4,130
Continental U. S.	870,441	43,523	913,964
Alaska	846	42	888
Hawaii	2,129	106	2,235
Total	<u>2/</u> 873,416	43,671	917,087

^{1/} Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

^{2/} Includes \$23,219,000 from tax on diesel fuel used on the highways.

ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE
PRODUCTS TAXES PAID BY HIGHWAY USERS - 1954 ^{1/}

TABLE E-8, 1954
ISSUED APRIL 1955

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	11,559	2,566	2,225	2,298	18,648
Arizona	3,964	1,089	969	2,001	7,023
Arkansas	5,961	2,395	1,380	1,425	11,161
California	68,946	9,515	12,582	12,995	104,038
Colorado	7,295	1,538	1,488	1,536	11,857
Connecticut	13,669	1,114	1,966	2,031	18,780
Delaware	2,712	376	371	383	3,842
Florida	20,842	3,283	3,332	3,442	30,899
Georgia	15,609	3,659	2,996	3,094	25,358
Idaho	3,043	889	651	672	5,255
Illinois	63,161	5,559	7,346	7,587	83,653
Indiana	27,329	3,601	4,305	4,446	39,681
Iowa	15,625	2,723	2,553	2,636	23,537
Kansas	13,768	2,435	2,035	2,102	20,340
Kentucky	10,613	2,329	2,121	2,191	17,254
Louisiana	13,241	2,758	2,064	2,131	20,194
Maine	3,689	747	827	854	6,117
Maryland	13,818	1,470	2,069	2,137	19,494
Massachusetts	24,719	1,864	3,407	3,519	33,509
Michigan	59,564	5,173	6,438	6,649	77,824
Minnesota	18,505	2,562	2,779	2,870	26,716
Mississippi	7,453	2,704	1,581	1,633	13,371
Missouri	23,427	3,495	4,067	4,200	35,189
Montana	3,600	1,071	681	703	6,055
Nebraska	8,439	1,721	1,492	1,541	13,193
Nevada	1,277	321	350	361	2,309
New Hampshire	2,876	431	487	503	4,297
New Jersey	34,264	3,131	5,098	5,265	47,758
New Mexico	3,569	1,050	893	922	6,434
New York	76,286	6,151	9,411	9,719	101,567
North Carolina	15,379	3,292	3,379	3,490	25,540
North Dakota	3,434	777	540	558	5,309
Ohio	52,609	5,334	7,879	8,137	73,959
Oklahoma	12,119	2,775	2,174	2,245	19,313
Oregon	8,692	1,776	1,663	1,718	13,849
Pennsylvania	57,058	5,750	8,018	8,281	79,107
Rhode Island	4,310	364	654	675	6,003
South Carolina	7,461	1,462	1,676	1,731	12,330
South Dakota	3,515	730	665	687	5,597
Tennessee	14,466	2,716	2,608	2,694	22,484
Texas	55,423	10,718	9,064	9,361	84,566
Utah	3,071	659	694	717	5,141
Vermont	1,891	374	345	356	2,966
Virginia	18,076	2,584	3,036	3,136	26,832
Washington	10,082	1,856	2,294	2,369	16,601
West Virginia	6,209	1,061	1,287	1,329	9,886
Wisconsin	19,119	2,429	3,106	3,208	27,862
Wyoming	2,047	623	477	492	3,639
District of Columbia	3,991	325	624	645	5,585
Continental U. S.	877,775	123,325	138,147	142,675	1,281,922
Alaska	1,018	168	134	139	1,459
Hawaii	2,347	116	338	349	3,150
Total	881,140	123,609	138,619	143,163	1,286,531

1/ Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR FUEL AND AUTOMOTIVE PRODUCTS

TABLE E-101

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES										MOTOR-VEHICLE USE TAXES (FLAT RATE, ANNUALLY)
	GASOLINE 1/ (CENTS PER GALLON)	DIESEL 2/ (CENTS PER GALLON)	LUBRICATING OIL 3/ (CENTS PER GALLON)	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES 4/ (PERCENT OF MANUFACTURERS SALES PRICE)	TUBES 5/ (PERCENT OF MANUFACTURERS SALES PRICE)	
OCTOBER 4, 1917	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	AUTOMOBILES FOR HIRE \$10 FOR 7-PASSENGER OR LESS, \$20 FOR OVER 7
JANUARY 1, 1919	-	-	-	5 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	
FEBRUARY 25, 1919	-	-	-	5 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	5 PERCENT	5 PERCENT	5 PERCENT	
JULY 3, 1924	-	-	-	3 PERCENT	3 PERCENT	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	-	-	-	3 PERCENT	3 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	REPEALED	REPEALED	REPEALED	
MARCH 29, 1926	-	-	-	3 PERCENT	3 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	REPEALED
JUNE 30, 1926	-	-	-	REPEALED	REPEALED	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	REPEALED
MAY 29, 1928	-	-	-	3 PERCENT	3 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	REPEALED
JUNE 21, 1932	1 CENT	-	4 CENTS	3 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	2 PERCENT	2-1/4 CENTS A POUND	4 CENTS A POUND	
JUNE 17, 1933	1-1/2 CENTS	-	-	3 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	
JANUARY 1, 1934	1 CENT	-	-	3-1/2 PERCENT	3-1/2 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	-	-	-	
JULY 1, 1938	1-1/2 CENTS	-	4-1/2 CENTS	7 PERCENT	5 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	2-1/2 PERCENT	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	
OCTOBER 1, 1941	-	-	-	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS, 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	9 CENTS A POUND	
FEBRUARY 1, 1942	-	-	-	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	-	-	ALL MOTOR VEHICLES, \$5
NOVEMBER 1, 1942	-	-	6 CENTS	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	-	-	REPEALED
JUNE 30, 1946	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	
NOVEMBER 1, 1951	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	
EXISTING RATES, JANUARY 1, 1955	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	

1/ TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PROPULSION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE "CLOSELY RELATED FUELS" INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL.
 2/ TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES.
 3/ TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE.

4/ PERCENT OF MANUFACTURERS SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1932, ON CENTS-PER-POUND BASIS, BUT APPLIED TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES. TIRES AND TUBES FOR TOYS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.

HIGHWAY FINANCE

A highway-user tax is defined as a special tax or fee (other than a toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers. Property, sales, or other taxes paid by the public are not included in this group of taxes.

The proceeds of special imposts on highway users are the principal source of State revenue for highways. They accounted for over \$3.6 billion of revenue available for highways in 1954. This was an increase of 11 percent over 1953 revenue available for distribution, and 148 percent over the prewar high of 1941, but only a 35-percent increase in terms of 1941 dollars. More than half of this revenue was allotted for State highway improvements and maintenance. The remainder was allocated for general administration and other State highway purposes, for local roads and streets, for non-highway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

	<u>millions</u>
For State highway construction	\$1,274
For State highway maintenance and administration	748
For all other State highway purposes	282
For local roads and streets	935
For nonhighway purposes	269

Approximately 7 percent of net receipts from road-user tax revenue was allocated for nonhighway purposes. Substantial use of road-user taxes for nonhighway purposes was concentrated in a very few States, and reallocation of all road-user revenues not now applied to highways would not have broad effect.

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

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of

States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues, including that from highway users, for general purposes. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle fees, and motor-carrier taxes in proportion to the revenue received from each of these sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the non-highway allocations of highway-user revenues.

To supplement the tables showing the amounts of motor-fuel taxes distributed, table G-106 gives the legal or administrative provisions for allocating these revenues. A similar table, MV-106, includes the legislative provisions for the allocation of both motor-vehicle registration fees and motor-carrier taxes. These tables are published in alternate years and will next appear in "Highway Statistics, 1955."

STATE HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 84-94.

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. Tables SF-3 and 4 show the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll-facility revenues and expenditures are shown in tables SF-3A and 4A. Tables SF-5 and 6 give the portions of the States' income and expenditures that were for local roads and streets. De-

(continued on next page)

Highway Finance

tails of construction, maintenance, and administrative costs are given in supplement 1 to SF-4.

In 1954, road-user revenues, tolls, bond sales, general revenues appropriated for highways, and Federal-aid funds reached a gross total of \$6,914 million, but \$270 million of the amount derived from tolls and road-user taxes were used for nonhighway purposes, and \$142 million for collection of taxes and fees, thus reducing the amount available from all sources for highways to \$6,502 million. In terms of purchasing power, this is an increase of 114 percent over the amount available for highways in 1941. However, this revenue is inadequate when compared with increased traffic and design requirements since 1941, and the accumulated deficiencies of the highway systems. Of total revenues, 53 percent came from current State taxes comprised of levies on motor fuel, 33 percent; and motor vehicles and motor carriers, 20 percent. Bond proceeds and Federal funds accounted for 34 and 9 percent, respectively. Tolls, general fund appropriations, other State taxes, and some miscellaneous fees provided 4 percent.

State disbursements for highways totaled \$5,308 million in 1954, of which \$3,134 million were expended for highway construction (includes right-of-way and engineering costs), an increase of 29 percent over 1953. Allocations of State revenues to local governments for highway purposes totaled \$848 million, or 16 percent of total highway disbursements.

TOLL FACILITY FINANCE

The pressing need for road modernization, together with the inability of many States to raise sufficient revenues from existing tax structures, have caused additional States to resort to toll financing. In 1954, \$1,669 million of toll-road bonds were sold, and about 2,858 miles of toll roads were in operation or under construction. The detailed transactions of special toll authorities are given in tables SF-3B and 4B. A map of the toll road system as of November 1, 1955, is shown on page 76. The cost and mileage data of the

various roads existing, under construction, authorized and proposed, are included on pages 74-75.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2B, and 3 present information on State obligations for highways issued and redeemed during 1954, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State systems. Special toll-revenue issues for bridges and for other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2B between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The total outstanding highway debt of State and quasi-State agencies at the end of 1954 was \$6,164 million. After deducting \$240 million in sinking fund and debt reserves, the net State debt for highways was \$5,924 million, a 58 percent increase over 1953. The amounts are itemized in table SB-2.

STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by the State agencies for highways. For the calendar year 1954, total awards amounted to \$2,325 million, including \$1,256 million in contracts for Federal-aid projects, \$623 million in State-local sharing contracts, and \$446 million in toll facilities awards. Of the contracts awarded for construction of toll facilities, \$292 million or 65 percent were for toll roads, and \$154 million or 35 percent were for toll crossing facilities. Since large projects generally require more than one year for completion, the mileage for which contracts were awarded, as shown in table CA-3, was not completed in 1954.

STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY-1954

Compiled for Calendar Year from Reports of State Authorities

TABLE SF-1, 1954 ISSUED OCTOBER 1955

Main data table with columns: STATE, BALANCES ON JANUARY 1, 1954, RECEIPTS FROM CURRENT STATE IMPOSTS, OTHER RECEIPTS, and TOTAL RECEIPTS. Rows include 50 states and a total row.

1/ This table is one of a series of State highway financials... 2/ Any differences between January 1 balances and previous year's closing balances... 3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset...

STATE OBLIGATIONS FOR HIGHWAYS-1954
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

TABLE SB-1, 1954
SHEET 1 OF 3
ISSUED OCTOBER 1955

Compiled for Calendar Year
From Reports of State Authorities

STATES AND OBLIGATIONS	NOMINAL DATE OF ISSUANCE 2/	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS 4/	INTEREST 5/		SERIAL OR TRM	REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE 7/
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST		MATURITY DATES AND AMOUNTS	CALL FEATURES 6/	
Colorado Highway Department Office Building Authority Bonds	5-1-54	1,000 Dollars 2,388	-	1,000 Dollars 1	1,000 Dollars 2,389	Construction of Office Building	2.5 to 3	2.590	S	1955-1969, \$129,000-\$193,000	1959 @ 103	Rentals
Connecticut Expressway Revenue and Motor Fuel Tax Bonds, (Greenwich-Killingly Expressway) First Series	1-1-54	30,450 46,700 13,900 8,990 100,000	- - - -	1,000 Dollars 1,188	1,000 Dollars 101,188	Construction of Toll Expressway	2.9 2.875 2.75 2.5	2.857	S S S S	1962-1994, \$250,000-\$7,550,000	1959 @ 105	Road tolls and gas tax
Delaware Highway Improvement Bonds - 1953 Series B Series C	4-1-54 9-1-54	4,125 3,920 8,045	5 5 10	1 4 5	4,131 3,929 8,060	Construction of State Highways	1.7 1.6	1.688 1.586	S S	1955-1974, \$205,000-\$210,000 1955-1974, \$195,000-\$200,000	None None	General State Revenues*
Florida State Improvement Commission: Broward County Bridge System Revenue Bonds 8/ Hillsborough County Road Bonds Assumed	5-1-54 9-1-54	2,000 2,270 1,730 6,000 300 6,300	- - - - 1	28 2 30	6,028 303 6,331	Construction of Bridges Right of Way for Primary Roads	3.3 3.3 3.1 2.5	3.266	T S S S	1983 1973-1983, \$170,000-\$240,000 1960-1972, \$70,000-\$170,000 1955-1957, \$75,000-\$150,000	1958 @ 102.5 None	Motor Fuel Tax
Georgia State Bridge Building Authority: Bridge Revenue Bonds, Series A of 1954 9/ Bridge Revenue Bonds, Series B of 1954 9/ State Toll Bridge Authority: Turtle River Toll Bridge Bonds, Series of 1954	6-1-54 12-1-54 10-1-54	2,850 1,495 2,755 3,150 10,250 2,380 2,695 1,490 4,070 10,635 6,690 27,535	- - - - - - - - 1	17 1 37	10,267 10,637 6,697 27,601	Construction of Free Bridges to Lease to State Highway Department Construction of New Turtle River Toll Bridge	3 2.6 2.5 2.5 2.7 2.4 2.2 2 3.375	2.508 2.249	S S S S S S S T	1955-1959, \$550,000-\$595,000 1969-1970, \$720,000-\$775,000 1965-1968, \$670,000-\$705,000 1960-1964, \$605,000-\$655,000 1956-1959, \$565,000-\$625,000 1968-1970, \$870,000-\$955,000 1966-1967, \$735,000-\$755,000 1960-1965, \$640,000-\$720,000 1984	1959 @ 103 1959 @ 103 1959 @ 104	Highway Department Rentals Bridge Tolls
Indiana Indiana State Toll Road Commission: East-West Toll Road Revenue Bonds	1-1-54	280,000	-6,300	300	274,000	Construction of East-West Toll Road	3.5	3.556	T	1994	1962 @ 103	Road Tolls
Kansas Kansas Turnpike Authority: Turnpike Revenue Bonds	10-1-54	160,000	-4,320	195	155,875	Construction of Kansas Turnpike	3.375	3.443	T	1994	1962 @ 102.5	Road Tolls
Kentucky Bridge Revenue Bonds Project No. 19 Kentucky Turnpike Revenue Bonds (Series 1954)	1-1-54 7-1-54	5,000 38,500 43,500	-145 -634 -779	31 - 31	4,886 37,866 42,752	Construction of Shawneetown Toll Bridge Construction of Kentucky Turnpike	3.5 3.4	3.597 3.441	T T	1984 1994	1962 @ 103 1960 @ 103.5	Bridge Tolls Road Tolls
Louisiana Highway Bonds, 3rd Series Highway Bonds, Series A 1 Highway Bonds, Series B Mississippi River Bridge Authority: Bridge Revenue Bonds - 1954	5-1-54 7-1-54 7-1-54 11-1-54	636 2,663 2,689 1,572 7,500 1,009 2,741 3,750 3,021 2,129 5,150 65,000 81,400	- - - - 6 - - 3 - - 1	27 28 32 131	7,533 3,779 5,183 81,878	Construction of State Highways Construction of Mississippi River Toll Bridge	5 2.9 2.75 2.5 4 2.4 2.6 2.5 3.6	2.578 2.548 2.578 3.587	S S S S S S S T	1959-1969, \$75,000-\$300,000 1955-1964, \$79,000-\$186,000 1955-1964, \$105,000-\$284,000 1994	1964 @ 103 None None 1964 @ 105	Gasoline Tax * Auto License Fees * Bridge tolls and Motor-Vehicle Fees

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS-1954
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR ^{1/}

TABLE SB-1, 1954
SHEET 3 OF 3
ISSUED OCTOBER 1955

Compiled for Calendar Year
from Reports of State Authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE ^{2/}	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS ^{4/}	INTEREST ^{3/}		REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE ^{7/}						
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST ^{3/}	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES ^{6/}							
New York (Continued) General Revenue Bonds, Series B (New York Thruway Authority)	7-1-54	1,000 Dollars 37,500 9,150 3,350 50,000	1,000 Dollars - - - -485	1,000 Dollars - - - 325	1,000 Dollars - - - 49,515	Construction of New York Thruway	2.7 2.375 2.25	2.683	T S S	1994 1970-1979, \$915,000 1964-1969, \$350,000-\$755,000	1960 @ 103	Road Tolls						
Total		395,850	-3,713	325	392,462													
Ohio Major Thoroughfare Construction Bonds, Series A	10-1-54	4,985 6,670 13,340 5,005 30,000)))) 288	- - - - -)))) 30,288		Construction of State Highways						6 1.4 1.25 1	1.381	S S S S	1956-1964, \$3,320,000- \$3,335,000	None	Axle-mile Tax and One Cent Gas Tax
Pennsylvania Pennsylvania Turnpike Commission: Turnpike Revenue Bonds, Series of 1954	4-1-54	233,000	-4,660	562	228,902								Construction of Turnpike Extension					
State Highway and Bridge Authority: Series of 1954 Bonds ^{9/}	6-15-54	20,000	-288	2	19,714	Construction of State Highways		1.25 to 2.25	2.109	S	1958-1977, \$865,000- \$1,185,000	1958 @ 102.5	Highway Dept Rentals					
Total		253,000	-4,948	564	248,616													
Rhode Island State Highway Improvement Bonds, Series B	7-1-54	7,000	67	7	7,074	Construction of State Highways		2	1.909	S	1955-1974, \$350,000	None	General State Revenues *					
South Carolina Reimbursement Obligations Assumed	-	100	-	-	100	Construction of State Highways	-	-	-	-	-	Road-user Taxes						
Tennessee Highway Construction Bonds Rural Road Bonds Total	- - -	- - -	2 1 3	2 1 3	4 2 6	Received on 1953 Sale. Not previously reported.	- - -	- - -	- - -	- - -	- - -	- - -						
Texas Reimbursement Obligations Assumed	-	77	-	-	77	County road debt that became eligible for State payment.	-	-	-	-	-	Road-user Taxes						
Virginia Virginia Toll Revenue Bonds Series 1954	9-1-54	95,000	-2,375	649	93,274	Construction of Hampton-Roads Tunnel and Rappahannock Bridge \$79,276,370; Refund Toll Bonds, \$15,723,630	3	3.065	T	1994	1959 @ 105	Bridge and Tunnel Tolls						
Washington State Ferry System Revenue Bonds Issue No. 2	4-1-53	2,590	-	24	2,614	Construction and Improvement of Ferry System	3.75	3.75	T	1968	1958 @ 100	Ferry Tolls						
West Virginia State Highway Bonds, Tenth Reissue	3-1-54	4,000 1,000 5,000	1 - 1	7 2 9	4,008 1,002 5,010	Construction of State Highways	2 1.75	1.948	S	1955-1964, 1970-1979, \$200,000 1965-1969, \$200,000	-	Road-user Taxes *						
West Virginia Turnpike Authority: Turnpike Revenue Bonds (Series A) Total	12-1-53	37,000 42,000	-1,619 -1,618	309 513	35,890 40,900	Construction of West Virginia Turnpike	4.125						4.247	T	1989	1957 @ 105	Road Tolls	
Wisconsin County Improvement Bonds Assumed ^{11/} Pierce County - Series A	4-1-52	340	-	-	340	Construction of State Highways	-	-	S	-	-	Road-user Taxes						
GRAND TOTAL		2,366,415	-34,633	6,316	2,338,098													

^{1/} This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-2B, obligations outstanding at end of year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) 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 used for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in Table SB-3).

^{2/} Coincides with date bonds began to bear interest, unless noted otherwise.

^{3/} Payment by bond purchaser for interest accrued from date of issue to date of sale.

^{4/} In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.

^{5/} "Posted Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond

issue, and reflects the premium or discount on sale.

^{6/} Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.

^{7/} Where 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.

^{8/} Bonds are issued by the Florida State Improvement Commission. The Commission is authorized to acquire or construct bridges connecting State highways within counties, to lease or sell them to the State highway department, and to issue bonds to finance construction secured by a pledge of motor vehicle tax revenues credited to counties.

^{9/} Full faith and credit of State is not pledged. Authority issues bonds for specified projects which are leased to the highway department for rentals equal to debt service requirements.

^{10/} Highway share.

^{11/} Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.

STATE OBLIGATIONS FOR HIGHWAYS-1954
CHANGE IN INDEBTEDNESS DURING YEAR

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1954	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1954	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1954 4/	NET INDEBTEDNESS DECEMBER 31, 1954
	ISSUE	CLASSIFI- CATION 2/		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEF. RESERVES	BY REFUNDING	TOTAL			
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	State Highway Bonds Florence Bridge Bonds Reimbursement Obligations Assumed Total	1 2 6*	37,628 88 714 38,430	- - - -	- - - -	- - - -	1,950 60 153 2,163	- - - -	1,950 60 153 2,163	35,678 28 561 36,267	- - - -	35,678 28 561 36,267
Arkansas	State Highway Construction Bonds State Highway Refunding Bonds Refunding Reimbursement Bonds Total	1 1 5	16,529 67,066 33,078 116,673	- - - -	- - - -	- - - -	1,663 2,655 1,310 5,628	- - - -	1,663 2,655 1,310 5,628	14,866 64,411 31,768 111,045	1,305 2,742 1,352 5,399	13,561 61,669 30,416 105,646
California	State Highway Bonds San Francisco-Bay Bridge Revenue Refunding Bonds San Mateo-Alameda Bridge Revenue Bonds Richmond-San Rafael Bridge Revenue Bonds Total	1 4* 4* 4* 4*	18,575 20,000 7,875 62,000 108,450	- - - - -	- - - - -	- - - - -	1,775 2,000 321 4,095	- - - -	1,775 2,000 321 4,095	16,800 18,000 7,554 62,000 104,354	- 18,000 310 - 18,310	16,800 - 7,244 62,000 86,044
Colorado	Revenue Anticipation Warrants Highway Office Building Construction Bonds Turnpike Revenue Bonds Total	1* 3* 4* 4*	1,805 - 6,271 8,076	- 2,388 - 2,388	- - - -	- 2,388 - 2,388	1,784 - 294 2,078	- - - -	1,784 - 294 2,078	21 2,388 5,977 8,386	21 - 423 444	- 2,388 5,554 7,942
Connecticut 5/	Greenwich-Killingly Expressway Bonds Wilbur Cross Parkway Bonds Toll Bridge Bonds Total	4* 4 4 4*	- 2,000 12,340 14,340	100,000 - - 100,000	- - - -	100,000 - - 100,000	- 500 505 1,005	- - - -	- 500 505 1,005	100,000 1,500 11,835 113,335	- - 4,189 4,189	100,000 1,500 7,646 109,146
Delaware	State Highway Refunding and Improvement Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 6* 6*	28,386 45,747 1,780 75,913	8,045 - - 8,045	- - - -	8,045 - - 8,045	1,456 4,295 180 5,931	- - - -	1,456 4,295 180 5,931	34,975 41,452 1,600 78,027	- 1,676 - 1,676	34,975 39,776 1,600 76,351
Florida	State Improvement Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Bonds State Road Department Lease Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Bridge Obligations Assumed Total	1* 4* 4* 4* 6* 6*	7,114 49,250 7,580 4,730 68,674	6,300 - - 6,300	- - - -	6,300 - - 6,300	570 332 1,585 272 2,759	- - - - -	570 332 1,585 272 2,759	12,844 48,918 5,995 4,468 72,215	3,247 1,964 172 131 5,534	9,597 46,934 5,823 4,327 66,681
Georgia	State Bridge Building Authority Revenue Bonds State Toll Bridge Authority Bonds Total	2* 4* 4*	9,750 - 9,750	20,885 6,650 27,535	- - -	20,885 6,650 27,535	600 - 600	- - -	600 - 600	30,035 6,650 36,685	- - -	30,035 6,650 36,685
Illinois	State Highway Bonds Cairo Bridge Commission Revenue Refunding Bonds Total	1 4* 4*	41,588 45 41,633	- - -	- - -	- - -	6,526 45 6,571	- - -	6,526 45 6,571	35,062 - 35,062	- 62 62	35,000 - 35,000
Indiana	Turnpike Revenue Bonds	4*	-	280,000	-	280,000	-	-	-	280,000	-	280,000
Kansas	Turnpike Revenue Bonds County Benefit District Bonds Assumed Total	4* 6* 6*	- 3,613 3,613	160,000 - 160,000	- - -	160,000 - 160,000	- 1,000 1,000	- - -	- 1,000 1,000	160,000 2,613 162,613	- 846 846	160,000 1,767 161,767
Kentucky	State Toll Bridge Revenue Bonds Turnpike Revenue Bonds Total	4* 4* 4*	4,361 - 4,361	5,000 38,500 43,500	- - -	5,000 38,500 43,500	80 - 80	- - -	80 - 80	9,281 38,500 47,781	302 - 302	8,979 38,500 47,479
Louisiana	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total	1 4* 6* 6*	95,273 - 28 95,301	16,400 65,000 - 81,400	- - - -	16,400 65,000 - 81,400	6,321 - 9 6,330	- - - -	6,321 - 9 6,330	105,352 65,000 19 170,371	10,552 - - 10,552	94,800 65,000 19 159,819
Maine	State Highway Bonds Fore River Bridge Bonds State Toll Bridge Bonds Deer Isle-Sedgwick Bridge Bonds Maine Turnpike Authority Bonds Total	1 2 4 4* 4* 4*	29,512 7,000 3,810 315 75,000 115,637	- - - - - -	- - - - - -	- - - - - -	1,912 - 80 18 - 2,010	- - - - - -	1,912 - 80 18 - 2,010	27,600 7,000 3,730 297 75,000 113,627	- - 144 - 472 616	27,600 7,000 3,586 297 74,528 113,011
Maryland	State Highway Construction Bonds Chesapeake Bay Bridge Revenue Bonds Patuxent River Bridge Bonds Bridge and Tunnel Revenue and Refunding Bonds County Construction Bonds Total	1* 4* 4* 4* 7* 7*	83,170 39,172 1,836 - 1,290 124,478	25,000 - - 115,963 1,290 172,253	- - - 34,037 - 34,037	25,000 - - 180,000 1,290 206,290	6,498 5,135 166 - - 11,799	- 34,037 - - - 34,037	6,498 39,172 166 - - 45,836	101,672 1,670 180,000 1,290 - 284,632	10,534 - - - - 10,534	91,138 - 1,670 180,000 1,290 274,098

Compiled for Calendar Year
from Reports of State Authorities

STATE OBLIGATIONS FOR HIGHWAYS-1954
CHANGE IN INDEBTEDNESS DURING YEAR^{1/}

TABLE SB-2, 1954
SHEET 3 OF 3
ISSUED OCTOBER 1955

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1954	OBLIGATIONS ISSUED ^{3/}			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1954	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1954 ^{4/}	NET INDEBTEDNESS DECEMBER 31, 1954
	ISSUE	CLASSIFI- CATION ^{2/}		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Pennsylvania	State Highway Bonds	1	2,000	-	-	-	2,000	-	2,000	-	-	-
	State Highway and Bridge Authority Bonds	1*	58,390	20,000	-	20,000	4,275	-	4,275	74,115	-	74,115
	State Toll Bridge Bonds	4	5,650	-	-	-	700	-	700	4,950	-	4,950
	Delaware River Port Authority Bonds	4*	109,190	-	-	-	1,410	-	1,410	107,780	15,141	92,639
	Pennsylvania Turnpike Revenue and Refunding Bonds	4*	255,877	233,000	-	233,000	8,008	-	8,008	480,869	-	480,869
	Total		431,107	233,000	-	233,000	16,393	-	16,393	567,714	15,141	552,573
Rhode Island	State Highway Improvement Bonds	1	4,750	7,000	-	7,000	250	-	250	11,500	-	11,500
	Special State Bridge Bonds	2	4,571	-	-	-	-	-	-	4,571	1,571	3,000
	Jamestown Bridge Commission Bonds	4*	1,239	-	-	-	71	-	71	1,168	110	1,058
	Total		10,560	7,000	-	7,000	321	-	321	17,240	1,691	15,549
South Carolina	State Highway Bonds and Certificates of Indebtedness	1	53,020	-	-	-	9,070	-	9,070	48,950	8,836	40,114
	Sinking Fund Commission Notes	3	1,300	-	-	-	100	-	100	1,200	-	1,200
	Refunding Reimbursement Bonds	5	500	-	-	-	500	-	500	-	-	-
	State Assumed County Bonds	6	245	100	-	100	407	-	407	538	-	638
	Total		55,065	100	-	100	10,077	-	10,077	53,888	8,836	45,052
Tennessee	State Highway Bonds	1	21,114	-	-	-	2	-	2	21,112	6,483	14,629
	Consolidated Refunding Reimbursement Bonds	5	13,600	-	-	-	4,501	-	4,501	9,099	8,374	725
	State Issues for Local Roads	7	7,000	-	-	-	-	-	-	7,000	-	7,000
	Total		41,714	-	-	-	4,503	-	4,503	37,211	14,857	22,354
Texas	Reimbursement Obligations Assumed	6*	19,255	77	-	77	3,291	-	3,291	16,041	6,338	9,703
Vermont	Bridge Bonds	2	2,152	-	-	-	294	-	294	1,858	294	1,564
	Flood Bonds of 1927 - Local Roads	7	24	-	-	-	-	-	-	24	24	-
	Total		2,176	-	-	-	294	-	294	1,882	318	1,564
Virginia	State Toll Bridge and Ferry Revenue and Refunding Bonds	4*	16,761	79,803	15,197	95,000	764	15,197	15,961	95,800	2,635	93,165
	Elizabeth River Tunnel District Revenue Bonds	4*	23,000	-	-	-	-	-	-	23,000	666	22,334
	Total		39,761	79,803	15,197	95,000	764	15,197	15,961	118,800	3,301	115,499
Washington	Highway Construction Revenue Bonds - State Share	1*	57,948	-	-	-	1,774	-	1,774	56,174	1,871	54,303
	Highway Construction Revenue Bonds - Local Share	7*	4,897	-	-	-	211	-	211	4,686	-	4,686
	Subtotal		62,845	-	-	-	1,985	-	1,985	60,860	1,871	58,989
	Washington Toll Bridge Authority Revenue Bonds	4*	23,586	2,590	-	2,590	1,137	-	1,137	25,039	1,081	23,958
	State Assumed County Bridge Bonds	6*	44	-	-	-	14	-	14	30	-	30
	Total		86,475	2,590	-	2,590	3,136	-	3,136	85,929	2,952	82,977
West Virginia	State Highway Bonds	1	49,089	5,000	-	5,000	5,270	-	5,270	48,819	4,480	44,339
	State Secondary Road Bonds	1	43,200	-	-	-	3,333	-	3,333	39,867	5	39,862
	State Toll Bridge Refunding Bonds	4*	369	-	-	-	141	-	141	228	162	66
	Turnpike Revenue Bonds, Series A	4*	96,000	37,000	-	37,000	-	-	-	133,000	-	133,000
	Total		188,658	42,000	-	42,000	8,744	-	8,744	221,914	4,647	217,267
Wisconsin	Reimbursement Obligations Assumed	6*	5,181	340	-	340	456	-	456	5,065	-	5,065
Summary	General Highway Bond Issues	1	1,454,973	210,335	-	210,335	105,366	-	105,366	1,559,942	-	-
	Special State Issues for Bridges and Grade Crossings	2	189,459	20,885	-	20,885	11,051	-	11,051	199,290	-	-
	Special Construction Issues - State Highway Share	3	8,159	2,388	-	2,388	1,136	-	1,136	9,111	-	-
	Issues for Toll Roads, Bridges, and Ferries	4	2,256,554	2,081,606	49,234	2,130,840	37,720	49,234	86,954	4,300,440	-	-
	State Issues for Reimbursement	5	49,238	-	-	-	6,417	-	6,417	42,821	-	-
	Subtotal, State Issues for State-administered Highways		3,998,383	2,315,211	49,234	2,364,445	161,693	49,234	210,927	6,111,904	-	-
	Reimbursement Obligations Assumed	6	36,388	517	-	517	5,782	-	5,782	31,123	-	-
	Total Obligations for State-administered Highways		3,994,771	2,315,731	49,234	2,364,965	167,475	49,234	216,709	6,143,027	-	-
	State Issues for Local Roads and Bridges	7	20,710	1,450	-	1,450	781	-	781	21,379	-	-
	Total Highway Obligations of State		4,015,481	2,317,181	49,234	2,366,415	168,256	49,234	217,490	6,164,406	240,065	5,924,341

1/ See Table SB-1 for general note on SB series. The following States reported no indebtedness during 1954: Arizona, Idaho, Iowa, Minnesota, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3. See Table SB-2B for additional details. Issues marked with an asterisk are understood to be limited State obligations or quasi-state obligations supported by specific

revenues only. All other issues are understood to be supported by the full faith and credit of the State as well as by specific revenues.

3/ See Table SB-1 for additional information.

4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-3.

5/ Does not include advances by towns in anticipation of State aid.

STATE OBLIGATIONS FOR HIGHWAYS-1954
 OBLIGATIONS OUTSTANDING AT END OF YEAR
 BY TYPE OF SECURITY

TABLE SB-2B
 ISSUED OCTOBER 1955

STATE	FULL-FAITH OBLIGATION BONDS ^{1/}	LIMITED OBLIGATION BONDS ^{2/}	TOLL REVENUE BONDS ^{3/}		REIMBURSEMENT OBLIGATIONS ASSUMED ^{4/}	TOTAL
			CROSSING BONDS	ROAD BONDS		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	35,706	-	-	-	561	36,267
Arizona	-	-	-	-	-	-
Arkansas	111,045	-	-	-	-	111,045
California	16,800	-	87,554	-	-	104,354
Colorado	-	8,386	-	(3/)	-	8,386
Connecticut	13,335	100,000	(3/)	(3/)	-	113,335
Delaware	34,975	-	41,452	-	1,600	78,027
Florida	-	40,512	3/ 21,250	(3/)	10,453	72,215
Georgia	-	30,035	6,650	-	-	36,685
Idaho	-	-	-	-	-	-
Illinois	35,062	-	-	-	-	35,062
Indiana	-	-	-	280,000	-	280,000
Iowa	-	-	-	-	-	-
Kansas	-	-	-	160,000	2,613	162,613
Kentucky	-	-	9,281	38,500	-	47,781
Louisiana	105,352	65,000	(3/)	-	19	170,371
Maine	38,330	-	3/ 297	75,000	-	113,627
Maryland	-	104,632	3/ 180,000	-	-	284,632
Massachusetts	201,757	-	26,148	239,000	-	467,205
Michigan	27	109,450	100,219	-	-	209,696
Minnesota	-	-	-	-	-	-
Mississippi	-	68,511	18,360	-	-	86,871
Missouri	6,500	17,350	(3/)	-	98	23,948
Montana	-	4,958	-	-	-	4,958
Nebraska	-	-	-	-	-	-
Nevada	-	-	-	-	-	-
New Hampshire	24,640	-	3/ 1,328	(3/)	-	25,968
New Jersey	316,800	-	28,924	3/ 452,200	-	797,924
New Mexico	11,070	-	-	-	-	11,070
New York	498,418	-	110,344	3/ 395,434	-	1,004,196
North Carolina	194,834	-	-	-	-	194,834
North Dakota	-	-	-	-	-	-
Ohio	-	30,000	-	326,000	-	356,000
Oklahoma	-	-	-	38,000	-	38,000
Oregon	66,750	-	-	-	-	66,750
Pennsylvania	4,950	74,115	3/ 107,780	1,80,869	-	667,714
Rhode Island	16,074	-	1,168	-	-	17,242
South Carolina	50,150	-	-	-	638	50,788
South Dakota	-	-	-	-	-	-
Tennessee	37,211	-	-	-	-	37,211
Texas	-	-	-	-	16,041	16,041
Utah	-	-	-	-	-	-
Vermont	1,882	-	-	-	-	1,882
Virginia	-	-	118,800	-	-	118,800
Washington	-	60,860	25,039	-	30	85,929
West Virginia	88,686	-	228	133,000	-	221,914
Wisconsin	-	-	-	-	5,065	5,065
Wyoming	-	-	-	-	-	-
Total	1,910,354	713,809	885,122	2,618,003	37,118	6,164,406

^{1/} Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.
^{2/} Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.
^{3/} Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith obligations, limited obligations or obligations assumed for toll facilities: Full-faith bonds: Conn., Wilbur Cross Parkway Bonds \$1,500,000, Toll Bridge Bonds \$11,835,000; Maine, Toll Bridge \$3,730,000; New Hampshire, Turnpike System Bonds \$15,990,000, Toll Bridge Bonds \$650,000; N. J., Garden State Parkway Bonds \$285,000,000; N. Y., Thruway Bonds \$250,000,000; Pa., Toll Bridge Bonds \$4,950,000. Limited bonds: Colo., Turnpike Bonds \$5,977,000; Conn., Greenwich-Killingly Expressway \$100,000,000; Fla., Jacksonville Expressway Bonds \$27,668,000; La., Mississippi River Bridge Bonds \$65,000,000; Md., Patuxent Bridge Bonds \$1,670,000; Mo., Toll Bridge Bonds \$17,350,000. Reimbursement obligations: Fla., Escambia Beach Bridge Bonds \$1,395,000, Ocean Highway and Port Authority Bonds \$4,600,000.
^{4/} Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

TABLE SA-3, 1954
SHEET 1 OF 3
ISSUED OCTOBER 1955

STATE OBLIGATIONS FOR HIGHWAYS-1954
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for Calendar Year
from Reports of State Authorities

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1954	
	ISSUE	CLASSIFICATION	HIGHWAY USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	AMT. PAYING AGENT FEE, ETC.	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSEMENTS	BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1954	
																		Dollars
Alabama	State Highway Bonds Florence Bridge Bonds Reimbursement Obligations Assumed Total	A A C	2,893 61 170 3,124	- - - -	- - - -	- - - -	- - - -	- - - -	2,893 61 170 3,124	943 1 21 965	- - - -	1,950 60 153 2,163	- - - -	1,950 60 153 2,163	2,893 61 170 3,124	1,000 Dollars	1,000 Dollars	
Arizona	None																	
Arkansas	State Highway Bonds State Issues for Reimbursement Total	A A	6,805 2,370 9,175	- - -	- - -	- - -	134 - - - - -	- - - -	6,805 2,370 9,175	2,135 1,039 3,174	11 - -	4,318 2,430 6,748	- - -	4,318 2,430 6,748	6,784 2,353 9,137	1,000 Dollars	11,634 4,303 15,937	
California	State Highway Bonds Toll Bridge Authority Bonds Total	A B	2,436 - 2,436	8,990 3,990 -	- -	- -	63 14 77	- -	2,436 9,681 12,230	774 3,005 3,779	23 -	1,775 2,332 4,107	- -	1,775 2,332 4,107	2,436 9,681 12,230	1,000 Dollars	31,869 31,869	
Colorado	Highway Office Building Bonds Revenue Anticipation Warrants Turnpike Revenue Bonds Total	A A B	32 764 796	- - -	- -	- -	32 182 214	- -	32 764 796	25 182 214	25 -	1,784 300 2,084	- -	1,784 300 2,084	1,809 182 2,033	1,000 Dollars	21 523 544	
Connecticut	Toll Road and Bridge Bonds Repayment of Advances by Towns in Anticipation of State aid 5/2 Total	B C	- 7	1,811 1,811	- -	8,475 8,475	109 - - -	- -	10,400 10,407	3,024 3,024	- -	1,005 1,005	- -	1,005 1,005	4,029 4,036	1,000 Dollars	9,861 9,861	
Delaware	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total	A B C	1,961 231 2,192	- -	15 - -	35 - -	- -	- -	1,976 5,852 7,828	520 1,756 2,276	12 -	1,856 4,295 6,151	- -	1,856 4,295 6,151	6,266 7,244 8,439	1,000 Dollars	6,639 6,639	
Florida	State Improvement Commission Bonds Toll Road and Bridge Bonds Special Bridge Obligations Assumed Total	A B C	2,348 385 3,733	- -	82 -	66 -	111 -	- -	2,474 3,342 5,816	323 1,753 2,076	9 -	580 1,913 2,493	- -	580 1,913 2,493	903 3,666 4,569	1,000 Dollars	2,244 2,156 4,399	
Georgia	Bridge Building Authority Bonds State Toll Bridge Bonds Total	A B	903 393	- -	19 690	226 227	- -	- -	1,118 1,083	354 - -	54 81	600 - -	- -	600 - -	954 13 967	1,000 Dollars	565 659 1,224	
Idaho	None																	
Illinois	State Highway Bonds Toll Bridge Commission Bonds Total	A B	8,030 8,030	- -	- -	- -	- -	- -	8,030 8,030	1,577 1,581	- -	6,526 6,571	- -	6,526 6,571	8,103 8,152	1,000 Dollars	116 116	
Indiana	Turnpike Revenue Bonds	B	-	36,119	-	-	-	36,119	36,690	7,663	313	-	-	-	7,663	1,000 Dollars	30,957	
Iowa	None																	
Kansas	Turnpike Revenue Bonds Reimbursement Obligations Assumed Total	B C	1,000 1,000	- -	- -	- -	- -	- -	16,385 17,385	185 185	- -	1,000 1,000	- -	1,000 1,000	185 1,185	1,000 Dollars	16,200 816 17,016	
Kentucky	State Toll Bridge Bonds Turnpike Revenue Bonds Total	B B	- -	399 399	- -	469 3,281 3,750	3 - -	- -	897 3,201 4,118	318 655 973	- -	80 - -	- -	80 - -	398 595 1,053	1,000 Dollars	606 2,626 3,232	
Louisiana	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed State Issues for Local Roads Total	A B C D	10,528 - 10 627 11,165	- -	- -	32 11,718 -	53 -	- -	10,613 11,718 10 23,363	3,366 - 1 3,367	3 18 -	6,320 - 9 6,329	- -	6,320 - 9 6,329	9,689 18 10 2,371 24,860	1,000 Dollars	10,786 11,700 10 2,371 24,860	
Maine	State Highway Bonds State Toll Bridge Bonds Turnpike Authority Bonds Total	A B B	2,687 145 2,832	- -	- -	- -	4 - -	- -	2,687 162 3,049	678 76 2,000	- -	1,909 98 2,007	- -	1,909 98 2,007	2,687 174 3,000 5,761	1,000 Dollars	356 4,732 5,088	
Maryland	State Highway Bonds State Toll Bridge Bonds State Issues for Local Roads Total	A B D	9,353 5,616 11,999	- -	22 36,368 36,400	190 61 251	- -	- -	9,303 42,871 52,200	1,686 1,468 3,154	38 16 54	6,198 37,338 43,536	- -	6,198 40,900 47,098	8,122 48,368 56,490	1,000 Dollars	10,534 6,102 16,636	

STATE OBLIGATIONS FOR HIGHWAYS—1954
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE ^{1/}

Compiled for Calendar Year
 from Reports of State Authorities

TABLE SB-3, 1954
 SHEET 3 OF 3
 ISSUED OCTOBER 1955

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1954	RECEIPTS APPLICABLE TO DEBT SERVICE							DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1954	
	ISSUE	CLASSIFI- CATION ^{2/}		HIGHWAY- USER REVENUES	TOLLS	CONTRI- BUTIONS FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	REDEMPTIONS				TOTAL DISBURSE- MENTS
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
South Dakota	None																	
Tennessee	State Highway Bonds	A	419	6,663	-	-	4	5	6,672	607	-	607	2	-	2	609	6,482	
	State Issues for Reimbursement	A	12,084	997	-	-	-	110	1,137	345	-	345	4,501	-	4,501	4,846	8,375	
	State Issues for Local Roads	D	-	127	-	-	2	-	129	129	-	129	-	-	-	129	-	
	Total		12,503	7,787	-	-	6	115	7,938	1,081	-	1,081	4,503	-	4,503	5,584	11,857	
Texas	Reimbursement Obligations Assumed	C	6,641	3,629	-	89	-	56	3,774	732	54	786	3,291	-	3,291	4,077	6,336	
Utah	None																	
Vermont	Special State Bridge Issues	A	305	313	-	-	-	-	313	21	-	21	294	-	294	315	303	
	State Issues for Local Roads	D	27	-	-	-	-	-	-	-	-	-	-	-	-	-	27	
	Total		332	313	-	-	-	-	313	21	-	21	294	-	294	315	330	
Virginia	Toll Bridge and Ferry Revenue Bonds	B	3,886	-	3,085	-	16,999	7	20,091	1,171	134	1,305	15,961	549	16,510	17,815	6,162	
Washington	State Highway Bonds	A	1,969	3,465	-	-	24	12	3,477	1,766	-	1,766	1,774	-	1,774	3,540	1,906	
	Toll Bridge Authority Bonds	B	1,166	-	1,567	100	-	-	1,699	624	-	624	1,137	23	1,160	1,784	1,081	
	Reimbursement Obligations Assumed	C	-	16	-	-	-	-	16	2	-	2	14	-	14	16	-	
	State Issues for Local Roads	D	18	377	-	-	-	1	378	166	-	166	211	-	211	377	49	
	Total		3,183	3,859	1,567	100	24	13	5,570	2,558	-	2,558	3,136	23	3,159	5,717	3,036	
West Virginia	State Highway Bonds	A	6,246	7,685	-	-	10	106	7,801	1,549	8	1,557	8,005	-	8,005	9,562	4,495	
	State Toll Road and Bridge Bonds	B	9,656	-	59	-	3,816	158	4,033	5,135	83	5,218	141	-	141	5,359	8,330	
	Total		15,902	7,685	59	-	3,826	264	11,834	6,684	91	6,775	8,146	-	8,146	11,921	12,815	
Wisconsin	Reimbursement Obligations Assumed	C	-	456	-	-	-	-	456	-	-	-	456	-	456	456	-	
Wyoming	None																	
Summary	State Highway and Bridge Bonds	A	184,164	153,912	-	32	937	4,813	2,615	162,309	40,928	211	41,139	123,462	-	123,462	164,601	181,872
	Toll Road and Bridge Bonds	B	184,350	2,748	82,423	100	204,359	7,702	2,928	300,260	102,753	2,562	105,315	86,954	2,365	89,319	194,634	289,976
	Reimbursement Obligations Assumed	C	7,606	6,444	-	93	-	57	6,594	1,015	54	1,069	5,816	-	5,816	6,905	7,315	
	Total for State Roads and Bridges		376,120	163,104	82,423	225	205,296	12,572	5,543	469,163	144,696	2,827	147,523	216,237	2,365	218,597	366,129	479,163
	State Issues for Local Roads	D	1,194	1,921	-	-	16	1	2,833	501	12	2,833	781	-	781	1,294	2,733	
	Grand Total		377,314	165,025	82,423	225	205,312	12,573	8,376	471,996	145,197	2,839	148,036	217,013	2,365	219,378	367,444	481,896

^{1/} See Table SB-1 for general note on SB series.

^{2/} For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.

^{3/} Differences between redemptions reported in this column and on Table SB-2 are caused by January 1 maturities

paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

^{4/} Income from concessions and rentals in California, Maine, and New York; investments in Indiana and severance tax in Louisiana.

^{5/} Not included in other SB tables.

STATUS OF TOLL ROADS
AS OF NOVEMBER 1, 1955

Sheet 1 of 2

STATE	NAME OF ROAD OR LOCATION 1/	YEAR BUILT OR ESTIMATED COMPLETION DATE	MILEAGE					ACTUAL OR ESTIMATED COST (1,000 DOLLARS) 4/
			COMPLETED	UNDER CONSTRUCTION OR FINANCED	AUTHORIZED 2/	PROPOSED 3/	TOTAL	
Colorado	Denver-Boulder Turnpike	1952	17.3	-	-	-	17.3	\$6,237
Connecticut	Greenwich-Killingly Expressway 5/	1957	-	129.0	-	-	129.0	398,000
	Merritt Parkway 6/	1940	37.5	-	-	-	37.5	1/ 20,592
	Wilbur Cross Parkway 6/	1949	29.5	-	-	-	29.5	17,500
	Windsor Locks-Enfield	-	-	-	-	-	3.0	7,000
	Subtotal, Connecticut		67.0	129.0	3.0	-	199.0	443,092
Florida	Buccaneer Trail 1/	1950	17.5	-	-	-	17.5	4,600
	Sunshine State Parkway (Miami area-Port Pierce)	1957	-	110.0	-	-	110.0	74,000
	Fort Pierce-Jacksonville	-	-	-	277.0	-	277.0	207,000
	Cross-State spur to Tampa	-	-	-	64.0	-	64.0	40,000
	Fernandina Beach to Georgia line 1/	-	-	-	10.0	-	10.0	5,000
	Subtotal, Florida		17.5	110.0	351.0	-	478.5	330,600
Georgia	Brunswick-St. Simon Causeway 1/	1924	11.1	-	-	-	11.1	3,150
	Brunswick to Florida line 1/	-	-	-	40.0	-	40.0	20,000
	Subtotal, Georgia		11.1	-	40.0	-	51.1	23,150
Idaho	Lewis and Clark Highway 1/	-	-	-	-	22.0	22.0	35,000
Illinois	Chicago-Rockford-Beloit	1957	-	88.4	-	-	88.4	150,677
	Chicago Belt line (Hammond, Indiana-Wisconsin line)	1959	-	80.2	-	-	80.2	222,344
	Maywood-Aurora	1957	-	24.7	-	-	24.7	41,979
	Aurora-Rock Island area	-	-	-	128.1	-	128.1	140,000
	St. Louis-Cincinnati Turnpike (Illinois section)	-	-	-	-	154.0	154.0	163,000
	Subtotal, Illinois		-	193.3	128.1	154.0	475.4	718,000
Indiana	East-West Turnpike (Ohio line-Illinois line)	1956	-	156.0	-	-	156.0	280,000
	North-South Turnpike (Gary area-Indianapolis area)	-	-	-	131.0	-	131.0	178,000
	St. Louis-Cincinnati Turnpike (Indiana section)	-	-	-	-	160.0	160.0	200,000
	Indianapolis-Cincinnati	-	-	-	-	110.0	110.0	100,000
	Subtotal, Indiana		-	156.0	131.0	270.0	557.0	758,000
Iowa	Davenport-Council Bluffs	-	-	-	-	297.7	297.7	180,000
Kansas	Turnpike (Kansas City via Topeka & Wichita to Oklahoma line)	1957	-	236.0	-	-	236.0	160,000
	Turnpike extension:	-	-	-	-	-	-	-
	Bonner Springs-Missouri line	-	-	-	-	56.0	56.0	33,220
	Wichita-Hays	-	-	-	-	155.0	155.0	79,140
	Subtotal, Kansas		-	236.0	-	211.0	447.0	272,360
Kentucky	Turnpike (Louisville-Elizabethtown)	1956	-	40.0	-	-	40.0	38,500
Louisiana	Lafayette-Lutcher	-	-	-	86.0	-	86.0	100,000
	Laplace-New Orleans	-	-	-	24.6	-	24.6	20,000
	Subtotal, Louisiana		-	-	110.6	-	110.6	120,000
Maine	Turnpike (Kittery-Portland)	1947	47.2	-	-	-	47.2	20,600
	Portland-Augusta extension	1955	-	66.0	-	-	66.0	55,000
	Augusta-Fort Kent extension	-	-	-	279.0	-	279.0	192,000
	Subtotal, Maine		47.2	66.0	279.0	-	392.2	277,600
Maryland	Northeastern Expressway (Baltimore-Elkton area)	-	-	-	48.0	-	48.0	29,526
Massachusetts	Turnpike (New York line-Boston area)	1956	-	123.0	-	-	123.0	239,000
	Turnpike extension into Boston	-	-	-	14.0	-	14.0	85,000
	Subtotal, Massachusetts		-	123.0	14.0	-	137.0	324,000
Michigan	Rockwood-Saginaw	-	-	-	114.6	-	114.6	194,000
	Ypsilanti-Gary	-	-	-	176.0	-	176.0	215,000
	Subtotal, Michigan		-	-	290.6	-	290.6	409,000
New Hampshire	Turnpike (Seabrook-Portsmouth)	1950	14.7	-	-	-	14.7	6,770
	Central (Everett) Turnpike 8/	1956	21.6	17.1	-	-	38.7	22,400
	Portsmouth-Rochester extension (Spaulding Turnpike) 8/	1957	-	22.8	-	-	22.8	14,300
	Subtotal, New Hampshire		36.3	39.9	-	-	76.2	43,470
New Jersey	Garden State Parkway 9/	1955	165.0	-	-	-	165.0	330,000
	Extension to New York Thruway	-	-	-	8.0	-	8.0	25,000
	New Jersey Turnpike (Delaware River to George Washington Bridge interchange)	1952	117.6	-	-	-	117.6	318,952
	Turnpike extensions:	-	-	-	-	-	-	-
	Newark Airport interchange-Holland Tunnel	1956	-	8.1	-	-	8.1	120,048
	Bordentown interchange-Pennsylvania Turnpike extension	1956	-	6.0	-	-	6.0	10/ 27,200
	Newark-Columbia	-	-	-	59.0	-	59.0	300,000
	Extension to New York Thruway	-	-	-	12.0	-	12.0	60,000
	Delaware River Bridge (Camden)-Atlantic City	-	-	-	-	47.0	47.0	82,500
	Subtotal, New Jersey		282.6	14.1	79.0	47.0	422.7	1,263,700
New York	New York Thruway System:	-	-	-	-	-	-	-
	Buffalo-New York City section	1956	396.0	31.0	-	-	427.0	675,428
	Niagara section	1957	-	21.8	-	-	21.8	-
	Erie section	1956	-	70.6	-	-	70.6	321,938
	New England section	1956	-	15.1	-	-	15.1	-
	Berkshire section	-	-	-	24.0	-	24.0	-
	Garden State Parkway connection	-	-	-	2.0	-	2.0	62,332
	New Jersey Turnpike connection	-	-	-	5.0	-	5.0	-
Long Island Expressway (Mineola-Riverhead)	-	-	-	52.0	-	52.0	93,800	
Westchester County Parkways: 6/	-	-	-	-	-	-	-	
Saw Mill River Parkway (toll portion)	1926	11.1	-	-	-	11.1	3,500	
Hutchinson River Parkway (toll portion)	1927	11.2	-	-	-	11.2	4,600	
Cross County Parkway	1940	4.0	-	-	-	4.0	1,800	

STATUS OF TOLL ROADS
AS OF NOVEMBER 1, 1955

Sheet 2 of 2

STATE	NAME OF ROAD OR LOCATION 1/	YEAR BUILT OR ESTIMATED COMPLETION DATE	MILEAGE					ACTUAL OR ESTIMATED COST (1,000 DOLLARS) 4/
			COMPLETED	UNDER CONSTRUCTION OR FINANCED	AUTHORIZED 2/	PROPOSED 3/	TOTAL	
New York (continued)	Long Island Parkways:							
	Southern State Parkway 11/	1955	17.5	5.5	-	-	23.0	\$40,000
	Meadowbrook, Loop, and Wantagh Causeways 1/	1934	13.4	-	-	-	13.4	5,050
	Captree Parkway (toll portion) 1/	1954	4.2	-	-	-	4.2	11,000
	Subtotal, New York		457.4	144.0	83.0	-	684.4	1,219,445
North Carolina	Gastonia-Mount Airy Turnpike		-	-	125.0	-	125.0	200,000
Ohio	Turnpike (Pennsylvania line-Indiana line)	1955	241.4	-	-	-	241.4	326,000
	Cincinnati-Conneaut with spur to Toledo		-	-	385.0	-	385.0	550,000
	St. Louis-Cincinnati Turnpike (Ohio section)		-	-	-	22.0	22.0	22,000
	Subtotal, Ohio		241.4	-	385.0	22.0	648.4	898,000
Oklahoma	Turner Turnpike (Oklahoma City-Tulsa)	1953	88.0	-	-	-	88.0	38,585
	Turnpike extensions:							
	Tulsa-Missouri line	1957	-	88.5	-	-	88.5	60,000
	Oklahoma City-Kansas line		-	-	97.6	-	97.6	63,000
	Oklahoma City-Texas line (near Wichita Falls)		-	-	134.0	-	134.0	83,000
	Subtotal, Oklahoma		88.0	88.5	231.6	-	408.1	252,585
Pennsylvania	Turnpike (Irwin-Carlisle)	1940	158.9	-	-	-	158.9	12/ 77,164
	Eastern extension (Carlisle-Valley Forge)	1950	100.9	-	-	-	100.9	87,000
	Western extension (Irwin-Ohio line)	1951	67.4	-	-	-	67.4	77,500
	Delaware River extension (Valley Forge-Delaware River)	1954	32.3	-	-	-	32.3	10/ 80,120
	Northeastern extension (Philadelphia-Scranton)	1956	-	110.3	-	-	110.3	217,880
	Northeastern extension (Scranton-Sayre)		-	-	40.0	-	40.0	40,000
	Northeastern extension (lateral spurs)		-	-	104.0	-	104.0	170,000
	Gettysburg extension (to Maryland line)		-	-	33.0	-	33.0	33,000
	Northwestern extension (New York line-Ohio line via Erie)		-	-	46.0	-	46.0	62,000
	Southwestern extension (Pittsburgh to West Virginia line)		-	-	50.0	-	50.0	100,000
	Keystone Shortway (Stroudsburg-Sharon)		-	-	360.0	-	360.0	630,000
	Pocono Mountain Memorial Parkway 1/		-	-	69.0	-	69.0	22,500
	Subtotal, Pennsylvania		359.5	110.3	702.0	-	1,171.8	1,597,164
Rhode Island	Connecticut line-Massachusetts line		-	-	40.0	-	40.0	50,000
Texas	Dallas-Fort Worth Turnpike	1957	-	30.5	-	-	30.5	58,500
	Dallas-Fort Worth area to Houston via Waco		-	-	223.0	-	223.0	130,000
	Houston-Corpus Christi		-	-	170.0	-	170.0	104,000
	Dallas-Fort Worth area-Oklahoma line		-	-	65.0	-	65.0	40,000
	Houston to Fort Arthur via Beaumont		-	-	-	80.0	80.0	49,000
	Subtotal, Texas		-	30.5	458.0	80.0	568.5	381,500
Virginia	Richmond-Petersburg	1958	-	34.7	-	-	34.7	69,000
	West Virginia line-North Carolina line		-	-	68.8	-	68.8	75,000
	Subtotal, Virginia		-	34.7	68.8	-	103.5	144,000
Washington	Tacoma-Seattle-Everett		-	-	65.2	-	65.2	227,000
West Virginia	Turnpike (Charleston-Princeton)	1954	87.6	-	-	-	87.6	133,000
	Turnpike extensions:							
	Charleston to Pennsylvania & Ohio lines via Fairplain		-	-	-	225.0	225.0	338,000
	Princeton-Virginia line		-	-	-	6.0	6.0	9,000
	Subtotal, West Virginia		87.6	-	-	231.0	318.6	400,000
Total Mileage			1,712.9	1,515.3	3,632.9	1,334.7	8,195.8	-
Total Actual or Estimated Cost			13/ \$2,285,328	\$2,582,586	\$4,556,158	\$1,290,860	-	\$10,714,932

1/ Facilities indicated by "1/" are principally resort or seasonal roads, not serving through traffic. Omitted from this tabulation are the Jacksonville, Florida, toll expressway system, the Calumet Skyway in Chicago, Illinois, and the proposed Loveland Pass tunnel in Colorado which are not classified as toll roads.

2/ Legislation has been enacted authorizing or permitting (if found feasible) construction of these toll roads. Financing arrangements have not been completed. Omitted are authorized projects in Florida and Oklahoma for which mileage and cost data are not available.

3/ Includes toll roads recommended for study as to feasibility by State Governors, highway departments, turnpike officials, or legislative committees. As of current date, plans and locations have not been firmly established. Cost and mileage data are therefore only approximate. Omitted are a) projects discussed informally, b) those proposed at a previous time, but apparently not now receiving serious consideration, c) projects studied and found presently infeasible, including those for which enabling legislation has been introduced but failed of enactment.

4/ "Actual" costs refer in most instances to proceeds of bond issues and hence include interest during construction.

5/ The State is required to pay maintenance and collection costs, and in addition, pay the debt service to the extent that toll receipts and the bond

reserve fund are not adequate to meet the full debt service requirements.

6/ The Connecticut and Westchester County (N.Y.) parkways were not built as self-liquidating, limited-access toll roads. Commercial vehicles are denied use of the parkways.

7/ Includes Federal grant of approximately \$400,000 from Public Works Administration.

8/ Includes toll-free sections in vicinity of urban areas.

9/ This includes 17.5 miles of connecting links built by the State Highway Department on which tolls will not be charged. Costs are included. Trucks are prohibited on the 75-mile section of the Parkway north of Lakewood.

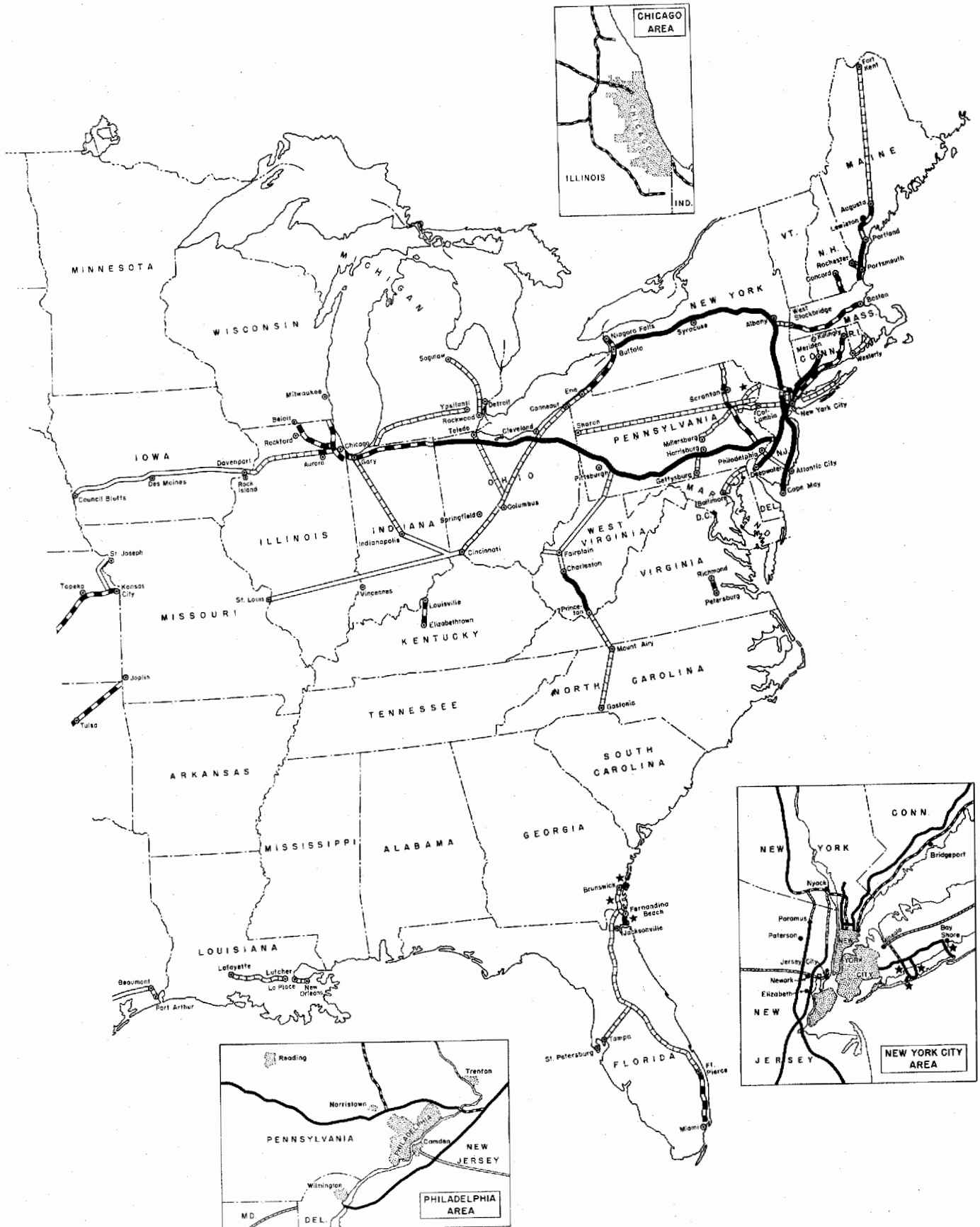
10/ The proceeds of these bond issues include the pro-rata share borne by the Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority of the bridge across the Delaware (to be opened in 1956) linking these toll roads.

11/ 1953 legislature authorized a 10-cent toll on the existing Southern State Parkway to help finance a \$40-million parkway construction and improvement program. Toll collections began in July, 1954.

12/ Includes \$29,250,000 Federal grant from the Public Works Administration.

13/ Cost of completed mileage includes 17 miles of New Hampshire Central (Everett) Turnpike and 31 miles of New York Thruway now under construction. A segregation of costs is not available.





RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES-1954 1/

TABLE SF-3B, 1954
SHEET 1 OF 3
ISSUED OCTOBER 1955

Compiled for Calendar Year
from Reports of State Authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1954 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCOURSE AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS	
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE								
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
California	San Francisco-Oakland Bay Bridge San Mateo-Alameda Bridges Richmond-San Rafael Bridge San Francisco Bay-South Crossing Martinez-Benicia Ferry Total	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority Department of Public Works	7,748	21,060	1,010	9,513	-	400	168	109	11,200	
			674	532	-	1,651	-	-	-	6	1,657	
			43,447	8,949	-	-	-	-	-	-	1,242	1,242
			1,900	-	-	-	-	-	-	-	16	16
			-	-	153	171	-	-	-	-	-	24
			53,369	30,541	1,163	11,335	-	400	188	1,373	14,439	
Colorado	Denver-Boulder Turnpike	Colorado State Highway Department	64	550	91	455	-	-	-	-	546	
Connecticut	Charter Oak Bridge Groton-New London Bridge Old Lyme-Old Saybrook Bridge Merritt and Wilbur Cross Parkways Rocky Hill-Glastonbury, Chester-Badlyme Ferries Windsor Locks-Barnfield Expressway Greenwich-Killingly Expressway Total	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department	277	2,157	-	861	-	49	-	-	910	
			336	877	-	546	-	25	-	2	573	
			171	456	-	342	-	6	-	-	348	
			2,978	-	-	2,758	-	-	610	-	32	3,400
			-1	-	28	23	-	-	-	-	-	51
			-330	-	-	-	-	-	-	-	-	-
			3,431	3,490	28	4,530	-	101,188	29	-	561	101,778
			101,188	109	610	595	-	561	107,060			
Delaware	Delaware River Memorial Bridge	Delaware Crossing Division, State Highway Department	2,804	7,053	-	6,662	-	35	-	15	6,712	
Florida	Sunshine Skyway (Lower Tampa Bay Bridge) 4/ Overseas Highway 5/ Pensacola Beach Bridge Buccaneer Trail Jacksonville Expressway System (Arlington and Gilmore Street Bridges) Bee Line Ferry 5/ Sunshine State Parkway Total	Florida State Road Department Overseas Road and Toll Bridge District Santa Rosa Island Authority Ocean Highway and Port Authority Florida State Road Department Florida State Improvement Commission Florida State Turnpike Authority	6,923	1,274	-	488	-	20	-	171	679	
			65	1,520	76	359	-	33	-	-	468	
			2	113	21	92	-	3	-	-	116	
			16	53	81	158	-	-	-	-	239	
			1,952	520	2,969	988	-	10	-	-	3,967	
			435	479	-	-	4	-	12	495		
			9,393	3,480	3,147	2,564	-	66	4	183	5,964	
Georgia	Turtle River Bridge Jekyll Creek Bridge Total	Georgia State Toll Bridge Authority Jekyll Island Park Authority	-	-	-	-	6,697	1	-	-	6,698	
			-	-	441	-	6,697	1	-	6,238	679	
			-	-	441	-	6,697	1	-	238	7,377	
Illinois	Mississippi River Bridge 7/ Illinois Turnpike System Total	Cairo Bridge Commission * Illinois State Toll Road Commission	107	49	-	36	-	-	-	-	36	
			-107	-49	-	-36	-	-	-	-	-	-36
Indiana	Lawrenceburg and Mt. Vernon Bridges Indiana Turnpike Total	Indiana Toll Bridge Commission Indiana State Toll Road Commission	2,039	-	8/ 500	-	-	-	-	-	500	
			327	-	-	-	274,000	-	-	2,497	276,497	
			1,712	-	500	-	274,000	-	-	2,497	276,997	
Kansas	Kansas Turnpike	Kansas Turnpike Authority	-25	-	-	-	155,875	-	-	296	156,173	
Kentucky	Kentucky Turnpike Central Bridge and Suspension Bridge Shawneetown Toll Bridge Total	Kentucky Department of Highways Kentucky Department of Highways Kentucky Department of Highways	-	-	-	-	37,866	-	-	84	37,950	
			-	107	144	399	-	26	-	569		
			-	107	144	399	4,886	3	26	4,915		
			-	107	144	42,752	3	26	110	43,434		
Louisiana	Mississippi River Bridge (New Orleans)	Mississippi River Bridge Authority	732	-	750	-	65,383	-	-	101	66,234	
Maine	Augusta Bridge Waldo-Hancock Bridge Carlton Bridge Deer Isle-Segwick Bridge Bangor-Brewer Bridge 9/ Maine Turnpike Total	Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine Turnpike Authority	15	-	-	125	-	-	-	-	125	
			-	101	-	-	-	-	-	3	101	
			-	169	-	-	-	4	68	-	72	
			-	98	45	57	-	-	-	27	87	
			1,345	-	45	15	-	-	-	75	87	
			44,340	6,823	-	1,670	-	60	27	2,465		
			45,700	6,891	45	1,867	-	128	75	2,809		
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; and Patuxent Tunnel Patuxent and Williamsport Bridges Total	Maryland State Roads Commission Maryland State Roads Commission	1,073	5,646	-	7,505	178,841	61	-	16	186,423	
			422	-	1,101	70	-	-	-	-	1,171	
			1,495	5,646	1,101	7,575	178,841	61	-	16	187,594	
Massachusetts	Mystic River Bridge Massachusetts Turnpike Total	Mystic River Bridge Authority Massachusetts Turnpike Authority	682	1,959	-	1,766	-	18	7	57	1,848	
			-500	-	-	-	234,192	-	-	811	235,003	
			182	1,959	-	1,766	234,192	18	7	868	236,951	

Highway Statistics, 1954

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES - 1954

TABLE SF-3B, 1954
SHEET 2 OF 3
ISSUED OCTOBER 1955

Compiled for Calendar Year
from Reports of State Authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1954 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	PAINTINGS OF SIGNING OR DEER RESERVE	CONCRETE- STONES AND RENTALS	MISCELLI- NEOUS RECEIPTS	TOTAL RECEIPTS
			Dollars	1,000 Dollars							
Michigan	Elbe Water International Bridge Mackinac Straits Bridge Mackinac-St. Ignace Ferry Michigan Turnpike System Total	Michigan State Bridge Commission * Mackinac Bridge Authority Michigan State Highway Department Michigan Turnpike Authority	495 748 103 1,336	48 - - - 48	6 - - - 6	563 2,483 27,986	96,400 - - - 96,400	963 - - - 963	- - - - -	4 - 16 - 20	1,000 Dollars 567 2,439 288 100,563
Mississippi	Pascagoula Bridge 10/ Bay St. Louis Bridge Total	Mississippi State Highway Commission Mississippi State Highway Commission	5,977 840 6,797	791 162 793	- - -	184 618 782	- - -	- - -	- - -	- - -	124 618 782
Missouri	Pasco Bridge (Kansas City) 11/	Missouri State Highway Commission	9,233	567	1,600	103	1,739	9	-	64	3,515
New Hampshire	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike System Total	New Hampshire Department of Public Works and Highways Maine-New Hampshire Interstate Bridge Authority * New Hampshire Department of Public Works and Highways	-339 33 313 -1,077 -1,383	343 183 183 1,336 1,336	342 - - - 342	118 353 383 1,136	- - 9,536 9,536	1 - 17 18	- 41 - 41	- - - -	461 394 10,238 11,093
New Jersey	Various Bridges New Jersey Turnpike System Garden State Parkway 15/ Total	Delaware River Joint Toll Bridge Commission * New Jersey Turnpike Authority New Jersey Turnpike Authority, State Highway Department	2,959 186,398 63,222 182,579	1,575 21,040 11,210 33,825	- - - -	2,654 20,756 1,800 25,210	26,935 155,158 182,093	11 2,109 - 2,120	1,827 - 7 1,834	28 48 1,612 1,731	2,693 51,675 189,640 213,008
New York	Kingston, Rip Van Winkle, Mid-Hudson, and Bear Mountain Bridges; Kingston-Rhinecliff Ferry Passaic and New Croton Point Bridges Pease Bridge Rainbow Bridge Rolland and Lincoln Tunnels, George Washington and Staten Island Bridges 13/ Manhasset Neck Loop, Kew-Forest, and Captree Causeways; and Southern State Parkway 14/ Veterans Memorial Highway New York Thruway 15/ Total	New York State Bridge Authority Lake Champlain Bridge Commission * Thruway Authority Hudson River Public Bridge Authority * Niagara Falls Bridge Commission * Port of New York Authority * Jones Beach State Parkway Authority Whiteface Mountain Highway Authority New York State Thruway Authority	4,463 143 27 35 292 25,077 -8,616 27 15,660 37,659	- - 202 310 321 12,892 71 13,396	- - - - - - 2 - 173	1,945 196 282 1,231 719 41,461 2,210 227 3,710 52,310	- - - - - 5,859 39,925 346,678 352,462	- - - - - 482 - - 482	- 6 23 15 - - - - 200 244	26 - - 3 - 206 388 167 4,023	1,941 196 1,231 719 - 48,008 42,463 354,221 419,596
Ohio	Statenville-Merton Bridge Ohio Turnpike 16/ Total	State Bridge Commission of Ohio Ohio Turnpike Commission	17 184 200,310 200,494	- - 25,886 25,886	- - -	362 48 48	- - -	- - -	- - -	- 4,699 4,699	362 4,699 5,061
Oklahoma	Turner Turnpike (Oklahoma City-Tulsa)	Oklahoma Turnpike Authority	753	942	-	2,211	-	2	92	-	2,395
Oregon	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	55	235	-	-	-	2	292
Pennsylvania	Delaware River Bridges (Gardner and Gloucester) Delaware State Toll Bridges Tremont Bridge Pennsylvania Turnpike System 19/ Ft. Pitt Toll Tunnel Total	Delaware River Port Authority * Pennsylvania Department of Highways Pennsylvania Department of Highways Pennsylvania Turnpike Commission Pennsylvania Tunnel Commission	92,364 3,414 167 54,334 150,279	14,124 - - 18,651 32,775	572 - - - 572	8,922 1,185 141 20,124 30,372	- - 298,902 238,902	2,955 - 269 3,224	202 - - 1,205 1,407	2 26 - 2,497 2,323	12,079 1,785 141 253,017 287,022
Rhode Island	Jamestown Bridge	Jamestown Bridge Commission	124	68	-	234	-	2	-	-	296
South Carolina	Hilton Head Ferry	South Carolina State Highway Department	-	-	-	24	-	-	-	-	28
Texas	Dallas-Fort Worth Turnpike	Texas Turnpike Authority	-	-	-	-	-	-	-	-	-
Virginia	Yorktown Bridge, James River Bridge, Rappahannock Bridge Richmond-Petersburg Turnpike Richmond-Petersburg Turnpike Old Dominion Turnpike Irvington, Jamestown, and Hopewell Ferries Chesapeake Ferry System Elizabeth River Bridge and Tunnel Total	Virginia Department of Highways James River Turnpike Authority Old Dominion Turnpike Authority Virginia Department of Highways Virginia Department of Highways Elizabeth River Tunnel District	1,905 - - - - - 124 2,029	1,951 - - - - - 2,335 3,686	- - 183 - - - - 183	2,653 170 2,041 6,960	92,974 - - 300 93,274	7 - - - - - - 7	2 - - 15 - - - 19	70 - - - - - 315 385	95,906 - - - - - 1,406 2,388 100,586

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES-1954 ^{1/}TABLE SF-3B, 1954
SHEET 3 OF 3
ISSUED OCTOBER 1955Compiled for Calendar Year
from Reports of State Authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY ^{2/}	BALANCES ON JANUARY 1, 1954 ^{3/}		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONGES- SIONS AND RENTALS	MISCEL- LANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSERV- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Washington	Fox Island Toll Bridge ^{20/} Tacoma Narrows Bridge Longview Bridge Puget Sound Ferry System (Washington State Ferries) Proposed Bridge and Road Projects Total	Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority	861 79 128 306 52 1,426	183 329 75 579 - 1,166	- 111 - - 487 598	- 1,045 305 5,479 - 6,352	- - - 2,588 26 2,614	- - - - - -	- - - - - -	109 1 1 5 - 116	132 1,157 306 8,072 513 10,180
West Virginia	Steuersville, Aetnaville, and Silver Bridges West Virginia Turnpike ^{22/} Total	West Virginia State Road Commission West Virginia Turnpike Commission	692 27,947 28,639	298 9,358 9,656	- - -	229 405 634	- 35,890 35,890	4 154 158	4 - 4	- 35 35	237 36,484 36,721
Wisconsin	Wisconsin Turnpike	Wisconsin Turnpike Commission	-	-	141	-	-	-	-	-	141
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities GRAND TOTAL		222,234 565,276 1,479 788,989	88,614 95,157 579 184,350	10,175 774 419 11,368	99,511 57,255 10,528 167,294	492,805 1,646,145 2,888 2,101,838	5,102 2,600 - 7,702	564 4,001 49 4,614	2,884 17,676 35 20,595	571,041 1,728,451 13,919 2,313,411

^{1/} See Tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-state toll facilities, including (A) those owned or operated by State highway departments, (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. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

^{2/} Interstate or international authorities are marked with an asterisk.

^{3/} Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

^{4/} Opened to traffic September, 1954.

^{5/} Tolls on Overseas Highway discontinued April, 1954; Bee Line Ferry ceased operations September, 1954.

^{6/} Federal funds.

^{7/} Tolls discontinued May, 1954.

^{8/} General fund appropriation offset by road-user revenues allocated for nonhighway purposes.

^{9/} Opened to traffic November, 1954.

^{10/} Opened to traffic October, 1954.

^{11/} Opened to traffic August, 1954.

^{12/} Short section opened to traffic in January, 1954. Most of road opened by end of 1954.

^{13/} Highway transactions of Port Authority estimated from data contained in annual reports of the Authority.

^{14/} Tolls levied on Southern State Parkway effective July 1, 1954.

^{15/} 396 miles opened to traffic as of December 31, 1954.

^{16/} Includes \$1,973,000 of Federal funds expended on toll-free termini of Thruway.

^{17/} Includes \$87,000 surplus funds of East Liverpool-Chester Bridge.

^{18/} 21 miles opened to traffic in December, 1954.

^{19/} Sections were opened to traffic in October and November, 1954.

^{20/} Opened to traffic August, 1954.

^{21/} Allocated from proceeds of Washington State Ferries Revenue bonds.

^{22/} 37-mile section opened to traffic in September, 1954. Opened for the entire length in November, 1954.

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES-1954 1/

TABLE SF-4B, 1954
SHEET 1 OF 3
ISSUED OCTOBER 1955

Compiled for Calendar Year
from reports of State Authorities

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	INTEREST ON OBLIGA- TIONS	REPAIR- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1954 3/	
										RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
California	San Francisco-Oakland Bay Bridge	548	1,767	554	428	2,000	5,297	-	5,297	6,982	27,729
	San Mateo-Alameda Bridges	-	778	117	197	325	1,417	-	1,417	950	496
	Richmond-San Rafael Bridge	18,954	-	-	2,403	-	21,357	-	21,357	25,637	6,644
	San Francisco Bay-South Crossing	66	-	-	-	-	66	-	66	1,450	-
	Martinez-Benicia Ferry	-	324	-	-	-	324	-	324	-	-
Total	19,568	2,869	671	3,028	2,325	28,461	-	28,461	35,019	34,869	
Colorado	Denver-Boulder Turnpike	10	91	-	182	300	583	-	583	54	523
Connecticut	Charter Oak Bridge	-	294	-	49	160	503	-	503	268	2,573
	Groton-New London Bridge	-	200	-	54	220	474	-	474	182	1,130
	Old Lyme-Old Saybrook Bridge	-	132	-	67	125	324	-	324	165	486
	Merritt and Wilbur Cross Parkways	267	402	-	22	500	1,191	610	1,801	4,577	-
	Rocky Hill-Glastonbury, Chester-Hadlyme Ferries	-	51	-	-	-	51	-	51	-	-
	Windsor Locks-Buffield Expressway	4	-	-	-	-	4	-	4	-5	-
	Greenwich-Killingly Expressway	10,979	-	-	2,832	-	13,811	4/ 8,250	22,061	73,715	5,672
Total	11,250	1,079	-	3,024	1,005	16,358	8,860	25,218	78,902	9,861	
Delaware	Delaware River Memorial Bridge	111	516	272	1,756	4,510	7,165	5/ 1,795	8,960	970	6,639
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	4,595	55	161	801	-	5,612	-	5,612	2,620	644
	Overseas Highway	-	175	-	22	1,555	1,752	301	2,053	-	-
	Pensacola Beach Bridge	-	12	22	47	30	111	-	111	2	118
	Buccaneer Trail	-	123	-	115	-	238	-	238	16	54
	Jacksonville Expressway System (Arlington and Gilmore Street Bridges)	1,093	368	23	768	328	2,580	-	2,580	2,519	1,340
	Bee Line Ferry	-	265	36	-	-	323	-	323	607	-
Sunshine State Parkway	-	-	1,960	-	-	1,960	-	1,960	1,280	-	
Total	5,688	1,018	2,224	1,753	1,913	12,396	301	12,697	3,784	2,156	
Georgia	Turtle River Bridge	6/ 296	-	-	13	-	309	-	309	5,730	659
	Jekyll Creek Bridge	679	-	-	-	-	679	-	679	-	-
Total	975	-	-	13	-	988	-	988	5,730	659	
Illinois	Mississippi River Bridge (Cairo)	-	31	39	4	45	119	7/ 73	192	-	-
	Illinois Turnpike System	-	-	416	-	-	416	-	416	-416	-
Total	-	31	455	4	45	535	-	608	-416	-	
Indiana	Lawrenceburg and Mt. Vernon Bridges	795	-	-	-	-	795	-	795	1,744	-
	Indiana Turnpike	13,601	-	508	7,663	-	21,772	-	21,772	223,441	30,997
Total	14,396	-	508	7,663	-	22,567	-	22,567	225,185	30,997	
Kansas	Kansas Turnpike	1,609	-	20	185	-	1,814	-	1,814	138,134	16,200
Kentucky	Kentucky Turnpike	8,364	-	84	655	-	9,103	-	9,103	26,221	2,626
	Central Bridge and Suspension Bridge	-	144	-	143	80	367	-	367	309	-
	Shawesotown Toll Bridge	815	-	-	175	-	990	-	990	3,628	297
Total	9,179	144	84	973	80	10,460	-	10,460	29,849	3,232	
Louisiana	Mississippi River Bridge (New Orleans)	73	-	591	18	-	682	-	682	54,584	11,700
Maine	Augusta Bridge	-	51	-	-	-	51	71	122	18	-
	Waldo-Hancock Bridge	-	1	-	1	-	2	-	2	-	102
	Carlton Bridge	-	-	-	17	80	97	-	97	-	144
	Deer Isle-Sedgwick Bridge	-	15	-	12	18	45	-	45	-	110
	Bangor-Brewer Bridge	1,038	6	-	46	-	1,090	-	1,090	342	-
	Maine Turnpike	15,433	338	1,090	3,000	-	19,861	-	19,861	28,735	4,732
Total	16,471	411	1,090	3,076	98	21,146	-	21,217	29,095	5,088	
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; and Patapsco Tunnel	1,467	598	189	1,444	40,734	44,432	275	44,707	142,333	6,102
	Patuxent and Williamsport Bridges	878	42	-	24	166	1,110	-	1,110	483	-
Total	2,345	640	189	1,468	40,900	45,542	275	45,817	142,816	6,102	

Highway Finance

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES-1954 ^{1/}

Compiled for Calendar Year
from Reports of State Authorities

TABLE SF-4B, 1954
SHEET 2 OF 3
ISSUED OCTOBER 1955

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1954 ^{3/}	
										RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Massachusetts	Mystic River Bridge	39	262	189	767	551	1,808	-	1,808	756	1,925
	Massachusetts Turnpike	2,267	-	141	4,161	-	7,269	-	7,269	227,234	-
	Total	3,006	262	330	4,928	551	9,077	-	9,077	227,990	1,925
Michigan	Blue Water International Bridge	326	178	33	10	55	602	-	602	501	7
	Mackinac Straits Bridge	13,418	-	57	4,242	-	17,717	-	17,717	65,336	14,316
	Mackinac-St. Ignace Ferry	11	2,556	103	-	-	2,670	286	2,956	221	-
	Michigan Turnpike System	-	-	278	-	113	278	-	278	113	-
Total	13,755	2,734	471	4,252	55	21,267	286	21,553	66,171	14,323	
Mississippi	Pascagoula Bridge	4,713	-	-	355	-	5,068	-	5,068	1,244	560
	Bay St. Louis Bridge	603	-	-	325	-	1,128	-	1,128	37	475
	Total	5,316	-	-	680	-	6,196	-	6,196	1,281	1,035
Missouri	Paseo Bridge (Kansas City)	10,135	21	433	616	400	11,605	-	11,605	488	1,222
New Hampshire	Hampton Harbor Bridge	-	35	-	12	55	102	-	102	1	362
	Maine-New Hampshire Interstate Bridge	-	131	-	34	248	413	-	413	94	160
	New Hampshire Turnpike System	6,140	156	-	205	180	6,690	-	6,690	2,275	869
Total	6,140	322	-	251	483	7,205	-	7,205	2,370	1,391	
New Jersey	Various Bridges	1,474	928	366	675	138	3,581	-	3,581	1,812	1,834
	New Jersey Turnpike System	20,449	3,148	722	12,629	-	36,948	8/ 198	37,146	132,212	29,755
	Garden State Parkway	132,960	832	686	8,437	-	142,895	9/ 86	142,971	76,637	13,464
	Total	154,883	4,908	1,744	21,741	138	183,414	284	183,698	210,661	45,053
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges; Kingston-Rhinecliff Ferry	2,082	345	34	118	300	2,879	-	2,879	3,525	-
	Rouses Point and Crown Point Bridges	-	50	-	-	-	50	10/ 200	250	89	-
	Thousand Islands Bridge	88	140	26	43	180	477	-	477	95	313
	Peace Bridge	558	507	35	13	154	1,268	-	1,268	504	310
	Rainbow Bridge	-	274	41	69	624	1,008	-	1,008	245	356
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges	26,773	13,566	-	1,913	7,121	49,373	11/ 218	49,591	23,229	12,557
	Meadowbrook, Loop, Wartagh, and Captree Causeways; and Southern State Parkway	26,215	1,040	-	1,778	110	29,143	-	29,143	2,433	2,271
	Veterans Memorial Highway	-	135	-	28	77	240	12/ 12	252	41	34
	New York Thruway	262,694	3,057	956	11,353	-	278,060	-	278,060	91,821	-
	Total	318,410	19,114	1,093	15,315	8,566	362,498	430	362,928	121,982	15,841
	Ohio	Staubenville-Wierton Bridge	223	128	25	-	-	376	13/ 87	463	83
Ohio Turnpike		130,631	100	422	10,688	-	141,841	-	141,841	113,856	15,198
Total	130,854	228	447	10,688	-	142,217	87	142,304	113,939	15,198	
Oklahoma	Turner Turnpike (Oklahoma City-Tulsa)	279	516	477	1,343	-	2,615	-	2,615	100	1,285
Oregon	Astoria-Megler Ferry	-	292	-	-	-	292	-	292	-	-
Pennsylvania	Delaware River Bridges (Camden and Gloucester)	14,451	1,373	267	3,477	1,359	20,927	14/ 224	21,151	82,275	15,141
	Various State Toll Bridges	1,195	835	-	62	700	2,792	-	2,792	2,407	-
	Tarentum Bridge	-	27	-	-	-	27	-	27	281	-
	Pennsylvania Turnpike System	37,816	4,366	874	11,642	8,008	62,706	-	62,706	229,605	33,891
	Ft. Pitt Toll Tunnel	44	-	-	44	-	44	-	44	-	-
Total	53,506	6,601	1,141	15,181	10,067	86,496	224	86,720	314,524	49,032	
Rhode Island	Jamestown Bridge	-	88	-	30	72	190	-	190	126	112
South Carolina	Hilton Head Ferry	2	30	-	-	-	32	20	52	-	-
Texas	Dallas-Fort Worth Turnpike	68	-	-	-	-	68	-	68	-68	-

Highway Statistics, 1954

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES-1954 ^{1/}

Compiled for Calendar Year
from Reports of State Authorities

TABLE SF-4B, 1954
SHEET 3 OF 3
ISSUED OCTOBER 1955

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION ^{2/}	ADMINIS- TRATION AND MISCELLANEOUS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPEN- DITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1954 ^{3/}	
										RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Virginia	Yorktown Bridge, James River Bridge, Rappahannock Bridge and Hampton Roads Tunnel	1,161	1,123	109	567	16,510	19,470	176	19,646	76,751	2,965
	Richmond-Petersburg Turnpike	-	-	16	-	-	16	-	16	-16	-
	Old Dominion Turnpike	-	-	2	-	-	2	-	2	-2	-
	Irrington, Jamestown, and Hopewell Ferries	-	353	-	-	-	353	-	353	-	-
	Chesapeake Ferry System	72	1,469	-	-	-	1,541	-	1,541	300	-
	Elizabeth River Bridge and Tunnel	48	589	103	738	-	1,472	-	1,472	148	3,197
	Total	1,275	3,534	230	1,305	16,510	22,854	176	23,030	77,181	6,162
Washington	Fox Island Toll Bridge	743	5	-	56	-	804	-	804	136	236
	Tacoma Narrows Bridge	-	111	-	453	580	1,144	-	1,144	81	340
	Longview Bridge	-	74	-	90	160	324	-	324	130	55
	Puget Sound Ferry System (Washington State Ferries)	2,505	4,800	-	25	420	7,750	-	7,750	757	450
	Proposed Bridge and Road Projects	-	-	15/ 387	-	-	387	-	387	178	-
	Total	3,248	4,990	387	624	1,160	10,409	-	10,409	1,282	1,081
West Virginia	Steubenville, Aetnville, and Silver Bridges	-	434	74	8	141	657	-	657	408	162
	West Virginia Turnpike	49,729	569	737	5,210	-	56,245	-	56,245	9,376	8,168
	Total	49,729	1,003	811	5,218	141	56,902	-	56,902	9,784	8,330
Wisconsin	Wisconsin Turnpike	-	-	141	-	-	141	-	141	-	-
Summary	Total Bridge and Tunnel Facilities	109,676	26,409	4,148	23,162	79,724	243,119	3,420	246,539	511,583	123,827
	Total Road Facilities	720,224	14,873	9,520	82,128	9,175	835,920	9,156	845,076	1,378,109	165,699
	Total Ferry System	2,590	10,160	141	25	420	13,336	306	13,642	1,885	450
	GRAND TOTAL	832,490	51,442	13,809	105,315	89,319	1,092,375	12,882	1,105,257	1,891,517	289,976

Highway Finance

^{1/} See Tables SF-1 and 2 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 departments, (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. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

^{2/} Includes costs of toll collection.

^{3/} Includes funds of special toll authorities as well as the State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

^{4/} Reimbursement to State highway department for right-of-way and construction expenditures on roads subsequently taken into the Expressway System.

^{5/} Reimbursement to State highway department for construction of approach roads and interchanges.

^{6/} Prior year's expenditures have not been included. Bridge originally planned as free structure.

^{7/} Fund distributed equally between the States of Missouri and Illinois who have assumed title to the bridge.

^{8/} Reimbursement to State highway department for right-of-way and construction expenditures on roads subsequently taken into the New Jersey Turnpike System.

^{9/} Reimbursement to State highway department for the purchase of right-of-way on certain lands taken into the Garden State Parkway.

^{10/} Repayment to States of New York and Vermont for funds previously advanced.

^{11/} Toll revenue in excess of estimated highway expenditures, considered to have been allocated to other than highway facilities of the Port of New York Authority.

^{12/} Estimated nonhighway allocation of toll revenues.

^{13/} Surplus funds of East Liverpool-Chester Bridge transferred to State of Ohio.

^{14/} Tolls in excess of estimated highway expenditures considered to have been allocated to other than highway facilities of the Delaware River Port Authority.

^{15/} Includes \$176,000 for the Tacoma-Seattle-Everett Toll Road.

LOCAL ROAD AND STREET FINANCE

The receipts, disbursements, and debt status of the local governmental units for highway and street purposes during 1953 are reported in the following tables. Also included are the receipts and disbursements of urban places for allied street functions.

INTERGOVERNMENTAL TRANSFERS

There are some differences between the State and local finance tables with respect to intergovernmental transfers. Variations in the fiscal periods covered account for most of this disagreement. In addition, some of the direct expenditures by the local units on State highways have been reported as transfers to and as direct expenditures of the State in the State finance tables.

The treatment of so-called "reimbursement obligations" in the tables for the local units introduces a further apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is considered to

be aid for local roads and is included in the receipts from the State in table LF-R-1.

In Delaware, where the State reimbursements are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, responsibility for the outstanding local debt has been assumed by the State and all transactions relating thereto are omitted from the local finance tables. In Texas and Wisconsin, where the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported in the local finance tables. Therefore, the receipts from the State reported for Texas and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

SOURCES AND PROCEDURES

Rural data were received from all States in time for inclusion in the tables. Urban data, either partial or complete, were received from all but one State. The information concerning allied functions, which includes street lighting, street cleaning, storm sewers, sidewalks, and parking facilities, has been excluded from the regular street finance tables and is given in separate tables. Forty-five States reported these data, either partial or complete, for 1953.

LOCAL ROAD FINANCE-1953

DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records.

DF-D-1, 1953
NOVEMBER 1955

STATE	URBAN STREETS 1/							STATE HIGHWAYS 1/			CURRENT DIRECT EXPENDITURES FOR LOCAL RURAL ROADS 1/	TOTAL HIGHWAY DISBURSEMENTS	NON-HIGHWAY PURPOSES	TOTAL
	CURRENT DIRECT EXPENDITURES			TRANSFERS TO STATE	TRANSFERS TO LOCAL RURAL UNITS	DEBT RETIREMENT	TOTAL	CURRENT DIRECT EXPENDITURES	TRANSFERS TO STATE	TOTAL				
	CAPITAL OUTLAY, MAINTENANCE AND MISCELLANEOUS	INTEREST	TOTAL											
1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama 2/	11,845	521	12,366	-	-	3,039	15,405	-	-	-	-	15,405	68	15,473
Arizona	4,597	204	4,801	-	-	708	5,509	-	-	-	-	5,509	-	5,509
Arkansas	3,809	16	3,825	-	-	37	3,862	-	-	-	-	3,862	-	3,862
California	77,413	890	78,303	-	257	2,403	80,963	13	210	223	-	81,186	-	81,186
Colorado	9,305	326	9,631	-	56	1,734	11,421	1,195	-	1,195	-	12,616	1	12,617
Connecticut	11,426	254	11,680	-	-	1,011	12,695	-	-	-	-	12,695	5	12,700
Delaware	770	37	807	-	-	59	866	-	-	-	-	866	-	866
Florida	23,131	2,916	26,047	-	-	4,809	30,856	-	-	-	-	30,856	-	30,856
Georgia	11,859	301	12,160	-	-	483	12,643	-	3	3	-	12,646	15	12,661
Idaho	3,359	63	3,422	-	-	286	3,708	-	20	-	-	3,728	-	3,728
Illinois	63,147	1,611	64,758	-	-	6,054	70,812	1	-	1	34	70,847	1,909	72,756
Indiana	17,021	59	17,080	-	4	423	17,507	-	-	-	-	17,507	-	17,507
Iowa 2/	16,558	239	16,797	-	-	878	17,675	-	-	-	-	17,675	241	17,916
Kansas	18,759	706	19,465	324	-	8,210	27,999	-	171	171	-	28,170	24	28,194
Kentucky	9,653	367	10,020	-	-	469	10,489	1,048	-	1,048	-	11,537	272	11,809
Louisiana	21,772	1,274	23,046	-	-	2,181	25,227	-	-	-	-	25,227	179	25,406
Maine	4,927	8	4,935	-	3	100	5,038	397	400	797	-	5,835	-	5,835
Maryland	11,843	795	12,638	1,260	-	2,695	16,593	-	18	18	-	16,611	-	16,611
Massachusetts	42,072	1,131	43,203	-	-	9,941	53,144	-	-	-	-	53,144	402	53,546
Michigan	52,967	(3/)	52,967	-	-	1,735	54,702	2,779	-	2,779	-	57,481	-	57,481
Minnesota	23,843	501	24,344	-	337	3,201	27,882	34	-	34	-	27,916	1,752	29,668
Mississippi	7,347	549	7,896	-	-	4,191	12,087	-	-	-	-	12,087	346	12,433
Missouri	14,904	432	15,336	-	31	4,774	20,141	-	-	-	-	20,141	5,144	25,285
Montana	3,426	183	3,609	48	-	511	4,168	-	-	-	-	4,168	115	4,283
Nebraska	14,629	471	15,100	-	-	5,267	20,367	23	695	718	-	21,085	-	21,085
Nevada	2,371	38	2,409	-	-	170	2,579	-	-	-	-	2,579	-	2,579
New Hampshire	4,339	42	4,381	689	-	397	5,467	45	3	48	-	5,515	-	5,515
New Jersey	28,811	1,728	30,539	-	-	8,455	38,994	-	-	-	-	38,994	-	38,994
New Mexico	5,210	261	5,471	-	-	1,577	7,048	-	-	-	-	7,048	-	7,048
New York 2/	120,796	17,904	138,700	-	-	31,460	170,160	-	-	-	-	170,160	1	170,161
North Carolina	17,417	851	18,268	-	-	2,350	20,618	-	82	82	-	20,700	-	20,700
North Dakota	3,446	222	3,668	-	60	857	4,585	-	159	159	-	4,744	40	4,784
Ohio	50,380	2,110	52,490	-	40	13,366	65,896	-	2,951	2,951	-	68,847	1,238	70,085
Oklahoma 2/	6,209	334	6,543	-	-	394	6,937	-	-	-	-	6,937	-	6,937
Oregon 2/	8,405	249	8,654	64	-	1,036	9,754	-	69	69	-	9,823	138	9,961
Pennsylvania 2/	49,943	3,405	53,348	-	-	7,135	60,483	-	-	-	-	60,483	9	60,492
Rhode Island	5,577	312	5,989	5,026	-	1,636	12,651	42	-	42	-	12,693	-	12,693
South Carolina	4,116	155	4,271	-	-	321	4,592	-	-	-	-	4,592	-	4,592
South Dakota	2,727	37	2,764	-	-	535	3,299	15	-	15	-	3,314	7	3,321
Tennessee	13,434	1,091	14,525	-	-	2,313	16,888	-	-	-	-	16,888	570	17,458
Texas	45,940	4,028	49,968	-	10	8,179	58,157	5,345	1,244	6,589	-	64,746	1,902	66,648
Utah	2,499	17	2,516	15	127	83	2,741	-	-	-	-	2,741	35	2,776
Vermont	2,354	28	2,382	10	-	134	2,526	-	-	-	-	2,526	-	2,526
Virginia 2/	13,275	482	13,757	91	-	881	14,729	-	1,305	1,305	-	16,034	1,469	17,503
Washington	13,276	209	13,485	558	152	706	14,901	-	-	-	-	14,901	9	14,910
West Virginia	3,096	138	3,234	-	-	337	3,571	-	-	-	-	3,571	-	3,571
Wisconsin	26,167	229	26,396	608	103	1,148	28,255	-	1,001	1,001	-	29,256	586	29,842
Wyoming 4/	985	55	1,020	4	-	105	1,129	-	-	-	-	1,129	-	1,129
Total	911,305	47,759	959,064	8,701	1,180	146,774	1,117,719	10,937	8,331	19,268	34	1,137,021	16,477	1,153,498

1/ The classification of disbursements by system is not exact. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets, and some expenditures and transfers for State highways and local rural roads.

2/ Partially estimated.

3/ Interest and principal payments not segregated.

4/ Estimated.

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

Based primarily upon reports prepared by the State Highway Departments from State and local records.

UD-C-1, 1953
NOVEMBER 1955

STATE	TOTAL DEBT OUTSTANDING AT BEGINNING OF YEAR	LONG TERM DEBT						SHORT TERM DEBT						TOTAL DEBT OUTSTANDING AT END OF YEAR
		AMOUNT OUTSTANDING AT BEGINNING OF YEAR 1/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR	AMOUNT OUTSTANDING AT BEGINNING OF YEAR 1/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR	
			ORIGINAL	RE-FUNDING	FROM CURRENT OR SINKING FUNDS	BY RE-FUNDING			ORIGINAL	EXTEN-SIONS	FROM CURRENT OR SINKING FUNDS	BY EXTEN-SIONS OR FUNDING		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama 2/	26,113	25,454	2,416	-	2,832	-	25,038	659	457	-	207	-	909	25,947
Arizona	4,733	4,733	1,739	-	708	-	5,764	-	-	-	-	-	-	5,764
Arkansas	623	3/ 608	-	-	37	-	571	15	-	-	-	-	15	586
California	32,782	32,782	7,320	-	2,403	-	37,699	-	-	-	-	-	-	37,699
Colorado 2/	5,366	5,366	2,650	-	1,734	-	6,282	-	-	-	-	-	-	6,282
Connecticut	9,906	9,771	375	-	1,011	-	9,135	135	-	-	-	-	135	9,270
Delaware	1,244	1,244	40	-	59	-	1,225	-	-	-	-	-	-	1,225
Florida	90,485	90,485	2,608	-	4,809	-	88,284	-	-	-	-	-	-	88,284
Georgia	14,101	14,101	1,960	-	483	-	15,578	-	-	-	-	-	-	15,578
Idaho	1,910	1,910	218	-	4/ 291	-	1,837	-	-	-	-	-	-	1,837
Illinois	52,587	52,145	16,680	1,330	2/ 3,872	1,330	64,553	442	70	2	-	-	510	65,463
Indiana	(6/)	(6/)	(2,985)	-	(350)	-	(6/)	(6/)	(75)	-	(73)	-	(6/)	(6/)
Iowa 2/	8,995	8,995	2,107	-	878	-	10,224	-	-	-	-	-	-	10,224
Kansas	41,606	37,647	10,257	-	5,199	-	42,705	3,959	3,402	-	3,011	-	4,350	47,055
Kentucky	16,998	16,958	45	-	463	-	16,540	40	3	-	6	-	37	16,577
Louisiana	45,572	45,430	6,232	-	2,137	-	49,525	142	67	-	44	-	165	49,690
Maine	518	470	234	-	63	-	641	48	41	-	37	-	52	693
Maryland	23,210	23,147	195	-	2,637	-	20,655	63	-	-	8	-	55	20,710
Massachusetts	56,125	56,125	6,502	-	9,941	-	52,686	-	-	-	-	-	-	52,686
Michigan 2/	39,752	39,752	3,248	-	1/ 1,735	-	41,265	-	-	-	-	-	-	41,265
Minnesota	24,704	23,761	5,922	-	2,310	-	27,373	943	1,123	-	891	-	1,175	28,548
Mississippi	21,359	19,275	4,819	267	2,317	152	21,892	2,084	973	-	1,607	115	1,335	23,227
Missouri	20,845	17,111	3,804	3,676	1,040	-	23,551	3,734	15	-	58	3,676	15	23,566
Montana	3,577	3,577	848	-	4/ 583	-	3,842	-	-	-	-	-	-	3,842
Nebraska	21,589	18,717	6,112	256	3,097	256	21,732	2,872	2,457	-	1,914	-	3,415	25,147
Nevada	1,254	1,254	1,146	7	163	7	2,237	-	-	-	-	-	-	2,237
New Hampshire	2,637	2,637	1,537	-	397	-	3,827	-	-	-	-	-	-	3,827
New Jersey	52,153	48,258	2,470	-	4,880	-	45,848	3,895	6,181	19	3,556	19	6,520	52,368
New Mexico	5,628	5,628	2,465	-	1,577	-	6,516	(6/)	-	-	-	-	-	6,516
New York 2/	497,597	497,597	28,181	-	24,107	-	501,631	(6/)	(9,090)	-	(7,353)	-	(6/)	501,631
North Carolina	32,040	31,513	1,160	-	1,825	-	30,848	527	2,003	-	525	-	2,003	32,353
North Dakota	7,398	7,394	2,046	11	843	11	8,597	4	2	-	3	-	3	8,600
Ohio	90,662	85,143	19,739	1,404	8,152	-	98,134	5,519	4,166	-	3,810	1,404	4,471	102,605
Oklahoma 2/	11,592	11,592	1,078	-	394	-	12,276	-	-	-	-	-	-	12,276
Oregon 2/	7,358	7,358	1,088	-	1,036	-	7,410	-	-	-	-	-	-	7,410
Pennsylvania 2/	118,876	118,876	5,519	-	7,135	-	117,260	(6/)	(176)	-	-	-	(6/)	117,260
Rhode Island	12,869	12,439	97	99	1,051	99	11,485	430	-	486	-	486	430	11,915
South Carolina	4,167	4,167	1,785	-	321	-	5,631	-	-	-	-	-	-	5,631
South Dakota	2,340	2,340	133	-	535	-	1,938	-	-	-	-	-	-	1,938
Tennessee	38,509	38,470	1,719	65	2,216	65	37,973	39	77	-	32	-	84	38,057
Texas	140,224	140,104	21,306	190	7,854	190	153,556	120	115	7	128	7	107	153,663
Utah	453	453	79	-	83	-	449	-	-	-	-	-	-	449
Vermont	1,253	1,253	316	-	134	-	1,435	-	-	-	-	-	-	1,435
Virginia 2/	17,158	17,158	3,547	-	881	-	19,824	-	-	-	-	-	-	19,824
Washington	5,993	5,929	511	-	670	-	5,770	64	52	-	36	-	80	5,850
West Virginia	4,273	4,273	-	-	337	-	3,936	-	-	-	-	-	-	3,936
Wisconsin	13,764	13,764	3,922	-	1,184	-	16,502	-	-	-	-	-	-	16,502
Wyoming 3/	783	783	408	-	105	-	1,086	-	-	-	-	-	-	1,086
Total	1,633,691	1,607,957	186,583	7,305	116,569	2,110	1,683,166	25,734	21,204	512	15,875	5,707	25,868	1,709,034

1/ Differences between amounts reported outstanding at the end of 1952 and the beginning of 1953 are due to necessary adjustments. Data for short term debt incomplete.
2/ Partially estimated.
3/ Information incomplete.
4/ Includes cancelled bonds.

5/ Special benefit debt not included.
6/ Data not available. Therefore, borrowings and retirements shown in parentheses are not included in column totals.
7/ Includes an unknown amount of interest.
8/ Estimated.

LOCAL ROAD FINANCE-1953

RECEIPTS OF URBAN PLACES FOR ALLIED STREET FUNCTIONS

Based primarily upon reports prepared by the State Highway Departments from State and local records.

UF-R-A, 1953
NOVEMBER 1955

STATE	PROPERTY TAXES			TRANSFERS FROM OTHER URBAN FUNDS	PARKING FACILITY REVENUE			OTHER	BORROWING	TOTAL	NUMBER OF PARKING FACILITIES REPORTED ^{5/}		STATE
	GENERAL	SPECIAL ASSESSMENT	TOTAL		METERS	LOTS	TOTAL				NUMBER OF METERS	NUMBER OF LOTS ^{6/}	
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
Alabama	-	-	-	5	1,363	-	1,363	122	-	1,490	16,234	-	Alabama
Arizona	-	-	-	-	431	-	431	9	-	440	7,473	-	Arizona
Arkansas	-	-	-	422	772	-	772	113	-	1,307	13,528	-	Arkansas
California ^{1/}	-	-	-	8,859	6,960	78	7,038	336	699	16,932	105,932	113	California ^{1/}
Colorado	-	-	-	1,138	^{2/} 764	-	764	-	-	1,902	-	-	Colorado
Connecticut	-	138	138	2,546	948	-	948	211	3,461	7,304	17,219	72	Connecticut
Delaware	-	-	-	252	212	-	212	94	-	558	2,235	-	Delaware
Florida	645	-	645	5,517	2,320	-	2,320	-	-	8,482	33,927	52	Florida
Georgia	-	183	183	2,657	1,726	2	1,728	-	505	5,073	30,739	1	Georgia
Idaho	273	35	308	304	323	-	323	25	192	1,152	8,241	-	Idaho
Illinois	3,308	-	3,308	6,597	7,055	-	7,055	685	27,556	45,201	98,072	72	Illinois
Indiana	-	-	-	1,803	2,809	-	2,809	-	-	4,612	^{7/} 38,530	^{7/} 3	Indiana
Iowa	-	-	-	-	1,690	-	1,690	65	174	1,929	-	-	Iowa
Kansas	169	38	207	1,018	955	42	997	127	211	2,560	-	-	Kansas
Kentucky	-	-	-	-	^{2/} 1,555	-	1,555	-	-	1,555	24,123	-	Kentucky
Louisiana	398	140	538	2,329	886	28	914	-	384	4,165	16,870	-	Louisiana
Maine	-	-	-	-	^{2/} 53	-	53	-	-	53	-	-	Maine
Massachusetts	-	301	301	16,081	2,603	478	3,081	-	1,219	20,682	37,939	157	Massachusetts
Minnesota	3,979	2,295	6,274	-	1,685	-	1,685	738	2,438	11,135	21,883	4	Minnesota
Mississippi	-	-	-	648	791	-	791	-	-	1,439	-	-	Mississippi
Missouri	572	-	572	4,492	2,112	240	2,352	178	4,625	12,219	31,847	16	Missouri
Montana	184	399	583	167	541	-	541	-	112	1,403	8,048	5	Montana
Nebraska	1,263	22	1,285	265	-	1,000	1,000	183	-	2,733	15,173	2	Nebraska
Nevada	41	42	83	265	178	-	178	-	-	526	-	-	Nevada
New Jersey	-	-	-	9,874	1,725	49	1,774	-	-	11,648	-	-	New Jersey
New Mexico	99	-	99	227	425	-	425	-	-	754	7,622	1	New Mexico
New York ^{3/}	2,640	1,560	4,200	17,828	4,082	67	4,149	944	4,331	31,452	-	-	New York ^{3/}
North Carolina	-	-	-	3,627	1,548	-	1,548	-	-	5,175	24,101	22	North Carolina
North Dakota	10	432	442	446	7	35	42	55	744	1,729	-	15	North Dakota
Ohio	-	3,294	3,294	6,681	4,810	-	4,810	3,182	2,504	20,471	^{7/} 48,644	^{7/} 6	Ohio
Oklahoma ^{3/}	-	-	-	-	294	-	294	-	3,185	3,479	3,998	-	Oklahoma ^{3/}
Oregon ^{3/}	-	-	-	176	833	1	834	-	419	1,429	-	-	Oregon ^{3/}
Pennsylvania ^{3/}	5,252	-	5,252	1,009	4,931	21	4,952	3,382	270	14,865	-	-	Pennsylvania ^{3/}
Rhode Island	-	-	-	-	^{4/} 310	-	310	-	-	310	-	-	Rhode Island
South Carolina	-	-	-	1,849	849	14	863	-	350	3,062	14,188	26	South Carolina
South Dakota	30	-	30	963	393	-	393	-	-	1,386	6,633	1	South Dakota
Tennessee	-	-	-	956	1,251	-	1,251	-	-	2,207	-	-	Tennessee
Texas	2,410	-	2,410	7,476	5,004	-	5,004	1,206	6,381	22,477	81,524	40	Texas
Utah	255	-	255	56	406	-	406	4	-	721	6,526	-	Utah
Vermont	-	-	-	538	266	-	266	1	-	805	4,340	7	Vermont
Virginia	-	-	-	2,388	1,023	43	1,066	113	90	3,657	-	-	Virginia
Washington	500	23	523	2,772	1,549	-	1,549	238	-	5,082	21,516	11	Washington
West Virginia	46	-	46	858	947	286	1,233	-	-	2,137	16,356	21	West Virginia
Wisconsin	-	966	966	8,688	2,525	34	2,559	-	1,555	13,768	-	-	Wisconsin
Total, 44 States	22,074	9,868	31,942	121,777	71,910	2,418	74,328	12,014	61,405	301,466	763,461	647	Total, 44 States

^{1/} Includes parking facility data for 7 unincorporated areas.
^{2/} Portion of parking facility revenue reported in street funds.
^{3/} Data incomplete.
^{4/} Parking meter revenue reported transferred to general fund.

^{5/} Number of meters and lots not reported in all States reporting revenues.
^{6/} Includes parking garages or ramps as follows: Connecticut-2, Massachusetts-17, Missouri-2, and Montana-1.
^{7/} 1952 data.

Highway Finance

MILEAGE OF PUBLIC ROADS AND STREETS

During 1954 construction by the State highway departments amounted to nearly 56,000 miles—3,000 miles more than were built in 1953.

Of the mileage built by or under the supervision of the State highway departments, 42,000 miles were built on the State highway systems, and slightly more than 13,000 miles were completed off the State highway systems, principally county roads improved under the Federal-aid secondary highway program. There were 556 miles of toll roads completed during the year.

A comparison of the types of roads built in 1940, 1950, and 1954 is given below:

	<u>1940</u>	<u>1950</u>	<u>1954</u>
Graded and drained	2,207	3,364	2,448
Soil-surfaced and gravel . .	7,149	17,564	13,501
Low-type bituminous	17,934	20,303	18,172
High-type bituminous	3,335	12,876	18,824
Portland cement concrete . .	<u>1,969</u>	<u>1,380</u>	<u>2,543</u>
	32,594	55,487	55,488

The comparison shows a tendency toward building roads with higher type surfaces in recent years. Much of the construction included widening, realignment, and other safety features.

The 42,000 miles built on the State highway primary and secondary systems represent some form of construction improvement on 6.6 miles of road for every 100 miles of existing State highways.

In the 10-year period 1945-54, the mileage of State highway systems with road surfaces 20 feet or more wide has increased 85,518 miles. There was, however, a greater mileage of roadways less than 20 feet wide in 1954 than in 1945 because of continuing transfer of low-type roadways from county systems to the State systems.

	<u>1945</u>	<u>1954</u>
Surfaces less than 20 feet wide . .	240,302	268,164
Surfaces 20 feet and wider	<u>240,862</u>	<u>326,380</u>
Total, surfaced mileage	481,164	594,544
Unsurfaced mileage	<u>92,070</u>	<u>43,412</u>
Total, State systems	573,234	637,956

STATE-ADMINISTERED HIGHWAYS

The mileage of roads and streets for which the States are responsible increased 8,125 miles in 1954,

from 639,538 to 647,663 miles. Approximately 2,000 miles were added by construction of roads on new locations. The remainder of the increase is largely accounted for by transfers of local roads into the State systems.

The tables of the SM (State mileage) series classify mileage by systems, surface types, and widths.

MILEAGE OF ALL ROADS AND STREETS

The latest available data for mileage of all roads and streets, classified by government unit administering them, and by type of surface, are given in tables M-1, M-2, and M-3.

The total mileages of surfaced and unsurfaced rural roads in the United States, expressed in percentages, are given below for the years 1930, 1940, and 1954:

	<u>1930</u>	<u>1940</u>	<u>1954</u>
Unsurfaced	76.9	55.2	37.1
Surfaced	<u>23.1</u>	<u>44.8</u>	<u>62.9</u>
	100.0	100.0	100.0

A similar comparison of surfaced and unsurfaced mileages of the State primary rural systems appears below:

	<u>1930</u>	<u>1940</u>	<u>1954</u>
Unsurfaced	29.9	8.2	1.8
Surfaced	<u>70.1</u>	<u>91.8</u>	<u>98.2</u>
	100.0	100.0	100.0

The total State primary rural system mileages represented above are as follows: 1930, 324,000 miles; 1940, 329,000 miles; and 1954, 379,000 miles.

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, and institutions, and toll and other roads that are not parts of the designated State or local systems. Included with the highways under State control are 1,355 miles of toll roads.

Rural roads under local control, which constitute 76.9 percent of all rural mileage, are reported by surface types in table LM-O.

Table M-21 is published here for the first time. It summarizes all road and street mileage and indicates the extent of Federal-aid system coincidence with State and local roads.

MILEAGE BUILT DURING 1954 BY STATE HIGHWAY DEPARTMENTS--SUMMARY

Compiled for Calendar Year
from Reports of State AuthoritiesTABLE SMB-1, 1954
ISSUED OCTOBER 1955

STATE	MILEAGE GRADED AND DRAINED								MILEAGE SURFACED							
	STATE-ADMINISTERED HIGHWAYS								STATE-ADMINISTERED HIGHWAYS							
	RURAL ROADS				MUNICIPAL EXTEN- SIONS OF STATE HIGHWAY SYSTEMS	OTHER MILEAGE GRADED AND DRAINED 1/	TOTAL MILEAGE GRADED AND DRAINED	RURAL ROADS				MUNICIPAL EXTEN- SIONS OF STATE HIGHWAY SYSTEMS	TOTAL	OTHER MILEAGE SURFACED 1/	TOTAL MILEAGE SURFACED	
	STATE PRIMARY SYSTEM	SECONDARY ROADS		TOTAL				STATE PRIMARY SYSTEM	SECONDARY ROADS		TOTAL					
STATE SECONDARY SYSTEM		COUNTY ROADS UNDER STATE CONTROL	STATE SECONDARY SYSTEM		COUNTY ROADS UNDER STATE CONTROL											
Alabama	-	-	-	-	-	-	-	368	-	77	445	52	497	759	1,256	
Arizona	8	-	-	8	-	8	67	225	-	-	225	6	231	223	454	
Arkansas	-	-	-	-	-	-	-	940	-	-	940	37	977	161	1,138	
California	1	-	-	1	-	1	53	446	-	-	446	69	515	353	868	
Colorado	-	-	-	-	-	-	-	514	-	-	514	18	532	-	532	
Connecticut	-	-	-	-	-	-	-	66	-	-	66	22	88	-	88	
Delaware	-	-	-	-	-	-	-	38	33	38	109	6	115	-	115	
Florida	3	14	-	17	-	17	-	816	425	-	1,243	156	1,399	81	1,480	
Georgia	104	-	-	104	2	106	226	1,206	-	-	1,206	114	1,320	1,070	2,390	
Idaho	11	-	-	11	-	11	9	366	-	-	366	13	379	162	541	
Illinois	-	-	-	-	-	-	-	458	-	-	458	70	528	321	849	
Indiana	-	-	-	-	-	-	-	611	-	-	611	30	641	-	641	
Iowa	-	-	-	-	-	-	800	431	-	-	431	44	475	1,042	1,517	
Kansas	106	-	-	106	2	108	-	816	-	-	816	28	844	1,116	1,960	
Kentucky	-	-	-	-	-	-	-	1,877	-	-	1,877	92	1,969	9	1,978	
Louisiana	-	-	-	-	-	-	-	157	2/ 694	-	851	44	895	-	895	
Maine	-	-	-	-	-	-	-	99	3/ 149	-	248	9	257	-	257	
Maryland	-	-	-	-	-	-	-	249	-	-	249	13	262	19	281	
Massachusetts	-	-	-	-	-	-	-	118	-	-	118	25	143	27	170	
Michigan	-	-	-	-	-	2	2	281	-	-	281	41	322	379	701	
Minnesota	-	-	-	-	-	-	73	883	-	-	883	103	986	1,365	2,351	
Mississippi	-	-	-	-	-	-	-	278	-	-	278	18	296	-	296	
Missouri	-	-	-	-	-	-	-	645	2,023	-	2,668	78	2,746	-	2,746	
Montana	28	21	-	49	1	50	86	474	288	-	762	9	771	15	786	
Nebraska	-	-	-	-	-	-	-	372	-	-	372	17	389	126	515	
Nevada	-	-	-	-	-	-	-	199	118	21	338	2	340	-	340	
New Hampshire	-	-	-	-	-	-	-	26	13	-	39	10	49	-	49	
New Jersey	-	-	-	-	-	-	-	51	-	-	51	20	71	148	219	
New Mexico	2	-	-	2	-	2	-	576	-	-	576	38	614	-	614	
New York	-	-	-	-	-	-	-	309	-	-	309	70	379	367	746	
North Carolina	-	-	339	339	1	340	-	801	-	2,765	3,566	139	3,705	-	3,705	
North Dakota	31	-	-	31	-	31	167	722	-	-	722	18	740	735	1,475	
Ohio	-	-	-	-	-	-	-	1,711	-	-	1,711	142	1,853	32	1,885	
Oklahoma	87	-	-	87	2	89	-	398	-	-	398	22	420	163	583	
Oregon	-	-	-	-	-	-	4	268	87	-	355	13	368	508	876	
Pennsylvania	-	-	-	-	-	-	-	939	1,158	-	2,097	217	2,314	32	2,346	
Rhode Island	-	-	-	-	-	-	-	13	-	-	13	3	16	5	21	
South Carolina	-	-	-	-	-	-	-	226	-	-	226	200	426	3	429	
South Dakota	10	-	-	10	-	10	-	687	1,263	-	1,950	15	2,023	321	2,023	
Tennessee	-	-	-	-	-	-	9	860	-	-	860	18	878	1,116	1,994	
Texas	43	-	-	43	1	44	-	4,267	-	-	4,267	206	4,473	-	4,473	
Utah	2	-	-	2	-	2	-	324	-	-	324	27	351	15	366	
Vermont	-	-	-	-	-	-	-	72	-	-	72	7	79	9	88	
Virginia	-	-	10	10	-	10	-	321	-	1,750	2,071	49	2,120	2	2,122	
Washington	-	-	-	-	-	-	-	290	177	-	467	27	494	355	849	
West Virginia	1	-	-	1	-	1	-	519	-	189	708	39	747	88	835	
Wisconsin	-	-	-	-	-	-	14	885	-	-	885	63	948	351	1,299	
Wyoming	36	-	-	36	-	36	72	108	-	-	255	5	260	375	635	
Total	473	35	349	857	9	866	1,532	2,448	27,455	6,428	4,840	38,723	2,464	41,187	11,853	53,040

1/ Mileage built by State highway departments on county or other local rural roads not under State control, on forest, park, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-state toll authorities.

2/ Includes 328 miles built on the Farm-to-Market system.
3/ Mileage built on the State-aid system.

MILEAGE BUILT DURING 1954 ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS ^{1/}

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

TABLE SMB-2, 1954
ISSUED OCTOBER 1955

STATE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED											TOTAL MILEAGE GRADED AND SURFACED		
		TYPE OF SURFACE BUILT										SUBTOTALS			
		D SOIL-SURFACED	E SLAG, GRAVEL, OR STONE	F BITUMINOUS SURFACE-TREATED	G-1 MIXED BITUMINOUS ^{2/}	G-2 MIXED BITUMINOUS ^{3/}	H-1 BITUMINOUS PENETRATION ^{2/}	H-2 BITUMINOUS PENETRATION ^{3/}	I BITUMINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	SURFACING ON EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING		TOTAL SURFACED	
Alabama	-	-	-	46	-	322	-	-	-	-	-	43	325	368	368
Arizona	8	-	6	129	4	85	-	-	-	1	54	171	225	233	233
Arkansas	-	-	464	142	-	162	-	-	148	24	65	876	940	940	940
California	1	6	4	34	5	335	-	1	4	57	43	403	446	446	447
Colorado	-	-	36	-	-	463	-	-	-	15	36	478	514	514	514
Connecticut	-	-	-	1	-	-	-	22	25	18	5	61	66	66	66
Delaware	-	-	-	-	-	-	-	-	12	26	8	30	38	38	38
Florida	3	-	-	153	50	374	-	-	237	4	75	743	818	821	821
Georgia	104	66	15	538	21	5	-	166	380	15	273	933	1,206	1,310	1,310
Idaho	11	-	32	82	29	223	-	-	-	-	103	263	366	377	377
Illinois	-	-	-	-	-	-	-	-	250	208	18	440	458	458	458
Indiana	-	-	-	-	3	262	-	-	343	3	-	611	611	611	611
Iowa	-	-	133	14	61	-	-	-	84	139	58	373	431	431	431
Kansas	106	-	24	446	132	106	-	-	61	47	251	565	816	922	922
Kentucky	-	-	730	28	529	23	49	-	516	2	190	1,687	1,877	1,877	1,877
Louisiana	-	-	-	-	-	-	-	-	93	32	-	157	157	157	157
Maine	-	-	-	1	-	39	-	22	33	4	13	86	99	99	99
Maryland	-	-	-	5	6	-	14	-	205	19	30	219	249	249	249
Massachusetts	-	-	-	-	-	-	2	-	116	-	31	87	118	118	118
Michigan	-	-	49	41	68	-	-	-	84	39	27	254	281	281	281
Minnesota	-	-	159	10	88	541	-	-	3	82	98	785	883	883	883
Mississippi	-	-	-	195	20	13	-	-	36	14	-	278	278	278	278
Missouri	-	-	3	25	202	-	-	-	194	221	32	613	645	645	645
Montana	28	-	12	97	24	341	-	-	-	-	34	440	474	502	502
Nebraska	-	-	96	-	76	-	-	-	156	44	87	285	372	372	372
Nevada	-	-	-	-	199	-	-	-	-	-	-	199	199	199	199
New Hampshire	-	-	-	8	18	-	-	-	-	-	10	16	26	26	26
New Jersey	-	-	4	-	-	-	-	12	21	14	11	40	51	51	51
New Mexico	2	-	70	92	93	78	-	-	238	5	207	369	576	576	576
New York	-	-	-	-	-	2	13	-	265	27	14	295	309	309	309
North Carolina	-	-	-	206	-	3	-	-	484	108	83	718	801	801	801
North Dakota	31	-	431	6	16	258	-	-	-	11	40	682	722	753	753
Ohio	-	-	1	287	206	288	-	-	864	65	46	1,665	1,711	1,711	1,711
Oklahoma	87	-	98	205	-	-	-	-	81	14	205	193	398	485	485
Oregon	-	-	-	-	-	-	-	-	85	-	104	268	268	268	268
Pennsylvania	-	-	39	35	-	-	-	-	195	501	169	847	939	939	939
Rhode Island	-	-	-	2	-	-	-	-	11	-	-	13	13	13	13
South Carolina	-	-	-	121	-	-	-	-	104	1	62	164	226	226	226
South Dakota	10	-	99	137	36	402	-	-	-	13	47	640	687	697	697
Tennessee	-	-	101	159	136	285	-	-	168	11	3	857	860	860	860
Texas	43	2	-	3,131	-	25	-	37	1,049	23	2,064	2,203	4,267	4,310	4,310
Utah	2	-	52	2	13	257	-	-	-	-	49	275	324	326	326
Vermont	-	-	1	20	-	18	-	-	33	-	2	70	72	72	72
Virginia	-	-	-	16	-	149	-	-	145	11	1	320	321	321	321
Washington	-	-	-	79	-	6	-	13	128	64	73	217	290	290	290
West Virginia	1	-	9	3	-	325	-	8	172	2	8	511	519	520	520
Wisconsin	-	-	-	-	226	222	-	-	281	86	66	819	885	885	885
Wyoming	36	-	24	13	89	129	-	-	-	-	59	196	255	291	291
Total	473	74	2,692	6,509	2,350	5,811	78	595	7,708	1,638	4,820	4/ 22,635	27,455	27,928	27,928

^{1/} Includes mileage widened.
^{2/} Combined thickness of surface and base less than 7 inches and/or low and nonuniform load-bearing capacity.

^{3/} Combined thickness of surface and base 7 inches or more and/or high load-bearing capacity.
^{4/} See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

MILEAGE BUILT DURING 1954 ON SECONDARY RURAL ROADS UNDER STATE CONTROL

Compiled for Calendar Year
from Reports of State Authorities

CLASSIFIED BY TYPE OF SURFACE

TABLE SMB-3, 1954
ISSUED OCTOBER 1955

STATE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED											TOTAL MILEAGE GRADED OR SURFACED	STATE	
		TYPE OF SURFACE BUILT									SUBTOTALS				
		D SOIL-SURFACED	E SIAG, GRAVEL, OR STONE	F BITU-MINOUS SURFACE-TREATED	G-1 MIXED BITU-MINOUS 1/	G-2 MIXED BITU-MINOUS 2/	H-1 BITU-MINOUS PENE-TRATION 1/	H-2 BITU-MINOUS PENE-TRATION 2/	I BITU-MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON-STRUCTION OR RESUR-FACING			TOTAL
SECONDARY STATE HIGHWAYS															
Delaware	-	-	-	22	5	-	-	-	6	-	-	33	33	33	Delaware
Florida	14	-	-	279	43	97	-	-	6	-	221	204	425	439	Florida
Louisiana: Secondary Farm-to-market Total	-	-	-	-	-	-	-	333 318 651	- 10 10	33 - 33	3 4 7	363 324 687	366 328 694	366 328 694	Louisiana: Secondary Farm-to-market Total
Maine 3/	-	-	41	95	-	13	-	-	-	-	2	147	149	149	Maine 3/
Missouri	-	32	1,687	281	18	-	-	-	5	-	199	1,824	2,023	2,023	Missouri
Montana	21	-	131	-	-	157	-	-	-	-	122	166	288	309	Montana
Nevada	-	-	14	-	104	-	-	-	-	-	22	96	118	118	Nevada
New Hampshire	-	-	-	13	-	-	-	-	-	-	4	9	13	13	New Hampshire
Oregon	-	-	16	12	-	-	-	12	47	-	15	72	87	87	Oregon
Pennsylvania	-	-	432	250	-	-	-	350	83	43	319	839	1,158	1,158	Pennsylvania
South Carolina	-	-	-	1,261	-	-	-	-	2	-	976	287	1,263	1,263	South Carolina
Washington	-	-	26	108	-	35	-	4	4	-	69	108	177	177	Washington
Total	35	32	2,347	2,321	170	302	-	1,017	163	76	1,956	4/ 4,472	6,428	6,463	Total
COUNTY ROADS UNDER STATE CONTROL 5/															
Alabama	-	-	-	77	-	-	-	-	-	-	13	64	77	77	Alabama
Delaware	-	-	2	31	2	-	-	-	1	2	6	32	38	38	Delaware
Nevada	-	-	-	-	21	-	-	-	-	-	9	12	21	21	Nevada
North Carolina	339	788	731	823	25	2	-	-	394	2	1,200	1,565	2,765	3,104	North Carolina
Virginia	10	194	488	1,015	-	48	-	-	5	-	241	1,509	1,750	1,760	Virginia
West Virginia	-	3	110	38	-	20	-	13	5	-	77	112	189	189	West Virginia
Total	349	985	1,331	1,984	48	70	-	13	405	4	1,546	4/ 3,294	4,840	5,189	Total
ALL SECONDARY ROADS UNDER STATE CONTROL															
Grand Total	384	1,017	3,678	4,305	218	372	-	1,030	568	80	3,502	4/ 7,766	11,268	11,652	Grand Total
<p>1/ Combined thickness of surface and base less than 7 inches and/or low and non-uniform load bearing capacity.</p> <p>2/ Combined thickness of surface and base 7 inches or more and/or high uniform load bearing capacity.</p> <p>3/ Mileage built on State-aid system.</p> <p>4/ See table SM-101 for segregation between resurfacing to a different type and re-surfacing to the same type.</p> <p>5/ In Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.</p>															

Mileage of Public Roads and Streets

MILEAGE BUILT DURING 1954 ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS

Compiled for Calendar Year from Reports of State Authorities

TABLE SM-4, 1954 ISSUED OCTOBER 1955

STATE	MILEAGE GRADED AND DRAINED	D	E	F	G-1	G-2	H-1	H-2	MILEAGE SURFACED		SUBTOTALS	TOTAL MILEAGE SURFACED ON GRADED MILEAGE OR SURFACED
									I	J		
Alabama	-	-	-	-	-	46	-	5	9	43	52	52
Arizona	-	-	-	-	-	6	-	-	4	2	6	6
California	-	-	-	-	2	23	-	2	4	65	69	69
Colorado	-	-	-	-	-	14	-	8	3	22	18	18
Connecticut	-	-	-	-	-	-	-	9	5	17	22	22
Delaware	-	-	-	-	-	-	-	-	2	4	6	6
Florida	-	-	-	-	-	-	-	7	24	132	156	156
Georgia	2	2	-	-	19	1	-	1	23	91	114	116
Idaho	-	-	-	-	1	11	-	-	1	12	13	13
Illinois	-	-	-	-	-	-	-	11	1	69	70	70
Indiana	-	-	-	-	-	-	-	25	-	30	30	30
Iowa	2	-	-	-	1	9	-	26	11	33	44	44
Kansas	-	-	-	-	9	10	-	6	5	23	30	30
Kentucky	-	-	-	-	13	7	-	8	4	41	44	44
Louisiana	-	-	-	-	-	-	-	8	3	41	44	44
Maine	-	-	-	-	1	6	-	1	1	8	9	9
Maryland	-	-	-	-	-	12	-	1	1	13	13	13
Massachusetts	-	-	-	-	-	25	-	21	5	33	41	41
Michigan	-	-	-	-	7	18	-	22	19	94	103	103
Minnesota	-	-	-	-	1	4	-	10	13	66	78	78
Missouri	-	-	-	-	2	13	-	13	1	8	10	103
Montana	1	-	-	-	-	-	-	1	1	8	9	10
Nebraska	-	-	-	-	-	3	-	7	-	16	17	17
Nevada	-	-	-	-	-	-	-	-	-	2	2	2
New Hampshire	-	-	-	-	-	-	-	9	-	10	10	10
New Jersey	-	-	-	-	-	-	-	5	3	17	20	20
New Mexico	-	-	-	-	4	1	-	31	5	33	38	38
New York	-	-	-	-	6	2	-	46	24	76	70	70
North Carolina	1	-	-	-	33	2	-	88	20	119	140	140
North Dakota	-	-	-	-	-	11	-	-	1	17	18	18
Ohio	-	2	-	-	2	123	-	12	11	131	142	142
Oklahoma	-	-	-	-	7	7	-	7	5	17	24	24
Oregon	-	-	-	-	1	12	-	12	3	15	16	16
Pennsylvania	-	-	-	-	14	17	-	157	157	43	200	200
Rhode Island	-	-	-	-	183	3	-	10	-	18	15	18
South Carolina	-	-	-	-	3	9	-	3	-	12	15	15
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-
Texas	1	-	-	-	55	129	-	22	50	156	207	207
Utah	-	-	-	-	2	3	-	4	-	7	7	7
Vermont	-	-	-	-	-	5	-	3	-	23	27	27
Virginia	-	-	-	-	12	18	-	9	10	39	49	49
Washington	-	-	-	-	1	10	-	12	2	15	27	27
West Virginia	-	-	-	-	2	19	-	30	1	37	39	39
Wisconsin	-	-	-	-	-	-	-	-	-	62	63	63
Wyoming	-	-	-	-	-	-	-	-	-	5	5	5
Total	9	8	75	383	70	329	-	70	1,202	2,464	2,473	2,473

1/ Includes mileage widened.
 2/ Combined thickness of surface and base less than 7 inches and/or low and nonuniform load-bearing capacity.
 3/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.
 4/ 1,966

EXISTING MILEAGE OF STATE HIGHWAYS—SUMMARY—1954

TABLE SM-2, 1954
SHEET 1 OF 2
ISSUED OCTOBER 1955

Compiled for End of Calendar Year
From Reports of State Authorities

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

STATE	EXISTING MILEAGE OF PRIMARY RURAL STATE HIGHWAYS							EXISTING MILEAGE OF MUNICIPAL EXTENSIONS OF STATE HIGHWAYS 3/						
	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/					TOTAL	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/					TOTAL
		D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL SURFACED MILEAGE	
Alabama	7	41	2,129	4,603	246	7,019	7,026	-	3	137	657	78	875	875
Arizona	219	141	1,419	2,012	80	3,652	3,871	1	13	71	19	103	104	
Arkansas	205	3,433	921	3,968	910	9,232	9,437	-	17	52	300	222	591	591
California	269	2,061	2,458	6,279	1,470	12,268	12,537	-	9	31	807	383	1,230	1,230
Colorado	116	1,709	65	5,319	390	7,483	7,599	-	14	-	274	54	342	342
Connecticut	-	-	371	1,447	576	2,394	2,394	-	-	54	288	243	585	585
Delaware	-	-	30	167	263	460	460	2	4	40	53	66	163	165
Florida	22	50	5,413	2,801	419	8,683	8,705	2	1	491	645	160	1,297	1,299
Georgia	1,091	1,135	5,389	4,343	1,540	12,407	13,498	29	31	485	713	350	1,579	1,608
Idaho	373	1,477	2,121	4,156	28	4,526	4,529	1	2	63	136	10	211	212
Illinois	-	7	348	2,642	7,467	10,464	10,464	-	1	34	668	1,120	1,823	1,823
Indiana	-	241	1,020	6,544	1,948	9,753	9,753	-	1	30	610	263	904	904
Iowa	10	1,507	1,050	989	5,106	8,652	8,652	-	53	134	145	718	1,050	1,050
Kansas	331	364	6,139	1,501	1,134	9,138	9,469	12	40	166	123	215	508	520
Kentucky	3	5,906	5,269	4,944	783	16,902	16,902	-	20	131	456	109	716	716
Louisiana	-	5	-	816	1,388	2,209	2,209	-	75	-	490	415	980	980
Maine	-	31	1,740	1,084	66	2,921	2,921	-	4	216	214	40	474	474
Maryland	-	15	1,992	1,220	1,332	4,559	4,559	-	-	58	110	76	244	244
Massachusetts	-	-	305	1,219	115	1,639	1,639	-	-	34	425	51	510	510
Michigan	51	960	2,535	1,688	3,083	8,266	8,317	-	17	92	461	468	1,030	1,030
Minnesota	-	1,103	2,461	4,186	2,559	10,309	10,309	-	25	358	582	547	1,512	1,512
Mississippi	-	1,773	3,100	763	1,807	7,443	7,443	-	27	208	88	227	550	550
Missouri	-	137	3,308	1,325	3,144	7,914	7,914	1	129	389	135	405	1,050	1,050
Montana	179	215	2,285	2,848	21	5,369	5,369	3	14	55	118	21	208	211
Nebraska	80	4,782	2,809	738	1,048	9,377	9,457	-	76	100	66	172	414	414
Nevada	-	-	2,128	3	1	2,132	2,132	-	1	72	1	2	76	76
New Hampshire	-	8	1,199	78	200	1,485	1,485	-	-	175	60	51	286	286
New Jersey	-	10	5	302	931	1,248	1,248	-	-	2	171	378	551	551
New Mexico	2,639	1,862	1,792	4,533	29	8,216	10,851	14	23	57	320	25	425	439
New York	-	254	4,288	5,531	3,999	12,072	12,072	-	5	72	369	446	692	692
North Carolina	13	133	4,746	4,419	1,571	10,869	10,882	136	214	809	1,049	306	2,378	2,514
North Dakota	213	3,495	568	1,959	124	6,146	6,359	10	72	22	112	31	237	247
Ohio	1	709	3,728	10,341	1,223	16,001	16,002	10	8	177	1,665	555	2,405	2,415
Oklahoma	189	1,541	2,851	3,015	2,315	9,722	9,907	1	14	71	176	261	524	525
Oregon	61	59	1,254	2,898	227	4,438	4,438	-	16	73	215	89	393	393
Pennsylvania	21	197	2,313	6,322	3,977	12,809	12,830	7	57	501	1,607	869	3,034	3,041
Rhode Island	-	-	385	82	141	608	608	-	-	125	79	64	268	268
South Carolina	80	20	5,348	1,041	1,451	8,060	8,140	370	25	1,301	343	199	1,868	2,238
South Dakota	106	1,892	2,099	1,975	350	6,364	6,470	-	17	60	70	76	223	223
Tennessee	-	256	2,878	3,438	957	7,529	7,529	-	3	108	409	153	673	673
Texas	12	59	31,908	9,374	3,623	44,964	44,976	3	2	893	1,099	611	2,565	2,568
Utah	523	1,043	409	2,758	72	4,282	4,805	-	23	95	422	52	592	592
Vermont	-	227	510	952	102	1,791	1,791	-	2	24	115	24	165	165
Virginia	5	34	1,827	5,431	393	7,685	7,690	7	53	600	531	116	1,300	1,307
Washington	10	68	901	2,100	753	3,822	3,832	-	-	41	217	202	460	460
West Virginia	9	128	714	3,068	553	4,463	4,472	3	15	72	338	147	572	575
Wisconsin	3	9	3,007	6/ 3,861	3,143	10,020	10,023	-	-	200	468	618	1,286	1,286
Wyoming	75	167	1,356	3,237	-	4,760	4,760	2	2	18	92	7	119	121
Total	6,908	38,317	130,447	140,285	63,106	372,155	379,063	614	1,079	8,899	18,565	11,714	40,257	40,871

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL-1954

Compiled for End of Calendar Year
from Reports of State Authorities

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE SM-9, 1954
ISSUED OCTOBER 1955

STATE	LESS THAN 20 FEET					20 FEET AND LESS THAN 22 FEET					22 FEET AND LESS THAN 24 FEET					24 FEET AND LESS THAN 27 FEET					27 FEET AND OVER					TOTAL SURFACED MILEAGE
	TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					
	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	
SECONDARY STATE HIGHWAYS																										
Delaware	78	550	3	283	914	6	148	55	19	228	4	11	11	6	32	-	4	14	2	20	-	2	2	-	4	1,198
Florida	-	1,402	135	5	1,542	-	111	15	-	126	-	21	15	-	36	-	482	25	3	510	-	3	3	1	7	2,221
Louisiana: Secondary Farm-to-market Total	930 4,688 5,618	- - -	999 110 1,109	507 38 545	2,436 5,136 7,572	386 105 791	- - -	2,121 776 2,897	169 32 201	2,676 1,213 3,889	18 171 189	- - -	38 13 51	39 3 42	95 197 282	19 51 70	- - -	11 5 16	1 1 2	31 57 88	3 11 14	- - -	1 - 1	1 - 1	5 11 16	5,243 6,604 11,847
Maine	1,617	5,795	32	3	7,447	47	54	84	1	186	2	3	29	-	34	-	5	1	-	6	-	2	1	-	3	7,676
Missouri	2,950	76	9	127	3,162	6,814	2,428	29	96	9,367	29	639	1	11	680	129	166	6	-	301	7	1	4	10	22	13,532
Montana 2/	885	28	2	1	916	253	87	199	-	539	105	26	-	-	131	813	94	510	-	1,417	40	16	-	-	56	3,059
Nevada	954	146	-	-	1,100	117	1,133	-	-	1,250	5	66	-	-	71	73	27	-	-	100	12	4	-	-	16	2,537
New Hampshire	93	1,139	-	2	1,234	1	732	2	1	736	-	111	-	1	112	-	68	3	-	71	-	2	2	-	4	2,157
Oregon	426	494	270	37	1,227	-	467	457	2	926	42	25	48	-	115	57	4	7	2	70	6	13	7	-	26	2,364
Pennsylvania	5,166	10,379	8,005	372	24,222	18	30	282	60	390	1	23	143	84	251	4	10	44	13	101	-	8	72	68	148	25,112
South Carolina	818	4,643	15	27	5,503	64	2,574	10	11	2,659	29	193	6	-	228	13	45	8	-	66	10	49	9	1	69	8,525
Washington	87	373	204	128	792	34	474	250	96	854	1	247	139	2	389	26	2	6	-	34	-	-	3	-	3	2,072
Total	18,992	25,025	10,084	1,530	55,631	8,145	8,238	4,280	487	21,150	407	1,365	443	146	2,361	1,185	907	640	52	2,784	89	100	104	81	374	82,300
COUNTY ROADS UNDER STATE CONTROL																										
Alabama	750	520	-	2	1,272	491	9	4	-	504	447	-	2	-	449	506	-	-	-	506	225	-	-	-	225	2,956
Delaware	715	427	7	18	1,167	73	82	38	4	197	13	2	15	2	32	16	2	17	4	39	-	-	18	3	21	1,456
Nevada	37	20	-	-	57	-	259	-	-	259	-	5	-	-	5	-	2	-	-	2	-	2	-	-	2	325
North Carolina	13,006	12,348	6,057	212	31,623	1,466	1,989	411	15	3,881	1,872	52	80	7	2,011	1,095	43	75	9	4,222	1,279	39	20	7	1,345	43,082
Virginia	21,301	14,200	1,292	17	36,810	55	369	99	4	527	1	55	4	14	74	30	67	5	4	106	7	86	7	2	102	37,619
West Virginia	8,964	3,541	1,443	243	14,191	60	11	21	4	96	28	1	9	1	39	49	-	-	1	50	15	3	-	-	18	14,394
Total	44,773	31,056	8,799	492	85,120	2,145	2,719	573	27	5,164	2,361	115	110	24	2,610	4,696	114	97	18	4,925	1,526	130	45	12	1,713	99,832
ALL SECONDARY ROADS UNDER STATE CONTROL																										
Grand Total	63,765	56,081	18,883	2,022	140,751	10,290	10,957	4,853	514	26,614	2,768	1,480	553	170	4,971	5,881	1,021	737	70	7,709	1,615	230	149	93	2,087	182,132
<p>1/ Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load bearing capacity; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, Block.</p>													<p>Segregation of G and H surfaces according to thickness and load bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1. 2/ Mileage previously reported included a small mileage designated as State-aid system. It is now carried as "Other State". See table OSM for details of this mileage.</p>													

DIVIDED HIGHWAY MILEAGE ON STATE-ADMINISTERED ROADS AND STREETS-SUMMARY-1954^{1/}

CLASSIFIED BY WIDTH AND TYPE OF SURFACE^{2/}

Compiled for end of calendar year from reports of State authorities

TABLE SM-11, 1954
ISSUED OCTOBER 1955

STATE	LESS THAN 36 FEET				36 FEET AND LESS THAN 44 FEET				44 FEET AND LESS THAN 55 FEET				55 FEET AND OVER				TOTAL SURFACED MILEAGE		
	TYPE OF SURFACE ^{3/}			TOTAL	TYPE OF SURFACE ^{3/}			TOTAL	TYPE OF SURFACE ^{3/}			TOTAL	TYPE OF SURFACE ^{3/}			TOTAL	RURAL STATE HIGHWAYS	MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	TOTAL
	F	G-2	J		F	G-2	J		F	G-2	J		F	G-2	J				
	G-1 H-1	H-2 I	K L		G-1 H-1	H-2 I	K L		G-1 H-1	H-2 I	K L		G-1 H-1	H-2 I	K L				
Alabama	-	2	-	2	-	15	2	17	1	49	19	69	-	7	2	9	56	41	97
Arizona	-	-	-	-	-	-	-	-	-	2	1	3	2	42	-	44	39	8	47
Arkansas	-	-	-	-	-	-	-	-	-	2	3	5	-	3	-	3	6	10	16
California	-	4	-	4	-	63	53	116	-	503	368	871	-	117	95	212	895	308	1,203
Colorado	-	1	-	1	-	11	11	22	-	53	22	75	-	17	4	21	95	24	119
Connecticut	-	-	1	1	-	2	2	4	-	18	143	161	-	2	7	9	119	56	175
Delaware	-	1	-	1	-	20	3	23	1	25	52	78	1	6	7	14	110	6	116
Florida	4	4	1	9	2	6	3	11	2	100	33	135	1	22	4	27	116	66	182
Georgia	-	4	-	4	2	2	16	20	9	50	22	81	-	7	5	12	72	45	117
Idaho	-	-	-	-	-	-	4	4	-	3	1	4	-	4	-	4	8	4	12
Illinois	-	1	10	11	-	9	23	32	4	39	189	232	-	33	30	63	234	104	338
Indiana	-	-	-	-	-	16	24	40	-	97	162	259	-	4	5	9	290	18	308
Iowa	-	-	1	1	-	1	5	6	-	-	17	17	-	-	-	-	19	5	24
Kansas	-	-	-	-	-	21	4	25	-	-	27	27	-	-	1	1	46	7	53
Kentucky	-	-	-	-	-	1	35	36	1	7	2	10	-	6	-	6	44	8	52
Louisiana	-	1	1	2	-	4	46	50	-	1	82	83	-	17	9	26	96	65	161
Maine	-	-	-	-	-	-	-	-	-	2	4	6	-	1	-	1	5	2	7
Maryland	-	-	-	-	-	2	2	4	1	83	130	214	-	11	13	24	232	10	242
Massachusetts	-	-	-	-	-	2	3	5	-	120	5	125	1	114	7	122	117	135	252
Michigan	-	-	-	-	-	8	36	44	-	17	114	131	-	31	43	74	171	78	249
Minnesota	-	-	-	-	2	9	19	30	4	83	80	167	5	32	9	46	140	103	243
Mississippi	-	-	-	-	-	-	16	16	-	-	51	51	-	-	-	-	30	37	67
Missouri	-	-	3	3	-	-	68	68	-	3	203	206	-	-	7	7	265	19	284
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	-	-	1	1	-	2	1	3	-	1	7	8	-	-	4	10	10	6	16
Nevada	-	-	-	-	-	-	-	-	21	-	-	21	10	-	-	4	25	6	31
New Hampshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey	-	-	-	-	-	5	113	118	-	35	151	186	-	16	107	123	246	181	427
New Mexico	-	1	-	1	-	-	-	-	-	91	1	92	-	22	-	22	82	33	115
New York	-	-	-	-	1	1	14	16	5	11	148	164	-	20	14	34	132	82	214
North Carolina	-	2	-	2	6	-	3	14	4	48	69	164	-	6	1	7	159	28	187
North Dakota	-	-	-	-	-	5	3	-	47	-	-	-	-	-	-	-	-	-	-
Ohio	-	1	-	1	-	25	7	32	-	148	195	343	-	37	17	54	290	140	430
Oklahoma	-	-	-	-	-	-	4	4	-	29	24	53	-	1	6	7	50	14	64
Oregon	-	-	-	-	-	3	-	3	-	38	8	46	-	21	10	31	39	41	80
Pennsylvania	-	2	3	5	-	3	11	14	-	23	205	228	-	21	10	31	193	85	278
Rhode Island	-	-	-	-	-	-	-	-	1	1	29	31	1	4	-	5	18	18	36
South Carolina	4	-	1	5	5	10	30	45	9	41	8	58	2	6	4	12	83	37	120
South Dakota	-	-	-	-	-	-	-	-	-	7	-	7	-	-	-	-	7	-	7
Tennessee	-	1	-	1	-	-	6	6	11	14	17	42	-	2	4	6	50	5	55
Texas	-	-	-	-	27	36	40	103	60	197	235	492	5	41	29	75	484	186	670
Utah	-	-	-	-	-	-	-	-	-	8	9	17	-	15	-	15	17	15	32
Vermont	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia	-	1	-	1	-	40	52	92	2	110	66	178	-	-	-	-	271	-	271
Washington	-	-	-	-	-	-	-	-	-	32	26	58	-	-	1	1	59	-	59
West Virginia	-	-	-	-	-	-	1	1	-	5	15	20	-	3	5	8	11	18	29
Wisconsin	-	-	-	-	2	-	1	3	-	6	8	14	-	16	8	24	1	40	41
Wyoming	-	-	-	-	-	-	-	-	2	5	-	7	-	9	-	9	9	7	16
Total	8	26	22	56	45	329	661	1,035	181	2,107	2,951	5,239	28	716	468	1,212	4/ 5,441	2,101	7,542

Highway Statistics, 1954

1/ This table summarizes divided highway mileage data for State primary rural systems, secondary rural roads under State control, and municipal extensions of State highway systems.
 2/ A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, railway, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. Widths shown are totals for all surfaced lanes and do not include the dividing strips.
 3/ Surface types in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface-treated; G-1, mixed bituminous; and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous; and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.
 4/ Includes 25 miles of rural State secondary highways and local roads under State control.

TABLE ENCLOSED, 1954
ISSUED OCTOBER, 1955

STATE HIGHWAY MILEAGE - 1954
MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Compiled for Calendar Year
from Reports of State Authorities

Accounting Table of Construction Changes. Columns include: Types of Road Existing at Beginning of Year, New Changes, Type of Road Replaced or Abandoned (A-L), Summary of Construction Changes (18-22), and Net Total Change in Mileage (23-24). Rows are categorized by road type (A-L) and include sub-totals for Abandoned, Total, and County Roads Under State Control.

1/ Segregation of 6 and 11 surface types according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as 6-1 and 11-1.
2/ Surface and base less than 7 inches thick and/or low and nonuniform load-bearing capacity.
3/ Surface and base 7 or more inches thick and/or high uniform load-bearing capacity.

4/ Includes mileages in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. In Nevada a small mileage has been constructed and taken over for State maintenance without being added to the existing State highway system.

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.—1954 1/

Compiled for Latest Available Year
from State Highway Planning Survey Data

CLASSIFIED BY TYPE OF SURFACE

TABLE OSM, 1954
ISSUED OCTOBER 1955

STATE	UNDER FEDERAL CONTROL							UNDER STATE CONTROL							TOTAL
	NON-SURFACED MILEAGE	SURFACED MILEAGE					TOTAL	NON-SURFACED MILEAGE	SURFACED MILEAGE					TOTAL	
		SOIL-SURFACED, SLAG, GRAVEL, OR STONE	LOW TYPE BITUMINOUS	HIGH TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	TOTAL SURFACED MILEAGE			SOIL-SURFACED, SLAG, GRAVEL, OR STONE	LOW TYPE BITUMINOUS	HIGH TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK		
Alabama	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	6,669	1,250	297	21	-	1,268	8,237	2	1	-	-	-	-	1	3
Arkansas	853	870	7	-	3	880	1,733	4	31	11	8	3	-	53	57
California	16,406	1,581	353	-	2	1,936	18,342	-	-	-	-	-	-	-	-
Colorado	1,001	157	20	-	-	177	1,178	-	-	-	-	17	-	17	2/ 17
Connecticut	-	-	-	-	-	-	-	11	172	5	50	-	-	227	2/ 238
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1,060	65	-	-	1	66	1,126	3	7	1	17	-	-	25	2/ 28
Georgia	24	7	-	1	-	8	32	7	12	9	-	-	-	21	26
Idaho	7,367	558	23	-	-	581	7,968	2	-	3	-	-	-	3	5
Illinois	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	-	-	-	-	-	-	-	3	90	25	-	-	-	115	118
Kansas	-	3	-	-	9	12	12	-	-	-	-	-	-	-	-
Kentucky	47	201	7	9	3	220	267	-	-	-	-	-	-	-	-
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	-	44	13	32	-	89	89	-	70	5	52	1	-	128	2/ 128
Maryland	-	-	-	-	19	19	19	-	-	-	-	-	-	-	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	138	3	-	141	141
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	502	923	2	-	-	925	1,427	838	416	2	-	-	-	418	1,296
Mississippi	186	788	40	-	15	843	1,029	-	-	-	-	-	-	-	-
Missouri	160	454	-	-	-	454	614	-	-	-	-	-	-	-	-
Montana	5,646	1,005	168	-	-	1,173	6,819	-	14	-	5	-	-	19	19
Nebraska	235	19	-	4	1	24	259	18	13	-	-	2	-	15	33
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	10	110	4	3	3	120	130	-	-	-	15	-	-	15	2/ 15
New Jersey	-	-	-	-	-	-	-	122	231	67	297	6	1	602	2/ 724
New Mexico	3,701	445	14	2	-	461	4,162	3	-	-	-	-	-	-	3
New York	-	-	-	19	-	19	19	33	123	27	182	557	-	889	2/ 922
North Carolina	591	533	34	119	-	686	1,277	21	12	10	2	-	-	24	45
North Dakota	74	409	1	-	-	410	484	1	14	2	1	-	-	17	18
Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	97	203	11	33	-	247	344	-	-	-	88	-	-	88	2/ 88
Oregon	11,095	5,678	53	103	3	5,837	16,932	585	179	21	18	-	-	218	803
Pennsylvania	234	4	70	-	-	74	308	2,979	114	225	-	369	6	714	2/ 3,693
Rhode Island	-	-	-	-	-	-	-	16	18	28	2	-	-	48	64
South Carolina	-	-	-	-	-	-	-	48	22	58	2	1	-	83	131
South Dakota	774	299	42	-	-	341	1,115	58	8	-	-	-	-	8	63
Tennessee	79	503	65	33	3	604	683	88	223	37	3	-	-	263	351
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utah	4,473	750	207	396	41	1,394	5,867	-	-	-	-	-	-	-	-
Vermont	4	13	6	-	-	19	23	2	49	12	4	-	-	65	67
Virginia	10	648	413	-	23	1,094	1,094	-	-	-	12	-	-	12	12
Washington	6,178	764	35	-	-	799	6,977	60	35	38	7	3	-	83	143
West Virginia	430	84	-	-	-	84	514	-	322	-	-	88	-	410	2/ 410
Wisconsin	246	160	-	-	-	160	406	6	16	61	-	1	-	78	84
Wyoming	1,539	507	96	35	-	638	2,177	-	-	-	-	-	-	-	-
Total	69,711	19,035	1,981	810	126	21,952	91,663	4,907	2,192	647	903	1,051	7	4,800	9,707

1/ Includes only the mileage of roads that is not a part of the State or local systems.

2/ Toll roads are included as follows: Colorado, Denver-Boulder Turnpike 17 miles; Florida, Buccaneer Trail 15 miles; Maine Turnpike 53 miles; New Hampshire Turnpike 15 miles; New Jersey Turnpike 118 miles, and Garden

State Parkway 123 miles; New York State Thruway 396 miles; Oklahoma Turnpike 88 miles; Pennsylvania Turnpike system 360 miles; and the West Virginia Turnpike 88 miles.

Mileage of Public Roads and Streets

Highway Statistics, 1954

EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS - 1954
 CLASSIFIED BY TYPE OF SURFACE ^{1/}

Compiled for Latest Available Year
 from State Highway Planning Survey Data

TABLE LM-0, 1954
 ISSUED OCTOBER 1955

STATE	NON-SURFACED MILEAGE ^{2/}	SURFACED MILEAGE					TOTAL ^{4/}	
		SOIL-SURFACED, SLAG, GRAVEL, OR STONE	LOW-TYPE BITUMINOUS ^{3/}	HIGH-TYPE BITUMINOUS ^{3/}	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK		
Alabama ^{5/}	15,047	26,929	7,855	175	114	3	35,076	50,123
Arizona	10,363	3,840	2,057	37	162	-	6,096	16,459
Arkansas	34,719	25,112	386	510	44	-	26,052	60,771
California	25,045	27,456	26,579	1,277	1,015	-	56,327	81,372
Colorado	45,117	15,690	53	1,058	43	-	16,844	61,961
Connecticut	264	1,408	5,453	818	35	-	7,714	7,978
Delaware ^{5/}	-	-	-	-	-	-	-	-
Florida	19,719	5,616	5,410	337	11	166	11,540	31,259
Georgia	48,643	15,849	4,014	439	90	-	20,392	69,035
Idaho	10,357	14,132	2,295	204	5	-	16,636	26,993
Illinois	12,212	71,934	6,056	670	2,338	181	81,179	93,391
Indiana	8,588	53,149	9,792	3,434	1,066	64	67,505	76,093
Iowa	20,283	70,653	788	342	134	-	71,917	92,200
Kansas	67,416	45,812	2,314	200	186	22	48,534	115,950
Kentucky	20,652	18,381	3,384	122	18	-	21,905	42,557
Louisiana	13,572	12,109	23	261	19	-	12,412	25,984
Maine	37	7,258	816	16	2	-	8,092	8,129
Maryland	1,491	4,539	5,979	355	213	-	11,086	12,577
Massachusetts	912	9,000	3,058	1,035	21	3	13,117	14,029
Michigan	22,613	48,421	12,595	385	1,051	-	62,452	85,065
Minnesota	19,044	73,615	4,627	5	52	-	78,299	97,343
Mississippi	18,485	31,428	2,712	244	127	40	34,551	53,036
Missouri	18,774	55,424	2,109	200	197	2	57,932	76,706
Montana	42,722	11,726	370	-	2	-	12,098	54,820
Nebraska	58,830	30,115	257	41	42	18	30,473	89,303
Nevada	22,783	2,053	142	-	-	-	2,195	24,978
New Hampshire	2,999	3,649	1,936	10	1	1	5,597	8,596
New Jersey	3,205	4,656	5,926	1,019	518	-	12,119	15,324
New Mexico	43,611	1,730	135	111	-	-	1,976	45,587
New York	-	38,069	17,838	15,707	1,500	18	73,132	73,132
North Carolina ^{5/}	-	-	-	-	-	-	-	-
North Dakota	81,210	27,576	73	39	2	-	27,690	108,900
Ohio	1,917	37,377	16,339	10,066	414	47	64,243	66,160
Oklahoma	55,137	24,689	935	798	187	-	26,609	81,746
Oregon	11,346	15,379	6/ 5,035	(6/)	-	-	20,414	31,760
Pennsylvania	24,143	13,587	5,943	1,628	470	57	21,685	45,828
Rhode Island	109	503	420	66	-	-	989	1,098
South Carolina	18,949	3,724	3,381	42	-	-	7,147	26,096
South Dakota	51,994	29,257	497	-	3	-	29,757	81,751
Tennessee	7,281	39,600	9,182	277	105	17	49,181	56,462
Texas	97,924	43,896	9,183	377	471	5	53,932	151,856
Utah	9,894	6,176	734	185	19	-	7,114	17,008
Vermont	2,635	7,270	1,171	15	1	-	8,457	11,092
Virginia ^{5/}	-	35	476	9	-	-	520	520
Washington	9,063	21,167	8,064	585	553	23	30,392	39,455
West Virginia ^{5/}	934	632	91	3	17	-	743	1,677
Wisconsin	7,926	48,874	17,540	1,383	411	-	68,208	76,134
Wyoming	18,559	3,961	436	106	-	-	4,503	23,062
Total	1,006,524	1,053,456	214,459	44,591	11,659	667	1,324,832	2,331,356

^{1/} Complete surface type classification was not available for all States.

^{2/} Includes primitive, unimproved, and graded and drained roads.

^{3/} Low type bituminous consists of bituminous treated and mixed bituminous surfaces having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; high type bituminous consists of bituminous penetration, bituminous concrete, and sheet asphalt having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity. Segregation of low and high type bituminous surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as low type.

^{4/} The mileages for some States may differ substantially from those reported in former years, because of reinventory, transfer between systems, or reclassification from rural to municipal.

^{5/} County roads are under State control in the following States: Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. For details of this mileage see Table SM-2, "Existing Mileage of State Highways - Summary - 1954".

^{6/} Includes mileage of high type bituminous surfaces. Segregation was not available.

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1954

Compiled for Latest Available Year
from State Highway Planning Survey Data

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1954
ISSUED OCTOBER 1955

SYSTEM	NONSURFACED MILEAGE <u>1/</u>	SURFACED MILEAGE				TOTAL
		LOW TYPE <u>2/</u>	INTER- MEDIATE TYPE <u>3/</u>	HIGH TYPE <u>4/</u>	TOTAL	
	1,000 Miles	1,000 Miles	1,000 Miles	1,000 Miles	1,000 Miles	1,000 Miles
<u>Rural Mileage:</u>						
Under State control:						
State primary systems	7	38	131	203	372	379
State secondary systems	7	29	35	18	82	89
County roads under State control <u>5/</u>	29	56	34	10	100	129
State parks, forests, reservations, etc. <u>6/</u>	5	2	1	2	5	10
Total	48	125	201	233	559	607
Under local control:						
County roads	776	766	163	37	966	1,742
Town and township roads	207	284	50	20	354	561
Other local roads	23	4	1	-	5	28
Total	1,006	1,054	214	57	1,325	2,331
Under Federal control:						
National parks, forests, reservations, etc. <u>6/</u>	70	19	2	1	22	92
Total Rural Mileage	1,124	1,198	417	291	1,906	3,030
<u>Municipal Mileage:</u>						
Under State control:						
Extensions of State highway systems	-	1	9	31	41	41
Under local control:						
City streets	43	75	101	105	281	324
Total Municipal Mileage	43	76	110	136	322	365
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	1,167	1,274	527	427	2,228	3,395
<u>1/</u> Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads. <u>2/</u> Consists of slag, stabilized soil, and gravel or stone surfaces. <u>3/</u> Consists of bituminous treated and mixed bituminous surfaces. <u>4/</u> Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces. <u>5/</u> County roads are under State control in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. <u>6/</u> State and National park, forest, reservation, toll, and other roads that are not a part of the State or local systems.						

Highway Statistics, 1954

MILEAGE SUMMARY OF EXISTING STATE AND LOCAL ROADS AND STREETS IN THE UNITED STATES-1954
(SEGREGATED ACCORDING TO FEDERAL-AID SYSTEMS AND NON-FEDERAL-AID MILEAGE)TABLE M-21, 1954
ISSUED OCTOBER 1955

State or Local Road System	Federal-aid primary highway system		Federal-aid secondary highway system	Not on Federal-aid systems	Total
	Rural	Urban			
State primary highway system:					
Rural	197,766	1,882	147,406	32,009	379,063
Municipal 5,000 and over	-	12,049	1,643	4,137	17,829
Municipal under 5,000	9,638	753	5,089	1,473	16,953
State secondary highway system:					
Rural	433	43	45,976	42,930	89,382
Municipal 5,000 and over	-	27	244	818	1,089
Municipal under 5,000	16	99	940	1,917	2,972
Local roads under State control:					
Rural	38	-	39,852	88,750	128,640
Municipal 5,000 and over	-	26	96	296	418
Municipal under 5,000	4	3	506	1,097	1,610
County roads	1,172	92	237,350	1,487,910	1,726,524
Town and township roads	244	35	4,951	612,083	617,313
City streets	25	1,534	3,411	306,367	311,337
Roads not overlapping State, County, or other local systems:					
State park, forest, and reservation roads	12	179	16	8,196	8,403
National park, forest, and reservation roads	204	1	104	91,354	91,663
Toll and other roads	352	48	-	904	1,304
Municipal parks	-	-	-	61	61
TOTAL EXISTING MILEAGE	<u>1/</u> 209,904	<u>1/</u> 16,771	<u>1/</u> 487,584	2,680,302	3,394,561

1/ These totals do not include mileage of approved new routes not yet constructed, as follows: Federal-aid primary highway system, rural 4,216 miles; urban 1,813 miles; and Federal-aid secondary system 2,940 miles.

FEDERAL AID

FEDERAL-AID SYSTEM MILEAGE

As of January 1, 1955, the approved Federal-aid primary highway system in the continental United States consisted of 226,675 miles of existing traveled roads and streets in rural and urban areas, plus 6,029 miles of approved but unbuilt routes. (An additional 1,111 miles of the Federal-aid primary highway system are in Hawaii and Puerto Rico.) Approximately 96 percent of these roads, selected jointly by the States and the Federal Government, are on the State highway systems and comprise 36.5 percent of all State system mileage.

The Federal-aid secondary highway system in the United States includes 487,584 miles of existing traveled roads and streets, plus 2,940 miles of approved but unbuilt routes. Slightly more than 49 percent of the mileage is on the State systems, and the remainder are local roads and streets. (There are an additional 1,624 miles of Federal-aid secondary highway routes in Hawaii and Puerto Rico.)

The total mileage in the continental United States eligible for Federal-aid thus totals 714,000 miles and represents 21 percent of all of the roads and streets in the United States.

Additional details of Federal-aid mileage, such as surface types and widths and mileage built, are given in tables FM-1, 2, 3, and 21, and FB-2, 3, and 4. The mileage built on the Federal-aid systems (series FB) includes construction with and without Federal assistance. Since all Federal-aid mileage overlaps State and local road systems, the mileage built is also included in the SMB series.

CURRENT FEDERAL-AID CONSTRUCTION

The Federal-aid Highway Act of 1954 authorized \$875 million for each of the fiscal years 1956 and 1957 for construction and reconstruction of highways on Federal-aid systems. It is the largest 2-year sum ever provided for Federal highway programs. Author-

izations of major Federal highway funds are given on page 130.

The apportionment of the authorization for fiscal year 1956 is given on page 131. This statutory apportionment of authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1954 appears as income to the States in table SF-1 and in other tables of the SF series in the highway finance section of this bulletin.) Although an apportionment is made each year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems and, in general, must be matched by an equal amount of State and local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction unit costs in recent years is illustrated in the table on page 132. The various costs for materials and supplies, a distribution of costs by road types and road systems for Federal-aid highway construction contracts, and the average hourly wage rates on Federal-aid projects are given on pages 133 and 135.

Federal-aid highway construction completed during 1954 totaled 20,548 miles, consisting of 5,585 miles on the rural primary system, 711 miles on the urban primary system, and 14,252 miles on the secondary system. Federal construction on the forest highway system amounted to 353 miles. Details of this construction are given in the tables on pages 127 and 128. This mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments), but is included in the total of 55,488 miles built during the year as given in table SMB-1.

EXISTING MILEAGE OF FEDERAL-AID SYSTEMS-SUMMARY-1954

CLASSIFIED BY TYPE OF SURFACE

Compiled in Cooperation with
State Highway Departments

DATA AS OF DECEMBER 31, 1954

TABLE FM-1, 1954
SHEET 1 OF 2
ISSUED OCTOBER 1955

STATE OR TERRITORY	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL						FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN					
	NON- SURFACED MILEAGE 2/	SURFACED MILEAGE				TOTAL RURAL MILEAGE	NON- SURFACED MILEAGE 2/	SURFACED MILEAGE				TOTAL URBAN MILEAGE
		LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/	TOTAL SURFACED			LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/	TOTAL SURFACED	
Alabama	2	17	832	3,774	4,623	4,625	-	2	7	346	355	355
Arizona	30	-	688	1,666	2,354	2,384	-	-	5	101	106	106
Arkansas	1	115	129	2,954	3,198	3,199	-	-	5	174	179	179
California	-	248	1,062	4,628	5,938	5,938	-	4	10	700	714	714
Colorado	-	27	-	3,873	3,900	3,900	-	-	-	98	98	98
Connecticut	-	-	25	751	776	776	-	-	10	225	235	235
Delaware	-	-	31	457	488	488	-	-	5	51	56	56
Florida	2	-	1,557	2,230	3,787	3,789	1	-	53	431	484	485
Georgia	34	70	1,720	5,110	6,900	6,934	-	1	25	320	346	346
Iaho	196	64	742	1,926	2,732	2,928	-	-	3	49	52	52
Illinois	9	199	369	8,459	9,027	9,036	-	6	9	972	987	987
Indiana	-	-	10	4,169	4,179	4,179	-	-	-	505	505	505
Iowa	35	1,515	1,155	6,444	9,114	9,149	-	8	9	492	509	509
Kansas	-	65	4,530	2,487	7,082	7,082	-	-	13	240	253	253
Kentucky	1	81	356	3,128	3,565	3,566	-	7	3	224	234	234
Louisiana	-	5	-	2,344	2,349	2,349	-	-	-	204	204	204
Maine	-	-	565	953	1,518	1,518	-	-	12	92	104	104
Maryland	-	-	353	1,303	1,656	1,656	-	-	42	192	234	234
Massachusetts	-	-	115	1,149	1,264	1,264	-	-	42	705	747	747
Michigan	-	170	947	4,342	5,459	5,459	-	-	7	471	478	478
Minnesota	-	51	1,274	5,460	6,785	6,785	-	1	53	485	544	544
Mississippi	-	568	1,759	2,578	4,905	4,905	-	5	36	167	208	208
Missouri	-	73	3,156	4,753	7,982	7,982	-	-	7	208	215	215
Montana	180	216	2,312	2,929	5,457	5,637	-	-	15	53	68	68
Nebraska	92	1,102	2,185	1,727	5,014	5,106	-	6	5	104	115	115
Nevada	-	-	2,151	4	2,155	2,155	-	-	27	2	29	29
New Hampshire	2	9	798	275	1,082	1,084	1	-	52	79	131	132
New Jersey	2	4	15	1,064	1,083	1,085	5	-	2	564	566	571
New Mexico	17	9	586	3,144	3,739	3,756	3	3	2	133	138	141
New York	-	99	2,408	6,127	8,634	8,634	-	5	72	1,247	1,324	1,324
North Carolina	-	-	1,703	4,682	6,385	6,385	-	1	26	353	380	380
North Dakota	-	761	499	1,930	3,190	3,190	-	1	6	48	55	55
Ohio	-	-	134	6,283	6,422	6,422	-	-	5	956	961	961
Oklahoma	76	424	1,732	4,655	6,811	6,887	1	10	3	217	230	231
Oregon	-	-	861	2,848	3,709	3,709	-	-	-	132	132	132
Pennsylvania	-	7	590	5,394	5,991	5,991	1	-	22	1,148	1,170	1,171
Rhode Island	-	-	96	154	250	250	-	-	48	165	213	213
South Carolina	17	-	2,139	2,244	4,383	4,400	2	-	39	214	253	255
South Dakota	35	267	1,518	2,194	3,979	4,014	-	7	18	71	96	96
Tennessee	-	130	1,151	3,657	4,938	4,938	-	1	16	264	281	281
Texas	20	35	4,780	9,765	14,580	14,600	1	-	85	850	935	936
Utah	-	2	78	2,002	2,082	2,082	-	-	11	119	130	130
Vermont	-	33	222	926	1,181	1,181	-	-	2	62	64	64
Virginia	3	11	359	3,973	4,343	4,346	-	-	67	304	371	371
Washington	-	6	511	2,641	3,158	3,158	-	-	10	323	333	333
West Virginia	6	44	153	1,997	2,194	2,200	-	-	2	226	228	228
Wisconsin	-	-	403	5,025	5,428	5,428	-	-	16	539	555	555
Wyoming	11	-	725	2,639	3,364	3,375	-	1	1	33	35	35
Dist. of Col.	-	-	-	-	-	-	1	-	2	113	115	116
Subtotal	771	6,427	49,484	153,222	209,133	209,904	16	69	915	15,771	16,755	16,771
Hawaii	11	3	277	188	468	479	-	-	3	29	32	32
Puerto Rico	2	-	275	164	439	441	-	-	45	71	116	116
Total	784	6,430	50,036	153,574	210,040	210,824	16	69	963	15,871	16,903	16,919

MILEAGE OF DESIGNATED FEDERAL-AID SYSTEMS - SUMMARY
(BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS)

TABLE FM-21, 1954
SERIES 1 OF 2
ISSUED OCTOBER 1955

Compiled in Cooperation
with State Highway Departments

DATA AS OF DECEMBER 31, 1954

STATE OR TERRITORY	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL 1/								FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN 1/								TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM (RURAL & URBAN) 1/
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN PLACES UNDER 5,000 POPULATION (CITY STREETS)	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL EXISTING RURAL SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL EXISTING URBAN SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	
Alabama	4,567	-	57	1	-	4,625	154	4,779	306	-	-	49	-	355	48	403	5,182
Arizona	2,353	-	-	-	31	2,384	78	2,462	65	-	4	37	-	106	7	113	2,575
Arkansas	3,199	-	-	-	-	3,199	64	3,263	179	-	-	-	-	179	1	180	3,443
California	5,889	-	7	1	41	5,938	224	6,162	702	-	2	10	-	714	229	943	7,105
Colorado	3,900	-	-	-	-	3,900	27	3,927	98	-	-	-	-	98	17	115	4,042
Connecticut	771	-	3	-	2	778	27	805	177	-	-	58	-	235	54	289	1,092
Delaware	488	-	-	-	-	488	2	490	56	-	-	-	-	56	-	56	546
Florida	3,775	4	10	-	-	3,789	81	3,870	446	1	2	36	-	485	38	523	4,393
Georgia	6,906	-	28	-	-	6,934	109	7,043	329	-	5	12	-	346	37	383	7,426
Idaho	2,927	-	1	-	-	2,928	124	3,052	92	-	-	-	-	92	2	94	3,106
Illinois	8,789	-	247	-	-	9,036	251	9,287	931	-	56	-	-	987	100	1,087	10,374
Indiana	4,172	-	7	-	-	4,179	49	4,228	492	-	-	13	-	505	64	569	4,797
Iowa	9,061	-	73	15	-	9,149	38	9,187	485	-	4	20	-	509	3	512	9,699
Kansas	7,073	-	-	-	9	7,082	266	7,348	247	-	-	5	1	253	31	284	7,632
Kentucky	3,566	-	-	-	-	3,566	71	3,637	226	-	1	7	-	234	25	259	3,896
Louisiana	2,349	-	-	-	-	2,349	60	2,409	204	-	-	-	-	204	40	244	2,653
Maine	1,517	-	1	-	-	1,518	6	1,524	103	-	-	1	-	104	3	107	1,631
Maryland	1,656	-	-	-	-	1,656	14	1,670	159	-	-	75	-	234	87	321	1,991
Massachusetts	1,127	-	137	-	-	1,264	16	1,280	404	-	-	334	9	747	26	773	2,053
Michigan	5,459	-	-	-	-	5,459	563	6,022	478	-	-	-	-	478	25	503	6,525
Minnesota	6,785	-	-	-	-	6,785	37	6,822	524	-	5	15	-	544	33	577	7,399
Mississippi	4,600	-	305	-	-	4,905	-	4,905	173	-	-	-	-	208	-	208	5,113
Missouri	7,835	147	-	-	-	7,982	5	7,987	215	-	-	35	-	215	44	259	8,246
Montana	5,637	-	-	-	-	5,637	157	5,794	67	1	-	-	-	68	-	68	5,862
Nebraska	4,972	-	133	1	-	5,106	149	5,255	89	-	3	23	-	115	14	129	5,384
Nevada	2,155	-	-	-	-	2,155	11	2,166	29	-	-	-	-	29	3	32	2,198
New Hampshire	906	83	15	-	-	1,004	-	1,004	98	24	1	9	-	132	10	142	1,226
New Jersey	1,026	-	54	-	5	1,085	21	1,106	516	-	20	28	7	571	49	620	1,726
New Mexico	3,756	-	-	-	-	3,756	21	3,777	127	-	-	14	-	141	9	150	3,927
New York	8,085	-	180	-	369	8,634	181	8,815	892	-	-	221	211	1,324	369	1,693	10,508
North Carolina	6,389	25	-	1	-	6,385	130	6,515	343	24	-	13	-	380	4	384	6,899
North Dakota	3,190	-	-	-	-	3,190	100	3,290	53	-	-	2	-	55	-	55	3,345
Ohio	6,414	-	6	2	-	6,422	143	6,565	936	-	-	25	-	961	149	1,110	7,675
Oklahoma	6,770	-	113	4	-	6,887	230	7,117	201	-	15	15	-	231	28	259	7,382
Oregon	3,699	5	5	-	-	3,709	37	3,746	122	5	-	5	-	132	9	141	3,887
Pennsylvania	5,825	166	-	-	-	5,991	-	5,991	1,019	118	2	32	-	1,171	37	1,208	7,199
Rhode Island	249	-	1	-	-	250	-	250	155	-	-	58	-	213	7	220	470
South Carolina	4,387	13	-	-	-	4,400	66	4,466	249	6	-	-	-	255	23	278	4,744
South Dakota	3,946	-	33	-	35	4,014	66	4,080	76	-	-	20	-	96	11	107	4,187
Tennessee	4,938	-	-	-	-	4,938	-	4,938	281	-	-	-	-	281	-	281	5,219
Texas	14,600	-	-	-	-	14,600	411	15,011	844	-	-	92	-	936	90	1,026	16,037
Utah	2,070	-	-	-	12	2,082	6	2,088	120	-	-	10	-	130	26	156	2,244
Vermont	1,180	-	-	1	-	1,181	4	1,185	63	-	-	1	-	64	-	64	1,249
Virginia	4,323	17	-	-	6	4,346	5	4,351	365	2	-	4	-	371	17	388	4,739
Washington	3,127	31	-	-	-	3,158	59	3,217	252	14	7	60	-	333	-	333	3,550
West Virginia	2,200	-	-	-	-	2,200	5	2,205	225	3	-	-	-	228	4	232	2,437
Wisconsin	5,428	-	-	-	-	5,428	126	5,554	476	-	-	79	-	555	28	583	6,137
Wyoming	3,318	-	-	-	57	3,375	16	3,391	35	-	-	-	-	35	-	35	3,406
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	116	-	116	12	128	128
Subtotal	207,404	491	1,416	25	568	209,904	4,216	214,120	14,694	198	127	1,534	228	16,771	1,813	18,584	232,704
Hawaii	479	-	-	-	-	479	26	505	32	-	-	-	-	32	-	32	537
Puerto Rico	441	-	-	-	-	441	1	442	104	12	-	-	-	116	16	132	574
Total Federal-aid Mileage	208,324	491	1,416	25	568	210,824	4,243	215,067	14,820	210	127	1,534	228	16,919	1,829	18,748	233,815

Highway Statistics, 1954

MILEAGE BUILT DURING 1954 ON THE FEDERAL-AID PRIMARY SYSTEM - RURAL

Compiled in Cooperation with
State Highway DepartmentsTABLE FB-2, 1954
ISSUED OCTOBER 1955

STATE OR TERRITORY	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{1/}											TOTAL MILEAGE GRADED OR SURFACED ^{2/}	
		D	E	F	G-1	G-2	H-1	H-2	I	J	SUBTOTALS			TOTAL
											SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING		
Alabama	-	-	-	32	-	271	-	-	-	-	35	268	303	303
Arizona	-	-	-	68	-	45	-	-	-	-	3	110	113	113
Arkansas	-	-	21	12	-	63	-	-	124	24	38	206	244	244
California	-	-	-	8	1	199	-	-	1	-	44	239	253	253
Colorado	-	-	8	-	-	269	-	-	-	18	19	276	295	295
Connecticut	-	-	-	-	-	-	-	-	1	3	18	18	22	22
Delaware	-	-	-	-	-	-	-	-	-	12	26	30	38	38
Florida	-	-	-	62	-	179	-	-	-	189	4	416	434	434
Georgia	4	-	9	52	-	2	-	123	406	15	65	542	607	611
Idaho	3	-	-	72	24	167	-	-	-	-	78	185	263	266
Illinois	-	-	-	-	-	-	-	-	231	209	18	422	440	440
Indiana	-	-	-	-	-	-	-	-	189	3	-	192	192	192
Iowa	-	-	138	15	64	-	-	-	92	142	61	390	451	451
Kansas	-	-	-	104	132	94	-	-	61	40	84	347	431	431
Kentucky	-	-	19	-	-	8	-	-	262	2	13	278	291	291
Louisiana	-	-	-	-	-	-	-	33	104	32	-	169	169	169
Maine	-	-	-	-	-	18	-	17	17	4	8	48	56	56
Maryland	-	-	-	-	1	-	-	4	111	15	23	108	131	131
Massachusetts	-	-	-	-	-	-	-	2	91	-	30	63	93	93
Michigan	-	-	20	25	-	-	-	-	83	38	21	145	166	166
Minnesota	-	-	43	10	33	269	-	-	3	96	57	397	454	454
Mississippi	-	-	-	59	14	13	-	-	26	6	-	118	118	118
Missouri	-	-	-	11	224	-	-	-	199	233	12	655	667	667
Montana	29	-	12	97	25	345	-	-	-	-	34	445	479	508
Nebraska	-	-	47	-	62	-	-	-	114	43	37	229	266	266
Nevada	-	-	-	-	199	-	-	-	-	-	-	199	199	199
New Hampshire	-	-	-	4	18	-	-	-	1	-	9	14	23	23
New Jersey	-	-	-	-	-	-	-	-	15	11	7	19	26	26
New Mexico	-	-	-	1	-	18	-	-	232	5	25	231	256	256
New York	-	-	-	-	-	-	-	-	199	299	279	219	498	498
North Carolina	-	-	-	118	-	-	-	1	386	96	81	520	601	601
North Dakota	-	-	119	3	16	228	-	-	-	12	9	369	378	378
Ohio	-	-	-	-	2	37	-	-	457	66	47	515	562	562
Oklahoma	16	-	36	44	-	-	-	-	48	17	80	65	145	161
Oregon	-	-	-	-	-	-	-	40	190	-	94	136	230	230
Pennsylvania	-	-	7	3	-	-	-	42	335	163	48	502	550	550
Rhode Island ^{3/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	-	-	-	92	-	-	-	-	91	-	34	149	183	183
South Dakota	-	-	80	67	9	345	-	-	-	13	45	469	514	514
Tennessee	-	-	66	79	67	154	-	-	152	11	3	526	529	529
Texas	4	2	-	300	-	17	-	28	852	26	41	1,184	1,225	1,229
Utah	-	-	-	-	-	138	-	-	-	-	21	117	138	138
Vermont	-	-	-	1	-	11	-	-	33	-	-	45	45	45
Virginia	-	-	-	22	-	53	-	-	126	12	2	211	213	213
Washington	-	-	-	51	-	6	-	14	129	62	93	169	262	262
West Virginia ^{4/}	1	-	-	-	-	168	-	3	133	2	11	295	306	307
Wisconsin	-	-	-	-	15	107	-	-	229	86	54	383	437	437
Wyoming	11	-	-	6	63	78	-	-	-	-	-	147	147	158
Subtotal	68	2	625	1,418	969	3,302	6	303	5,925	1,893	1,663	12,780	14,443	14,511
Hawaii	-	-	-	-	-	-	3	-	2	-	-	5	5	5
Puerto Rico	-	-	-	-	-	-	-	-	14	-	-	14	14	14
Total	68	2	625	1,418	969	3,302	9	303	5,941	1,893	1,663	12,799	14,462	14,530

^{1/} Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity; I, bituminous concrete and sheet asphalt; and J, Portland cement concrete.

^{2/} May not include some mileage built in some States where the Federal-aid system routes overlap on local roads and streets.

^{3/} No construction was reported.

^{4/} May include some construction on the Federal-aid system urban extensions.

MILEAGE BUILT DURING 1954 ON THE FEDERAL-AID

PRIMARY SYSTEM - URBAN

Compiled in Cooperation with
State Highway DepartmentsTABLE FB-3, 1954
ISSUED OCTOBER 1955

STATE OR TERRITORY	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{1/}										TOTAL MILEAGE GRADED OR SURFACED ^{2/}
		F	G-1	G-2	H-1	H-2	I	J	SUBTOTALS		TOTAL	
									SURFACING ON EXISTING ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING		
Alabama	-	-	-	30	-	-	5	-	7	28	35	35
Arizona	-	-	-	8	-	-	-	1	4	5	9	9
Arkansas	-	-	-	-	-	-	10	4	3	11	14	14
California	-	-	-	13	-	-	2	41	6	50	56	56
Colorado	-	-	-	2	-	-	-	-	-	2	2	2
Connecticut	-	-	-	-	-	-	2	5	3	4	7	7
Delaware	-	-	-	-	-	-	1	2	-	3	3	3
Florida	-	-	-	9	-	-	54	7	25	45	70	70
Georgia	1	-	-	1	-	-	25	-	12	16	28	29
Idaho	-	1	-	2	-	-	-	-	1	2	3	3
Illinois	-	-	-	-	-	-	32	11	-	42	43	43
Indiana	-	-	-	-	-	-	19	-	-	19	19	19
Iowa	-	-	-	-	-	-	1	23	8	16	24	24
Kansas	-	-	1	-	-	-	5	10	4	12	16	16
Kentucky	-	-	-	-	-	-	23	2	-	25	25	25
Louisiana	-	-	-	-	-	-	9	6	3	12	15	15
Maine	-	-	-	-	-	-	3	-	1	2	3	3
Maryland	-	-	-	-	-	-	9	4	4	9	13	13
Massachusetts	-	-	-	-	-	-	32	1	5	28	33	33
Michigan	-	-	-	-	-	-	6	10	7	9	16	16
Minnesota	-	-	-	5	-	-	17	6	7	21	28	28
Mississippi	-	1	-	1	-	-	14	18	-	34	34	34
Missouri	-	-	-	-	-	-	4	16	11	9	20	20
Montana	-	-	-	3	-	-	-	1	-	4	4	4
Nebraska	-	-	-	-	-	-	2	1	-	3	3	3
Nevada	-	-	1	-	-	-	-	-	-	1	1	1
New Hampshire	-	-	1	-	-	-	4	-	1	4	5	5
New Jersey	-	-	-	-	-	6	9	7	5	17	22	22
New Mexico	-	-	-	-	-	-	22	-	-	22	22	22
New York	-	-	-	-	-	-	46	51	61	36	97	97
North Carolina	-	1	-	1	-	-	19	2	2	21	23	23
North Dakota	-	-	-	1	-	-	-	-	-	1	1	1
Ohio	-	-	-	-	-	-	44	7	4	47	51	51
Oklahoma	-	-	-	-	-	-	2	3	1	4	5	5
Oregon	-	-	-	-	-	-	4	-	1	3	4	4
Pennsylvania	-	-	-	-	-	9	63	16	19	69	88	88
Rhode Island	-	-	-	-	-	-	2	-	-	2	2	2
South Carolina	-	-	-	-	-	-	7	-	2	5	7	7
South Dakota	-	-	-	3	-	-	3	-	-	6	6	6
Tennessee	-	-	-	1	-	-	3	-	-	4	4	4
Texas	-	4	-	-	-	-	70	13	21	66	87	87
Utah	-	-	-	3	-	-	3	-	-	6	6	6
Vermont	-	-	-	-	-	-	5	-	-	5	5	5
Virginia	-	-	-	-	-	-	6	9	5	10	15	15
Washington	-	-	-	-	-	-	7	14	14	7	21	21
West Virginia ^{3/}	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	-	-	2	-	-	16	7	1	24	25	25
Wyoming	-	-	-	1	-	-	-	-	-	1	1	1
Dist. of Col.	-	-	-	-	-	-	3	2	2	3	5	5
Subtotal	1	7	3	86	-	17	613	300	251	775	1,026	1,027
Hawaii	-	-	-	-	-	-	3	-	1	2	3	3
Puerto Rico	-	-	-	-	-	-	4	-	-	4	4	4
Total	1	7	3	86	-	17	620	300	252	781	1,033	1,034

^{1/} Surface types in these columns are as follows: F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity; I, bituminous concrete and sheet asphalt; and J, Portland cement concrete.

^{2/} May not include some mileage built in some States where the Federal-aid system routes overlap on local roads or streets.

^{3/} Included with mileage built on Federal-aid rural sections, Table FB-2.

MILEAGE BUILT DURING 1954 ON FEDERAL-AID SECONDARY SYSTEM

Compiled in Cooperation with
State Highway DepartmentsTABLE FB-4, 1954
ISSUED OCTOBER 1955

STATE OR TERRITORY	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{1/}									TOTAL MILEAGE GRADED OR SURFACED
		D,E	F	G-1	G-2	H-1	H-2	I	J K L	TOTAL	
Alabama	-	-	570	-	106	-	-	-	-	676	676
Arizona	8	33	88	4	77	-	-	-	-	202	210
Arkansas	-	501	199	-	106	-	-	38	-	844	844
California	53	16	92	116	244	13	17	3	7	508	561
Colorado	-	29	-	-	206	-	-	-	-	235	235
Connecticut	-	-	-	-	-	-	16	8	-	24	24
Delaware	-	-	22	5	-	-	-	8	-	35	35
Florida	12	-	266	69	259	-	-	67	-	661	2/ 673
Georgia	165	130	896	28	1	-	58	21	1	1,135	1,300
Idaho	17	38	62	45	121	-	-	-	-	266	283
Illinois	-	89	-	212	-	-	-	23	1	325	325
Indiana	-	-	-	-	262	-	-	158	-	420	2/ 420
Iowa	800	967	5	5	-	-	-	58	3	1,038	1,838
Kansas	-	1,063	404	-	19	-	-	7	7	1,500	1,500
Kentucky	-	342	19	386	15	44	3	250	-	1,059	2/ 1,059
Louisiana	-	-	-	-	-	-	337	-	35	372	2/ 372
Maine	-	2	10	-	31	-	5	18	-	66	66
Maryland	-	-	4	5	-	10	-	75	1	95	2/ 95
Massachusetts	-	-	2	3	-	2	1	41	-	49	49
Michigan	2	132	73	272	-	-	-	20	17	514	516
Minnesota	73	881	5	666	314	-	-	-	1	1,867	1,940
Mississippi	-	-	133	6	-	-	-	-	-	139	2/ 139
Missouri	-	1,615	302	9	-	-	-	5	-	1,931	1,931
Montana	21	131	-	-	157	-	-	-	-	288	309
Nebraska	-	233	-	51	-	-	-	56	7	347	347
Nevada	-	14	-	125	-	-	-	-	-	139	139
New Hampshire	-	-	14	-	-	-	-	1	-	15	15
New Jersey	-	-	-	-	-	-	2	6	-	8	8
New Mexico	2	64	90	94	56	-	-	8	-	312	314
New York	-	-	-	-	1	27	2	84	7	121	2/ 121
North Carolina	-	-	91	-	4	-	-	121	12	228	228
North Dakota	198	1,051	3	1	39	-	-	-	1	1,095	1,293
Ohio	-	9	108	272	276	4	13	456	3	1,141	1,141
Oklahoma	33	184	259	13	-	-	-	21	1	478	511
Oregon	-	29	27	-	-	-	106	54	-	216	216
Pennsylvania	-	33	105	-	-	-	307	276	48	769	769
Rhode Island	-	-	-	-	-	-	-	14	-	14	14
South Carolina	-	-	727	-	-	-	-	17	-	744	2/ 744
South Dakota	10	327	74	27	75	-	-	-	-	503	513
Tennessee	-	256	344	86	171	-	-	62	-	919	919
Texas	40	-	1,901	-	8	-	9	231	5	2,154	2,194
Utah	2	46	2	12	138	-	-	-	-	198	200
Vermont	-	3	51	-	7	-	-	-	-	61	61
Virginia	2	68	361	-	123	-	-	33	-	585	587
Washington	-	32	216	-	51	-	4	8	8	319	319
West Virginia	-	38	27	-	191	-	11	62	-	329	329
Wisconsin	14	67	-	274	364	-	-	72	2	779	793
Wyoming	29	31	14	47	76	-	-	-	-	168	197
Dist. of Col.	-	-	-	-	-	-	-	1	1	2	2
Subtotal	1,481	8,454	7,566	2,833	3,498	100	891	2,383	168	25,893	27,374
Hawaii	-	-	-	-	-	6	-	-	-	6	6
Puerto Rico	-	-	23	-	-	-	-	9	-	32	32
Total	1,481	8,454	7,589	2,833	3,498	106	891	2,392	168	25,931	27,412

^{1/} Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity; I, bituminous concrete and sheet asphalt; and J, Portland cement concrete.

^{2/} Does not include the mileage built on those portions of the Federal-aid secondary system that are not on the State systems.

**MILEAGE COMPLETED DURING 1954 ON PROJECTS FINANCED
WITH FEDERAL-AID HIGHWAY FUNDS**

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITU-MINOUS SURFACE-TREATED	MIXED BITU-MINOUS	BITU-MINOUS PENE-TRATION	BITU-MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBI-NATION	BRIDGES	
Alabama	600.1	80.4	519.7	0.3	-	374.9	15.8	102.4	16.5	4.6	-	5.2	Alabama
Arizona	223.0	44.9	178.1	-	25.1	66.7	84.8	-	-	1.0	-	.5	Arizona
Arkansas	543.1	9.3	533.8	-	150.5	92.3	88.4	-	173.6	27.0	-	2.0	Arkansas
California	353.4	14.1	339.3	5.9	19.8	65.4	201.8	.9	4.6	33.0	4.8	3.1	California
Colorado	302.5	2.2	300.3	-	35.6	-	229.6	-	17.7	16.6	-	.8	Colorado
Connecticut	26.3	.4	26.4	-	-	-	.5	2.8	.3	22.4	-	.4	Connecticut
Delaware	27.4	-	27.4	-	-	-	-	-	11.9	15.5	-	-	Delaware
Florida	305.0	8.3	296.7	-	-	155.3	28.0	-	109.2	2.5	-	1.7	Florida
Georgia	395.6	17.8	377.8	-	-	330.6	-	.1	43.6	1.2	-	2.3	Georgia
Idaho	376.6	24.4	352.2	-	7.1	95.3	249.1	-	-	-	-	.7	Idaho
Illinois	464.6	8.2	456.4	-	98.4	127.6	78.0	-	82.4	67.6	-	2.4	Illinois
Indiana	164.8	1.7	163.1	-	1.8	-	10.5	-	94.8	51.9	1.0	3.1	Indiana
Iowa	831.1	113.8	712.3	-	445.5	19.4	65.1	-	17.3	162.7	-	2.3	Iowa
Kansas	1,417.2	272.7	1,144.5	-	906.4	66.2	122.6	-	4.1	41.1	-	4.1	Kansas
Kentucky	280.3	-	280.3	-	204.2	-	11.5	-	60.2	1.8	.7	1.9	Kentucky
Louisiana	207.8	-	207.8	-	-	67.2	-	-	44.0	94.6	-	2.0	Louisiana
Maine	27.6	-	27.6	-	-	-	4.7	13.5	5.9	3.4	-	.1	Maine
Maryland	110.0	-	110.0	-	6.0	56.4	17.9	20.5	8.6	.1	-	.5	Maryland
Massachusetts	13.9	-	13.9	-	-	-	.7	-	13.0	-	-	.2	Massachusetts
Michigan	585.3	27.2	558.1	-	124.9	39.1	252.1	19.8	73.1	37.7	10.3	1.1	Michigan
Minnesota	1,487.1	391.8	1,095.3	-	414.6	-	570.2	-	10.0	98.9	1.0	.6	Minnesota
Mississippi	813.8	89.3	724.5	33.0	197.2	403.4	28.6	-	39.4	13.6	.1	4.2	Mississippi
Missouri	829.6	.2	829.4	-	640.3	43.2	1.9	-	53.2	85.4	.2	5.2	Missouri
Montana	462.3	16.2	446.1	-	165.0	16.6	263.0	-	.7	-	-	.8	Montana
Nebraska	509.5	-	509.5	-	190.9	-	181.2	-	96.2	40.5	-	.7	Nebraska
Nevada	278.5	-	278.5	-	13.7	-	264.7	-	-	-	-	.1	Nevada
New Hampshire	34.7	-	34.7	-	-	13.5	16.6	-	3.9	.5	-	.2	New Hampshire
New Jersey	31.6	.6	31.0	-	-	-	-	-	12.2	17.8	-	1.0	New Jersey
New Mexico	434.6	24.1	410.5	-	86.5	76.6	245.8	-	-	-	-	1.6	New Mexico
New York	398.0	1.3	396.7	-	3.3	-	10.7	17.1	321.9	40.7	1.6	1.4	New York
North Carolina	493.8	65.1	428.7	-	.8	279.5	70.9	-	57.8	9.5	-	10.2	North Carolina
North Dakota	1,268.4	300.5	967.9	-	636.6	-	313.0	-	-	17.6	-	.7	North Dakota
Ohio	128.5	.2	128.3	-	3.0	2.0	15.1	7.7	67.0	28.7	1.9	2.9	Ohio
Oklahoma	310.9	48.7	262.2	-	35.2	181.0	-	-	34.3	8.4	-	3.3	Oklahoma
Oregon	247.6	21.5	226.1	-	35.4	22.3	5.8	60.1	101.6	-	-	.9	Oregon
Pennsylvania	150.1	1.0	149.1	-	-	-	-	33.0	69.3	44.1	-	2.7	Pennsylvania
Rhode Island	31.5	-	31.5	-	-	-	-	-	18.8	12.6	-	.1	Rhode Island
South Carolina	567.2	.2	567.0	-	-	541.7	-	-	21.0	-	-	4.3	South Carolina
South Dakota	648.5	8.6	639.9	-	402.6	-	233.7	-	2.7	-	-	.9	South Dakota
Tennessee	652.8	11.8	641.0	-	244.4	232.7	35.9	3.3	109.8	11.9	3.6	2.4	Tennessee
Texas	1,776.9	84.8	1,692.1	-	1.0	1,300.8	-	12.4	342.6	24.3	-	11.0	Texas
Utah	312.1	34.6	277.5	4.4	73.9	-	195.7	-	3.1	-	-	.4	Utah
Vermont	38.6	-	38.6	-	-	10.4	25.5	-	2.4	-	-	.3	Vermont
Virginia	316.5	9.3	307.2	3.1	50.1	125.5	13.5	33.7	70.6	8.2	.5	2.0	Virginia
Washington	324.2	14.9	309.3	-	57.3	147.1	17.5	16.4	54.3	13.5	2.1	1.1	Washington
West Virginia	42.3	1.8	40.5	-	8.8	-	-	-	29.2	1.5	-	1.0	West Virginia
Wisconsin	420.3	4.4	415.9	-	118.5	-	227.5	-	17.8	49.4	1.5	1.2	Wisconsin
Wyoming	238.7	32.9	205.8	5.1	35.2	9.6	155.3	-	-	-	-	.6	Wyoming
Hawaii	15.9	-	15.9	-	-	-	-	6.4	9.3	-	-	.2	Hawaii
Dist. of Col.	5.3	1.5	3.8	-	-	-	-	-	.2	3.2	-	.4	Dist. of Col.
Puerto Rico	22.3	-	22.3	-	-	19.8	1.7	-	.4	-	-	.4	Puerto Rico
Total	20,548.2	1,795.7	18,752.5	51.8	5,436.6	4,987.1	4,354.9	350.1	2,330.5	1,115.0	29.3	97.2	Total

Federal Aid

AUTHORIZATIONS OF MAJOR HIGHWAY FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS AS OF DECEMBER 31, 1955

FISCAL YEAR	PRIMARY	SECONDARY	GRADE-CROSSING	URBAN	INTER-STATE	TOTAL	PUBLIC WORKS			DEFENSE HIGHWAYS	FOREST HIGHWAYS 1/	PUBLIC LANDS
							FEDERAL-AID					
1917	\$5,000,000					\$5,000,000					\$1,000,000	
1918	10,000,000					10,000,000					4,000,000	
1919	65,000,000					65,000,000					4,000,000	
1920	95,000,000					95,000,000					4,000,000	
1921	100,000,000					100,000,000					4,000,000	
1922	75,000,000					75,000,000					4,000,000	
1923	50,000,000					50,000,000					8,000,000	
1924	65,000,000					65,000,000					4,500,000	
1925	75,000,000					75,000,000					4,500,000	
1926	75,000,000					75,000,000					5,500,000	
1927	75,000,000					75,000,000					4,500,000	
1928	75,000,000					75,000,000					4,500,000	
1929	75,000,000					75,000,000					4,500,000	
1930	155,000,000					155,000,000					4,500,000	
1931	125,000,000					125,000,000					12,500,000	\$3,000,000
1932	245,000,000					245,000,000					9,500,000	
1933	125,000,000					125,000,000					14,500,000	
1934						\$400,000,000					14,500,000	
1935						200,000,000					14,600,000	
1936	125,000,000					125,000,000					7,000,000	
1937	125,000,000					125,000,000					7,000,000	
1938	125,000,000					200,000,000					9,333,333	
1939	125,000,000					200,000,000					9,333,333	
1940	100,000,000					135,000,000					6,666,667	
1941	115,000,000					160,000,000					8,666,667	
1942	100,000,000					137,500,000					7,000,000	
1943	100,000,000					137,500,000					7,000,000	
1944	100,000,000					110,000,000					30,000,000	
1945	225,000,000					500,000,000					25,000,000	
1946	225,000,000					500,000,000					25,000,000	
1947	225,000,000					500,000,000					25,000,000	
1948	225,000,000					500,000,000					25,000,000	
1949	202,500,000					450,000,000					20,000,000	
1950	202,500,000					450,000,000					20,000,000	
1951	202,500,000					450,000,000					20,000,000	
1952	225,000,000					500,000,000					20,000,000	
1953	225,000,000					500,000,000					20,000,000	
1954	247,500,000					575,000,000					22,500,000	
1955	247,500,000					575,000,000					22,500,000	
1956	315,000,000					875,000,000					22,500,000	
1957	315,000,000					875,000,000					22,500,000	

1/ Forest highway funds administered in cooperation with Forest Service, Department of Agriculture. 2/ Reduced to \$6,600,000 by Department of Commerce Appropriation Act for 1956.

PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

YEAR	COMMON EXCAVATION ^{1/}				CONCRETE PAVEMENT ^{1/}				STRUCTURES						COMPOSITE MILE INDEX ^{2/}		
	AVERAGE BID PRICE CU. YD.	SUB-INDEX			AVERAGE BID PRICE SQ. YD.	SUB-INDEX			AVERAGE BID PRICE			SUB-INDEX			1925-29 ^{1/} = 100	1940 ^{1/} = 100	1946 ^{1/} = 100
		1925-29 = 100	1940 = 100	1946 = 100		1925-29 = 100	1940 = 100	1946 = 100	REIN-FORCING STEEL-LB.	STRUCTURAL STEEL LBS.	STRUCTURAL CONCRETE CU. YD.	1925-29 = 100	1940 = 100	1946 = 100			
1925	\$0.39	110.0			\$2.36	106.4			\$0.056	\$0.067	\$22.53	103.9			107.5		
1926	.36	103.7			2.29	103.1			.053	.074	22.76	103.7			103.4		
1927	.35	100.3			2.29	103.3			.051	.071	22.65	101.5			101.9		
1928	.34	96.0			2.10	94.5			.049	.067	21.22	96.1			95.3		
1929	.32	90.0			2.05	92.7			.048	.059	21.58	95.0			92.1		
1930	.30	86.3			1.86	84.1			.045	.061	20.08	89.4			85.7		
1931	.27	77.6			1.68	75.6			.040	.054	18.02	79.9			76.8		
1932	.18	55.0			1.44	64.8			.034	.046	15.33	68.0			61.0		
1933	.26	74.0			1.67	75.1			.038	.046	16.15	72.2			76.7		
1934	.29	83.3			1.90	85.8			.043	.053	17.73	80.8			84.0		
1935	.26	73.3			1.90	85.6			.044	.052	17.78	81.5			80.6		
1936	.26	74.8			1.91	86.0			.046	.060	20.25	90.0			82.9		
1937	.24	69.0			1.89	85.1			.043	.066	19.76	91.5			79.4		
1938	.21	59.8			1.72	77.5			.045	.063	19.06	87.2			72.8		
1939	.21	59.8			1.73	77.8			.044	.059	19.13	85.9			72.6		
1940	.21	59.2	100.0		1.68	75.6	100.0		.045	.063	19.17	87.6	100.0		71.6	100.0	
1941	.24	69.2	117.3		1.87	84.1	111.0		.054	.076	21.44	100.8	115.1		81.4	113.7	
1942	.37	104.1	176.5		2.39	107.9	142.4		.065	.090	26.16	122.3	139.6		108.8	151.9	
1943	.44	124.0	210.3		2.71	122.3	161.5		.067	.095	30.19	134.4	153.4		124.9	174.3	
1944	.37	106.6	180.8		2.45	110.6	146.0		.064	.089	31.94	136.5	155.8		113.1	137.8	
1945	.36	101.6	172.2		2.38	107.4	141.9		.062	.077	31.62	132.5	151.3		109.0	152.2	
1946	.35	99.1	168.0	100.0	2.65	119.3	157.5	100.0	.075	.113	38.79	164.7	188.0	100.0	119.0	166.1	100.0
1947	.38	108.4	183.9	109.3	3.01	135.5	178.9	113.4	.093	.132	45.84	196.9	224.8	119.6	135.0	188.6	113.6
1948	.42	119.3	202.3	120.3	3.37	151.9	200.6	127.2	.108	.158	51.00	223.9	255.6	136.0	151.2	211.3	127.1
1949	.38	107.4	182.1	108.4	3.40	153.1	202.1	128.2	.104	.146	47.36	210.3	240.1	127.7	145.8	203.6	122.5
1950	.33	94.5	160.2	95.3	3.32	149.8	197.8	125.4	.100	.139	44.62	199.4	227.6	121.1	137.7	192.4	115.8
1951	.39	110.0	186.5	111.0	3.54	159.5	210.6	133.5	.120	.180	52.07	237.8	271.5	144.4	153.7	214.7	129.2
1952	.40	114.2	193.6	115.2	3.80	171.3	226.2	143.4	.124	.186	54.50	247.8	282.9	150.5	162.5	226.9	136.6
1953																	
1st Qtr.	.40	114.8	194.7	115.8	3.96	178.5	235.7	149.4	.121	.192	53.91	245.4	280.1	149.0	165.9	231.7	139.4
2nd "	.39	112.0	189.9	112.9	3.73	168.2	222.0	140.8	.120	.180	51.67	237.1	270.7	144.0	158.5	221.4	133.2
3rd "	.37	105.1	178.3	106.0	3.81	171.8	226.8	143.8	.123	.196	54.07	247.6	282.6	150.3	159.4	222.6	133.9
4th "	.36	102.3	173.4	103.2	3.76	169.5	223.8	141.9	.123	.175	54.48	245.0	279.7	148.8	156.9	219.1	131.8
Average	.38	108.6	184.1	109.5	3.82	172.0	227.1	144.0	.122	.186	53.53	243.8	278.3	148.0	160.2	223.7	134.6
1954																	
1st Qtr.	.36	101.4	172.0	102.3	3.63	163.7	216.1	137.0	.115	.174	52.00	233.9	267.0	142.0	152.0	212.3	127.7
2nd "	.35	100.9	171.0	101.7	3.63	163.7	216.1	137.0	.115	.167	50.61	229.1	261.5	139.1	151.1	211.0	127.0
3rd "	.36	101.4	172.0	102.3	3.53	159.2	210.1	133.2	.117	.167	50.64	229.9	262.4	139.6	149.2	208.4	125.4
4th "	.35	100.0	169.6	100.9	3.72	167.7	221.4	140.4	.115	.158	50.40	226.8	258.9	137.7	152.4	212.8	128.1
Average	.35	100.9	171.2	101.8	3.63	163.6	215.9	136.9	.116	.167	50.91	229.9	262.5	139.6	151.2	211.1	127.1
1955																	
1st Qtr.	.36	101.1	171.5	102.0	3.67	165.5	218.5	138.5	.113	.157	51.14	227.3	259.5	138.0	151.8	212.0	127.6
2nd "	.35	100.3	170.0	101.1	3.60	162.3	214.3	135.8	.112	.152	50.09	223.3	254.9	135.6	149.4	208.7	125.5
3rd "	.36	102.3	173.4	103.2	3.68	165.9	219.0	138.9	.118	.166	53.47	237.6	271.2	144.3	154.0	215.1	129.4

Highway Statistics, 1954

^{1/} Bid prices and index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements.

^{2/} The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

Highway Statistics, 1954

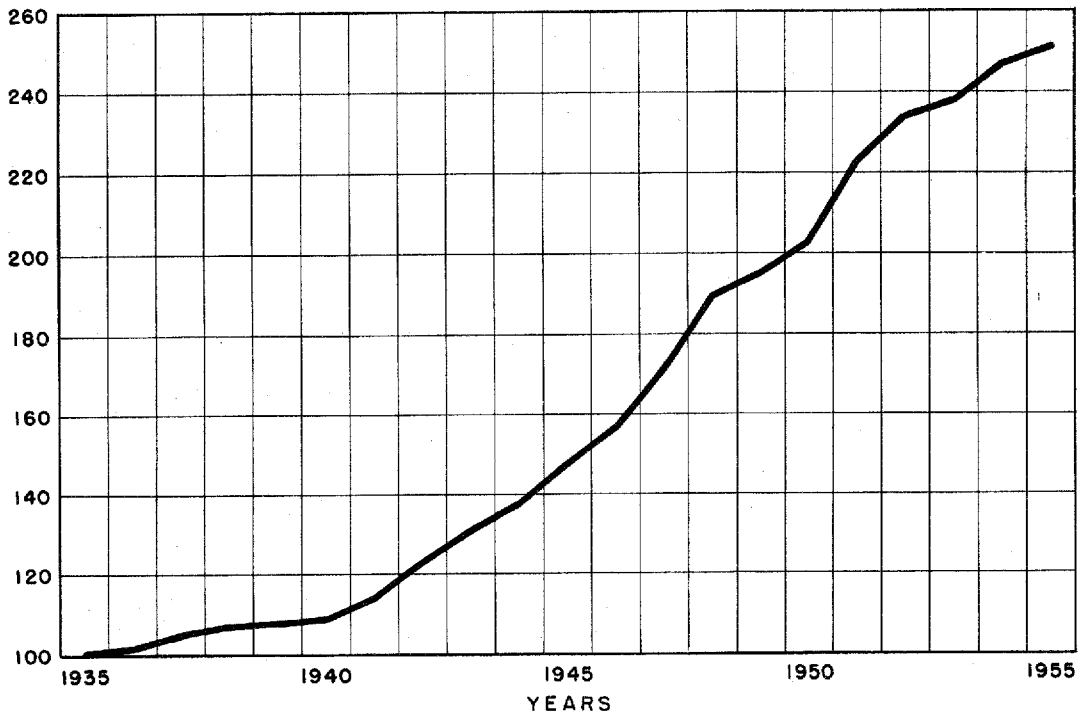
COST TRENDS

HIGHWAY MAINTENANCE AND OPERATION, 1935-1955 ^{1/}

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1935	100.00	100.00	100.00	100.00	100.00
1936	102.19	104.31	97.97	100.29	101.24
1937	108.48	104.42	99.31	102.50	104.46
1938	110.17	103.73	103.51	103.97	106.36
1939	111.29	101.64	105.87	105.83	107.23
1940	112.33	100.30	107.12	110.20	108.13
1941	121.16	102.86	110.11	111.33	113.30
1942	134.93	115.68	113.27	113.93	122.83
1943	151.82	117.76	114.46	116.87	130.88
1944	162.42	123.22	116.77	119.81	137.34
1945	171.16	130.10	129.89	135.01	147.52
1946	180.56	132.62	141.28	148.30	156.40
1947	198.40	145.83	153.39	162.38	171.28
1948	216.63	160.58	176.37	170.62	189.31
1949	223.13	156.04	188.02	176.40	194.95
1950	240.69	157.20	185.03	184.15	202.28
1951	263.83	170.98	206.46	200.77	222.41
1952	282.53	172.92	214.55	209.90	233.72
1953	287.21	174.08	220.65	212.10	237.88
1954	303.20	176.08	225.92	214.31	246.64
1955	309.02	174.62	238.22	218.48	251.31

^{1/} Based upon the cost of maintaining and operating the existing State highway systems. Additional data are contained in the 1947 progress report of the Project Committee on maintenance costs, Highway Research Board.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
				CALENDAR YEAR 1954						
Executive, Administrative, and Supervisory	\$2.33	\$2.79	\$2.79	\$2.20	\$2.02	\$2.17	\$1.95	\$2.72	\$2.95	\$2.46
Skilled	2.59	2.69	2.94	2.31	1.89	2.22	1.91	2.68	2.93	2.50
Intermediate Grade	1.76	2.34	2.30	1.74	1.32	1.48	1.36	2.12	2.46	1.92
Unskilled	1.54	1.93	2.01	1.52	1.05	1.06	1.04	1.80	2.15	1.53
				FIRST QUARTER 1955						
Executive, Administrative, and Supervisory	2.57	2.88	3.12	2.45	2.22	2.31	2.05	2.88	3.30	2.68
Skilled	2.73	3.09	2.96	2.61	1.95	2.09	1.96	2.76	2.96	2.67
Intermediate Grade	2.08	2.45	2.42	1.97	1.60	1.41	1.31	2.23	2.57	2.08
Unskilled	1.77	2.01	2.05	1.77	1.06	.98	1.04	1.88	2.22	1.64
				SECOND QUARTER 1955						
Executive, Administrative, and Supervisory	2.60	2.84	3.04	2.33	2.19	2.25	2.06	2.93	3.38	2.66
Skilled	2.78	3.15	3.07	2.45	2.10	2.25	1.96	2.72	2.89	2.66
Intermediate Grade	1.88	2.48	2.39	1.76	1.55	1.52	1.36	2.16	2.55	2.01
Unskilled	1.79	2.30	2.14	1.57	1.30	1.05	1.31	1.88	2.25	1.74
				THIRD QUARTER 1955						
Executive, Administrative, and Supervisory	2.49	2.97	2.89	2.23	2.21	2.31	2.11	2.74	3.31	2.63
Skilled	2.59	3.37	3.16	2.39	2.20	2.39	2.10	2.70	2.90	2.71
Intermediate	1.88	2.81	2.57	1.79	1.66	1.56	1.40	2.23	2.55	2.12
Unskilled	1.63	2.24	2.13	1.51	1.33	1.11	1.18	1.83	2.29	1.72

Federal Aid

A list of the more important articles in PUBLIC ROADS may be obtained upon request addressed to Bureau of Public Roads, Washington 25, D. C.

PUBLICATIONS of the Bureau of Public Roads

The following publications are sold by the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Orders should be sent direct to the Superintendent of Documents. Prepayment is required.

ANNUAL REPORTS

Work of the Public Roads Administration:

1941, 15 cents. 1948, 20 cents.

1942, 10 cents. 1949, 25 cents.

Public Roads Administration Annual Reports:

1943; 1944; 1945; 1946; 1947.

(Free from Bureau of Public Roads)

Annual Reports of the Bureau of Public Roads:

1950, 25 cents. 1952, 25 cents. 1954 (out of print).

1951, 35 cents. 1953, 25 cents.

PUBLICATIONS

Bibliography of Highway Planning Reports (1950). 30 cents.

Braking Performance of Motor Vehicles (1954). 55 cents.

Construction of Private Driveways, No. 272MP (1937). 15 cents.

Criteria for Prestressed Concrete Bridges (1954). 15 cents.

Design Capacity Charts for Signalized Street and Highway Intersections (reprint from PUBLIC ROADS, Feb. 1951). 25 cents.

Electrical Equipment on Movable Bridges, No. 265T (1931). 40 cents.

Factual Discussion of Motortruck Operation, Regulation, and Taxation (1951). 30 cents.

Federal Legislation and Regulations Relating to Highway Construction (1948). Out of print.

Financing of Highways by Counties and Local Rural Governments: 1931-41, 45 cents; 1942-51, 75 cents.

General Location of the National System of Interstate Highways, Including All Additional Routes at Urban Areas Designated in September 1955. 55 cents.

Highway Bond Calculations (1936). 10 cents.

Highway Bridge Location No. 1486D (1927). 15 cents.

Highway Capacity Manual (1950). \$1.00.

Highway Needs of the National Defense, House Document No. 249 (1949). 50 cents.

Highway Practice in the United States of America (1949). 75 cents.

Highway Statistics (annual):

1945 (out of print). 1948, 65 cents. 1951, 60 cents.

1946, 50 cents. 1949, 55 cents. 1952, 75 cents.

1947, 45 cents. 1950 (out of print). 1953, \$1.00.

Highway Statistics, Summary to 1945. 40 cents.

Highways in the United States, nontechnical (1954). 20 cents.

Highways of History (1939). 25 cents.

Identification of Rock Types (1950). Out of print.

Interregional Highways, House Document No. 379 (1944). 75 cents.

Legal Aspects of Controlling Highway Access (1945). 15 cents.

Local Rural Road Problem (1950). 20 cents.

Manual on Uniform Traffic Control Devices for Streets and Highways (1948) (including 1954 revisions supplement). \$1.00.

Revisions to the Manual on Uniform Traffic Control Devices for Streets and Highways (1954). Separate, 15 cents.

Mathematical Theory of Vibration in Suspension Bridges (1950). \$1.25.

Model Traffic Ordinance (revised 1953). 20 cents.

PUBLICATIONS (Continued)

Needs of the Highway Systems, 1955-84, House Document No. 120 (1955). 15 cents.

Opportunities in the Bureau of Public Roads for Young Engineers (1955). 25 cents.

Principles of Highway Construction as Applied to Airports, Flight Strips, and Other Landing Areas for Aircraft (1943). \$2.00.

Progress and Feasibility of Toll Roads and Their Relation to the Federal-Aid Program, House Document No. 139 (1955). 15 cents.

Public Control of Highway Access and Roadside Development (1947). 35 cents.

Public Land Acquisition for Highway Purposes (1943). 10 cents.

Public Utility Relocation Incident to Highway Improvement, House Document No. 127 (1955). 25 cents.

Results of Physical Tests of Road-Building Aggregate (1953). \$1.00.

Roadside Improvement, No. 191MP (1934). 10 cents.

Selected Bibliography on Highway Finance (1951). 60 cents.

Specifications for Construction of Roads and Bridges in National Forests and National Parks, FP-41 (1948). \$1.50.

Standard Plans for Highway Bridge Superstructures (1953). \$1.25.

Taxation of Motor Vehicles in 1932. 35 cents.

Tire Wear and Tire Failures on Various Road Surfaces (1943). 10 cents.

Transition Curves for Highways (1940). \$1.75.

MAPS

State Transportation Map series (available for 39 States). Uniform sheets 26 by 36 inches, scale 1 inch equals 4 miles. Shows in colors Federal-aid and State highways with surface types, principal connecting roads, railroads, airports, waterways, National and State forests, parks, and other reservations. Prices and number of sheets for each State vary—see Superintendent of Documents price list 53.

United States System of Numbered Highways together with the Federal-Aid Highway System (also shows in color National forests parks, and other reservations). 5 by 7 feet (in 2 sheets), scale 1 inch equals 37 miles. \$1.25.

United States System of Numbered Highways. 28 by 42 inches, scale 1 inch equals 78 miles. 20 cents.

Single copies of the following publications are available to highway engineers and administrators for official use, and may be obtained by those so qualified upon request addressed to the Bureau of Public Roads. They are not sold by the Superintendent of Documents.

Bibliography on Automobile Parking in the United States (1946).

Bibliography on Highway Lighting (1937).

Bibliography on Highway Safety (1938)

Bibliography on Land Acquisition for Public Roads (1947).

Bibliography on Roadside Control (1949).

Express Highways in the United States: a Bibliography (1945).

Indexes to PUBLIC ROADS, volumes 17-19 and 23.

Title Sheets for PUBLIC ROADS, volumes 24-27.

