



U. S. DEPARTMENT OF COMMERCE

Bureau of Public Roads



**HIGHWAY  
STATISTICS  
1963**



# HIGHWAY STATISTICS 1963

U.S. DEPARTMENT OF COMMERCE

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BUREAU OF PUBLIC ROADS

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UNITED STATES GOVERNMENT PRINTING OFFICE, WASHINGTON : MARCH 1965

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## PREFACE

This bulletin was prepared in the Office of Planning of the Bureau of Public Roads by the Highway Statistics Division. It is the 19th of an annual series and presents the 1963 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1962 highway finance data for municipal and rural units of local government.

The Highway Statistics series has been published annually beginning with the year 1945, but some of the earlier editions are now out of print. However, much of the data presented in the issues of 1945-55, inclusive, is reported in full or in summary form in the 1955 Summary. Recent issues may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, as follows:

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## MOTOR FUEL

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

The motor-fuel tax collections for all States are given in table G-1. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been placed in separate funds, it has been deducted in the next to the last column of table G-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. At the end of 1963, nine States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont was the only State that did not tax special fuels in 1963; however, Vermont levied special equalization fees on vehicles that use the special fuels.

The words "exemption" and "refund" have not been used interchangeably; in this publication exemption has been applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel, such as for agriculture, aviation, manufacturing, construction, and marine purposes.

Analyses of 1963 motor-fuel consumption are given in tables G-2 and G-21 through G-25. Table G-2, intended primarily to provide tax data for revenue analysis, shows gallonages taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and non-highway purposes are shown separately in tables G-21 through G-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables G-21 and G-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which it was consumed rather than for the period in which the tax was paid. In tables G-21 through G-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table G-25 gives the 1963 highway use of special fuels by months for all States.

Table G-240 shows the proportion of total motor-fuel gallonage on which the tax was either refunded or exempted for alleged nonhighway use. Oklahoma was the only State that granted general tax exemptions on fuel used for nonhighway purposes. Most States refunded all or part of the tax paid on such fuel or provided for a partial tax exemption for some nonhighway uses. In these States, the total gallonage claimed for exemption or refund was known because records indicated the purposes for which the motor fuel had been used. In States that do tax some gasoline used for nonhighway purposes, the gallonage so taxed has been estimated by the Bureau of Public Roads. Estimates were made from reports on economic activity within these States (agricultural, industrial, marine, aviation, and similar activities) and/or reports from States having similar economic characteristics.

Table G-205 gives the gasoline tax rates in effect for each year since 1950, and the diesel fuel tax rates where they differ from the gasoline tax rates for 1958 through 1964.









# HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1963<sup>1</sup>

(In thousands of gallons)

TABLE G-23, 1963  
JUNE 1964

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	88,769	80,693	88,514	96,843	97,423	95,720	97,010	100,848	90,448	101,501	92,225	97,571	1,127,565	Alabama
Alaska	6,075	3,694	5,633	5,197	5,070	8,029	7,584	6,233	2,569	2,262	3,452	2,872	58,670	Alaska
Arizona	51,050	46,002	49,878	51,186	50,126	52,079	54,940	53,358	48,894	51,989	50,953	53,785	614,240	Arizona
Arkansas	46,674	54,420	54,088	59,511	59,313	60,242	61,745	65,881	61,427	62,620	60,202	59,291	705,414	Arkansas
California	542,111	465,824	531,796	535,986	564,139	558,135	599,029	610,643	541,948	583,917	524,862	577,936	6,636,326	California
Colorado	57,386	50,993	54,371	59,201	58,479	65,485	74,416	61,998	59,641	65,612	58,340	59,641	740,862	Colorado
Connecticut	70,108	64,518	68,683	72,159	78,940	75,034	81,111	82,349	73,255	77,458	71,439	77,923	892,977	Connecticut
Delaware	14,717	14,275	16,128	17,067	20,369	18,691	18,911	18,880	15,452	15,034	16,651	16,282	202,457	Delaware
Florida	172,227	164,948	179,897	174,670	169,844	160,536	166,577	168,661	150,176	167,226	164,682	183,270	2,022,714	Florida
Georgia	118,186	107,595	122,264	126,642	128,829	127,411	131,881	138,868	123,325	131,674	125,521	131,166	1,513,362	Georgia
Hawaii	13,383	12,959	13,616	13,457	15,582	12,497	14,396	12,618	10,979	11,005	9,770	11,549	151,811	Hawaii
Idaho	20,669	18,464	20,055	22,761	20,804	20,039	20,706	29,192	23,173	27,105	21,882	19,499	278,349	Idaho
Illinois	273,878	241,749	258,628	276,988	283,173	266,418	287,674	285,805	282,456	299,397	269,637	303,824	3,329,627	Illinois
Indiana	146,043	130,488	142,571	162,143	166,231	155,192	169,065	169,888	152,802	168,336	146,321	161,780	1,870,860	Indiana
Iowa	76,637	76,904	77,905	81,379	83,592	102,374	93,188	76,480	96,075	75,828	103,201	107,686	1,051,249	Iowa
Kansas	76,217	71,130	71,754	76,411	70,138	79,786	79,011	74,003	75,690	81,443	78,917	81,689	916,189	Kansas
Kentucky	74,466	69,363	75,817	87,720	86,871	83,593	90,962	93,035	80,831	89,614	79,598	84,293	996,163	Kentucky
Louisiana	74,351	76,176	80,816	84,670	87,870	84,500	85,735	89,072	83,099	90,525	85,278	90,906	1,012,958	Louisiana
Maine	25,347	23,276	24,014	25,152	30,316	31,915	39,292	39,259	30,259	30,970	26,720	29,355	355,959	Maine
Maryland	85,150	77,070	82,144	90,651	93,407	87,541	96,029	96,656	85,694	94,092	88,171	91,882	1,068,487	Maryland
Massachusetts	124,459	115,935	120,417	128,080	139,637	134,643	145,944	150,127	129,647	136,750	124,986	142,118	1,592,743	Massachusetts
Michigan	230,149	206,015	217,686	233,217	250,438	240,175	263,003	263,140	230,063	256,260	235,765	239,970	2,865,881	Michigan
Minnesota	101,382	93,193	91,686	99,930	108,189	117,644	118,138	122,089	104,377	117,174	111,409	99,623	1,284,834	Minnesota
Mississippi	55,368	45,002	59,661	62,823	62,819	63,009	61,955	66,703	55,765	67,773	66,956	60,613	728,447	Mississippi
Missouri	133,299	124,210	134,812	148,051	142,961	146,117	151,887	150,150	139,241	156,038	139,406	144,743	1,710,915	Missouri
Montana	21,791	18,644	21,643	21,938	22,652	26,454	33,095	33,923	25,235	26,865	24,228	24,650	301,118	Montana
Nebraska	45,997	42,585	50,289	47,163	51,645	47,498	58,887	55,395	50,184	59,363	53,019	45,782	609,707	Nebraska
Nevada	15,224	14,791	15,801	16,866	17,210	21,588	22,636	22,898	19,069	19,632	17,034	17,573	220,322	Nevada
New Hampshire	16,156	14,770	15,344	16,793	17,866	19,374	22,879	25,322	18,140	18,907	15,634	18,255	219,440	New Hampshire
New Jersey	179,576	156,510	173,659	183,072	189,771	184,484	202,554	206,613	177,251	192,252	180,430	192,763	2,218,935	New Jersey
New Mexico	35,719	31,809	35,053	36,840	37,221	41,873	45,246	45,263	37,440	38,849	38,049	38,998	462,360	New Mexico
New York	323,410	293,820	324,950	334,789	367,439	344,123	399,162	402,009	357,093	361,616	324,135	351,466	4,184,012	New York
North Carolina	123,164	117,128	134,475	145,160	156,797	131,738	149,299	144,809	135,293	151,593	134,397	144,723	1,668,576	North Carolina
North Dakota	13,163	11,543	14,373	17,566	18,707	22,768	27,692	26,692	22,152	20,236	17,521	15,719	228,136	North Dakota
Ohio	263,681	237,512	272,879	273,514	293,117	294,298	298,591	298,842	285,240	299,490	286,134	291,866	3,395,164	Ohio
Oklahoma	81,815	77,455	83,951	84,297	85,720	82,395	92,158	87,310	84,909	86,597	81,102	88,970	1,016,679	Oklahoma
Oregon	55,652	51,804	60,196	57,033	59,032	71,639	73,708	78,908	65,480	67,493	58,305	62,282	761,532	Oregon
Pennsylvania	260,351	240,692	266,710	276,515	291,279	287,638	304,270	312,354	281,990	298,529	276,063	290,523	3,386,914	Pennsylvania
Rhode Island	20,718	19,309	20,010	21,539	21,275	24,445	26,547	22,652	22,093	22,127	20,488	23,703	264,906	Rhode Island
South Carolina	65,334	57,883	65,560	69,084	69,805	66,039	75,468	75,432	65,590	69,999	66,603	69,818	816,615	South Carolina
South Dakota	22,026	22,295	18,595	15,332	19,373	21,427	25,347	31,210	28,413	24,441	29,784	25,783	284,026	South Dakota
Tennessee	110,721	87,689	103,936	99,516	104,340	109,094	112,686	117,256	103,379	112,469	105,352	107,880	1,274,318	Tennessee
Texas	331,686	307,335	339,319	339,096	362,179	359,131	374,537	381,279	342,647	364,519	342,599	367,478	4,211,805	Texas
Utah	27,955	24,534	28,105	27,856	32,557	32,096	36,512	34,804	30,257	32,429	28,895	29,409	365,409	Utah
Vermont	10,755	9,757	10,002	10,413	11,795	12,204	15,346	15,635	12,079	12,739	11,075	11,181	142,981	Vermont
Virginia	110,430	97,885	111,706	120,846	119,594	120,964	131,626	130,420	114,818	125,899	117,965	123,068	1,425,221	Virginia
Washington	74,673	71,743	80,002	84,148	90,885	91,546	101,270	101,139	86,961	92,789	79,965	82,169	1,037,290	Washington
West Virginia	39,542	36,159	39,769	42,658	44,217	46,347	43,313	46,827	53,958	45,561	44,545	48,793	533,689	West Virginia
Wisconsin	104,900	95,191	97,743	107,314	119,178	115,739	134,745	132,625	105,660	114,923	106,259	110,870	1,345,147	Wisconsin
Wyoming	12,747	11,401	12,714	13,690	15,189	18,714	24,794	24,137	17,716	16,665	14,602	14,654	197,023	Wyoming
Dist. of Col.	17,848	16,422	17,901	18,333	17,968	17,227	18,801	18,409	16,944	18,531	18,278	19,346	216,008	Dist. of Col.
Total	5,063,035	4,601,562	5,057,519	5,275,266	5,507,224	5,467,795	5,871,413	5,911,074	5,309,634	5,656,116	5,248,805	5,546,989	64,516,432	Total

Motor Fuel

<sup>1</sup> 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.

## Highway Statistics, 1963

ANALYSIS OF PRIVATE  
AND COMMERCIAL USE OF GASOLINE FOR NONHIGHWAY PURPOSES—1963<sup>1</sup>

(In thousands of gallons)

TABLE G-24, 1963  
JUNE 1964

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	CLASSIFIED 3/								STATE
			TOTAL	AGRICUL- TURAL USE	OTHER USES						
					TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUC- TION 4/	MARINE	MISCEL- LANEOUS	
Alabama	* 28,811	28,811	(28,811)	(15,102)	(13,709)	(4,666)	-	-	(9,043)	-	Alabama
Alaska	* 34,472	34,472	(27,271)	-	(27,271)	(11,099)	-	-	(16,172)	-	Alaska
Arizona	27,528	-	27,528	11,844	15,684	9,485	3,541	1,149	-	1,509	Arizona
Arkansas	* 30,454	30,454	(27,843)	(20,915)	(6,928)	-	-	-	-	-	Arkansas
California	228,940	-	228,940	80,392	148,548	5/ 71,292	8,001	16,524	30,892	21,839	California
Colorado	73,338	-	73,338	44,838	28,500	23,010	2,724	1,751	-	1,015	Colorado
Connecticut	15,929	-	15,929	2,055	13,874	2,980	5,360	4,431	951	1,552	Connecticut
Delaware	12,906	-	12,906	4,987	7,919	1,193	6,332	-	394	-	Delaware
Florida	* 112,592	112,592	(97,846)	(9,122)	(88,724)	(87,379)	-	-	(1,345)	-	Florida
Georgia	* 39,327	39,327	(35,197)	(28,176)	(7,021)	(6,543)	-	-	(78)	-	Georgia
Hawaii	* 23,090	23,090	(21,973)	(3,618)	(18,355)	(18,115)	-	-	(240)	-	Hawaii
Idaho	40,164	-	40,164	32,896	7,268	3,971	3,061	-	236	-	Idaho
Illinois	269,882	-	269,882	222,706	47,176	8,266	29,478	7,043	440	1,949	Illinois
Indiana	128,104	-	128,104	100,689	27,415	13,580	8,390	3,216	189	2,040	Indiana
Iowa	250,850	-	250,850	235,701	15,149	5,461	7,835	1,242	-	611	Iowa
Kansas	162,434	-	162,434	143,251	19,183	6,221	8,512	3,216	48	1,186	Kansas
Kentucky	* 45,712	45,712	(37,879)	(16,974)	(20,905)	(19,672)	-	-	(1,233)	-	Kentucky
Louisiana	* 49,497	49,497	(42,373)	(22,627)	(19,746)	(16,401)	-	-	(3,345)	-	Louisiana
Maine	10,463	-	10,463	4,801	5,662	797	2,357	-	2,508	-	Maine
Maryland	32,185	-	32,185	14,327	17,858	6,155	6,586	-	4,753	364	Maryland
Massachusetts	31,912	-	31,912	1,773	30,139	27,441	874	-	1,824	-	Massachusetts
Michigan	167,153	-	167,153	79,008	88,145	32,663	36,652	4,976	13,854	-	Michigan
Minnesota	182,764	-	182,764	158,998	23,766	15,408	7,118	-	1,240	-	Minnesota
Mississippi	36,357	-	36,357	26,878	9,479	7,139	2,145	-	156	39	Mississippi
Missouri	165,657	-	165,657	113,635	52,022	43,159	8,167	-	696	-	Missouri
Montana	* 44,993	44,993	(44,993)	(32,541)	(8,657)	(8,657)	-	-	-	-	Montana
Nebraska	84,278	-	84,278	74,836	9,442	7,403	2,039	-	-	-	Nebraska
Nevada	12,618	-	12,618	4,063	8,555	6,847	348	683	-	677	Nevada
New Hampshire	3,164	-	3,164	969	2,195	486	582	572	443	112	New Hampshire
New Jersey	* 59,249	59,249	(52,565)	(8,639)	(43,926)	(26,123)	(15,454)	-	(356)	(1,993)	New Jersey
New Mexico	15,368	-	15,368	7,622	7,746	4,825	2,500	377	38	6	New Mexico
New York	201,306	-	201,306	52,647	148,659	77,560	53,499	11,408	4,221	1,971	New York
North Carolina	64,998	-	64,998	41,666	23,332	11,224	8,187	2,277	1,209	435	North Carolina
North Dakota	120,459	-	120,459	113,264	7,195	2,394	4,801	-	-	-	North Dakota
Ohio	152,882	-	152,882	87,512	65,370	34,764	10,782	5,437	3,663	10,724	Ohio
Oklahoma	52,349	-	52,349	38,609	13,740	11,624	2,116	-	-	-	Oklahoma
Oregon	44,495	-	44,495	21,775	22,720	5,529	15,970	-	1,221	-	Oregon
Pennsylvania	* 169,148	169,148	(96,728)	(61,612)	(35,109)	(35,109)	-	-	-	-	Pennsylvania
Rhode Island	1,605	-	1,605	226	1,379	810	2	-	567	-	Rhode Island
South Carolina	* 34,682	34,682	(30,069)	(24,937)	(5,132)	(4,686)	(70)	-	(376)	-	South Carolina
South Dakota	108,049	-	108,049	104,821	3,228	2,487	741	-	-	-	South Dakota
Tennessee	47,327	-	47,327	23,987	23,340	20,556	-	-	-	2,784	Tennessee
Texas	199,537	-	199,537	110,379	89,158	55,768	6,777	5,485	-	21,128	Texas
Utah	* 28,705	28,705	(19,223)	(11,634)	(7,589)	(7,589)	-	-	-	-	Utah
Vermont	* 4,769	4,769	(485)	-	(485)	(485)	-	-	-	-	Vermont
Virginia	47,555	-	47,555	24,986	22,569	8,142	2,468	8,960	2,720	279	Virginia
Washington	52,354	-	52,354	20,582	31,772	14,658	12,871	-	3,837	406	Washington
West Virginia	11,784	-	11,784	3,324	8,460	4,460	3,975	-	25	-	West Virginia
Wisconsin	121,851	-	121,851	103,423	18,428	9,472	5,118	-	-	3,838	Wisconsin
Wyoming	* 18,924	18,924	(16,587)	(12,400)	(4,187)	(4,187)	-	-	-	-	Wyoming
Dist. of Col.	3,351	-	3,351	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 6/	-	-	3,178,545	2,113,470	7/ 1,065,075	7/ 557,230	279,909	78,747	76,125	73,064	Partial Totals 6/
Percentage	-	-	100.00	66.49	33.51	-	-	-	-	-	Percentage
Total	3,906,321	727,776	3,178,545	-	-	-	-	-	-	-	Total

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 gasoline were obtained mainly from an 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) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of exemptions or refunds according to use, (4) two States, Hawaii and Vermont, do not allow exemptions or refunds for nonhighway use or gasoline. 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/ Much of the fuel consumed by large aviation users, who are licensed distributors, is not included in table G-21, G-22, and G-24. This use was not required to be reported and did not enter the State's taxing channels.

6/ Totals for 35 States for which complete classifications of nonhighway use was reported.

7/ Does not include an estimated 2,600 million gallons of jet fuel.



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

TABLE G-240  
JUNE 1964

NONHIGHWAY USE AS A PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES																								
	1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963				
0 - 4.9	ALA ARK CONN GA KY MAINE MASS N H N J	PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	N C PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	N C MEX PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	N C MEX PA RI S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	N J N C MEX PA RI S C UTAH VT VA W VA WYO D C	ALA ARIZ CONN GA LA MAINE MD MASS N H	N J N C MEX PA RI S C TENN UTAH VT VA W VA D C	ALA ARIZ CONN GA LA MAINE MD MASS N H	N J N C MEX PA RI S C TENN UTAH VT VA W VA D C	ALA ARIZ CONN GA LA MAINE MD MASS NEV N H N J	N C OHIO OKLA OREG TENN TEXAS VA WASH WYO D C			
5.0 - 9.9	ARIZ CALIF DEL FLA IND LA MD MISS	NEV N MEX N Y N C OHIO OREG TENN WASH	ARIZ CALIF DEL FLA IND LA MD MICH	MISS NEV N MEX N Y OHIO OREG TENN WASH	ARIZ CALIF DEL FLA IND LA MD MICH	NEV N MEX N Y OHIO OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH	NEV N MEX OHIO OKLA OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH	NEV N MEX OHIO OKLA OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH	OHIO OKLA OREG TENN TEXAS WASH WYO	ARIZ CALIF DEL FLA IND LA MD MICH	NEV N Y OHIO OKLA OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH	N Y OHIO OKLA OREG TENN TEXAS WASH WYO	ARIZ CALIF DEL FLA IND LA MD MICH	N Y OHIO OKLA OREG TENN TEXAS WASH WYO	DEL ILL IND KY MICH MISS MO NEV	N Y OHIO OKLA OREG TENN TEXAS WASH WYO	ARIZ CALIF DEL FLA IND LA MD MICH	N Y OHIO OKLA OREG TENN TEXAS WASH WYO	COLO DEL ILL IND KY MICH MISS MO NEV	MO N Y OREG WASH WIS WYO	
10.0 - 14.9	ILL MICH MO MONT	NEBR OKLA TEXAS WIS	IDAHO MO NEBR	OKLA TEXAS WIS	COLO IDAHO ILL MO	NEBR OKLA OREG WIS	IDAHO ILL MO	NEBR N Y WIS	IDAHO ILL MO	N Y WIS	COLO FLA ILL MO	NEBR N Y WIS	COLO IDAHO ILL MINN	MO NEBR WASH	COLO IDAHO MINN	MINN NEBR	COLO IDAHO MINN	MONT NEBR	COLO IDAHO MINN	MONT NEBR	HAWAII IDAHO MINN	MONT NEBR	HAWAII IDAHO MINN	MONT NEBR	
15.0 - 19.9	COLO IDAHO MINN		COLO ILL MINN		MINN		COLO MINN MONT	IDAHO MINN MONT	COLO MINN MONT NEBR		IDAHO FLA IOWA KANS	MINN MONT	IOWA KANS MONT		IOWA KANS MONT		HAWAII IOWA		HAWAII IOWA		HAWAII IOWA		IOWA KANS		
20.0 - 24.9	IOWA KANS		IOWA KANS MONT		IOWA KANS MONT		IOWA KANS	IOWA KANS	IOWA KANS					HAWAII	HAWAII										
25.0 - 29.9			S DAK								HAWAII			S DAK		S DAK	S DAK	S DAK	S DAK						
30.0 - 34.9	S DAK					S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK										N DAK	
35.0 - 39.9					S DAK					N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	ALASKA	
40.0 - 44.9			N DAK		N DAK			N DAK			ALASKA							ALASKA							
45.0 - 49.9	N DAK													ALASKA	ALASKA										
50.0 - 54.9							N DAK																		

<sup>1/</sup> Some States do not allow full refund or exemption for alleged nonhighway use; and in some States, motor fuel used for certain nonhighway purposes is taxed at a rate lower than the prevailing rate. Gallonage that was taxed at lower rates or on which partial refunds or exemptions were allowed is classified as refunded or exempted.







### Motor Fuel

# STATE AND FEDERAL MOTOR-FUEL TAX RATES BY YEARS<sup>1</sup>

TABLE G-205  
SEPTEMBER 1964

(Cents per gallon)

STATE	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	STATE
Alabama	6	6	6	6	6	6-7	7	7	7	7	7	7	7	7	7	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	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	Arkansas
California	4.5	4.5	4.5	4.5-6	6	6	6	6	6(7)	6(7)	6(7)	6(7)	6(7)	6(7)-7	6	California
Colorado	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Colorado
Connecticut	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	6	Connecticut
Delaware	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Delaware
Florida	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Florida
Georgia	7	7-6	6	6	6	6-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Georgia
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii
Idaho	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Idaho
Illinois	3	3-4	4	4	4	4	4	4	4	4	4	4	4	4	4	Illinois
Indiana	4	4	4	4	4	4	4-6	6	6(7)	6(7)	6(7)	6(7)	6(7)	6(7)	6(7)	Indiana
Iowa	4	4	4	4-5	5	5	5	5	5(7)	5(7)	5(7)	5(7)	5(7)	5(7)	5(7)	Iowa
Kansas	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Kansas
Kentucky	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Kentucky
Louisiana	9	9	9-7	9	9	9	9	9	9	9	9	9	9	9	9	Louisiana
Maine	6	6	6	6	6	6-7	7	7	7	7	7	7	7	7	7	Maine
Maryland	5	5	5	5-6	6	6	6	6	6	6	6	6	6	6	6-7	Maryland
Massachusetts	3	3-4.3	4.3	5	5	5	5	5-5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	Massachusetts
Michigan	3	3-4.5	4.5	4.5	4.5	4.5-6	6	6	6	6	6	6	6	6	6	Michigan
Minnesota	5	5	5	5	5	5	5	5	5(7)	5(7)	5(7)	5(7)	5(7)	5(7)	5(7)	Minnesota
Mississippi	6-7	7	7	7	7	7	7	7	7(8)	7(8)	7(8)	7(8)	7(8)	7(8)	7(8)	Mississippi
Missouri	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	Missouri
Montana	6	6	6	6	6	6-7	7	7	7	7	7	7	7	7	7	Montana
Nebraska	6-5	5	5	5-6	6	6	6	6	6	6	6	6	6	6	6	Nebraska
Nevada	4.5	5/5.5	5.5	5.5	5.5	5.5-6	6	6	6	6	6	6	6	6	6	Nevada
New Hampshire	4	4-5	5	5	5	5	5	5-6	6	6-7	7	7	7	7	7	New Hampshire
New Jersey	3	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	New Jersey
New Mexico	7	7-6	6	6	6	6	6	6	6	6	6	6	6	6	6	New Mexico
New York	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	New York
North Carolina	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	North Carolina
North Dakota	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	5	North Dakota
Ohio	4	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	Ohio
Oklahoma	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5-7.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Oklahoma
Oregon	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Oregon
Pennsylvania	6	6	6	6	6	6	6	6-5	6	6	6	6	6	6	6	Pennsylvania
Rhode Island	4	4	4	4	4	4	4	4	4-6	6	6-7	7	7	7	7	Rhode Island
South Carolina	6-7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	South Carolina
South Dakota	4	4-5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	South Dakota
Tennessee	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Tennessee
Texas	7	7	7	7	7	7-6	6	6	6	6	6	6	6	6	6	Texas
Texas	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Texas
Texas	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Texas
Texas	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Texas
Texas	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Texas
Utah	4	4-5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	Utah
Vermont	5	5	5	5	5	5-5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	Vermont
Virginia	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Virginia
Washington	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	Washington
West Virginia	5	5	5	5	5	5-6	6	6	6	6	6	6	6	6	6	West Virginia
Wisconsin	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	6	Wisconsin
Wyoming	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Wyoming
Dist. of Col.	4	4	4-5	5	5-6	6	6	6	6	6	6	6	6	6	6	Dist. of Col.
State Avg. <sup>2/</sup>	4.65	4.74	4.83	5.10	5.19	5.35	5.54	5.58	5.65	5.86	5.94	6.09	6.18	6.22	-	State Avg. <sup>2/</sup>
Federal Tax	1.5	1.5-2	2	2	2	2	2-3	3	3	3-4	4	4	4	4	4	Federal Tax

<sup>1/</sup> 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 1964, the final rates shown are those in effect December 31. For tax rates in earlier years, see page 13 "Highways, Statistics, Summary to 1955." Some local governments in Alabama, Florida, Hawaii, Mississippi, New Mexico, and Wyoming levy motor-fuel taxes at rates that range from 1/5 cent to 5 cents per gallon.

<sup>2/</sup> Interstate fuel tax rates, where they differ from the gasoline rates, are shown in parentheses beginning in 1958, but not for earlier years.

<sup>3/</sup> The State tax rate is 8 cents per gallon in Hawaii County and 5 cents per gallon in the other counties.

<sup>4/</sup> Trucks or combinations with more than two axles pay a motor-fuel tax rate of 9 cents per gallon in Kentucky and Virginia. (8 cents per gallon in Virginia prior to July 1, 1960).

<sup>5/</sup> The 5.5-cent tax rate in Nevada does not represent a tax increase, but rather the inclusion of one cent formerly classified as an optional county gasoline tax. This one cent tax is collected by the State and is now in effect in all counties.

<sup>6/</sup> Weighted average rate based on net gallons taxed.

## MOTOR VEHICLES

Although vehicle registration years differ from State to State, the data given in table MV-1 have been adjusted to a calendar-year basis for uniformity. Motor-vehicle registrations reported do not include transfers or reregistrations; insofar as possible, these and other items that might cause duplication have been removed.

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

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, -10, and -11. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations or satisfactory weight and capacity groupings of trucks and combinations. The most recent comprehensive information on the subject is contained in the Bureau of Public Roads publication, *Classification of Motor Vehicles, 1956-57*. This publication is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, for 75 cents.

For 1963, data are available from 29 States on the weights and capacities of commercial vehicles. These data are included in table MV-23 in this section of the bulletin.

There are two major bases for registering trucks: empty weight of the vehicle, also known as net, unladen, or curb weight (14 States); and the combined weight of the vehicle and the load, known as gross vehicle weight (35 States). The remaining two States register trucks on other bases. Manufac-

turer's rated capacity is used as a base for registering private trucks in Alabama, and owner's declared capacity is the base used in South Carolina. Within the major categories there are variations in weight and vehicle-type groupings that make it difficult to obtain uniform information.

Several tabulations are presented in this series 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 the commercial vehicles are less than 10,000 pounds gross weight (mostly pickup trucks). About 5½ percent of all commercial vehicles are combinations. These are predominantly tractor-semitrailer combinations and their average weight has increased by some 4,000 pounds in the last 10 years. Increases in certain State maximum weight limits, and the completion of a substantial mileage of the Interstate System, as well as other expressways, have undoubtedly contributed to this change.

Table MV-12 shows the number of motor-vehicle operator licenses issued, during the current year, by each State; also shown are estimates of the number of motor-vehicle operator licenses in force at the end of the year.

Registrations of publicly owned motor vehicles are reported in table MV-7, and table MV-24 provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for non-highway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3.

### Traffic Speed Trends

Thirty-one States reported the results of 1,032 speed studies conducted during 1963. These

studies, useful in determining safety requirements needed in the planning and construction of highways, and in accident analyses, were conducted on level straight sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The average speed for buses, 57.7 miles per hour, was greater than the 56.9-miles-per-hour average speed for passenger cars and the 51.1-miles-per-hour average speed for trucks. The overall average speed was 55.6 miles per hour for all vehicles and is 1.8 miles per hour above the 1962 average. This is a record high.

Seventy-six percent of the buses, 76 percent of the passenger cars, and 52 percent of the trucks exceeded 50 miles per hour. Forty-five percent of the buses, 33 percent of the passenger cars, and 10 percent of the trucks exceeded 60 miles per hour.

### Vehicle and Travel Characteristics

Table VM-1 shows the estimated travel in 1963 by passenger cars, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and the motor-fuel consumption by these vehicles. In addition, for each type of vehicle, the table shows the calculated average miles of travel, consumption of motor fuel, and the average miles of travel per gallon of fuel consumed. Total travel

for 1963 increased 4.5 percent over 1962 and the number of vehicles registered increased by 4.8 percent.

Subsequent to the original publication of table VM-1 and HT-1 for 1962, improved data for that year became available. Because of the importance of trends in vehicle mileage data, revised tables VM-1 and HT-1 for 1962 are published together with VM-1 and HT-1 for 1963.

Passenger cars represented 83.6 percent of the vehicles registered and accounted for 81.7 percent of the travel in 1963; trucks and truck combinations accounted for 16.6 percent of the vehicles registered, and 17.7 percent of the travel. Buses accounted for 0.4 percent of all vehicles registered and for 0.6 percent of the travel.

The average motor vehicle traveled 9,590 miles in 1963, almost half of it in cities, and consumed 760 gallons of fuel at a rate of 12.42 miles per gallon. The average passenger car traveled 9,378 miles and consumed 652 gallons of fuel at a rate of 14.42 miles per gallon.

Table HT-1 presents information concerning loadings of trucks and frequencies of heavy loads on main rural roads for each census division and for the United States. The trend of data indicates an increase of 7.6 percent in the ton-miles of freight hauled in 1963 as compared to 1962.



# PUBLICLY-OWNED VEHICLES IN THE UNITED STATES-1963

Compiled for the calendar year  
from reports of State authorities

TABLE MW-7, 1963  
OCTOBER 1964

STATE	FEDERAL <sup>1/</sup>						STATE, COUNTY, AND MUNICIPAL <sup>2/</sup>						ALL PUBLICLY-OWNED VEHICLES			STATE
	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	TOTAL MOTOR VEHICLES	TOTAL TRAILERS	TOTAL MOTOR- CYCLES	
	AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL			AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL						
Alabama	605	4	1,742	2,351	39	-	3,186	4,690	10,297	18,173	316	270	20,524	355	270	Alabama
Alaska	194	10	1,067	1,271	23	-	621	14	2,154	2,789	160	9	4,060	183	9	Alaska
Arizona	774	102	2,951	3,827	51	-	4,063	1,131	5,907	11,101	915	266	14,928	966	266	Arizona
Arkansas	285	2	948	1,235	-	-	1,001	3,380	4,850	9,231	512	25	10,466	512	25	Arkansas
California	3,109	42	9,266	12,417	220	44	34,086	6,981	67,003	108,070	9,768	4,354	120,487	9,988	4,398	California
Colorado	773	9	2,800	3,582	22	2	4,673	868	8,878	14,419	770	162	18,001	792	164	Colorado
Connecticut	207	2	977	1,186	-	-	4,190	296	7,152	11,638	965	154	12,824	965	154	Connecticut
Delaware	24	1	149	174	3	-	872	49	1,157	2,078	127	17	2,252	130	17	Delaware
Florida	783	2	2,130	2,915	27	-	8,656	4,604	19,991	33,251	2,943	859	36,166	2,970	859	Florida
Georgia	697	4	1,831	2,532	2	-	3,141	5,257	11,932	20,330	1,045	348	22,862	1,047	348	Georgia
Hawaii	147	1	422	570	-	-	2,068	54	2,111	4,233	252	73	4,803	252	73	Hawaii
Idaho	402	97	2,406	2,905	33	-	1,747	1,064	4,758	7,569	1,352	56	10,474	1,385	56	Idaho
Illinois	923	16	3,046	3,985	56	-	12,057	5,993	18,576	36,626	1,452	682	40,611	1,508	682	Illinois
Indiana	357	4	1,219	1,580	4	-	4,843	2,664	11,877	19,384	1,017	286	20,964	1,021	286	Indiana
Iowa	218	2	1,254	1,474	2	-	3,239	4,816	9,333	17,388	1,092	123	18,862	1,094	123	Iowa
Kansas	242	10	1,060	1,312	1	-	5,272	1,712	12,022	19,006	686	673	20,318	687	673	Kansas
Kentucky	443	10	1,146	1,599	24	-	2,297	3,228	9,624	15,149	34	-	16,748	58	-	Kentucky
Louisiana	508	2	1,211	1,721	9	-	6,107	1,666	10,164	17,937	1,248	117	19,658	1,257	117	Louisiana
Maine	128	2	418	548	1	-	1,309	664	2,908	4,881	650	17	5,429	651	17	Maine
Maryland	588	14	1,488	2,090	1	-	3,870	1,110	5,735	10,715	371	60	12,805	372	60	Maryland
Massachusetts	545	4	1,798	2,347	2	-	7,960	119	16,168	24,247	100	-	26,594	102	-	Massachusetts
Michigan	619	5	2,087	2,711	7	-	10,790	6,368	21,062	38,220	2,681	607	40,931	2,688	607	Michigan
Minnesota	534	4	1,478	2,016	8	-	3,436	4,557	10,117	18,110	1,234	106	20,126	1,242	106	Minnesota
Mississippi	348	15	1,386	1,749	5	-	617	5,036	6,984	12,637	189	6	14,386	194	6	Mississippi
Missouri	805	3	1,569	2,377	8	2	3,413	3,187	10,273	16,873	325	43	19,250	333	45	Missouri
Montana	565	7	2,282	2,854	12	-	685	461	4,195	5,341	490	-	8,195	502	-	Montana
Nebraska	373	-	1,134	1,507	2	-	2,032	1,261	5,478	8,771	790	72	10,278	792	72	Nebraska
Nevada	651	52	2,743	3,446	20	-	1,108	382	2,996	4,486	867	121	7,932	887	121	Nevada
New Hampshire	46	-	261	307	-	-	1,902	115	5,536	7,553	621	-	7,860	621	-	New Hampshire
New Jersey	461	3	1,525	1,989	20	-	8,407	867	19,261	28,535	55	624	30,524	75	624	New Jersey
New Mexico	880	85	3,084	4,049	51	4	2,743	138	3,090	5,971	481	55	10,020	532	59	New Mexico
New York	1,716	24	4,475	6,215	52	-	23,377	9,462	46,260	79,099	2,781	575	85,314	2,833	575	New York
North Carolina	476	15	1,601	2,092	7	-	9,736	11,844	25,398	46,978	3,354	300	49,070	3,361	300	North Carolina
North Dakota	248	43	814	1,105	18	-	944	1,005	2,866	4,815	41	34	5,920	59	34	North Dakota
Ohio	844	8	2,959	3,811	14	3	10,937	10,387	19,322	40,646	2,990	459	44,457	3,004	462	Ohio
Oklahoma	622	26	1,470	2,118	19	-	3,166	4,396	9,976	17,538	486	18	19,656	505	18	Oklahoma
Oregon	537	9	3,159	3,705	30	6	4,824	2,371	8,304	15,499	959	197	19,204	989	203	Oregon
Pennsylvania	976	9	2,805	3,790	14	3	13,626	1,737	37,131	52,494	2,622	484	56,284	2,636	487	Pennsylvania
Rhode Island	63	-	271	334	-	-	1,473	136	1,783	3,392	159	225	3,726	159	225	Rhode Island
South Carolina	451	10	1,358	1,819	50	-	3,234	6,068	8,005	17,307	432	107	19,126	482	107	South Carolina
South Dakota	363	68	1,189	1,620	20	-	650	696	4,116	5,462	586	24	7,082	606	24	South Dakota
Tennessee	1,237	19	3,487	4,743	55	-	4,291	3,634	11,022	18,947	54	113	23,690	109	113	Tennessee
Texas	1,722	29	5,034	6,785	38	11	8,975	9,500	33,572	52,047	3,082	552	58,832	3,120	563	Texas
Utah	559	6	1,890	2,455	21	-	1,763	562	4,608	6,933	1,688	93	9,388	189	93	Utah
Vermont	63	-	186	249	2	-	608	193	1,465	2,266	62	-	2,515	64	-	Vermont
Virginia	586	13	2,181	2,780	9	10	8,226	5,052	10,556	23,834	963	206	26,614	972	216	Virginia
Washington	1,234	136	4,426	5,796	127	2	7,872	4,266	13,490	25,628	1,048	419	31,424	1,175	421	Washington
West Virginia	200	1	631	832	1	-	2,499	2,019	4,029	8,547	259	71	9,379	260	71	West Virginia
Wisconsin	285	2	1,171	1,458	13	-	4,744	2,407	16,446	23,597	659	373	25,055	672	373	Wisconsin
Wyoming	237	4	1,229	1,470	14	-	797	614	2,723	4,134	32	32	5,604	455	32	Wyoming
Dist. of Col.	835	19	1,276	2,130	55	51	3,702	-	1,568	5,270	183	141	7,400	238	192	Dist. of Col.
Total	30,488	955	98,490	129,933	1,212	138	265,835	149,081	594,229	1,009,145	54,837	14,608	1,139,078	56,049	14,746	Total

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

<sup>2/</sup> 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.

<sup>3/</sup> Includes 2,939 automobiles of the Diplomatic Corps.

Motor Vehicles

# NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1963<sup>1</sup>

Compiled for the calendar year  
from reports of State authorities

TABLE MV-9, 1963  
OCTOBER 1964

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1963	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1962-1963			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1963 <sup>2/</sup>		
					TOTAL 1962 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1963	PERCENTAGE CHANGE	TRACTOR TRUCKS	DIESEL, BUANE, AND OTHER	FARM TRUCKS <sup>3/</sup>
Alabama	249,657	1,742	10,297	261,696	246,325	15,371	6.2	21,220	5,960	-
Alaska	27,586	1,067	2,154	30,807	28,131	2,676	9.5	205	216	-
Arizona	153,042	2,951	5,907	161,900	152,544	9,356	6.1	14,830	9,382	-
Arkansas	230,991	948	4,850	236,789	223,720	13,069	5.8	9,046	3,797	111,961
California	1,264,730	9,266	67,003	1,340,999	1,258,416	82,583	6.6	53,157	32,680	-
Colorado	231,545	2,800	8,878	243,223	228,806	14,417	6.3	7,934	3,785	63,826
Connecticut	129,180	977	7,152	137,309	132,683	4,626	3.5	6,141	1,643	-
Delaware	58,941	149	1,157	60,247	55,923	4,324	7.7	4,430	2,189	4,251
Florida	321,507	2,130	19,991	343,628	329,658	13,970	4.2	26,267	17,672	-
Georgia	310,748	1,831	11,932	324,511	306,527	17,984	5.9	16,035	3,756	-
Hawaii	29,876	422	2,111	32,409	31,804	605	1.9	1,221	825	-
Idaho	121,554	2,406	4,758	128,718	126,751	1,967	1.6	11,365	5,938	50,246
Illinois	462,281	3,046	18,576	483,903	467,820	16,083	3.4	29,069	5,486	-
Indiana	386,119	1,219	11,877	399,215	383,156	16,059	4.2	27,590	6,593	-
Iowa	264,121	1,254	9,333	274,708	268,775	5,933	2.2	14,183	2,511	-
Kansas	319,990	1,060	12,022	333,072	302,052	31,020	10.3	13,398	5,970	155,744
Kentucky	261,030	1,146	9,624	271,800	261,352	10,448	4.0	11,855	2,050	102,754
Louisiana	240,981	1,211	10,164	252,356	239,360	12,996	5.4	11,543	4,679	83,706
Maine	75,236	418	2,908	78,562	76,349	2,213	2.9	1,792	807	5,792
Maryland	149,078	1,488	5,735	156,301	149,114	7,187	4.8	9,563	2,201	8,872
Massachusetts	185,084	1,798	16,168	203,050	201,089	1,961	1.0	11,301	4,218	2,802
Michigan	405,865	2,087	21,062	429,014	418,300	10,714	2.6	38,727	7,167	38,440
Minnesota	289,794	1,478	10,117	301,389	294,285	7,104	2.4	10,739	5,074	98,029
Mississippi	199,241	1,386	6,984	207,611	198,362	9,249	4.7	8,013	4,266	142,410
Missouri	387,585	1,569	10,273	399,427	356,263	43,164	12.1	22,751	2,530	-
Montana	126,272	2,282	4,195	132,749	126,750	5,999	4.7	3,641	1,433	60,663
Nebraska	192,295	1,134	5,478	198,907	195,164	3,743	1.9	7,921	3,013	105,249
Nevada	54,505	2,743	2,996	60,244	52,386	7,858	15.0	1,472	1,859	-
New Hampshire	44,468	261	5,536	50,265	49,553	712	1.4	1,324	668	5,407
New Jersey	272,580	1,525	19,261	293,366	287,727	5,639	2.0	15,673	4,591	14,252
New Mexico	116,491	3,084	3,090	122,665	116,491	6,174	5.3	2,877	4,033	3,886
New York	523,874	4,475	46,260	574,609	564,151	10,458	1.9	29,848	16,129	51,601
North Carolina	351,486	1,601	25,398	378,485	360,991	17,494	4.8	20,071	10,643	52,368
North Dakota	119,065	814	2,866	122,745	116,692	6,053	5.2	1,703	1,229	-
Ohio	448,521	2,959	19,322	470,802	454,261	16,541	3.6	36,981	4,931	112,943
Oklahoma	334,535	1,470	9,976	345,981	327,727	18,254	5.6	20,546	9,149	134,085
Oregon	175,515	3,159	8,304	186,978	180,145	6,833	3.8	8,637	7,020	25,037
Pennsylvania	539,159	2,805	37,131	579,095	558,016	21,079	3.8	26,473	6,639	-
Rhode Island	38,064	271	1,783	40,118	39,053	1,065	2.7	2,364	966	-
South Carolina	156,693	1,358	8,005	166,056	159,584	6,472	4.0	6,863	2,788	9,098
South Dakota	104,526	1,189	4,116	109,831	106,580	3,251	3.0	1,537	1,207	-
Tennessee	249,342	3,487	11,022	263,851	248,773	15,078	6.1	10,537	6,167	118,120
Texas	1,005,396	5,034	33,572	1,044,002	992,114	51,888	5.2	52,093	24,552	205,757
Utah	96,697	1,890	4,608	103,195	97,200	5,995	6.2	3,114	2,912	-
Vermont	30,238	186	1,465	31,889	31,316	573	1.8	1,147	419	4,640
Virginia	236,563	2,181	10,556	249,300	237,497	11,803	5.0	10,157	2,883	-
Washington	273,223	4,426	13,490	291,139	277,316	13,823	5.0	10,030	5,975	72,632
West Virginia	127,259	631	4,029	131,919	122,531	9,388	7.7	4,471	1,516	2,360
Wisconsin	272,906	1,171	16,446	290,523	280,830	9,693	3.5	15,508	4,543	105,245
Wyoming	68,291	1,229	2,723	72,243	69,320	2,923	4.2	3,020	1,835	-
Dist. of Col.	16,882	1,276	1,568	19,726	19,417	309	1.6	557	79	-
Total	12,730,608	98,490	594,229	13,423,327	12,809,150	614,177	4.8	680,940	268,574	1,952,176

<sup>1/</sup> 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.

<sup>2/</sup> 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.

<sup>3/</sup> Farm registrations are shown for States that have a special "farm" classification. The following 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, 7,171; New Jersey, 9,663; New York, 13,128; Rhode Island, 1,872.

NUMBER AND CLASSIFICATION OF BUSES-1963<sup>1</sup>Compiled for the calendar year  
from reports of State authoritiesTABLE MV-10, 1963  
OCTOBER 1964

STATE	PRIVATELY-OWNED				PUBLICLY-OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL 2/	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE	DIESEL, BUTANE, AND OTHER									
Alabama	412	631	868	1,911	4	4,690	4,694	5,558	1,047	6,605	Alabama
Alaska	147	50	126	323	10	14	24	140	207	347	Alaska
Arizona	149	365	-	514	102	1,131	1,233	1,131	616	1,747	Arizona
Arkansas	198	388	159	745	2	3,380	3,382	3,539	588	4,127	Arkansas
California	1,413	4,020	1,893	7,326	42	6,981	7,023	8,874	5,475	14,349	California
Colorado	230	428	1,333	1,991	9	868	877	2,201	667	2,868	Colorado
Connecticut	322	1,096	2,678	4,096	2	296	298	2,974	1,420	4,394	Connecticut
Delaware	41	171	482	694	1	49	50	531	213	744	Delaware
Florida	171	1,748	390	2,309	2	4,604	4,606	4,994	1,921	6,915	Florida
Georgia	303	780	1,307	2,390	4	5,257	5,261	6,564	1,087	7,651	Georgia
Hawaii	366	127	134	627	1	54	55	188	494	682	Hawaii
Idaho	145	123	-	268	97	1,064	1,161	1,064	365	1,429	Idaho
Illinois	1,292	4,568	2,958	8,818	16	5,993	6,009	8,951	5,876	14,827	Illinois
Indiana	445	1,853	5,902	8,200	4	2,664	2,668	8,566	2,302	10,868	Indiana
Iowa	192	419	460	1,071	2	4,816	4,818	5,276	613	5,889	Iowa
Kansas	176	404	-	580	10	1,712	1,722	1,712	590	2,302	Kansas
Kentucky	350	864	1,372	2,586	10	3,228	3,238	4,600	1,224	5,824	Kentucky
Louisiana	359	656	4,267	5,282	2	1,666	1,668	5,933	1,017	6,950	Louisiana
Maine	136	173	666	975	2	664	666	1,330	311	1,641	Maine
Maryland	666	1,292	2,921	4,879	14	1,110	1,124	4,031	1,972	6,003	Maryland
Massachusetts	1,653	1,429	2,477	5,559	4	119	123	2,596	3,086	5,682	Massachusetts
Michigan	928	1,408	1,642	3,978	5	6,368	6,373	8,010	2,341	10,351	Michigan
Minnesota	637	924	2,270	3,831	4	4,557	4,561	6,827	1,565	8,392	Minnesota
Mississippi	166	506	1,341	2,013	15	5,036	5,051	6,377	687	7,064	Mississippi
Missouri	431	2,016	2,971	5,418	3	3,187	3,190	6,158	2,450	8,608	Missouri
Montana	86	350	439	875	7	461	468	900	443	1,343	Montana
Nebraska	279	172	269	720	-	1,261	1,261	1,530	451	1,981	Nebraska
Nevada	82	88	58	228	52	382	434	440	222	662	Nevada
New Hampshire	161	25	511	697	-	115	115	626	186	812	New Hampshire
New Jersey	719	3,789	2,885	7,393	3	867	870	3,752	4,511	8,263	New Jersey
New Mexico	49	425	1,123	1,597	85	138	223	1,261	559	1,820	New Mexico
New York	981	8,861	4,052	13,894	24	9,462	9,486	13,514	9,866	23,380	New York
North Carolina	760	923	2,506	4,189	15	11,844	11,859	14,350	1,698	16,048	North Carolina
North Dakota	44	36	211	291	43	1,005	1,048	1,216	123	1,339	North Dakota
Ohio	1,207	3,146	1,243	5,596	8	10,387	10,395	11,630	4,361	15,991	Ohio
Oklahoma	178	519	604	1,301	26	4,396	4,422	5,000	723	5,723	Oklahoma
Oregon	280	542	112	934	9	2,371	2,380	2,483	831	3,314	Oregon
Pennsylvania	2,318	4,302	5,985	12,605	9	1,737	1,746	7,722	6,629	14,351	Pennsylvania
Rhode Island	164	315	198	677	-	136	136	334	479	813	Rhode Island
South Carolina	213	520	654	1,387	10	6,068	6,078	6,722	743	7,465	South Carolina
South Dakota	67	77	-	144	68	696	764	696	212	908	South Dakota
Tennessee	453	1,009	-	1,462	19	3,634	3,653	3,634	1,481	5,115	Tennessee
Texas	1,006	1,878	500	3,384	29	9,500	9,529	10,000	2,913	12,913	Texas
Utah	50	250	-	300	6	562	568	562	306	868	Utah
Vermont	8	78	272	358	-	193	193	465	86	551	Vermont
Virginia	679	1,357	206	2,242	13	5,052	5,065	5,258	2,049	7,307	Virginia
Washington	411	567	2,053	3,031	136	4,266	4,402	6,319	1,114	7,433	Washington
West Virginia	111	549	54	714	1	2,019	2,020	2,073	661	2,734	West Virginia
Wisconsin	414	798	3,910	5,122	2	2,407	2,409	6,317	1,214	7,531	Wisconsin
Wyoming	109	262	153	524	4	614	618	767	375	1,142	Wyoming
Dist. of Col.	751	1,028	-	1,779	19	-	19	-	1,798	1,798	Dist. of Col.
Total	22,908	58,305	66,615	147,828	955	149,081	150,036	215,696	82,168	297,864	Total

1/ The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States.

2/ In some instances church, industrial and other private buses are included here; and in other instances privately-owned school buses could not be segregated from commercial buses, and

are included with the latter.

3/ This column consists primarily of publicly-owned school buses but includes a few privately-owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally-owned transit buses are included with commercial buses.



# NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1963<sup>1</sup>

Compiled for the calendar year  
from reports of State authorities

TABLE MV-11, 1963  
OCTOBER 1964

STATE	PRIVATE AND COMMERCIAL					PUBLICLY-OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS <sup>2/</sup>		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. <sup>3/</sup>	HOUSE TRAILERS <sup>4/</sup>	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	FULL TRAILERS	SEMI- TRAILERS								
Alabama	-	22,299	2,273	10,259	34,831	39	316	355	35,186	Alabama
Alaska	766	346	17	111	1,240	23	160	183	1,423	Alaska
Arizona	1,628	17,085	77,591	-	96,304	51	915	966	97,270	Arizona
Arkansas	-	15,125	45,266	-	60,391	-	512	512	60,903	Arkansas
California	74,736	76,014	375,475	292,701	818,926	220	9,768	9,988	828,914	California
Colorado	5,223	13,025	46,297	28,836	93,381	22	770	792	94,173	Colorado
Connecticut	-	11,238	39,806	-	51,044	-	965	965	52,009	Connecticut
Delaware	8	7,742	6,114	-	13,864	3	127	130	13,994	Delaware
Florida	-	32,118	174,535	112,311	318,964	27	2,943	2,970	321,934	Florida
Georgia	-	22,602	68,856	2,732	94,190	2	1,045	1,047	95,237	Georgia
Hawaii	282	427	7,644	-	8,353	-	252	252	8,605	Hawaii
Idaho	6,245	14,098	40,802	10,507	71,652	33	1,352	1,385	73,037	Idaho
Illinois	3,141	61,307	155,609	7,230	227,287	56	1,452	1,508	228,795	Illinois
Indiana	3,225	47,148	115,008	9,883	175,264	4	1,017	1,021	176,285	Indiana
Iowa	3,177	21,632	107,258	26,407	158,474	2	1,092	1,094	159,568	Iowa
Kansas	4,510	21,808	2,136	6,892	35,346	1	686	687	36,033	Kansas
Kentucky	-	17,956	-	2,500	20,456	24	34	58	20,514	Kentucky
Louisiana	-	16,204	65,757	-	81,961	9	1,248	1,257	83,218	Louisiana
Maine	-	4,310	49,122	-	53,432	1	650	651	54,083	Maine
Maryland	22	11,555	37,609	-	49,186	1	371	372	49,558	Maryland
Massachusetts	-	22,602	103,187	-	125,789	2	100	102	125,891	Massachusetts
Michigan	5,495	59,144	277,271	31,212	373,122	7	2,681	2,688	375,810	Michigan
Minnesota	3,979	32,186	176,233	26,295	238,693	8	1,234	1,242	239,935	Minnesota
Mississippi	-	14,103	17,262	1,744	33,109	5	189	194	33,303	Mississippi
Missouri	1,836	42,578	84,982	-	129,396	8	325	333	129,729	Missouri
Montana	841	4,442	33,821	-	39,104	12	490	502	39,606	Montana
Nebraska	38,257	16,092	21,512	-	75,861	2	790	792	76,653	Nebraska
Nevada	658	1,732	8,587	10,810	21,787	20	867	887	22,674	Nevada
New Hampshire	-	2,577	20,086	-	22,663	-	621	621	23,284	New Hampshire
New Jersey	71	29,894	47,106	-	77,071	20	55	75	77,146	New Jersey
New Mexico	2,030	7,682	18,468	16,824	45,004	51	481	532	45,536	New Mexico
New York	-	39,101	153,968	-	193,069	52	2,781	2,833	195,902	New York
North Carolina	-	30,709	118,474	-	149,183	7	3,354	3,361	152,544	North Carolina
North Dakota	59	2,149	3,998	2,650	8,896	18	41	59	8,915	North Dakota
Ohio	6,181	44,142	234,034	-	284,357	14	2,990	3,004	287,361	Ohio
Oklahoma	1,332	15,322	1,646	17,540	35,840	19	486	505	36,345	Oklahoma
Oregon	5,688	11,751	11,745	43,696	72,880	30	959	989	73,869	Oregon
Pennsylvania	1,640	52,197	80,258	-	134,095	14	2,622	2,636	136,731	Pennsylvania
Rhode Island	-	5,979	17,086	-	23,065	-	159	159	23,224	Rhode Island
South Carolina	-	9,347	8,037	-	17,384	50	432	482	17,866	South Carolina
South Dakota	209	4,082	32,133	7,165	43,589	20	586	606	44,195	South Dakota
Tennessee	-	13,171	9,776	2,203	25,150	55	54	109	25,259	Tennessee
Texas	-	81,265	431,176	29,320	541,761	38	3,082	3,120	544,881	Texas
Utah	436	3,239	18,616	-	22,291	21	168	189	22,480	Utah
Vermont	67	1,755	13,325	-	15,147	2	62	64	15,211	Vermont
Virginia	-	35,365	47,905	-	83,270	9	963	972	84,242	Virginia
Washington	2,508	12,538	107,074	46,816	168,936	127	1,048	1,175	170,111	Washington
West Virginia	-	11,547	14,067	2,348	27,962	1	259	260	28,222	West Virginia
Wisconsin	5,262	20,672	13,345	-	39,279	13	659	672	39,951	Wisconsin
Wyoming	7,626	3,956	8,181	11,934	31,697	14	441	455	32,152	Wyoming
Dist. of Col.	-	860	678	-	1,538	55	183	238	1,776	Dist. of Col.
Total	187,138	1,066,218	3,551,212	760,926	5,565,494	1,212	54,837	56,049	5,621,543	Total

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

2/ These columns include all commercial type trailers and semitrailers that are in private or for-hire use.

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.

MOTOR-VEHICLE OPERATORS AND CHAUFFERS LICENSES-1963

STATE	CHAUFFERS LICENSES <sup>1/4</sup>				OPERATORS LICENSES <sup>1/2</sup>				TOTAL
	NUMBER ISSUED OR AMOUNT	TERM	ISSUED FOR DATE	RENEWAL DATE	NUMBER ISSUED OR AMOUNT	TERM	ISSUED FOR DATE	RENEWAL DATE	
	ESTIMATED TOTAL COMMERCIAL MOTOR VEHICLES REGISTERED DURING 1963	AMOUNT OF FEES <sup>1/3</sup>	NEW	RENEWAL	NEW	RENEWAL	NEW	RENEWAL	
Alabama	19,197	\$ .35	180,082	Birthday	180,082	3 years	1/1	1/1	1.03
Alaska	4,905	\$ 2.00	27,793	Birthday	27,793	3 years	1/1	1/1	1.22
Arizona	24,721	\$ 2.50	277,993	Birthday	277,993	3 years	1/1	1/1	1.07
Arkansas	33,394	\$ 2.00	358,072	Birthday	358,072	3 & 5 years	1/1	1/1	1.10
California	29,004	\$ 4.00	809,250	Birthday	809,250	3 & 5 years	1/1	1/1	1.18
Colorado	17,662	\$ 3.00	1,688,717	Birthday	1,688,717	1 or 5 years	1/1	1/1	1.14
Connecticut	83,887	\$ 3.00	966,333	Birthday	966,333	1 or 5 years	1/1	1/1	1.20
Delaware	13,995	\$ 3.00	47,322	Indefinite	47,322	Indefinite	1/1	1/1	1.66
District of Columbia	224,949	\$ 3.00	1,428,121	Birthday	1,428,121	3 years	1/1	1/1	1.29
Florida	234,949	\$ 3.00	1,428,121	Birthday	1,428,121	3 years	1/1	1/1	1.29
Georgia	72,720	\$ 1.00	688,719	Birthday	688,719	2 years	1/1	1/1	1.12
Idaho	37,517	\$ 3.00	688,719	Birthday	688,719	2 years	1/1	1/1	1.12
Illinois	47,212	\$ 1.50	153,634	Birthday	153,634	1 year	1/1	1/1	1.14
Indiana	47,212	\$ 1.50	153,634	Birthday	153,634	1 year	1/1	1/1	1.14
Iowa	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Kansas	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Kentucky	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Louisiana	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Maine	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Maryland	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Massachusetts	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Michigan	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Minnesota	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Mississippi	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Missouri	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Montana	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Nebraska	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Nevada	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
New Hampshire	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
New Jersey	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
New Mexico	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
New York	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
North Carolina	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
North Dakota	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Ohio	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Oklahoma	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Oregon	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Pennsylvania	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Rhode Island	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
South Carolina	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
South Dakota	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Tennessee	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Texas	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Utah	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Vermont	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Virginia	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Washington	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
West Virginia	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Wisconsin	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
Wyoming	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
DIST. OF COL.	1,324,362	\$ 4.00	4,000,000	Birthday	4,000,000	2 years	1/1	1/1	1.14
TOTAL	93,695,268	\$ 93,695,268	81,608,803	1.15	93,695,268	81,608,803	1.15	93,695,268	81,608,803

Complete data for all States were not available. In many States an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (\*) is such a permit mandatory for applicants not possessing a valid operator's license. An instruction or learner's permit is not provided in the States for which dashes (-) appear. The number of permits issued is not available in the States for which N. appears. In the States marked with an asterisk (\*) an additional nonlocal license charge is collected at the time the license is issued.

1/4 Issued by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigrations, 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 (\*).

1/2 Special licenses to operate school buses. In Wisconsin \$5.00 are included at \$2.50 each for a two-year term. Credit for the license corresponds to operator licenses fees in Pennsylvania \$2.00 and in Washington \$ .50 of permit fee is credited to operator license fee.

3/2 Since September 15, 1963, drivers' licenses have not been designated as "operator" or "chauffeur" licenses by the State. The applicant is required to take an examination appropriate to the type of motor vehicle he will operate. Class 1, 2, or 3. The class 3 license corresponds to the former "operator" license.

3/3 \$3.00 or \$6.00, depending upon year of birth.

3/4 \$5.00 examination fee, plus 50 cents per month from date of issuance to last day of next birth month, plus operation record that shows no previous arrest or conviction can obtain license for an indefinite period - \$10.00. Licenses were issued as follows:

1/1 Operator's fee is \$5.00 for five years and chauffeur's fee is \$30.00 for five years. Free licenses to reformer driver residing outside in a public school shall be required to pay an additional fee of \$3.00.

1/2 Special commercial licenses are included as follows: 20,466 Public Passenger in Indiana; 43,921 Commercial Chauffeur in Oklahoma at \$10.00 each; and 92,621 Commercial Operator in Texas at \$4.50 each, one year term.

1/3 The difference between new and renewal license fees is the charge for examination when one is required, except in Wisconsin, where the examination fee is \$2.00.

1/4 Valid chauffeurs' licenses renewed during previous year are \$2.00; chauffeur \$2.50. School bus Operator's licenses (which are also valid chauffeurs' licenses) renewed during previous year are \$2.00; chauffeur \$2.50 a year for chauffeur's license and \$2.00 for operator's license and \$4.50 a year for operator's license issued for a three-year term in Utah.

1/5 License fee for those under 18 is \$1.50. An additional \$ .50 is charged if the chauffeur's badge also needs to be replaced. date of first renewal.

2/2 A permit to operate "for hire" vehicles is required.

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1</sup>

## 1963

TABLE MV-23  
PART 1 OF 16

GROSS WEIGHT	ARKANSAS		GEORGIA		MISSISSIPPI		NORTH DAKOTA		OREGON	
	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	200,783	86.9	214,632	69.0	148,219	74.4	2,575	2.2	(2/)	-
6,001 to 8,000 lbs.	(2/)	-	(2/)	-	11,051	5.5	48,277	40.5	3/ 110,360	73.3
8,001 to 10,000 lbs.	(2/)	-	17,759	5.7	3,065	1.5	12,568	10.5	2,098	1.4
10,001 to 12,000 lbs.	(2/)	-	(2/)	-	3,824	1.9	5,110	4.3	1,506	1.0
12,001 to 14,000 lbs.	(2/)	-	24,170	7.8	3,315	1.7	4,375	3.7	1,245	0.8
14,001 to 16,000 lbs.	(2/)	-	(2/)	-	3,857	1.9	7,109	6.0	1,906	1.3
16,001 to 18,000 lbs.	(2/)	-	10,779	3.5	4,141	2.1	9,081	7.6	2,336	1.6
18,001 to 20,000 lbs.	18,606	8.1	(2/)	-	3,319	1.7	9,376	7.9	2,026	1.3
20,001 to 22,000 lbs.	(2/)	-	(2/)	-	4,403	2.2	5,609	4.7	1,657	1.1
22,001 to 24,000 lbs.	(2/)	-	22,078	7.1	1,800	0.9	11,778	9.9	2,395	1.6
24,001 to 26,000 lbs.	(2/)	-	(2/)	-	584	0.3	396	0.3	1,910	1.3
26,001 to 28,000 lbs.	(2/)	-	(2/)	-	326	0.2	117	0.1	1,317	0.9
28,001 to 30,000 lbs.	(2/)	-	4,247	1.4	445	0.2	157	0.1	653	0.4
30,001 to 32,000 lbs.	(2/)	-	(2/)	-	475	0.2	67	0.1	302	0.2
32,001 to 36,000 lbs.	(2/)	-	4,819	1.6	875	0.4	298	0.3	788	0.5
36,001 to 40,000 lbs.	4,967	2.2	(2/)	-	2,009	1.0	446	0.4	1,893	1.3
40,001 to 44,000 lbs.	(2/)	-	1,958	0.6	1,196	0.6	436	0.4	4,507	3.0
44,001 to 48,000 lbs.	(2/)	-	(2/)	-	196	0.1	61	0.1	731	0.5
48,001 to 52,000 lbs.	(2/)	-	2,073	0.7	390	0.2	45	0.0	246	0.1
52,001 to 56,000 lbs.	3,130	1.3	(2/)	-	2,531	1.3	132	0.1	455	0.3
56,001 to 60,000 lbs.	1,528	0.7	(2/)	-	1,698	0.9	159	0.1	725	0.5
60,001 to 64,000 lbs.	(2/)	-	4/ 8,233	2.6	1,170	0.6	30	0.0	108	0.1
64,001 to 68,000 lbs.	298	0.1	-	-	101	0.1	5	0.0	451	0.3
68,001 to 73,280 lbs.	1,679	0.7	-	-	4/ 251	0.1	858	0.7	(2/)	-
73,281 lbs. and over	-	-	-	-	-	-	-	-	10,863	7.2
Total	230,991	100.0	310,748	100.0	199,241	100.0	119,065	100.0	150,478	100.0

<sup>1/</sup> The States in this table, with the exception of Oregon, register vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

<sup>2/</sup> Vehicles for these weights are included with the number in the next greater weight group for which data are given.

<sup>3/</sup> Includes an estimated 107,333 pickup and panel trucks registered with passenger cars.

<sup>4/</sup> Includes vehicles with gross weights as follows: 52,001 to 63,280 pounds in Georgia; 68,001 to 73,000 pounds in Mississippi.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT<sup>1</sup>  
1963

TABLE MV-23  
PART 2 OF 16

GROSS WEIGHT	KENTUCKY		UTAH		ILLINOIS			MAINE		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT
5,000 lbs. and under	99,706	63.0	(2/)	-	3,000 lbs. and under	4,644	1.0	9,000 lbs. and under	49,863	66.3
5,001 to 6,000 lbs.	(2/)	-	58,005	60.0	3,001 to 8,000 lbs.	283,778	61.4	9,001 to 11,000 lbs.	5,380	7.2
6,001 to 8,000 lbs.	7,805	4.9	(2/)	-	8,001 to 10,000 lbs.	24,327	5.2	11,001 to 14,000 lbs.	3,695	4.9
8,001 to 10,000 lbs.	4,180	2.7	(2/)	-	10,001 to 12,000 lbs.	17,193	3.7	14,001 to 16,000 lbs.	2,201	2.9
10,001 to 12,000 lbs.	2,306	1.5	(2/)	-	12,001 to 14,000 lbs.	16,609	3.6	16,001 to 18,000 lbs.	3,033	4.0
12,001 to 14,000 lbs.	1,959	1.2	(2/)	-	14,001 to 16,000 lbs.	21,205	4.6	18,001 to 20,000 lbs.	1,381	1.8
14,001 to 16,000 lbs.	2,104	1.3	(2/)	-	16,001 to 20,000 lbs.	32,773	7.1	20,001 to 23,000 lbs.	1,441	1.9
16,001 to 18,000 lbs.	17,319	11.0	28,356	29.3	20,001 to 24,000 lbs.	20,583	4.5	23,001 to 26,000 lbs.	1,331	1.8
18,001 to 21,000 lbs.	2,063	1.3	(2/)	-	24,001 to 28,000 lbs.	4,015	0.9	26,001 to 29,000 lbs.	978	1.3
21,001 to 24,000 lbs.	8,219	5.2	(2/)	-	28,001 to 32,000 lbs.	2,524	0.5	29,001 to 32,000 lbs.	1,489	2.0
24,001 to 27,000 lbs.	1,442	0.9	(2/)	-	32,001 to 36,000 lbs.	1,451	0.3	32,001 to 35,000 lbs.	226	0.3
27,001 to 30,000 lbs.	651	0.4	(2/)	-	36,001 to 41,000 lbs.	12,826	2.8	35,001 to 38,000 lbs.	285	0.4
30,001 to 33,000 lbs.	382	0.3	6,509	6.7	41,001 to 45,000 lbs.	1,226	0.3	38,001 to 42,000 lbs.	487	0.7
33,001 to 36,000 lbs.	683	0.4	(2/)	-	45,001 to 50,000 lbs.	1,232	0.3	42,001 to 46,000 lbs.	245	0.3
36,001 to 39,000 lbs.	1,284	0.8	(2/)	-	50,001 to 59,000 lbs.	9,905	2.1	46,001 to 50,000 lbs.	1,535	2.0
39,001 to 42,000 lbs.	2,749	1.7	(2/)	-	59,001 to 64,000 lbs.	2	0.0	50,001 to 55,000 lbs.	70	0.1
42,001 to 45,000 lbs.	(2/)	-	(2/)	-	64,001 to 73,280 lbs.	7,988	1.7	55,001 to 60,000 lbs.	444	0.6
45,001 to 48,000 lbs.	(2/)	-	1,485	1.5				60,001 to 65,000 lbs.	1,010	1.3
48,001 to 51,000 lbs.	(2/)	-	(2/)	-				65,001 to 70,550 lbs.	94	0.1
51,001 to 54,000 lbs.	(2/)	-	(2/)	-				70,551 to 73,280 lbs.	48	0.1
54,001 to 57,000 lbs.	(2/)	-	(2/)	-						
57,001 to 59,640 lbs.	4,893	3.1	(2/)	-						
59,641 to 63,000 lbs.	(2/)	-	632	0.7						
63,001 to 75,000 lbs.	3/ 531	0.3	519	0.6						
75,001 lbs. and over	-	-	1,191	1.2						
Total	158,276	100.0	96,697	100.0	Total	462,281	100.0	Total	75,236	100.0

1/ The States in this table register vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.  
 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.  
 3/ Includes vehicles with gross weights of 59,641 to 73,280 pounds.

Motor Vehicles

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT<sup>1</sup> 1963

TABLE MV-23  
PART 3 OF 16

GROSS WEIGHT	CONNECTICUT		RHODE ISLAND		WEST VIRGINIA	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
4,999 lbs. and under	56,385	43.6	17,125	45.0	16,716	13.1
5,000 to 7,999 lbs.	26,865	20.8	7,804	20.5	100	0.1
8,000 to 9,999 lbs.	6,444	5.0	2,048	5.4	78,437	61.7
10,000 to 11,999 lbs.	4,746	3.7	1,528	4.0	3,356	2.6
12,000 to 13,999 lbs.	3,626	2.8	1,038	2.7	2,568	2.0
14,000 to 15,999 lbs.	4,095	3.2	940	2.5	1,826	1.4
16,000 to 17,999 lbs.	4,640	3.6	1,109	2.9	6,261	4.9
18,000 to 19,999 lbs.	4,671	3.6	1,129	3.0	2,424	1.9
20,000 to 21,999 lbs.	2,142	1.6	471	1.2	1,930	1.5
22,000 to 23,999 lbs.	1,871	1.4	383	1.0	2,148	1.7
24,000 to 25,999 lbs.	1,791	1.4	416	1.1	2,679	2.1
26,000 to 27,999 lbs.	1,132	0.9	245	0.6	1,237	1.0
28,000 to 29,999 lbs.	1,149	0.9	218	0.6	403	0.3
30,000 to 31,999 lbs.	963	0.7	236	0.6	415	0.3
32,000 to 35,999 lbs.	2,082	1.6	216	0.6	451	0.4
36,000 to 39,999 lbs.	328	0.3	202	0.5	467	0.4
40,000 to 44,999 lbs.	626	0.5	(2/)	-	2,025	1.6
45,000 to 49,999 lbs.	353	0.3	334	0.9	889	0.7
50,000 to 54,999 lbs.	1,788	1.4	518	1.4	593	0.5
55,000 to 59,999 lbs.	152	0.1	30	0.1	1,046	0.8
60,000 to 64,999 lbs.	1,777	1.4	1,275	3.3	(2/)	-
65,000 to 69,999 lbs.	1,151	0.9	406	1.1	902	0.7
70,000 to 74,999 lbs.	359	0.3	392	1.0	386	0.3
75,000 to 79,999 lbs.	13	0.0	-	-	-	-
80,000 lbs. and over	31	0.0	1	0.0	-	-
<b>Total</b>	<b>129,180</b>	<b>100.0</b>	<b>38,064</b>	<b>100.0</b>	<b>127,259</b>	<b>100.0</b>

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

<sup>2/</sup> Vehicles for these weights are included with the number in the next greater weight group for which data are given.

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN INDIANA 1963

TABLE MV-23  
PART 4 OF 16

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS <sup>1/</sup>	
	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	101,898	28.4	(2/)	-
4,001 to 8,000 lbs.	(2/)	-	(2/)	-
8,001 to 10,000 lbs.	(2/)	-	(2/)	-
10,001 to 12,000 lbs.	(2/)	-	(2/)	-
12,001 to 14,000 lbs.	(2/)	-	262	0.9
14,001 to 16,000 lbs.	208,653	58.2	(2/)	-
16,001 to 18,000 lbs.	(2/)	-	327	1.2
18,001 to 20,000 lbs.	22,807	6.3	(2/)	-
20,001 to 22,000 lbs.	(2/)	-	422	1.5
22,001 to 24,000 lbs.	(2/)	-	(2/)	-
24,001 to 26,000 lbs.	18,253	5.1	408	1.5
26,001 to 28,000 lbs.	(2/)	-	(2/)	-
28,001 to 30,000 lbs.	976	0.3	719	2.6
30,001 to 32,000 lbs.	(2/)	-	(2/)	-
32,001 to 34,000 lbs.	1,433	0.4	(2/)	-
34,001 to 36,000 lbs.	<sup>3/</sup> 4,509	1.3	1,631	5.9
36,001 to 40,000 lbs.	-	-	1,726	6.3
40,001 to 44,000 lbs.	-	-	1,866	6.8
44,001 to 48,000 lbs.	-	-	950	3.4
48,001 to 52,000 lbs.	-	-	1,358	4.9
52,001 lbs. and over	-	-	17,921	65.0
<b>Total</b>	<b>358,529</b>	<b>100.0</b>	<b>27,590</b>	<b>100.0</b>

<sup>1/</sup> Indiana registers vehicle combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.

<sup>2/</sup> Vehicles for these weights are included with the number in the next greater weight group for which data are given.

<sup>3/</sup> Includes vehicles with gross weights of 34,001 pounds and over.

VEHICLES REGISTERED ON THE BASIS OF  
GROSS WEIGHT IN PENNSYLVANIA<sup>1</sup>  
1963

TABLE MV-23  
PART 5 OF 16

GROSS WEIGHT	2-AXLE		3-AXLE		4-AXLE		TOTAL	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
5,000 lbs. and under	224,736	42.5	-	-	-	-	224,736	41.7
5,001 to 7,000 lbs.	104,241	19.7	-	-	-	-	104,241	19.3
7,001 to 9,000 lbs.	1,171	0.2	-	-	-	-	1,171	0.2
9,001 to 11,000 lbs.	41,402	7.9	-	-	-	-	41,402	7.7
11,001 to 13,000 lbs.	14	0.0	-	-	-	-	14	0.0
13,001 to 15,000 lbs.	-	-	-	-	-	-	-	-
15,001 to 17,000 lbs.	41,269	7.8	(2/)	-	-	-	41,269	7.6
17,001 to 19,000 lbs.	463	0.1	(2/)	-	-	-	463	0.1
19,001 to 21,000 lbs.	47,216	9.0	(2/)	-	-	-	47,216	8.7
21,001 to 23,000 lbs.	296	0.1	(2/)	-	-	-	296	0.1
23,001 to 25,000 lbs.	127	0.0	(2/)	-	-	-	127	0.0
25,001 to 27,000 lbs.	19,165	3.6	3/ 30	0.3	-	-	3/ 19,195	3.6
27,001 to 29,000 lbs.	127	0.0	(2/)	-	-	-	127	0.0
29,001 to 31,000 lbs.	40,663	7.7	4/ 91	0.9	-	-	4/ 40,754	7.6
31,001 to 33,000 lbs.	7,591	1.4	(2/)	-	-	-	(2/)	-
33,001 to 36,000 lbs.	-	-	(2/)	-	-	-	(2/)	-
36,001 to 40,000 lbs.	-	-	1,909	18.1	-	-	9,500	1.8
40,001 to 47,000 lbs.	-	-	8,484	80.7	-	-	(2/)	-
47,001 to 60,000 lbs.	-	-	-	-	164	100.0	8,648	1.6
Total	528,481	100.0	10,514	100.0	164	100.0	539,159	100.0

1/ Includes private and commercially-owned trucks and tractor trucks. Gross weights of the tractor trucks are those of the power unit only.

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

3/ Includes 3-axle vehicles with gross weights of 16,001 to 26,000 pounds.

4/ Includes 3-axle vehicles with gross weights of 26,001 to 31,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF  
GROSS WEIGHT IN TENNESSEE  
1963

TABLE MV-23  
PART 6 OF 16

GROSS WEIGHT	COMMERCIAL VEHICLES <sup>1/</sup>		FARM TRUCKS		TOTAL VEHICLES	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
8,000 lbs. and under	83,224	63.6	104,910	88.8	188,134	75.5
8,001 to 10,000 lbs.	(2/)	-	(2/)	-	(2/)	-
10,001 to 12,000 lbs.	(2/)	-	(2/)	-	(2/)	-
12,001 to 14,000 lbs.	16,857	12.9	11,916	10.1	28,773	11.5
14,001 to 16,000 lbs.	(2/)	-	(2/)	-	(2/)	-
16,001 to 18,000 lbs.	3/ 8,840	6.8	622	0.5	9,462	3.8
18,001 to 20,000 lbs.	(2/)	-	(2/)	-	(2/)	-
20,001 to 22,000 lbs.	(2/)	-	672	0.6	(2/)	-
22,001 to 24,000 lbs.	9,748	7.4	-	-	10,420	4.2
24,001 to 26,000 lbs.	(2/)	-	-	-	(2/)	-
26,001 to 28,000 lbs.	(2/)	-	-	-	(2/)	-
28,001 to 30,000 lbs.	1,090	0.8	-	-	1,090	0.4
30,001 to 32,000 lbs.	(2/)	-	-	-	(2/)	-
32,001 to 36,000 lbs.	967	0.7	-	-	967	0.4
36,001 to 42,000 lbs.	2,144	1.6	-	-	2,144	0.9
42,001 to 55,980 lbs.	3,734	2.9	-	-	3,734	1.5
55,981 to 61,580 lbs.	2,394	1.8	-	-	2,394	1.0
61,581 to 73,280 lbs.	1,905	1.5	-	-	1,905	0.8
Total	4/ 130,903	100.0	118,120	100.0	4/ 249,023	100.0

1/ Tennessee registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

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

3/ Includes 916 logging vehicles with gross weights of 18,000 pounds and under.

4/ Does not include 319 well drilling vehicles.

Motor Vehicles

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN 1963

TABLE MV-23  
PART 7 OF 16

GROSS WEIGHT	PRIVATE AND COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS <sup>1/</sup>		TOTAL VEHICLES	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	55,381	36.4	(2/)	-	-	-	55,381	20.3
4,501 to 8,000 lbs.	44,378	29.2	(2/)	-	6	0.0	44,384	16.3
8,001 to 10,000 lbs.	6,122	4.0	94,293	89.6	23	0.1	100,438	36.8
10,001 to 12,000 lbs.	4,530	3.0	1,365	1.3	20	0.1	5,915	2.2
12,001 to 14,000 lbs.	5,003	3.3	2,150	2.1	13	0.1	7,166	2.6
14,001 to 16,000 lbs.	6,047	4.0	1,792	1.7	11	0.1	7,850	2.9
16,001 to 18,000 lbs.	5,498	3.6	1,594	1.5	24	0.2	7,116	2.6
18,001 to 20,000 lbs.	5,937	3.9	1,438	1.4	37	0.2	7,412	2.7
20,001 to 22,000 lbs.	4,148	2.7	970	0.9	68	0.4	5,186	1.9
22,001 to 24,000 lbs.	4,799	3.2	855	0.8	179	1.2	5,833	2.1
24,001 to 26,000 lbs.	3,487	2.3	449	0.4	117	0.8	4,053	1.5
26,001 to 28,000 lbs.	1,217	0.8	143	0.1	221	1.4	1,581	0.6
28,001 to 30,000 lbs.	635	0.4	196	0.2	256	1.7	1,087	0.4
30,001 to 32,000 lbs.	330	0.2	-	-	139	0.9	469	0.2
32,001 to 36,000 lbs.	411	0.3	-	-	501	3.2	912	0.3
36,001 to 40,000 lbs.	806	0.5	-	-	1,080	7.0	1,886	0.7
40,001 to 44,000 lbs.	1,555	1.0	-	-	1,499	9.6	3,054	1.1
44,001 to 48,000 lbs.	1,869	1.2	-	-	563	3.6	2,432	0.9
48,001 to 52,000 lbs.	-	-	-	-	571	3.6	571	0.2
52,001 to 56,000 lbs.	-	-	-	-	1,421	9.2	1,421	0.5
56,001 to 60,000 lbs.	-	-	-	-	3,874	25.0	3,874	1.4
60,001 to 64,000 lbs.	-	-	-	-	448	2.9	448	0.2
64,001 to 68,000 lbs.	-	-	-	-	535	3.5	535	0.2
68,001 to 73,000 lbs.	-	-	-	-	3,902	25.2	3,902	1.4
Total	152,153	100.0	105,245	100.0	15,508	100.0	272,906	100.0

<sup>1/</sup> Wisconsin registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

<sup>2/</sup> Vehicles for these weights are included with the number in the next greater weight group for which data are given.

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD AND GROSS WEIGHT IN LOUISIANA

1963

TABLE MV-23  
PART 8 OF 16

GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES <sup>1/</sup>	TRUCKS							GROSS WEIGHT	TRACTOR TRUCKS <sup>2/</sup>						
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT		PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT
3,500 lbs. and under	109,250	(3/)	-	128	116	109,494	48.0	12,000 lbs. and under	201	-	7	43	7	258	2.0
3,501 to 6,000 lbs.	9,503	75,147	114	819	79	85,662	37.6	12,001 to 16,000 lbs.	126	-	4	80	10	220	1.7
6,001 to 8,000 lbs.	3,087	4/ 7,152	51	838	46	11,174	4.9	16,001 to 20,000 lbs.	214	-	37	65	13	329	2.5
8,001 to 10,000 lbs.	3,217	-	89	874	47	4,227	1.8	20,001 to 24,000 lbs.	179	-	38	53	15	285	2.2
10,001 to 12,000 lbs.	2,447	-	68	526	44	3,085	1.3	24,001 to 28,000 lbs.	183	-	52	96	39	370	2.9
12,001 to 14,000 lbs.	2,040	-	122	512	25	2,699	1.2	28,001 to 32,000 lbs.	399	-	231	219	61	870	6.7
14,001 to 16,000 lbs.	1,440	-	93	323	13	1,869	0.8	32,001 to 36,000 lbs.	1,104	386	246	154	149	2,039	15.7
16,001 to 18,000 lbs.	4,797	-	1,814	672	37	7,320	3.2	36,001 to 40,000 lbs.	85	-	20	23	58	186	1.4
18,001 to 20,000 lbs.	5/ 144	-	-	5/ 34	-	178	0.1	40,001 to 44,000 lbs.	51	-	9	11	31	102	0.8
20,001 to 24,000 lbs.	97	-	-	22	5	124	0.1	44,001 to 48,000 lbs.	87	-	1	20	72	180	1.4
24,001 to 28,000 lbs.	98	-	-	21	-	119	0.1	48,001 to 50,000 lbs.	3,036	938	708	280	816	5,778	44.6
28,001 to 32,000 lbs.	1,277	-	-	773	30	2,080	0.9	50,001 to 54,000 lbs.	1	-	-	-	9	10	0.1
								54,001 to 56,000 lbs.	71	-	5	3	23	102	0.8
								56,001 to 60,000 lbs.	19	-	-	-	2	21	0.2
								60,001 to 64,000 lbs.	1,127	83	105	31	578	1,924	14.9
								64,001 to 68,000 lbs. <sup>6/</sup>	135	-	-	6	135	276	2.1
Total	137,397	82,299	2,351	5,542	442	228,031	100.0	Total	6,978	1,407	1,463	1,084	2,018	12,950	100.0

<sup>1/</sup> 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.

<sup>2/</sup> Louisiana registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

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

<sup>4/</sup> Includes vehicles with gross weights of 6,001 pounds and over.

<sup>5/</sup> Includes tandem-axle vehicles with gross weights of 16,001 to 20,000 pounds.

<sup>6/</sup> 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).

Motor Vehicles



VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT  
AND EMPTY WEIGHT IN MINNESOTA<sup>1</sup>  
1963

TABLE MV-23  
PART 9 OF 16

GROSS WEIGHT	COMMERCIAL TRUCKS AND TRACTOR TRUCKS		EMPTY WEIGHT	FARM AND URBAN TRUCKS AND TRACTOR TRUCKS	
	NUMBER	PERCENT		NUMBER	PERCENT
4,999 lbs. and under	1,274	0.7	2,999 lbs. and under	1,726	1.7
5,000 to 7,000 lbs.	107,850	57.1	3,000 to 3,999 lbs.	47,261	46.8
8,000 to 9,999 lbs.	19,693	10.4	4,000 to 4,999 lbs.	15,186	15.0
10,000 to 11,999 lbs.	7,372	3.9	5,000 to 5,999 lbs.	8,980	8.9
12,000 to 13,999 lbs.	5,451	2.9	6,000 to 6,999 lbs.	10,091	10.0
14,000 to 15,999 lbs.	6,853	3.6	7,000 to 7,999 lbs.	8,214	8.1
16,000 to 17,999 lbs.	5,793	3.1	8,000 to 8,999 lbs.	4,061	4.0
18,000 to 19,999 lbs.	6,015	3.2	9,000 to 9,999 lbs.	1,529	1.5
20,000 to 21,999 lbs.	6,508	3.4	10,000 to 10,999 lbs.	774	0.8
22,000 to 23,999 lbs.	5,383	2.9	11,000 to 11,999 lbs.	404	0.4
24,000 to 25,999 lbs.	3,530	1.9	12,000 to 12,999 lbs.	318	0.3
26,000 to 27,999 lbs.	1,325	0.7	13,000 to 13,999 lbs.	304	0.3
28,000 to 29,999 lbs.	295	0.2	14,000 to 14,999 lbs.	377	0.4
30,000 to 31,999 lbs.	330	0.2	15,000 to 15,999 lbs.	314	0.3
32,000 to 35,999 lbs.	763	0.4	16,000 to 16,999 lbs.	251	0.3
36,000 to 39,999 lbs.	1,388	0.7	17,000 to 17,999 lbs.	157	0.2
40,000 to 44,999 lbs.	1,756	0.9	18,000 to 18,999 lbs.	203	0.2
45,000 to 49,999 lbs.	859	0.5	19,000 to 19,999 lbs.	193	0.2
50,000 to 54,999 lbs.	395	0.2	20,000 lbs. and over	654	0.6
55,000 to 59,999 lbs.	1,923	1.0			
60,000 to 64,999 lbs.	347	0.2			
65,000 to 69,999 lbs.	554	0.3			
70,000 lbs. and over <sup>2/</sup>	3,140	1.6			
Total	188,797	100.0	Total	100,997	100.0

<sup>1/</sup> Minnesota registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

<sup>2/</sup> The maximum practical gross weight of combinations permitted is 73,280 pounds.

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT<sup>1</sup>  
1963

TABLE MV-23  
PART 10 OF 16

EMPTY WEIGHT <sup>2/</sup>	DIST. OF COLUMBIA <sup>3/</sup>		MICHIGAN		FLORIDA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	SCALE WEIGHT <sup>2/</sup>	NUMBER OF VEHICLES	PERCENT
2,999 lbs. and under	1,596	9.5	27,192	7.4	2,050 lbs. and under	2,609	0.8
3,000 to 3,999 lbs.	4,500	26.7	199,952	54.4	2,051 to 3,050 lbs.	35,001	10.9
4,000 to 4,999 lbs.	2,570	15.2	17,777	4.8	3,051 to 5,050 lbs.	187,892	58.4
5,000 to 5,999 lbs.	1,830	10.8	26,931	7.3	5,051 lbs. and over	96,005	29.9
6,000 to 6,999 lbs.	961	5.7	27,698	7.6			
7,000 to 7,999 lbs.	1,286	7.6	17,933	4.9			
8,000 to 8,999 lbs.	1,155	6.8	20,240	5.5			
9,000 to 9,999 lbs.	869	5.2	10,665	2.9			
10,000 to 10,999 lbs.	455	2.7	6,308	1.7			
11,000 to 11,999 lbs.	383	2.3	3,623	1.0			
12,000 to 12,999 lbs.	206	1.2	1,879	0.5			
13,000 to 13,999 lbs.	173	1.0	1,353	0.4			
14,000 to 14,999 lbs.	69	0.4	1,530	0.4			
15,000 to 15,999 lbs.	51	0.3	694	0.2			
16,000 to 16,999 lbs.	52	0.3	469	0.1			
17,000 to 17,999 lbs.	56	0.3	690	0.2			
18,000 to 18,999 lbs.	78	0.5	529	0.1			
19,000 to 19,999 lbs.	62	0.4	597	0.2			
20,000 lbs. and over	530	3.1	1,365	0.4			
Total	16,882	100.0	<sup>4/</sup> 367,425	100.0	Total	321,507	100.0

<sup>1/</sup> Tractor trucks and semitrailers are registered as separate units by these States. Tractor trucks are included with trucks in this table.

<sup>2/</sup> The term "empty weight" is used in the District of Columbia and Michigan, "scale weight" in Florida.

<sup>3/</sup> The District of Columbia registers vehicles on the basis of manufacturer's shipping weight of the chassis plus the weight of the cab and body.

<sup>4/</sup> Does not include 38,440 farm vehicles.

VEHICLES REGISTERED ON THE BASIS  
OF UNLADEN WEIGHT IN CALIFORNIA<sup>1</sup>  
1963

TABLE MV-23  
PART 11 OF 16

UNLADEN WEIGHT	TRUCKS AND TRACTOR TRUCKS				
	2-AXLE	3-AXLE	UNCLASSIFIED	TOTAL	PERCENT
3,000 lbs. and under	1,055	-	-	1,055	0.1
3,001 to 4,000 lbs.	829,722	18	4	829,744	65.6
4,001 to 5,000 lbs.	112,391	24	4	112,419	8.9
5,001 to 6,000 lbs.	67,100	60	-	67,160	5.3
6,001 to 7,000 lbs.	55,726	109	-	55,835	4.4
7,001 to 8,000 lbs.	50,700	278	-	50,978	4.0
8,001 to 9,000 lbs.	34,020	667	1	34,688	2.7
9,001 to 10,000 lbs.	22,814	1,450	-	24,264	1.9
10,001 to 11,000 lbs.	15,147	2,252	-	17,399	1.4
11,001 to 12,000 lbs.	11,531	4,076	-	15,607	1.2
12,001 to 13,000 lbs.	6,285	5,837	-	12,122	1.0
13,001 to 14,000 lbs.	3,864	5,438	-	9,302	0.7
14,001 to 15,000 lbs.	1,660	5,357	-	7,017	0.6
15,001 to 16,000 lbs.	527	5,818	-	6,345	0.5
16,001 to 17,000 lbs.	246	6,748	1	6,995	0.6
17,001 to 18,000 lbs.	167	5,228	1	5,396	0.4
18,001 to 19,000 lbs.	83	2,994	1	3,078	0.2
19,001 to 20,000 lbs.	65	2,064	-	2,129	0.2
20,001 lbs. and over	83	3,094	20	3,197	0.3
Total	1,213,186	51,512	32	1,264,730	100.0

<sup>1/</sup> Tractor trucks are registered separately from semitrailers and are included in this table according to the unladen weight of the power units only.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS  
OF UNLADEN WEIGHT IN WYOMING  
1963

TABLE MV-23  
PART 13 OF 16

UNLADEN WEIGHT	COMMERCIAL TRUCKS		TRACTOR TRUCKS <sup>1/</sup>		TOTAL TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3,500 lbs. and under	22,573	34.6	13	0.4	22,586	33.1
3,501 to 4,500 lbs.	23,773	36.4	87	2.9	23,860	34.9
4,501 to 5,500 lbs.	4,188	6.4	154	5.1	4,342	6.4
5,501 to 6,000 lbs.	1,911	2.9	72	2.4	1,983	2.9
6,001 to 7,000 lbs.	3,775	5.8	155	5.1	3,930	5.8
7,001 to 8,000 lbs.	2,845	4.3	184	6.1	3,029	4.4
8,001 to 9,000 lbs.	1,619	2.5	178	5.9	1,797	2.6
9,001 to 10,000 lbs.	1,054	1.6	197	6.5	1,251	1.8
10,001 to 11,000 lbs.	559	0.9	156	5.2	715	1.1
11,001 to 12,000 lbs.	460	0.7	149	5.0	609	0.9
12,001 to 13,000 lbs.	360	0.6	176	5.8	536	0.8
13,001 to 14,000 lbs.	273	0.4	209	6.9	482	0.7
14,001 to 15,000 lbs.	280	0.4	320	10.6	600	0.9
15,001 to 16,000 lbs.	243	0.4	268	8.9	511	0.7
16,001 to 17,000 lbs.	234	0.4	164	5.4	398	0.6
17,001 to 18,000 lbs.	191	0.3	155	5.1	346	0.5
18,001 to 19,000 lbs.	150	0.2	76	2.5	226	0.3
19,001 to 20,000 lbs.	124	0.2	74	2.5	198	0.3
20,001 lbs. and over	659	1.0	233	7.7	892	1.3
Total	65,271	100.0	3,020	100.0	68,291	100.0

<sup>1/</sup> Tractor trucks are registered separately from semitrailers, and are included in this column according to the weight of the power unit only.

VEHICLES REGISTERED ON THE BASIS  
OF EMPTY WEIGHT IN COLORADO<sup>1</sup>  
1963

TABLE MV-23  
PART 12 OF 16

EMPTY WEIGHT	COMMERCIAL TRUCKS		FARM TRUCKS		TOTAL TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3,000 lbs. and under	24,778	14.8	6,222	9.8	31,000	13.4
3,001 to 4,000 lbs.	97,020	57.8	30,264	47.4	127,284	55.0
4,001 to 5,000 lbs.	7,834	4.7	3,974	6.2	11,808	5.1
5,001 to 6,000 lbs.	4,782	2.8	4,356	6.8	9,138	4.0
6,001 to 7,000 lbs.	4,182	2.5	8,378	13.1	12,560	5.4
7,001 to 8,000 lbs.	4,758	2.8	7,147	11.2	11,905	5.2
8,001 to 9,000 lbs.	3,855	2.3	2,441	3.8	6,296	2.7
9,001 to 10,000 lbs.	3,080	1.8	598	1.0	3,678	1.6
10,001 to 11,000 lbs.	1,667	1.0	180	0.3	1,847	0.8
11,001 to 12,000 lbs.	1,318	0.8	80	0.1	1,398	0.6
12,001 to 13,000 lbs.	1,161	0.7	36	0.1	1,197	0.5
13,001 to 14,000 lbs.	1,313	0.8	30	0.1	1,343	0.6
14,001 to 15,000 lbs.	1,377	0.8	16	0.0	1,393	0.6
15,001 to 16,000 lbs.	1,138	0.7	16	0.0	1,154	0.5
16,001 to 17,000 lbs.	760	0.5	9	0.0	769	0.3
17,001 to 18,000 lbs.	460	0.3	6	0.0	466	0.2
18,001 to 19,000 lbs.	329	0.2	2	0.0	331	0.1
19,001 to 20,000 lbs.	293	0.2	5	0.0	298	0.1
20,001 lbs. and over	7,614	4.5	66	0.1	7,680	3.3
Total	167,719	100.0	63,826	100.0	231,545	100.0

<sup>1/</sup> Tractor trucks and semitrailers are registered as separate units. Tractor trucks are included with commercial trucks in this table.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT AND  
GROSS WEIGHT IN MARYLAND

1963

TABLE MV-23  
PART 14 OF 16

CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	TRUCKS						MAXIMUM GROSS WEIGHT	TRACTOR TRUCKS 2/	
		PRIVATE USE 1/		FOR HIRE		TOTAL			NUMBER	PERCENT
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT			
1,500 lbs. and under	10,000 lbs.	86,786	72.3	2,038	19.1	88,824	68.0	40,000 lbs.	1,362	14.2
1,501 to 2,500 lbs.	10,000 lbs.	628	0.5	34	0.3	662	0.5	50,000 lbs.	1,707	17.9
2,501 to 4,000 lbs.	17,000 lbs.	13,556	11.3	1,530	14.4	15,086	11.6	65,000 lbs.	6,283	65.7
4,001 to 5,000 lbs.	20,000 lbs.	9,422	7.8	3,019	28.4	12,441	9.5	73,280 lbs.	211	2.2
5,001 to 6,000 lbs.	25,000 lbs.	4,939	4.1	1,879	17.7	6,818	5.2			
6,001 to 7,500 lbs.	32,000 lbs.	2,747	2.3	1,413	13.3	4,160	3.2			
7,501 to 9,000 lbs.	35,000 lbs.	451	0.4	142	1.3	593	0.5			
" " " "	45,000 lbs.	323	0.3	131	1.2	454	0.3			
9,001 lbs. and over	55,000 lbs.	1,151	1.0	454	4.3	1,605	1.2			
Total		120,003	100.0	10,640	100.0	130,643	100.0		9,563	100.0

1/ Does not include 8,872 farm trucks.  
2/ Maryland registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN NEW MEXICO<sup>1</sup>

1963

TABLE MV-23  
PART 15 OF 16

CHASSIS WEIGHT	NUMBER OF VEHICLES 2/	PERCENT
2,999 lbs. and under	83,710	71.9
3,000 to 3,999 lbs.	10,258	8.8
4,000 to 4,999 lbs.	11,964	10.3
5,000 to 5,999 lbs.	2,723	2.4
6,000 to 6,999 lbs.	2,065	1.8
7,000 to 7,999 lbs.	1,307	1.1
8,000 to 8,999 lbs.	841	0.7
9,000 to 9,999 lbs.	1,121	1.0
10,000 to 10,999 lbs.	425	0.4
11,000 to 11,999 lbs.	385	0.3
12,000 to 12,999 lbs.	481	0.4
13,000 to 13,999 lbs.	276	0.2
14,000 to 14,999 lbs.	385	0.3
15,000 to 15,999 lbs.	280	0.2
16,000 to 16,999 lbs.	126	0.1
17,000 to 17,999 lbs.	70	0.1
18,000 to 18,999 lbs.	25	0.0
19,000 to 19,999 lbs.	19	0.0
20,000 lbs. and over	30	0.0
Total	116,491	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.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF CARRYING CAPACITY<sup>1</sup>

1963

TABLE MV-23  
PART 16 OF 16

LOAD TO BE HAULED	NEBRASKA		SOUTH CAROLINA		ALABAMA					
	NUMBER	PERCENT	NUMBER	PERCENT	MANUFACTURERS RATED CAPACITY	PRIVATE		GROSS WEIGHT	FOR HIRE	
						NUMBER	PERCENT		NUMBER	PERCENT
1 ton or less	50,068	57.5	110,886	75.1	1 ton or less	<sup>2/</sup> 171,819	70.0	8,000 lbs. and under	2	0.0
Over 1 to 2 tons	9,982	11.5	4,935	3.3	Over 1 to 2 tons	60,165	24.5	8,000 to 12,000 lbs.	4	0.1
Over 2 to 3 tons	5,509	6.3	7,292	4.9	Over 2 to 3 tons	11,829	4.8	12,001 to 18,000 lbs.	25	0.6
Over 3 to 4 tons	2,278	2.6	4,160	2.8	Over 3 to 4 tons	1,416	0.6	18,001 to 24,000 lbs.	47	1.1
Over 4 to 5 tons	2,609	3.0	3,354	2.3	Over 4 to 5 tons	112	0.1	24,001 to 30,000 lbs.	16	0.4
Over 5 to 6 tons	2,410	2.8	2,574	1.8	Over 5 to 6 tons	59	0.0	30,001 to 36,000 lbs.	45	1.1
Over 6 to 7 tons	2,388	2.8	2,440	1.7				36,001 to 42,000 lbs.	90	2.1
Over 7 to 8 tons	1,837	2.1	2,585	1.8				42,001 lbs. and over	4,028	94.6
Over 8 to 9 tons	534	0.6	651	0.4						
Over 9 to 10 tons	650	0.8	632	0.4						
Over 10 to 11 tons	340	0.4	133	0.1						
Over 11 to 12 tons	686	0.8	482	0.3						
Over 12 to 13 tons	448	0.5	171	0.1						
Over 13 to 14 tons	978	1.1	343	0.2						
Over 14 to 15 tons	766	0.9	1,486	1.0						
Over 15 to 16 tons	557	0.6	805	0.5						
Over 16 to 18 tons	1,074	1.2	1,340	0.9						
Over 18 to 20 tons	1,235	1.4	2,160	1.5						
Over 20 to 22 tons	1,237	1.4	820	0.6						
Over 22 to 24 tons	1,120	1.3	244	0.2						
Over 24 to 26 tons	269	0.3	73	0.1						
Over 26 to 30 tons	39	0.1	<sup>3/</sup> 29	0.0						
Over 30 to 36 tons	32	0.0	-	-						
Total	<sup>4/</sup> 87,046	100.0	<sup>4/</sup> 147,595	100.0	Total	245,400	100.0	Total	4,257	100.0

<sup>1/</sup> The States in this table register vehicle combinations (tractor-semitrailer) as a single unit, using the combined capacity (combined weight for Alabama for hire vehicles) for registration purposes.

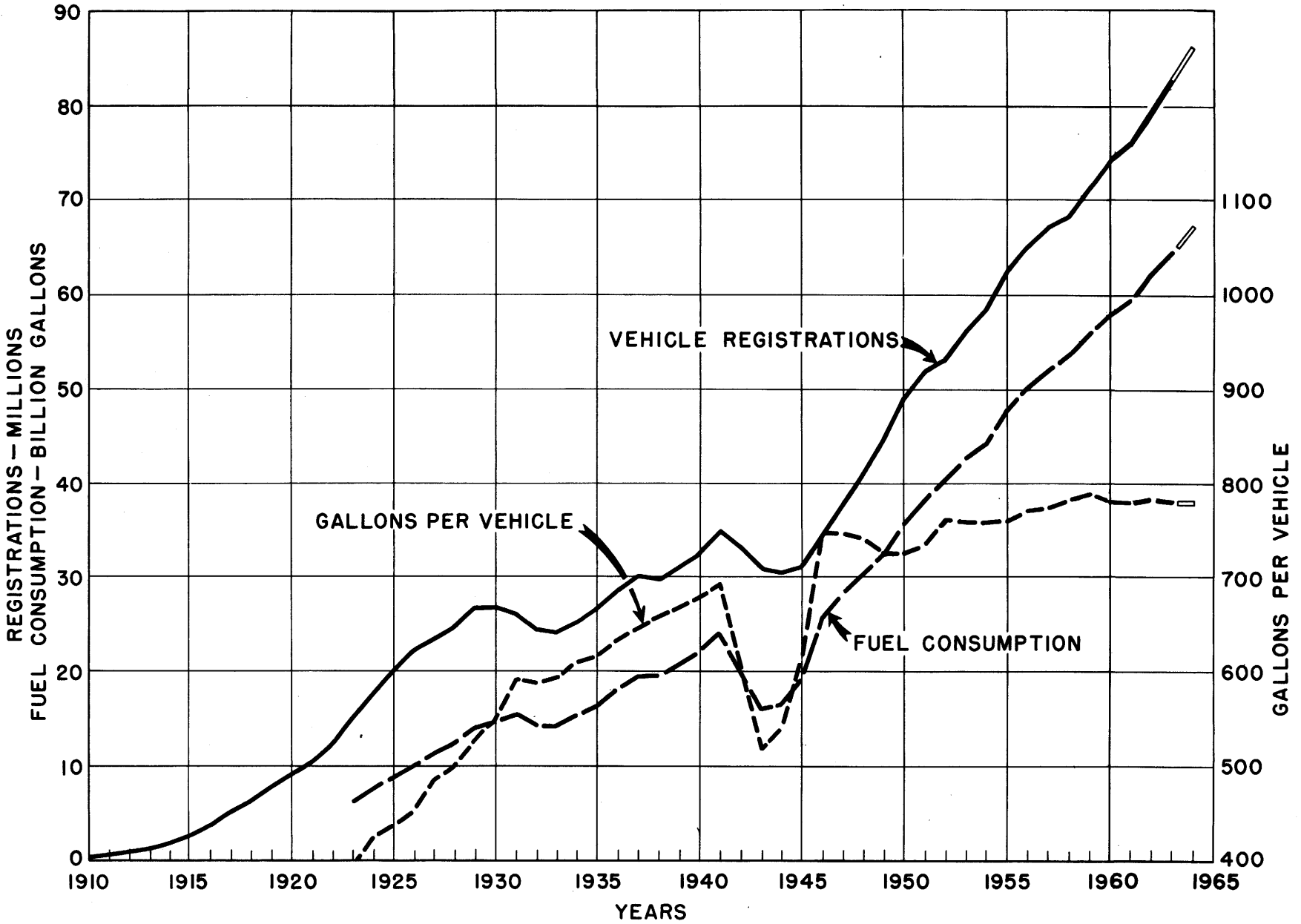
<sup>2/</sup> Includes 66,270 pickup trucks, 3/4 ton or less.

<sup>3/</sup> Includes vehicles of over 26 tons.

<sup>4/</sup> Does not include 105,249 farm vehicles in Nebraska and 9,098 farm vehicles in South Carolina.



# TOTAL MOTOR-VEHICLE REGISTRATIONS AND MOTOR-FUEL CONSUMPTION



# STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS 1963\*

TABLE No. 2, 1963  
OCTOBER 1964

STATE	REGISTRATION FEES 2/					OTHER FEES 3/					TOTAL			
	APPROPRIATES (INCLUDING) TRACTORS AND TRAILERS	MOTOR VEHICLES	TRUCKS AND TRAILERS	TRAILERS	TOTAL	TITLES	SALES TAXES	SALES TAXES	SALES TAXES	SALES TAXES	SALES TAXES	SALES TAXES	SALES TAXES	SALES TAXES
Alabama	3,395	135	5,362	373	37	1,884	1,502	1,884		1,170			14,155	
Alaska	2,217	141	4,275	72	48	81	7,121	521		164		3,549	16,521	
Arizona	1,952	78	6,970	235	12		1,967	1,564		61			18,945	
Arkansas	186,915	1,272	66,228	22,366	1,872		278,693	9,179		17,960			317,122	
California 1/	10,999	78	2,434	245	17		7,337	1,266		353			19,605	
Colorado	1,839	178	2,003	547	8		4,453	318		519			5,928	
Connecticut	1,839	178	2,003	547	8		4,453	318		519			5,928	
Delaware	1,839	178	2,003	547	8		4,453	318		519			5,928	
Florida	28,940	412	13,153	4,693	178		56,976	5,115		1,989			70,000	
Georgia	38,014	301	6,617	549	17		1,885	1,338		69			45,756	
Idaho	3,339	44	1,612	225	12		5,602	171		1			11,956	
Illinois	52,796	335	49,999	1,713	166		105,009	5,952		626			118,091	
Indiana	29,662	186	14,603	1,729	69		37,449	1,893		207			45,756	
Iowa	29,941	222	20,135	1,042	51		21,391	2,782		30			55,029	
Kansas	11,275	108	11,256	719	65		23,693	1,594		141			27,069	
Kentucky	4,023	78	6,665	974	16		10,884	1,463		130			26,802	
Louisiana	5,122	130	3,879	1,317	10		11,614	2,174		176			19,909	
Maine	4,721	18	3,879	177	10		8,005	1,034		305			10,133	
Maine 1/	16,612	587	5,601	422	14		19,236	2,496		3,551			26,802	
Maryland	16,612	587	5,601	422	14		19,236	2,496		3,551			26,802	
Massachusetts	10,585	90	7,432	763	94		18,964	6,806		1,241			27,995	
Michigan	37,457	90	23,339	10,086	118		71,990	4,570		607			81,732	
Minnesota	30,473	241	13,397	1,666	43		45,682	1,952		71			54,756	
Mississippi	4,423	235	5,928	173	26		12,785	2,267		71			16,111	
Missouri	26,395	234	15,835	762	37		43,283	1,094		293			47,661	
Montana	4,694	106	7,138	189	17		12,144	1,347		109			15,786	
Nebraska	4,694	106	7,138	189	17		12,144	1,347		109			15,786	
Nevada 1/	683	1	761	186	13		1,644	329		289			2,267	
New Hampshire	4,693	80	2,316	192	31		6,659	485		232			7,702	
New Jersey	37,989	423	18,498	5,089	21		61,939	9,893		2,443			81,953	
New Mexico	5,182	155	3,145	1,080	20		9,562	583		12			12,993	
New York	84,173	841	27,020	8,043	70		120,147	8,734		17,046			159,888	
North Carolina	16,286	269	21,016	448	22		38,047	1,647		297			42,932	
North Dakota	6,132	22	4,262	40	12		10,468	979		34			12,832	
Ohio	38,084	473	33,581	9,841	191		39,473	3,150		2,009			54,224	
Oklahoma	26,159	61	8,304	4,899	90		39,473	3,150		2,009			42,932	
Oregon	8,184	43	4,328	1,258	64		13,877	1,529		160			34,814	
Pennsylvania	39,870	411	29,577	6,809	136		76,803	17,725		66			102,990	
Rhode Island	5,905	42	1,908	61	14		7,930	1,725		67			10,956	
South Carolina	3,383	128	4,660	130	5		8,326	40		235			10,956	
Tennessee	12,574	226	13,782	401	74		26,706	6,403		1,047			31,572	
Texas	62,478	463	42,088	13,973	219		118,821	10,241		426			172,853	
Utah	1,288	21	3,158	112	20		5,139	405		32			6,990	
Virginia 1/	23,592	177	10,544	585	16		34,917	1,597		483			30,286	
Washington 1/	11,667	189	16,687	4,937	29		31,193	3,375		1,314			39,475	
West Virginia	11,667	189	16,687	4,937	29		31,193	3,375		1,314			39,475	
Wisconsin	22,946	93	20,761	441	68		44,181	2,590		3,130			48,997	
Wyoming	22,946	93	20,761	441	68		44,181	2,590		3,130			48,997	
Total	982,668	9,792	594,443	110,135	4,479		1,701,717	143,216		22,472			2,191,296	

Compiled for the calendar year from reports of State authorities.

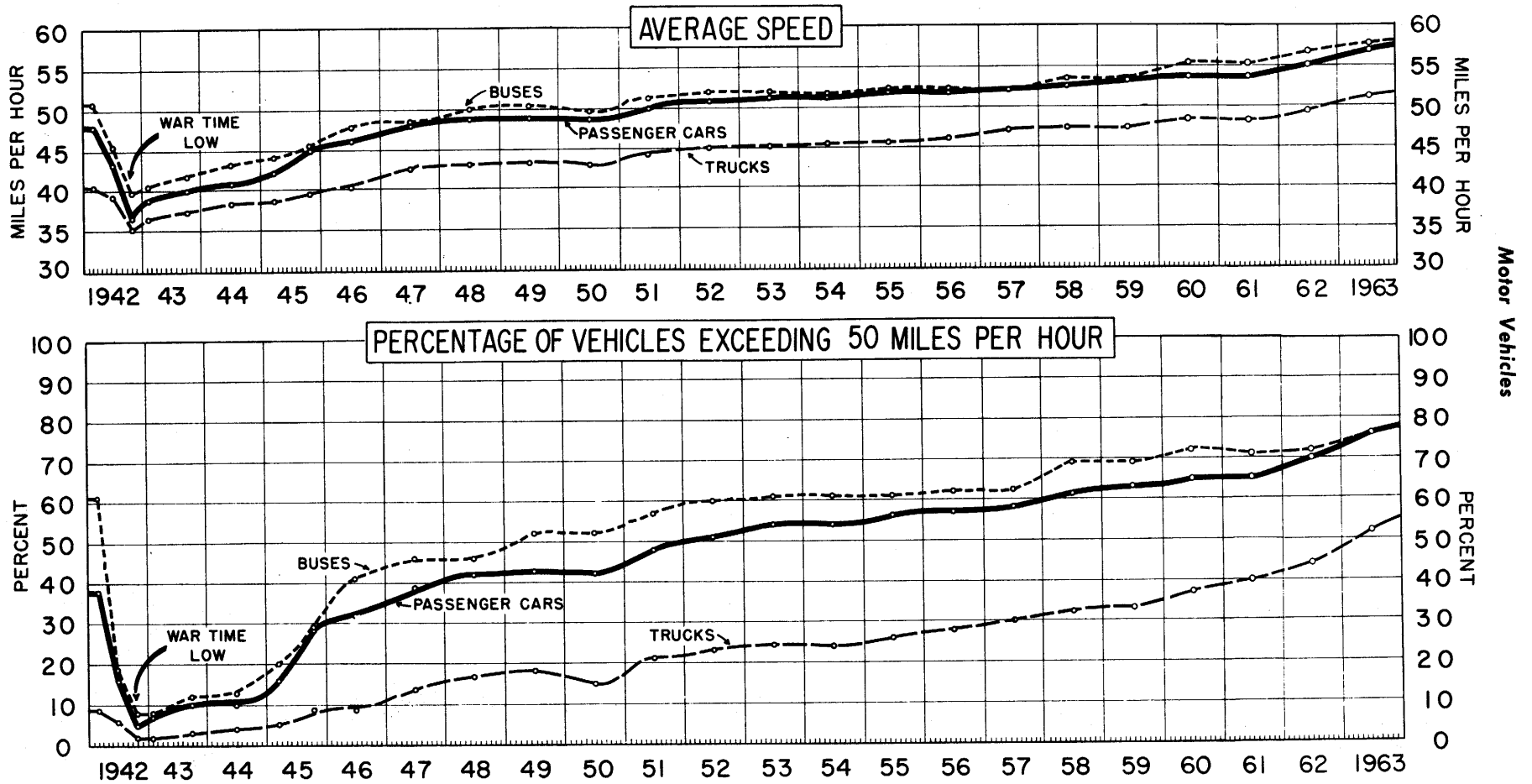
(In thousands of dollars)

1/ Road-user revenues consist primarily of motor-fuel taxes, and motor-vehicle and motor-carrier taxes shown in this table.  
 2/ Where the registration year is not more than one month removed from the calendar year, registration-year receipts are given. Where the registration year is more than one month removed, calendar-year receipts are given.  
 3/ Special titling taxes imposed under general sales tax laws are not included.  
 4/ County or local officers in many States are allowed services charges for issuing registrations, operators' licenses, or for related services. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this table.  
 5/ Numerous States impose taxes on the gross receipts of motor carriers in connection with general States sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of receipts or taxes reported by the States as special taxes on motor carriers.  
 6/ In general, the proceeds of special taxes imposed as a flat rate per vehicle are included under special license fees and franchise taxes.  
 7/ Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other receipts are given in this column.  
 8/ Includes \$17.26 of delinquent 1962 bus, truck and trailer fees.  
 9/ These are revenues from non-fuel-use commercial and house trailers. Other trailers are not registered.  
 10/ Tractor-truck registration in Louisiana are not required to register on the basis of the gross weight of the combination with the principal fee assessed on the power unit.  
 11/ Nevada changed the registration year from a fiscal year basis to a calendar year basis in 1963 and the registration revenues shown are for six months.





# SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA<sup>1</sup>

CALENDAR YEAR 1963

TABLE VM-1

ITEM	PASSENGER VEHICLES				ALL PASSENGER VEHICLES	TRUCKS AND COMBINATIONS	ALL MOTOR VEHICLES
	PASSENGER CARS <sup>2/</sup>	BUSES		ALL BUSES			
		COMMERCIAL	SCHOOL AND NONREVENUE				
Motor-vehicle travel: (million vehicle-miles)							
Main rural roads . . . . .	234,641	642	1,519	236,160	64,794	300,954	
Local rural roads . . . . .	90,368	708	878	91,246	24,270	115,516	
All rural roads . . . . .	325,009	1,350	2,397	327,406	89,064	416,470	
Urban streets . . . . .	329,690	292	2,086	331,776	52,809	384,585	
Total travel . . . . .	654,699	1,642	4,483	659,182	141,873	801,055	
Number of vehicles registered (thousands) . . . . .	69,813	215.7	297.9	70,111	13,423	83,534	
Average miles traveled per vehicle . . . . .	9,378	7,612	15,049	9,402	10,569	9,590	
Fuel consumed (million gallons) . . . . .	45,545	232	838	46,383	18,133	64,516	
Average fuel consumption per vehicle (gallons) . . . . .	652	1,076	2,813	662	1,351	760	
Average miles traveled per gallon of fuel consumed . . . . .	14.37	7.08	5.35	14.21	7.82	12.42	

CALENDAR YEAR 1962 (REVISED)

Motor-vehicle travel: (million vehicle-miles)							
Main rural roads . . . . .	224,699	630	1,493	226,192	61,130	287,322	
Local rural roads . . . . .	87,573	694	861	88,434	23,007	111,441	
All rural roads . . . . .	312,272	1,324	2,354	314,626	84,137	398,763	
Urban streets . . . . .	316,825	286	2,112	318,937	49,152	368,089	
Total travel . . . . .	629,097	1,610	4,466	633,563	133,289	766,852	
Number of vehicles registered (thousands) . . . . .	66,638	209.7	288.0	66,926	12,809	79,735	
Average miles traveled per vehicle . . . . .	9,441	7,678	15,507	9,467	10,406	9,618	
Fuel consumed (million gallons) . . . . .	43,771	227	837	44,608	17,089	61,697	
Average fuel consumption per vehicle (gallons) . . . . .	657	1,082	2,906	667	1,334	774	
Average miles traveled per gallon of fuel consumed . . . . .	14.37	7.09	5.34	14.20	7.80	12.43	

<sup>1/</sup> For the 50 States and District of Columbia.  
<sup>2/</sup> Includes taxicabs; also 786,318 motorcycles in 1963 and 660,400 in 1962 which are estimated to account for 0.3 percent of the total travel.  
<sup>3/</sup> Adjusted to reflect revised procedures for eliminating duplicate motorbus registrations.

# OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS 1963 AND 1962 REVISED<sup>1</sup>

TABLE ET-1  
JANUARY 1965

YEAR	CLASSIFICATION	EASTERN REGIONS <sup>2/</sup>					CENTRAL REGIONS <sup>2/</sup>						WESTERN REGIONS <sup>2/</sup>				AVERAGE ALL REGIONS <sup>3/</sup>	TOTAL ALL REGIONS <sup>3/</sup>
		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		
FREQUENCY OF HEAVY AXLE LOADS <sup>5</sup>																		
1963	18,000 pounds or more	133	118	143	134		79	73	67	34	74		57	22	38		82	
	20,000 pounds or more	76	49	51	53		21	30	16	10	19		18	3	10		28	
	22,000 pounds or more	41	15	17	19		5	14	4	3	6		7	1	4		10	
1962 <sup>4/</sup>	18,000 pounds or more	134	128	128	129		72	66	56	48	62		61	24	41		80	
	20,000 pounds or more	78	57	58	60		17	25	11	15	17		20	2	10		30	
	22,000 pounds or more	38	19	20	22		4	11	2	5	5		6	1	3		10	
FREQUENCY OF HEAVY LOADS <sup>5</sup>																		
1963	30,000 pounds or more	194	247	197	213		290	182	229	216	239		234	227	230		228	
	40,000 pounds or more	129	180	141	152		204	136	173	164	175		182	174	178		167	
	50,000 pounds or more	86	117	95	101		137	88	134	128	121		147	145	146		118	
1962 <sup>4/</sup>	30,000 pounds or more	190	236	195	208		276	178	216	199	225		223	213	217		218	
	40,000 pounds or more	119	171	140	148		190	129	165	148	162		167	142	153		156	
	50,000 pounds or more	77	106	93	95		132	75	123	103	112		129	117	122		108	
TRAVEL IN VEHICLE-MILES-LOADED AND EMPTY <sup>6</sup>																		
1963	All trucks and combinations	2,470	6,706	11,975		21,151	11,712	6,182	6,130	8,267	32,291		5,012	6,064		11,076	64,794	
	Single-unit trucks	1,800	4,128	8,570		14,498	6,774	4,523	4,180	5,862	21,339		3,575	4,380		7,955	44,044	
	Truck combinations	670	2,578	3,405		6,653	4,938	1,659	1,950	2,405	10,952		1,437	1,684		3,121	20,750	
1962 <sup>4/</sup>	All trucks and combinations	2,136	6,420	11,072		19,628	10,937	5,960	5,825	8,229	30,951		4,571	5,684		10,255	61,130	
	Single-unit trucks	1,552	3,978	7,934		13,464	6,314	4,390	4,015	5,785	20,904		3,228	4,106		7,334	41,565	
	Truck combinations	584	2,442	3,138		6,164	4,623	1,570	1,810	2,444	10,047		1,343	1,578		2,921	19,565	
PERCENT CARRYING LOADS																		
1963	All trucks and combinations	57.6	56.3	53.2	54.7		62.4	54.8	56.8	60.1	59.3		58.2	57.7	57.9		57.5	
	Single-unit trucks	55.8	53.1	49.3	51.2		58.6	49.7	51.7	56.9	54.9		53.2	49.5	51.2		53.0	
	Truck combinations	62.4	61.5	62.9	62.3		67.6	68.8	67.9	67.8	67.9		70.7	78.8	75.1		67.2	
1962 <sup>4/</sup>	All trucks and combinations	56.4	57.7	52.5	54.7		66.6	60.8	59.4	52.5	60.4		61.5	57.6	59.3		58.4	
	Single-unit trucks	53.4	54.8	48.1	50.7		66.6	58.2	55.6	46.1	56.9		57.3	49.5	52.9		54.2	
	Truck combinations	64.1	62.6	63.8	63.4		66.7	68.0	68.0	67.8	67.4		71.5	78.8	75.4		67.3	
AVERAGE CARRIED LOAD IN TONS																		
1963	All trucks and combinations	4.64	5.82	5.95	5.75		7.65	6.59	6.67	6.23	6.91		6.55	6.87	6.73		6.51	
	Single-unit trucks	2.45	2.09	2.88	2.59		2.63	3.21	2.59	3.18	2.88		2.18	2.19	2.19		2.67	
	Truck combinations	9.88	10.97	12.01	11.40		13.62	13.25	13.33	12.46	13.26		14.73	14.53	14.62		12.93	
1962 <sup>4/</sup>	All trucks and combinations	4.74	5.71	5.92	5.72		7.10	5.64	6.26	6.68	6.56		6.21	7.09	6.68		6.32	
	Single-unit trucks	2.42	2.17	2.79	2.55		2.53	2.74	2.57	3.26	2.75		2.13	2.42	2.29		2.61	
	Truck combinations	9.89	10.77	11.89	11.26		13.33	12.59	12.95	12.19	12.88		14.06	14.71	14.42		12.66	
CARRIED LOAD IN TON-MILES <sup>7</sup>																		
1963	All trucks and combinations	6,591	21,961	37,874		66,426	55,903	22,324	23,233	30,923	132,383		19,114	24,036		43,150	242,570	
	Single-unit trucks	2,462	4,564	12,154		19,180	10,425	7,205	5,590	10,602	33,822		4,147	4,752		8,899	62,294	
	Truck combinations	4,129	17,397	25,720		47,246	45,478	15,119	17,643	20,321	98,561		14,967	19,284		34,251	180,276	
1962 <sup>4/</sup>	All trucks and combinations	5,709	21,181	34,450		61,340	51,715	20,435	21,673	28,876	122,699		17,445	23,210		40,655	225,373	
	Single-unit trucks	2,006	4,716	10,655		17,377	10,625	6,994	5,740	8,682	32,041		3,947	4,919		8,866	58,723	
	Truck combinations	3,703	16,465	23,795		43,963	41,090	13,441	15,933	20,194	90,658		13,498	18,291		31,789	166,650	

Motor Vehicles

<sup>1/</sup> Main rural roads, consist of approximately 500,000 miles of roads of primary importance in the State highway systems.  
<sup>2/</sup> Regions are those established by the U. S. Bureau of the Census.  
<sup>3/</sup> Includes data for Alaska and Hawaii.

<sup>4/</sup> Revised to reflect 1962 State travel estimates.  
<sup>5/</sup> Number per 1,000 loaded and empty trucks and combinations.  
<sup>6/</sup> Data given are in millions of vehicle-miles.  
<sup>7/</sup> Data given are in millions of ton-miles.

## FEDERAL FUEL AND AUTOMOTIVE TAXES, AND THE HIGHWAY TRUST FUND

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 Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts 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 paid in the final instance in 1963 by highway users in each State are shown in tables E-7 and E-8. As the Federal taxes on automotive products, except diesel fuel, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel tax is applied to the fuel that is placed in supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table E-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: all of the revenues from the 4-

cent-per-gallon tax on gasoline, highway diesel, and special fuels; all of the 10-cent-per-pound tax on tires and inner tubes and the 5-cent-per-pound tax on tread rubber; all of the 10-percent tax on new trucks, buses, and trailers; and all of the proceeds of the annual tax of \$3 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight. A statement of the operation of the fund, including receipts, disbursements, and unexpended balances for fiscal year 1963, is shown in table HTF-10. Table HTF-301 shows the net revenues to the fund since its inception, together with an explanation of the tax rates.

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

The amounts of Federal funds apportioned to the States, and paid to them from the Highway Trust Fund, are shown in tables in the "Federal Aid" section of this bulletin.

# FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE<sup>1</sup>

Summary by Years  
(In thousands of dollars)

TABLE E-5  
MARCH 1964

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE <sup>2/</sup>						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS <sup>3/</sup>					
	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL
	GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL				GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL			
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	-	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	288,453	-	288,453	22,845	210,158	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	506,916	-	506,916	77,464	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	568,339	-	568,339	74,859	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	618,016	180	618,196	75,841	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	870,214	14,683	884,897	73,613	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953 <sup>4/</sup>	821,511	15,733	837,244	68,748	-	905,992	760,411	15,733	776,144	45,625	-	821,769
1954	928,955	23,299	952,254	67,530	-	1,019,784	850,117	23,299	873,416	43,671	-	917,087
1955	998,657	24,523	1,023,180	71,804	-	1,094,984	917,798	24,523	942,321	47,116	-	989,437
1956	1,184,324	28,889	1,213,213	81,004	-	1,294,217	1,110,395	28,889	1,139,284	49,556	-	1,188,840
1957	1,586,754	44,050	1,630,804	65,834	55,276	1,751,914	1,484,052	44,050	1,528,102	47,185	55,276	1,630,563
1958	1,549,033	46,633	1,595,666	70,481	33,102	1,699,249	1,518,025	46,633	1,564,658	48,085	33,102	1,645,845
1959	1,646,738	59,407	1,706,145	77,538	35,967	1,819,650	1,611,631	59,407	1,671,038	45,590	35,967	1,752,595
1960	2,224,154	82,497	2,306,651	79,399	44,539	2,430,589	2,186,035	82,497	2,268,532	45,371	44,539	2,358,442
1961	2,234,663	95,018	2,349,681	72,314	59,624	2,481,619	2,220,171	95,018	2,315,189	44,868	59,624	2,419,681
1962	2,286,085	101,956	2,388,041	74,714	89,477	2,552,232	2,253,830	101,956	2,355,786	45,655	89,477	2,490,918
1963	2,431,305	120,852	2,552,157	75,399	106,443	2,733,999	2,399,163	120,852	2,520,015	47,848	106,443	2,674,306

Federal Taxes

<sup>1/</sup> Tax bases, rates, and effective dates are given in table E-101.

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

<sup>3/</sup> Estimated by Bureau of Public Roads.

<sup>4/</sup> Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service 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<sup>1</sup>

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Summary by Years  
(In thousands of dollars)

TABLE E-6  
MARCH 1964

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE <sup>2/</sup>						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS <sup>3/</sup>					
	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL
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 <sup>4/</sup>	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	1,293,828	158,846	141,964	177,286	-	1,771,924	1,293,227	151,353	137,831	163,788	-	1,746,199
1956	1,151,676	197,823	146,021	200,192	4,650	1,700,362	1,150,165	187,898	139,868	186,842	4,622	1,669,395
1957	1,274,403	212,321	164,531	259,102	12,202	1,822,559	1,272,830	200,320	159,647	237,743	12,115	1,882,655
1958	923,516	183,480	164,696	238,033	13,535	1,523,260	922,078	172,325	161,970	216,417	13,437	1,486,227
1959	1,305,020	264,640	180,861	288,248	14,610	2,053,379	1,303,769	253,482	175,520	260,802	14,512	2,008,085
1960	1,327,290	262,695	190,583	283,709	14,613	2,078,890	1,325,874	252,828	187,598	258,018	14,512	2,038,830
1961	1,138,191	229,290	185,192	289,471	16,681	1,858,825	1,136,755	220,387	181,866	266,308	16,552	1,821,868
1962	1,445,480	274,649	210,422	359,181	22,905	2,312,637	1,444,414	269,226	208,645	333,118	22,739	2,278,142
1963	1,642,224	328,891	231,307	382,523	22,845	2,607,790	1,641,065	321,047	230,232	356,252	22,678	2,571,274

Highway Statistics, 1963

<sup>1/</sup> Tax bases, rates, and effective dates are given in table E-101.

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

<sup>3/</sup> Estimated by Bureau of Public Roads.

<sup>4/</sup> Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service 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.

# ESTIMATED AMOUNTS OF FEDERAL TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE PAID BY HIGHWAY USERS—1963<sup>1</sup>

TABLE E-7, 1963  
MARCH 1964

(In thousands of dollars)

STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	44,100	822	2,063	46,985	Alabama
Alaska	2,268	43	132	2,443	Alaska
Arizona	23,973	436	1,232	25,641	Arizona
Arkansas	26,778	478	1,879	29,135	Arkansas
California	250,598	4,733	10,524	265,855	California
Colorado	28,980	541	1,888	31,409	Colorado
Connecticut	34,540	650	1,105	36,295	Connecticut
Delaware	8,048	149	461	8,658	Delaware
Florida	77,616	1,444	3,874	82,934	Florida
Georgia	58,513	1,111	2,203	61,827	Georgia
Hawaii	6,048	115	265	6,428	Hawaii
Idaho	11,340	215	1,045	12,600	Idaho
Illinois	131,210	2,492	3,970	137,672	Illinois
Indiana	73,787	1,402	3,219	78,408	Indiana
Iowa	42,254	818	1,492	44,564	Iowa
Kansas	35,817	665	2,197	38,679	Kansas
Kentucky	38,035	722	2,212	40,969	Kentucky
Louisiana	39,564	751	2,021	42,336	Louisiana
Maine	14,348	272	494	15,114	Maine
Maryland	40,386	759	1,327	42,472	Maryland
Massachusetts	63,439	1,204	1,846	66,489	Massachusetts
Michigan	109,086	2,175	3,726	114,987	Michigan
Minnesota	50,619	962	2,385	53,966	Minnesota
Mississippi	28,241	536	1,680	30,457	Mississippi
Missouri	67,942	1,299	3,032	72,273	Missouri
Montana	11,842	223	1,054	13,119	Montana
Nebraska	23,688	450	1,623	25,761	Nebraska
Nevada	7,626	136	388	8,150	Nevada
New Hampshire	8,568	162	374	9,104	New Hampshire
New Jersey	87,363	1,678	2,370	91,411	New Jersey
New Mexico	18,294	345	906	19,545	New Mexico
New York	164,464	3,105	6,205	173,774	New York
North Carolina	65,154	1,219	2,893	69,266	North Carolina
North Dakota	8,568	162	724	9,454	North Dakota
Ohio	135,663	2,620	3,852	142,135	Ohio
Oklahoma	39,865	756	1,976	42,597	Oklahoma
Oregon	29,129	551	1,998	31,678	Oregon
Pennsylvania	137,698	2,662	4,753	145,113	Pennsylvania
Rhode Island	10,584	201	330	11,115	Rhode Island
South Carolina	31,533	596	757	32,886	South Carolina
South Dakota	11,340	207	876	12,423	South Dakota
Tennessee	49,474	927	1,565	51,966	Tennessee
Texas	163,748	3,123	8,249	175,120	Texas
Utah	14,380	263	630	15,273	Utah
Vermont	5,544	105	256	5,905	Vermont
Virginia	55,709	1,058	1,978	58,745	Virginia
Washington	41,361	775	2,269	44,405	Washington
West Virginia	20,900	402	1,076	22,378	West Virginia
Wisconsin	53,375	1,012	2,327	56,714	Wisconsin
Wyoming	7,812	149	575	8,536	Wyoming
Dist. of Col.	8,803	167	167	9,137	Dist. of Col.
<b>Total</b>	<b>2/ 2,520,015</b>	<b>47,848</b>	<b>106,443</b>	<b>2,674,306</b>	<b>Total</b>

<sup>1/</sup> 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. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

<sup>2/</sup> Includes \$120,852,000 from tax on special fuels used on the highways.



# ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS—1963<sup>1</sup>

(In thousands of dollars)

TABLE E-8, 1963  
MARCH 1964

STATE	AUTOMOBILES	TRUCKS BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	21,990	6,228	3,977	6,215	397	38,807	Alabama
Alaska	1,313	482	207	320	20	2,342	Alaska
Arizona	11,323	4,174	2,193	3,378	220	21,288	Arizona
Arkansas	12,472	5,875	2,450	3,773	249	24,819	Arkansas
California	159,551	36,616	23,079	35,750	2,309	257,305	California
Colorado	15,754	5,169	2,649	4,084	261	27,917	Colorado
Connecticut	25,601	2,954	3,159	4,868	313	36,895	Connecticut
Delaware	5,087	867	735	1,134	70	7,893	Delaware
Florida	54,130	9,182	7,096	10,938	698	82,044	Florida
Georgia	32,329	8,090	5,351	8,245	533	54,548	Georgia
Hawaii	4,267	546	553	852	54	6,272	Hawaii
Idaho	5,087	2,536	1,037	1,598	102	10,360	Idaho
Illinois	108,071	12,102	11,993	18,593	1,170	151,929	Illinois
Indiana	48,904	9,375	6,744	10,456	658	76,137	Indiana
Iowa	23,139	5,169	3,860	5,955	370	38,493	Iowa
Kansas	20,349	5,297	3,276	5,047	327	34,296	Kansas
Kentucky	18,216	4,912	3,477	5,360	340	32,305	Kentucky
Louisiana	23,795	6,742	3,510	5,575	356	39,978	Louisiana
Maine	7,385	1,734	1,311	2,022	127	12,579	Maine
Maryland	33,970	5,779	3,695	5,691	372	49,507	Maryland
Massachusetts	43,982	4,912	5,797	8,941	562	64,194	Massachusetts
Michigan	104,948	12,681	9,971	15,457	977	144,034	Michigan
Minnesota	30,852	5,329	4,627	7,134	451	48,393	Minnesota
Mississippi	11,323	4,334	2,583	3,980	256	22,476	Mississippi
Missouri	39,714	8,604	6,208	9,628	599	64,753	Missouri
Montana	5,580	2,504	1,067	1,640	111	10,902	Montana
Nebraska	13,128	3,949	2,166	3,338	213	22,794	Nebraska
Nevada	3,774	1,605	700	1,075	77	7,231	Nevada
New Hampshire	6,236	1,348	783	1,207	76	9,650	New Hampshire
New Jersey	70,048	7,673	7,984	12,380	776	98,861	New Jersey
New Mexico	7,056	3,178	1,658	2,556	163	14,611	New Mexico
New York	139,386	15,539	15,107	23,420	1,481	194,933	New York
North Carolina	33,642	8,508	5,982	9,275	580	57,987	North Carolina
North Dakota	5,866	1,798	784	1,209	78	9,735	North Dakota
Ohio	99,209	12,521	12,234	18,962	1,204	144,130	Ohio
Oklahoma	19,200	7,384	3,647	5,617	365	36,213	Oklahoma
Oregon	17,395	5,907	2,656	4,091	268	30,317	Oregon
Pennsylvania	94,918	13,035	12,401	19,230	1,208	140,792	Pennsylvania
Rhode Island	7,057	912	968	1,491	96	10,524	Rhode Island
South Carolina	15,426	3,628	2,884	4,443	288	26,669	South Carolina
South Dakota	5,578	2,055	1,037	1,598	102	10,370	South Dakota
Tennessee	25,601	6,485	4,527	6,971	456	44,040	Tennessee
Texas	86,436	26,970	15,105	23,416	1,479	153,406	Texas
Utah	7,221	2,504	1,315	2,027	132	13,199	Utah
Vermont	3,774	899	506	781	50	6,010	Vermont
Virginia	36,103	7,545	5,094	7,894	503	57,139	Virginia
Washington	18,544	5,458	3,782	5,828	376	33,988	Washington
West Virginia	11,651	2,761	1,910	2,945	186	19,453	West Virginia
Wisconsin	32,821	4,912	4,878	7,522	474	50,607	Wisconsin
Wyoming	3,165	1,445	714	1,101	70	6,495	Wyoming
Dist. of Col.	8,698	835	805	1,241	75	11,654	Dist. of Col.
<b>Total</b>	<b>1,641,065</b>	<b>321,047</b>	<b>230,232</b>	<b>356,252</b>	<b>22,678</b>	<b>2,571,274</b>	<b>Total</b>

<sup>1/</sup> 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. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

# FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES												MOTOR-VEHICLE USE TAXES
	GASOLINE <sup>1/</sup>	SPECIAL FUELS <sup>2/</sup>	LUBRICATING OIL <sup>3/</sup>	MOTOR VEHICLES AND PARTS									
				AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES <sup>4/</sup>	TUBES <sup>4/</sup>	TREAD RUBBER (CAMELBACK) <sup>5/</sup>	
(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(CENTS PER POUND)		
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-	-
January 1, 1919	-	-	-	↓	↓	↓	↓	-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7
February 25, 1919	-	-	-	5 percent	5 percent	5 percent	↓	-	-	5 percent	5 percent	5 percent	-
July 3, 1924	-	-	-	↓	↓	↓	Exempted truck chassis sold for \$1,000 or under and truck bodies for \$200 or under	-	-	2-1/2 percent	2-1/2 percent	2-1/2 percent	-
February 26, 1926	-	-	-	↓	↓	↓	Repealed	-	-	Repealed	Repealed	Repealed	-
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	-	-
June 30, 1926	-	-	-	↓	↓	↓	-	-	-	-	-	-	Repealed
May 29, 1928	-	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	-
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	-	2 percent	2-1/4 cents a pound	4 cents a pound	-
June 17, 1933	1-1/2 cents	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-
January 1, 1934	1 cent	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-
July 1, 1940	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound	-
October 1, 1941	-	-	↓	7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent	-	5 percent	5 cents a pound	9 cents a pound	-
February 1, 1942	-	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	All motor vehicles, \$5
November 1, 1942	-	-	6 cents	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
June 30, 1946	-	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Repealed
November 1, 1951	2 cents	2 cents	↓	10 percent	10 percent	8 percent	8 percent	House trailers, exempted; others, 8 percent	-	8 percent	↓	↓	-
September 1, 1955	↓	↓	↓	↓	Repealed	↓	↓	↓	↓	↓	↓	↓	-
July 1, 1956	3 cents	3 cents	↓	↓	-	10 percent	10 percent	House trailers, exempted; others, 10 percent	-	↓	8 cents a pound	↓	3 cents
October 1, 1959	4 cents	4 cents	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
July 1, 1961	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	10 cents a pound	10 cents a pound	5 cents a pound
Existing rates, January 1, 1965	4 cents	4 cents	6 cents	10 percent	-	10 percent	10 percent	House trailers, exempted; others, 10 percent	-	8 percent	10 cents a pound	10 cents a pound	5 cents
(Scheduled Change or Reversion Under Law Existing January 1, 1965)	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No Change	7 percent July 1, 1965 <sup>7/</sup>	-	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent July 1, 1965 <sup>8/</sup>	5 cents a pound Oct. 1, 1972	9 cents a pound Oct. 1, 1972	Termination Sept. 30, 1972	Termination Sept. 30, 1972

Federal Taxes

760-788 O - 65 - 4

<sup>1/</sup> The 4-cent gasoline tax applies to all gallonage imported or produced. The entire tax became refundable for fuel used for farming effective July 1, 1955, and the additional two cents (one cent levied July 1, 1956 and one cent levied October 1, 1959) are refundable for nonhighway uses, and for use by local transit systems.

<sup>2/</sup> The 4-cent tax applies to all diesel and special fuels (butane, propane, etc.,) used in highway vehicles. Diesel and special fuels used by local transit systems are taxed at 2 cents a gallon, as are special fuels used in motor boats and airplanes.

<sup>3/</sup> The tax applies to all lubricating oil, regardless of use.

<sup>4/</sup> Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective

July 1, 1956, and two cents a pound, effective July 1, 1961, apply to tires for highway vehicles only.

<sup>5/</sup> Applies to use for tires "of the type used on highway vehicles."

<sup>6/</sup> The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.

<sup>7/</sup> Although the "basic" tax on automobiles is 7 percent of the manufacturer's wholesale price, the 10 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

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

# STATUS OF THE FEDERAL HIGHWAY TRUST FUND

## FISCAL YEAR ENDED JUNE 30, 1964<sup>1</sup>

HTF-10

I Opening Balance:	\$ 746,926,044.46
II Receipts:	
A. Excise Taxes (Transferred general receipts)	
1. Gasoline (including floor taxes)-----	2,641,336,305.99
2. Diesel-----	128,105,009.59
3. Tires - highway vehicles-----	369,520,086.50
4. Tires - other-----	0.00
5. Innertubes-----	21,796,211.92
6. Tread rubber-----	21,929,800.44
7. Trucks, buses, trailers, etc.-----	357,344,905.96
8. Truck use tax-----	105,760,878.29
9. Total excise taxes-----	<u>3,645,793,198.69</u>
B. Deduct - Reimbursement to General Fund Receipts (Refunds)	
1. Gasoline used on farms-----	103,526,032.11
2. Gasoline used for all other nonhighway purposes or local transit systems-----	<u>23,110,477.60</u>
Subtotal-----	126,636,509.71
3. Other gasoline-----	46.12
4. Tires of the type used on highway vehicles and tread rubber-----	0.00
5. Trucks, buses, trailers, etc.-----	<u>0.00</u>
Subtotal-----	46.12
6. Total-----	126,636,555.83
C. Net Excise Taxes-----	3,519,156,642.86
D. Interest-----	20,361,229.42
E. Advances from General Fund-----	<u>0.00</u>
F. Total Receipts-----	<u>3,539,517,872.28</u>
III Expenditures: (Checks issued basis)	
A. Bureau of Public Roads	
1. Payment from General Fund reimbursed-----	0.00
2. Direct from Trust Fund-----	<u>3,645,013,031.88</u>
3. Total-----	<u>3,645,013,031.88</u>
B. Administration and Enforcement of Labor standards - Labor Department-----	0.00
C. Interest on Advances from General Fund-----	<u>0.00</u>
D. Total Expenditures-----	<u>3,645,013,031.88</u>
IV Balances in Trust Fund:	
A. Investments	
U. S. Treasury Special Certificates of Indebtedness <sup>2/</sup> -----	609,028,000.00
B. Undisbursed Balances:	
1. Highway Trust Fund-----	1,873.98
2. Advances to Bureau of Public Roads-----	<u>32,401,010.88</u>
3. Total-----	<u>32,402,884.86</u>
C. Total Balance-----	<u>641,430,884.86</u>
<sup>1/</sup> Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956. <sup>2/</sup> Certificates held June 30, 1964 bore interest at the rate of 3-5/8 percent, maturing June 30, 1965.	

# NET REVENUES TO THE HIGHWAY TRUST FUND, 1957-1964<sup>1</sup>

Highway Statistics Division  
8/10/64  
HTF-301

Millions of Dollars

ITEMS	TAX RATE <sup>2/</sup>	FISCAL YEAR							
		1957	1958	1959	1960	1961	1962	1963	1964
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,657	2,044	2,361	2,374	2,462	2,643
Tires	8 cents per pound for highway tires, and 5 cents per pound for "other tires" July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires and 5 cents per pound for "other tires" thereafter. For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Trust Fund. After June 30, 1957 all tire tax accrued to the Trust Fund.	82	244	247	281	246	327	366	369
Innertubes	9 cents per pound July 1, 1956 through June 30, 1961; 10 cents per pound thereafter. None of the revenues accrued to the Trust Fund in fiscal year 1957. After June 30, 1957 all innertube tax accrued to the Trust Fund.	-	17	15	19	15	17	19	22
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24	22
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrued to the Trust Fund during the period July 1, 1957 through June 30, 1962; all thereafter. During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	115	128	311	357
Vehicle Use	\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds when loaded, July 1, 1956 through June 30, 1961; \$3.00 per 1,000 pounds gross weight thereafter.	26	33	34	38	47	80	97	106
<b>Total from excises</b>		<b>1,479</b>	<b>2,026</b>	<b>2,074</b>	<b>2,539</b>	<b>2,798</b>	<b>2,949</b>	<b>3,279</b>	<b>3,519</b>
Interest on investments		3	18	13	-3	1	7	14	20
<b>Total</b>		<b>1,482</b>	<b>2,044</b>	<b>2,087</b>	<b>2,536</b>	<b>2,799</b>	<b>2,956</b>	<b>3,293</b>	<b>3,539</b>

Federal Taxes

<sup>1/</sup> All amounts are net, after refunds have been paid.

<sup>2/</sup> For details of the terms of the motor-fuel and automotive taxes, see table E-101.

## HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State, and local agencies. Federal and State highway finance data are for the calendar year 1963, with only minor exceptions; finance data of the local governments are for different 1962 fiscal periods, the latest year for which complete information is available. The combined highway finances of all government agencies for 1962, and for 1963 (with local government data estimated) are summarized as follows:

	<i>(In millions of dollars)</i>	
	1962	1963
Receipts:		
Highway-user taxes, tolls, and fees---	\$8, 937	\$9, 487
Property taxes, general funds, etc.---	2, 280	2, 385
Total current income-----	11, 217	11, 872
Bond proceeds (par value)-----	1, 535	1, 058
<b>TOTAL RECEIPTS</b> -----	<b>12, 752</b>	<b>12, 930</b>
Disbursements:		
Capital outlay-----	7, 386	7, 916
Maintenance-----	2, 839	2, 938
Administration and highway police---	920	976
Interest on debt-----	478	499
Total current disbursements-----	11, 623	12, 329
Debt retirement-----	679	725
<b>TOTAL DISBURSEMENTS</b> -----	<b>12, 302</b>	<b>13, 054</b>

Finances and debt status of State highway agencies are given in the SF and SB table series; those of county and township governments are given in the LF and LB series; and those of municipalities in the UF and UB series. Federal funds administered by the Bureau of Public Roads are shown in table FA-3, but most of these funds are paid as a reimbursement to the States and also appear in the SF table series. A consolidation of the highway finances of all government agencies for 1962 is given in tables F-1 and -2. Intergovernmental receipts and payments are shown in the SF, LF, and UF series, but have been eliminated from tables F-1 and -2.

### Agencies Providing Highway Services

#### Federal agencies

The Bureau of Public Roads, the principal highway agency of the Federal Government, administers the Federal-aid highway program. Other Federal

agencies that administer continuing highway programs are the Forest Service of the U.S. Department of Agriculture, and the National Park Service and the Bureau of Indian Affairs of the U.S. Department of the Interior. The Department of Defense and the Bureau of Land Management of the U.S. Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to Public Roads for administration of the construction programs.

Other Federal agencies provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army, Corps of Engineers, and the Bureau of Reclamation, of the U.S. Department of the Interior, expend funds for highways and bridge construction and reconstruction, in connection with projects involving water resources and navigable rivers. The Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds.

Highway expenditures by Federal agencies for 1963 are summarized in the following tabulation, and are also shown in table FA-5.

	<i>(In millions of dollars)</i>		
	<i>Bureau of Public Roads</i>	<i>Other agencies</i>	<i>Total</i>
Payments to States and local governments---	\$3, 451. 0	\$85. 5	\$3, 536. 5
Direct expenditures:			
Capital outlay-----	53. 4	143. 7	197. 1
Maintenance-----	1. 0	29. 1	30. 1
Administration-----	39. 5	-----	39. 5
Total-----	93. 9	172. 8	266. 7
<b>GRAND TOTAL---</b>	<b>3, 544. 9</b>	<b>258. 3</b>	<b>3, 803. 2</b>

#### State agencies

In the Bureau of Public Roads analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, have been included under the terminology State highway agencies. Other executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway

and related functions. Examples of these executive agencies are treasury and revenue departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, has been classed as a State.

#### County and township governments

For the local highway finance summaries, counties, townships, and highway and road improvement districts have been included. Organized county governments exist in all States except Alaska, Connecticut, Louisiana (where they do exist but are called parishes), and Rhode Island. Counties, however, have little or no responsibility for roads in the New England States, in Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in eight counties, and Maryland performs this function on behalf of six counties.

Because some counties are entirely or nearly comprised of incorporated cities, towns, and villages, Public Roads in its LF tables has listed their total expenditures under municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wis.

Data for counties having boundaries coextensive with cities and not considered as being independently organized as counties by the Bureau of the Census have been included only in the municipal (UF) highway finance summaries. The counties considered as cities are: San Francisco, San Francisco, Calif.; Denver, Denver, Colo.; Orleans (Parish), New Orleans, La.; Suffolk, Boston, Mass.; Bronx, Kings, New York, Queens, and Richmond, New York, N.Y.; and Philadelphia, Philadelphia, Pa. Arlington County, Va., has also been included in the UF summaries because it is entirely urban in character.

Organized township governments exist in 21 States and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin, these governments are known as towns. Although generally considered as rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and ordinarily perform functions of municipal governments. For the Public Roads analyses,

some of the townships in New England, New Jersey, and New York have been classed as municipalities; this classification was based on population density criteria. Pennsylvania considers as municipalities those townships of the first class having a population density of 300 or more per square mile. Special districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., have been included in the tables with that for the county and township governments.

#### Municipalities

Municipal governments included in the summaries, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England type. The term "urban," used interchangeably in former years with the term "municipal," has been avoided in reference to these political entities and is used in this bulletin solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These special urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions. Also included as municipal governments are special parking authorities and commissions and municipal toll authorities.

#### Expenditures by population groups

The Bureau has collected city street finance data by population groups for a number of years. However, only partial information has been obtainable for some years. State-by-State tabulations of receipts and expenditures by population groups have been published for the representative years 1955-59, inclusive, in the Bureau's historical publication of highway receipts, disbursements, and debt transactions of municipal governments titled *A Quarter Century of Financing Municipal Highways, 1937-1961*, published in 1964.

Time has not permitted complete analysis of the 1962 statistics State by State by population groups. However, preliminary nationwide summaries of expenditures have been compiled, and are given in the following tabulation together with the corresponding number of government units (including municipal-type townships as previously described):

Population group	Municipalities		Highway expenditures	
	Number	Percent of total	Amount (in millions)	Percent of total
Under 5,000-----	15,172	82.0	\$202	10.9
5,000 to 9,999-----	1,420	7.7	172	9.3
10,000 to 24,999-----	1,141	6.1	257	13.9
25,000 to 49,999-----	422	2.3	212	11.4
50,000 to 99,999-----	209	1.1	194	10.5
100,000 and over-----	140	0.8	815	44.0
TOTAL-----	18,504	100.0	1,852	100.0

The State-by-State listing according to source of income and type of expenditure for 1962 will be available at a future date.

#### Puerto Rico

Selected highway statistical data for Puerto Rico are reported in table PR-1. Additional information for the Commonwealth on Federal-aid mileage and finance is included in a number of the tables in the Federal-aid section.

#### Intergovernmental Payments

In general, intergovernmental payments as recorded in this bulletin refer to the actual payment of money from one government level to another.

#### Federal aid to State governments

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Administered by the Bureau of Public Roads, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other programs administered by Public Roads but not financed from Trust Fund revenues include those for Forest Highways and Public Lands Highways. The funds for these programs are usually expended directly for construction and are not allotted as payments to the States.

State and local governments also receive assistance from lesser Federal funds. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in table F-106, which last appeared in the *Highway Statistics* for 1962.

#### State aid to local governments

By definition, State transactions or activities that benefit local governments but that do not involve the flow of funds are excluded from intergovernmental

payments. Among these transactions are: (1) advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects on local road systems.

Some transactions, however, that do involve the flow of funds from States to local governments have been shown in this bulletin as direct expenditures by activity. These transactions include: (1) amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) Federal-aid funds received in reimbursement for the Federal share of the cost of Federal-local projects; (3) payments on county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

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

Highway-user imposts provided the principal source of State revenue for highways and, by virtue of State sharing, they have become the largest source of highway income to local governments as a group.

In 1963 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes; only 2 States, Alaska and West Virginia, did not have such statutes. This assistance is in the form of direct grants-in-aid and shared revenue. Table SF-5A shows the sources and payments of these State funds.

Forty-two States in 1963 provided aid from road-user taxes to municipalities, including New England towns; counties in 41 States received grants-in-aid. Townships, including those in New England, in 15 States received State grants. Many States, of course, provided aid to more than one type of local government.

**Intergovernmental payments of local agencies**

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

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

**Classifications of Highway Receipts**

As used in this bulletin, highway receipts include total highway-user tax revenues, regardless of their use for highway or nonhighway purposes, and all other receipts for highway purposes regardless of source. The classification of these receipts is described in the following paragraphs.

**Funds attributable to highway users**

Chief among groups of revenues that can be attributed to highway users are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation for highways; however, counties in Alabama, Hawaii, and Mississippi and municipalities in Alabama, Florida, Missouri (until March 1962), New Mexico, and Wyoming levy local motor-fuel taxes. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipt taxes, and ad valorem property taxes are among those that have been excluded when such taxes are part of a general tax structure applicable to a variety of commodities, operations, and commercial activities.

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

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables G-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations 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 specific highway purposes. Some States, however, place all highway-user revenues in a general highway fund, and others have a general State fund obtained from many types of revenues, including those from highway users. For the latter group of States, each appropriation or expenditure for highway purposes has been considered in this bulletin to have been made from motor-fuel taxes and from motor-vehicle taxes and fees 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 nonhighway purposes; also, in some of these States, general fund appropriations have been made for highway purposes. In the Public Roads analyses, such appropriations have been offset against the nonhighway allocations of highway-user revenues.

Table G-106 giving the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 providing similar information for State motor-vehicle registration fees and motor-carrier taxes, last appeared in *Highway Statistics* for 1962 and will be revised for inclusion in the bulletin for 1964.

Closely allied to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, but income from parking meters and lots is chiefly



an item of municipal finance. Parking revenues used for highways are the net sum that remains after deduction of costs of maintenance and operation of meters and parking lots.

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

Special taxes and assessments on property are commonly used by counties and municipal governments to finance local highway programs, and this type of financing is the chief source of income to local governments for highways. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local general revenue from which appropriations are made for highway and other purposes. All, or a portion, of the proceeds of many other State and local taxes are allocated or drawn on for highways, such as oil royalties, sales, and use taxes, but the amount of money from these sources is usually not significant. When miscellaneous State taxes and appropriations are specifically allocated for highways, these provisions have been shown in table S-106 last appearing in *Highway Statistics, 1962*.

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

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

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

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

Special tables have been included that give details of State obligations (SB series) and local obligations (LB and UB series). State bond issues for highways usually can be identified readily. Bond issues of local governments are occasionally components of general improvement loan series, and the road and street share of local general improvement loans has been estimated in the special tables.

### **Classification of Highway Expenditures**

Expenditures for highways have been grouped here in major classes as capital outlay, maintenance, administration, highway police, interest on debt, debt retirement, and intergovernmental payments.

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

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

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

### **Indirect Municipal Street Functions**

The municipal highway summaries do not include data on receipts and disbursements for street lighting and cleaning, sidewalks, storm drainage, and parking revenues used for maintenance and operation of parking meters and lots. This information has been excluded so that the data presented for municipalities are comparable to that shown for other types of government or organizations. Parking facility funds that were used for highways, however, are listed separately on table UF-1. Tables UF-11 and UF-12 present the data that have been reported for the items excluded from the municipal summaries. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by the municipal government in connection with street programs, expenditures for such programs are considered to be for the protection of the health and safety of the public rather than expenditures for highways.







RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS-1963<sup>1</sup>

TABLE SF-3  
REVISED DECEMBER 1964

(In thousands of dollars)

Compiled for calendar year  
from reports of State authorities

STATE	BALANCES ON JANUARY 1, 1963 <sup>2/</sup>			CURRENT STATE INCOME <sup>3/</sup>			PAYMENTS FROM OTHER GOVERNMENTS			ISSUE OF BONDS			TOTAL RECEIPTS	
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR INTER SERVICE	TOTAL	HIGHWAY-USER REVENUES <sup>4/</sup>			MISCELLANEOUS RECEIPTS	TOTAL	FEDERAL FUNDS			FOR DEBT SERVICE INCLUDING REFINANCING		
				MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL			BUREAU OF PUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES AND TOWNSHIPS			FROM SUBJECT-PALATIES
Alabama	11,231	2,704	13,935	37,162	5,479	42,641	686	43,327	31,237	81	117	804	25,000	101,084
Alaska	5,167	-	5,167	3,873	2,822	6,695	244	6,939	41,988	-	-	51	-	55,721
Arizona	3,041	-	3,041	20,950	12,536	33,486	5	33,491	42,097	-	-	-	-	75,988
Arkansas	9,610	12,600	22,210	33,385	15,028	48,409	462	48,871	50,437	3,617	-	-	-	102,902
California	101,744	17,078	118,822	260,180	123,807	383,987	14,456	398,443	257,337	-	2,622	2,193	10,000	760,165
Colorado	2,277	4,082	6,359	28,565	10,431	38,996	688	39,684	40,486	-	151	-	-	107,271
Connecticut	64,474	37,142	101,616	46,529	18,232	64,761	5,311	70,072	36,059	969	-	-	24,000	156,616
Delaware	8,150	4,460	12,610	11,097	4,827	15,924	688	16,612	16,350	-	-	-	4,705	48,566
Florida	170,227	54,077	224,304	123,014	8,338	131,352	6,059	137,411	81,194	-	1,883	452	25,099	269,192
Georgia	110,923	8,641	119,564	52,778	4,901	57,679	2,192	60,871	8,254	-	1,246	11	-	141,290
Iowa	7,416	4,260	11,676	7,309	7,309	14,618	265	14,883	23,475	-	27	-	1,113	43,457
Illinois	43,820	22,165	65,985	40,361	71,702	118,063	2,329	120,392	154,992	47	2,050	1,283	-	305,943
Indiana	50,476	26,888	77,364	59,522	21,977	81,499	3,748	85,247	72,059	1	763	1,281	-	172,620
Iowa	23,675	7,733	31,408	26,989	26,825	53,814	2,213	56,027	35,265	566	-	-	-	92,503
Kansas	102,571	28,772	131,343	66,422	19,227	85,649	3,957	89,606	79,209	3,363	-	5	26,462	207,288
Kentucky	57,310	60,345	117,655	50,669	30,748	81,417	2,609	84,026	87,073	807	-	-	60,000	240,819
Louisiana	13,205	7,875	21,080	22,007	30,686	52,693	1,062	53,755	34,289	-	1,002	767	14,000	107,157
Maine	36,513	37,471	73,984	62,027	30,538	92,565	3,028	95,593	26,396	-	-	-	17,481	137,779
Maryland	159,257	45,234	204,491	73,342	17,410	90,752	8,026	98,778	65,220	120	-	-	18,586	203,697
Massachusetts	40,582	32,934	73,516	79,664	40,608	120,272	4,380	124,652	154,284	-	-	7,879	-	247,874
Michigan	46,790	4,623	51,413	42,352	29,584	71,936	1,996	73,932	75,333	-	87	-	-	144,865
Minnesota	5,756	1,046	6,802	30,580	14,063	44,643	312	44,955	40,631	969	-	-	10,000	88,277
Missouri	43,796	1,046	44,842	67,036	44,095	111,131	157	111,288	89,279	-	262	2,032	-	206,087
Montana	4,514	-	4,514	19,976	5,222	25,198	57	25,255	37,187	1,493	-	-	-	70,669
Nebraska	4,201	-	4,201	9,958	4,305	14,263	271	14,534	26,683	-	8	863	-	41,238
Nevada	-	-	-	67,036	44,095	111,131	157	111,288	89,279	-	262	2,032	-	206,087
New Hampshire	337	-	337	14,095	6,722	20,817	191	20,908	19,101	190	50	5	10,010	54,158
New Jersey	55,854	60,345	116,199	34,439	19,282	53,721	8,990	62,711	78,592	-	-	-	37,478	238,794
New Mexico	3,354	1,821	5,175	26,510	5,376	31,886	1,668	33,554	41,572	2	-	-	31,008	76,948
New York	127,763	97,663	225,426	201,007	101,823	302,830	15,363	318,193	167,519	-	37	2,631	31,396	644,114
North Carolina	23,998	21,752	45,750	104,491	38,717	143,208	3,688	146,896	45,273	-	614	-	-	192,783
North Dakota	4,751	-	4,751	10,688	18,190	28,878	31	28,909	27,740	718	19	377	1,516	45,961
Ohio	74,213	18,723	92,936	176,768	23,235	200,003	6,621	206,624	229,566	714	1,658	1,821	23,801	455,856
Oklahoma	57,679	18,723	76,402	39,249	7,132	46,381	1,944	48,325	39,594	3,999	84	-	-	131,286
Oregon	24,044	9,308	33,352	28,242	20,847	49,089	637	49,726	56,569	4,317	111	86	11,214	122,820
Pennsylvania	56,088	62,404	118,492	185,504	95,311	280,815	8,746	289,561	140,332	-	721	6,492	34,638	530,425
Rhode Island	7,570	3,116	10,686	17,592	9,646	27,238	144	27,382	18,672	-	-	-	11,000	61,281
South Carolina	24,459	12,167	36,626	49,584	6,817	56,401	498	57,399	29,356	161	995	136	-	88,947
South Dakota	11,411	-	11,411	14,166	7,378	21,544	105	21,649	22,911	3,650	-	-	15,000	51,697
Tennessee	4,987	198	5,185	37,907	24,244	62,151	73	62,224	49,074	-	-	-	-	147,409
Texas	61,330	6,417	67,747	147,362	103,610	251,176	2,867	254,043	173,833	5,160	2,257	3,013	-	457,015
Utah	6,747	-	6,747	21,887	3,109	24,996	949	25,945	39,683	274	-	64	-	65,640
Vermont	-	-	-	4,087	3,027	7,114	4	7,118	19,844	-	426	-	3,226	37,634
Virginia	104,799	44,364	149,163	87,669	25,081	112,750	4,577	117,327	109,009	-	4	1,312	413	265,047
Washington	30,927	19,224	50,151	41,131	26,998	68,129	2,650	70,779	63,442	1,266	-	-	-	165,650
West Virginia	872	2,219	3,091	36,489	26,998	63,487	522	64,009	24,372	29	-	-	4,000	107,531
Wisconsin	17,993	-	17,993	39,859	24,245	64,104	749	64,853	61,775	6,348	3,395	1,192	-	131,318
Wyoming	11,757	-	11,757	5,546	5,546	11,092	286	11,378	37,075	-	-	8	-	54,966
Total	1,923,565	821,039	2,744,604	2,640,595	1,175,724	3,816,309	128,061	3,944,370	3,299,151	39,795	21,083	37,632	423,146	8,519,795

<sup>1/</sup> See tables SF-1 and 2 for general notes on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities.

<sup>2/</sup> Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, and other appropriate corrections.

<sup>3/</sup> For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Ala. \$2,642,000, Calif. \$11,130,000, Conn. \$43,000, Fla. \$7,332,000, Ga. \$4,155,000, Ill. \$1,155,000, Iowa \$2,436,000, Ky. \$569,000, La. \$1,575,000, Mich. \$6,014,000, Miss. \$122,000, Mont. \$1,324,000, Neb. \$1,397,000, N. Mex. \$2,311,000, N. Dak. \$946,000, Okla. \$8,006,000, Ore. \$4,594,000, Tenn. \$6,467,000, Tex. \$15,000,000, Va. \$496,000, Wash. \$101,000, W. Va. \$262,000.

<sup>4/</sup> The entries in these columns are identical with the totals for State highway purposes on tables G-3, H-3, and W-3, respectively.

<sup>5/</sup> Ala., lubricating oil tax; Hawaii, tax on butane gas \$4,000 and diesel oil \$345,000 not used in motor vehicles; Iowa, sales and use tax; Ky., sales and use tax; La., oil royalties \$6,302,000, lubricating oil tax \$2,274,000, mineral lease royalties \$12,500,000; Miss., tax on butane gas not used in motor vehicles \$82,000, sales tax \$15,000; Mo., use (sales) tax on motor vehicles purchased out of State; Pa., gross receipts tax on motor carriers; S. Dak., petroleum inspection fee (nonhighway oil) \$53,000; use (sales) tax on motor vehicles \$3,124,000; Tenn., gross receipts and privilege tax; Tex., lubricating oil tax; W. Va., excise tax; Wisc., cigarette tax; Misc., cigarette tax for scenic easements and sites.











# STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS-1963<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SF-5  
OCTOBER 1964

750-788 O - 55 - 5

STATE	BALANCES ON JANUARY 1, 1963 <sup>2/</sup>			CURRENT STATE INCOME <sup>3/</sup>						PAYMENTS FROM OTHER GOVERNMENTS				ISSUE OF BONDS	TOTAL RECEIPTS	
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUES <sup>4/</sup>			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS <sup>5/</sup>	MISCELLANEOUS RECEIPTS	TOTAL	FEDERAL FUNDS		FROM COUNTIES AND TOWNSHIPS			FROM MUNICIPALITIES
				MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL					BUREAU OF PUBLIC ROADS	OTHER AGENCIES				
Alabama <sup>6/</sup>	14,614	-	14,614	41,423	5,790	47,213	-	-	-	47,213	6,943	21	-	-	-	54,177
Alaska	-	-	-	473	344	817	-	-	-	817	-	-	-	-	-	817
Arizona	178	-	178	13,323	4	13,327	-	-	-	13,327	1,738	178	553	324	-	16,120
Arkansas	1,564	-	1,564	10,995	2,397	13,392	-	478	-	13,870	592	248	872	-	-	15,582
California	17,307	-	17,307	131,741	33,604	165,345	-	-	-	165,345	7,412	1,574	2,623	5	-	176,959
Colorado	1,110	-	1,110	12,805	5,011	17,816	-	804	-	18,620	910	-	-	-	-	19,530
Connecticut	9,137	-	9,137	7,464	1,679	9,143	-	-	-	9,143	-	-	-	-	-	9,143
Delaware <sup>6/</sup>	-	-	-	815	355	1,170	-	-	-	1,170	-	-	-	-	-	1,170
Florida	-	-	-	14,055	445	14,500	-	-	-	14,500	-	282	-	-	-	14,782
Georgia	21,714	9,739	31,453	34,273	-	34,273	-	-	820	35,093	5,887	129	-	-	-	41,109
Hawaii	-	-	-	960	5,480	6,440	-	-	-	6,440	-	-	-	-	-	6,440
Idaho	1,832	-	1,832	4,919	2,617	7,536	-	-	-	7,536	1,186	1,179	657	3	-	10,561
Illinois	96,450	-	96,450	116,573	23,766	140,339	-	-	-	140,339	8,368	8	2,033	-	-	150,748
Indiana	-	-	-	48,850	18,025	66,875	-	-	-	66,875	742	-	1,007	605	-	69,229
Iowa	13,926	-	13,926	31,138	25,883	57,021	-	7,600	611	65,232	7,578	-	-	-	-	72,810
Kansas	6,824	-	6,824	11,356	2,075	13,431	-	-	-	13,431	5,935	113	-	-	-	19,479
Kentucky	2,851	-	2,851	3,884	3,452	7,336	-	-	-	7,336	-	30	-	-	-	7,366
Louisiana	1,486	-	1,486	19,266	3,171	22,437	1,920	2,153	-	26,510	-	120	4,374	525	-	31,529
Maine	253	-	253	2,266	928	3,194	-	-	-	3,194	-	-	-	-	-	3,194
Maryland	2,452	2,031	4,483	31,487	6,104	37,591	-	-	74	37,665	4,372	-	3,108	1,474	4,946	51,565
Massachusetts	-	-	-	10,888	3,706	14,594	-	-	-	14,594	-	-	-	-	4,414	19,008
Michigan	16,690	-	16,690	81,128	35,039	116,167	-	-	-	116,167	5,598	43	5,138	-	-	126,946
Minnesota	30,780	-	30,780	25,958	15,628	41,586	-	-	922	42,508	5,791	64	-	-	-	48,363
Mississippi	17,154	-	17,154	19,298	10,373	29,671	-	1,141	-	30,812	4,071	428	187	-	7,466	42,964
Missouri	1,937	-	1,937	16,137	42	16,179	-	-	-	16,179	-	34	-	-	-	16,213
Montana	-	-	-	3,903	3,903	7,806	-	-	-	7,806	-	577	-	-	-	8,383
Nebraska	-	-	-	16,100	7,015	23,115	-	-	-	23,115	3,352	337	1,578	30	-	28,467
Nevada	-	-	-	2,887	68	2,955	-	-	55	3,010	3,352	21	-	-	-	2,976
New Hampshire	-	-	-	836	397	1,233	-	-	-	1,233	-	-	355	381	-	1,969
New Jersey	3,025	-	3,025	12,619	6,866	19,485	-	-	-	19,485	3,269	-	1,669	-	-	24,423
New Mexico	-	-	-	4,212	-	4,212	-	-	-	4,212	-	-	-	-	-	4,212
New York	-	-	-	37,393	38,275	75,668	-	-	-	75,668	3,020	-	-	-	-	78,688
North Carolina <sup>6/</sup>	-	-	-	8,078	-	8,078	-	-	-	8,078	-	-	191	-	-	8,269
North Dakota	821	-	821	2,170	4,589	6,759	-	1,300	7	8,066	2,946	80	2,158	-	-	13,250
Ohio	974	-	974	57,228	86,210	143,438	-	-	-	143,438	1,351	-	2,270	746	-	147,805
Oklahoma	3,689	-	3,689	25,979	11,093	37,072	-	3,636	-	40,708	2,027	73	215	-	-	43,023
Oregon	7,017	-	7,017	12,531	8,831	21,362	-	-	-	21,362	2,042	9,837	689	57	-	33,987
Pennsylvania	1,217	-	1,217	56,397	94	56,491	-	-	-	56,491	49	48	-	-	-	56,588
Rhode Island	-	-	-	763	418	1,181	-	-	-	1,181	-	-	-	-	-	1,181
South Carolina	-	-	-	7,750	-	7,750	-	-	-	7,750	-	21	-	-	-	7,771
South Dakota	44	-	44	2,139	5,313	7,452	-	231	-	7,683	3,569	18	2,238	-	-	13,508
Tennessee	-	-	-	47,617	6,240	53,857	-	-	-	53,857	6,866	24	-	-	-	60,747
Texas	-	-	-	7,300	26,814	34,114	-	-	-	34,114	-	159	-	-	-	35,273
Utah	672	-	672	3	3,765	4,437	-	-	-	4,437	184	73	-	-	-	4,776
Vermont	-	27	27	5,250	-	5,250	-	-	-	5,250	1,096	18	-	-	-	6,364
Virginia <sup>6/</sup>	129	-	129	11,177	1,393	12,570	-	-	-	12,570	195	-	66	142	-	12,973
Washington	5,110	-	5,110	36,157	1,470	37,627	-	-	-	37,627	2,319	3,072	89	715	-	43,822
West Virginia <sup>6/</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	-	-	33,980	16,870	50,850	-	-	-	50,850	5,006	-	5,350	510	-	61,716
Wyoming	2,230	-	2,230	4,256	218	4,474	-	-	-	4,474	-	533	183	-	-	5,190
Dist. of Col.	3,792	-	3,792	12,119	5,606	17,725	-	784	576	19,085	36,474	-	-	-	-	55,559
<b>Total</b>	<b>286,891</b>	<b>11,797</b>	<b>298,688</b>	<b>1,092,204</b>	<b>447,578</b>	<b>1,539,782</b>	<b>1,920</b>	<b>18,127</b>	<b>3,065</b>	<b>1,562,894</b>	<b>139,978</b>	<b>20,630</b>	<b>37,485</b>	<b>5,708</b>	<b>16,826</b>	<b>1,783,521</b>

<sup>1/</sup> See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

<sup>2/</sup> Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc. Appropriation balances formerly shown for New Jersey and New York have been omitted and cash and investment balances substituted, where applicable.

<sup>3/</sup> For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds:

Calif. \$937,000, Mo. \$6,000, D. C. \$4,619,000.

<sup>4/</sup> The entries in these columns are identical with the totals for local roads and streets on tables G-3, MV-3, and DE, respectively.

<sup>5/</sup> Ark., severance tax; Colo., specific ownership tax on class A and C (for hire) vehicles; Iowa, sales and use tax; La., oil royalties; Miss., sales tax; N. Dak., severance tax on gas and oil \$623,000, excise tax on special fuels \$677,000; Okla., severance tax; S. Dak., game and fish licenses; D. C., parking meter fees.

<sup>6/</sup> County roads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va.

Highway Finance



STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS - 1963

Highway Finance

TABLE SP-6  
REVISED DECEMBER 1964

(In thousands of dollars)

Compiled for calendar year from reports of State authorities

Table with columns for State, Court and Township Roads, Municipal Streets, and Balances on December 31, 1963. It details expenditures and fund transfers for 48 states, including Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and District of Columbia.

1/ See tables SP-1 and 2 for general note on SF series. Tables SP-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.  
2/ For purposes of this table the following counties are classed as municipalities: Calif., San Francisco; Colo., Denver; Ia., Orleans Parish; Mass., Suffolk; N. Y., Bronx, Kings, New York, Queens, and Richmond; Pa., Philadelphia; Va., Arlington. Certain towns or townships in the six New England States, N. J., N. Y., and Pa., are classed as municipalities on the basis of population density.  
3/ County roads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va. For expenditures on roads under State control see table SP-4.  
4/ Includes expenditures on Federal-aid secondary and urban projects that are located off the State system.  
5/ In many States, the funds transferred to counties and township may ultimately have been used in part for municipal streets or service of local road bonds. Expenditures on streets forming municipal extensions of the State systems are included under "Disbursements for State-administered highways", table SP-4.  
6/ Does not include any part of the per capita State aid to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be segregated.  
7/ Highway department administration, engineering and miscellaneous \$1,220,000, traffic police and safety education \$3,374,000, Motor Vehicle Parking Agency \$107,000, Highway bond interest \$1,620,000, and highway bond redemption \$222,000.

CAPITAL OUTLAY BY STATE HIGHWAY DEPARTMENTS - 1963<sup>1</sup>

(CLASSIFIED BY FEDERAL-AID SYSTEMS)

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SF-11  
OCTOBER 1964

STATE	INTERSTATE SYSTEM			OTHER FEDERAL-AID PRIMARY SYSTEM			FEDERAL-AID SECONDARY SYSTEM			TOTAL FEDERAL-AID SYSTEMS	ROADS AND STREETS NOT ON FEDERAL-AID SYSTEMS					GRAND TOTAL
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	ON STATE HIGHWAY SYSTEMS	ON LOCAL ROADS AND STREETS	TOTAL		STATE-ADMINISTERED HIGHWAYS		ON COUNTY AND TOWNSHIP ROADS	ON LOCAL MUNICIPAL STREETS	TOTAL	
											ON STATE HIGHWAY SYSTEMS	ON OTHER STATE ROADS				
Alabama	33,635	6,135	39,770	18,390	9,367	27,757	1,082	16,770	17,852	85,379	814	320	2,703	820	4,657	90,036
Alaska	-	-	-	22,323	1,949	24,272	14,475	-	14,475	38,747	-	-	-	-	582	39,329
Arizona	36,070	8,165	44,235	8,338	1,701	10,039	4,892	2,427	7,319	61,593	-	-	-	-	-	61,593
Arkansas	27,492	6,168	33,660	20,083	1,865	21,948	15,965	1,464	17,429	73,037	99	-	-	-	99	73,136
California	92,725	168,177	260,902	121,024	110,723	231,747	17,283	13,868	31,151	523,800	5,282	689	852	1,600	8,423	532,223
Colorado	21,551	9,158	30,709	10,965	8,381	19,346	9,699	-	9,699	59,754	-	212	-	-	212	59,966
Connecticut	28,785	51,386	80,171	27,115	11,654	38,769	4,554	-	4,554	123,494	4,792	90	523	-	5,405	128,899
Delaware	-	16,182	16,182	3,233	2,714	5,947	1,588	-	1,588	23,717	768	-	-	-	768	24,485
Florida	38,626	26,463	65,089	35,480	8,957	44,437	36,998	-	36,998	146,524	22,330	1,990	-	-	24,320	170,844
Georgia	43,226	22,912	66,138	21,840	7,686	29,526	9,837	11,774	19,611	115,269	23,105	-	16,293	1,282	40,680	155,949
Hawaii	285	1,678	1,963	2,306	4,569	6,875	1,536	-	1,536	10,374	-	-	956	-	956	11,330
Idaho	15,101	1,966	17,067	9,173	641	9,814	3,765	1,526	5,291	32,172	-	57	-	-	57	32,229
Illinois	73,597	65,036	138,633	32,727	32,830	65,557	3,694	19,236	22,930	227,120	14,349	255	3,380	761	18,745	245,865
Indiana	42,071	19,516	61,587	25,710	20,306	46,016	8,999	1,681	10,680	118,283	934	-	-	-	934	119,217
Iowa	24,463	11,202	35,665	32,923	11,624	44,547	-	26,808	26,808	107,020	1,393	778	-	-	2,171	109,191
Kansas	17,172	7,431	24,603	25,553	3,547	29,100	9,008	11,513	20,521	74,224	227	17	194	-	438	74,662
Kentucky	40,277	20,720	60,997	22,812	7,970	30,782	21,115	-	21,115	112,894	26,635	-	-	-	26,635	139,529
Louisiana	39,795	52,083	91,878	17,649	8,939	26,588	20,807	-	20,807	139,273	10,364	33	8,728	2,963	22,088	161,361
Maine	16,770	265	17,035	6,808	3,141	9,949	5,867	-	5,867	32,851	4,989	-	17	-	5,006	37,857
Maryland	3,681	28,605	32,286	15,632	13,222	28,854	9,233	5,000	14,233	75,373	-	-	-	-	1,416	76,789
Massachusetts	4,000	60,000	64,000	15,200	13,000	28,200	1,800	-	1,800	94,000	7,204	1,875	700	847	10,626	104,626
Michigan	80,901	23,870	104,771	46,134	38,401	84,535	11,762	11,412	23,174	212,440	3,171	159	-	-	3,330	215,810
Minnesota	21,273	38,227	59,500	21,148	12,822	33,970	8,176	-	8,176	112,758	83	-	-	-	83	112,841
Mississippi	31,508	1,193	32,701	14,317	3,020	17,337	11,954	16,969	28,923	78,961	-	474	2,111	-	2,585	81,546
Missouri	32,523	46,026	78,549	40,266	15,141	55,407	27,686	-	27,686	161,642	1,753	-	-	-	1,753	163,395
Montana	27,773	-	27,773	29,493	520	30,013	5,362	-	5,362	63,148	-	45	-	-	45	63,193
Nebraska	20,217	5,303	25,520	18,136	4,373	22,509	11,452	3,644	15,096	63,125	1,042	-	1,230	12	2,306	65,431
Nevada	20,891	-	20,891	5,976	534	6,510	6,995	-	6,995	34,396	-	-	-	-	-	34,396
New Hampshire	12,624	283	12,907	8,943	511	9,454	5,524	55	5,579	27,940	574	-	1,084	560	2,218	30,158
New Jersey	18,136	43,323	61,459	6,101	24,095	30,196	2	7,798	7,800	99,455	5,317	232	-	-	5,549	105,004
New Mexico	25,844	5,738	31,582	8,734	2,201	10,935	8,433	-	8,433	50,950	2,611	-	-	-	2,611	53,561
New York	12,744	113,459	126,203	116,317	130,249	246,566	8,673	6,040	14,713	387,482	-	15,892	-	-	15,892	403,374
North Carolina	16,930	1,736	18,666	22,197	8,596	30,793	22,139	-	22,139	71,598	26,293	979	-	191	28,093	99,691
North Dakota	17,543	948	18,491	9,693	2,909	12,602	6,341	4,387	10,728	41,821	-	694	-	-	694	42,515
Ohio	101,845	73,335	175,180	57,848	42,376	100,224	30,365	4,367	34,732	310,136	2,591	187	-	-	2,778	312,914
Oklahoma	18,395	7,443	25,838	25,744	11,040	36,784	10,930	4,259	15,189	77,811	-	184	-	-	184	77,995
Oregon	24,506	25,464	49,970	22,540	5,017	27,557	3,099	3,401	6,460	83,987	-	243	164	265	672	84,659
Pennsylvania	43,951	66,108	110,059	63,109	25,412	88,521	35,777	21	35,798	234,378	65,173	857	23	-	66,053	300,431
Rhode Island	1,112	28,290	29,402	2,954	4,979	7,934	2,451	-	2,451	39,787	127	-	430	-	40,804	40,804
South Carolina	14,056	6,025	20,081	10,940	6,031	16,971	14,101	-	14,101	51,153	7,215	74	-	-	7,289	58,442
South Dakota	18,870	591	19,461	18,258	1,626	19,884	6,778	-	6,778	52,726	17	-	415	80	512	53,238
Tennessee	61,958	24,955	86,913	32,353	12,371	44,724	2,370	15,148	17,518	148,255	-	1,916	8,369	-	10,285	158,540
Texas	51,508	91,232	142,740	64,321	38,902	103,223	70,881	-	70,881	316,844	21,414	-	-	-	21,414	338,258
Utah	32,998	-	32,998	12,319	1,072	13,391	4,937	33	4,970	51,359	-	51	-	-	51	51,410
Vermont	18,210	1,019	19,229	4,538	673	5,211	2,206	2,193	4,399	28,839	-	34	-	-	34	28,873
Virginia	106,575	8,150	114,725	34,777	9,392	44,169	18,922	391	19,313	178,207	3,766	-	-	-	3,766	181,973
Washington	25,384	40,680	66,064	17,526	11,606	29,132	8,112	3,228	11,340	106,536	1,968	140	2,618	416	5,142	111,678
West Virginia	22,217	2,484	24,701	17,696	1,563	19,259	21,747	-	21,747	65,707	2,081	-	-	-	2,081	67,788
Wisconsin	22,046	29,061	51,107	23,362	18,283	41,645	11,493	12,458	23,951	116,703	-	875	61	-	936	117,639
Wyoming	26,793	914	27,707	8,831	431	9,262	6,526	-	6,526	43,495	-	-	2,656	-	2,656	46,151
Dist. of Col.	-	25,682	25,682	-	3,708	3,708	-	4,399	4,399	33,789	-	-	-	6,001	6,001	39,790
Total	1,527,753	1,294,787	2,822,540	1,299,850	722,640	1,982,490	585,351	229,985	815,336	5,620,366	270,527	28,680	54,783	16,258	370,248	5,990,614

1/ This table combines capital expenditures given in table SF-4A for State-administered highways and in table SF-6 for local roads and streets, and classifies them according to Federal-aid systems. Data for toll facilities are not included.

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

TABLE SB-1 SHEET 1 OF 2 OCTOBER 1964

Compiled for calendar year from reports of State authorities

Table with 12 columns: STATE AND OBLIGATIONS, DATED, GROSS PROCEEDS OF SALES (Par Value, Premium or Discount, Accrued Interest, Gross Proceeds), APPLICATION OF PROCEEDS, INTEREST (Posted Rate, Net Interest Cost), SERIALIZED OR TERM, REDEMPTION PROVISIONS (Maturity Dates and Amounts, Call Features), SOURCE OF FUNDS FOR DEBT SERVICE. Rows list obligations for Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Hawaii, Kentucky, Louisiana, Maine, and Maryland.

Highway Finance

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

STATE OBLIGATIONS FOR HIGHWAYS—1963

SOURCE OF FUNDS FOR THESE STATISTICS	STATE AND OBLIGATIONS	DATE	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS <sup>2</sup>	INTEREST RATE <sup>3</sup>	REDEMPTION PROVISIONS			SOURCES OF FUNDS FOR THESE STATISTICS	
			PREMIUM	DISCOUNT	GROSS			NET INTEREST OR COST	SERIAL	Maturity Dates		Gross
Meadowdale	State-All Road Bonds	8-1-62	17,991	-78	17,913	Construction of State-aid roads	3.5-4.5	4.55	8	1963-1963, \$840,000-\$950,000	Sales tax	
			8,000	45	8,045	Construction of State Highways \$17,100,000; for local roads \$4,470,000; Metropolitan District Commission \$1,685,000	2.8	2.85	8	1964-1963, \$400,000	Motor-fuel taxes	
Meadowdale	Highway Improvement Loan Bonds - 1962	11-1-63	15,000	89	15,089	Construction of State Highways \$17,100,000; for local roads \$4,470,000; Metropolitan District Commission \$1,685,000	3.1	3.03	8	1964-1963, \$750,000	Motor-fuel taxes	
			1,000	1	1,001	Construction of State-aid roads	3.5-4.5	4.55	8	1963-1963, \$840,000-\$950,000	Sales tax	
New Jersey	State Highway Bonds	8-1-63	10,000	10	10,010	Construction of State highways	2.6	2.45	8	1964-1973, \$500,000-\$1,500,000	Motor-fuel taxes	
			46,800	-	46,800	Construction of Atlantic City Expressway	4.75	4.75	8	2002	1973 @ 10%	
New Jersey	Atlantic City Expressway Revenue Bonds, Series A	12-1-62	46,800	-	46,800	Construction of Atlantic City Expressway	4.75	4.75	8	2002	1973 @ 10%	
			3,000	-	3,000	Construction of State highways	2.0-2.75	2.15	8	1965-1968, \$500,000-\$1,000,000	Motor-fuel taxes	
New York	New York State Highway Authority Revenue Bonds, Series of 1965	7-1-63	38,000	-343	37,657	Refunding toll bridge revenue bonds, \$13,255,000; remainder for construction of Newburgh-Bacon bridge	3.0-5.0	3.56	8 & 7	1967-1969, \$100,000-\$1,800,000; 1997, \$18,000,000	Bridge tolls	
			6,621	-343	6,278	Toll bridge improvements	3.375	3.375	7	1994	1972 @ 10%	
Ohio	Ohio State Bridge Commission Revenue Bonds	6-15-63	1,550	-34	1,516	To acquire Ironston-Bassell bridge	3.80	3.88	7	1968 @ 10%	Bridge tolls	
			31,000	-930	30,070	Construction of Section A of Eastern Turnpike	4.25-5.0	4.56	7	2003	1971 @ 10%	
Oregon	State Highway Bonds, Series 1963	3-1-63	18,000	-233	17,767	Construction of Astoria-Pc. Kllice Toll Bridge	0.1-4.0	2.99	8	1966-1995, \$400,000	Motor-fuel taxes and bridge tolls	
			35,000	-362	34,638	Construction and improvement of State highways	2.0-3.2	3.03	8	1964-1963, \$660,000-\$2,120,000	Highway Department	
Rhode Island	Primary and Secondary Highway Construction Bonds, Series of 1955	9-1-63	2,000	4	2,004	Construction of State highways	3.25	3.13	8	1964-1968, \$40,000	Motor-fuel taxes	
			3,000	9	3,009	Construction of State highways	3.09	3.10	8	1964-1963, \$65,000-\$70,000	Motor-fuel taxes	
Rhode Island	Primary and Secondary Highway Construction Bonds, Series of 1960	9-1-63	2,000	3	2,003	Construction of State highways	3.10	3.08	8	1964-1963, \$100,000	Motor-fuel taxes	
			3,000	9	3,009	Construction of State highways	3.19	3.19	8	1964-1963, \$100,000	Motor-fuel taxes	
South Carolina	Highway Improvement Bonds Assumed	-	-	-	-	Construction of State highways	-	-	-	-	Motor-fuel taxes	
			15,000	-	15,000	Construction of State highways	2.0-3.0	2.88	8	1975-1983, \$1,000,000-\$4,000,000	Motor-fuel taxes	
Tennessee	Highway Improvement Bonds	4-1-63	15,000	-	15,000	Construction of State highways	2.0-3.0	2.88	8	1975-1983, \$1,000,000-\$4,000,000	Motor-fuel taxes	
			3,286	-	3,286	Construction of State highways	2.9	2.82	8	1964-1963, \$160,000	Motor-fuel taxes	
Virginia	Chincoteague-Assateague Bridge and Beach Revenue Bonds	7-1-61	900	-65	835	Construction of Chincoteague-Assateague Island Bridge	3.3-5.0	4.71	7	1991	Bridge tolls	
			37,456	-	37,456	Refunding Ferry System and Hood Canal Bridge Revenue bonds	3.50-5.0	3.66	8	1963-2002, \$215,000-\$895,000	Bridge & Ferry Toll and Motor-fuel taxes	
West Virginia	State Ferry System and Hood Canal Bridge Revenue Bonds	1-1-63	37,800	-	37,800	Refunding Ferry System and Hood Canal Bridge Revenue bonds	3.50-5.0	3.66	8	1963-2002, \$215,000-\$895,000	Bridge & Ferry Toll and Motor-fuel taxes	
			4,000	1	4,001	Construction of State highways	2.75-3.0	2.98	8	1964-1968, \$160,000	Motor-fuel taxes	
Total	State Road Bonds	7-1-63	4,000	1	4,001	Construction of State highways	2.75-3.0	2.98	8	1964-1968, \$160,000	Motor-fuel taxes	
			610,538	-1,473	612,011	Construction of State highways	2.0-5.0	3.25	8	1964-1968, \$40,000	Motor-fuel taxes	

Compiled for calendar year from reports of State authorities

TABLE SB-1  
SHEET 2 OF 2  
OCTOBER 1964

<sup>1</sup> This table is one of a series giving available information concerning State and local-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-4, future debt service requirements, such as when bonds were issued and partly for highway and partly for other purposes, and to non-highway purposes, respectively, in issues have been changed to State highways, to county or other local roads and streets, and to non-highway purposes, respectively, in Table SB-5 is published for State highways, to county or other local roads and streets, and to non-highway purposes, respectively, in Also certain new obligations issued for terms of less than ten years (interest payments, however, are included in Table SB-3).  
<sup>2</sup> Considered with date bonds began to bear interest, unless noted otherwise.  
<sup>3</sup> Payment by bond purchaser for interest accrued from date of issue to date of sale.  
In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll facilities construction bonds are usually paid out of bond proceeds during the period of construction.

<sup>4</sup> "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.  
<sup>5</sup> Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the date shown, the call premium will usually be scaled downward accordingly.  
<sup>6</sup> 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.  
<sup>7</sup> Bonds are issued by the Florida State Development Commission. The Commission is authorized to acquire or construct roads and 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.  
<sup>8</sup> Estimated highway share.

STATE OBLIGATIONS FOR HIGHWAYS-1963  
CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

TABLE SB-2  
SHEET 1 OF 3  
OCTOBER 1964

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1963	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1963	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1963 4/	NET INDEBTEDNESS DECEMBER 31, 1963
	ISSUE	CLASSIFI- CATION 2/		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds Highway Authority Revenue Bonds Highway Finance Corporation Bonds Reimbursement Obligations Assumed Total	1 1* 1* 6*	17,900 94,000 4,000 1,780 117,680	- 25,000 - - 25,000	- - - - -	- 25,000 - - 25,000	2,000 4,550 800 252 7,609	- - - - -	2,000 4,550 800 252 7,609	15,900 114,450 3,200 1,521 135,071	- 250 800 - 1,050	15,900 114,200 2,400 1,521 134,021
Arkansas	State Highway Refunding Bonds Refunding Reimbursement Bonds State Toll Bridge Bonds Total	1 5 4*	39,812 19,636 5,900 65,348	- - - -	- - 5,550 5,550	- - 5,550 5,550	3,541 1,747 820 5,550	- - 5,550 5,550	3,541 1,747 5,900 11,188	36,271 17,889 5,550 59,710	5,033 2,482 - 7,515	31,238 15,407 5,550 52,195
California	State Highway Bonds Richmond-San Rafael Bridge Revenue Bonds Carpenter Straits Bridge Revenue Bonds San Pedro-Terminal Island Bridge Revenue Bonds Total	1 4* 4* 4* 4*	3,000 62,000 76,916 5,000 146,916	- - 10,200 - 10,200	- - 64,800 - 64,800	- - 75,000 - 75,000	1,000 475 362 - 1,837	- - 43,164 - 43,164	1,000 475 43,526 5,000 45,001	2,000 61,525 108,300 5,000 176,915	- - 35,239 - 35,239	2,000 61,525 73,151 5,000 141,676
Colorado	Revenue Anticipation Warrants Highway Office Building Construction Bonds Turnpike Bonds Total	1* 3* 4*	24,258 1,094 3,922 29,344	- - - -	21,540 - 3,085 24,625	21,540 - 3,085 24,625	3,125 162 182 3,469	- - 182 3,469	3,125 162 6,895 10,500	42,673 932 4,257 26,764	22,507 - - 26,764	20,166 - 2,638 23,736
Connecticut	State Highway Bonds Connecticut Turnpike Revenue Bonds Connecticut Turnpike Guaranteed Bonds Toll Bridge Bonds Total	1 4* 4 4 4	166,100 346,600 112,000 45,070 669,770	24,000 - - - 24,000	- - - - -	24,000 - - - 24,000	1,060 1,200 100 780 3,140	- - - - -	1,060 1,200 100 44,290 69,650	- 1,600 150 - 1,750	189,040 343,800 111,750 44,290 688,880	
Delaware	State Highway Bonds Delaware Turnpike Revenue Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 4* 6*	93,890 28,000 10,614 259 133,073	2,660 2,000 - - 4,660	- - - - -	2,660 2,000 - - 4,660	6,247 - 4,101 90 10,438	- - 4,101 - 10,438	6,247 - 4,101 90 10,438	90,303 30,000 6,513 479 127,295	- - - - -	90,303 30,000 6,513 479 127,295
Florida	State Development Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Bonds State Road Department Lease-Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Road and Bridge Obligations Assumed Turnpike Authority Revenue Bonds Jacksonville Expressway Authority Bonds Total	1* 4* 4* 6* 4* 4*	102,696 59,433 10,248 21,619 158,020 67,467 419,483	25,489 - - - - - 25,489	6,211 - - - - - 6,211	31,700 - - - - - 31,700	6,494 2,666 142 705 827 213 10,228	2,047 1,515 - - 827 - 4,389	8,541 4,181 142 705 827 213 14,609	125,855 55,252 10,106 20,914 157,193 67,254 436,574	2,649 - - 500 193 - 3,342	123,206 55,252 10,106 20,414 157,000 67,254 433,232
Georgia	State Highway Authority Revenue Bonds State Toll Bridge Authority Bonds Rural Roads Authority Bonds Total	2* 4* 7* 4*	133,907 3,502 92,993 237,402	- - - -	- - - -	- - - -	3,973 3,502 4,550 12,025	- - - -	3,973 3,502 4,550 12,025	129,934 - 95,443 225,377	- - - -	129,934 - 95,443 225,377
Hawaii	Hawaii Highway Bonds Hawaii Revenue Bonds State Issues for Local Roads Total	1 1* 7* 4*	4,242 46,240 24 50,516	1,113 - - 1,113	- - - -	1,113 - - 1,113	514 1,160 13 1,687	- - - -	514 1,160 13 1,687	4,841 45,080 49,942 49,942	- - - -	4,841 45,080 21 49,942
Illinois	State Highway Bonds Turnpike Revenue Bonds Total	1 4* 4*	30 441,279 441,309	- - -	- - -	- - -	5 - 5	- - -	5 - 5	25 441,279 441,304	25 - -	25 441,279 441,304
Indiana	Turnpike Revenue Bonds	4*	271,165	-	-	-	3,662	-	3,662	267,503	19,240	248,263
Kansas	Turnpike Bonds	4*	175,040	-	-	-	228	-	228	174,812	-	174,812
Kentucky	State Highway Bonds State Toll Bridge Revenue Bonds Turnpike Bonds Total	1 4* 4* 4*	104,500 6,559 221,152 332,211	25,000 - 1,200 26,500	- - - -	25,000 - 1,200 26,500	5,000 1,817 703 7,520	- - - -	5,000 1,817 703 7,520	124,500 - 221,942 350,991	- 101 101 -	124,500 - 222,043 350,990
Louisiana	State Highway Bonds State Highway Bonds Toll Bridge Bonds Total	1 1* 4* 4*	100,657 8,191 83,948 192,796	60,000 - - 60,000	- - - -	60,000 - - 60,000	8,569 272 2,798 11,639	- - - -	8,569 272 2,798 11,639	152,088 7,919 81,150 241,157	5,165 14 - 5,179	146,923 7,905 81,150 235,978

Highway Finance

Footnotes appear on sheet 3



STATE OBLIGATIONS FOR HIGHWAYS—1963  
CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

TABLE SB-2  
SHEET 2 OF 3  
OCTOBER 1964

Compiled for calendar year  
from reports of State authorities

(in thousands of dollars)

STATE	OBLIGATIONS		OBLIGATIONS ISSUED <sup>3</sup>			OBLIGATIONS REVERSED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1963	STRIKING FUND BALANCE DECEMBER 31, 1963 <sup>4</sup>	NET INDEBTEDNESS DECEMBER 31, 1963
	ISSUE	CLASSIFI- CATION <sup>2</sup>	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	NET CURRENT INCOME AND DEF. RESERVES	BY REFUNDING	TOTAL			
Maine	State Highway Bonds	1	14,000	-	14,000	3,750	-	3,750	37,550	-	37,550
	Foxe River Bridge Bonds	2	-	-	-	180	-	180	7,000	216	7,000
	State Toll Bridge Bonds	4	-	-	-	60	-	60	3,435	-	3,435
	Maine Port Authority Bonds (Inland Ferry Service)	4*	-	-	-	24	-	24	2,220	-	2,220
	Deer Isle-Deerick Bonds	4*	-	-	-	-	-	-	106	-	106
Maine Turnpike Authority Bonds	4*	14,000	-	-	14,000	4,014	-	4,014	18,600	-	18,600
	Total								128,911	216	129,127
Maryland	State Highway Bonds	1*	17,500	-	17,500	11,101	-	11,101	248,370	11,301	237,069
	Bridges and Tunnel Revenue and Refunding Bonds	4*	-	-	-	12,577	-	12,577	104,487	9,387	95,100
	Turnpike Revenue Bonds	4*	-	-	-	935	-	935	74,000	-	74,000
	County Construction Bonds	7*	22,435	-	22,435	24,633	-	24,633	23,652	1,195	24,847
	Total							451,016	21,883	429,133	
Massachusetts	Highway Improvement Loan-State Share	1	18,586	-	18,586	29,738	-	29,738	406,314	-	406,314
	Highway Improvement Loan-Local Share	1	4,414	-	4,414	3,598	-	3,598	23,856	-	23,856
	Subtotal	2	23,000	-	23,000	33,336	-	33,336	430,170	-	430,170
	Highway Flood Bonds-State Share	3	-	-	-	434	-	434	5,453	-	5,453
	Highway Flood Bonds-Local Share	3	-	-	-	756	-	756	17,122	-	17,122
	Turnpike Revenue Bonds	4*	-	-	-	3,440	-	3,440	44,500	-	44,500
	Turnpike (Sawt Boston Tunnel) Revenue Bonds	4*	-	-	-	-	-	-	22,601	-	22,601
	Port Authority Bonds-Highway Share	4*	23,000	-	23,000	35,765	-	35,765	933,706	-	933,706
		Total							569,570	-	569,570
	Limited Access Highway Revenue Bonds	1*	-	-	-	22,820	-	22,820	16,250	-	16,250
International Bridge Authority Revenue Bonds	4*	-	-	-	-	-	-	99,800	-	99,800	
Machine Bridge Authority Revenue Bonds	4*	-	-	-	22,820	-	22,820	685,620	-	685,620	
	Total							885,670	-	885,670	
Minnesota	State Highway and Central Office Building Bonds	3	-	-	-	600	-	600	3,000	600	3,600
	State Bridge and Right-of-Way Bonds	2	-	-	-	2,100	-	2,100	31,000	2,420	33,420
	Trunk Highway Bonds (City of St. Paul)	1	-	-	-	2,700	-	2,700	10,750	3,020	13,770
	Total							43,750	6,020	49,770	
Mississippi	State Highway Bonds	1*	10,000	-	10,000	1,730	-	1,730	72,499	-	72,499
	State Highway Refunding Bonds	1*	-	-	-	2,045	-	2,045	1,061	-	1,061
	Alford Bay Bridge Bonds	2*	-	-	-	440	-	440	5,650	-	5,650
	State-Aid Construction Bonds	7*	7,491	-	7,491	240	-	240	7,251	-	7,251
	State Toll Bridge Bonds	4*	-	-	-	1,074	-	1,074	8,834	751	9,585
	State Highway Revenue Refunding Bonds	5*	17,491	-	17,491	5,640	-	5,640	9,522	-	9,522
	Total							96,517	751	97,268	
Missouri	Bridge Revenue Bonds	4*	-	-	-	605	-	605	10,869	-	10,869
	Refunding Obligations Assumed	6*	-	-	-	605	-	605	70	-	70
	Total							10,939	-	10,939	
New Hampshire	State Highway Bonds	1	10,000	-	10,000	2,640	-	2,640	32,160	-	32,160
	New Hampshire Turnpike Bonds	4	-	-	-	270	-	270	4,420	-	4,420
	Spaulding Turnpike Bonds	4	-	-	-	340	-	340	12,380	-	12,380
	Central (Sverett) Turnpike Bonds	4	-	-	-	490	-	490	16,580	-	16,580
	State Toll Bridge Bonds	4	10,000	-	10,000	45	-	45	222	-	222
	Total							65,765	-	65,765	
New Jersey	Highway Improvement Bonds-State Share	1	15,643	-	15,643	1,844	-	1,844	13,799	-	13,799
	Highway Improvement Bonds-Local Share	7	3,968	-	3,968	2,281	-	2,281	7,662	-	7,662
	Subtotal	8	19,611	-	19,611	4,125	-	4,125	21,461	-	21,461
	Delaware Bay Joint Toll Bridge Commission Revenue Bonds	4*	-	-	-	1,280	-	1,280	13,675	7	13,682
	Golden State Parkway Guaranteed Bonds	4*	280,750	-	280,750	2,500	-	2,500	278,250	-	278,250
	Garden State Parkway Revenue Bonds	4*	84,320	-	84,320	395	-	395	83,925	-	83,925
	New Jersey Turnpike Authority Revenue Bonds	4*	368,241	-	368,241	8,552	-	8,552	379,689	4,732	384,421
	New Jersey Expressway Authority Revenue Bonds	4*	16,800	-	16,800	18,982	-	18,982	16,800	-	16,800
		Total							803,407	5,374	808,781
	State Highway Bonds	1*	3,000	-	3,000	2,995	-	2,995	6,090	-	6,090
New York	State Highway Improvement Bonds - Serial and Term	1	104,200	-	104,200	25,900	-	25,900	98,400	-	98,400
	State Highway Bonds-Crossing Construction Bonds	2	115,400	-	115,400	8,511	-	8,511	103,889	-	103,889
	New York State Thruway Authority Revenue Bonds	4*	24,745	-	24,745	1,760	-	1,760	38,000	-	38,000
	New York State Thruway Authority Refunding Bonds	4*	-	13,255	13,255	-	13,255	-	20,000	-	20,000
	Jones Beach Parkway Authority Refunding Bonds	4*	-	-	-	1,980	-	1,980	30,993	-	30,993
	Adirondack Mountain Authority Refunding Bonds-Highway Share	4*	-	-	-	-	-	-	488	-	488
	Thousand Islands Bridge Authority Refunding Bonds	4*	-	-	-	-	-	-	710	-	710
	Buffalo and Port Erie Bridge Authority Refunding Bonds	4*	-	-	-	-	-	-	25	-	25
	Port of New York Authority Refunding Bonds	4*	1,334	-	1,334	-	-	-	1,182	-	1,182
	Port of New York Authority Bonds-Highway Share	4*	135,020	-	135,020	5,275	-	5,275	136,066	88	136,154
New York Thruway Guaranteed Bonds	4*	489,000	-	489,000	4,000	-	4,000	4,000	-	4,000	
New York Thruway Revenue Bonds	4*	478,000	-	478,000	5,282	-	5,282	469,088	-	469,088	
Bart Hudson Parkway Authority Obligations Assumed	4*	1,400,972	13,255	1,414,227	51,348	13,255	64,603	1,389,132	-	1,389,132	
	Total							1,389,132	19,721	1,408,853	

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS—1963  
CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

TABLE SB-2  
SHEET 3 OF 3  
OCTOBER 1964

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1963	OBLIGATIONS ISSUED <sup>3/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1963	SINKING FUND AND OTHER RESERVATION RESERVES DECEMBER 31, 1963 <sup>4/</sup>	NET INDEBTEDNESS DECEMBER 31, 1963
	ISSUE	CLASSIFI- CATION <sup>2/</sup>		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
North Carolina	State Highway Bonds	1	1,834	-	-	-	1,834	-	1,834	-	-	-
	State Secondary Road Bonds	1	85,300	-	-	-	11,050	-	11,050	74,250	24,460	49,790
	Total		87,134	-	-	-	12,884	-	12,884	74,250	24,460	49,790
Ohio	State Highway Bonds	1*	333,035	-	-	-	36,010	-	36,010	297,025	-	297,025
	Turnpike Revenue Bonds	4*	310,567	-	-	-	11,187	-	11,187	299,380	1	299,379
	Bridge Revenue Bonds	4*	2,925	1,550	-	1,550	153	-	153	4,353	16	4,337
	Total		646,527	1,550	-	1,550	47,350	-	47,350	600,758	17	600,741
Oklahoma	Turnpike Bonds	4*	152,661	31,000	-	31,000	-	-	2,139	181,522	-	181,522
Oregon	State Highway Bonds	1	56,550	-	-	-	6,800	-	6,800	49,750	6,800	42,950
	Astoria-Pt. Ellice Bridge Bonds	4	12,000	12,000	-	12,000	-	-	-	24,000	-	24,000
	Total		68,550	12,000	-	12,000	6,800	-	6,800	73,750	6,800	66,950
Pennsylvania	State Highway Bonds	1*	64,385	35,000	-	35,000	3,575	-	3,575	95,810	-	95,810
	Delaware River Port Authority Bonds	4*	87,118	-	-	-	2,702	-	2,702	84,416	15,425	68,991
	Turnpike Revenue and Refunding Bonds	4*	284,037	-	-	-	20,926	-	20,926	263,081	15,623	247,458
	Total		535,540	35,000	-	35,000	27,203	-	27,203	543,307	31,048	512,259
Rhode Island	State Highway Bonds	1	37,350	11,000	-	11,000	1,770	-	1,770	46,580	-	46,580
	Special State Bridge Bonds	2	4,574	-	-	-	-	-	-	4,574	2,551	2,023
	Jamestown Bridge Commission Bonds	4*	324	-	-	-	60	-	60	264	-	264
	Mount Hope Bridge Authority Revenue Bonds	4*	866	-	-	-	511	-	511	355	-	355
	Total		43,114	11,000	-	11,000	2,341	-	2,341	54,773	2,551	49,222
South Carolina	State Highway Bonds	1	22,700	-	-	-	3,900	-	3,900	18,800	12,610	6,190
	Reimbursement Obligations Assumed	6*	1,213	594	-	594	212	-	212	1,695	-	1,695
	Total		24,013	594	-	594	4,112	-	4,112	20,495	12,610	7,885
Tennessee	State Highway Bonds	1	58,811	15,000	-	15,000	5,594	-	5,594	68,217	11	68,206
	State Issues for Local Roads	7	7,000	-	-	-	-	-	-	7,000	-	7,000
	Total		65,811	15,000	-	15,000	5,594	-	5,594	75,217	11	75,206
Texas	Turnpike Revenue Bonds	4*	57,376	-	-	-	1,415	-	1,415	55,961	61	55,900
	Reimbursement Obligations Assumed	6*	2,386	-	-	-	440	-	440	1,946	1,946	-
	Total		59,762	-	-	-	1,855	-	1,855	57,907	2,007	55,900
Vermont	State Highway Bonds	1	31,700	3,200	-	3,200	3,070	-	3,070	31,830	5	31,825
	Flood Bonds of 1927 - Local Roads	7	-	-	-	-	-	-	-	24	24	-
	Total		31,724	3,200	-	3,200	3,070	-	3,070	31,854	29	31,825
Virginia	State Toll Bridge and Tunnel Revenue and Refunding Bonds	4*	289,046	500	-	500	3,796	22	3,818	285,728	12	285,716
	Richmond-Petersburg Turnpike Revenue Bonds	4*	75,150	-	-	-	-	-	-	75,150	-	75,150
	Elizabeth River Tunnel District Revenue Bonds	4*	41,700	-	-	-	-	-	-	41,700	-	41,700
	Total		405,896	500	-	500	3,796	22	3,818	402,578	12	402,566
Washington	Highway Construction Revenue Bonds-State Share	1*	100,520	-	-	-	3,893	-	3,893	96,627	-	96,627
	Highway Construction Revenue Bonds-Local Share	7*	5,465	-	-	-	387	-	387	5,078	-	5,078
	Subtotal		105,985	-	-	-	4,280	-	4,280	101,705	-	101,705
	Washington Toll Bridge Authority Bonds	4*	95,514	-	37,200	37,200	4,903	37,200	42,103	90,611	-	90,611
Total		201,499	-	37,200	37,200	9,183	37,200	46,383	192,316	-	192,316	
West Virginia	State Highway Bonds	1	48,100	4,000	-	4,000	3,720	-	3,720	48,380	-	48,380
	State Secondary Road Bonds	1	13,800	-	-	-	3,333	-	3,333	9,867	-	9,867
	Toll Bridge Revenue Bonds	4*	4,970	-	-	-	45	-	45	4,925	25	4,900
	Turnpike Revenue Bonds	4*	133,000	-	-	-	-	-	-	133,000	-	133,000
	Total		199,870	4,000	-	4,000	7,098	-	7,098	196,172	25	196,147
Wisconsin	Reimbursement Obligations Assumed	6*	2,024	-	-	-	399	-	399	1,625	-	1,625
Dist. of Col.	Highway Construction Bonds	1*	36,947	-	-	-	222	-	222	36,725	-	36,725
Summary	General Highway Bond Issue	1	3,221,948	304,548	27,751	332,299	233,671	2,047	235,718	3,318,529	91,630	3,226,899
	Special State Issues for Bridges and Grade Crossings	2	299,171	-	-	-	15,024	-	15,024	284,147	4,971	279,176
	Special Construction Issues-State Highway Share	3	10,581	-	-	-	1,196	-	1,196	9,385	600	8,785
	Issues for Toll Roads, Bridges and Ferries	4	6,703,557	136,916	123,890	260,806	119,875	101,533	221,408	6,742,955	127,172	6,615,783
	State Issues for Reimbursement	5	20,879	-	-	-	1,858	-	1,858	18,821	2,482	16,339
	Subtotal, State Issues for State-Administered Highways		10,255,936	441,464	151,641	593,105	371,624	103,580	475,204	10,373,837	228,855	10,146,982
	Reimbursement Obligations Assumed	6	89,770	594	-	594	2,105	-	2,105	28,229	2,446	25,813
	Total Obligations for State-Administered Highways		10,285,706	442,058	151,641	593,699	373,729	103,580	477,309	10,402,066	229,301	10,172,795
	State Issues for Local Roads and Bridges	7	168,846	-	-	16,840	8,670	-	8,670	176,716	1,219	175,497
	Total Highway Obligations of State		10,454,552	458,898	151,641	610,539	382,399	103,580	485,979	10,578,822	230,520	10,348,292

Highway Finance

<sup>1/</sup> See table SB-1 for general note on SB series. The following States reported no indebtedness during 1963: Alaska, Arizona, Idaho, Iowa, Montana, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.  
<sup>2/</sup> For purposes of this analysis, bond issues have been classified in accordance with the types of issue 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.  
<sup>3/</sup> See table SB-1 for additional information.  
<sup>4/</sup> Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in table SB-3.

## Highway Statistics, 1963

## STATE OBLIGATIONS FOR HIGHWAYS—1963

## OBLIGATIONS OUTSTANDING AT END OF YEAR

## BY TYPE OF SECURITY

(In thousands of dollars)

TABLE SB-2B  
OCTOBER 1964

STATE	FULL-FAITH OBLIGATION BONDS 1/	LIMITED OBLIGATION BONDS 2/	TOLL REVENUE BONDS 3/		REIMBURSE- MENT OBLIGATIONS ASSUMED 4/	TOTAL	STATE
			CROSSING BONDS	ROAD BONDS			
Alabama	15,900	117,650	-	-	1,521	135,071	Alabama
Alaska	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	Arizona
Arkansas	54,160	-	5,550	-	-	59,710	Arkansas
California	2,000	-	174,915	-	-	176,915	California
Colorado	-	50,500	-	(3/)	-	50,500	Colorado
Connecticut	345,230	345,400	(3/)	(3/)	-	690,630	Connecticut
Delaware	90,303	-	6,513	30,000	479	127,295	Delaware
Florida	-	240,387	3/ 7,974	3/ 157,193	31,020	436,574	Florida
Georgia	-	225,377	-	-	-	225,377	Georgia
Hawaii	4,841	45,101	-	-	-	49,942	Hawaii
Idaho	-	-	-	-	-	-	Idaho
Illinois	25	-	-	441,279	-	441,304	Illinois
Indiana	-	-	-	267,503	-	267,503	Indiana
Iowa	-	-	-	-	-	-	Iowa
Kansas	-	18,844	-	3/ 155,968	-	174,812	Kansas
Kentucky	124,500	187,500	4,542	3/ 34,449	-	350,991	Kentucky
Louisiana	152,088	89,069	(3/)	-	-	241,157	Louisiana
Maine	50,205	-	3/ 106	78,600	-	128,911	Maine
Maryland	-	272,029	104,987	74,000	-	451,016	Maryland
Massachusetts	442,745	-	75,401	415,560	-	933,706	Massachusetts
Michigan	-	569,570	116,050	-	-	685,620	Michigan
Minnesota	40,850	-	-	-	-	40,850	Minnesota
Mississippi	-	87,393	8,984	-	-	96,377	Mississippi
Missouri	-	10,869	(3/)	-	79	10,948	Missouri
Montana	-	-	-	-	-	-	Montana
Nebraska	-	-	-	-	-	-	Nebraska
Nevada	-	-	-	-	-	-	Nevada
New Hampshire	65,765	-	(3/)	(3/)	-	65,765	New Hampshire
New Jersey	299,311	-	13,682	3/ 490,414	-	803,407	New Jersey
New Mexico	-	6,050	-	-	-	6,050	New Mexico
New York	687,289	-	196,040	3/ 499,569	5,234	1,388,132	New York
North Carolina	74,250	-	-	-	-	74,250	North Carolina
North Dakota	-	-	-	-	-	-	North Dakota
Ohio	-	297,025	4,353	299,380	-	600,758	Ohio
Oklahoma	-	87,500	-	3/ 94,022	-	181,522	Oklahoma
Oregon	73,750	-	(3/)	-	-	73,750	Oregon
Pennsylvania	-	95,810	84,416	363,081	-	543,307	Pennsylvania
Rhode Island	51,154	-	619	-	-	51,773	Rhode Island
South Carolina	18,800	-	-	-	1,695	20,495	South Carolina
South Dakota	-	-	-	-	-	-	South Dakota
Tennessee	75,217	-	-	-	-	75,217	Tennessee
Texas	-	-	-	55,961	1,946	57,907	Texas
Utah	-	-	-	-	-	-	Utah
Vermont	31,854	-	-	-	-	31,854	Vermont
Virginia	-	-	327,428	75,150	-	402,578	Virginia
Washington	-	134,120	3/ 58,196	-	-	192,316	Washington
West Virginia	58,247	-	4,925	133,000	-	196,172	West Virginia
Wisconsin	-	-	-	-	1,625	1,625	Wisconsin
Wyoming	-	-	-	-	-	-	Wyoming
Dist. of Col.	-	36,725	-	-	-	36,725	Dist. of Col.
Total	2,758,484	2,916,919	1,194,681	3,665,129	43,599	10,578,812	Total

1/ Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenues 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., Turnpike Bonds \$111,900,000, Toll Bridge Bonds \$44,290,000; Maine, Toll Crossing Bonds \$5,655,000; N. E., Turnpike System Bonds \$33,380,000, Toll Bridge Bonds \$225,000; N. J., Garden State Parkway Bonds \$278,250,000; N. Y., Thruway Bonds \$485,000,000; Ore., Toll Bridge Bonds \$24,000,000. LIMITED BONDS: Colo., Turnpike Bonds \$6,895,000; Conn., Turnpike Bonds \$345,400,000; Fla., Dade County (Miami) Expressway Bonds \$24,640,000, Jacksonville Expressway Bonds \$67,254,000, Manatee County Bridge Bonds \$3,943,000, Pinellas County Bridge Bonds \$16,800,000, Santa Rosa County Bridge Bonds \$1,895,000; Kan., Turnpike Bonds \$18,844,000; Ky., Turnpike Bonds \$187,500,000; La., Mississippi River Bridge Bonds \$81,150,000; Mo., Toll Bridge Bonds \$10,869,000; Okla., Southwestern Turnpike Bonds \$56,500,000; Eastern Turnpike Bonds \$31,000,000; Wash., Toll Bridge Bonds \$32,415,000. REIMBURSEMENT OBLIGATIONS: Fla., Escambia Beach Bridge Bonds \$900,000, Ocean Highway and Port Authority Bonds \$4,206,000, Cansveral Causeway Bonds \$5,000,000; N. Y., East Hudson Parkway Authority \$5,234,000.

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.

STATE OBLIGATIONS FOR HIGHWAYS-1963

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

TABLE SB-3  
SHEET 1 OF 3  
OCTOBER 1964

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1963	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1963	
	ISSUE	CLASSIFICATION 2/		HIGHWAY-USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS				TOTAL DISBURSEMENTS
													PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL		
Alabama	State Highway Bonds	A	2,704	10,224	-	28	-	-	10,252	3,768	27	3,795	7,350	-	7,350	11,145	1,611
	Reimbursement Obligations Assumed	C	-	323	-	-	-	-	323	68	1	69	259	-	259	323	-
	Total		2,704	10,547	-	28	-	-	10,575	3,831	28	3,859	7,609	-	7,609	11,468	1,611
Arkansas	State Highway Bonds	A	11,748	7,175	-	-	213	-	7,388	1,801	7	1,808	5,288	-	5,288	7,096	12,040
	Toll Bridge Bonds	B	852	-	392	5,775	12	-	6,179	429	184	613	5,900	-	5,900	6,513	518
	Total		12,600	7,175	392	5,775	225	-	13,567	2,230	191	2,421	11,188	-	11,188	13,609	12,558
California	State Highway Bonds	A	-	1,135	-	-	-	-	1,135	135	-	135	1,000	-	1,000	1,135	-
	Toll Bridge Authority Bonds	B	17,878	-	8,039	65,047	626	-	73,712	6,147	192	6,299	44,001	1,762	45,763	22,062	39,268
	Total		17,878	1,135	8,039	65,047	626	-	73,712	6,147	192	6,299	44,001	1,762	45,763	22,062	39,268
Colorado	Highway and Office Building Bonds	A	2,730	2,393	-	21,645	-	-	24,038	853	121	974	3,287	-	3,287	4,261	22,507
	Turnpike Bonds	B	1,352	-	632	3,085	-	-	3,717	145	46	191	182	-	182	373	4,736
	Total		4,082	2,393	632	24,730	-	-	27,755	998	167	1,165	3,469	-	3,469	4,634	27,243
Connecticut	State Highway Bonds	A	1,813	7,370	-	157	60	-	7,587	4,808	30	4,838	1,060	-	1,060	5,898	3,502
	Turnpike and Toll Bridge Bonds	B	33,329	22	18,225	-	1,273	-	20,120	16,997	24	17,021	2,980	-	2,980	20,001	33,448
	Total		35,142	7,392	18,225	157	1,333	-	27,707	21,805	54	21,859	4,040	-	4,040	25,899	36,950
Delaware	State Highway Bonds	A	-	8,753	-	10	-	-	8,763	2,516	-	2,516	6,247	-	6,247	8,763	-
	Turnpike and Toll Bridge Bonds	B	4,460	-	2,863	30	30	-	1,607	1,588	19	1,607	4,101	425	4,526	1,250	1,250
	Reimbursement Obligations Assumed	C	-	102	-	-	-	-	102	12	-	12	90	-	90	102	-
	Total		4,460	8,855	2,863	30	30	-	11,768	4,116	19	4,135	10,438	425	10,863	14,998	1,250
Florida	State Highway Bonds	A	18,631	10,870	-	5,339	690	-	16,899	4,356	129	4,485	8,511	53	8,564	13,049	22,481
	Toll Road and Bridge Bonds	B	32,544	1,503	7,836	1,515	532	-	11,786	12,949	36	12,985	6,034	90	6,124	19,221	25,221
	Special Road and Bridge Obligations Assumed	C	2,902	1,154	-	-	73	-	1,227	674	2	676	700	-	700	1,376	8,753
	Total		54,077	13,527	7,836	6,894	1,295	-	29,912	17,979	167	18,146	15,245	143	15,388	33,534	50,455
Georgia	Highway Authority Bonds	A	4,978	8,682	-	-	98	-	8,780	5,026	19	5,045	3,973	2	3,975	9,080	4,738
	Toll Bridge Bonds	B	3,663	-	-	-	38	-	38	59	-	59	3,502	140	3,642	3,701	-
	Rural Road Authority Bonds	D	9,739	8,266	-	-	159	-	8,425	3,393	6	3,399	4,550	5	4,555	7,924	10,210
	Total		18,380	16,948	-	-	295	-	17,243	8,478	25	8,503	12,025	147	12,172	20,675	14,948
Hawaii	State Highway Bonds	A	4,260	3,592	-	-	217	-	3,809	2,120	-	2,120	1,674	-	1,674	3,794	4,275
	State Issues for Local Roads	D	-	4	-	-	-	-	4	1	-	1	3	-	3	4	-
	Total		4,260	3,596	-	-	217	-	3,813	2,121	-	2,121	1,677	-	1,677	3,798	4,275
Illinois	State Highway Bonds	A	37	-	-	-	-	-	-	-	-	-	5	-	5	32	32
	Turnpike Revenue Bonds	B	22,128	-	21,241	-	968	-	22,209	17,188	-	17,188	-	-	-	17,188	27,140
	Total		22,165	-	21,241	-	968	-	22,209	17,188	-	17,188	-	-	17,193	17,193	27,172
Indiana	Turnpike Bonds	B	26,828	-	11,212	-	994	71	12,277	9,510	-	9,510	3,662	-382	3,280	12,790	26,315
Kansas	Turnpike Bonds	B	7,733	-	6,102	-	290	-	6,392	6,107	-	6,107	228	-	228	6,335	7,790
Kentucky	State Highway Bonds	A	303	8,113	-	50	919	-	9,082	3,998	76	4,074	5,000	-	5,000	9,074	311
	Turnpike and Toll Bridge Bonds	B	28,469	2,787	2,366	-	287	4/ 282	5,722	10,135	53	10,188	2,085	-39	2,124	12,312	21,879
	Total		28,772	10,900	2,366	50	1,206	-	14,804	14,133	129	14,262	7,085	-39	7,124	21,393	22,190
Louisiana	State Highway Bonds	A	13,620	13,251	-	195	66	4/ 186	13,698	4,092	6	4,098	9,930	-	9,930	14,028	13,290
	Toll Bridge Bonds	B	12,469	-	2,844	-	425	-	4,269	3,240	24	3,264	2,798	-	2,798	6,128	10,817
	Total		26,089	13,251	2,844	195	491	186	17,967	7,332	30	7,362	12,728	96	12,824	20,156	24,107

Footnotes appear on Sheet 3.

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS—1963

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SP-3  
SHEET 2 OF 3  
OCTOBER 1964

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN STERLING FUND OR DEBT RESERVE JANUARY 1, 1963	BALANCE IN STERLING FUND OR DEBT RESERVE DECEMBER 31, 1963
	CLASSIFICATION	ISSUE	Highway-Turnpike and Toll Bridge Revenues	Tolls	Proceeds of Sale of Bonds	Net Payments from Investments	Miscellaneous Income	Total Receipts	Interest	Administration, Printing, Agent Fees, Etc.	Total Disbursements and Amortization	Par Value	Premium or Discount	Total	Total Disbursements			
Maine	A	State Highway Bonds	4,404	3,769	10	162	1,195	4,404	770	2	772	3,768	-	3,768	4,520	1,052		
	B	Turpike and Toll Bridge Bonds Total	4,311	3,769	10	162	1,195	4,311	2,038	16	2,054	3,768	-	3,768	2,066	1,042		
Maryland	A	State Highway Bonds	18,867	15,938	38	623	-	19,516	7,489	19	7,508	11,101	-	11,101	18,609	20,774		
	B	State Toll Bridge and Turnpike Bonds	17,604	15,938	-	217	-	16,155	6,279	51	6,330	12,577	305	12,882	19,212	14,547		
	C	State Issues for Local Roads	2,031	1,925	21	74	-	2,046	601	10	611	2,031	-	2,031	1,546	2,531		
	D	Total	39,502	33,801	59	915	-	37,717	14,369	80	14,449	24,613	305	24,918	39,397	37,598		
Massachusetts	A	State Highway Bonds	41,667	15,718	143	1,931	39	43,810	11,946	48	11,994	30,264	-	30,264	41,810	40,096		
	B	Turpike and Toll Bridge Bonds	45,234	15,718	-	1,931	-	17,688	19,395	48	19,443	3,440	-	3,393	22,888	40,096		
	C	State Issues for Local Roads	2,827	15,718	-	1,931	39	2,827	2,827	48	2,875	2,082	-	2,082	2,827	40,096		
	D	Total	49,728	47,154	-	3,893	-	64,325	34,270	104	34,374	35,744	-	35,744	67,483	40,096		
Michigan	A	State Highway Bonds	26,104	2,238	-	868	22	44,496	19,229	118	20,077	22,880	-	22,880	42,897	27,703		
	B	Toll Bridge Bonds Total	6,520	2,238	-	868	22	2,271	2,271	132	2,403	22,880	-	22,880	4,565	1,661		
Minnesota	A	Highway and Office Building Bonds	3,926	-	-	-	-	3,926	1,033	1	1,034	2,700	-	2,700	3,734	3,981		
	B	Toll Bridge Bonds	6,843	1,446	60	24	-	6,977	2,306	-	2,306	4,326	4	4,330	6,636	3,406		
Mississippi	A	State Highway Bonds	1,459	1,446	13	13	-	1,459	357	-	357	1,074	-	1,074	1,453	1,514		
	B	Toll Bridge Bonds	1,521	1,446	56	37	-	1,521	351	-	351	240	-	240	591	1,514		
	C	State Issues for Local Roads	4,623	1,446	116	-	37	6,977	3,015	-	3,015	5,666	-	5,666	8,680	7,920		
	D	Total	7,603	4,338	185	50	-	9,957	6,723	-	6,723	6,980	-	6,980	12,625	11,948		
Missouri	A	Toll Bridge Bonds	800	988	-	24	-	1,412	200	1	201	605	-	592	793	1,659		
	B	Reimbursement Obligations Assumed	800	988	-	24	-	1,412	200	1	201	605	-	592	793	1,659		
New Hampshire	A	State Highway Bonds	3,349	1,885	18	-	-	3,367	718	9	727	2,640	-	2,640	3,367	4,446		
	B	Turpike and Toll Bridge Bonds	3,793	1,885	18	-	-	3,793	1,482	9	1,491	3,793	-	3,793	5,275	4,446		
New Jersey	A	State Highway Bonds	533	35,359	9,643	1,303	-	46,305	457	238	457	1,844	-	1,844	2,301	513		
	B	Turpike and Toll Bridge Bonds	59,612	35,359	9,643	1,303	-	46,305	24,966	238	25,204	13,362	-	13,340	38,544	67,573		
	C	State Issues for Local Roads	60,345	35,359	9,643	1,303	-	49,156	179	238	179	391	-	391	570	67,573		
	D	Total	120,290	70,077	19,929	2,606	-	95,766	25,662	476	25,860	15,597	-	15,573	47,415	135,659		
New Mexico	A	State Highway Bonds	1,821	-	-	-	-	2,176	180	1	181	2,995	-	2,995	3,176	821		
	B	Turpike and Toll Bridge Bonds	45,684	23,470	13,283	1,147	1,257	21,141	6,974	111	6,974	34,111	-	34,111	41,385	25,140		
New York	A	State Highway Bonds	21,722	55,470	13,283	2,135	2,567	69,741	35,243	111	35,354	30,252	-	30,010	65,317	86,317		
	B	Turpike and Toll Bridge Bonds	17,028	55,470	13,283	2,135	2,567	69,741	42,217	111	42,328	64,636	-	64,421	106,749	131,157		
North Carolina	A	State Highway Bonds	17,028	-	-	-	-	17,028	1,462	-	1,462	12,884	-	12,884	14,346	24,460		
	B	Turpike and Toll Bridge Bonds	44,725	19,288	-	397	-	45,422	9,376	9	9,385	36,010	-	36,010	45,395	45,686		
Ohio	A	State Highway Bonds	44,725	19,288	-	397	-	45,422	10,178	138	10,316	11,340	-	11,316	21,632	27,802		
	B	Turpike and Toll Bridge Bonds	44,725	19,288	-	397	-	45,422	15,356	147	15,503	17,330	-	17,330	27,802			
Oklahoma	A	Turpike Bonds	906	5,455	6,890	-	-	13,151	6,147	7	6,154	2,139	-	2,139	8,293	23,621		
	B	State Highway Bonds	8,186	-	-	130	-	8,316	1,293	6	1,299	6,800	-	6,800	8,099	8,715		
Oregon	A	Toll Bridge Bonds	510	-	-	130	-	556	587	9	596	6,800	-	6,800	770	770		
	B	Total	9,308	5,455	6,890	130	-	8,972	1,874	15	1,889	6,800	-	6,800	8,695	9,485		

Footnotes appear on Sheet 3.

STATE OBLIGATIONS FOR HIGHWAYS-1963  
 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

TABLE SB-3  
 SUMMARY OF  
 October 1964

Compiled for calendar year  
 from reports of State authorities

STATE	OBLIGATIONS	CLASSIFI- CATION 2/	BALANCE STARTING FUND OR DEBT RESERVE JANUARY 1, 1963		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE STARTING FUND OR DEBT RESERVE DECEMBER 31, 1963
			A	B	TOLLS	PROCEEDS OF SALE OF BONDS	NET PAIDINGS FROM INVEST- MENTS	MISC. LABORER INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAIDING ADVERT. FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSE- MENTS			
Pennsylvania	State Highway Bonds	A	1,043	5,476	39,886	93	55	1,797	5,624	27	1,624	3,275	3,275	5,399	1,668				
	Turpines and Toll Bridge Bonds	B	61,361	5,476	39,886	93	2,128	14,100	42,276	24	14,194	21,658	21,658	38,082	65,575				
	Total		62,404	10,952	79,772	186	2,183	15,897	47,500	181	15,018	24,933	24,933	43,481	67,243				
Rhode Island	State Highway Bonds	A	2,434	3,155	512	56	97	1,417	3,308	-	1,417	1,770	1,770	3,187	2,555				
	Toll Bridge Bonds	B	682	3,155	512	96	109	28	3,852	-	28	2,341	2,341	3,803	3,185				
	Total		3,116	6,310	1,024	152	206	1,445	7,184	-	1,445	4,682	4,682	6,986	5,740				
South Carolina	State Highway Bonds	A	12,167	4,374	-	-	443	471	4,817	3	474	3,900	3,900	4,374	12,610				
	Reimbursement Obligations Assumed	C	12,167	4,374	-	-	443	471	4,817	3	474	3,900	3,900	4,374	12,610				
	Total		24,334	8,748	-	-	886	942	9,634	6	948	7,800	7,800	8,748	25,220				
Tennessee	State Highway Bonds	A	198	7,300	-	86	-	1,956	7,356	23	1,979	5,994	5,994	7,573	11				
	State Issues for Local Roads	D	198	7,300	-	86	-	1,956	7,356	23	1,979	5,994	5,994	7,573	11				
	Total		396	14,600	-	172	-	3,912	14,712	46	3,958	11,988	11,988	15,146	22				
Texas	Turpines Bonds	B	3,391	2,898	2,898	-	105	1,603	2,943	-	1,603	1,415	1,415	2,923	3,381				
	Reimbursement Obligations Assumed	C	3,026	2,898	2,898	-	89	602	3,602	-	1,786	1,895	1,895	3,576	3,005				
	Total		6,417	5,796	5,796	-	194	2,205	6,545	-	3,389	3,310	3,310	6,501	6,386				
Vermont	State Highway Bonds	A	60	4,111	-	-	-	880	4,111	-	880	3,075	3,075	3,955	26				
	State Issues for Local Roads	D	60	4,111	-	-	-	880	4,111	-	880	3,075	3,075	3,955	26				
	Total		120	8,222	-	-	-	1,760	8,222	-	1,760	6,150	6,150	7,910	52				
Virginia	Turpines and Toll Bridge Bonds	B	44,364	12,004	-	26	900	18,043	12,530	-	18,043	3,803	3,735	21,778	35,116				
Washington	State Highway Bonds	A	11,204	7,123	-	-	202	3,220	7,325	-	3,220	3,893	3,893	7,113	11,415				
	Toll Bridge Bonds	B	8,020	6,048	-	37,456	200	4,403	43,710	-	4,403	42,103	42,103	46,876	4,894				
	State Issues for Local Roads	D	19,224	6,083	-	402	-	1,555	20,180	-	1,555	387	387	542	16,270				
	Total		38,448	19,254	-	402	-	5,278	71,825	-	5,278	46,393	46,393	54,531	16,270				
West Virginia	State Highway Bonds	A	1,894	3,977	-	16	74	1,372	7,752	2	1,374	7,053	7,053	8,427	1,179				
	Turpines and Toll Bridge Bonds	B	365	3,977	-	16	74	2,927	4,001	-	2,927	50	50	3,081	3,319				
	Total		2,259	7,954	-	32	148	4,299	11,753	2	4,301	7,103	7,103	11,508	4,498				
Wisconsin	Reimbursement Obligations Assumed	C	-	399	-	-	-	-	399	-	-	399	399	-	-				
Dist. of Col.	Highway Construction Bonds	A	-	1,842	-	-	-	1,660	1,842	-	1,660	222	222	1,842	-				
Summary	State Highway and Bridge Bonds	A	97,098	392,606	308,011	27,044	6,293	109,769	374,278	613	110,404	254,970	255,009	365,413	276,473				
	Toll Facility Bonds	B	57,196	2,708	308,011	143,246	14,152	237,715	474,157	1,297	238,082	223,434	223,904	464,886	596,767				
	Reimbursement Obligations Assumed	C	5,935	2,708	-	-	-	-	2,865	76	325	2,100	2,100	3,035	5,165				
	Total for State Roads and Bridges	D	160,229	348,222	308,011	171,290	20,759	348,345	851,300	1,976	350,811	480,504	480,013	833,334	839,305				
	State Issues for Local Roads		11,737	14,219	308,011	47,257	21,233	5,604	15,164	16	5,620	8,568	8,573	14,134	12,768				
	Grand Total		172,031	372,651	616,022	218,547	41,992	353,949	866,464	1,994	356,431	491,562	491,567	847,527	852,073				

1/ See table SB-1 for general note on SB series. The following States reported no indebtedness during 1963: Alaska, Arizona, Idaho, Iowa, Kansas, 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.  
 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.  
 Y Income from concessions and rentals in Kentucky, Louisiana, Maine (\$48,000), and New York (\$2,534,000); from general fund appropriations in Maine (\$127,000), and West Virginia; from counties in New York (\$33,000); from sales tax in Mississippi.

STATE OBLIGATIONS FOR HIGHWAYS—1963  
 FUTURE DEBT SERVICE REQUIREMENTS<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SB-5  
 SHEET 1 OF 3  
 OCTOBER 1964

STATE, OBLIGATIONS AND CLASSIFICATION 2/	SERIAL OR ITEM 3/	1964			1965			1966			1967			1968		
		PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
ALABAMA State Road and Bridge Bonds Highway Authority Bonds Reimbursement Obligations Assumed Total	A	2,500	238	2,738	2,600	197	2,797	2,600	194	2,794	2,700	111	2,811	2,700	67	2,767
	B	4,800	3,489	8,289	3,726	9,236	13,962	5,850	3,506	9,356	6,000	3,300	9,300	5,300	3,115	8,415
	C	265	58	323	255	49	304	211	32	243	158	25	183	138	25	163
	Total	7,565	3,785	11,350	6,581	12,627	19,263	8,661	3,699	12,360	8,858	3,443	12,301	8,138	3,207	11,345
ARKANSAS State Highway Bonds State Toll Bridge Bonds Total	A	5,459	1,715	7,174	5,638	1,538	7,176	5,820	1,354	7,174	6,010	1,165	7,175	6,205	870	7,175
	B	5,528	1,943	7,471	5,723	1,768	7,491	5,925	1,581	7,506	6,135	1,397	7,532	6,350	1,187	7,537
CALIFORNIA State Road and Bridge Bonds Toll Bridge Bonds Total	A	1,000	90	1,090	1,000	45	1,045	2,034	5,370	7,404	2,361	5,311	2,691	5,241	7,932	
	B	1,435	5,462	6,897	1,745	5,421	7,166	2,034	5,370	7,404	2,361	5,311	2,691	5,241	7,932	
COLORADO State Highway Authority Bonds State Road and Bridge Bonds Toll Road Bonds Total	A	167	24	191	172	20	192	177	16	193	182	11	193	188	7	195
	B	1,565	555	2,120	1,605	508	2,113	1,650	439	2,109	1,695	409	2,104	1,740	359	2,099
	C	500	70	570	510	62	572	525	50	575	535	36	571	550	26	576
	Total	2,232	649	2,881	2,287	590	2,877	2,352	285	2,637	2,412	485	2,897	2,478	392	2,870
CONNECTICUT Highway System Bonds Toll Bridge Bonds Expressway Revenue Bonds Total	A	1,895	4,844	6,739	3,530	4,799	8,329	5,095	4,797	9,892	6,030	4,519	10,549	18,765	4,236	23,001
	B	780	1,849	2,629	1,110	1,831	2,941	1,290	1,797	3,087	1,435	1,758	3,193	1,740	359	3,195
	C	2,330	15,339	17,669	3,000	15,211	18,211	3,650	19,059	22,709	4,150	14,925	19,075	4,920	14,865	19,775
	Total	5,015	22,032	27,047	7,630	21,841	29,481	9,995	21,653	31,688	11,615	21,202	32,617	29,330	20,171	46,101
DELAWARE State Highway Bonds Turnpike Revenue Bonds Bridge Bonds Reimbursement Obligations Assumed Total	A	6,337	2,391	8,728	6,277	2,228	8,505	6,276	2,066	8,342	6,276	1,904	8,180	8,220	1,742	10,571
	B	408	261	669	408	247	655	408	227	635	408	212	620	408	180	588
	C	104	10	114	50	6	56	50	5	55	50	4	54	50	3	53
	Total	6,849	2,662	9,511	6,735	2,533	9,268	7,034	2,598	9,632	7,034	2,263	9,297	9,087	3,009	12,736
FLORIDA Development Commission Revenue Bonds Toll Road and Bridge Bonds Turnpike Revenue Bonds Reimbursement Obligations Assumed Total	A	3,525	4,515	8,040	3,845	4,397	8,242	4,200	4,176	8,376	4,625	4,089	8,714	4,930	3,918	8,648
	B	1,468	5,670	7,138	1,923	5,624	7,547	2,163	5,528	7,721	2,333	5,422	7,835	2,578	5,296	7,974
	C	584	646	1,230	642	7,458	8,100	686	604	1,290	700	743	1,453	800	7,453	7,653
	Total	5,577	10,831	16,408	6,410	18,059	23,891	7,089	17,799	26,797	7,664	10,330	18,038	8,451	11,735	25,776
GEORGIA Highway Authority Bonds Rural Road Authority Bonds Total	A	3,925	4,648	8,573	3,986	4,513	8,499	4,210	4,373	8,583	4,660	4,211	8,871	4,508	4,090	8,598
	B	4,500	3,226	7,726	4,655	3,131	7,786	5,235	2,966	8,201	5,452	2,796	8,248	5,650	2,639	8,289
	C	8,285	7,944	16,229	9,051	7,844	16,895	9,445	7,341	16,786	10,115	7,007	17,122	10,138	6,889	17,027
	Total	16,710	15,818	32,528	17,692	15,488	33,180	18,890	14,760	33,659	20,233	14,014	34,243	20,296	13,628	47,874
HAWAII State Highway Bonds Reimbursement Obligations Assumed Total	A	1,784	2,067	3,851	1,609	1,995	3,604	1,726	1,924	3,650	1,771	1,853	3,624	1,810	1,780	3,590
	B	1,796	2,083	3,879	1,818	1,995	3,813	1,726	1,924	3,650	1,771	1,853	3,624	1,810	1,780	3,590
ILLINOIS State Highway Bonds Turnpike Revenue Bonds Total	A	25	17,188	17,213	7,152	17,188	24,340	7,409	17,188	24,597	7,176	17,188	24,364	8,053	17,188	25,241
	B	5,936	17,188	23,124	7,152	17,188	24,340	7,409	17,188	24,597	7,176	17,188	24,364	8,053	17,188	25,241
INDIANA Turnpike Revenue Bonds Total	A	8,246	9,363	17,609	10,237	9,074	19,311	11,507	8,716	20,223	13,053	8,313	21,366	14,785	7,856	22,641
	B	2,350	5,264	7,614	2,600	5,185	7,785	2,875	5,097	7,972	3,004	5,000	8,004	3,106	4,898	8,004
IOWA General Obligation Road Bonds Toll Bridge Bonds Toll Road Revenue Bonds Total	A	5,000	3,924	8,924	5,000	3,774	8,774	5,000	3,624	8,624	6,000	3,474	9,474	6,000	3,294	9,294
	B	67	159	226	125	157	282	145	152	297	145	148	293	175	148	297
	C	2,949	2,329	5,278	3,600	4,150	7,750	1,600	6,977	3,222	3,922	2,782	19,072	3,445	9,088	12,933
	Total	8,016	6,412	14,428	8,725	8,181	16,906	6,735	10,733	17,466	9,500	7,346	22,046	9,600	13,288	22,788

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS—1963

FUTURE DEBT SERVICE REQUIREMENTS<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SB-5  
SHEET 2 OF 3  
OCTOBER 1964

STATE, OBLIGATION AND CLASSIFICATION 2/	SERIAL OR TERM 3/	1964			1965			1966			1967			1968		
		PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
LOUISIANA State Highway Bonds Toll Bridge Revenue Bonds Total	A	10,555	5,031	15,586	4,758	4,722	9,480	4,917	4,556	9,473	5,075	4,386	9,461	5,282	4,213	9,495
	B	14,166	4,444	18,610	4,169	3,108	7,277	4,631	4,569	9,190	4,169	4,000	8,169	4,169	4,238	8,407
	D	13,828	5,785	19,613	6,297	3,108	9,405	9,086	4,788	13,874	9,284	4,788	14,072	9,451	4,788	13,860
MAINE State Highway and Bridge Bonds Toll Bridge Bonds Turnpike Authority Bonds Port Authority Bonds Total	A	8,100	1,004	9,104	7,100	921	8,021	6,100	777	6,877	3,100	671	3,771	2,200	603	2,803
	B	135	72	207	160	66	226	140	66	206	130	63	193	130	62	192
	D	1,956	3,144	5,100	2,407	3,066	5,473	2,811	2,959	5,770	3,279	2,877	6,156	3,702	2,727	6,883
MASSACHUSETTS State Highway Bonds Toll Bridge Bonds County Highway Construction Bonds Total	A	11,301	7,510	18,811	12,201	7,196	19,397	13,434	6,862	20,296	14,067	6,599	20,666	19,967	6,088	26,055
	B	10,812	3,011	13,823	10,851	3,093	13,944	11,284	2,915	14,199	11,699	2,862	14,561	12,016	2,075	14,636
	D	3,195	11,257	14,452	2,823	673	3,496	2,880	13,448	40,788	3,292	13,742	41,783	3,742	12,372	44,154
MISSISSIPPI State Highway Bonds Port Authority Bonds-Railway Share 4/ Turnpike Revenue Bonds Toll Revenue Bonds State Issues for Local Roads Total	A	29,767	10,538	40,305	29,767	9,817	39,584	29,767	9,078	38,845	29,201	8,138	37,339	27,311	7,282	34,593
	B	1,074	1,074	2,148	1,074	1,074	2,148	1,074	1,074	2,148	1,074	1,074	2,148	1,074	1,074	2,148
	D	5,129	15,703	20,832	7,542	15,513	23,055	13,347	15,284	28,631	14,224	14,074	28,298	16,074	14,374	30,448
MISSOURI State Highway Bonds Bridge Revenue Bonds State Issues for Local Roads Total	A	23,730	19,121	42,851	24,400	16,197	40,597	4,395	17,298	21,693	25,270	16,439	41,709	26,105	15,921	42,026
	B	660	4,242	4,902	330	4,551	4,881	510	4,638	5,148	700	4,618	5,318	895	4,590	5,405
	D	23,990	23,363	47,353	24,730	22,086	46,816	24,505	21,936	46,441	25,970	21,057	47,027	27,000	20,171	47,171
MINNESOTA State Highway Bonds	A	2,800	961	3,761	2,900	888	3,788	3,000	812	3,812	3,100	732	3,832	3,100	651	3,751
	B	4,162	2,149	6,311	4,380	2,031	6,411	4,436	1,904	6,340	4,448	1,777	6,225	4,721	1,648	6,369
	D	940	159	1,099	735	175	910	770	145	915	795	126	921	905	136	1,057
MICHIGAN State Highway Bonds Toll Bridge Bonds Turnpike Revenue Bonds Total	A	1,259	165	1,424	609	132	741	609	132	741	609	132	741	609	132	741
	B	3,110	1,229	4,339	3,100	1,208	4,308	3,100	1,116	4,216	2,890	1,023	3,913	3,150	989	4,079
	D	1,455	265	1,720	1,195	270	1,465	1,205	253	1,458	1,255	228	1,483	1,245	223	1,468
NEW JERSEY State Highway Bonds Special Issue-State Highway Share Joint Toll Bridge Commission Bonds Turnpike Revenue Bonds Turnpike Authority Bonds Expressway Authority Bonds State Issues for Local Roads Total	A	1,080	292	1,372	1,110	292	1,402	1,160	211	1,371	1,200	169	1,369	370	184	554
	B	846	67	913	846	67	913	846	67	913	846	67	913	846	67	913
	D	51	318	369	651	302	653	953	509	287	796	651	272	923	511	408
NEW YORK State Highway Bonds County and Turnpike Bonds Toll Authority Bonds Port Authority Bonds-Railway Share 4/ Turnpike Revenue Bonds Thruway Bonds Total	A	7,011	2,947	9,958	7,011	2,916	9,927	7,011	2,146	9,157	14,900	2,002	16,902	4,900	1,497	6,397
	B	2,063	2,311	4,374	2,086	2,265	4,351	2,111	2,160	4,271	2,111	1,967	4,078	2,111	1,772	5,889
	D	5,138	1,078	6,216	5,294	9,140	14,434	12,204	12,463	24,667	12,601	12,091	24,692	13,741	11,071	24,812
NEW CAROLINA State Highway Bonds	A	1,050	129	1,179	1,500	93	1,593	1,500	58	1,558	1,000	32	1,032	1,000	11	1,011
	B	4,000	631	4,631	11,250	1,137	12,387	11,400	997	12,397	11,600	782	12,382	11,800	578	12,378
	D	35,960	8,388	44,348	32,625	7,390	40,015	32,625	6,483	39,108	32,625	5,965	38,590	32,625	4,624	43,249
OHIO State Highway Bonds Turnpike Revenue Bonds Bridge Bonds Total	A	6,400	9,730	16,130	6,900	9,522	16,422	7,100	9,298	16,398	7,400	9,067	16,467	7,600	8,888	16,488
	B	120	188	308	170	351	521	185	392	577	192	408	590	215	613	828
	D	82,435	19,286	101,721	39,975	17,093	57,068	39,975	13,955	53,930	40,780	14,798	55,578	40,435	13,807	54,242

Footnotes appear on sheet 3



STATE OBLIGATIONS FOR HIGHWAYS—1963

FUTURE DEBT SERVICE REQUIREMENTS<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SB-5  
SHEET 3 OF 3  
OCTOBER 1964

STATE, OBLIGATIONS AND CLASSIFICATION 2/	SERIAL OR TERM 3/	1964			1965			1966			1967			1968		
		PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
<b>OKLAHOMA</b>																
Multipurpose Revenue Bonds	B	760	5,011	5,771	920	7,442	8,362	1,070	7,411	8,481	1,200	7,376	8,576	1,862	7,333	9,195
<b>OREGON</b>																
State Highway Bonds	A	6,800	1,164	7,964	7,300	1,017	8,317	7,300	894	8,194	4,300	691	4,991	4,300	295	4,895
Toll Bridge Bonds	B	6,800	1,915	8,715	400	1,788	2,188	800	1,581	2,669	800	663	1,463	800	663	1,463
Total																
<b>FLORIDA</b>																
State Highway Bonds	A	4,500	2,705	7,205	5,105	2,442	7,547	5,229	2,330	7,559	5,361	2,208	7,569	5,480	2,080	7,560
Toll Bridge Bonds	B	2,580	6,185	8,765	2,570	5,482	8,052	3,175	6,174	9,349	3,480	2,086	5,566	3,700	2,532	6,292
Multipurpose Revenue Bonds	C	23,387	10,788	34,175	20,762	13,282	34,044	23,462	14,971	38,435	23,462	13,352	36,814	23,462	13,352	49,166
Total																
<b>MAINE</b>																
State Highway Bonds	A	2,140	1,417	3,557	2,140	1,356	3,496	2,140	1,294	3,434	2,140	1,232	3,372	2,140	1,170	3,310
Special Bridge Bonds	B	254	185	439	294	185	479	254	185	439	254	185	439	254	185	439
Toll Bridge Bonds	C	103	9	112	103	9	112	103	9	112	103	9	112	103	9	112
Total																
<b>SOUTH CAROLINA</b>																
State Highway Bonds	A	3,900	390	4,290	3,800	310	4,110	3,300	231	3,531	3,300	198	3,498	2,900	86	2,986
Reimbursement Obligations Assumed	B	246	390	636	246	310	556	246	310	556	246	310	556	246	310	556
Total																
<b>TEXAS</b>																
State Highway Bonds	A	4,817	2,131	6,948	8,700	2,093	10,793	700	1,865	2,565	700	1,837	2,537	700	1,809	2,909
State Issues for Local Roads	B	4,817	2,241	7,058	4,000	2,113	6,113	4,000	1,855	5,855	4,000	1,837	5,837	4,000	1,809	7,646
Total																
<b>TEXAS</b>																
Multipurpose Revenue Bonds	B	600	366	966	700	349	1,049	800	390	1,190	800	309	1,109	900	287	1,397
Reimbursement Obligations Assumed	C	410	89	499	389	69	458	301	31	337	301	34	335	255	39	374
Total																
<b>VERMONT</b>																
State Highway Bonds	A	3,225	842	4,077	3,225	758	3,993	3,220	673	3,903	3,220	599	3,819	2,630	511	3,141
<b>VIRGINIA</b>																
Toll Bridge and Ferry Bonds	B	3,374	2,556	5,930	3,693	2,455	6,148	3,998	2,346	6,274	4,216	2,227	6,443	4,505	2,101	6,606
Toll Tunnel Bonds	B	479	1,877	2,356	500	1,877	2,377	523	1,877	2,400	546	1,877	2,423	571	1,877	2,448
Multipurpose Revenue Bonds	B	500	2,657	3,157	685	2,657	3,282	755	2,657	3,412	890	2,657	3,547	1,025	2,657	3,682
Toll Bridge and Tunnel Revenue Bonds	B	4,353	12,153	16,506	4,776	12,052	16,830	5,206	11,943	17,149	5,692	11,888	17,476	6,101	11,698	21,799
Total																
<b>WASHINGTON</b>																
Special Issue-State Highway Share	A	4,023	3,017	7,040	4,137	2,890	7,027	6,268	2,780	9,048	8,097	2,597	10,684	8,426	2,339	10,765
Toll Bridge Bonds	B	3,221	2,316	5,537	3,224	2,317	5,541	3,224	2,317	5,541	3,224	2,317	5,541	3,224	2,317	5,541
State Issues for Local Roads	C	7,581	5,317	12,898	7,899	5,349	13,248	10,787	5,176	15,243	11,717	4,952	16,671	11,708	4,619	16,325
Total																
<b>WEST VIRGINIA</b>																
State Highway Bonds	A	7,033	1,320	8,353	6,214	1,189	7,403	5,413	1,070	6,483	4,713	967	5,680	3,594	870	4,464
Toll Bridge Bonds	B	269	219	488	269	216	485	75	211	289	95	306	306	115	206	321
Multipurpose Revenue Bonds	C	50	2,316	2,366	55	2,177	2,232	55	2,177	2,232	55	2,177	2,232	55	2,177	2,232
Total																
<b>WISCONSIN</b>																
Reimbursement Obligations Assumed	C	399	41	440	399	27	426	342	13	342	83	7	90	83	6	89
<b>DISTRICT OF COLUMBIA</b>																
Highway Bonds	A	566	1,646	2,212	733	1,419	2,152	762	1,390	2,152	792	1,360	2,152	823	1,369	2,152
<b>MINNESOTA</b>																
State Highway and Bridge Bonds	A	225,502	111,086	336,588	247,315	107,689	355,004	227,784	100,976	328,760	236,503	94,658	331,131	246,705	87,706	330,111
Toll Road and Bridge Bonds	B	125,105	186,371	311,476	131,107	197,556	328,663	147,658	202,174	350,832	157,761	201,959	359,721	171,628	196,115	357,742
Reimbursement Obligations Assumed	C	2,020	284	2,304	2,015	276	2,291	2,015	276	2,291	2,015	276	2,291	2,015	276	2,291
Total for State Bonds and Bridges																
State Issues for Local Roads	D	13,821	5,454	19,275	12,611	5,112	17,723	10,359	4,743	15,102	10,441	4,148	14,591	10,678	4,111	14,789
GRAND TOTAL																

<sup>1</sup> See table SB-1 for general note on SB series. Debt requirements beyond 1968 are omitted.  
<sup>2</sup> For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.  
<sup>3</sup> Serial bonds normally require annual redemptions from current revenues. Term bonds normally require annual payments to a sinking fund which, together with sinking fund earnings, will be sufficient to redeem bonds at maturity. The requirements for principal given in this table represent anticipated redemptions for serial bonds and anticipated allocations to sinking funds for term bonds. Capitalized interest is omitted.  
<sup>4</sup> Estimated from data contained in published reports.  
<sup>5</sup> Redemption schedule was not reported for State-assumed reimbursement obligations.

# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AGENCY 2/	BALANCES ON JANUARY 1, 1963 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCERN STORES AND REFUELS	MUSEUM-LABOROUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR SERVICE							
Alaska	Chilistat and Nemana Ferries	Alaska Department of Public Works	-	-	-	170	-	-	-	-	170
Arkansas	Mississippi River Bridge (Malena-Prizes Point)	Arkansas State Highway Department	182	852	73	392	22	-	-	-	6,262
California	San Francisco-Oakland Bay and San Mateo-Alameda Bridges Richmond-San Rafael Bridge San Francisco Bay-San Francisco (proposed) Carpenter-Santa Rosa Bridge San Pedro-Stranahan Island Bridge 4/ Total.	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority	50,948 38 55 5,803 7,879 84,717	948 16,124 368 806 17,878	1,362 625 368 806 2,355	15,680 3,412 5,325 106 28,923	- - 1 949 202 2,668	1,590 293 - - -	296 - 8 - 284	279 2 4 - 285	19,227 4,242 81,301 311 105,082
Colorado	Duval-Boulder Turnpike	Colorado Department of Highways	-	1,352	-	862	40	-	-	1	3,928
Connecticut	Chester Oak, Putnam, and Wolcott Bridges Old Saybrook-Ledon Bridge 5/ Old Saybrook Bridge Merritt and Wilbur Cross Parkways Connecticut Turnpike (Greenwich-Killingly) Rockhill-Glastonbury, Chester-Badlyns Ferries Total.	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department	1,217 2,108 390 3,701 15,262 17,992	2,365 1,194 27,662 33,359	- - 3,686 3,739	2,633 157 693 3,701 17,266 28,951	48 49 48 - 1,718 1,883	- - - - - -	- - 482 1,169 1,661	- - - 97 97	2,681 206 741 4,273 23,936 31,911
Delaware	Delaware Memorial Bridge John F. Kennedy Memorial Highway 4/ Total.	Delaware River and Bay Authority Delaware State Highway Department	1,805 19,507 21,312	2,150 2,310 4,460	- - -	6,315 235 6,550	62 194 516	- - -	- - -	3 - 3	6,380 2,789 9,169
Florida	Sunshine Skyway (Lower Tampa Bay Bridge) Marion County Bridge 6/ Meridian County Bridge Sun Belt (Lecol) Bridge Miami 26th Street Expressway Hialeah Bypass Florida State Road Pensacola Beach 7/ Jacksonville Expressway System Jacksonville Trail Road Sunshine State Parkway and Extension 9/ Franklin County Ferries Total.	Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Santa Rosa Island Authority Jacksonville Expressway Authority Ocean Highway and Port Authority Florida State Turnpike Authority Florida State Road Department	12 29 7 125 4,018 8,098 3,012 182 7,892 84 90,424 73,635	1,372 469 219 227 4,539 1,590 482 13 6,867 84 16,419 32,544	56 469 46 122 327 809 122 49 33 284 - 2,715	2,266 283 40 25 1,943 221 91 4,496 188 7,246 16,599	25 22 5 201 241 263 204 390 1,245 2,269	- - - - - - - - 853 453	- - - - - - - 8/175 9 8 274	2,347 1,606 156 2,131 1,317 263 204 5,325 8,953 23,785	
Georgia	Turtle River Bridge 10/ Total.	Georgia State Toll Bridge Authority	145	3,663	-	-	43	-	-	-	46
Illinois	Northern Illinois Toll Highway System	Illinois State Toll Highway Commission	4,614	22,128	-	26,739	-	1,060	889	19	28,707
Indiana	Hobash Memorial Bridge Indiana Turnpike Total.	Indiana Toll Bridge Commission Indiana Toll Road Commission	165 9,443 9,608	26,888 26,888	- -	186 13,420 13,426	- - -	- - -	- - -	- 380 380	186 16,713 16,899
Kansas	Kansas Turnpike	Kansas Turnpike Authority	1,671	7,733	-	7,796	318	-	820	131	9,065
Kentucky	Shannontown and Suspension Bridges Kentucky Turnpike (Louisville-Lisabethtown) Mountain and Western Kentucky Parkways 11/ Total.	Kentucky Department of Highways The Turnpike Authority of Kentucky	994 84,322 85,316	1,470 2,326 38,469	948 2,904	733 2,729 3,971	- - -	- - -	- - -	18 264 282	1,089 3,112 7,437 11,665
Louisiana	Mississippi River Bridge (New Orleans); Casual Street Ferry Sunshine Bridge (Donaldsonville) Total.	Mississippi River Bridge Authority Ascension-St. James Bridge and Ferry Authority	1,024 19,171 20,195	7,576 4,893 12,469	1,257 1,257	3,748 3,748	303 760 1,063	- - -	30 30	42 42	5,380 750 6,130
Maine	Augusta Bridge Carlton Bridge Deer Isle-Sedgwick Bridge Bangor-Brewer Bridge Jonesport Reach Bridge Maine Turnpike Island Ferry Service Total.	Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine Turnpike Authority Maine Port Authority	14 - - - 1,378 1,513 1,513	240 51 225 6,127 6,081	- - - - 27	135 - 151 37 284 6,034	- 8 2 5 158 179	- - - - - - -	- - - - 286 11 310	- 68 - - 11 12/285	135 76 2 174 52 5,935 146 6,885

Footnotes appear on sheet 3

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SP-38  
SHEET 2 OF 3  
OCTOBER 1964

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1963 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCERN-STOCKS AND DIVIDENDS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS	
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE								
Maryland	Staplehurst, Potomac, and Chesapeake Bay Bridges; Patuxent Tunnel; John F. Kennedy Memorial Highway 1/	Maryland State Roads Commission Maryland State Roads Commission	8,821	11,499	-	18,040	-	397	-	17	18,444	
			13,151	6,002	-	18,053	-	1,435	-	32	2,521	
			36,002	17,604	-	-	-	1,822	-	-	56	20,681
Massachusetts	Natick River Bridge East Boston Tunnel Massachusetts Turnpike and Extension	Massachusetts Port Authority Massachusetts Turnpike Authority Massachusetts Turnpike Authority	2,604	1,668	-	4,082	-	41	-	26	4,108	
			2,149	1,723	-	3,723	-	3,842	-	48	3,842	
			115,018	40,872	-	28,141	-	21,122	-	1,170	109	21,122
Michigan	Blue Water International Bridge Machine Straits Bridge Sault Ste. Marie Bridge	Michigan State Bridge Commission* International Bridge Authority of Michigan*	231	5,382	405	5,298	-	240	-	212	6,095	
			148	6,130	405	5,991	-	811	-	23	811	
			1,368	1,368	-	-	-	23	-	-	23	6,932
Mississippi	Pascagoula Bridge Bay St. Louis Bridge	Mississippi State Highway Department Mississippi State Highway Department	18	764	47	796	-	13	-	-	843	
			30	1,308	93	1,368	-	703	-	13	-	1,606
			228	1,039	800	681	-	-	-	26	-	1,907
New Hampshire	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike System	New Hampshire Department of Public Works and Highways Maine-New Hampshire Interstate Bridge Authority* New Hampshire Department of Public Works and Highways	88	163	-	131	-	29	-	5	131	
			703	785	200	3,071	-	682	-	29	1	3,071
			1,623	823	-	3,111	-	2,622	-	-	7	4,042
New Jersey	Various Toll Bridges New Jersey Turnpike System Garden State Parkway Atlantic City Expressway	Delaware River Joint Toll Bridge Commission* New Jersey Turnpike Authority New Jersey Highway Authority New Jersey Expressway Authority	13,310	28,773	-	3,915	-	100	-	191	4,015	
			15,393	29,749	-	40,783	-	2,167	-	94	44,681	
			40,365	59,812	-	29,370	-	1,211	-	34	9	29,281
New York	Kingston, Rip Van Winkle, Mid-Hudson, Bear Mountain, and Newburgh-Bacon Bridges 13/ Rouses Point and Crown Point Bridges Thousand Islands Bridge Peace Bridge Rainbow, Levittown-Queens and Whitlpool Rapids Bridges 14/ George Washington and Staten Island Bridges; Holland and Lincoln Tunnels Ogdensburg-Frescott Bridge Cornwall-Massena Bridge Long Island Causeways; Fire Island Bridge; Southern State Parkway Briarcliff River and Saw Mill River Parkways Veterans Memorial Highway New York Turnway	New York State Bridge Authority Lake Champlain Bridge Commission* Thousand Islands Bridge Commission* Buffalo and Ft. Erie Public Bridge Authority* Niagara Falls Bridge Commission* Port of New York Authority* Ogdensburg Bridge and Port Authority* St. Lawrence Seaway Development Corporation* Jones Beach State Parkway Authority East Hudson Parkway Authority Allroadack Mountain Authority New York State Thruway Authority	-14,018	1,410	-	3,137	38,098	73	-	3	41,071	
			512	672	-	21	-	219	-	13	64	219
			1,082	228	-	1,743	-	60	-	36	29	1,808
North Carolina	Atlantic-Ocracoke Ferry	North Carolina State Highway Commission	4,630	1,812	-	1,720	-	121	-	4	1,988	
			20,951	17,431	-	55,066	6,621	711	-	15/ 761	63,139	
			-1,580	-	-	404	-	-	-	-	91	516
Ohio	Fertmouth-Fullerton and Ironton-Russell Bridges 15/ Ohio Turnpike	State Bridge Commission of Ohio Ohio Turnpike Commission	70	204	-	537	38,516	1,065	-	9	2,062	
			4,650	28,090	-	22,405	1,515	1,065	-	136	27,027	
			4,720	28,294	-	22,942	-	1,065	-	136	29,089	
Oklahoma	Turner and Will Rogers Turnpikes Southwestern Turnpike Bartles Turnpike	Oklahoma Turnpike Authority Oklahoma Turnpike Authority Oklahoma Turnpike Authority	1,077	10,981	906	6,642	-	341	281	21	7,285	
			34,946	7,742	-	-	-	1,163	-	-	-	2,060
			36,023	18,723	906	6,642	-	1,311	-	281	21	30,638
Oregon	Astoria-Megler Ferry Astoria-Ft. Ellice Bridge	State Highway Commission State Highway Commission	10,082	810	245	241	11,770	481	-	-	12,251	
			10,082	810	245	241	11,770	481	-	-	12,251	
			10,082	810	245	241	11,770	481	-	-	12,251	
Pennsylvania	Delaware River Bridges (Caden and Gloucester) Pennsylvania Turnpike System	Delaware River Port Authority* Pennsylvania Turnpike Commission	34,035	22,255	-	13,889	-	2,103	8	-	16,000	
			46,048	81,331	-	44,512	-	2,272	-	37	48,222	
			80,783	81,331	-	39,461	-	4,317	-	37	64,996	

Footnotes appear on sheet 3

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963

TABLE SP-3B  
SHEET 3 OF 3  
OCTOBER 1964

(In thousands of dollars)

Compiled for calendar year  
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON		REVENUES FOR ROAD, BRIDGE AND TOLL FACILITIES	REVENUES FROM LICENSE OR OTHER FEES	REVENUES FROM BONDS	REVENUES FROM INCOME TAXES AND OTHER SOURCES	CONCURRENCE	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			JANUARY 1, 1963	3/31							
Rhode Island	Jamestown Bridge	Jamestown Bridge Commission	35	191	258	-	-	-	-	1	259
	Mr. Hope Bridge	Mr. Hope Bridge Authority	231	491	449	-	-	-	-	2	579
	Jamestown Ferry	Mr. Hope Department of Public Works	-	38	541	-	-	-	-	-	579
	Total		276	682	1,228	-	-	-	-	12	1,417
Texas	Dallas-Fort Worth Turnpike	Texas Turnpike Authority	2,008	3,391	3,908	-	-	-	-	177	4,192
Virginia	Yorktown, James River and Appomattock Bridges	Virginia Department of Highways	3,716	7,221	7,703	-	-	-	-	272	8,011
	Hampton Roads Tunnel	Virginia Department of Highways	-	-	-	-	-	-	-	8	28
	Chesapeake Bay Bridge and Tunnel System	Chesapeake Bay Bridge and Tunnel District	2,001	3,160	3,243	-	-	-	-	174	3,733
	Elizabeth River Bridge and Tunnel	Elizabeth River Tunnel Commission	62,682	30,777	5,027	-	-	-	-	2,871	8,320
	Richmond-Petersburg Turnpike	Richmond-Petersburg Turnpike Authority	1,419	3,196	5,224	-	-	-	-	162	5,416
	Chincoteague-Assateague Bridge and Beach Authority	Chincoteague-Assateague Bridge and Beach Authority	-	-	186	-	-	-	-	3	182
	Jamestown-Hopewell Ferry	Virginia Department of Highways	69,818	47,364	21,452	-	-	-	-	3,482	25,346
Washington	Fox Island Bridge	Washington Toll Bridge Authority	17	567	72	-	-	-	-	-	10
	Thomas Minton Bridge	Washington Toll Bridge Authority	124	24	1,645	-	-	-	-	-	1,864
	Longview Bridge	Washington Toll Bridge Authority	37	95	2,903	-	-	-	-	30	3,075
	Spokane River Bridge	Washington Toll Bridge Authority	83	30	195	-	-	-	-	4	205
	Port of Washington Bridge	Washington Toll Bridge Authority	61	43	583	-	-	-	-	19	602
	Second Lake Washington Bridge	Washington Toll Bridge Authority	68	68	273	-	-	-	-	9	3,374
	North Seattle Bridge	Washington Toll Bridge Authority	1,900	1,700	255	-	-	-	-	280	2,233
	Proposed Bridge Projects	Washington Toll Bridge Authority	1,194	4,292	8,448	-	-	-	-	171	1,864
	Root Canal Bridge	Washington Toll Bridge Authority	80	580	8,448	-	-	-	-	4	46,655
	North Sound Ferry Service	Washington Toll Bridge Authority	11,013	8,020	14,708	-	-	-	-	1,870	56,096
West Virginia	West Virginia State Road Commission	West Virginia State Road Commission	145	14	4,291	-	-	-	-	13	4,495
	West Virginia Turnpike	West Virginia Turnpike Commission	885	365	4,013	-	-	-	-	31	4,917
Summary	Total Bridges and Tunnel Facilities		241,955	176,291	195,397	-	-	-	-	13,062	400,875
	Total Ferry Facilities		534,176	370,605	327,386	-	-	-	-	30,599	2,746,983
	Grand Total		776,131	546,896	522,783	-	-	-	-	43,661	2,807,858

1/ See tables SP-1 and 2 for general note on SP series. Tables SP-3B and 3C 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. Data for public and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities are shown in tables SP-3D and 3E, and SP-3F and 3G. Interstate or international authorities are marked with an asterisk. Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

2/ Opened to traffic November 1963. Tolls removed April 1963. Tolls removed June 1963. Opened to traffic October 1963. Includes \$190,000 Federal funds on toll-free sections.

3/ Sections from Ft. Pierce to Orlando opened in July and November 1963.

10/ Tolls removed December 1962. Section of Mountain (Eastern) Parkway opened to traffic January 1963. Section of Mountain (Western) Parkway opened in part October 1963. General fund appropriation. Newburgh-Bacon Bridge opened to traffic and ferry discontinued November 1963.

11/ Federal-aid funds. Federal-aid funds. Includes \$1,358,000 general fund appropriation. Includes \$1,358,000 Federal-aid funds. Includes \$133,000 from City of Norfolk. Iron-on-Bassett Bridge acquired July 1963. Includes \$133,000 from City of Norfolk. Opened to traffic August 1963. From King County's share of motor-fuel taxes. Period covered July 1, 1961 to December 31, 1963. Bridge opened to traffic September 28, 1962.

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>TABLE SF-4B  
SHEET 1 OF 3  
OCTOBER 1964Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENSI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1963 3/	
											RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Chilkat and Memana Ferries	-	170	-	-	-	-	170	-	170	-	-
Arkansas	Mississippi River Bridge (Helena-Friars Point)	46	61	4	-	613	5,900	6,624	-	6,624	154	518
California	San Francisco-Oakland Bay and San Mateo-Alameda Bridges	14,610	3,808	811	-	-	-	19,229	-	19,229	50,946	-
	Richmond-San Rafael Bridge	26	934	14	-	2,423	496	3,893	-	3,893	383	946
	San Francisco Bay-South Crossing (proposed)	17	-	-	-	-	-	17	-	17	39	-
	Carquinez Straits Bridge	319	1,224	7	-	3,604	45,267	50,421	-	50,421	14,877	37,930
	San Pedro-Terminal Island Bridge	4,851	10	2	-	272	-	5,135	-	5,135	3,209	652
	Total	19,823	5,976	834	-	6,299	45,763	78,695	-	78,695	69,454	39,528
Colorado	Denver-Boulder Turnpike	-	154	17	-	191	182	544	-	544	-	4,736
Connecticut	Charter Oak, Pitman, and Wolcott Bridges	-	902	-	-	1,448	360	2,710	997	3,707	924	1,632
	Groton-New London Bridge	-	76	1	-	28	220	325	752	1,077	-	1,860
	Old Lyme-Old Saybrook Bridge	-	207	169	-	50	200	626	-	626	164	1,535
	Merritt and Wilbur Cross Parkways	-	568	-	-	-	-	568	3,705	4,273	-	-
	Connecticut Turnpike (Greenwich-Killingly)	403	3,620	27	-	15,495	2,200	21,745	-	21,745	16,694	28,421
	Rockyhill-Glastonbury, Chester-Hadlyme Ferries	-	74	-	-	-	-	74	-	74	-	-
	Total	403	5,447	197	-	17,021	2,980	26,048	5,454	31,502	17,782	33,448
Delaware	Delaware Memorial Bridge	98	1,521	268	-	396	4,526	6,809	-	6,809	3,526	-
	John F. Kennedy Memorial Turnpike	16,088	13	90	-	1,211	-	17,402	-	17,402	5,954	1,250
	Total	16,186	1,534	358	-	1,607	4,526	24,211	-	24,211	9,480	1,250
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	-	240	-	-	349	1,639	2,228	-	2,228	177	1,326
	Manatee County Bridges	-	141	-	-	157	459	757	-	757	22	587
	Martin County Bridges	-	41	-	-	64	1,727	1,832	-	1,832	-	-
	Santa Rosa (Narvarre) Bridge	57	25	-	-	87	45	214	-	214	68	226
	Miami 36th Street Expressway	623	123	-	-	1,071	360	2,177	-	2,177	3,494	5,017
	Pinellas Bayway	2,032	152	-	-	816	-	3,000	-	3,000	6,145	1,860
	Canaveral Causeway	2,527	7	-	-	-	-	2,534	-	2,534	572	651
	Pensacola Beach Bridge	-	74	-	-	32	75	181	-	181	9	205
	Jacksonville Expressway System	908	557	316	-	2,841	905	5,527	-	5,527	7,434	7,123
	Buccaneer Trail Road	-	452	-	-	138	58	648	-	648	10	86
	Sunshine State Parkway and Extension	44,601	998	432	337	7,430	856	54,654	-	54,654	13,002	8,140
	Franklin County Ferries	-	78	-	-	-	-	78	-	78	-	-
	Total	50,748	2,888	748	337	12,985	6,124	73,830	-	73,830	30,933	25,221
Georgia	Turtle River Bridge	-	153	-	-	59	3,642	3,854	-	3,854	-	-
Illinois	Northern Illinois Toll Highway System	626	4,662	1,516	533	17,188	-	24,525	-	24,525	3,775	27,149
Indiana	Wabash Memorial Bridge	-	14	-	-	-	-	14	200	214	137	-
	Indiana Turnpike	506	2,937	748	441	9,510	3,280	17,422	-	17,422	9,247	26,315
	Total	506	2,951	748	441	9,510	3,280	17,436	200	17,636	9,384	26,315
Kansas	Kansas Turnpike	-	2,012	370	287	6,107	228	9,004	-	9,004	1,675	7,790
Kentucky	Shawneetown and Suspension Bridges	-	117	-	-	214	1,418	1,749	-	1,749	-	431
	Kentucky Turnpike (Louisville-Elizabethtown)	203	381	56	67	1,187	706	2,600	-	2,600	1,301	1,275
	Mountain and Western Kentucky Parkways	60,107	229	236	-	8,737	-	69,309	-	69,309	28,325	20,173
	Total	60,310	727	292	67	10,188	2,124	73,708	-	73,708	29,626	21,879
Louisiana	Mississippi River Bridge (New Orleans); Canal Street Ferry	58	674	176	2	1,873	2,894	5,677	-	5,677	1,112	7,191
	Sunshine Bridge (Donaldsonville)	11,045	-	26	-	1,391	-	12,462	-	12,462	9,286	3,646
	Total	11,103	674	202	2	3,264	2,894	18,139	-	18,139	10,398	10,837
Maine	Augusta Bridge	-	69	-	-	-	-	69	6	75	74	-
	Carlton Bridge	-	-	-	-	11	90	101	-	101	-	215
	Deer Isle-Sedgwick Bridge	-	1	-	-	5	24	30	-	30	-	23
	Haugor-Brewer Bridge	-	62	-	-	35	50	147	-	147	-	252
	Jonesport Beach Bridge	-	25	-	-	18	40	83	-	83	-	143
	Maine Turnpike	13	1,570	242	11	3,162	-	4,998	-	4,998	1,667	6,775
	Island Ferry Service	-	297	11	-	67	60	435	-	435	142	-
	Total	13	2,024	253	11	3,298	264	5,863	6	5,869	1,850	7,408

Footnotes appear on sheet 3

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

TABLE SP-12  
SHEET 2 OF 3  
OCTOBER 1964

Compiled for calendar year from reports of State authorities  
(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATIONAL 2/	ADMINISTRATION AND MISCELLANEOUS LABORERS	HIGHWAY POLICE	EXPENSE ON DELICIOUS	REPAIRS OF DELICIOUS	SUBSIDIARY, INDIRECT EXPENSES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL INTERESTS	BALANCES ON	
											DECEMBER 31, 1963 3/	RESERVES FOR NEXT SERVICE OPERATION, ETC.
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; Patuxent Tunnel. John F. Kennedy Memorial Highway Total	147	2,230	339	-	3,227	12,882	18,825	-	18,825	9,045	10,894
		35,910 36,057	8 2,238	498 797	-	3,103 6,330	12,882 12,882	58,470 58,304	-	8,321 17,436	3,653 18,577	
Massachusetts	Nystic River Bridge Sart Barton Tunnel. Massachusetts Turnpike and Extension Total	-	543	213	-	1,074	-	1,830	1/2,201	4,031	-	2,771
		52	812	251	-	2,508	-	4,123	-	898	-	2,638
		31,499 32,061	2,982 4,337	1,607 2,071	-	15,951 19,435	3,393 3,393	55,868 63,982	-	86,900 87,398	34,687 40,096	
Michigan	Rue Water International Bridge Medicine Straits Bridge Smith Ste. Marie Bridge Total	-	461	219	-	4,296	-	5,031	231	231	261	6,633
		376 471	298 799	377	-	4,676	-	6,243	-	1,427 6,474	1,688 7,021	
Mississippi	Pascagoula Bridge Bay St. Louis Bridge Total	-	47	2	-	173	580	802	-	802	20	803
		-	46 93	21	-	357	1,096	1,967	-	795 1,967	63 83	711 1,514
Missouri	Paseo Bridge (Kansas City)	-	69	18	-	301	592	880	-	880	236	1,658
New Hampshire	Hampton Harbor Bridge Main-New Hampshire Interstate Bridge New Hampshire Turnpike System Total	-	36	-	-	4	45	105	-	105	53	194
		-	153 1,952 1,951	37 - 37	-	72 109 109	1,100 1,100 1,105	3,310 3,310 3,605	-	1,255 3,211 1,885	640 446	
New Jersey	Various Toll Bridges New Jersey Turnpike System Garden State Parkway Atlantic City Expressway Total	772	1,000	118	-	341	1,255	3,786	-	3,786	2,449	1,146
		10,094	10,021	1,725	-	11,799	8,586	14,337	-	14,337	13,284	29,466
		12,260	4,389	1,494	-	11,578	3,549	32,105	-	32,105	38,192	29,078
		8,182	1,180	1,482	-	1,120	1,082	10,682	-	10,682	10,682	1,624
		30,385	15,446	3,960	-	23,234	13,340	50,883	-	50,883	83,951	16,602
		-	-	-	-	-	-	-	-	-	-	-
New York	Kingston, Rip Van Winkle, Mid-Hudson, Bear Mountain, and Westburgh-Bacon Bridges Rouse Point and Crown Point Bridges Thousand Islands Bridge Peace Bridge Rainbow, Leviston-Queenston and Whirlpool Rapids Bridges George Washington and Statens Island Bridges; Holland and Lincoln Tunnels Ogdensburg-Prescott Bridge Cornwall-Wassaic Bridge Long Island Causeways; Five Island Bridge; Southern State Parkway Ritchinson River and Saw Mill River Parkways Veterans Memorial Highway New York Turnpike Total	7,096	1,398	189	-	490	14,149	23,282	-	23,282	3,662	1,709
		94	101	15	-	34	-	20	-	20	431	-
		64	835	163	-	1,178	70	1,168	570	-	1,332	272
		4,054	587	109	-	4,062	5,575	4,825	1,568	400	1,200	274
		12,500	23,487	-	-	16	5,975	4,564	69,106	1/23,482	15,833	1,694
		434	85	38	-	909	211	535	8,202	-	19,233	16,602
		2,726	2,641	-	-	290	1,926	8,202	5,137	-	8,684	612
		608	221	37	-	17	998	5,137	275	-	5,137	77
		7,604	18,343	2,533	-	28,401	1,698	66,366	-	66,366	41,082	34,515
		35,180	51,121	3,302	-	35,374	30,010	157,845	-	157,845	36,684	56,347
		-	-	-	-	-	-	-	-	-	-	-
North Carolina	Atlantic-Croakoke Ferry	-	172	-	-	-	-	172	-	172	-	-
		-	-	-	-	-	-	-	-	-	-	-
Ohio	Portsmouth-Pullerton and Ironton-Russell Bridges Ohio Turnpike Total	1,398	193	865	-	162	160	1,913	-	1,913	215	218
		1,121 1,519	4,410 4,202	865 865	-	10,114 938	11,316 11,316	27,653 29,568	-	27,653 29,568	5,029 5,295	26,086 27,282
Oklahoma	Turner and Will Rogers Turnpikes Southeastern Turnpike Eastern Turnpike Total	26,461	1,319	303	-	3,463	2,139	7,147	-	7,147	1,092	10,834
		46	46	135	-	2,691	-	29,333	-	29,333	9,467	2,957
		26,188 26,188	1,365	437	-	6,154	-	37,104	-	37,104	23,454 34,403	6,870 23,682
Oregon	Astoria-Magler Ferry Astoria-Pt. Ellice Bridge Total	-	436	50	-	586	-	486	-	486	17,443	170
		4,334 4,334	- -	- -	-	586 586	-	4,930 5,416	-	4,930 5,416	17,443 17,443	170 170
Pennsylvania	Delaware River Bridges (Camden and Gloucester) Pennsylvania Turnpike System Total	121	2,902	1,279	-	2,945	2,723	9,970	5/949	10,919	34,889	26,042
		13,410 13,531	9,314 12,256	2,021 3,300	-	11,340 2,175	23,165 25,188	59,372 69,342	29,372 10,291	35,765 10,594	39,013 65,755	

Footnotes appear on sheet 3

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

TABLE SP-18  
SHEET 3 OF 3  
OCTOBER 1964

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION <sup>2/</sup>	ADMINIS- TRATION AND MISCER- LANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGA- TIONS	RESERVE OF OBLIGA- TIONS	SUBTOTAL, INCL. INTER- ESTS	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1963 <sup>3/</sup>	
											RESERVES FOR CONSTRU- TION, OPERATION, ETC.	RESERVES FOR INSTR. SERVICE
Rhode Island	Jamestown Bridge	-	116	54	-	7	60	237	-	237	33	215
	Mt. Hope Bridge	-	95	33	-	21	588	677	-	677	295	375
	Jamestown Ferry	-	790	87	-	28	588	2,172	-	2,172	288	990
	Total	-	1,601	174	-	56	1,236	3,087	-	3,087	616	1,280
Texas	Dallas-Fort Worth Turnpike	736	849	143	114	1,603	1,390	4,795	-	4,795	1,415	3,381
Virginia	Yorktown, James River and Rappahannock Bridges; Hampton Roads Tunnel	-	1,111	452	29	2,660	3,728	8,010	-	8,010	3,935	7,013
	Elizabeth River Bridge and Tunnel	488	1,402	202	-	1,817	-	3,692	-	3,692	3,943	3,943
	Chesapeake Bay Bridge and Tunnel System	46,316	3,729	713	-	10,819	7	60,984	-	60,984	20,821	19,974
	Roadway-Transportation Turnpike	68	84	120	214	2,057	-	3,129	-	3,129	1,500	4,581
	Chicotgan-Asatocan Bridge	365	22	36	-	30	-	432	-	432	24	5
	Jamestown and Hopewell Ferries	-	28	-	-	-	-	28	-	28	-	-
	Total	47,237	6,059	1,223	243	18,043	3,735	77,440	-	77,440	27,972	35,116
Washington	Fox Island Bridge	-	70	-	-	-	-	70	-	70	18	570
	Toxoms Narrows Bridge	-	209	-	-	133	-	1,849	-	1,849	136	25
	Longview Bridge	-	266	-	-	175	-	461	-	461	41	814
	Vancouver-Portland Bridge	-	355	-	-	259	2,094	2,708	-	2,708	297	10
	Spokane River Bridge	-	52	-	-	225	-	277	-	277	31	384
	Port Washington Narrows Bridge	-	128	-	-	220	306	654	-	654	58	10
	Second Lake Washington Bridge	9,175	99	-	-	1,470	-	10,704	-	10,704	2,605	173
	Biggs Rapids Bridge	406	38	-	-	1,192	-	636	-	636	188	105
	Wood Canal Bridge; Puget Sound Ferry Service	-	7,657	30	-	1,884	38,391	47,962	-	47,962	1,406	2,773
	Proposed Bridge Projects	40	8,193	14	-	4,403	42,475	65,375	-	65,375	1,200	4,854
	Total	9,621	8,193	14	-	4,403	42,475	65,375	-	65,375	4,900	8,754
West Virginia	Winfield Bridge	-	82	3	-	60	25	170	-	170	140	14
	New Martinsville Bridge	-	115	5	-	160	25	334	-	334	119	14
	West Virginia Turnpike	-	677	121	153	2,177	-	3,690	-	3,690	274	1,331
	Total	-	874	129	153	2,997	50	4,194	-	4,194	254	1,359
Summary	Total Bridge and Tunnel Facilities	125,450	61,951	6,971	31	58,691	155,370	408,074	89,218	437,292	300,693	181,436
	Total Road Facilities	272,693	78,656	15,546	10,794	180,224	70,474	627,904	3,705	631,609	374,824	375,331
	Total Ferry Facilities	2,190	2,190	61	-	67	60	2,378	-	2,378	149	149
	Grand Total	398,113	142,811	22,578	10,825	238,982	225,904	1,038,356	39,923	1,078,279	575,666	557,617

<sup>1/</sup> See tables SP-1 and 2 for general notes on SP series. Tables SP-18 and 19 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. Data for public and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities are shown in tables SP-20 and 42, and SP-22 and 42.

<sup>2/</sup> Includes costs of toll collection.

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

<sup>4/</sup> Toll revenue in excess of estimated expenditures, considered to have been allocated to other than highway facilities of the port authority.

<sup>5/</sup> Part development and transit study expenses.





DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1962<sup>1</sup>

TABLE 1P-2  
SEPTEMBER 1964

Compiled for various fiscal years from reports of State and local authorities (In thousands of dollars)

STATE	CAPITAL OUTLAY				MAINTENANCE				SURVIVAL, CURRENT DISBURSEMENTS	DEBT INTEREST	TOTAL DISBURSEMENTS	PAYMENTS TO OTHER GOVERNMENTS				TOTAL DISBURSEMENTS			
	COUNTY, TOWNSHIP ROADS	STATE HIGHWAYS	METRIC-PAL STIPENDS	TOTAL	COUNTY, TOWNSHIP ROADS	STATE HIGHWAYS	METRIC-PAL STIPENDS	TOTAL				ADMINISTRATIVE AND MISCELLANEOUS	INTEREST	TOTAL DISBURSEMENTS	TO SEATONS		TO MUNICIPALITIES	TOTAL	
															FOR STATE HIGHWAYS				FOR COUNTY, TOWNSHIP ROADS
Alabama <sup>4/</sup>	16,430	-	-	16,430	23,660	-	-	23,660	1,954	43,888	5,710	49,598	-	-	-	49,598			
Alaska <sup>5/</sup>	7,286	-	-	7,286	5,085	-	-	5,085	791	13,491	1,452	14,943	648	-	648	15,591			
Arizona	6,675	-	-	6,675	12,900	-	-	12,900	989	14,576	30	14,606	105	-	105	14,711			
Arkansas	64,664	-	-	64,664	41,763	-	-	41,763	12,483	122,374	3,722	126,096	4,462	5/	33,186	163,744			
California	9,065	-	-	9,065	12,550	-	-	12,550	1,702	23,317	16	23,333	106	-	106	23,439			
Colorado	4,138	-	-	4,138	3,610	-	-	3,610	71	5,080	124	5,204	-	-	-	5,036			
Connecticut	1,139	-	-	1,139	3,610	-	-	3,610	-	4,749	-	4,749	-	-	-	4,749			
Delaware <sup>5/</sup>	6	-	-	6	27,873	-	-	27,873	2,214	41,096	4,334	45,430	2,966	2,481	2,481	47,911			
Florida	10,306	-	-	10,306	18,045	-	-	18,045	1,759	34,512	2,205	36,717	708	-	708	37,425			
Georgia	3,287	-	-	3,287	5,017	-	-	5,017	3,208	14,523	447	14,970	430	487	487	15,457			
Hawaii	3,287	-	-	3,287	8,909	-	-	8,909	517	12,763	72	12,835	-	-	-	12,835			
Illinois	30,699	-	-	30,699	41,975	-	-	41,975	10,972	122,273	28,302	150,575	1,943	2,848	2,848	153,423			
Indiana	21,330	-	-	21,330	22,729	-	-	22,729	2,665	47,044	1,265	48,309	1,290	-	1,290	49,599			
Iowa	21,921	-	-	21,921	35,740	-	-	35,740	5,143	65,842	947	66,789	2	2	2	66,791			
Kansas	10,419	-	-	10,419	28,938	-	-	28,938	1,464	41,086	2,576	43,662	-	-	-	43,662			
Kentucky	344	-	-	344	1,131	-	-	1,131	205	9,181	1,190	10,371	-	-	-	10,371			
Louisiana	2,782	-	-	2,782	17,810	-	-	17,810	1,569	25,952	4,900	30,852	-	16	16	30,868			
Maine	1,089	-	-	1,089	3,281	-	-	3,281	4,425	5,560	281	5,841	936	45	45	6,777			
Maryland	20,278	-	-	20,278	15,362	-	-	15,362	1,977	38,036	658	38,690	2,480	-	2,480	41,170			
Massachusetts	3,281	-	-	3,281	7,185	-	-	7,185	861	11,330	30	11,360	-	-	-	11,360			
Michigan	24,205	-	-	24,205	42,927	-	-	42,927	5,798	81,397	1,721	83,118	4,603	2,148	2,148	85,266			
Minnesota	27,025	-	-	27,025	35,682	-	-	35,682	1,700	51,777	610	52,387	-	-	-	52,387			
Mississippi	4,479	-	-	4,479	32,475	-	-	32,475	149	37,981	5,142	43,123	571	1,007	1,007	44,130			
Missouri	6,681	-	-	6,681	18,331	-	-	18,331	1,708	30,021	6,436	36,457	182	1,622	1,622	38,079			
Montana	9,931	-	-	9,931	8,181	-	-	8,181	551	9,712	95	9,807	336	-	336	10,143			
Nebraska	535	-	-	535	2,073	-	-	2,073	619	28,881	269	29,150	1,778	2	2	30,928			
Nevada	302	-	-	302	3,293	-	-	3,293	183	2,798	62	2,860	-	-	-	2,860			
New Hampshire	2,800	-	-	2,800	32,108	-	-	32,108	3,281	45,640	8,082	53,722	516	-	516	54,238			
New Jersey	413	-	-	413	3,206	-	-	3,206	290	4,043	47	4,090	3,293	-	3,293	7,383			
New Mexico	47,881	-	-	47,881	72,094	-	-	72,094	7,495	147,863	17,188	165,051	83	306	306	165,357			
New York	6,515	-	-	6,515	6,136	-	-	6,136	323	13,150	1,117	14,267	-	-	-	14,267			
North Carolina <sup>4/</sup>	15,051	-	-	15,051	75,165	-	-	75,165	6,004	105,163	4,971	110,134	1,813	206	206	111,940			
Ohio	11,423	-	-	11,423	25,956	-	-	25,956	808	38,752	1,818	40,570	355	86	86	40,656			
Oregon	16,528	-	-	16,528	12,969	-	-	12,969	1,550	31,698	1,188	32,886	749	16	16	33,635			
Pennsylvania	19,674	-	-	19,674	26,525	-	-	26,525	1,746	50,783	7,942	58,725	475	2,961	2,961	61,686			
Rhode Island	1,157	-	-	1,157	6,317	-	-	6,317	891	8,881	835	9,716	346	-	346	10,062			
South Carolina	8,218	-	-	8,218	8,042	-	-	8,042	530	16,802	62	16,864	1,587	659	659	18,423			
South Dakota	7,224	-	-	7,224	24,402	-	-	24,402	1,512	35,072	3,346	38,418	-	-	-	38,418			
Tennessee	25,051	-	-	25,051	44,404	-	-	44,404	8,156	98,860	20,975	119,835	1,886	90	90	120,721			
Texas	2,031	-	-	2,031	3,719	-	-	3,719	499	6,317	-	6,317	81	-	81	6,398			
Utah	4,093	-	-	4,093	4,715	-	-	4,715	427	8,008	-	8,008	341	-	341	8,349			
Vermont	202	-	-	202	26,995	-	-	26,995	427	1,587	77	1,664	76	-	76	1,740			
Virginia <sup>4/</sup>	15,950	-	-	15,950	26,995	-	-	26,995	131	39,076	949	40,025	2,724	-	2,724	42,749			
West Virginia <sup>4/</sup>	19,384	-	-	19,384	43,936	-	-	43,936	4,614	76,711	3,318	80,029	4,141	5,332	5,332	85,361			
Wisconsin	6,367	-	-	6,367	1,982	-	-	1,982	291	2,938	-	2,938	308	-	308	3,246			
Wyoming	519,586	-	-	519,586	902,892	-	-	902,892	3,228	1,811,117	143,952	1,955,069	49,401	105,633	105,633	2,060,702			
Total	519,586	-	-	519,586	902,892	-	-	902,892	3,228	1,811,117	143,952	1,955,069	49,401	105,633	105,633	2,060,702			

<sup>1/</sup> This table records disbursements for road purposes by county and township governments including toll facilities. Data included in this table are presented in greater detail in table 1P-21, except for debt retirement and payments to other governmental units. Payments for nonhighway purposes from highway funds were offset against appropriations for highway use of local general funds. Refer to table 1P-1, note 1 for additional information.

<sup>2/</sup> Includes expenditures for municipal-type counties; refer to note 1, table 1P-1.

<sup>3/</sup> Includes payments for long and short term debt; interest column includes small charges for debt administration.

<sup>4/</sup> All county roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia. Disbursements for these systems are included with the State highway finance series, except that, in some instances, the debt which existed prior to State control is retained by the counties.

<sup>5/</sup> Includes \$19,145,000 transferred from county flood control districts.

DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1962<sup>1</sup>

## CLASSIFIED BY FUNCTION

Compiled for various fiscal years from reports of State and local authorities

(In thousands of dollars)

TABLE LF-21  
SEPTEMBER 1964

STATE	CAPITAL OUTLAY			MAINTENANCE				MISCELLANEOUS			
	RIGHT-OF-WAY	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICES	TOTAL	ADMINISTRATION	TRAFFIC POLICE <sup>2/</sup>	OTHER	TOTAL
Alabama <sup>3/</sup>	160	16,270	16,430	23,660	-	-	23,660	1,572	-	382	1,954
Alaska <sup>4/</sup>	-	-	-	-	-	-	-	-	-	-	-
Arizona	176	7,110	7,286	4,913	-	172	5,085	791	-	-	791
Arkansas	12	663	675	12,900	-	-	12,900	988	-	1	989
California	7,336	58,467	65,803	40,266	1,497	-	41,763	12,483	-	-	12,483
Colorado	356	8,709	9,065	12,550	-	-	12,550	1,235	-	467	1,702
Connecticut	-	1,138	1,138	3,438	371	1	3,810	23	43	5	71
Delaware <sup>3/ 5/</sup>	-	6	6	-	-	-	-	-	-	-	-
Florida	1,879	7,047	8,926	27,853	-	20	27,873	301	1,696	217	2,214
Georgia	1,014	11,663	12,677	17,890	-	268	18,158	412	1,329	18	1,759
Hawaii	3,472	2,442	5,914	5,001	-	16	5,017	1,751	970	487	3,208
Idaho	100	3,224	3,324	8,909	-	-	8,909	517	-	-	517
Illinois	5,798	56,131	61,929	41,020	345	610	41,975	10,949	4	19	10,972
Indiana	143	21,187	21,330	19,320	1,136	2,273	22,729	2,665	-	-	2,665
Iowa	1,289	20,632	21,921	36,572	2,168	-	38,740	5,143	-	-	5,143
Kansas	167	10,252	10,419	28,825	-	13	28,838	1,464	-	-	1,464
Kentucky	787	344	1,131	7,608	116	-	7,724	205	-	-	205
Louisiana	65	2,725	2,790	17,736	-	160	17,896	1,540	24	5	1,569
Maine	-	1,089	1,089	1,745	2,676	4	4,425	-	-	-	-
Maryland	8	20,270	20,278	15,084	-	278	15,362	1,977	-	-	1,977
Massachusetts	47	3,234	3,281	5,504	1,592	89	7,185	809	-	52	861
Michigan	-	32,205	32,205	31,021	10,132	1,774	42,927	5,758	-	-	5,758
Minnesota	1,195	26,680	27,875	27,081	5,314	3,066	35,461	1,700	-	-	1,700
Mississippi	2	4,491	4,493	32,475	-	-	32,475	149	-	-	149
Missouri	2,625	5,937	8,562	18,171	216	430	18,817	1,708	-	-	1,708
Montana	1	936	937	8,181	-	-	8,181	551	-	-	551
Nebraska	46	9,097	9,143	18,731	65	19	18,815	619	-	-	619
Nevada	5	530	535	2,073	-	-	2,073	183	-	-	183
New Hampshire	-	302	302	1,934	1,569	-	3,503	-	-	-	-
New Jersey	68	8,768	8,836	31,783	219	106	32,108	2,303	562	416	3,281
New Mexico	174	413	587	3,206	-	-	3,206	250	-	-	250
New York	2,949	54,135	57,084	61,235	20,153	351	81,739	6,715	-	780	7,495
North Carolina <sup>3/</sup>	-	-	-	-	-	-	-	-	-	-	-
North Dakota	83	6,524	6,607	5,632	512	37	6,181	323	-	-	323
Ohio	296	19,535	19,831	77,981	-	52	78,033	5,899	-	105	6,004
Oklahoma	2,001	9,422	11,423	25,956	-	-	25,956	808	-	-	808
Oregon	1,110	15,438	16,548	12,606	177	263	13,046	1,487	-	63	1,550
Pennsylvania	311	19,383	19,694	25,630	2,915	-	28,545	415	383	-	798
Rhode Island	-	1	1	203	30	-	233	2	-	-	2
South Carolina	-	1,157	1,157	6,648	-	-	6,648	730	-	161	891
South Dakota	-	8,218	8,218	8,049	-	-	8,049	530	-	-	530
Tennessee	1,283	6,734	8,017	24,402	-	-	24,402	1,510	-	-	1,510
Texas	13,236	25,105	38,341	45,241	-	104	45,345	7,512	644	-	8,156
Utah	27	2,052	2,079	3,699	40	-	3,739	236	58	205	499
Vermont	16	4,077	4,093	2,830	1,885	-	4,715	-	-	-	-
Virginia <sup>3/</sup>	48	154	202	871	47	31	949	427	-	-	427
Washington	-	15,950	15,950	22,995	-	-	22,995	-	-	-	-
West Virginia <sup>3/</sup>	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	26,380	26,380	36,939	7,244	446	44,629	3,396	298	920	4,614
Wyoming	11	654	665	1,950	22	10	1,982	245	-	46	291
<b>Total</b>	<b>48,296</b>	<b>556,881</b>	<b>605,177</b>	<b>868,317</b>	<b>60,441</b>	<b>10,593</b>	<b>939,351</b>	<b>88,281</b>	<b>6,011</b>	<b>4,349</b>	<b>98,641</b>

1/ This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements as shown on table LF-2. Refer to table LF-1, note 1 for additional information on local highway finance series.

2/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with maintenance.

3/ All county roads are under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia.

4/ Alaska has no organized county and township governments. Disbursements for rural highways under State control are included in the State highway finance series.

5/ Includes transactions under provisions of the 1945 Suburban Community Road Act.

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

COUNTY, TOWNSHIP OBLIGATIONS FOR HIGHWAYS—1962

Compiled for various fiscal years from reports of State and local authorities

TABLE 1A-2  
SEPTEMBER 1964

STATE	LONG TERM DEBT			SHORT TERM DEBT			TOTAL DEBT OUTSTANDING AT END OF YEAR	STATE
	ISSUED		AMOUNT OUTSTANDING AT END OF YEAR <sup>2/</sup>	ISSUED		AMOUNT OUTSTANDING AT END OF YEAR <sup>2/</sup>		
	ORIGINAL	REPAYMENTS FROM CURRENT OR SINKING FUNDS		ORIGINAL	EXTENSIONS OR SINKING FUNDS			
Alabama <sup>3/</sup>	47,017	105	4,711	105	1,101	996	1,203	50,965
Alaska <sup>3/</sup>	6,669	-	1,487	-	-	-	-	6,704
Arizona	380	-	-	-	-	-	-	390
California	98,974	-	3,722	-	-	-	-	83,919
Colorado <sup>2/</sup>	31	-	16	-	-	-	-	15
Connecticut	1,111	-	124	-	-	-	-	987
Delaware <sup>3/</sup>	34,621	-	4,348	-	-	-	-	45,895
Florida	59,494	-	2,891	-	-	-	-	65,468
Georgia	10,877	-	447	-	-	-	-	10,290
Hawaii	384	-	25	-	-	-	-	399
Idaho	27,610	-	20,964	-	8,054	8,320	8,636	234,061
Illinois	12,079	-	1,235	-	-	30	-	11,444
Indiana	1,128	-	488	-	99	30	-	1,171
Iowa	11,362	-	1,439	-	1,285	552	941	11,111
Kansas	2,719	-	485	-	79	669	43	2,277
Kentucky	92,227	-	4,062	30	1,005	770	1,014	95,533
Louisiana	1,260	-	1,273	-	146	87	119	1,392
Maine	9,377	-	643	-	15	-	-	12,869
Maryland	137	-	30	-	-	-	-	107
Massachusetts	9,131	-	1,671	-	90	-	-	15,430
Michigan	3,204	-	607	-	3	343	-	5,363
Minnesota	26,453	-	5,069	-	168	-	378	26,330
Mississippi	32,377	-	1,623	-	4,908	5,284	5,379	31,360
Missouri	1,365	-	25	16	88	237	168	1,531
Montana	7,720	-	1,498	-	28	18	-	9,392
Nebraska	208	-	13	28	-	-	-	207
Nevada	595	-	229	-	40	-	-	773
New Hampshire	51,924	-	7,296	-	3,240	5,875	5,877	56,973
New Jersey	71,168	-	18,465	-	12,431	5,482	10,475	77,927
New Mexico <sup>2/</sup>	15,132	-	-	70	-	-	-	14,095
New York	835	-	400	-	438	316	415	783
North Carolina	49,345	-	4,844	-	301	90	649	45,496
North Dakota	21,608	-	480	-	-	-	-	20,270
Ohio	19,888	-	6,736	-	63	-	60	18,398
Oklahoma	67,792	-	6,546	-	5,205	3,415	5,633	70,401
Oregon	217,697	-	600	-	120	-	100	210,050
Pennsylvania	248	-	20	-	35	-	27	222
Rhode Island	31,998	-	1,694	-	288	483	367	30,835
South Carolina	217,697	-	11,422	1,222	939	364	687	210,050
South Dakota	398	-	137	-	-	-	-	40
Tennessee	3,938	-	549	-	-	-	-	281
Texas	36,974	-	12,818	-	-	-	-	3,286
Utah <sup>2/</sup>	1,250,876	-	109,884	-	-	-	-	46,474
Vermont	1,210,017	-	2,271	-	-	-	-	46,474
Virginia <sup>3/</sup>	183,867	-	1,743	-	-	-	-	1,284,288
Washington	109,884	-	1,743	-	-	-	-	1,284,288
West Virginia <sup>3/</sup>	1,210,017	-	1,743	-	-	-	-	1,284,288
Wisconsin	46,474	-	3,318	-	-	-	-	46,474
Wyoming <sup>2/</sup>	1,250,876	-	109,884	-	-	-	-	46,474
Total	1,250,876	1,210,017	183,867	2,271	109,884	1,743	1,743	1,284,288

<sup>1/</sup> This table shows the change in status of the highway obligations of the county and township governments including county and township toll authorities. Refer to note 1 of table LP-1 for additional information concerning local highway finance series.

<sup>2/</sup> Any difference between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may have resulted from one of the following: Changes in county-township and municipal classifications, accounting adjustments, inclusions of obligations previously omitted, etc.

<sup>3/</sup> All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama and all but two counties in Virginia. In some instances, the debt which existed prior to State control is retained by the counties.

<sup>4/</sup> Alaska has no organized county and township governments. Measurements for rural highways under State control are included in the State Highway Finance series.

<sup>5/</sup> Colorado, New Mexico, Utah and Wyoming counties reported no highway debt activities during 1962.





DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS—1962<sup>1</sup>

CLASSIFIED BY FUNCTION

Compiled for various fiscal years from reports of State and local authorities

(In thousands of dollars)

TABLE UF-21  
OCTOBER 1964

STATE	CAPITAL OUTLAY			MAINTENANCE				MISCELLANEOUS				STATE
	RIGHT-OF-WAY 2/	CONSTRUCTION 3/	TOTAL	ROADS AND BRIDGES 3/	SNOW REMOVAL	TRAFFIC SERVICE	TOTAL	ADMINISTRATION	TRAFFIC POLICE 4/	OTHER	TOTAL	
Alabama	69	7,046	7,115	9,794	-	729	10,523	428	298	79	805	Alabama
Alaska	82	1,506	1,588	530	337	121	988	50	235	-	285	Alaska
Arizona	421	9,883	10,304	3,913	-	279	4,192	715	-	-	715	Arizona
Arkansas	-	2,063	2,063	5,731	-	54	5,785	592	-	-	592	Arkansas
California	11,822	70,944	82,766	69,063	-	-	69,063	15,286	-	-	15,286	California
Colorado	31	3,756	3,787	5,842	575	1,849	8,266	591	-	669	1,260	Colorado
Connecticut	21	7,385	7,406	19,536	2,038	425	21,999	1,433	1,417	174	3,024	Connecticut
Delaware	1	1,086	1,087	405	29	117	551	13	678	-	691	Delaware
Florida	1,801	15,021	16,822	16,628	-	1,099	17,727	909	373	158	1,440	Florida
Georgia	1,197	5,290	6,487	8,649	-	537	9,186	114	171	5	290	Georgia
Hawaii 5/	-	-	-	-	-	-	-	-	-	-	-	Hawaii 5/
Idaho	-	1,485	1,485	2,793	-	-	2,793	-	-	-	-	Idaho
Illinois	3,579	35,474	39,053	35,668	4,002	6,747	46,417	2,933	7,981	159	11,073	Illinois
Indiana	71	8,296	8,367	10,106	594	1,189	11,889	2,592	-	247	2,839	Indiana
Iowa	881	20,074	20,955	12,697	2,045	1,041	15,783	1,052	-	-	1,052	Iowa
Kansas	12	14,265	14,277	7,646	6	408	8,060	623	-	-	623	Kansas
Kentucky	319	3,065	3,384	6,052	141	-	6,193	-	-	-	-	Kentucky
Louisiana	372	13,550	13,922	8,015	-	784	8,799	612	906	586	2,104	Louisiana
Maine	-	1,006	1,006	5,063	3,169	171	8,403	-	-	-	-	Maine
Maryland	-	2,181	2,181	7,707	1,803	2,002	11,512	412	-	151	563	Maryland
Massachusetts	129	21,777	21,906	34,349	9,329	2,188	45,866	2,669	1,572	216	4,457	Massachusetts
Michigan	1,561	28,141	29,702	24,919	5,806	2,382	33,107	4,381	18,263	-	22,644	Michigan
Minnesota	294	22,546	22,840	13,440	3,756	2,093	19,289	2,537	927	-	3,464	Minnesota
Mississippi	-	5,761	5,761	6,803	-	-	6,803	29	-	-	29	Mississippi
Missouri	1,402	7,808	9,210	15,604	426	1,937	17,967	1,312	299	1	1,612	Missouri
Montana	-	1,108	1,108	2,770	-	-	2,770	70	-	-	70	Montana
Nebraska	99	9,514	9,613	5,971	49	313	6,333	535	28	-	563	Nebraska
Nevada	209	1,216	1,425	1,057	-	-	1,057	289	-	6	295	Nevada
New Hampshire	-	765	765	3,518	2,701	84	6,303	248	-	-	248	New Hampshire
New Jersey	430	10,960	11,390	32,310	698	1,540	34,548	533	1,495	195	2,223	New Jersey
New Mexico	-	7,577	7,577	2,448	-	304	2,752	113	-	-	113	New Mexico
New York	1,752	111,755	113,507	86,024	11,119	1,225	98,368	5,329	22,235	-	27,564	New York
North Carolina	1,494	9,671	11,165	8,275	130	1,120	9,525	1,850	4,394	-	6,244	North Carolina
North Dakota	-	4,847	4,847	2,402	37	10	2,449	111	-	-	111	North Dakota
Ohio	129	31,271	31,400	36,807	-	3,917	40,724	3,173	-	118	3,291	Ohio
Oklahoma	4,044	4,022	8,066	7,551	-	-	7,551	238	-	-	238	Oklahoma
Oregon	104	7,247	7,351	3,204	89	970	4,263	543	-	-	543	Oregon
Pennsylvania	453	17,782	18,235	42,175	2,128	4,110	48,413	3,505	944	-	4,449	Pennsylvania
Rhode Island	-	3,165	3,165	4,446	750	381	5,577	464	6	-	470	Rhode Island
South Carolina	3	515	518	2,276	-	248	2,524	162	968	52	1,182	South Carolina
South Dakota	-	3,106	3,106	2,716	-	-	2,716	322	-	35	357	South Dakota
Tennessee	945	11,011	11,956	8,562	5	779	9,346	487	501	-	988	Tennessee
Texas	9,833	45,932	55,765	24,710	-	3,569	28,279	2,049	27,088	-	29,137	Texas
Utah 6/	5	608	613	1,052	47	14	1,113	110	184	11	305	Utah 6/
Vermont	-	491	491	1,453	532	-	1,985	-	100	-	100	Vermont
Virginia 7/	127	8,785	8,912	9,900	341	1,299	11,540	1,309	712	-	2,021	Virginia 7/
Washington	-	8,467	8,467	11,535	-	-	11,535	-	6,709	-	6,709	Washington
West Virginia	-	592	592	4,411	-	130	4,541	69	-	3	72	West Virginia
Wisconsin	-	24,427	24,427	15,186	5,701	427	21,314	1,552	-	5	1,557	Wisconsin
Wyoming 8/	2	1,429	1,431	1,518	-	-	1,518	181	-	25	206	Wyoming 8/
Total	43,694	635,672	679,366	653,230	58,383	46,592	758,205	62,525	98,484	2,895	163,904	Total

1/ This table records further segregation of capital outlay, maintenance and miscellaneous disbursements by municipal governments on all systems as shown on table UF-2. Payments for non-highway purposes from highway funds were offset against appropriations for highway purposes out of local general funds. See table LF-1, note 1 for additional information on local highway finance series.

2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.

3/ Direct expenditures on county and township roads by municipalities are included as follows: for construction, Nebraska, \$1,000; Rhode Island, \$18,000; for maintenance, Illinois, \$136,000; Nebraska, \$1,000; Rhode Island, \$381,000.

4/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with traffic services.

5/ Local highway finance data are included in the county and township summaries.

6/ Data for six months, January 1 to June 30, 1962. Accounting period was changed from a calendar year to fiscal year ending June 30.

7/ Municipal extensions of State primary and secondary systems are maintained by cities over 3,500 population but disbursements cannot be segregated. These cities receive an apportionment at the basic rate of \$4,000 and \$300 per mile for the primary and secondary systems, respectively.

8/ Estimated.

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

## MUNICIPAL OBLIGATIONS FOR HIGHWAYS—1962

Compiled for various fiscal years from reports of State and local authorities

(In thousands of dollars)

TABLE UB-2  
OCTOBER 1964

STATE	TOTAL DEBT OUTSTANDING AT BEGINNING OF YEAR <sup>2/</sup>	LONG TERM DEBT						SHORT TERM DEBT						TOTAL DEBT OUTSTANDING AT END OF YEAR	STATE
		AMOUNT OUTSTANDING AT BEGINNING OF YEAR <sup>2/</sup>	ISSUED		REDEMPTED		AMOUNT OUTSTANDING AT END OF YEAR	AMOUNT OUTSTANDING AT BEGINNING OF YEAR <sup>2/</sup>	ISSUED		REDEMPTED		AMOUNT OUTSTANDING AT END OF YEAR		
			ORIGINAL	REFUNDING BONDS, FUNDING NOTES	FROM CURRENT OR SINKING FUNDS	BY REFUNDING			ORIGINAL	EXTENSIONS	FROM CURRENT OR SINKING FUNDS	BY EXTENSIONS OR FUNDING			
Alabama	41,577	41,160	3,703	168	3,510	96	41,425	417	892	-	192	72	1,045	42,470	Alabama
Alaska	7,759	7,759	1,560	-	906	-	8,413	-	-	-	-	-	-	8,413	Alaska
Arizona	16,094	16,094	3,222	-	2,017	-	17,299	-	-	-	-	-	-	17,299	Arizona
Arkansas	7,930	7,930	1,120	-	549	-	8,501	-	-	-	-	-	-	8,501	Arkansas
California	146,223	146,223	20,891	-	13,271	-	153,843	-	-	-	-	-	-	153,843	California
Colorado	15,700	15,700	-	-	400	-	15,300	-	-	-	-	-	-	15,300	Colorado
Connecticut	10,538	10,522	750	-	1,107	-	10,165	16	-	8	-	-	8	10,173	Connecticut
Delaware	4,732	4,732	754	-	228	-	5,258	-	-	-	-	-	-	5,258	Delaware
Florida	101,697	101,312	10,110	2,180	7,275	2,180	104,147	385	23	-	385	-	23	104,170	Florida
Georgia	26,992	26,992	2,314	-	1,207	-	28,099	-	-	-	-	-	-	28,099	Georgia
Hawaii <sup>3/</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii <sup>3/</sup>
Idaho	4,678	4,678	474	-	687	-	4,465	-	-	-	-	-	-	4,465	Idaho
Illinois	242,724	242,091	9,370	-	10,383	-	241,078	633	345	-	489	-	489	241,567	Illinois
Indiana	12,845	12,836	285	-	1,136	-	11,985	9	-	-	-	-	9	11,994	Indiana
Iowa	39,532	39,394	8,219	-	6,669	-	40,944	138	29	-	56	-	111	41,055	Iowa
Kansas	78,498	78,288	8,301	3,474	11,738	-	74,325	4,210	5,356	-	139	3,474	5,953	80,278	Kansas
Kentucky	20,340	20,333	83	-	470	-	19,946	7	26	-	26	-	7	19,953	Kentucky
Louisiana	82,180	81,669	8,983	-	5,899	5	84,708	551	117	5	36	-	637	85,345	Louisiana
Maine	1,522	1,465	449	-	278	-	1,636	57	36	-	38	-	55	1,691	Maine
Maryland	11,731	11,620	1,874	-	3,065	-	10,429	111	137	-	42	-	206	10,635	Maryland
Massachusetts	37,182	37,182	4,989	-	6,799	-	35,372	-	-	-	-	-	-	35,372	Massachusetts
Michigan	48,703	48,703	7,541	-	9,009	-	47,235	-	-	-	-	-	-	47,235	Michigan
Minnesota	67,375	66,548	10,846	30	6,337	30	71,057	827	1,141	-	827	-	1,141	72,198	Minnesota
Mississippi	23,741	22,515	5,902	40	3,193	-	25,264	1,226	1,037	-	820	40	1,403	26,667	Mississippi
Missouri	66,911	66,911	11,424	-	4,425	-	73,910	-	7	-	-	-	7	73,917	Missouri
Montana	11,139	11,138	492	-	1,446	-	10,184	1	-	-	1	-	-	10,184	Montana
Nebraska	29,894	23,349	4,708	788	3,494	788	24,563	6,545	4,173	-	5,065	-	5,653	30,216	Nebraska
Nevada	2,169	2,169	894	-	530	-	2,493	-	-	-	-	-	-	2,493	Nevada
New Hampshire	3,309	3,298	405	-	514	-	3,189	11	-	-	11	-	-	3,189	New Hampshire
New Jersey	46,829	40,808	4,786	-	4,909	-	40,685	6,021	5,545	219	5,571	219	5,995	46,680	New Jersey
New Mexico	13,212	13,212	4,288	320	3,369	320	14,111	-	-	-	-	-	-	14,111	New Mexico
New York	540,552	497,576	42,898	-	41,330	-	499,104	42,976	6,924	-	33,530	-	16,370	515,474	New York
North Carolina	32,777	31,697	1,265	89	2,543	89	30,419	1,080	1,225	-	1,080	-	1,225	31,644	North Carolina
North Dakota	28,087	28,087	5,246	-	2,590	-	30,743	-	-	-	-	-	-	30,743	North Dakota
Ohio	218,781	198,661	14,081	9,385	18,143	-	203,984	20,120	7,022	3,382	1,849	12,767	15,908	219,892	Ohio
Oklahoma	17,262	17,262	12,392	-	1,274	-	28,380	-	-	-	-	-	-	28,380	Oklahoma
Oregon	11,201	9,182	2,705	-	1,500	-	10,387	2,019	239	-	311	-	1,947	12,334	Oregon
Pennsylvania	176,537	175,541	12,068	1,069	11,489	1,069	176,120	996	400	-	996	-	400	176,520	Pennsylvania
Rhode Island	13,012	12,514	2,622	-	1,166	-	13,970	498	126	-	108	-	516	14,486	Rhode Island
South Carolina	4,146	4,146	573	-	306	-	4,413	-	9	-	2	-	7	4,420	South Carolina
South Dakota	1,521	1,521	636	-	219	-	1,938	-	-	-	-	-	-	1,938	South Dakota
Tennessee	52,073	52,053	10,100	-	4,692	-	57,461	20	-	-	18	-	2	57,463	Tennessee
Texas	324,763	324,615	57,974	278	18,500	278	364,089	148	184	-	174	-	158	364,247	Texas
Utah <sup>4/</sup>	1,600	1,600	-	-	194	-	1,606	-	-	-	-	-	-	1,606	Utah <sup>4/</sup>
Vermont	1,365	1,365	270	-	197	-	1,438	-	-	-	-	-	-	1,438	Vermont
Virginia	48,586	48,580	7,940	-	3,198	-	53,322	6	-	-	6	-	-	53,322	Virginia
Washington	25,708	25,708	3,330	-	1,227	-	27,811	-	-	-	-	-	-	27,811	Washington
West Virginia	17,507	17,450	-	-	253	-	17,197	57	-	-	11	-	46	17,243	West Virginia
Wisconsin	47,135	47,135	6,796	-	5,426	-	48,505	-	-	-	-	-	-	48,505	Wisconsin
Wyoming <sup>5/</sup>	797	797	1,050	-	100	-	1,747	-	-	-	-	-	-	1,747	Wyoming <sup>5/</sup>
Total	2,787,366	2,698,281	320,603	17,821	229,187	4,855	2,802,663	89,085	34,993	3,606	51,791	16,572	59,321	2,861,984	Total

<sup>1/</sup> This table records the change during the year in indebtedness of local municipal governments including those of municipal toll authorities. See table LP-1, note 1 for additional information on local highway finance series.

<sup>2/</sup> Any difference between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may have resulted from one of the following: Changes in county-township and municipal classifications, accounting adjustments, inclusions of obligations

previously omitted, segregation of allied street functions data, etc.

<sup>3/</sup> Local highway finance data included on county-township summaries.

<sup>4/</sup> Data for six months, January 1 to June 30, 1962. Accounting period was changed from a calendar year to fiscal year ending June 30.

<sup>5/</sup> Estimated.







RECEIPTS OF COUNTY AND TOWNSHIP TOLL FACILITIES—1962

STATE	NAME OF FACILITY	OPERATING AGENCY	BALANCES AT THE BEGINNING OF THE YEAR 2/		ROAD AND CHANGING TOLLS	BOND PROCEEDS	NET INVESTMENT INCOME	CONCERN-GRANTS AND REMAINDERS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVE-FOR OPERATIONS, DEPR. SERVICE	REPAIRS						
Alabama	Dauphin Island Bridge	Mobile County	51	-	216	3/ 65	-	-	15	296
California	Golden Gate Bridge	Golden Gate Bridge and Highway District	9,678	9,400	4,880	-	448	-	-	5,868
Florida	Billie Toll Causeway Blayne Key (Richardson) and Vedettian Causeways Fort Orange Toll Bridge Sabal - Capital Toll Bridge and Causeway	Florida County Dade County and Dade County Port Authority Volusia County	7 409 9	275 375 137	128 889 101	-	5 6 1	-	6	133 901 102 3,923 5,059
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Savannah River Bridge)	Glynn County (Coastal Highway District)	172 191	127 425	309 849	-	-	-	4	313 870
Illinois	New Highway Bridge	White County Bridge Commission	22	-	178	-	-	-	2	180
Louisiana	Greater New Orleans Expressway Greater Thibodaux Ferry Sabine Lake Bridge and Causeway	Greater New Orleans Expressway Commission St. James Parish Cameron Parish, Louisiana-Jefferson County, Texas	797 182 9	4,569 63 948	1,699 36 1,940	3/ 30	148 5 155	-	2 177 170 3,285	2,938 177 170 3,285
Maryland	Bear Creek Bridge	Baltimore County Revenue Authority	127	330	333	-	10	-	-	543
Michigan	Ironwood Island Ferry	Chippewa County Road Commission	10	-	45	-	6	-	2	53
Mississippi	Vicksburg Bridge	Warren County	454	1,975	542	-	61	-	10	945
Missouri	Midland Memorial (Miami) Bridge Platte Purchase Bridge St. Francois Bridge	Madison County Ballwin County Platte County	11 3 10	9 244 332	30 332 20	-	-	5/ 199	229 345 20	50 229 345 20 54
Montana	St. Regis Ferry //	Mineral & Sanders Counties	20	-	13	-	-	-	10	23
Nebraska	Burt County Missouri River Bridge (Decatur) Morrison Pioneer Memorial Bridge, Douglas County Reno Bridge	Burt County Bridge Commission North Omaha Bridge Commission Richardson County Parkway Authority	9 18 2	32 43 141	78 128 308	-	12 2 20	-	-	90 124 358
New Jersey	Burlington-Bridle Bridge Theony-Baldwin Bridge Cape May Bridge Commission	Burlington County Bridge Commission Cape May Bridge Commission	2,584 137 2,721	- 285 2,721	1,721 210 2,231	-	64	-	11	1,796 513 2,309
New York	Atlantic Beach Bridge	Massena County Bridge Authority	698	52	895	-	10	-	30	895
Oregon	The Dalles Bridge Umatilla Bridge	Wasco County Umatilla County	136 115	183 170	311 378	-	6 38	-	1	318 410 788
Pennsylvania	East Rochester-McCone Toll Bridge	Beaver County Municipal Authority	2	23	91	-	-	-	8/ 114	205
Texas	Queen Isabella Toll Causeway Padre Island Toll Bridge Port Aransas Ferry International Toll Bridge	Cameron County Brewster County District #4 Starr County Cameron County	180 8 39 237	22 329 19 42	138 233 188 1,045	-	3 9 4 13	-	3 2 12 29	177 282 171 119 408 1,127
Washington	Hawthorne Island Ferry Linnai Island-Gooseberry Point Ferry Pugnet Island Ferry Thomas-Nobell Island-Anderson Island Ferry	Mason County Whatcom County Whatcom County Pierce County	- - - - -	- - - - -	11 29 14 23 77	-	-	-	8/ 16 8/ 205 10/ 6 8/ 41 288	27 234 20 64 345
GRAND TOTAL			23,445	2,006	23,445					23,445

Compiled for various fiscal years from reports of State and local authorities (In thousands of dollars)

TABLE 17-22  
SEPTEMBER 1964

Highway Finance

DISBURSEMENTS BY COUNTY AND TOWNSHIP TOLL FACILITIES—1962<sup>1</sup>

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION AND MISCELLANEOUS	INTEREST OBLIGATIONS <sup>2</sup>	SUBSIDIARY CURRENT DISBURSEMENTS	RETIREMENT OBLIGATIONS	FUND TRANSFERS <sup>3</sup>	TOTAL DISBURSEMENTS	RESERVES FOR CONSTRUCTION, MAINTENANCE, ETC.	BALANCES AT THE END OF THE YEAR	
											REVENUE	DEFERRED SERVICE
Alabama	Dauphin Island Bridge	-	46	17	4/72	134	-	-	279	68	-	-
California	Golden Gate Bridge	724	1,424	609	952	3,699	1,200	-	4,899	9,921	9,956	-
Florida	Bolton Toll Causeway Biscayne Key (Richardson) and Venetian Causeways Port Orange Toll Bridge Sanabel-Capota Toll Bridge and Causeway	-	-	31	45	76	20	-	96	14	305	168
Florida	Total	1,136	-	216	691	1,700	30	-	1,522	2,411	300	173
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Total)	-	1	67	55	156	136	-	294	170	148	-
Georgia	Total	-	1	122	110	292	272	-	466	288	680	-
Illinois	New Harmony Bridge	1	120	58	-	179	-	-	179	23	-	-
Louisiana	Greater New Orleans Expressway Lusher-Techarie Ferry Sabine Lake Bridge and Causeway (Total)	96	405	95	1,803	2,399	445	-	2,844	825	4,995	72
Louisiana	Total	148	500	121	1,892	2,647	593	-	3,240	958	4,667	72
Maryland	Bear Creek Bridge	14	146	62	187	409	140	-	549	106	345	-
Michigan	Drummond Island Ferry Ironston Ferry (Total)	-	61	19	-	63	-	-	83	-	-	-
Michigan	Total	-	80	19	-	82	-	-	82	-	-	-
Massachusetts	Wickaburg Bridge	-	236	149	37	422	393	56	871	490	2,013	-
Massachusetts	Woburnville Bridge Woburnville Memorial (Hunt) Bridge St. Francisville Bridge Plate Purchase Bridge St. Francisville Bridge (Total)	-	3	6	1	10	4	-	14	15	340	7
Massachusetts	Total	-	9	17	11	27	216	7	47	15	9	9
Missouri	St. Regis Ferry <sup>5</sup>	-	43	-	-	43	-	-	43	-	-	-
Nebraska	Hurt County Memorial River Bridge (DeCatur) Moran Pioneer Memorial Bridge, Douglas County Halo Bridge (Total)	-	2	36	1	129	182	-	182	14	65	11
Nebraska	Total	-	2	37	2	129	182	-	182	14	65	11
New Jersey	Burlington-Bristol Bridge Tacony-Palmyra Bridge Cape May County Bridge (Total)	837	868	1,086	72	2,206	4,099	-	2,206	2,174	188	-
New Jersey	Total	936	936	1,158	72	2,206	4,099	-	2,206	2,174	188	-
New York	Atlantic Beach Bridge	11	367	81	91	590	133	-	683	902	-	-
Oregon	The Dalles Bridge Umatilla Bridge (Total)	15	92	20	20	205	124	-	329	107	201	-
Oregon	Total	20	112	40	40	229	124	-	358	127	201	-
Pennsylvania	East Rochester-McNess Toll Bridge	20	20	-	130	170	60	-	230	-	-	-
Texas	Queen Isabella Toll Causeway-Cameron County Padre Island Toll Causeway-McCulloch County Port Aransas Ferry International Toll Bridge Cameron County International Toll Bridge (Total)	3	53	17	94	167	35	-	202	186	365	1
Texas	Total	109	171	33	288	401	62	-	1,066	257	618	-
Washington	Harstons Island Ferry Linn Island-Gooseberry Point Ferry Puget Island Ferry Tacoma-McNeil Island-Anderson Island Ferry (Total)	-	164	70	-	234	-	-	27	-	-	-
Washington	Total	-	164	70	-	234	-	-	27	-	-	-
GRAND TOTAL		3,279	5,395	2,205	5,577	16,456	3,758	266	20,480	18,489	20,603	-

Compiled for various fiscal years from reports of State and local authorities (in thousands of dollars)

TABLE 17-42 SEPTEMBER 1964

<sup>1</sup> This table gives the disbursements for publicly-owned facilities operated by and for county and township governments, local road and bridge districts, and specially created authorities. For additional information refer to the initial notes of tables 17-1 and 17-32.

<sup>2</sup> Includes small charges for debt administration.

<sup>3</sup> Amount listed for Wickaburg Bridge, Massachusetts was transferred to City of Wickaburg in lieu of taxes; all other transfers to the respective counties for general fund purposes.

<sup>4</sup> Includes short-term debt service of \$7,000 and \$60,000 for interest and principal, respectively.

<sup>5</sup> Estimated.

RECEIPTS FOR LOCAL MUNICIPAL TOLL FACILITIES-1962

Compiled for various fiscal years from reports of State and local authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR 2/		RESERVES FOR CONTINGENT DEBT OPERATIONS, ETC.	ROAD AND CONSTRUCTION FUNDS	BOND PROCEEDS	NET INVESTMENT INCOME	CONCERN AND SIONS REVENUES	MISCELLANEOUS INCOMES AND REVENUES	TOTAL RECEIPTS
			1961	1962							
Alabama	Burhead Tunnel	City of Mobile	2,235	1,489		1,119				3/ 394	1,636
California	San Pedro-Territorial Island Ferry 4/	Los Angeles Harbor Department	-	273		273				3/ 217	490
Colorado	Platte Peak Toll Highway	City of Colorado Springs	88	-		218				-	218
Florida	Broad Causeway Toll Bridge	Town of Clearwater	50	-261		419	1,470			3/ 13	1,479
	Treasure Island Causeway	City of Treasure Island	153	-418		273	692			3/ 14	2,200
Illinois	Chicago Skyway Toll Bridge	City of Chicago	236	-		2,625				3/ 1,416	4,057
	Chain of Rocks Bridge (Mississippi River Bridge)	City of Madison	201	188		279	618			7	656
	Greater Rockford Bridge	City of Chester	113	133		243				15	301
	McKinley Bridge	City of Vandalia	490	1,168		1,234				-	247
	Rock Island Centennial Bridge	City of Rock Island	1,185	394		236				263	1,336
	Veterans Memorial Bridge	City of East St. Louis	1,202	1,217		1,720				-	1,63
	Total		5,983	3,131		1,255				285	9,183
Iowa	Burlington Bridge	City of Burlington	80	163		339				1	400
	Low-Tillinois Memorial Bridge	Davenport Bridge Commission	621	422		718				3	743
	Koehn Memorial Bridge	City of Keokuk	6	101		232				74	306
	Iowa-Clinton Bridge (The Gateway Bridge)	Clinton Bridge Commission	191	274		1,028				1	1,031
	Total		21	-960		2,509				77	2,592
Kansas	Leavenworth Centennial Bridge	Leavenworth Bridge Commission	45	154		193				7	206
Massachusetts	Summer Vehicular Traffic Tunnel 5/	City of Boston	-	12,322		-				-	320
Minnesota	Waukegan-Bank River International Bridge	Village of Waukegan	10	33		58				6	78
Mississippi	Greenwillow-Lake Village Bridge	City of Oceanville	342	108		-				10	173
Missouri	Brookway Bridge	City of Kansas City	528	688		636				30	866
	Northstar Bridge	City of St. Louis	607	-688		1,024				36	1,137
	Total		1,135	-688		1,730				7	2,003
Nebraska	Belleme Bridge	Belleme Bridge Commission	1	17		23				-	23
New York	Battery-Sutton Island Ferry 7/	City of New York	-	2,776		2,054				60	15,224
	Brooklyn Bridge and Tunnel Authority		146,478	40,165		39,349				2	44,025
	Total		146,478	42,941		41,413				2	60,319
Oregon	Cascadia Locks Bridge	Port of Cascade Locks Commission	36	104		205				3	1,018
	Hood River, Oregon-White Salmon Bridge, Washington	Port of Hood River Commission	-	-		950				-	208
	Total		36	104		272				3	1,226
Texas	Del Rio International Bridge	City of Del Rio	114	54		176				4	183
	Edgie Pass-Edgie International Bridge	City of El Paso	97	42		281				1	283
	Laudo-Sharp Laudo International Bridge	City of Laudo	210	176		287				14	608
	McAllen International Toll Bridge	City of McAllen	742	413		1,499				67	1,600
	Total		742	413		1,499				75	1,600
West Virginia	Dunbar City Bridge	Dunbar City Bridge Commission	14	37		208				1	209
	Petersburg Bridge	City of Petersburg	16	157		248				-	248
	Total		30	294		456				1	457
GAIND TOTAL			158,173	62,053		57,864				1,094	82,845

1/ This table is concerned with the receipts for publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. For additional information on local highway finance series, see note 1 of table 1-1.

2/ Any differences between balances at the beginning of the year and those at the end of the previous year are the result of adjustments in accounting procedures, inclusion of funds not previously reported, etc.

3/ Transfers from Municipal General Funds.

4/ Operated as one of the various activities of the Los Angeles City Harbor Department. Debt data

5/ State motor fuel revenue.

6/ Transferred to Massachusetts Turnpike Authority, April 29, 1959. City of Boston has the responsibility to meet debt service payments.

7/ Includes \$485,000 parking receipts from Battery and New York Coliseum Parking Garages. Partially estimated.

DISBURSMENTS FOR LOCAL MUNICIPAL TOLL FACILITIES—1962<sup>1</sup>Compiled for various fiscal years  
from reports of State and local authorities

(In thousands of dollars)

TABLE UP-42  
SEPTEMBER 1964

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	INTEREST ON OBLIGA- TIONS 3/	SUBTOTAL, CURRENT DISBURSE- MENTS	RETIRE- MENT OF OBLIGA- TIONS	FUND TRANSFERS	TOTAL DISBURSE- MENTS	BALANCES AT THE END OF THE YEAR	
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alabama	Bankhead Tunnel	155	178	15	600	948	350	-	1,298	2,563	1,499
California	San Pedro-Terminal Island Ferry	-	490	-	-	490	-	-	490	-	-
Colorado	Pikes Peak Toll Highway	50	81	34	-	165	-	-	165	141	-
Florida	Broad Causeway	-	152	11	57	220	266	-	486	50	217
	Clearwater Toll Bridge	1,212	-	-	82	1,294	-	-	1,294	170	15
	Treasure Island Causeway	-	110	-	46	156	20	4/ 164	340	32	157
	Total	1,212	262	11	185	1,670	286	164	2,120	252	389
Illinois	Chicago Skyway Toll Bridge	-	416	259	3,539	4,214	-	-	4,214	79	-
	Chain of Rocks Bridge (Kings Highway)	8	266	-	17	291	115	100	506	2,586	51
	Chester Bridge (Mississippi River Bridge)	13	70	-	54	137	78	76	291	237	162
	Greater Rockford Bridge	14	44	-	23	81	108	-	189	136	168
	McKinley Bridge	224	293	-	810	1,327	166	3	1,496	508	1,190
	Rock Island Centennial Bridge	5/ 740	192	81	197	1,210	81	13	1,304	397	447
	Veterans Memorial Bridge	603	428	6/ 11	460	1,502	629	230	2,361	733	1,188
	Total	1,602	1,709	351	5,100	8,762	1,177	422	10,361	4,676	3,206
Iowa	Burlington Bridge	-	128	-	18	146	40	239	425	35	183
	Iowa-Illinois Memorial Bridge	-	220	10	167	397	100	-	497	839	450
	Keokuk-Municipal Bridge	6	85	13	5	109	40	149	298	59	56
	Lyons-Fulton Bridge	-	127	24	170	321	747	-	1,068	205	223
	New South Bridge (The Gateway Bridge)	-	-	-	-	-	-	-	-	-	-
	Muscatine Bridge	131	46	22	16	215	-	-	215	18	-
	Total	137	606	69	376	1,188	927	388	2,503	1,156	912
Kansas	Leavenworth Centennial Bridge	3	18	28	97	146	45	-	191	50	164
Massachusetts	Summer Vehicular Traffic Tunnel	-	-	-	207	207	535	-	742	-	11,900
Minnesota	Baudette-Rainy River International Bridge	2	41	-	56	99	-	-	99	10	12
Mississippi	Greenville-Lake Village Bridge	-	15	29	12	56	111	-	167	353	103
Missouri	Broadway Bridge	38	60	19	348	465	342	-	807	553	722
	MacArthur Bridge	385	218	-	36	639	-	876	1,315	229	-
	Total	423	278	19	384	1,104	342	876	2,322	782	722
Nebraska	Bellevue Bridge	-	18	6	-	24	-	-	24	-	17
New York	Battery-Staten Island Ferry 7/	6,000	7,202	40	331	13,573	1,677	-	15,250	-	1,750
	Triborough Bridges and Tunnels	74,919	8,088	49	11,486	94,542	31,237	-	125,779	72,696	33,261
	Total	80,919	15,290	89	11,817	108,115	32,914	-	141,029	72,696	35,011
Oregon	Cascade Locks Bridge	895	8	11	16	930	-	-	930	22	66
	Hood River, Oregon-White Salmon Bridge, Washington	1	22	30	44	97	64	4/ 76	237	8	103
	Total	896	30	41	60	1,027	64	76	1,167	30	169
Texas	Del Rio International Bridge	-	23	10	18	51	15	100	166	127	58
	Eagle Pass-Piedras Negras International Bridge	-	49	25	1	75	27	196	298	87	37
	Laredo-Nuevo Laredo International Bridge	7	85	29	11	132	65	344	541	275	178
	McAllen International Toll Bridge	90	70	45	98	303	15	169	487	306	195
	Total	97	227	109	128	561	122	809	1,492	795	468
West Virginia	Dunbar City Bridge	-	31	18	195	244	-	-	244	11	5
	Parkersburg Bridge	4	39	44	155	242	-	-	242	19	160
	Fairmont Bridge	-	28	-	34	62	-	-	62	12	63
	Total	4	98	62	384	548	-	-	548	49	228
	GRAND TOTAL	85,500	19,341	863	19,406	125,110	36,873	2,735	164,718	83,553	54,800

1/ This table is concerned with disbursements for publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. Refer to the initial note to table UP-32 for names of operating authorities and to LP-1 for additional information.

2/ Includes cost of toll collection

3/ Includes small charges for debt administration.

4/ Allocation of toll receipts for nonhighway purposes.

5/ Includes \$87,000 for right-of-way.

6/ Includes \$11,000 for traffic police.

7/ Partially estimated.

HIGHWAY STATISTICS FOR THE COMMONWEALTH OF PUERTO RICO—1963<sup>1</sup>

Compiled in cooperation with the Commonwealth Highway Department

TABLE PB-1  
DECEMBER 1964

MOTOR FUEL		HIGHWAY FINANCE		COMMONWEALTH	LOCAL GOVERNMENTS
				(Thousands of dollars)	
<b>I Motor-fuel consumption</b>		<b>VI Highway-user revenues and other receipts applicable to highways</b>			
A. Tax rate per gallon (excluding Federal):		A. Highway-user revenues:			
1. Gasoline	84	1. Motor-fuel taxes	18,584	-	-
2. Special	44	2. Motor-vehicle and carrier taxes	9,354	-	-
B. Net gallons taxed	265,045,247	3. Total	27,938	-	2,250
C. Motor fuel - gallons used:		B. Property taxes	-	-	1,677
1. Highway	229,831,272	C. General fund appropriation	92	-	-
2. Nonhighway	35,163,975	D. Federal funds - Bureau of Public Roads	6,798	-	-
<b>II Motor-fuel tax receipts</b>		E. Transfers	2,183	-	1,220
A. Gross receipts	\$19,418,983	F. Proceeds from bonds	10,590	-	3,888
B. Less:		G. Other State taxes	6,775	-	-
1. Refunds paid	131,636	H. Miscellaneous receipts	5	-	16
2. Tax on aviation gasoline	703,280	I. Total receipts <sup>1/</sup>	54,341	-	9,253
3. Tax on watercraft use	-				
C. Net receipts	\$18,584,067	<b>VII Disbursements from highway-user revenues and other receipts applicable to highways</b>			
<b>MOTOR VEHICLE</b>		A. Capital outlay	28,197	-	5,247
<b>III Motor-vehicle registrations <sup>2/</sup></b>		B. Maintenance	4,963	-	2,108
A. Automobiles	179,698	C. Administration	3,576	-	-
B. Trucks	4/ 42,952	D. Highway police and safety	1,305	-	-
C. Buses	3/ 11,729	E. Transfers	1,220	-	821
D. Total	234,379	F. Bond interest	3,331	-	507
E. Trailers	5,718	G. Bond retirement	3,646	-	1,285
F. Motorcycles	6/ 4,307	H. Total disbursements <sup>1/</sup>	46,238	-	9,928
<b>IV Motor-vehicle tax receipts</b>		<b>VIII Fund reserves</b>			
A. Registration fees	\$9,376,224	A. Beginning of year	12,631	-	4,555
B. Operators' licenses	398,831	B. End of year	20,734	-	3,890
C. Motor carriers	49,988	C. Net change	48,103	-	-675
D. Other	28,522				
E. Total	\$10,080,563	<b>IX Bonded indebtedness</b>			
<b>DISPOSITION OF COMMONWEALTH HIGHWAY FUNDS</b>		A. Amount outstanding	82,234	-	10,568
<b>V Disposition of receipts from imports on highway-users</b>		B. Obligations issued (par value)	10,371	-	3,888
A. Net total receipts (II-C plus IV-E)	\$28,664,630	C. Obligations redeemed (par value)	3,646	-	1,258
B. Adjustments	-	D. Obligations outstanding	88,999	-	13,198
C. Receipts available for distribution	28,664,630	<b>X Capital outlay by State and local systems</b>			
D. For collection and administration	726,213	A. Primary	7,480	-	-
E. Net funds distributed:		B. Secondary	11,280	-	-
1. For highway purposes	27,938,417	C. Municipal	6,802	-	-
2. For nonhighway purposes	-	D. Other roads	993	-	-
		E. Local roads and streets	1,642	-	5,247
		F. Total	28,197	-	5,247

ROAD AND STREET MILEAGE CLASSIFIED BY ADMINISTRATIVE SYSTEMS

SURFACE TYPES <sup>3/</sup> LANES, AND TRAFFIC VOLUMES	RURAL MILEAGE				MUNICIPAL MILEAGE				TOTAL RURAL AND MUNICIPAL MILEAGE <sup>2/</sup>
	UNDER CONTROL OF THE COMMONWEALTH		UNDER LOCAL CONTROL	TOTAL RURAL MILEAGE	UNDER CONTROL OF THE COMMONWEALTH		UNDER LOCAL CONTROL CITY AND VICINAL STREETS	TOTAL MUNICIPAL MILEAGE	
	PRIMARY SYSTEM	SECONDARY ROADS			EXCEPTIONS OF PRIMARY SYSTEM	EXCEPTIONS OF SECOND- ARY ROADS			
<b>MILEAGE BUILT</b>									
Graded and drained	-	-	-	-	-	-	-	-	-
Surfaced:	25	111	16	152	8	15	-	23	175
D, E	1	1	2	4	-	-	-	-	4
F, G-1, H-1	-	39	14	53	-	14	-	1	54
G-2, H-2, I	24	71	-	95	6	-	-	20	115
J	-	-	-	-	2	-	-	-	2
Total Mileage Built	25	111	16	152	8	15	-	23	175
<b>EXISTING MILEAGE</b>									
Unsurfaced	1	181	520	703	-	13	75	88	791
Surfaced:	372	2,593	269	3,234	140	248	1,105	1,493	4,727
D, E	1	123	148	272	-	16	52	68	340
F, G-1, H-1	58	2,244	121	2,423	18	146	616	780	3,203
G-2, H-2, I	278	225	-	503	95	49	-	144	647
J	35	1	-	36	27	37	437	501	537
Total Existing Mileage	373	2,774	789	3,936	140	261	1,180	1,581	5,517
<b>SURFACED MILEAGE BY WIDTH</b>									
Less than 20 feet	155	2,475	-	2,630	12	132	-	144	2,774
20 - 24	57	51	-	108	14	34	-	48	156
25 - 29	31	20	-	51	15	22	-	37	88
30 - 34	81	41	-	122	21	34	-	55	177
35 - 39	27	4	-	31	22	18	-	40	71
40 - 44	1	-	-	1	13	7	-	20	21
45 - 49	-	-	-	-	2	-	-	2	2
50 and over	20	2	-	22	41	1	-	42	64
Unclassified by width	-	-	269	269	-	-	1,105	1,105	1,374
Total Surfaced Mileage	372	2,593	269	3,234	140	248	1,105	1,493	4,727
<b>SURFACED MILEAGE BY LANES AND ACCESS CONTROL</b>									
2 lanes	353	-	-	353	88	-	-	88	441
3 lanes	-	-	-	-	-	-	-	-	-
One way streets	-	-	-	-	5	-	-	5	5
Undivided 4 or more lanes	-	-	-	-	15	-	-	15	15
Divided 4 or more lanes:									
No access control	12	-	-	12	12	-	-	12	24
Partial access control	7	-	-	7	17	-	-	17	24
Full access control	-	-	-	-	3	-	-	3	3
Unclassified by lanes	-	2,593	269	2,862	-	248	1,105	1,353	4,213
Total surfaced mileage	372	2,593	269	3,234	140	248	1,105	1,493	4,727
<b>SURFACED MILEAGE BY AVERAGE DAILY TRAFFIC VOLUMES</b>									
Vehicles per day									
Less than 400	7	1,207	-	1,214	-	97	-	97	1,311
400 - 999	34	775	-	809	1	25	-	27	836
1,000 - 1,999	72	449	-	521	3	54	-	57	578
2,000 - 2,999	53	85	-	138	8	25	-	33	171
3,000 - 3,999	22	47	-	69	10	13	-	23	92
4,000 - 4,999	55	15	-	70	15	10	-	25	95
5,000 - 9,999	96	15	-	111	36	19	-	55	168
10,000 - 14,999	16	-	-	16	16	3	-	19	35
15,000 - 19,999	16	-	-	16	8	1	-	9	25
20,000 - 29,999	1	-	-	1	18	-	-	18	19
30,000 - 39,999	-	-	-	-	12	-	-	12	12
40,000 and over	-	-	-	-	11	-	-	11	11
Unclassified by ADT	-	-	-	-	-	-	-	-	-
Total Surfaced Mileage	372	2,593	-	2,965	140	248	-	388	3,353

<sup>1/</sup> Data is preliminary and no adjustments have been made to the reported financial information as submitted. The financial information for the Commonwealth is based on the calendar year and the local governments report on a fiscal year, which begins June 1.

<sup>2/</sup> Aviation gasoline.  
<sup>3/</sup> Private and commercial vehicles only.

<sup>4/</sup> An undetermined number of ambulances and hearses are included with trucks.

<sup>5/</sup> An undetermined number of station wagons are included with buses.  
<sup>6/</sup> Some motorcycles and scooters are included.

<sup>7/</sup> Does not include collection costs.

<sup>8/</sup> For definition of surface types, see table OMB, in the Highway Mileage section.

<sup>9/</sup> See the FM tables for the classification of Federal-aid mileage.







# MILEAGE OF PUBLIC ROADS AND STREETS

This section presents data on highway construction during 1963 and statistics of public roads and streets existing in the United States as of December 31, 1963.

## **Contracts Awarded and Mileage Built**

Table CA-3 shows the numbers, dollar value, and miles covered by highway construction contracts awarded and by force account authorizations made by State agencies during 1963 for both State and Federal-aid road projects. Although many of these contracts and force account projects were completed during the year, this was not necessarily the case, particularly for the larger undertakings. Except for contracts financed in part with Federal-aid funds, data on construction contracted for or performed by counties and other local governments have not been included in the CA-3 table.

The miles of construction and reconstruction completed during 1963 on roads and streets in the State highway systems are shown in table SMB-2. Table OMB supplements the information in table SMB-2 by showing the miles of construction and reconstruction on local roads by the State and by county, town, and township governments, and the miles of construction and reconstruction on Federal domain roads which were not an integral part of the State highway systems. Except for construction on municipal extensions of State systems shown in table SMB-2, mileage constructed in municipalities has not been included in the mileage-built tables.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways, such as surfacing of roads not previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient highways having greater traffic and load-bearing capacities.

## **Existing Mileage of Roads and Streets**

The SM tables present the mileage data for State-administered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information on the width of roadways, number of lanes, access

control, and traffic volumes. The remaining mileage of public roads and streets, under control of the Federal and local governments, is reported in table OM.

In tables M-1, -2, -3, and -21, all mileage under State, local, and Federal jurisdictions has been combined to show the total existing mileage of roads and streets in the United States, classified by system and surface type. Table M-21 shows the extent to which State, local, and other roads comprise the Federal-aid systems.

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

## **Surface Types**

The classification used in the mileage tables identifies only the visible surface types on existing streets and roadways. These tables do not give information concerning the base course and subbase materials. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No practical way exists for presenting useful data on their vertical composition.

## **State Highway Systems**

The term "State primary system" as used in this bulletin refers to highways that have been officially designated by States as the "primary system," the "State highway system," or some similar term. Because the criteria for selecting these highways have varied greatly among the States, these highway systems differ in scope. However, they do encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, have absorbed the responsibility for constructing and maintaining specified county roads, and these have been shown as "county roads under State control."

### **Municipalities**

A "municipality" has been defined by the Bureau of the Census as a political subdivision within which a municipal corporation has been established to provide general local government for a specific population concentration in a defined area. Political units so identified are those incorporated as cities, boroughs, towns, and villages. All such incorporated places, regardless of population, have been classed here as municipalities, except as noted in the following statements.

Towns in the six New England States and New York are minor civil subdivisions similar to townships in other States. Some of these towns and certain incorporated townships in New Jersey and Pennsylvania have been classified as municipalities on the basis of population. In addition to town and township governments in these States, certain counties have been classified as municipalities in a number of States, where the area of the county is coextensive, or virtually so, with the area of one or

more municipal corporations or where the county is urban in fact. Additional information concerning the municipal definition has been included in the "Highway Finance" section of this bulletin.

### **Municipal Extensions of State Systems**

The term "municipal extensions" is used exclusively here to identify the extensions of State highway systems into or through municipalities as defined in the preceding paragraphs.

### **Local City Streets**

The term "municipal extensions" is used exclusively and streets other than municipal extensions of State systems in the areas defined as follows: (1) Municipalities; (2) delimited unincorporated places having an estimated population of 1,000 or more; (3) the unincorporated fringe around cities of 50,000 population or more, defined as urbanized areas by the Bureau of the Census in the latest enumeration or as determined by the State highway departments.







# MILEAGE BUILT ON STATE HIGHWAYS—1963

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for calendar year  
from reports of State authorities

TABLE SMB-2  
SHEET 2 OF 2  
DECEMBER 1964

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL									SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS									STATE	
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED <sup>1/</sup>								MILEAGE GRADED AND DRAINED	MILEAGE SURFACED <sup>1/</sup>									TOTAL MILEAGE GRADED AND SURFACED
		D	F	G-2		J	SUBTOTALS		TOTAL MILEAGE SURFACED		TOTAL MILEAGE GRADED AND SURFACED	D	F	G-2		J	SUBTOTALS			
E	G-1	H-1			SURFACING OF EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING				E	H-1	I			SURFACING OF EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING				
<b>SECONDARY STATE HIGHWAYS</b>																				
Connecticut	-	-	1	3	-	-	4	4	4	-	-	-	12	-	3	9	12	12	12	Connecticut
Delaware	-	-	4	11	-	-	15	15	15	-	-	-	-	1	-	1	1	1	1	Delaware
Florida	16	-	232	206	-	287	151	438	454	-	-	9	10	-	10	9	19	19	19	Florida
Hawaii	-	-	-	2	-	-	2	2	2	-	-	-	-	-	-	-	-	-	-	Hawaii
Louisiana: Secondary	-	-	-	104	-	45	59	104	104	-	-	-	1	-	-	1	1	1	1	Louisiana: Secondary
Farm-to-market	-	-	-	242	-	2	240	242	242	-	-	-	10	-	12	12	12	12	12	Farm-to-market
Total	-	-	-	346	-	47	259	346	346	-	-	-	11	-	13	13	13	13	13	Total
Maine	-	16	88	29	-	8	125	133	133	-	-	1	2	-	-	3	3	3	3	Maine
Maryland	-	-	4	52	-	5	51	56	56	-	-	-	3	-	-	3	3	3	3	Maryland
Missouri	-	316	1,143	9	8	50	1,426	1,476	1,476	-	3	11	6	2	4	18	22	22	22	Missouri
Montana	-	49	5	129	-	46	137	183	183	-	-	-	4	-	1	3	4	4	4	Montana
Nevada	-	-	-	94	-	3	91	94	94	-	-	-	-	-	-	-	-	-	-	Nevada
New Hampshire	-	1	21	2	-	3	21	24	24	-	-	-	-	-	-	-	-	-	-	New Hampshire
Oregon	-	-	11	39	-	10	40	50	50	-	-	-	1	-	-	1	1	1	1	Oregon
Pennsylvania	-	59	178	558	6	29	772	801	801	-	1	10	89	10	12	98	110	110	110	Pennsylvania
South Carolina	-	-	1,238	9	-	944	303	1,247	1,247	-	-	154	3	-	107	50	157	157	157	South Carolina
Washington	-	-	11	21	-	5	27	32	32	-	-	-	7	-	-	7	7	7	7	Washington
<b>Total</b>	<b>16</b>	<b>441</b>	<b>2,936</b>	<b>1,510</b>	<b>14</b>	<b>1,437</b>	<b>3,464</b>	<b>4,901</b>	<b>4,917</b>	<b>-</b>	<b>4</b>	<b>185</b>	<b>148</b>	<b>15</b>	<b>137</b>	<b>215</b>	<b>352</b>	<b>352</b>	<b>352</b>	<b>Total</b>
<b>COUNTY ROADS UNDER STATE CONTROL <sup>2</sup></b>																				
Alabama	-	13	72	-	-	13	72	85	85	-	-	-	1	-	1	-	1	1	1	Alabama
Delaware	-	1	47	5	-	18	35	53	53	-	-	-	29	-	4	25	29	29	29	Delaware
Nevada	-	-	-	34	-	-	34	34	34	-	-	-	5	-	-	5	5	5	5	Nevada
North Carolina	43	586	675	333	1	391	1,204	1,595	1,638	1	2	8	48	1	8	51	59	60	60	North Carolina
Virginia	-	882	641	122	-	83	1,562	1,645	1,645	-	2	19	6	-	3	24	27	27	27	Virginia
West Virginia	-	178	118	300	4	76	524	600	600	-	1	-	11	-	1	11	12	12	12	West Virginia
<b>Total</b>	<b>43</b>	<b>1,660</b>	<b>1,553</b>	<b>794</b>	<b>5</b>	<b>581</b>	<b>3,431</b>	<b>4,012</b>	<b>4,055</b>	<b>1</b>	<b>5</b>	<b>27</b>	<b>100</b>	<b>1</b>	<b>17</b>	<b>116</b>	<b>133</b>	<b>134</b>	<b>134</b>	<b>Total</b>
<b>ALL SECONDARY STATE ROADS</b>																				
<b>Total</b>	<b>59</b>	<b>2,101</b>	<b>4,489</b>	<b>2,304</b>	<b>19</b>	<b>2,018</b>	<b>6,895</b>	<b>8,913</b>	<b>8,972</b>	<b>1</b>	<b>9</b>	<b>212</b>	<b>248</b>	<b>16</b>	<b>154</b>	<b>331</b>	<b>485</b>	<b>486</b>	<b>486</b>	<b>Total</b>

<sup>1/</sup> Surface types indicated by symbols 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 with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete

with or without bituminous wearing surface less than one inch in compacted thickness. 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.

<sup>2/</sup> County roads are under State control as follows: all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Nevada.

Highway Mileage









# EXISTING MILEAGE OF STATE HIGHWAYS—1963

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State authorities

TABLE SM-3  
SHEET 2 OF 2  
DECEMBER 1964

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL							SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS <sup>1/</sup>							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL STATE SECONDARY ROADS	STATE
	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>					TOTAL RURAL	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>					TOTAL MUNICIPAL				
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE					
<b>SECONDARY STATE HIGHWAYS</b>																		
Connecticut	-	-	267	646	56	969	969	-	-	292	758	190	1,240	1,240	-	2,209	2,209	Connecticut
Delaware	3	13	915	195	162	1,285	1,288	-	-	58	82	37	177	177	3	1,462	1,465	Delaware
Florida	45	11	4,109	1,062	2	5,184	5,229	-	-	244	140	4	388	388	45	5,572	5,617	Florida
Hawaii	72	35	111	370	-	516	588	-	-	-	22	-	22	22	72	538	610	Hawaii
Louisiana: Secondary Farm-to-market Total	- - -	174 1,677 1,851	- - -	3,515 4,655 8,170	195 91 286	3,884 6,423 10,307	3,884 6,423 10,307	- - -	2 20 22	- - -	231 328 559	61 55 116	294 403 697	294 403 697	- - -	4,178 6,826 11,004	4,178 6,826 11,004	Louisiana: Secondary Farm-to-market Total
Maine <sup>5/</sup>	39	864	6,221	231	6	7,322	7,361	-	1	217	102	9	329	329	39	7,651	7,690	Maine <sup>5/</sup>
Maryland	-	8	373	1,847	583	2,811	2,811	-	-	3	126	37	166	166	-	2,977	2,977	Maryland
Missouri	-	7,696	13,885	118	251	21,950	21,950	-	35	443	49	92	619	619	-	22,569	22,569	Missouri
Montana	762	2,574	609	1,570	-	4,753	5,515	1	8	23	30	1	62	63	763	4,815	5,578	Montana
Nevada	420	1,223	648	1,361	-	3,232	3,652	-	2	10	29	-	41	41	420	3,273	3,693	Nevada
New Hampshire	2	51	2,077	40	4	2,172	2,174	-	-	99	33	4	136	136	2	2,308	2,310	New Hampshire
Oregon	7	157	665	1,692	35	2,549	2,556	-	1	21	124	24	170	170	7	2,719	2,726	Oregon
Pennsylvania	164	3,887	6,513	14,280	433	25,113	25,277	10	83	413	1,547	259	2,302	2,312	174	27,415	27,589	Pennsylvania
South Carolina	2,679	167	15,811	78	34	16,090	18,769	158	13	2,500	121	24	2,658	2,816	2,837	18,748	21,585	South Carolina
Washington	-	53	1,688	347	168	2,256	2,256	-	-	49	87	47	183	183	-	2,439	2,439	Washington
<b>Total</b>	<b>4,193</b>	<b>18,590</b>	<b>53,892</b>	<b>32,007</b>	<b>2,020</b>	<b>106,509</b>	<b>110,702</b>	<b>169</b>	<b>165</b>	<b>4,372</b>	<b>3,809</b>	<b>844</b>	<b>9,190</b>	<b>9,359</b>	<b>4,362</b>	<b>115,699</b>	<b>120,061</b>	<b>Total</b>
<b>COUNTY ROADS UNDER STATE CONTROL <sup>6</sup></b>																		
Alabama	1,512	4,685	2,902	57	-	7,644	9,156	-	2	52	10	-	64	64	1,512	7,708	9,220	Alabama
Delaware	223	401	1,047	34	6	1,488	1,711	1	7	103	359	9	478	479	224	1,966	2,190	Delaware
Nevada	76	1	135	363	-	499	575	3	-	2	23	-	25	28	79	524	603	Nevada
North Carolina	8,643	20,707	19,338	8,589	262	48,896	57,539	80	140	831	604	62	1,637	1,717	8,723	50,533	59,256	North Carolina
Virginia	730	19,038	20,321	788	17	40,164	40,894	7	57	532	25	7	621	628	737	40,785	41,522	Virginia
West Virginia	10,162	9,030	3,165	3,614	199	16,008	26,170	3	14	22	99	18	153	156	10,165	16,161	26,326	West Virginia
<b>Total</b>	<b>21,346</b>	<b>53,862</b>	<b>46,908</b>	<b>13,445</b>	<b>484</b>	<b>114,699</b>	<b>136,045</b>	<b>94</b>	<b>220</b>	<b>1,542</b>	<b>1,120</b>	<b>96</b>	<b>2,978</b>	<b>3,072</b>	<b>21,440</b>	<b>117,677</b>	<b>139,117</b>	<b>Total</b>
<b>ALL SECONDARY STATE ROADS</b>																		
<b>Total</b>	<b>25,539</b>	<b>72,452</b>	<b>100,800</b>	<b>45,452</b>	<b>2,504</b>	<b>221,208</b>	<b>246,747</b>	<b>263</b>	<b>385</b>	<b>5,914</b>	<b>4,929</b>	<b>940</b>	<b>12,168</b>	<b>12,431</b>	<b>25,802</b>	<b>233,376</b>	<b>259,178</b>	<b>Total</b>

<sup>1/</sup> May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route within a city or town.

<sup>2/</sup> Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

<sup>3/</sup> Surface types indicated by symbols 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 with or without portland cement concrete base; I, bituminous concrete and

sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. 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.

<sup>4/</sup> Excludes 671 miles of ferry routes.

<sup>5/</sup> State-aid system.

<sup>6/</sup> County roads are under State control as follows: All counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.



EXISTING SURFACED MILEAGE  
STATE PRIMARY SYSTEM – MUNICIPAL EXTENSIONS—1963

CLASSIFIED BY WIDTH

Compiled for end of calendar year  
from reports of State authorities

TABLE SM-9  
DECEMBER 1964

STATE	WIDTH IN FEET								TOTAL MUNICIPAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	47	405	107	172	75	120	107	322	1,355	Alabama
Alaska	11	10	4	25	2	5	2	3	62	Alaska
Arizona	1	3	14	96	-	10	2	129	255	Arizona
Arkansas	161	197	97	145	75	74	14	94	857	Arkansas
California	28	103	88	76	73	130	114	1,217	1,829	California
Colorado	8	24	61	66	18	26	11	210	424	Colorado
Connecticut	42	178	125	99	52	33	32	338	899	Connecticut
Delaware	5	10	18	22	16	22	13	70	176	Delaware
Florida	83	179	98	295	123	183	68	488	1,517	Florida
Georgia	186	452	143	485	180	300	77	246	2,069	Georgia
Hawaii	-	5	1	4	3	5	9	22	49	Hawaii
Idaho	26	27	29	43	30	30	12	75	272	Idaho
Illinois	484	315	236	218	182	800	125	670	3,030	Illinois
Indiana	63	87	88	119	161	254	63	163	998	Indiana
Iowa	139	102	88	322	98	85	90	213	1,137	Iowa
Kansas	4	14	32	108	66	91	51	237	603	Kansas
Kentucky	239	105	57	63	148	198	30	91	931	Kentucky
Louisiana	55	75	23	222	32	90	31	135	663	Louisiana
Maine	20	70	27	52	27	53	40	55	344	Maine
Maryland	2	2	7	24	17	16	4	54	126	Maryland
Massachusetts	8	6	5	77	116	122	46	269	649	Massachusetts
Michigan	14	132	112	55	66	181	168	438	1,166	Michigan
Minnesota	8	185	104	598	91	113	134	497	1,730	Minnesota
Mississippi	79	405	54	59	46	74	20	119	856	Mississippi
Missouri	65	237	101	156	21	110	28	245	963	Missouri
Montana	4	26	14	37	16	15	7	48	167	Montana
Nebraska	4	32	41	97	58	60	14	92	398	Nebraska
Nevada	-	5	1	14	1	2	4	49	76	Nevada
New Hampshire	19	37	9	62	26	18	5	36	212	New Hampshire
New Jersey	34	212	7	16	92	159	80	406	1,006	New Jersey
New Mexico	13	126	31	87	57	67	27	248	656	New Mexico
New York	194	213	100	168	168	134	42	143	1,162	New York
North Carolina	161	214	182	204	181	179	80	226	1,427	North Carolina
North Dakota	-	8	16	163	13	9	3	21	233	North Dakota
Ohio	259	358	92	343	450	514	101	661	2,778	Ohio
Oklahoma	70	167	111	156	50	109	38	280	981	Oklahoma
Oregon	16	40	30	35	12	32	21	141	327	Oregon
Pennsylvania	488	184	255	251	514	363	120	308	2,483	Pennsylvania
Rhode Island	43	30	5	12	52	99	14	31	286	Rhode Island
South Carolina	64	132	74	169	82	188	47	169	925	South Carolina
South Dakota	-	27	14	91	9	18	4	63	226	South Dakota
Tennessee	85	90	147	143	69	108	59	276	977	Tennessee
Texas	394	617	228	1,037	252	354	306	1,704	4,892	Texas
Utah	53	75	61	190	46	34	20	163	642	Utah
Vermont	39	36	24	30	27	18	7	17	198	Vermont
Virginia	115	171	70	52	144	254	99	229	1,134	Virginia
Washington	18	68	41	39	10	48	29	141	394	Washington
West Virginia	98	78	48	49	96	69	12	42	492	West Virginia
Wisconsin	52	196	314	179	149	189	161	305	1,545	Wisconsin
Wyoming	4	18	14	24	22	12	12	34	140	Wyoming
<b>Total</b>	<b>4,005</b>	<b>6,488</b>	<b>3,648</b>	<b>7,249</b>	<b>4,314</b>	<b>6,177</b>	<b>2,603</b>	<b>12,233</b>	<b>46,717</b>	<b>Total</b>

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM - 1963

CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled for end of calendar year from reports of State authorities

TABLE SH-11 DECEMBER 1964

Table with columns for STATE, SPATS PRIMARY HIGHWAY SYSTEM - RURAL, SPATS PRIMARY HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS, and TOTAL SURFACED MILEAGE. Rows list various states from Alabama to Wyoming, plus a Total row.

1/ The mileage of one-way streets given here is the average length of the two roadways serving a single route. 2/ Partial control... 3/ Includes 41 miles with partial control of access and 26 miles with full control of access.

4/ Includes 98 miles with partial control of access and 135 miles with full control of access. 5/ Includes 107 miles with partial control of access and 45 miles with full control. 6/ Includes 8 miles with partial control of access.

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1963

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15  
SHEET 1 OF 2  
DECEMBER 1964

Compiled for end of calendar year  
from reports of State authorities

STATE	STATE PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	1,263	2,721	2,054	991	409	216	377	43	14	1	-	-	-	8,089	Alabama
Alaska	1,647	268	87	62	8	2	3	5	-	-	-	-	-	2,082	Alaska
Arizona	995	1,313	953	456	305	333	424	34	3	-	-	-	-	4,816	Arizona
Arkansas	4,234	3,064	1,983	1,010	372	303	291	17	-	2	-	-	-	11,276	Arkansas
California	1,523	2,608	2,263	1,437	1,111	577	1,400	494	380	327	87	80	-	12,287	California
Colorado	2,429	2,058	1,771	876	256	151	268	108	15	6	4	-	-	7,942	Colorado
Connecticut	-	5	40	77	49	21	93	27	15	2	-	-	-	329	Connecticut
Delaware	1	62	82	75	53	31	79	26	17	10	-	1	-	437	Delaware
Florida	1,192	2,144	1,920	1,175	707	627	1,088	289	93	64	16	6	-	9,321	Florida
Georgia	4,319	3,162	3,578	1,495	641	344	673	131	11	1	-	-	-	14,374	Georgia
Hawaii	116	50	96	80	36	15	27	10	9	12	4	1	-	456	Hawaii
Idaho	1,290	1,505	987	294	179	113	119	-	1	1	-	-	-	4,489	Idaho
Illinois	1,013	2,111	3,937	2,290	1,254	759	1,139	238	88	48	12	2	-	12,891	Illinois
Indiana	184	558	664	1,320	1,856	2,186	2,117	581	233	-	-	-	-	9,899	Indiana
Iowa	771	2,405	3,096	1,345	696	290	157	3	1	-	-	-	-	8,764	Iowa
Kansas	1,680	3,327	2,741	1,140	506	130	137	23	6	1	-	-	-	9,691	Kansas
Kentucky	10,099	4,441	2,791	1,227	546	378	578	86	10	23	-	-	-	20,179	Kentucky
Louisiana	75	433	1,187	694	448	285	519	67	-	1	-	-	-	3,709	Louisiana
Maine	534	1,006	973	386	175	131	85	3	-	-	-	-	-	3,293	Maine
Maryland	24	84	202	231	197	152	364	221	99	116	66	18	-	1,774	Maryland
Massachusetts	22	158	355	239	181	116	503	144	88	28	3	-	-	1,837	Massachusetts
Michigan	339	1,568	2,077	1,083	827	543	1,125	335	67	45	18	14	-	8,041	Michigan
Minnesota	1,497	3,573	2,944	1,256	520	192	190	24	-	1	3	-	-	10,200	Minnesota
Mississippi	3,098	2,790	2,078	766	541	319	201	13	-	5	-	-	-	9,811	Mississippi
Missouri	560	1,911	1,918	1,349	768	470	643	90	42	39	-	-	-	7,790	Missouri
Montana	1,719	2,011	1,646	245	36	27	38	2	-	-	-	-	-	5,724	Montana
Nebraska	3,400	2,771	1,494	728	265	202	77	10	5	3	-	-	-	8,955	Nebraska
Nevada	606	649	179	338	103	36	92	3	5	-	-	-	-	2,011	Nevada
New Hampshire	152	300	709	257	122	30	72	16	-	-	-	-	-	1,658	New Hampshire
New Jersey	3	16	47	94	108	118	328	118	43	30	13	2	4	924	New Jersey
New Mexico	5,126	1,994	1,431	394	291	278	174	-	-	-	-	-	-	9,688	New Mexico
New York	731	2,826	2,934	1,740	1,240	862	1,459	311	248	60	6	-	-	12,417	New York
North Carolina	843	3,376	3,202	1,780	978	479	734	139	19	8	-	-	-	11,558	North Carolina
North Dakota	2,394	2,326	926	251	131	45	14	5	-	-	-	-	-	6,092	North Dakota
Ohio	3,577	3,471	3,478	2,011	1,012	624	1,277	191	35	8	1	-	-	15,685	Ohio
Oklahoma	1,520	2,856	2,855	1,752	789	439	543	39	-	-	-	-	-	10,801	Oklahoma
Oregon	946	950	1,031	622	256	227	342	73	25	5	2	-	-	4,479	Oregon
Pennsylvania	1,535	2,667	2,938	1,755	1,006	638	1,458	388	100	48	2	1	-	12,536	Pennsylvania
Rhode Island	66	136	168	74	61	46	101	22	-	-	-	-	-	674	Rhode Island
South Carolina	1,044	2,588	2,269	1,074	581	357	436	50	17	7	1	-	-	8,424	South Carolina
South Dakota	3,151	2,417	1,528	234	85	9	5	7	-	-	-	-	-	7,436	South Dakota
Tennessee	1,110	2,428	1,638	1,014	561	416	504	82	25	15	-	-	-	7,793	Tennessee
Texas	27,448	13,159	8,492	3,132	1,489	996	1,109	101	19	11	4	-	-	56,080	Texas
Utah	2,310	899	709	595	139	47	97	46	19	10	1	-	-	4,872	Utah
Vermont	364	698	525	219	176	40	26	-	-	-	-	-	-	2,048	Vermont
Virginia	336	1,491	1,919	1,276	681	516	950	147	84	33	10	-	-	7,529	Virginia
Washington	374	780	1,055	621	260	195	286	152	32	36	16	5	-	3,812	Washington
West Virginia	397	1,398	1,335	749	330	162	228	16	10	2	-	-	-	4,617	West Virginia
Wisconsin	1,470	3,235	2,827	1,040	601	445	456	32	26	1	-	-	-	10,133	Wisconsin
Wyoming	2,015	2,027	750	435	91	23	12	1	-	-	-	-	-	5,354	Wyoming
Total	101,532	100,794	87,062	43,784	24,033	15,941	23,418	4,963	1,920	1,020	270	130	210	405,077	Total

Highway Mileage

## EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1963

## CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15  
SHEET 2 OF 2  
DECEMBER 1964Compiled for end of calendar year  
from reports of State authorities

STATE	STATE PRIMARY HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													TOTAL MUNICIPAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED		
Alabama	30	145	309	260	127	83	207	93	65	35	1	-	-	1,355	Alabama
Alaska	15	17	6	6	1	6	6	1	4	-	-	-	-	62	Alaska
Arizona	1	6	23	16	27	20	69	38	33	19	-	3	-	255	Arizona
Arkansas	36	79	145	141	78	72	192	75	25	13	1	-	-	857	Arkansas
California	3	8	34	49	42	38	262	240	216	398	188	351	-	1,829	California
Colorado	8	38	60	44	41	25	97	55	23	6	6	6	-	424	Colorado
Connecticut	-	8	19	64	52	74	290	146	72	88	31	48	7	899	Connecticut
Delaware	-	-	5	11	13	13	42	40	29	14	4	5	-	176	Delaware
Florida	15	77	138	138	114	102	394	244	138	116	29	12	-	1,517	Florida
Georgia	207	252	446	287	165	130	313	153	54	36	19	7	-	2,069	Georgia
Hawaii	-	-	-	-	1	-	6	9	7	11	8	7	-	49	Hawaii
Idaho	8	36	59	41	28	25	58	15	2	-	-	-	-	272	Idaho
Illinois	54	138	298	282	226	199	715	422	295	249	56	96	-	3,030	Illinois
Indiana	8	30	43	71	115	263	218	169	81	-	-	-	-	998	Indiana
Iowa	34	145	204	171	150	93	231	69	24	15	1	-	-	1,137	Iowa
Kansas	3	65	97	91	63	53	130	55	25	18	2	1	-	603	Kansas
Kentucky	68	98	113	99	90	77	195	89	44	32	18	8	-	931	Kentucky
Louisiana	2	14	105	72	63	54	179	67	27	51	21	8	-	663	Louisiana
Maine	2	10	47	66	34	34	105	35	8	3	-	-	-	344	Maine
Maryland	-	3	6	13	14	14	27	15	10	15	3	6	-	126	Maryland
Massachusetts	2	4	21	28	30	43	191	110	58	88	25	49	-	649	Massachusetts
Michigan	10	16	92	107	93	93	273	124	89	114	56	99	-	1,166	Michigan
Minnesota	21	218	351	254	210	114	258	130	91	66	15	2	-	1,730	Minnesota
Mississippi	38	111	160	149	91	78	150	52	20	7	-	-	-	856	Mississippi
Missouri	-	-	-	104	251	288	229	60	31	-	-	-	-	963	Missouri
Montana	5	19	43	28	14	8	39	7	4	-	-	-	-	167	Montana
Nebraska	20	93	84	51	31	28	50	15	14	11	1	-	-	398	Nebraska
Nevada	-	1	4	7	4	3	21	8	16	9	21	1	-	76	Nevada
New Hampshire	25	5	22	44	31	24	50	9	2	-	-	-	-	212	New Hampshire
New Jersey	1	1	4	24	30	38	216	233	135	109	63	121	31	1,006	New Jersey
New Mexico	66	84	117	72	67	30	146	61	5	6	2	-	-	656	New Mexico
New York	11	133	196	159	131	107	249	96	44	30	4	2	-	1,162	New York
North Carolina	8	87	209	208	177	136	411	120	44	26	1	-	-	1,427	North Carolina
North Dakota	42	70	59	27	12	3	14	6	-	-	-	-	-	233	North Dakota
Ohio	34	144	306	284	221	193	797	389	199	142	33	36	-	2,778	Ohio
Oklahoma	34	62	151	111	115	80	233	89	78	25	3	-	-	981	Oklahoma
Oregon	4	13	23	33	28	22	97	40	24	26	11	6	-	327	Oregon
Pennsylvania	93	127	256	228	219	167	622	361	183	169	42	16	-	2,483	Pennsylvania
Rhode Island	3	3	37	28	14	29	77	61	16	14	3	1	-	286	Rhode Island
South Carolina	11	93	174	154	103	89	203	65	25	7	1	-	-	925	South Carolina
South Dakota	19	36	68	30	13	11	34	9	4	2	-	-	-	226	South Dakota
Tennessee	18	74	128	107	104	103	227	79	59	67	11	-	-	977	Tennessee
Texas	111	465	661	559	540	350	1,110	554	299	171	49	23	-	4,892	Texas
Utah	88	107	108	60	50	43	62	38	34	39	13	-	-	642	Utah
Vermont	1	30	40	34	24	21	43	5	-	-	-	-	-	198	Vermont
Virginia	2	41	111	114	93	92	317	157	96	88	10	3	10	1,134	Virginia
Washington	-	-	1	-	-	1	10	10	4	10	3	2	353	Washington	
West Virginia	2	23	65	66	64	40	129	60	24	15	3	1	-	492	West Virginia
Wisconsin	30	180	293	182	149	113	340	142	42	63	6	5	-	1,545	Wisconsin
Wyoming	7	22	33	9	16	16	31	6	-	-	-	-	-	140	Wyoming
Total	1,200	3,431	5,974	5,183	4,369	3,738	10,365	5,126	2,822	2,438	745	925	401	46,717	Total

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1963

## CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled for end of calendar year  
from reports of State authorities

TABLE SM-110  
SHEET 1 OF 2  
DECEMBER 1964

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
<b>Undivided:</b>														
Under 20 feet	39,420	24,279	15,403	4,715	1,873	1,035	817	103	12	8	1	-	58	87,724
20-21	34,881	31,827	25,098	9,928	4,836	2,898	2,770	336	174	6	2	-	18	112,774
22-23	9,847	17,399	16,556	9,490	4,686	2,655	2,849	318	11	3	3	-	49	63,866
24-26	14,699	23,821	26,069	15,915	8,974	5,590	6,151	395	112	12	-	-	3	101,747
27-35	2,433	2,891	2,029	1,019	737	516	1,751	338	112	13	-	10	18	11,867
36-43	166	260	594	489	325	254	743	350	208	91	12	-	1	3,493
44-47	9	86	130	89	62	75	253	185	74	41	9	6	1	1,020
48 and over	77	231	-	160	60	127	141	274	107	87	12	-	-	1,276
<b>Total Undivided 1/</b>	<b>101,532</b>	<b>100,794</b>	<b>85,879</b>	<b>41,805</b>	<b>21,553</b>	<b>13,150</b>	<b>15,475</b>	<b>2,299</b>	<b>816</b>	<b>261</b>	<b>39</b>	<b>16</b>	<b>148</b>	<b>383,767</b>
<b>Divided:</b>														
<b>No access control:</b>														
Less than 44	**	**	46	18	54	63	148	75	33	37	2	1	-	477
44-47	**	**	38	102	139	212	606	278	90	42	4	1	-	1,512
48 and over	**	**	175	420	590	536	1,704	640	236	214	82	8	-	4,605
Subtotal	**	**	<u>299</u>	<u>540</u>	<u>783</u>	<u>811</u>	<u>2,458</u>	<u>993</u>	<u>359</u>	<u>293</u>	<u>88</u>	<u>10</u>	-	<u>6,594</u>
<b>Partial access control: 2/</b>														
Less than 44	**	**	4	2	8	13	49	22	7	9	2	-	-	116
44-47	**	**	19	53	34	87	311	75	73	57	3	-	-	712
48 and over	**	**	20	233	342	584	1,765	557	215	101	18	4	15	3,854
Subtotal	**	**	<u>43</u>	<u>288</u>	<u>384</u>	<u>684</u>	<u>2,125</u>	<u>654</u>	<u>295</u>	<u>167</u>	<u>23</u>	<u>4</u>	<u>15</u>	<u>4,682</u>
<b>Full access control: 2/</b>														
Less than 44	**	**	2	5	4	5	2	2	-	1	-	-	-	21
44-47	**	**	-	-	1	4	12	29	22	3	2	-	-	73
48 and over	**	**	879	1,146	1,308	1,287	3,346	986	428	295	118	100	47	9,940
Subtotal	**	**	<u>881</u>	<u>1,151</u>	<u>1,313</u>	<u>1,296</u>	<u>3,360</u>	<u>1,017</u>	<u>450</u>	<u>299</u>	<u>120</u>	<u>100</u>	<u>47</u>	<u>10,034</u>
<b>Total Divided</b>	<b>**</b>	<b>**</b>	<b>1,183</b>	<b>1,979</b>	<b>2,480</b>	<b>2,791</b>	<b>7,943</b>	<b>2,664</b>	<b>1,104</b>	<b>759</b>	<b>231</b>	<b>114</b>	<b>62</b>	<b>21,310</b>
<b>Total Surfaced Mileage</b>	<b>101,532</b>	<b>100,794</b>	<b>87,062</b>	<b>43,784</b>	<b>24,033</b>	<b>15,941</b>	<b>23,418</b>	<b>4,963</b>	<b>1,920</b>	<b>1,020</b>	<b>270</b>	<b>130</b>	<b>3/ 210</b>	<b>405,077</b>

Highway Mileage



## EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1963

Compiled for end of calendar year  
from reports of State authorities

## CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110  
SHEET 2 OF 2  
DECEMBER 1964

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													TOTAL MUNICIPAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	420	803	1,070	714	351	223	329	58	13	1	-	1	22	4,005
20-21	302	891	1,513	1,131	828	529	945	212	56	15	-	-	66	6,488
22-23	99	436	721	608	477	341	689	189	45	6	-	2	35	3,648
24-26	207	685	1,252	1,116	959	804	1,628	390	115	46	3	-	44	7,249
27-35	51	201	419	440	447	493	1,390	578	193	69	8	3	22	4,314
36-43	55	172	394	440	440	537	1,707	1,115	576	322	57	11	50	5,876
44-47	14	60	127	163	192	148	492	334	203	142	18	6	32	1,931
48 and over	52	183	198	321	301	309	1,270	925	745	675	182	90	124	5,375
Total Undivided <sup>4/</sup>	1,200	3,431	5,694	4,933	3,995	3,384	8,450	3,801	1,946	1,276	268	113	395	38,886
Divided:														
No access control:														
Less than <sup>4/4</sup>	**	**	14	6	15	12	43	71	35	48	15	7	-	266
44-47	**	**	15	13	20	29	134	118	89	85	28	8	-	539
48 and over	**	**	123	105	159	144	759	538	380	489	214	207	-	3,118
Subtotal	**	**	152	124	194	185	936	727	504	622	257	222	-	3,923
Partial access control: <sup>2/</sup>														
Less than <sup>4/4</sup>	**	**	1	-	4	1	6	2	3	2	3	-	-	22
44-47	**	**	2	2	3	2	33	29	19	18	2	-	-	110
48 and over	**	**	34	50	58	42	368	198	119	124	20	6	-	1,019
Subtotal	**	**	37	52	65	45	407	229	141	144	25	6	-	1,151
Full access control: <sup>2/</sup>														
Less than <sup>4/4</sup>	**	**	2	2	2	-	2	1	-	2	-	1	1	13
44-47	**	**	-	-	1	-	6	1	5	7	3	-	-	23
48 and over	**	**	89	72	112	124	564	367	226	387	192	583	5	2,721
Subtotal	**	**	91	74	115	124	572	369	231	396	195	584	6	2,757
Total Divided	**	**	280	250	374	354	1,915	1,325	876	1,162	477	812	6	7,831
Total Surfaced Mileage	1,200	3,431	5,974	5,183	4,369	3,738	10,365	5,126	2,822	2,438	745	925	<sup>3/</sup> 401	46,717
<sup>1/</sup> Includes 247 miles with partial control of access and 206 miles with full control of access. See footnotes 3, 4, 5 and 6 on table SM-11. <sup>2/</sup> Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections. <sup>3/</sup> States not reporting average daily traffic volume data are listed in table SM-15. <sup>4/</sup> Includes 8 miles with partial control of access. See footnote 7 on table SM-11.														





# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1963

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State and local authorities

TABLE M-2  
DECEMBER 1964

SYSTEM	NONSURFACED MILEAGE <sup>1/</sup>			SURFACED MILEAGE <sup>2/</sup>					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
<b>Rural Mileage:</b>									
Under State control:									
State primary systems	684	3,579	4,263	18,385	131,783	208,439	46,470	405,077	409,340
Secondary roads under State control:									
State secondary systems <sup>3/</sup>	3,149	1,044	4,193	18,590	53,892	32,007	2,020	106,509	110,702
County roads under State control <sup>4/</sup>	12,501	8,845	21,346	53,862	46,908	13,445	484	114,699	136,045
Subtotal	16,334	13,468	29,802	90,837	232,583	253,891	48,974	626,285	656,087
State park, forests, and reservations, etc. <sup>5/</sup>	2,203	6,416	8,619	7,164	1,146	2,478	2,081	12,869	21,488
Total	18,537	19,884	38,421	98,001	233,729	256,369	51,055	639,154	677,575
Under local control:									
County roads	266,227	297,179	563,406	819,961	261,801	82,795	8,718	1,173,275	1,736,681
Town and township roads	78,879	64,153	143,032	286,584	64,445	39,161	2,022	392,212	535,244
Other local roads	51,654	9,036	60,690	10,221	3,376	260	36	13,893	74,583
Total	396,760	370,368	767,128	1,116,766	329,622	122,216	10,776	1,579,380	2,346,508
Under Federal control:									
National parks, forests, reservations, etc. <sup>5/</sup>	42,218	45,091	87,309	28,156	3,455	2,430	72	34,113	121,422
<b>Total Rural Mileage</b>	<b>457,515</b>	<b>435,343</b>	<b>892,858</b>	<b>1,242,923</b>	<b>566,806</b>	<b>381,015</b>	<b>61,903</b>	<b>2,252,647</b>	<b>3,145,505</b>
<b>Municipal Mileage:</b>									
Under State control:									
Extensions of State primary systems	7	33	40	172	5,596	29,574	11,375	46,717	46,757
Extensions of secondary roads under State control <sup>3/ 4/</sup>	200	63	263	385	5,914	4,929	940	12,168	12,431
Total	207	96	303	557	11,510	34,503	12,315	58,885	59,188
Under local control:									
Local city streets	6,680	27,583	34,263	82,400	137,319	122,202	39,580	381,501	415,764
<b>Total Municipal Mileage</b>	<b>6,887</b>	<b>27,679</b>	<b>34,566</b>	<b>82,957</b>	<b>148,829</b>	<b>156,705</b>	<b>51,895</b>	<b>440,386</b>	<b>474,952</b>
<b>TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES</b>	<b>464,402</b>	<b>463,022</b>	<b>927,424</b>	<b>1,325,880</b>	<b>715,635</b>	<b>537,720</b>	<b>113,798</b>	<b>2,693,033</b>	<b>3,620,457</b>

Highway Mileage

<sup>1/</sup> Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

<sup>2/</sup> Surface types indicated by symbols 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 with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. 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.

<sup>3/</sup> Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

<sup>4/</sup> Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

<sup>5/</sup> State and national park, forest, reservation, toll, and other roads that are not a part of the State system.



## TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1963

## CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Data as of December 31, 1963

TABLE M-21  
DECEMBER 1964

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/		TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM		NOT ON FEDERAL-AID SYSTEMS	TOTAL
	RURAL	URBAN	RURAL	URBAN		
<b>State primary highway system:</b>						
Rural	204,120	4,082	170,465	1,064	29,609	409,340
Municipal 5,000 and over	954	17,664	178	4,386	3,478	26,660
Municipal under 5,000	11,337	491	6,975	105	1,189	20,097
Subtotal	216,411	22,237	177,618	5,555	34,276	456,097
<b>State secondary highway system:</b>						
Rural	965	59	69,248	399	40,031	110,702
Municipal 5,000 and over	102	302	395	1,294	2,979	5,072
Municipal under 5,000	70	2	1,652	15	2,548	4,287
Subtotal	1,137	363	71,295	1,708	45,558	120,061
<b>County roads under State control:</b>						
Rural	112	1	44,435	38	91,459	136,045
Municipal 5,000 and over	-	40	-	326	821	1,187
Municipal under 5,000	2	-	623	-	1,260	1,885
Subtotal	114	41	45,058	364	93,540	139,117
<b>Total State highways</b>	<b>217,662</b>	<b>22,641</b>	<b>293,971</b>	<b>7,627</b>	<b>173,374</b>	<b>715,275</b>
County roads	694	85	292,861	3,679	1,439,362	1,736,681
Town, township and other	164	80	6,314	254	603,015	609,827
City streets 2/	25	1,280	6,118	5,960	402,381	415,764
<b>Roads not overlapping State, county, or other local systems:</b>						
State park, forest, and reservation roads	122	273	21	9	18,046	18,471
National park, forest, and reservation roads	236	20	110	-	121,056	121,422
Toll facilities	1,737	461	4	-	815	3,017
<b>TOTAL EXISTING MILEAGE 3/</b>	<b>220,640</b>	<b>24,840</b>	<b>599,399</b>	<b>17,529</b>	<b>2,758,049</b>	<b>3,620,457</b>

1/ Mileage of Interstate System included.

2/ Municipal extensions of county, town, and township roads included.

3/ Does not include mileage in Puerto Rico.

## FEDERAL AID

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

In the use of Federal aid for highway construction, the States determine the systems to be improved, the projects to be built, and the design and construction standards to be used. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Bureau of Public Roads, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABC funds, are proportionally divided among the States by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 50-50 by the States, but the Federal share is proportionally increased for States in which public lands are in excess of 5 percent of their area.

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Congressional acts of 1956 and 1961 provided for completion of the system by 1972, on a 90-percent Federal, 10-percent State matching basis.

### Federal-Aid Financing

Pursuant to Congressional authorization, apportionment to the States of \$3,611 million for the fiscal year 1965 was made during 1963. Of this amount, \$958 million was for the ABC program and \$2,653 million was for the Interstate System.

Also during 1963, \$33 million of 1965 forest highway funds were apportioned.

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

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

To prevent the possibility of a deficit in the Federal Highway Trust Fund, the Bureau of Public Roads put into effect, beginning with the fiscal year 1960, a plan that provides for the orderly scheduling of Federal-aid fund obligations (and thus contract lettings) so as to phase the reimbursement requests of the States with revenues available in the Trust Fund. Any States that wish to proceed at a more rapid rate of contract letting may do so if they choose, with the understanding that Federal reimbursement for the additional work will be delayed. Some States have done so.

The major factors of Federal-aid financing for the fiscal years 1963-65 are as follows:

	<i>(In millions of dollars)</i>		
	<i>1963</i>	<i>1964</i>	<i>1965</i>
Authorizations:			
Interstate funds.....	\$2, 400	\$2, 600	\$2, 700
ABC funds.....	925	950	975
Total.....	3, 325	3, 550	3, 675
Apportionments to States (I and ABC).....	3, 283	3, 506	3, 611
Reimbursable obligation schedule, Interstate and ABC.....	5, 788	4, 299	1, 900
Net receipts of the Highway Trust Fund.....	3, 293	3, 539	2, 655
Highway Trust Fund expenditures.....	3, 017	3, 645	2, 400

<sup>1</sup> First 2-quarter advances available.

<sup>2</sup> Estimated.

The expenditure of Federal funds administered by the Bureau of Public Roads during the calendar year 1963, shown in table FA-3, totaled \$3,545 million, of which \$3,460 million was charged to

the Federal Highway Trust Fund and \$85 million of other funds were expended. Table FA-5 shows the receipts and disbursements for highways of all Federal agencies.

### **Federal-Aid System Mileage**

The mileages of the Federal-aid systems shown in the tables of this section are not additive to the State and local mileages presented in the "Mileage" section, but they are the segments of those mileages that are eligible for improvement with Federal aid. Table M-21 shows the extent to which the Federal-aid systems are superimposed on the State and local systems. All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Bureau of Public Roads.

#### **Federal-aid primary system**

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to 7 percent of the rural road mileage existing in the State at the time the 1921 act was passed but, under specified conditions, this proportion can be increased and has been in some States.

#### **Interstate System**

The National System of Interstate and Defense Highways was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of the system and, as subsequently amended, provided for funds for its completion by 1972. The system is limited by law to a total of not more than 41,000 miles. The law also provides that the Interstate System shall be included in the Federal-aid primary system.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance. The map of the United States included here shows the location and status of improvement of the Interstate System as of September 30, 1964.

#### **Federal-aid secondary system**

In 1944, Congress also approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads linking farms, distribution outlets, and smaller communities with the Federal-aid primary system.

#### **Urban extensions of Federal-aid systems**

The term "urban extensions" is used exclusively here to identify the portions of Federal-aid routes in urban areas. Although reference to extensions continues in the law and originated because for many years the use of Federal aid was restricted to rural roads, the urban portions of Federal-aid routes are now considered to be integral and important parts of the systems. An urban area as defined in Federal-aid legislation is an area, including and adjacent to a municipality or other urban place, that has a population of 5,000 or more. The boundaries are fixed by the State highway departments and approved by the Bureau of Public Roads. The term "urban" is not synonymous with the term "municipal" as used in this bulletin.

#### **Traveled way versus designated mileage**

Some segments of the Interstate System and some mileage of the other Federal-aid systems are either under construction or are to be constructed on new locations. Pending completion of these segments (projected routes), existing routes are continued in use. These existing routes plus the officially designated routes that are completed and open to traffic comprise what is called the "traveled way" of a Federal-aid system.

As construction progresses, the traveled way and the officially designated system will ultimately be the same. Meanwhile, the traveled way is a useful indicator of the progress made in improving or completing the officially designated Federal-aid systems.

#### **Construction data and mileage characteristics**

The Federal-aid mileages are classified according to system and types of surface in the FM and INT tables. Additional information such as the width of roadways, number of lanes, access control, and traffic volume data for the Federal-aid primary system appear in tables FM-8, -9, -11, -15, and -110. Similar information for the Interstate System is given in the INT tables bearing the same numbers.

Table FB-2 data show the total mileage improved during 1963 on the Federal-aid primary (including Interstate) and secondary systems. Information on projects financed by the States without Federal participation has been included in this table, as well as on work accomplished with Federal aid. In this respect, table FB-2 differs from tables FA-1 and -2 of this section, which show information only on mileage improvements that were financed, at least in part, with Federal funds.



## TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1963

## MILEAGE CLASSIFIED BY SYSTEM

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

TABLE FM-1  
DECEMBER 1964

STATE	INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS						STATE	
	RURAL	URBAN	TOTAL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM <sup>1/</sup>			FEDERAL-AID SECONDARY HIGHWAY SYSTEM				TOTAL FEDERAL- AID SYSTEMS
				RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		
Alabama	731	118	849	5,248	616	5,864	23,439	457	23,896	29,760	Alabama
Alaska	-	-	-	<sup>2/</sup> 1,568	33	<sup>2/</sup> 1,601	1,692	15	1,707	3,308	Alaska
Arizona	1,122	71	1,193	2,575	104	2,679	3,685	360	4,045	6,724	Arizona
Arkansas	453	69	522	3,259	248	3,507	13,460	214	13,674	17,181	Arkansas
California	1,543	609	2,152	7,527	1,476	9,003	11,472	1,165	12,637	21,640	California
Colorado	857	91	948	3,799	368	4,167	4,089	60	4,149	8,316	Colorado
Connecticut	150	124	274	817	361	1,178	1,036	199	1,235	2,413	Connecticut
Delaware	6	31	37	466	147	613	1,335	130	1,465	2,078	Delaware
Florida	959	228	1,187	4,008	649	4,657	12,821	553	13,374	18,031	Florida
Georgia	958	167	1,125	7,104	631	7,735	19,157	437	19,594	27,329	Georgia
Hawaii	27	23	50	458	49	507	588	22	610	1,117	Hawaii
Idaho	592	31	623	3,152	87	3,239	5,401	51	5,452	8,691	Idaho
Illinois	1,301	302	1,603	9,476	1,446	10,922	13,777	344	14,121	25,043	Illinois
Indiana	938	191	1,129	4,389	598	4,987	18,035	273	18,308	23,295	Indiana
Iowa	633	58	691	9,148	536	9,684	32,989	229	33,218	42,902	Iowa
Kansas	689	115	804	7,157	455	7,612	23,880	172	24,052	31,664	Kansas
Kentucky	579	101	680	3,659	348	4,007	14,722	220	14,942	18,949	Kentucky
Louisiana	570	134	704	2,446	340	2,786	8,522	192	8,714	11,500	Louisiana
Maine	286	37	323	1,763	145	1,908	2,101	65	2,166	4,074	Maine
Maryland	185	146	331	1,582	442	2,024	6,940	554	7,494	9,518	Maryland
Massachusetts	219	138	357	1,430	786	2,216	1,686	582	2,268	4,484	Massachusetts
Michigan	902	188	1,090	6,051	691	6,742	25,530	495	26,025	32,767	Michigan
Minnesota	751	181	932	7,090	723	7,813	30,265	363	30,628	38,441	Minnesota
Mississippi	559	123	682	5,596	390	5,986	15,964	221	16,185	22,171	Mississippi
Missouri	945	156	1,101	7,937	588	8,525	22,984	182	23,166	31,691	Missouri
Montana	1,206	26	1,232	5,838	95	5,933	5,556	22	5,578	11,511	Montana
Nebraska	480	14	494	5,462	169	5,631	17,390	50	17,440	23,071	Nebraska
Nevada	520	19	539	2,144	57	2,201	2,908	56	2,964	5,165	Nevada
New Hampshire	180	22	202	1,108	118	1,226	1,594	56	1,650	2,876	New Hampshire
New Jersey	145	188	333	1,121	699	1,820	1,590	580	2,170	3,990	New Jersey
New Mexico	936	66	1,002	3,712	211	3,923	5,531	85	5,616	9,539	New Mexico
New York	799	432	1,231	8,853	2,071	10,924	16,974	1,737	18,711	29,635	New York
North Carolina	736	74	810	3,910	419	4,329	28,357	629	28,986	33,315	North Carolina
North Dakota	562	21	583	4,566	73	4,639	13,094	20	13,114	17,753	North Dakota
Ohio	1,031	407	1,438	6,482	1,462	7,944	17,269	1,321	18,590	26,534	Ohio
Oklahoma	649	157	806	7,176	580	7,756	12,611	484	13,095	20,851	Oklahoma
Oregon	640	51	691	3,725	220	3,945	7,799	119	7,918	11,863	Oregon
Pennsylvania	1,299	347	1,646	6,339	1,348	7,687	12,141	1,292	13,433	21,120	Pennsylvania
Rhode Island	28	43	71	282	207	489	357	156	513	1,002	Rhode Island
South Carolina	677	43	720	4,430	385	4,815	18,665	223	18,888	23,703	South Carolina
South Dakota	706	15	721	5,469	90	5,559	12,583	25	12,608	18,167	South Dakota
Tennessee	943	146	1,089	5,394	466	5,860	11,038	131	11,169	17,029	Tennessee
Texas	2,403	608	3,011	14,360	1,861	16,221	32,630	790	33,420	49,641	Texas
Utah	835	72	907	2,161	129	2,290	3,638	120	3,758	6,048	Utah
Vermont	313	31	344	1,223	82	1,305	1,858	21	1,879	3,184	Vermont
Virginia	907	175	1,082	4,314	572	4,886	18,132	538	18,670	23,556	Virginia
Washington	595	139	734	3,437	350	3,787	10,842	378	11,220	15,007	Washington
West Virginia	527	79	606	2,313	210	2,523	10,631	111	10,742	13,265	West Virginia
Wisconsin	413	44	457	5,585	522	6,107	18,158	897	19,055	25,162	Wisconsin
Wyoming	918	26	944	3,531	59	3,590	2,483	13	2,496	6,086	Wyoming
Dist. of Col.	-	19	19	-	128	128	-	120	120	248	Dist. of Col.
Puerto Rico	-	-	-	379	120	499	1,064	49	1,113	1,612	Puerto Rico
Total	34,403	6,696	41,099	221,019	24,960	245,979	600,463	17,578	618,041	864,020	Total

<sup>1/</sup> Mileage of Interstate System included.<sup>2/</sup> Excludes 671 miles of ferry routes.

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1963

## MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

TABLE FM-2  
SHEET 1 OF 2  
DECEMBER 1964

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL								FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN								TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL FEDERAL-AID PRIMARY SYSTEM
	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/						TOTAL RURAL	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/						TOTAL URBAN			
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	D E			F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE						
Alabama	-	-	688	4,378	182	5,248	5,248	-	-	12	570	34	616	616	-	5,864	5,864		
Alaska	333	18	1,166	51	-	1,235	1,568	3	-	20	8	2	30	33	336	1,265	1,601		
Arizona	-	-	588	1,958	29	2,575	2,575	-	-	1	70	33	104	104	-	2,679	2,679		
Arkansas	2	6	108	2,774	369	3,257	3,257	-	-	1	162	85	248	248	2	3,505	3,507		
California	-	141	965	5,602	819	7,527	7,527	-	-	3	842	631	1,476	1,476	-	9,003	9,003		
Colorado	-	-	-	3,519	280	3,799	3,799	-	9	310	49	368	368	-	-	4,167	4,167		
Connecticut	-	-	14	410	393	817	817	-	-	11	149	201	361	361	-	1,178	1,178		
Delaware	-	-	14	317	135	466	466	-	-	5	71	71	147	147	-	613	613		
Florida	-	-	406	3,443	159	4,008	4,008	-	-	22	515	112	649	649	-	4,657	4,657		
Georgia	19	13	336	6,221	521	7,085	7,104	4	1	12	490	124	627	631	23	7,712	7,735		
Hawaii	2	-	36	420	-	456	456	-	-	4	48	-	49	49	2	505	507		
Idaho	28	24	807	2,266	27	3,124	3,152	-	-	4	81	2	87	87	28	3,211	3,239		
Illinois	4	91	418	5,097	3,866	9,472	9,472	-	5	10	870	561	1,446	1,446	-	10,918	10,922		
Indiana	-	-	6	3,442	941	4,389	4,389	-	-	-	387	211	598	598	4	4,987	4,987		
Iowa	-	231	648	3,946	4,323	9,148	9,148	-	-	5	160	371	536	536	-	9,684	9,684		
Kansas	-	-	3,187	2,985	985	7,157	7,157	-	-	22	171	262	455	455	-	7,612	7,612		
Kentucky	-	-	73	3,078	508	3,659	3,659	-	-	2	259	87	348	348	-	4,007	4,007		
Louisiana	-	-	-	1,853	593	2,446	2,446	-	-	2	204	136	340	340	-	2,786	2,786		
Maine	-	-	391	1,343	29	1,763	1,763	-	-	5	137	3	145	145	-	1,908	1,908		
Maryland	-	-	17	1,582	379	1,982	1,982	-	-	5	248	189	442	442	-	2,024	2,024		
Massachusetts	-	-	86	1,310	34	1,430	1,430	-	-	14	719	53	786	786	-	2,216	2,216		
Michigan	-	-	1,060	2,769	2,222	6,051	6,051	-	-	7	389	295	691	691	-	6,742	6,742		
Minnesota	-	-	497	3,758	2,835	7,090	7,090	-	-	64	377	282	723	723	-	7,813	7,813		
Mississippi	-	108	2,121	1,497	1,870	5,596	5,596	-	-	50	129	211	390	390	-	5,986	5,986		
Missouri	-	4	3,258	1,930	2,745	7,937	7,937	-	-	16	146	426	588	588	-	8,525	8,525		
Montana	41	64	1,637	4,068	28	5,797	5,838	3	-	13	73	6	92	95	44	5,889	5,933		
Nebraska	-	196	3,267	786	1,213	5,462	5,462	-	-	7	64	98	169	169	-	5,631	5,631		
Nevada	80	-	-	2,064	-	2,064	2,144	3	-	-	54	-	54	57	83	2,118	2,201		
New Hampshire	-	-	702	298	108	1,108	1,108	-	-	30	69	19	118	118	-	1,226	1,226		
New Jersey	-	-	1	452	668	1,121	1,121	-	-	-	355	344	699	699	-	1,820	1,820		
New Mexico	16	1	457	3,133	105	3,696	3,712	-	2	-	190	19	211	211	16	3,907	3,923		
New York	-	70	1,923	4,320	2,540	8,853	8,853	8	3	82	1,247	731	2,063	2,071	8	10,916	10,924		
North Carolina	-	-	410	2,778	722	3,910	3,910	-	-	19	276	124	419	419	-	4,329	4,329		
North Dakota	-	198	614	3,393	361	4,566	4,566	-	-	2	36	35	73	73	-	4,639	4,639		
Ohio	-	-	2	5,142	1,338	6,482	6,482	-	-	1	1,105	356	1,462	1,462	-	7,944	7,944		
Oklahoma	26	97	2,021	2,943	2,089	7,150	7,176	2	6	16	285	271	578	580	28	7,728	7,756		
Oregon	-	2	239	3,303	181	3,725	3,725	-	-	-	152	68	220	220	-	3,945	3,945		
Pennsylvania	-	4	85	4,127	2,123	6,339	6,339	-	-	19	774	555	1,348	1,348	-	7,687	7,687		
Rhode Island	-	-	2	167	113	282	282	-	-	1	170	36	207	207	-	489	489		
South Carolina	3	9	1,927	1,843	648	4,427	4,430	-	-	55	280	50	385	385	3	4,812	4,815		
South Dakota	8	204	930	3,770	557	5,461	5,469	-	-	3	27	60	90	90	8	5,551	5,559		
Tennessee	-	23	650	4,444	277	5,394	5,394	-	-	7	382	77	466	466	-	5,860	5,860		
Texas	40	15	3,279	9,992	1,034	14,320	14,360	-	-	74	1,286	501	1,861	1,861	40	16,181	16,221		
Utah	-	7	48	2,089	17	2,161	2,161	-	-	3	118	8	129	129	-	2,290	2,290		
Vermont	-	-	173	1,035	15	1,223	1,223	-	-	3	74	5	82	82	-	1,305	1,305		
Virginia	-	-	619	3,373	322	4,314	4,314	-	-	14	409	149	572	572	-	4,886	4,886		
Washington	-	19	1,741	1,221	456	3,437	3,437	-	-	16	192	142	350	350	-	3,787	3,787		
West Virginia	-	-	12	1,990	311	2,313	2,313	-	-	2	154	54	210	210	-	2,523	2,523		
Wisconsin	-	14	201	3,202	2,168	5,585	5,585	-	1	3	247	271	522	522	-	6,107	6,107		
Wyoming	1	-	465	3,053	12	3,530	3,531	-	-	-	50	9	59	59	1	3,589	3,590		
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	2	98	128	128	-	128	128		
Puerto Rico	1	1	60	280	37	378	379	-	-	13	81	26	120	120	1	498	499		
Total	604	1,560	38,349	138,819	41,687	220,415	221,019	23	27	677	15,760	8,473	24,937	24,960	627	245,352	245,979		

750-788 O - 85 - 9

Federal Aid



TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—RURAL—1963

SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in cooperation with State Highway Departments

Data as of December 31, 1963

TABLE FM-5  
DECEMBER 1964

STATE	WIDTH IN FEET AND TYPE OF SURFACE											TOTAL SURFACED MILEAGE					
	LOW-TYPE SURFACE 1/				INTERMEDIATE-TYPE SURFACE 2/				HIGH-TYPE SURFACE 3/								
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	LESS THAN 20	20-21	22-23		24-26	27-35	36-43	44-47	48 AND OVER
Alabama	3	9	5	6	9	11	2	2	688	2,200	678	777	56	51	586	4,560	
Alaska	-	-	-	-	-	-	-	-	1,166	16	16	35	35	51	51	1,235	
Arizona	6	-	74	436	3	5	-	27	588	109	113	1,325	19	5	400	2,575	
Arkansas	-	-	74	3	-	-	-	-	108	397	1,114	958	14	35	101	3,237	
California	99	29	5	8	5	1	1	1	965	1,441	1,041	885	802	266	1,325	7,527	
Colorado	-	-	-	-	-	-	-	-	-	347	1,334	1,412	64	141	403	3,799	
Connecticut	-	-	-	-	-	-	-	-	-	53	104	93	45	22	25	603	
Delaware	-	-	-	-	-	-	-	-	12	77	65	139	6	7	94	817	
Florida	5	1	-	3	-	-	-	-	466	1,474	729	1,454	66	105	843	4,008	
Georgia	-	-	-	-	-	-	-	-	320	378	577	3,736	98	57	376	7,082	
Hawaii	21	-	3	-	-	-	-	-	687	86	10	55	11	7	186	7,486	
Illinois	63	15	8	-	4	1	-	-	807	412	399	355	312	49	239	3,124	
Indiana	-	-	-	-	-	-	-	-	148	199	18	199	1	3	4	3,602	
Iowa	5	-	97	117	-	-	-	-	120	107	25	370	11	5	376	7,486	
Kansas	-	-	-	-	-	-	-	-	687	90	90	355	312	49	239	3,124	
Kentucky	-	-	-	-	-	-	-	-	108	151	13	2,127	833	21	2	9,472	
Louisiana	-	-	-	-	-	-	-	-	231	132	177	504	3	2	473	4,389	
Maine	-	-	-	-	-	-	-	-	111	1	1	2,127	833	21	2	9,472	
Maryland	-	-	-	-	-	-	-	-	72	1	1	14	5	1	1	8,269	
Massachusetts	-	-	-	-	-	-	-	-	181	189	1	14	5	1	1	9,118	
Michigan	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	9,118	
Minnesota	83	16	9	-	-	-	-	-	108	108	688	1,34	10	3	204	3,770	
Mississippi	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	3,770	
Missouri	4	-	27	60	34	-	-	-	64	146	682	2,270	246	9	6	3,699	
Montana	5	-	82	60	34	-	-	-	196	46	682	2,270	246	9	6	2,446	
Nebraska	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	1,732	
Nevada	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	1,732	
New Hampshire	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	1,732	
New Jersey	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	1,732	
New Mexico	-	-	-	-	-	-	-	-	11	1	1	1	1	1	1	1,732	
New York	62	8	-	-	-	-	-	-	108	108	688	1,34	10	3	204	3,770	
North Carolina	-	-	-	-	-	-	-	-	108	108	688	1,34	10	3	204	3,770	
North Dakota	-	-	-	-	-	-	-	-	108	108	688	1,34	10	3	204	3,770	
Ohio	-	-	-	-	-	-	-	-	108	108	688	1,34	10	3	204	3,770	
Oklahoma	45	27	22	3	-	-	-	-	97	17	379	1,006	93	15	1	1,582	
Oregon	-	-	-	-	-	-	-	-	97	17	379	1,006	93	15	1	1,582	
Pennsylvania	4	-	2	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
Rhode Island	-	-	-	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
South Carolina	-	-	-	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
South Dakota	-	-	-	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
Tennessee	4	-	2	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
Texas	-	-	-	-	-	-	-	-	2	49	24	5	2	2	427	3,910	
Utah	6	-	-	1	-	-	-	-	7	17	8	1,333	160	108	140	4,862	
Virginia	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Washington	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
West Virginia	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Wisconsin	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Wyoming	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Dist. of Col.	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Puerto Rico	-	-	-	-	-	-	-	-	196	166	166	301	160	108	140	4,862	
Total	426	266	251	397	146	18	43	13	1,560	2,945	8,048	12,402	2,008	495	91	325	38,372

1/ Consists of stabilized soil, and gravel or stone surfaces (types D and E).  
 2/ Consists of bituminous treated and mixed bituminous surfaces (types F, G-1, and H-1).  
 3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, and portland cement concrete surfaces (types G-2, H-2, I, and J).

## TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM — URBAN — 1963

## SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

TABLE FM-9  
DECEMBER 1964

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	9	76	46	112	39	58	49	227	616	Alabama
Alaska	-	3	5	10	5	3	2	2	30	Alaska
Arizona	-	-	1	9	-	5	3	86	104	Arizona
Arkansas	16	24	13	57	27	37	6	68	248	Arkansas
California	10	44	39	40	43	86	84	1,130	1,476	California
Colorado	3	7	10	66	14	16	9	243	368	Colorado
Connecticut	7	41	23	14	29	55	26	166	361	Connecticut
Delaware	3	7	13	17	11	18	12	66	147	Delaware
Florida	2	21	29	70	27	68	41	391	649	Florida
Georgia	10	56	23	126	53	106	34	219	627	Georgia
Hawaii	-	5	1	4	3	5	9	22	49	Hawaii
Idaho	-	2	2	19	5	16	2	41	87	Idaho
Illinois	64	75	62	77	79	385	94	610	1,446	Illinois
Indiana	3	10	58	81	72	151	54	169	598	Indiana
Iowa	40	35	15	132	44	45	54	171	536	Iowa
Kansas	12	11	33	66	19	50	40	224	455	Kansas
Kentucky	20	25	36	14	37	98	24	94	348	Kentucky
Louisiana	12	6	10	86	20	62	24	120	340	Louisiana
Maine	-	7	5	19	23	35	12	44	145	Maine
Maryland	-	22	9	34	26	40	25	286	442	Maryland
Massachusetts	7	14	1	72	128	177	59	328	786	Massachusetts
Michigan	-	27	38	19	29	110	105	363	691	Michigan
Minnesota	2	45	27	107	46	74	61	361	723	Minnesota
Mississippi	4	125	22	41	15	36	17	130	390	Mississippi
Missouri	30	64	29	79	26	99	24	237	588	Missouri
Montana	-	7	6	18	8	7	4	42	92	Montana
Nebraska	9	9	3	24	21	22	7	74	169	Nebraska
Nevada	-	5	-	4	-	1	5	39	54	Nevada
New Hampshire	8	10	4	34	17	11	3	31	118	New Hampshire
New Jersey	8	83	3	11	48	123	55	368	699	New Jersey
New Mexico	-	12	4	29	6	18	8	134	211	New Mexico
New York	41	152	111	187	211	294	195	872	2,063	New York
North Carolina	9	14	35	54	48	69	25	165	419	North Carolina
North Dakota	-	3	-	41	7	3	1	18	73	North Dakota
Ohio	17	80	33	133	227	302	70	600	1,462	Ohio
Oklahoma	43	37	35	83	21	70	19	270	578	Oklahoma
Oregon	1	7	6	18	10	25	25	128	220	Oregon
Pennsylvania	48	37	102	107	272	228	114	440	1,348	Pennsylvania
Rhode Island	9	17	3	3	31	83	20	41	207	Rhode Island
South Carolina	16	12	15	73	38	82	30	119	385	South Carolina
South Dakota	-	17	1	6	5	10	-	51	90	South Dakota
Tennessee	9	12	29	44	34	71	43	224	466	Tennessee
Texas	6	34	49	258	67	152	195	1,100	1,861	Texas
Utah	1	1	1	15	5	14	12	80	129	Utah
Vermont	14	10	4	5	13	12	5	19	82	Vermont
Virginia	18	37	23	16	68	121	68	221	572	Virginia
Washington	18	34	21	38	7	45	40	147	350	Washington
West Virginia	12	27	14	22	45	41	15	34	210	West Virginia
Wisconsin	7	24	43	27	71	87	67	196	522	Wisconsin
Wyoming	-	3	-	2	11	4	3	36	59	Wyoming
Dist. of Col.	-	-	-	-	7	16	10	95	128	Dist. of Col.
Puerto Rico	10	13	12	17	15	10	5	38	120	Puerto Rico
Total	558	1,449	1,107	2,640	2,133	3,756	1,914	11,380	24,937	Total



TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—1963

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE PM-15  
SHEET 1 OF 2  
DECEMBER 1964

STATE	LESS THAN 400	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL				AVERAGE DAILY TRAFFIC VOLUMES				TOTAL SURFACED MILEAGE
		UN-CLASSIFIED		OVER 40,000		UN-CLASSIFIED		OVER 40,000		
		1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	
Alabama	170	1,206	953	449	47	12	47	47	5,248	
Alaska	916	300	61	4	-	-	-	-	2,235	
Arizona	54	188	388	306	31	4	4	-	2,575	
Arkansas	35	314	901	358	18	2	2	-	3,257	
California	216	1,117	1,037	883	44	250	46	18	7,527	
Colorado	84	783	1,485	811	2	6	9	5	3,799	
Connecticut	-	10	63	133	-	-	-	-	817	
Delaware	1	62	85	83	-	10	1	-	466	
Florida	-	347	869	674	42	4	6	-	7,008	
Georgia	116	50	80	36	15	9	6	-	456	
Hawaii	395	1,061	925	284	-	-	-	-	3,124	
Idaho	181	999	3,027	2,152	48	11	1	-	9,472	
Indiana	42	1,497	3,246	1,452	4	-	-	-	9,148	
Iowa	335	2,181	2,579	1,247	-	-	-	-	7,157	
Kansas	-	4	67	493	8	6	1	-	3,699	
Kentucky	17	303	299	209	-	-	-	-	1,763	
Maine	25	79	248	183	42	-	-	-	1,582	
Massachusetts	-	53	190	129	109	32	3	-	1,430	
Michigan	32	661	1,469	797	68	43	15	-	6,051	
Minnesota	184	1,431	2,950	641	-	-	-	-	7,090	
Mississippi	308	1,388	1,978	582	-	-	-	-	5,596	
Missouri	550	1,960	1,967	688	42	39	-	-	7,937	
Montana	1,784	2,087	1,445	281	5	4	-	-	5,462	
Nebraska	549	2,125	1,445	42	6	-	-	-	5,797	
Nevada	606	650	185	106	-	-	-	-	2,054	
New Hampshire	24	115	30	100	-	-	-	-	1,108	
New Jersey	2	6	80	116	43	19	4	-	1,121	
New Mexico	228	1,255	1,158	264	-	-	-	-	3,696	
New York	466	1,562	1,331	968	77	30	1	-	8,853	
North Carolina	16	188	1,077	713	123	7	-	-	3,910	
North Dakota	1,050	2,106	1,576	914	5	23	1	-	6,482	
Ohio	224	1,257	2,066	1,658	9	-	-	-	7,150	
Oklahoma	447	718	933	606	19	2	-	-	3,725	
Oregon	40	486	1,429	755	26	2	-	-	6,139	
Pennsylvania	40	406	1,065	755	55	26	-	-	6,139	
Rhode Island	1	-	36	51	-	-	-	-	282	
South Carolina	25	616	1,471	938	8	-	-	-	4,427	
South Dakota	1,292	2,159	302	93	6	-	-	-	5,461	
Tennessee	202	1,103	1,353	994	87	19	-	-	5,394	
Texas	230	2,446	4,994	1,290	60	15	6	-	14,320	
Utah	230	416	615	569	-	-	-	-	2,161	
Vermont	38	272	436	180	-	-	-	-	1,223	
Virginia	2	121	1,015	779	32	-	-	-	4,314	
Washington	219	543	1,032	619	10	10	-	-	4,314	
West Virginia	18	287	669	573	-	-	-	-	2,313	
Wisconsin	118	1,668	2,099	1,065	8	-	-	-	5,585	
Wyoming	-	-	-	-	-	-	-	-	3,530	
Puerto Rico	7	-	-	-	-	-	-	-	378	
Total	12,891	42,091	62,095	38,097	21,428	14,210	22,266	5,027	1,421	
	1,289	2,159	3,027	1,967	123	7	6	47	47	
	1,050	2,106	1,576	914	5	23	1	-	6,482	
	224	1,257	2,066	1,658	9	-	-	-	7,150	
	447	718	933	606	19	2	-	-	6,139	
	40	486	1,429	755	26	2	-	-	6,139	
	1	-	36	51	-	-	-	-	282	
	25	616	1,471	938	8	-	-	-	4,427	
	1,292	2,159	302	93	6	-	-	-	5,461	
	202	1,103	1,353	994	87	19	-	-	5,394	
	230	2,446	4,994	1,290	60	15	6	-	14,320	
	230	416	615	569	-	-	-	-	2,161	
	38	272	436	180	-	-	-	-	1,223	
	2	121	1,015	779	32	-	-	-	4,314	
	219	543	1,032	619	10	10	-	-	4,314	
	18	287	669	573	-	-	-	-	2,313	
	118	1,668	2,099	1,065	8	-	-	-	5,585	
	-	-	-	-	-	-	-	-	3,530	
	7	-	-	-	-	-	-	-	378	
Total	220,415	1,027	1,027	1,027	1,027	1,027	1,027	1,027	1,027	

# TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM-1963

## SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15  
SHEET 2 OF 2  
DECEMBER 1964

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED		
Alabama	-	10	72	65	64	48	187	89	50	30	1	-	-	616	Alabama
Alaska	-	-	-	6	4	10	4	3	3	-	-	-	-	30	Alaska
Arizona	-	-	-	1	-	7	16	29	30	18	-	3	-	104	Arizona
Arkansas	2	-	1	12	14	20	109	56	22	11	1	-	-	248	Arkansas
California	-	1	1	5	13	10	135	190	151	360	211	399	-	1,476	California
Colorado	9	2	4	14	21	23	127	90	34	28	10	6	-	368	Colorado
Connecticut	-	-	1	6	10	6	104	81	56	34	15	43	5	361	Connecticut
Delaware	-	-	2	3	7	8	37	38	29	14	4	5	-	147	Delaware
Florida	-	1	5	7	22	17	146	174	102	122	40	13	-	649	Florida
Georgia	14	6	38	57	45	52	193	110	51	39	15	7	-	627	Georgia
Hawaii	-	-	-	-	1	-	6	9	7	11	8	7	-	49	Hawaii
Idaho	-	-	2	3	7	8	48	15	3	1	-	-	-	87	Idaho
Illinois	6	1	16	39	58	78	390	288	205	210	53	102	-	1,446	Illinois
Indiana	2	9	13	27	50	117	119	178	83	-	-	-	-	598	Indiana
Iowa	-	8	31	60	59	62	193	71	26	15	1	10	-	536	Iowa
Kansas	-	4	15	56	53	51	157	65	30	21	2	1	-	455	Kansas
Kentucky	-	1	4	18	17	27	116	64	38	38	17	8	-	348	Kentucky
Louisiana	2	8	4	10	14	23	114	64	24	49	21	7	-	340	Louisiana
Maine	-	-	4	11	9	13	71	27	7	3	-	-	-	145	Maine
Maryland	3	-	2	6	9	12	56	84	71	79	88	29	3	442	Maryland
Massachusetts	-	1	1	18	9	34	236	183	102	109	36	57	-	786	Massachusetts
Michigan	-	-	6	14	20	36	170	105	73	69	59	98	-	691	Michigan
Minnesota	-	1	24	49	68	60	209	130	93	69	18	2	-	723	Minnesota
Mississippi	-	2	16	41	38	54	144	63	20	12	-	-	-	390	Mississippi
Missouri	-	-	-	1	66	115	177	63	26	70	44	26	-	588	Missouri
Montana	-	3	8	10	9	5	44	9	4	-	-	-	-	92	Montana
Nebraska	30	-	5	14	12	17	45	20	14	11	1	-	-	169	Nebraska
Nevada	-	-	-	1	1	1	12	11	16	9	2	1	-	54	Nevada
New Hampshire	1	2	3	11	21	25	36	16	3	-	-	-	-	118	New Hampshire
New Jersey	-	-	1	4	13	9	80	155	95	105	61	155	21	699	New Jersey
New Mexico	2	3	20	14	24	9	86	41	4	6	2	-	-	211	New Mexico
New York	2	57	61	119	183	153	587	365	247	147	76	66	-	2,063	New York
North Carolina	-	-	3	18	27	45	181	80	40	24	1	-	-	419	North Carolina
North Dakota	-	1	10	20	12	6	18	6	-	-	-	-	-	73	North Dakota
Ohio	-	1	5	28	63	85	566	328	191	128	30	37	-	1,462	Ohio
Oklahoma	7	3	26	28	40	43	224	100	79	25	3	-	-	578	Oklahoma
Oregon	-	-	2	5	6	8	65	48	31	35	14	6	-	220	Oregon
Pennsylvania	-	-	9	24	51	57	383	367	181	209	52	15	-	1,348	Pennsylvania
Rhode Island	-	-	2	5	6	17	50	63	30	28	5	1	-	207	Rhode Island
South Carolina	-	1	11	39	40	47	132	70	30	14	-1	-	-	385	South Carolina
South Dakota	-	2	12	18	9	7	29	8	3	2	-	-	-	90	South Dakota
Tennessee	-	-	10	16	34	44	162	64	60	65	11	-	-	466	Tennessee
Texas	-	-	5	9	6	12	65	4	7	4	-	-	1,713	1,861	Texas
Utah	-	3	1	4	5	6	16	20	28	37	9	-	-	129	Utah
Vermont	1	2	5	11	11	12	35	5	-	-	-	-	-	82	Vermont
Virginia	-	4	8	17	19	23	176	130	96	78	9	12	-	572	Virginia
Washington	-	-	3	3	-	-	13	22	12	9	2	2	284	350	Washington
West Virginia	-	-	3	9	21	17	65	52	22	18	3	-	-	210	West Virginia
Wisconsin	-	1	16	25	35	39	192	124	33	45	6	6	-	522	Wisconsin
Wyoming	-	1	2	4	7	8	31	6	-	-	-	-	-	59	Wyoming
Dist. of Col.	-	-	-	-	-	1	14	16	20	45	19	13	-	128	Dist. of Col.
Puerto Rico	-	-	3	5	6	9	34	14	7	19	11	12	-	120	Puerto Rico
Total	81	139	496	990	1,339	1,596	6,605	4,445	2,586	2,519	966	1,149	2,026	24,937	Total

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

Federal Aid



TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with State highway departments

Date as of December 31, 1963

TABLE PM-21  
SHEET 1 OF 3  
DECEMBER 1964

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL $\frac{1}{2}$		FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN $\frac{1}{2}$		Total
	ON STATE OR COUNTY, TOWNSHIP, OR LOCAL	ON LOCAL	IN STATE AND FEDERAL	TOTAL	
Alabama	5,194	66	5,664	245,979	251,643
Alaska	4	-	33	-	37
Arizona	2,945	-	2,679	-	5,624
Arkansas	3,999	-	240	-	4,239
California	7,403	1,476	9,003	-	18,481
Colorado	3,799	-	4,167	-	7,966
Connecticut	466	-	1,170	-	1,636
Delaware	466	-	613	-	1,079
Florida	3,933	11	4,697	-	8,641
Georgia	7,080	-	631	-	7,711
Hawaii	458	-	49	-	507
I Idaho	3,150	-	87	-	3,237
Illinois	9,327	-	10,922	-	20,249
Indiana	4,259	-	358	-	4,617
Iowa	9,144	-	9,684	-	18,828
Kansas	6,988	-	455	-	7,443
Kentucky	3,699	-	4,007	-	7,706
Louisiana	2,414	-	2,786	-	5,200
Maine	1,107	-	1,308	-	2,415
Maryland	1,300	-	442	-	1,742
Massachusetts	1,209	-	786	-	1,995
Michigan	6,051	-	6,742	-	12,793
Minnesota	1,081	-	1,013	-	2,094
Mississippi	3,996	-	350	-	4,346
Missouri	7,114	10	588	-	7,712
Montana	5,498	-	5,933	-	11,431
Nebraska	5,462	-	169	-	5,631
Nevada	2,041	-	27	-	2,068
New Hampshire	1,038	-	118	-	1,156
New Jersey	1,100	-	1,220	-	2,320
New Mexico	3,712	-	3,223	-	6,935
New York	8,154	-	2,071	-	10,225
North Carolina	3,899	-	419	-	4,318
North Dakota	4,566	-	73	-	4,639
Ohio	6,877	-	1,462	-	8,339
Oklahoma	6,877	-	50	-	6,927
Oregon	3,702	-	220	-	3,922
Rhode Island	5,785	-	207	-	5,992
South Carolina	4,416	-	389	-	4,805
South Dakota	5,336	-	90	-	5,426
Tennessee	14,360	-	5,660	-	20,020
Texas	2,449	-	1,821	-	4,270
Utah	1,221	-	1,305	-	2,526
Vermont	4,291	-	372	-	4,663
Virginia	4,302	-	370	-	4,672
West Virginia	2,229	-	210	-	2,439
Wisconsin	5,584	-	522	-	6,106
Wyoming	3,505	-	128	-	3,633
Puerto Rico	379	-	499	-	878
Total	216,790	1,251	218,041	245,979	464,012

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1963

## MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

TABLE FM-21  
SHEET 2 OF 3  
DECEMBER 1964

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL <sup>1/</sup>						FEDERAL-AID SECONDARY HIGHWAY SYSTEM- URBAN <sup>1/</sup>						TOTAL FEDERAL-AID SECONDARY HIGHWAY SYSTEM <sup>1/</sup>	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS <sup>2/</sup>	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS <sup>3/</sup>	TOTAL RURAL	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS <sup>2/</sup>	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS <sup>3/</sup>	TOTAL URBAN		
Alabama	3,380	1,975	17,699	385	-	23,439	100	18	-	339	-	457	23,896	Alabama
Alaska	1,692	-	-	-	-	1,692	15	-	-	-	-	15	1,707	Alaska
Arizona	1,989	-	1,672	24	-	3,685	22	-	3	335	-	360	4,045	Arizona
Arkansas	8,292	-	5,039	59	70	13,460	135	-	-	79	-	214	13,674	Arkansas
California	3,307	-	7,919	240	6	11,472	201	-	349	615	-	1,165	12,637	California
Colorado	4,089	-	-	-	-	4,089	60	-	-	-	-	60	4,149	Colorado
Connecticut	115	881	5	35	-	1,036	47	128	4	19	1	199	1,235	Connecticut
Delaware	-	1,335	-	-	-	1,335	-	130	-	-	-	130	1,465	Delaware
Florida	5,526	4,559	2,736	-	-	12,821	352	108	-	93	-	553	13,374	Florida
Georgia	8,333	-	10,824	-	-	19,157	198	-	239	-	-	437	19,594	Georgia
Hawaii	-	588	-	-	-	588	-	22	-	-	-	22	610	Hawaii
Idaho	1,617	-	3,706	74	4	5,401	11	-	-	40	-	51	5,452	Idaho
Illinois	1,740	-	11,587	450	-	13,777	151	-	38	155	-	344	14,121	Illinois
Indiana	5,757	-	11,794	484	-	18,035	172	-	39	62	-	273	18,308	Indiana
Iowa	-	-	32,311	678	-	32,989	-	-	58	171	-	229	33,218	Iowa
Kansas	2,811	-	20,799	270	-	23,880	13	-	70	89	-	172	24,052	Kansas
Kentucky	11,378	-	3,324	20	-	14,722	159	-	37	24	-	220	14,942	Kentucky
Louisiana	1,563	6,878	80	1	-	8,522	65	125	-	2	-	192	8,714	Louisiana
Maine	1,288	812	1	-	-	2,101	40	25	-	-	-	65	2,166	Maine
Maryland	208	2,082	4,603	47	-	6,940	53	158	261	82	-	554	7,494	Maryland
Massachusetts	460	-	1,226	-	-	1,686	119	-	238	217	8	582	2,268	Massachusetts
Michigan	2,358	-	22,637	535	-	25,530	62	-	-	433	-	495	26,025	Michigan
Minnesota	4,075	-	25,075	1,115	-	30,265	28	-	15	320	-	363	30,628	Minnesota
Mississippi	4,532	-	11,279	153	-	15,964	75	-	53	93	-	221	16,185	Mississippi
Missouri	305	21,966	685	28	-	22,984	8	137	-	37	-	182	23,166	Missouri
Montana	-	5,556	-	-	-	5,556	-	22	-	-	-	22	5,578	Montana
Nebraska	3,787	-	13,404	163	36	17,390	8	-	3	39	-	90	17,440	Nebraska
Nevada	-	2,621	285	2	-	2,908	-	29	-	27	-	56	2,964	Nevada
New Hampshire	567	990	30	3	4	1,594	16	37	-	3	-	56	1,690	New Hampshire
New Jersey	35	-	1,529	22	4	1,590	12	-	539	29	-	580	2,170	New Jersey
New Mexico	5,360	-	170	1	-	5,531	83	-	-	2	-	85	5,616	New Mexico
New York	3,685	-	13,282	-	7	16,974	311	-	1,220	206	-	1,737	18,711	New York
North Carolina	8,231	20,122	-	4	-	28,357	259	293	-	77	-	629	28,986	North Carolina
North Dakota	1,681	-	11,213	200	-	13,094	3	-	-	17	-	20	13,114	North Dakota
Ohio	9,215	-	7,798	256	-	17,269	423	-	232	666	-	1,321	18,590	Ohio
Oklahoma	3,971	-	8,169	471	-	12,611	105	-	358	21	-	484	13,095	Oklahoma
Oregon	863	2,590	4,275	71	-	7,799	16	37	5	61	-	119	7,918	Oregon
Pennsylvania	5,885	6,132	124	-	-	12,141	686	570	-	36	-	1,292	13,433	Pennsylvania
Rhode Island	279	-	78	-	-	357	89	-	-	67	-	156	513	Rhode Island
South Carolina	4,386	12,740	1,534	5	-	18,665	110	108	-	5	-	223	18,888	South Carolina
South Dakota	1,899	-	10,683	-	1	12,583	9	-	2	14	-	25	12,608	South Dakota
Tennessee	2,771	-	8,267	-	-	11,038	70	-	61	-	-	131	11,169	Tennessee
Texas	32,630	-	-	-	-	32,630	790	-	-	-	-	790	33,420	Texas
Utah	2,689	-	848	101	-	3,638	85	-	11	24	-	120	3,758	Utah
Vermont	918	-	910	30	-	1,858	9	-	-	12	-	21	1,879	Vermont
Virginia	3,496	14,462	153	21	-	18,132	178	-	-	360	-	538	18,670	Virginia
Washington	539	-	8,123	138	-	10,842	16	87	98	177	-	378	11,220	Washington
West Virginia	2,579	8,022	-	30	-	10,631	46	-	38	27	-	111	10,742	West Virginia
Wisconsin	5,419	-	12,736	-	3	18,158	134	-	-	763	-	897	19,055	Wisconsin
Wyoming	1,918	-	563	2	-	2,483	11	-	-	2	-	13	2,496	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	120	-	120	120	Dist. of Col.
Puerto Rico	-	1,064	-	-	-	1,064	-	49	-	-	-	49	1,113	Puerto Rico
<b>Total</b>	<b>177,618</b>	<b>117,417</b>	<b>299,175</b>	<b>6,118</b>	<b>135</b>	<b>600,463</b>	<b>5,555</b>	<b>2,121</b>	<b>3,933</b>	<b>5,960</b>	<b>9</b>	<b>17,578</b>	<b>618,041</b>	<b>Total</b>

Federal Aid



TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1963

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-110  
SHEET 1 OF 2  
DECEMBER 1964

Compiled in cooperation with  
State highway departments

As of December 31, 1963

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE		
	AVERAGE DAILY TRAFFIC VOLUMES															
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED			
Undivided:																
Under 20 feet	1,482	4,594	7,854	3,068	1,160	466	362	23	1	11	-	14	19,035			
20-21	3,862	10,803	15,901	8,042	3,827	2,221	2,148	170	52	4	-	95	47,125			
22-23	1,849	9,180	12,763	8,356	4,057	2,270	2,392	270	24	1	-	73	41,235			
24-26	4,849	14,531	21,710	14,553	8,451	5,248	5,753	339	59	8	-	287	75,788			
27-35	763	1,549	1,771	1,013	748	564	1,748	286	70	13	-	43	8,568			
36-43	61	230	626	615	444	368	860	295	117	40	-	49	3,714			
44-47	6	63	166	118	118	157	293	124	44	30	-	33	1,156			
48 and over	19	141	-	227	173	232	623	128	68	28	3	205	1,849			
Total Undivided 1/	12,891	41,091	60,791	35,992	18,978	11,526	14,179	1,635	435	135	3	799	198,470			
Divided:																
No access control:																
Less than 44	**	**	37	14	50	60	147	84	35	33	1	3	471			
44-47	**	**	28	102	132	208	589	278	82	46	-	19	1,487			
48 and over	**	**	170	405	577	569	1,680	585	174	98	10	59	4,355			
Subtotal	**	**	235	521	759	837	2,416	947	291	177	11	81	6,313			
Partial access control: 2/																
Less than 44	**	**	8	15	11	16	37	6	8	8	-	-	112			
44-47	**	**	24	45	37	79	344	78	49	55	-	2	715			
48 and over	**	**	240	246	343	640	1,396	453	162	62	4	32	3,610			
Subtotal	**	**	272	306	391	735	1,777	537	222	132	4	34	4,437			
Full access control: 2/																
Less than 44	**	**	2	2	1	-	-	2	-	1	-	-	8			
44-47	**	**	1	1	3	1	17	29	21	1	-	-	74			
48 and over	**	**	794	1,275	1,296	1,111	3,877	1,877	452	247	22	113	11,113			
Subtotal	**	**	797	1,278	1,300	1,112	3,894	1,908	473	249	29	113	11,195			
Total Divided	**	**	1,304	2,105	2,450	2,684	8,087	3,392	986	558	44	228	21,945			
Total Surfaced Mileage	12,891	41,091	62,095	38,097	21,428	14,210	22,266	5,027	1,421	693	47	3/ 1,027	220,415			

**TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1963**  
**SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES**

Compiled in cooperation with  
State highway departments

As of December 31, 1963

TABLE FM-110  
SHEET 2 OF 2  
DECEMBER 1964

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
<b>Undivided:</b>														
Under 20 feet	11	7	49	68	91	102	163	31	7	1	-	6	22	558
20-21	9	22	100	171	208	200	496	128	40	8	-	1	66	1,449
22-23	2	47	61	89	140	128	400	124	42	3	-	3	68	1,107
24-26	15	38	142	295	289	322	922	272	58	9	1	3	274	2,640
27-35	13	3	32	78	129	188	933	459	159	61	7	4	67	2,133
36-43	3	6	26	65	113	212	1,051	908	550	300	46	10	115	3,405
44-47	2	2	21	52	98	52	279	307	185	121	26	2	133	1,280
48 and over	26	14	-	42	73	152	815	790	590	689	187	106	398	3,882
<b>Total Undivided <sup>4/</sup></b>	<b>81</b>	<b>139</b>	<b>431</b>	<b>860</b>	<b>1,141</b>	<b>1,356</b>	<b>5,059</b>	<b>3,019</b>	<b>1,631</b>	<b>1,192</b>	<b>267</b>	<b>135</b>	<b>1,143</b>	<b>16,454</b>
<b>Divided:</b>														
<b>No access control:</b>														
Less than 44	**	**	1	1	6	5	21	62	22	55	8	5	81	267
44-47	**	**	3	4	7	7	79	94	72	72	25	8	55	426
48 and over	**	**	14	28	75	72	483	461	344	549	243	204	324	2,797
Subtotal	**	**	18	33	88	84	583	617	438	676	276	217	460	3,490
<b>Partial access control: <sup>2/</sup></b>														
Less than 44	**	**	1	-	1	1	43	22	3	3	3	-	-	77
44-47	**	**	1	-	-	2	33	43	27	21	31	-	10	168
48 and over	**	**	14	25	41	50	368	265	207	193	59	48	86	1,356
Subtotal	**	**	16	25	42	53	444	330	237	217	93	48	96	1,601
<b>Full access control: <sup>2/</sup></b>														
Less than 44	**	**	-	-	-	-	2	-	-	3	-	2	-	7
44-47	**	**	-	-	-	-	8	1	4	4	7	1	15	40
48 and over	**	**	31	72	68	103	509	478	276	427	323	746	312	3,345
Subtotal	**	**	31	72	68	103	519	479	280	434	330	749	327	3,392
<b>Total Divided</b>	<b>**</b>	<b>**</b>	<b>65</b>	<b>130</b>	<b>198</b>	<b>240</b>	<b>1,546</b>	<b>1,426</b>	<b>955</b>	<b>1,327</b>	<b>699</b>	<b>1,014</b>	<b>883</b>	<b>8,483</b>
<b>Total Surfaced Mileage</b>	<b>81</b>	<b>139</b>	<b>496</b>	<b>990</b>	<b>1,339</b>	<b>1,596</b>	<b>6,605</b>	<b>4,445</b>	<b>2,586</b>	<b>2,519</b>	<b>966</b>	<b>1,149</b>	<b><sup>3/</sup> 2,026</b>	<b>24,937</b>
<p><sup>1/</sup> Includes 207 miles with partial control of access and 317 miles with full control of access. See footnotes 3, 5, 6, 7 and 9 on table FM-11.</p> <p><sup>2/</sup> Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.</p> <p><sup>3/</sup> States not reporting average daily traffic volume data are listed in table FM-15.</p> <p><sup>4/</sup> Includes 6 miles with partial control of access and 2 miles with full control of access. See footnotes 4 and 8 on table FM-11.</p>														

MILEAGE BUILT ON FEDERAL-AID SYSTEMS—1963

CLASSIFIED BY TYPE OF SURFACE

TABLE PB-2  
SHEET 1 OF 2  
DECEMBER 1964

Compiled for calendar year  
from reports of State authorities

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL								FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN								
	MILEAGE GRADED AND IMPAVED	D	F G-1 E-1	G-2 E-2 I	MILEAGE SURFACED $\frac{1}{2}$			TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND IMPAVED	D	F G-1 E-1	G-2 E-2 I	MILEAGE SURFACED $\frac{1}{2}$			TOTAL MILEAGE GRADED AND SURFACED	
					J	RECONSTRUCTED- TYPED OR NEW LOCATION	RECONSTRUCTED- TYPED OR RESUR- FACING						J	RECONSTRUCTED- TYPED OR NEW LOCATION	RECONSTRUCTED- TYPED OR RESUR- FACING		
Alabama	3		66	377		45	398	443				40	5	18	27	45	46
Alaska	23		16	149			16	136				3	8		7	11	11
Arizona			7	221		19	117	264				24	14	4	23	38	38
Arkansas			3		40	53	211							15			
California			18	270	52	19	321	340				40	55	15	80	95	95
Colorado				217	36	69	184	233				28	6	10	24	34	34
Connecticut				1	9		1	15				4	1	1	4	5	5
Delaware							9	15				2	7	7	2	9	9
Florida			9	361		78	292	370				27	3	6	24	30	30
Georgia			2	951	1	45	909	994				71	2	7	66	73	73
Hawaii				12		6	12	12				2					
Idaho			28	118	7	59	94	153							2	2	2
Illinois			12	320	88	24	396	480				41	13	6	49	55	55
Indiana				364	186	172	378	590				25	2	18	9	27	27
Iowa			13	303	122	26	436	462				8	9	3	14	17	17
Kansas			55	181	39	87	188	275				13	4	2	15	17	17
Kentucky				388	38	48	378	486				33	12	12	33	45	45
Louisiana				92	80	56	116	172				6	15	16	5	21	21
Maine				65		31	34	65				8	6	3	5	8	8
Maryland				54		61	15	76				15	6	15	6	21	21
Massachusetts				57		22	35	57				25		10	15	25	25
Michigan			40	131	122	150	143	293				20	33	20	33	53	53
Minnesota				261	37	41	277	298				13	16	12	17	29	29
Mississippi			38	105	33	78	104	182				8	11	10	13	23	23
Missouri			167	123	179	127	342	469				21	18	17	22	39	39
Montana				117		27	415	442				8		3	8	8	8
Nebraska			13	73	122	118	217	335				5	5		7	10	10
Nevada				87		22	65	87				4			4	4	4
New Hampshire			3	32		26	9	35				1			1	1	1
New Jersey				47		13	34	47				22	10	9	23	32	32
New Mexico			1	115		102	115	115				6	4	4	6	10	10
New York				404		85	510	495				44	34	35	43	78	78
North Carolina			7	165	67	87	152	239				19	7	5	21	26	26
North Dakota			50	41	40	112	215	327				2	1	1	3	3	3
Ohio				388	74	77	355	432				54	27	28	53	81	81
Oklahoma				84	83	126	43	169				21	4	15	10	25	25
Oregon			2	119	18	54	85	139				4	1	3	2	5	5
Pennsylvania			4	286	70	51	309	360				56	15	18	53	71	71
Rhode Island				213			203	289				3		1	2	3	3
South Carolina			66		10	86						12		5	7	12	12
South Dakota			55	174	26	32	302	334				4	3		7	7	7
Tennessee			130	441	30	46	604	610				37	13	18	38	50	50
Texas			106	774	76	107	949	986				119	90		189	178	178
Utah				135		46	69	135							7	7	7
Vermont				77	1	25	53	78				7		2	5	7	7
Virginia				275	16	55	236	291				9			9	9	9
Washington				190		2	171	173				35		9	31	40	40
West Virginia			23	253		8	261	269				19	3	3	19	22	22
Wisconsin				163	82	58	193	251				8	21	15	14	29	29
Wyoming				167	3	67	116	183				6			4	6	6
Dist. of Col.																	
Puerto Rico			1	23		6	18	24					2		6	6	6
Total	96	201	1,230	10,121	1,965	2,671	10,846	13,517				993	444	451	1,001	1,452	1,453

MILEAGE BUILT ON FEDERAL-AID SYSTEMS—1963

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year from reports of State authorities

TABLE FB-2  
SHEET 2 OF 2  
DECEMBER 1964

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL										FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN								STATE		
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE SURFACED	TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE SURFACED	TOTAL MILEAGE GRADED AND SURFACED					
		D	E	F G-1 H-1	G-2 H-2 I	J				SUBTOTALS		D	E	F G-1 H-1			G-2 H-2 I	J		SUBTOTALS	
										SURFACING ON EARTH ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING									SURFACING ON EARTH ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING
Alabama	73	62	1,103	126	1	665	627	1,292	1,365	-	-	3	11	-	3	11	14	14	Alabama		
Alaska	56	-	20	9	-	9	20	29	85	-	-	1	-	-	-	1	1	1	1	Alaska	
Arizona	-	3	50	70	-	31	92	123	123	-	-	3	3	-	6	6	6	6	Arizona		
Arkansas	-	63	348	159	-	31	539	570	570	-	-	1	9	1	2	9	11	11	Arkansas		
California	-	-	24	111	-	9	126	135	135	-	-	-	15	-	-	15	15	15	California		
Colorado	-	12	-	206	-	17	201	218	218	-	-	-	6	-	-	6	6	6	Colorado		
Connecticut	-	-	-	7	-	3	4	7	7	-	-	-	3	-	-	3	3	3	Connecticut		
Delaware	-	-	4	11	-	-	15	15	15	-	-	-	-	1	-	1	1	1	Delaware		
Florida	6	-	259	590	-	207	642	849	855	-	-	-	58	-	19	39	58	58	Florida		
Georgia	47	13	433	693	1	271	869	1,140	1,187	-	-	-	9	-	9	9	9	9	Georgia		
Hawaii	-	-	-	2	-	-	2	2	2	-	-	-	-	-	-	-	-	-	Hawaii		
Idaho	6	12	51	109	-	31	141	172	178	-	-	-	1	-	-	1	1	1	Idaho		
Illinois	-	-	-	419	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Illinois		
Indiana	7	646	20	578	5	147	444	444	444	-	-	-	8	5	5	13	13	13	Indiana		
Iowa	-	-	-	27	-	35	1,348	1,390	1,390	-	-	-	4	-	2	3	5	5	Iowa		
Kansas	119	260	343	87	-	8	622	630	749	-	-	-	1	-	-	1	1	1	Kansas		
Kentucky	7	59	127	752	2	11	929	940	947	-	-	-	16	4	1	19	20	20	Kentucky		
Louisiana	-	-	-	310	-	7	303	310	310	-	-	-	2	2	-	4	4	4	Louisiana		
Maine	-	-	11	40	-	7	44	51	51	-	-	-	1	-	-	2	2	2	Maine		
Maryland	-	-	4	42	-	1	45	46	46	-	-	-	6	-	-	6	6	6	Maryland		
Massachusetts	-	-	1	24	-	-	25	25	25	-	-	-	17	-	2	15	17	17	Massachusetts		
Michigan	1	61	442	79	27	261	348	609	610	-	-	-	2	2	-	11	11	11	Michigan		
Minnesota	15	691	232	785	-	13	1,695	1,708	1,723	-	-	-	2	2	-	4	4	4	Minnesota		
Mississippi	-	190	568	12	-	37	733	770	770	-	-	-	1	-	-	1	1	1	Mississippi		
Missouri	-	315	978	3	8	34	1,270	1,304	1,304	-	-	-	1	2	2	4	5	5	Missouri		
Montana	-	49	6	132	-	46	141	187	187	-	-	-	-	-	-	-	-	-	Montana		
Nebraska	3	508	443	1	2	399	555	954	957	-	-	-	-	1	-	1	1	1	Nebraska		
Nevada	-	-	1	121	-	3	119	122	122	-	-	-	2	-	-	2	2	2	Nevada		
New Hampshire	-	-	16	8	-	6	18	24	24	-	-	-	1	-	1	-	1	1	New Hampshire		
New Jersey	-	-	-	8	-	2	6	8	8	-	-	-	2	-	-	2	2	2	New Jersey		
New Mexico	-	-	-	80	-	61	106	167	167	-	-	-	2	-	2	2	2	2	New Mexico		
New York	-	-	87	180	12	9	183	192	192	-	-	-	2	1	-	3	3	3	New York		
North Carolina	3	93	159	386	2	52	588	640	643	-	-	-	32	-	-	32	32	32	North Carolina		
North Dakota	33	262	149	15	-	67	359	426	459	-	-	-	1	-	1	1	1	1	North Dakota		
Ohio	-	8	207	1,379	5	21	1,578	1,599	1,599	-	-	-	40	3	1	42	43	43	Ohio		
Oklahoma	-	40	277	41	1	149	210	359	359	-	-	-	4	1	3	14	17	17	Oklahoma		
Oregon	9	28	63	151	-	34	208	242	251	-	-	-	3	-	1	2	3	3	Oregon		
Pennsylvania	-	-	40	467	13	14	506	520	520	-	-	-	46	3	-	51	51	51	Pennsylvania		
Rhode Island	-	-	-	12	-	-	12	12	12	-	-	-	7	-	-	7	7	7	Rhode Island		
South Carolina	-	-	888	26	-	565	349	914	914	-	-	-	8	-	1	7	8	8	South Carolina		
South Dakota	-	273	427	86	1	64	723	787	787	-	-	-	-	3	-	3	3	3	South Dakota		
Tennessee	-	120	446	207	-	19	754	773	773	-	-	-	-	-	-	-	-	-	Tennessee		
Texas	2	-	1,270	345	1	355	1,261	1,618	1,618	-	-	-	11	28	12	50	51	51	Texas		
Utah	8	-	-	97	-	35	62	97	105	-	-	-	1	-	1	-	1	1	Utah		
Vermont	-	-	11	32	-	3	40	43	43	-	-	-	1	-	-	1	1	1	Vermont		
Virginia	-	119	315	363	-	4	793	797	797	-	-	-	5	-	-	5	5	5	Virginia		
Washington	1	10	140	67	4	77	144	221	222	-	-	-	11	4	3	18	18	18	Washington		
West Virginia	-	77	104	414	2	26	571	597	597	-	-	-	5	-	-	5	5	5	West Virginia		
Wisconsin	-	-	100	164	4	5	263	268	268	-	-	-	1	5	-	6	6	6	Wisconsin		
Wyoming	-	25	9	97	-	7	124	131	131	-	-	-	1	-	-	1	1	1	Wyoming		
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	2	2	Dist. of Col.		
Puerto Rico	-	-	-	39	-	10	29	39	39	-	-	-	5	-	1	4	5	5	Puerto Rico		
Total	396	3,999	10,188	10,082	238	3,721	20,786	24,507	24,903	-	1	57	376	51	66	419	485	485	Total		

1/ Surface types indicated by symbols 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 with or without portland

ceMENT concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. 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.

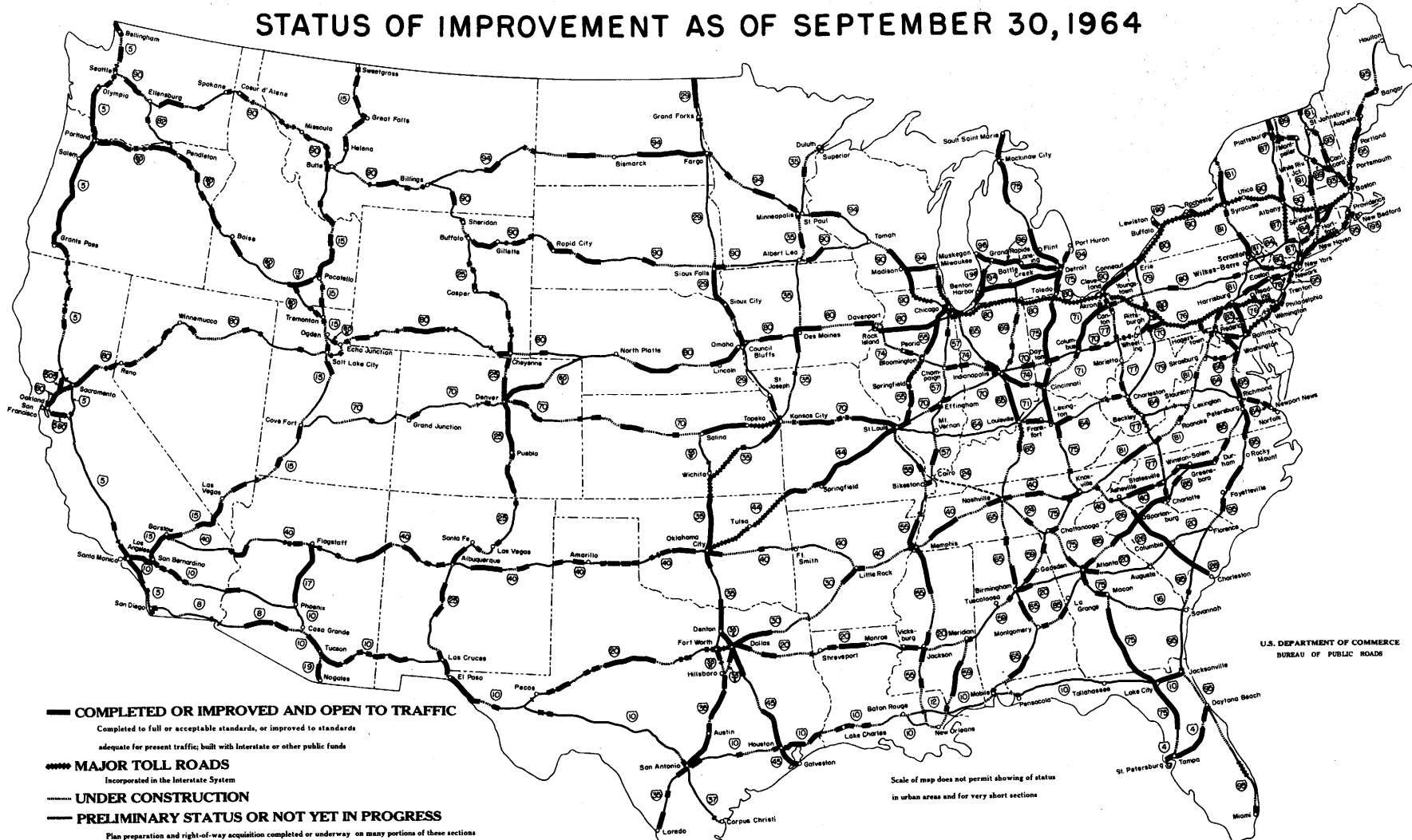






# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1964



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**  
Completed to full or acceptable standards, or improved to standards adequate for present traffic; built with Interstate or other public funds
- MAJOR TOLL ROADS**  
Incorporated in the Interstate System
- ..... UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT YET IN PROGRESS**  
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Scale of map does not permit showing of status in urban areas and for very short sections

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

Federal Aid

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	Open to Traffic
5,312 MILES	12,057 MILES	6,059 MILES	17,572 MILES

**23,631 MILES**

**INTERSTATE**

**TOTAL**

**41,000**

**MILES**

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1963<sup>1</sup>

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE INT-2  
DECEMBER 1964

STATES	INTERSTATE HIGHWAY SYSTEM - RURAL			INTERSTATE HIGHWAY SYSTEM - URBAN			TOTAL INTERSTATE MILEAGE				NON-SURFACED MILEAGE $\frac{2}{2}$	TOTAL URBAN MILEAGE	TOTAL RURAL MILEAGE	TOTAL SURFACED MILEAGE $\frac{3}{3}$	STATES
	D E	F G-1 H-1	G-2 H-2 I	J	D E	F G-1 H-1	G-2 H-2 I	J	D E	F G-1 H-1					
Alabama				731			118	118					849	Alabama	
Alaska				1,122			71	71					1,193	Alaska	
Arizona		168		453			69	69					623	Arizona	
Arkansas		2											522	Arkansas	
California		4		1,943			609	609					2,152	California	
Colorado		1		1,500			124	124					948	Colorado	
Connecticut				6			31	31					274	Connecticut	
Delaware													37	Delaware	
Florida	5			999			228	228					1,187	Florida	
Georgia				958			167	167					1,125	Georgia	
Hawaii				27			23	23					50	Hawaii	
Idaho				592			31	31					623	Idaho	
Illinois				1,301			302	302					1,603	Illinois	
Indiana				938			191	191					1,129	Indiana	
Iowa				633			58	58					691	Iowa	
Kansas				689			115	115					804	Kansas	
Kentucky				579			101	101					680	Kentucky	
Louisiana				570			134	134					704	Louisiana	
Maine				286			37	37					323	Maine	
Maryland				105			146	146					331	Maryland	
Massachusetts				219			138	138					357	Massachusetts	
Michigan				942			188	188					1,090	Michigan	
Minnesota				791			90	90					932	Minnesota	
Mississippi				559			123	123					682	Mississippi	
Missouri				945			156	156					1,101	Missouri	
Montana				1,202			26	26					1,232	Montana	
Nebraska				520			14	14					694	Nebraska	
Nevada				520			19	19					539	Nevada	
New Hampshire				180			22	22					202	New Hampshire	
New Jersey				145			188	188					335	New Jersey	
New Mexico				936			66	66					1,002	New Mexico	
New York				799			432	432					1,231	New York	
North Carolina				736			74	74					810	North Carolina	
North Dakota				562			21	21					583	North Dakota	
Ohio				1,649			407	407					1,438	Ohio	
Oklahoma				649			157	157					806	Oklahoma	
Oregon				640			51	51					691	Oregon	
Pennsylvania				1,299			347	347					1,646	Pennsylvania	
Rhode Island				28			43	43					71	Rhode Island	
South Carolina				677			43	43					720	South Carolina	
South Dakota				706			15	15					721	South Dakota	
Tennessee				943			146	146					1,089	Tennessee	
Texas				2,363			608	608					3,011	Texas	
Utah				835			72	72					907	Utah	
Vermont				313			31	31					344	Vermont	
Virginia				507			175	175					1,082	Virginia	
Washington				595			139	139					734	Washington	
West Virginia				527			79	79					606	West Virginia	
Wisconsin				413			44	44					457	Wisconsin	
Wyoming				917			26	26					943	Wyoming	
Dist. of Col.							19	19					19	Dist. of Col.	
Total	46	1,632	26,302	10,403	34,357	34,403	1	58	3,594	3,053	6,695	6,696	41,099	Total	

<sup>1/</sup> These are mileages of routes that are serving interstate traffic at the present time. Included are completed sections of final interstate system locations open to and serving interstate traffic, and those existing routes that will be replaced eventually by a new road.

<sup>2/</sup> Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

<sup>3/</sup> Surface types indicated by symbols 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 with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. 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.

# TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—RURAL—1963<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in cooperation with State highway departments

Date as of December 31, 1963

TABLE ITP-8  
DECEMBER 1964

STATE	WIDTH IN FEET AND TYPE OF SURFACE													TOTAL RURAL SURFACED MILEAGE	STATE			
	INTERMEDIATE-TYPE SURFACE 2/						HIGHWAY-TYPE SURFACE 3/						TOTAL					
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	LESS THAN 20	20-21	22-23	24-26				27-35	36-43	44-47
Alabama	-	-	-	-	-	-	-	-	11	74	63	206	10	9	33	325	731	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	137	-	-	-	-	-	40	31	503	-	12	-	368	954	Arizona
Arkansas	-	-	-	-	-	-	-	-	15	1	16	318	4	10	-	87	453	Arkansas
California	-	3	-	1	-	-	1	4	-	314	134	146	84	61	141	699	1,529	California
Colorado	1	-	-	-	-	-	-	-	-	78	17	302	15	17	15	292	577	Colorado
Connecticut	-	-	-	-	-	-	-	-	-	20	8	7	-	-	-	97	190	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	Delaware
Florida	-	-	2	27	-	1	-	1	1	10	96	316	34	7	43	423	928	Florida
Georgia	-	-	-	-	-	-	-	31	-	13	168	512	7	7	4	242	953	Georgia
Hawaii	-	-	5	-	-	-	-	5	-	2	2	3	3	1	5	11	22	Hawaii
Idaho	1	1	-	8	25	15	4	54	26	35	21	130	38	56	34	198	538	Idaho
Illinois	-	-	-	4	-	-	-	4	118	26	184	319	9	42	24	575	1,297	Illinois
Indiana	-	-	-	-	-	-	-	-	-	16	202	248	3	43	131	339	938	Indiana
Iowa	-	-	-	-	-	-	-	-	130	16	85	104	3	3	3	230	633	Iowa
Kansas	-	-	29	36	21	-	-	86	-	55	85	104	1	9	8	341	603	Kansas
Kentucky	-	-	-	-	-	-	-	1	32	156	139	37	9	26	2	177	578	Kentucky
Louisiana	2	1	-	-	-	-	-	-	8	26	3	300	-	9	29	195	570	Louisiana
Maine	-	-	-	-	-	-	-	-	-	51	51	48	8	10	7	129	283	Maine
Maryland	-	-	-	-	-	-	-	-	-	2	2	26	6	10	1	130	185	Maryland
Massachusetts	-	-	8	-	-	-	-	-	-	73	21	16	16	7	13	181	219	Massachusetts
Michigan	-	7	-	-	-	-	-	-	-	284	29	284	11	25	30	718	887	Michigan
Minnesota	-	4	-	42	1	-	-	5	-	318	7	63	3	3	-	751	709	Minnesota
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	554	Mississippi
Missouri	11	12	46	31	28	4	1	13	40	142	88	146	19	22	56	498	932	Missouri
Montana	-	65	52	62	-	-	-	189	13	76	142	673	8	4	3	87	1,017	Montana
Nebraska	-	-	-	-	-	-	-	-	-	96	8	145	1	3	1	182	365	Nebraska
Nevada	-	-	-	-	-	-	-	-	-	3	32	395	1	1	-	198	500	Nevada
New Hampshire	9	19	1	43	-	1	-	96	4	3	-	18	2	4	-	57	84	New Hampshire
New Jersey	-	-	-	-	-	-	-	-	4	22	2	4	4	16	13	85	145	New Jersey
New Mexico	-	11	-	-	-	5	-	-	15	141	20	347	-	6	22	304	910	New Mexico
New York	-	-	-	-	-	-	-	-	15	87	16	47	51	7	4	572	799	New York
North Carolina	36	2	1	9	-	-	-	49	26	34	112	78	14	3	25	395	687	North Carolina
North Dakota	-	-	10	13	-	-	-	8	-	83	73	176	1	24	20	665	1,031	North Dakota
Ohio	-	-	-	-	-	-	-	23	-	44	40	37	23	23	47	364	643	Ohio
Oklahoma	-	6	-	-	-	-	-	6	1	37	37	126	1	1	1	364	649	Oklahoma
Oregon	-	-	-	-	-	-	-	-	1	44	82	156	30	33	3	321	640	Oregon
Pennsylvania	1	-	-	-	-	-	-	1	99	68	214	108	132	43	43	591	1,298	Pennsylvania
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	28	Rhode Island
South Carolina	-	28	43	43	2	1	-	131	3	15	15	207	27	15	1	283	546	South Carolina
South Dakota	-	-	7	11	-	-	-	18	-	44	57	407	15	35	2	177	688	South Dakota
Tennessee	4	101	19	108	-	-	-	314	14	4	299	291	22	26	33	292	943	Tennessee
Texas	2	5	-	-	-	25	-	9	1	77	130	763	83	54	26	972	2,049	Texas
Utah	-	-	-	-	-	-	-	-	22	10	146	441	83	67	21	136	886	Utah
Vermont	1	13	24	2	-	-	-	40	80	33	60	32	7	-	-	61	273	Vermont
Virginia	4	10	1	-	1	-	-	16	34	145	42	31	217	109	73	240	891	Virginia
Washington	-	55	70	5	-	-	-	136	79	47	98	47	2	2	83	459	995	Washington
West Virginia	5	-	-	-	-	-	-	-	79	65	168	124	19	8	4	60	227	West Virginia
Wisconsin	-	3	15	1	17	-	-	49	-	79	24	8	14	15	8	205	413	Wisconsin
Wyoming	3	-	8	1	-	-	-	5	-	57	15	34	215	15	2	210	668	Wyoming
Total	80	398	386	985	95	57	146	1,622	784	2,966	3,105	9,539	1,192	861	1,041	13,217	32,705	Total

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

2/ Consists of bituminous treated and mixed bituminous surfaces (types 7, 0-1, and H-1).

3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, and portland cement concrete surfaces (types 0-2, H-2, I, and J).

## TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—URBAN—1963<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

TABLE INT-9  
DECEMBER 1964

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	-	2	5	13	2	7	12	77	118	Alabama
Alaska	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	1	-	5	1	64	71	Arizona
Arkansas	1	1	1	17	8	4	-	37	69	Arkansas
California	-	7	2	9	2	36	43	510	609	California
Colorado	-	-	-	2	1	2	-	86	91	Colorado
Connecticut	1	13	3	4	-	5	3	95	124	Connecticut
Delaware	-	-	-	-	-	3	6	22	31	Delaware
Florida	-	1	4	19	9	17	9	169	228	Florida
Georgia	-	-	5	30	12	15	7	97	166	Georgia
Hawaii	-	2	-	1	-	1	8	11	23	Hawaii
Idaho	-	1	-	9	-	3	-	18	31	Idaho
Illinois	1	13	6	12	7	36	17	210	302	Illinois
Indiana	-	-	12	16	8	38	27	90	191	Indiana
Iowa	1	6	-	9	2	3	3	34	58	Iowa
Kansas	-	-	6	6	-	7	10	86	115	Kansas
Kentucky	-	2	3	4	4	29	5	54	101	Kentucky
Louisiana	2	1	6	26	7	32	11	49	134	Louisiana
Maine	-	1	1	3	3	6	1	22	37	Maine
Maryland	-	-	-	3	-	3	8	132	146	Maryland
Massachusetts	-	-	-	3	6	17	15	97	138	Massachusetts
Michigan	-	2	2	-	4	14	7	159	188	Michigan
Minnesota	1	1	4	13	12	15	12	123	181	Minnesota
Mississippi	-	13	2	11	-	9	3	85	123	Mississippi
Missouri	-	3	1	4	-	24	1	123	156	Missouri
Montana	-	1	3	7	1	1	-	13	26	Montana
Nebraska	-	-	-	2	-	1	-	11	14	Nebraska
Nevada	-	-	-	1	-	-	-	18	19	Nevada
New Hampshire	2	-	-	2	1	-	-	17	22	New Hampshire
New Jersey	-	2	1	1	1	10	4	169	188	New Jersey
New Mexico	-	1	-	12	-	4	1	48	66	New Mexico
New York	-	-	-	-	16	64	19	333	432	New York
North Carolina	-	-	2	3	5	7	2	55	74	North Carolina
North Dakota	-	1	-	13	-	-	-	7	21	North Dakota
Ohio	2	15	-	13	28	62	17	270	407	Ohio
Oklahoma	-	-	-	3	1	13	2	138	157	Oklahoma
Oregon	-	3	1	3	-	4	1	39	51	Oregon
Pennsylvania	7	4	10	25	50	37	18	196	347	Pennsylvania
Rhode Island	-	8	-	-	1	12	5	17	43	Rhode Island
South Carolina	5	-	1	-	1	13	4	19	43	South Carolina
South Dakota	-	4	-	-	-	-	-	11	15	South Dakota
Tennessee	-	-	7	7	7	13	8	104	146	Tennessee
Texas	-	2	-	28	2	37	38	501	608	Texas
Utah	1	1	-	4	3	8	5	50	72	Utah
Vermont	7	3	1	2	5	2	-	11	31	Vermont
Virginia	-	1	4	7	25	39	19	80	175	Virginia
Washington	-	4	6	17	2	7	18	85	139	Washington
West Virginia	2	3	6	8	17	16	11	16	79	West Virginia
Wisconsin	-	-	6	-	6	3	5	24	44	Wisconsin
Wyoming	-	1	-	1	6	-	2	16	26	Wyoming
Dist. of Col.	-	-	-	-	1	-	1	17	19	Dist. of Col.
Puerto Rico	-	-	-	-	-	-	-	-	-	Puerto Rico
Total	33	123	111	374	266	684	389	4,715	6,695	Total

<sup>1/</sup> These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

# TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1963<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

TABLE IHT-11  
DECEMBER 1964

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL									INTERSTATE HIGHWAY SYSTEM - URBAN									TOTAL SURFACED MILEAGE
	2-LANES	3-LANES	ONE-WAY STREETS <sup>2/</sup>	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES				TOTAL RURAL	2-LANES	3-LANES	ONE-WAY STREETS <sup>2/</sup>	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES				TOTAL URBAN	
					DEGREE OF ACCESS CONTROL <sup>3/</sup>			TOTAL						DEGREE OF ACCESS CONTROL <sup>3/</sup>			TOTAL		
					NONE	PARTIAL	FULL							NONE	PARTIAL	FULL			
Alabama	379	-	-	4	135	213	-	348	731	-	-	1	42	56	19	-	75	118	849
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	711	3	-	35	43	13	317	373	1,122	7	-	-	27	18	1	18	37	71	1,193
Arkansas	364	1	-	1	6	-	81	87	453	25	-	1	11	4	-	28	32	69	522
California	724	-	-	20	29	343	427	799	1,543	27	-	4	103	116	16	343	475	609	2,152
Colorado	553	-	-	3	18	43	240	301	857	2/	5	2	5	15	14	50	79	91	948
Connecticut	39	-	-	-	7	1	103	111	150	2	-	-	11	1	1	89	91	124	274
Delaware	-	-	-	-	-	-	6	6	6	1	-	2	10	7	-	11	18	31	37
Florida	488	2	1	5	278	-	185	463	959	42	1	1	42	105	7	30	142	228	1,187
Georgia	713	-	-	-	51	-	189	240	953	83	-	-	-	28	-	55	83	166	1,119
Hawaii	10	-	-	-	12	-	15	27	27	4	-	-	5	13	1	-	14	23	50
Idaho	6/ 383	-	-	17	1	15	176	192	592	13	-	-	5	-	5	8	13	31	623
Illinois	704	3	-	44	19	228	303	550	1,301	58	1	7	84	16	14	122	152	302	1,603
Indiana	425	-	-	74	126	-	313	439	938	29	-	7	65	40	-	50	90	191	1,129
Iowa	402	-	-	2	-	1	228	229	633	22	-	-	7	-	3	26	29	58	691
Kansas	335	-	-	1	15	-	338	353	689	23	-	-	12	4	2	74	80	115	804
Kentucky	377	7	-	7	31	-	157	188	579	30	-	-	21	12	-	38	50	101	680
Louisiana	337	-	-	10	115	15	93	223	570	42	-	-	28	40	4	20	64	134	704
Maine	158	-	-	-	-	-	128	128	286	14	-	-	3	1	-	19	20	37	323
Maryland	46	4	-	9	1	29	96	126	185	11	-	-	13	23	-	99	122	146	331
Massachusetts	16	2	-	17	9	7	168	184	219	4	12	-	25	32	-	65	97	138	357
Michigan	124	6	-	20	54	5	693	752	902	5	5	-	47	53	7	131	188	1,090	
Minnesota	620	-	-	1	5	52	73	130	751	44	-	-	32	10	50	105	181	932	
Mississippi	403	-	-	-	-	13	143	156	559	29	-	-	3	-	53	38	91	123	682
Missouri	370	-	-	21	175	-	379	554	945	9	-	-	39	24	-	84	108	156	1,101
Montana	7/ 1,123	-	-	-	-	5	78	83	1,206	12	-	-	8	-	2	6	26	38	1,232
Nebraska	331	-	-	-	-	1	148	149	480	6	-	1	-	-	-	7	14	20	494
Nevada	363	-	-	5	11	-	141	152	520	2	-	-	10	7	-	7	19	59	539
New Hampshire	100	-	-	-	-	-	80	80	180	5	-	-	-	-	-	17	17	22	202
New Jersey	48	-	-	-	61	-	36	97	145	16	-	-	7	75	-	90	165	188	333
New Mexico	511	-	-	2	102	37	284	423	936	13	-	-	8	32	-	13	45	66	1,002
New York	203	18	-	2	-	-	576	576	799	22	-	-	34	-	20	356	376	432	1,231
North Carolina	306	10	-	4	76	42	298	416	736	7	5	-	6	3	19	34	56	74	810
North Dakota	356	-	-	-	-	-	206	206	562	8	-	-	6	2	-	5	7	21	583
Ohio	515	-	1	20	32	109	354	495	1,031	80	-	10	89	76	18	134	228	407	1,438
Oklahoma	232	-	-	6	40	36	335	411	649	18	4	-	7	25	35	68	128	157	806
Oregon	316	-	-	18	4	3	299	306	640	10	-	3	6	6	-	26	32	51	691
Pennsylvania	510	146	-	42	59	5	537	601	1,299	108	45	-	38	26	22	108	156	347	1,646
Rhode Island	4	-	-	5	4	9	6	19	28	14	-	-	14	7	-	15	43	71	143
South Carolina	356	-	-	28	59	7	227	293	677	8	-	-	16	17	1	19	43	720	
South Dakota	531	-	-	2	-	8	165	173	706	4	-	-	2	-	-	9	15	721	
Tennessee	598	12	-	75	98	-	258	258	943	14	7	-	69	22	-	34	56	146	1,089
Texas	1,293	11	7	48	197	216	591	1,004	2,363	70	1	7	77	95	75	283	453	608	2,971
Utah	774	-	1	-	-	-	60	60	835	6	-	-	40	16	4	26	72	907	
Vermont	137	-	-	63	-	27	86	113	313	22	-	-	-	-	-	9	9	31	344
Virginia	300	202	-	81	138	3	183	324	907	43	11	3	27	46	2	43	91	175	1,082
Washington	276	-	-	100	-	141	78	219	595	31	-	-	69	-	39	-	139	734	
West Virginia	9/ 467	-	-	2	5	-	53	58	527	49	-	5	2	21	-	23	79	606	
Wisconsin	194	-	5	4	5	-	205	210	413	11	4	-	4	8	-	17	25	44	457
Wyoming	697	-	-	16	11	6	187	204	917	8	-	-	2	3	5	8	16	26	943
Dist. of Col.	-	-	-	-	-	-	-	-	-	1	-	-	12	2	-	4	6	19	39
<b>Total</b>	<b>19,222</b>	<b>429</b>	<b>15</b>	<b>814</b>	<b>2,032</b>	<b>1,633</b>	<b>10,212</b>	<b>13,877</b>	<b>34,357</b>	<b>1,137</b>	<b>96</b>	<b>54</b>	<b>1,193</b>	<b>1,107</b>	<b>439</b>	<b>2,669</b>	<b>4,215</b>	<b>6,695</b>	<b>41,052</b>

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

2/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.

3/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with

selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.

4/ Includes 40 miles with full control of access.

5/ Includes 2 miles with full control of access.

6/ Includes 41 miles with partial control of access and 26 miles with full control of access.

7/ Includes 58 miles with partial control of access and 135 miles with full control of access.

8/ Includes 45 miles with full control of access.

9/ Includes 81 miles with full control of access.

760-788 O - 65 - 11

Federal Aid

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1963

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES.

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE IFF-15  
SHEET 1 OF 2  
DECEMBER 1964

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL														TOTAL RURAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES															
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED			
Alabama	-	8	149	158	122	76	178	35	5	-	-	-	-	-	731	Alabama
Alaska	-	-	-	135	261	304	400	18	4	-	-	-	-	-	1,122	Alaska
Arizona	-	-	-	46	76	147	170	13	-	-	-	-	-	-	455	Arizona
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Arkansas
California	-	-	181	70	331	115	414	155	255	172	21	10	-	-	1,543	California
Colorado	-	-	-	309	114	70	124	57	2	-	9	4	-	-	1,077	Colorado
Connecticut	-	-	-	-	-	-	35	6	-	-	-	-	-	-	150	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	Delaware
Florida	2	4	43	134	119	168	373	111	7	-	-	-	-	-	959	Florida
Georgia	-	3	111	228	158	86	285	66	8	-	-	-	-	-	927	Georgia
Hawaii	-	-	-	-	-	6	9	1	1	-	-	-	-	-	27	Hawaii
Idaho	-	54	174	101	114	79	70	-	-	-	-	-	-	-	592	Idaho
Illinois	-	17	63	238	199	192	467	76	39	5	4	1	-	-	1,301	Illinois
Indiana	-	-	43	43	109	131	246	353	56	-	-	-	-	-	938	Indiana
Iowa	1	2	93	220	176	97	43	4	-	-	-	-	-	-	633	Iowa
Kansas	-	-	187	229	139	49	81	4	-	-	-	-	-	-	689	Kansas
Kentucky	-	1	13	38	66	99	315	42	1	4	-	-	-	-	579	Kentucky
Louisiana	4	1	1	87	61	108	260	48	-	1	-	-	-	-	570	Louisiana
Maine	-	-	54	51	56	82	72	1	10	-	-	-	-	-	285	Maine
Maryland	-	-	-	-	6	1	71	58	-	-	-	-	-	-	185	Maryland
Massachusetts	-	-	48	74	-	10	73	40	73	23	-	-	-	-	219	Massachusetts
Michigan	-	-	194	240	178	80	348	171	32	26	13	16	-	-	902	Michigan
Minnesota	-	12	1	104	204	155	55	15	-	-	-	-	-	-	751	Minnesota
Mississippi	-	-	1	-	-	-	94	1	-	-	-	-	-	-	559	Mississippi
Missouri	7	260	51	55	121	100	536	48	22	12	-	-	-	-	945	Missouri
Montana	-	20	80	154	21	26	21	-	1	2	-	-	-	-	1,206	Montana
Nebraska	1	-	20	177	108	85	22	4	1	2	-	-	-	-	460	Nebraska
Nevada	-	-	58	285	64	29	80	3	1	-	-	-	-	-	520	Nevada
New Hampshire	19	31	42	26	18	10	21	13	-	-	-	-	-	-	180	New Hampshire
New Jersey	-	-	251	68	167	244	135	27	37	26	4	4	11	-	145	New Jersey
New Mexico	-	59	30	47	51	56	319	282	7	4	2	-	-	-	596	New Mexico
New York	-	-	30	47	51	56	319	282	7	4	1	-	-	-	799	New York
North Carolina	-	65	37	76	95	118	302	98	10	-	-	-	-	-	736	North Carolina
North Dakota	-	-	215	165	115	108	541	2	2	-	-	-	-	-	562	North Dakota
Ohio	-	-	20	60	58	108	60	229	12	2	1	-	-	-	1,031	Ohio
Oklahoma	-	-	3	58	105	147	329	7	-	-	-	-	-	-	649	Oklahoma
Oregon	-	-	81	108	85	97	202	53	14	-	-	-	-	-	640	Oregon
Pennsylvania	1	29	173	148	104	54	374	396	18	2	-	-	-	-	1,299	Pennsylvania
Rhode Island	-	-	-	-	3	6	19	3	-	-	-	-	-	-	28	Rhode Island
South Carolina	3	21	53	97	169	92	223	18	1	-	-	-	-	-	677	South Carolina
South Dakota	-	90	371	154	76	9	1	5	-	-	-	-	-	-	706	South Dakota
Tennessee	-	58	79	85	181	153	318	39	23	7	-	-	-	-	543	Tennessee
Texas	7	132	344	355	317	443	941	36	13	4	-	-	-	-	2,363	Texas
Utah	39	20	172	376	101	29	46	40	6	6	-	-	-	-	835	Utah
Vermont	19	120	79	74	12	9	409	80	60	3	-	-	-	-	313	Vermont
Virginia	-	-	72	97	43	120	161	112	13	16	-	-	-	-	507	Virginia
Washington	-	39	12	76	32	94	161	56	28	10	-	-	-	-	595	Washington
West Virginia	-	30	91	163	108	34	96	5	-	-	-	-	-	-	527	West Virginia
Wisconsin	-	204	233	14	41	99	206	19	26	8	-	-	-	-	413	Wisconsin
Wyoming	2	-	-	359	-	22	7	-	-	-	-	-	-	-	917	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	118	1,280	4,576	5,762	4,876	4,270	9,122	2,843	786	364	76	38	246	-	34,357	Total

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-1963

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE IV-15  
SHEET 2 OF 2  
NOVEMBER 1964

STATE	LESS THAN 100	1,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED	TOTAL SURFACED MILEAGE	INTERSTATE HIGHWAY SYSTEM - URBAN		AVERAGE DAILY TRAFFIC VOLUMES		TOTAL	
											UR-	CLASSIFIED	UR-	CLASSIFIED		
Alabama	9	4	5	21	27	25	1	-	-	118	-	-	-	-	-	-
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	-	-	-	-	-	16	3	-	-	71	-	-	-	-	-	-
Arkansas	1	-	-	-	-	-	-	-	-	69	-	-	-	-	-	-
California	-	-	-	-	-	177	126	-	-	609	-	-	-	-	-	-
Colorado	-	-	-	-	-	13	7	12	36	124	-	-	-	-	-	-
Connecticut	-	-	-	-	-	8	8	12	5	124	-	-	-	-	-	-
Delaware	-	-	-	-	-	6	4	2	-	31	-	-	-	-	-	-
Florida	-	-	-	-	-	42	20	14	8	228	-	-	-	-	-	-
Georgia	-	-	-	-	-	25	20	14	7	166	-	-	-	-	-	-
Hawaii	-	-	-	-	-	5	3	6	-	23	-	-	-	-	-	-
Idaho	-	-	-	-	-	1	1	3	-	31	-	-	-	-	-	-
Illinois	-	-	-	-	-	41	21	66	-	302	-	-	-	-	-	-
Indiana	-	-	-	-	-	-	1	-	-	191	-	-	-	-	-	-
Iowa	-	-	-	-	-	4	5	-	-	58	-	-	-	-	-	-
Kansas	-	-	-	-	-	5	5	-	-	115	-	-	-	-	-	-
Kentucky	1	-	-	-	-	14	17	8	-	101	-	-	-	-	-	-
Kentucky	2	-	-	-	-	8	8	7	-	134	-	-	-	-	-	-
Kentucky	3	-	-	-	-	2	2	3	-	37	-	-	-	-	-	-
Maryland	3	-	-	-	-	13	49	21	3	146	-	-	-	-	-	-
Massachusetts	-	-	-	-	-	36	38	21	-	138	-	-	-	-	-	-
Michigan	-	-	-	-	-	24	29	21	-	188	-	-	-	-	-	-
Minnesota	-	-	-	-	-	14	14	2	-	181	-	-	-	-	-	-
Mississippi	-	-	-	-	-	-	-	-	-	123	-	-	-	-	-	-
Missouri	-	-	-	-	-	25	14	21	-	156	-	-	-	-	-	-
Montana	-	-	-	-	-	-	-	-	-	26	-	-	-	-	-	-
Nebraska	-	-	-	-	-	2	1	-	-	14	-	-	-	-	-	-
Nevada	-	-	-	-	-	8	3	2	1	19	-	-	-	-	-	-
New Hampshire	-	-	-	-	-	30	25	84	18	188	-	-	-	-	-	-
New Jersey	-	-	-	-	-	45	36	93	-	432	-	-	-	-	-	-
New Jersey	-	-	-	-	-	3	2	10	-	66	-	-	-	-	-	-
New York	-	-	-	-	-	17	121	93	-	432	-	-	-	-	-	-
North Carolina	-	-	-	-	-	9	33	7	-	74	-	-	-	-	-	-
North Carolina	-	-	-	-	-	2	106	67	-	407	-	-	-	-	-	-
Ohio	-	-	-	-	-	81	43	34	-	157	-	-	-	-	-	-
Ohio	-	-	-	-	-	2	2	18	-	21	-	-	-	-	-	-
North Dakota	-	-	-	-	-	46	109	61	-	21	-	-	-	-	-	-
Oregon	-	-	-	-	-	8	21	6	-	51	-	-	-	-	-	-
Pennsylvania	-	-	-	-	-	14	14	5	-	43	-	-	-	-	-	-
Rhode Island	-	-	-	-	-	7	5	1	-	43	-	-	-	-	-	-
South Carolina	-	-	-	-	-	-	-	-	-	43	-	-	-	-	-	-
South Dakota	-	-	-	-	-	-	-	-	-	15	-	-	-	-	-	-
Tennessee	-	-	-	-	-	33	6	7	-	146	-	-	-	-	-	-
Tennessee	-	-	-	-	-	2	18	15	-	608	-	-	-	-	-	-
Texas	-	-	-	-	-	26	8	-	-	72	-	-	-	-	-	-
Texas	-	-	-	-	-	19	2	6	-	72	-	-	-	-	-	-
Utah	-	-	-	-	-	2	2	-	-	31	-	-	-	-	-	-
Virginia	-	-	-	-	-	26	3	3	-	175	-	-	-	-	-	-
Virginia	-	-	-	-	-	44	10	6	-	139	-	-	-	-	-	-
West Virginia	-	-	-	-	-	13	3	7	-	79	-	-	-	-	-	-
Wisconsin	-	-	-	-	-	15	1	5	-	44	-	-	-	-	-	-
Wisconsin	-	-	-	-	-	11	5	6	-	26	-	-	-	-	-	-
Wyoming	-	-	-	-	-	6	5	5	-	19	-	-	-	-	-	-
Dist. of Col.	-	-	-	-	-	1	1	1	-	19	-	-	-	-	-	-
Total	6,695	676	724	909	949	846	1,271	1,214	194	146	104	50	6	6	Total	

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.



**TRAVELED WAY**  
**NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1963**  
**SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES**

TABLE INT-110  
 SHEET 1 OF 2  
 DECEMBER 1964

Compiled in cooperation with  
 State highway departments

Data as of December 31, 1963

**INTERSTATE HIGHWAY SYSTEM - RURAL**

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	AVERAGE DAILY TRAFFIC VOLUMES											TOTAL RURAL SURFACED MILEAGE		
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 5,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999		40,000 AND OVER	UN- CLASSI- FIED
<b>Undivided:</b>														
Under 20 feet	16	75	298	287	123	25	36	4	4	-	-	-	-	864
20-21	10	383	609	715	674	471	486	27	10	-	-	-	-	3,324
22-23	2	143	639	863	604	430	648	94	30	-	-	-	-	3,431
24-26	62	484	2,082	2,182	1,763	1,575	1,809	118	15	-	-	-	-	10,124
27-35	4	29	161	228	194	134	498	59	5	6	-	-	-	1,287
36-43	-	4	57	105	97	79	232	77	9	3	-	-	-	730
44-47	-	21	7	1	21	25	69	42	15	4	-	-	-	238
48 and over	24	141	--	197	--	40	37	--	18	4	2	14	14	483
<b>Total Undivided 1/</b>	118	1,280	3,853	4,578	3,476	2,779	3,715	421	133	13	2	78	78	20,481
<b>Divided:</b>														
No access control:														
Less than 44	**	**	9	2	2	29	64	22	10	6	1	-	-	162
44-47	**	**	2	4	18	32	296	138	30	1	-	-	-	499
48 and over	**	**	42	59	148	144	611	259	49	20	9	6	6	1,371
Subtotal	**	**	53	65	168	205	931	419	89	27	10	7	7	2,032
Partial access control: 2/														
Less than 44	**	**	7	--	1	--	6	--	3	--	--	--	--	25
44-47	**	**	7	17	2	13	95	23	45	--	--	--	--	253
48 and over	**	**	229	276	89	178	522	270	109	--	--	--	--	1,515
Subtotal	**	**	243	76	92	191	623	293	157	--	--	--	--	1,793
Full access control: 2/														
Less than 44	**	**	--	--	--	--	--	--	--	--	--	--	--	1
44-47	**	**	1	4	1,140	1,095	3,849	1,685	389	36	26	147	147	56
48 and over	**	**	426	1,039	1,140	1,095	3,853	1,710	407	36	26	147	147	9,924
Subtotal	**	**	427	1,043	1,140	1,095	3,853	1,710	407	36	26	147	147	10,051
<b>Total Divided</b>	**	**	723	1,184	1,400	1,491	5,407	2,422	653	63	36	168	168	13,876
<b>Total Surfaced Mileage</b>	118	1,280	4,576	5,762	4,876	4,270	9,122	2,843	786	76	38	3/ 246	3/ 246	34,357

TRAVELED WAY  
NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1963

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE IFT-110  
SHEET 2 OF 2  
DECEMBER 1964

Compiled in cooperation with  
State highway departments

Data as of December 31, 1963

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - URBAN											TOTAL URBAN SURFACED MILEAGE				
	AVERAGE DAILY TRAFFIC VOLUMES															
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999		40,000 AND OVER	UN- CLASSI- FIED		
Undivided:																
Under 20 feet																
20-21	-	1	4	3	6	7	6	11	1	1	1	1	1	1	1	33
22-23	-	1	3	6	10	5	10	61	17	11	11	11	11	11	11	123
24-26	-	1	9	7	10	10	10	52	15	8	11	11	11	11	11	111
27-35	-	-	9	19	31	26	31	140	79	31	31	31	31	31	31	374
36-43	-	-	-	3	14	2	14	119	75	120	120	120	120	120	120	266
44-47	-	-	2	1	12	4	12	131	196	182	182	182	182	182	182	599
48 and over	-	4	1	1	1	1	1	13	62	26	23	23	23	23	23	171
	6	4	-	-	3	13	3	87	116	129	182	92	86	85	85	803
Total Undivided <sup>1/4</sup>	6	6	21	40	87	68	87	614	561	336	309	118	92	222	222	2,480
Divided:																
No access control:																
Less than 44	**	**	3	-	-	2	1	4	18	6	20	4	1	3	3	56
44-47	**	**	-	-	-	11	7	12	29	32	32	15	6	9	9	141
48 and over	**	**	3	-	-	13	8	107	203	174	242	130	86	141	141	910
Subtotal	**	**	3	-	-	13	8	107	203	174	242	130	86	141	141	1,107
Partial access control: <sup>2/</sup>																
Less than 44	**	**	-	-	-	-	-	-	4	3	2	1	-	-	-	10
44-47	**	**	-	-	-	-	-	18	8	19	12	9	-	-	-	67
48 and over	**	**	9	9	14	7	14	101	105	73	60	2	34	1	1	362
Subtotal	**	**	9	9	14	7	14	101	105	73	60	2	34	1	1	439
Full access control: <sup>2/</sup>																
Less than 44	**	**	-	-	-	-	-	1	17	2	1	-	1	-	-	19
44-47	**	**	17	55	85	58	85	390	384	261	323	244	511	312	312	10
48 and over	**	**	17	55	85	58	85	392	402	263	324	249	512	312	312	2,640
Subtotal	**	**	17	55	85	58	85	392	402	263	324	249	512	312	312	2,669
Total Divided	**	**	29	64	107	78	107	600	710	510	640	391	632	454	454	4,215
Total Surfaced Mileage	6	6	50	104	194	146	194	1,214	1,271	846	949	509	724	3/ 676	3/ 676	6,695

<sup>1/</sup> Includes 99 miles with partial control of access and 327 miles with full control of access. See footnotes 4, 6, 7, 8 and 9 on table IFT-11.  
<sup>2/</sup> Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.  
<sup>3/</sup> States not reporting average daily traffic volume data are listed in table IFT-15.  
<sup>4/</sup> Includes 2 miles with full control of access. See footnote 5 on table IFT-11.

EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

DURING CALENDAR YEAR 1963<sup>1</sup>

TABLE PA-3, 1963  
FEBRUARY 1964

STATE	FEDERAL-AID HIGHWAY FUNDS - PAID FROM HIGHWAY TRUST FUND <sup>2/</sup>						FOREST ROAD FUNDS <sup>4/</sup>	OTHER FUNDS <sup>5/</sup>	TOTAL
	PRIMARY	SECONDARY	URBAN	INTERSTATE	OTHER <sup>3/</sup>	FEDERAL-AID TOTAL			
Alabama	\$ 6,492,796	\$ 7,159,716	\$ 2,628,134	\$ 27,443,400	\$-3,975,266	\$ 39,748,780	\$ 102,267	\$ 266,023	\$ 40,117,070
Alaska	25,896,580	13,655,328	25,586	-	-	39,577,494	4,025,801	369,477	43,972,772
Arizona	5,766,700	3,968,938	664,646	33,445,102	1,500,000	45,345,386	1,057,847	399,987	46,803,220
Arkansas	9,427,457	6,848,328	2,167,913	32,720,485	-	51,164,183	436,260	240,063	51,840,506
California	21,833,564	8,384,612	24,154,773	207,573,727	243,359	262,190,035	5,129,734	3,315,210	270,634,979
Colorado	7,001,366	4,214,435	3,045,983	27,303,160	-	41,564,944	2,574,292	1,621,081	45,260,317
Connecticut	804,875	1,276,826	2,126,782	31,880,473	17,360	36,106,316	-	11,033	36,117,349
Delaware	2,189,683	613,799	380,924	10,872,502	96,987	14,153,895	-	-	14,153,895
Florida	8,289,039	5,600,804	3,591,593	62,373,385	159,330	80,014,151	244,598	942,968	81,201,717
Georgia	10,511,558	8,094,109	4,187,500	64,587,929	2,982	87,384,078	277,831	1,601,697	89,263,606
Hawaii	2,621,751	534,245	1,154,484	1,432,936	291,559	6,034,975	-	84,162	6,119,137
Idaho	6,509,469	3,550,754	414,233	14,100,128	296,736	24,871,320	3,782,372	702,015	29,355,707
Illinois	15,316,064	10,413,820	22,423,467	122,497,137	-	170,650,488	104,524	1,470,169	172,225,181
Indiana	7,146,315	3,009,662	5,761,400	56,559,499	-	72,476,876	2,514	1,971,505	72,676,895
Iowa	12,399,845	7,622,348	2,448,103	20,447,835	181,250	43,136,381	-	294,079	43,430,460
Kansas	10,053,742	5,895,814	1,251,001	21,640,018	-	38,840,575	-	284,282	39,124,857
Kentucky	8,980,921	7,174,521	4,780,679	57,174,392	20,918	78,131,431	159,231	1,013,408	79,304,070
Louisiana	7,542,642	4,481,147	3,783,104	70,874,985	108,522	86,790,400	104,640	312,670	87,207,710
Maine	3,030,484	2,307,420	1,628,577	16,689,683	-	23,656,164	25,000	779,270	24,460,344
Maryland	3,590,685	939,643	2,888,064	33,040,505	77,417	40,536,314	-	417,567	40,953,881
Massachusetts	5,556,147	883,811	7,111,460	53,120,619	-	66,672,037	-	11,503	66,683,540
Michigan	13,525,253	9,132,215	20,423,104	117,217,090	-	160,297,662	564,762	492,132	161,354,556
Minnesota	11,623,785	7,558,611	2,831,855	58,082,126	-	80,096,377	609,507	440,416	81,146,300
Mississippi	6,655,524	8,180,480	1,714,961	27,152,911	164,373	43,868,249	541,492	539,731	44,949,472
Missouri	13,622,566	6,685,535	7,003,223	57,782,328	-	85,093,652	254,958	5,220,950	90,569,560
Montana	9,081,144	7,278,675	942,252	30,028,644	551,511	47,882,226	2,902,251	1,173,897	51,958,374
Nebraska	8,807,487	4,869,059	1,100,047	25,124,134	36,154	39,936,881	28,559	2,023,679	41,989,119
Nevada	4,315,879	4,455,269	503,621	16,398,996	-	25,673,765	413,239	976,714	27,063,718
New Hampshire	2,618,648	1,919,725	948,810	12,914,774	61,475	18,463,432	79,005	551,737	19,094,174
New Jersey	2,935,614	3,135,804	9,540,366	65,136,616	21,719	80,770,119	-	97,533	80,867,652
New Mexico	6,834,614	4,440,210	859,243	28,834,315	-	40,968,382	1,639,193	1,040,989	43,648,564
New York	20,638,682	7,247,810	32,428,428	113,822,323	-	174,137,243	-	144,779	174,382,022
North Carolina	10,036,292	11,014,876	3,515,132	19,044,673	33,673	43,644,646	225,337	391,911	44,261,894
North Dakota	6,060,377	5,290,749	753,678	15,894,061	-	27,998,865	337	696,261	28,695,463
Ohio	18,297,072	6,400,474	16,107,927	175,713,284	-	216,518,757	-	770,063	217,288,820
Oklahoma	9,806,958	6,584,651	5,260,757	20,317,074	166,115	42,135,555	11,435	38,194	42,185,184
Oregon	7,245,994	3,976,277	3,024,734	44,250,775	14,670	58,512,450	5,391,251	6,913,467	70,817,168
Pennsylvania	23,752,541	11,591,973	16,423,392	86,391,289	-	138,159,195	119,559	53,044	138,331,798
Rhode Island	2,070,328	1,439,271	1,588,628	13,565,638	-	18,663,865	-	8,324	18,672,189
South Carolina	5,333,335	4,668,763	1,821,869	17,141,244	-	28,965,211	84,500	312,400	29,362,111
South Dakota	5,670,066	4,487,278	650,148	14,986,400	9,938	25,803,830	65,667	770,212	26,639,709
Tennessee	10,821,295	6,934,311	4,605,559	78,254,402	559,615	101,175,182	3,359	497,438	101,675,979
Texas	24,182,088	15,098,789	15,962,830	118,410,408	44,400	173,698,515	96,500	32,219	173,827,234
Utah	4,647,488	3,542,885	422,170	31,049,900	-	39,662,443	555,438	538,042	40,755,923
Vermont	1,762,810	1,242,343	499,268	17,331,273	-	20,835,694	88,373	23,564	20,947,631
Virginia	8,932,189	4,922,820	3,705,189	89,957,282	1,149,120	108,666,600	237,286	2,035,072	110,938,958
Washington	6,191,241	4,767,107	4,461,152	49,667,536	61,747	65,148,783	3,122,261	1,211,601	69,482,645
West Virginia	1,296,801	2,540,371	1,214,465	17,469,636	1,440	22,522,713	100,196	911,969	23,534,878
Wisconsin	9,196,811	8,864,021	4,256,761	43,846,010	-	66,163,603	169,311	445,192	66,778,106
Wyoming	4,464,716	3,870,095	691,258	27,713,510	-	36,739,579	1,078,112	973,350	38,791,041
Dist. of Col.	2,252,992	2,231,178	1,321,507	30,681,203	-	36,486,880	-	117,302	36,604,182
Puerto Rico	2,795,847	1,668,734	1,571,556	-	-	6,036,137	34	4,026	6,040,197
Total	446,438,120	282,670,439	262,809,296	2,429,957,755	1,897,104	3,423,772,714	36,408,833	43,380,377	3,503,561,924
Undistributed <sup>6/</sup>						36,634,671	1,598,908	3,110,561	41,344,140
Grand Total	446,438,120	282,670,439	262,809,296	2,429,957,755	1,897,104	3,460,407,385	38,007,741	46,490,938	3,544,906,064

1/ Excludes foreign programs, and the costs of national park and parkway projects supervised by the Bureau but paid by the National Park Service.  
 2/ Remainder of "D" and "L" funds included with primary, secondary, and urban funds.  
 3/ Includes expenditures for emergency relief, dam and bridge design, a \$4,000,000 cash repayment in Alabama, a cash advance in Arizona, and construction and maintenance of the Pentagon road network in Virginia.  
 4/ Includes forest highway funds administered directly by the Bureau, and expenditure of funds for forest roads and trails transferred to the Bureau by the U. S. Forest Service.  
 5/ Includes public lands highway funds administered directly by the Bureau, and expenditure of funds transferred to the Bureau by the National Park Service, Department of Defense, Bureau of Land Management, Bureau of Indian Affairs, and others.  
 6/ Includes expenditures for administration and research, and \$1,839,624 for Parkways and Park Roads and Trails that cannot be assigned to States.

**APPORTIONMENTS OF FEDERAL-AID HIGHWAY FUNDS AND ALLOCATION  
OF OTHER FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS**

FOR FISCAL YEAR 1965

TABLE FA-4

STATE	FEDERAL-AID HIGHWAY FUNDS					FOREST HIGHWAY FUNDS 2/	PUBLIC LAND FUNDS	
	ABC FUNDS 1/				INTER- STATE 1/			
	PRIMARY	SECONDARY	URBAN	TOTAL				
Alabama	\$8,301,240	\$6,342,952	\$3,255,671	\$17,899,863	\$55,415,947	\$73,315,810	-	
Alaska	23,358,823	15,676,296	159,001	39,194,120	-	39,194,120	-	
Arizona	6,329,753	4,104,035	1,810,394	12,244,182	37,615,995	49,860,177	\$400,000	
Arkansas	6,228,179	4,957,595	1,319,578	12,505,352	28,039,568	40,544,920	260,000	
California	22,069,229	10,198,330	26,214,680	58,482,239	256,149,540	314,631,779	470,000	
Colorado	7,201,181	4,670,607	2,465,603	14,337,391	35,520,323	49,857,714	785,000	
Connecticut	3,245,927	1,782,485	4,678,235	9,706,647	37,828,215	47,534,862	-	
Delaware	2,155,359	1,436,906	555,957	4,148,222	9,974,340	14,122,562	-	
Florida	7,991,577	4,949,675	6,809,579	19,750,831	55,575,112	75,325,943	-	
Georgia	11,124,571	8,361,975	3,924,223	23,410,769	49,367,677	72,778,446	400,000	
Hawaii	2,155,359	1,436,906	898,874	4,491,139	21,036,308	25,527,447	-	
Idaho	4,811,663	3,453,618	511,897	8,777,178	12,574,035	21,351,213	400,000	
Illinois	16,343,528	8,959,941	15,550,670	40,854,139	139,746,870	180,601,009	-	
Indiana	9,767,212	7,067,512	5,434,024	22,268,748	66,345,277	88,614,025	-	
Iowa	9,781,928	7,286,768	2,588,826	19,657,522	33,902,145	53,559,667	-	
Kansas	9,663,438	6,751,036	2,376,288	18,790,762	20,771,033	39,561,795	-	
Kentucky	7,051,209	5,985,831	2,417,655	15,454,695	54,646,650	70,101,345	-	
Louisiana	6,487,751	4,666,757	3,790,610	14,945,118	77,380,717	92,325,835	-	
Maine	3,215,806	2,441,926	821,817	6,479,549	12,653,618	19,133,167	-	
Maryland	4,336,729	2,721,129	4,379,023	11,436,881	49,075,875	60,512,756	-	
Massachusetts	5,526,164	2,450,867	8,356,723	16,333,754	57,405,510	73,739,264	-	
Michigan	13,455,600	8,450,090	10,982,539	32,888,229	104,385,712	137,273,941	-	
Minnesota	10,908,664	7,690,713	3,970,224	22,569,601	69,289,830	91,859,431	-	
Mississippi	6,862,504	5,748,796	1,422,259	14,033,559	32,549,243	46,582,802	300,000	
Missouri	11,538,731	7,899,262	5,381,537	24,819,530	68,520,532	93,340,062	-	
Montana	7,919,845	5,496,019	554,397	13,970,261	25,068,488	39,038,749	430,000	
Nebraska	7,810,572	5,566,900	1,396,529	14,774,001	15,651,225	30,425,226	-	
Nevada	4,972,303	3,307,069	365,358	8,644,730	13,502,498	22,147,228	500,000	
New Hampshire	2,155,359	1,436,906	640,597	4,232,862	12,016,958	16,249,820	-	
New Jersey	6,166,540	2,140,434	10,405,791	18,712,765	69,846,907	88,559,672	-	
New Mexico	6,636,731	4,478,465	1,170,758	12,285,954	26,739,720	39,025,674	-	
New York	19,661,949	8,564,267	27,892,396	56,118,612	126,934,087	183,052,699	-	
North Carolina	10,125,584	9,064,420	3,176,561	22,366,565	21,911,715	44,278,280	350,000	
North Dakota	5,477,956	4,016,700	425,440	9,920,096	11,831,265	21,751,361	280,000	
Ohio	15,223,183	9,500,093	13,685,343	38,408,619	182,827,530	221,236,149	-	
Oklahoma	8,648,436	6,020,767	2,671,371	17,340,574	32,230,913	49,571,487	500,000	
Oregon	6,610,189	4,622,012	2,023,348	13,255,549	46,529,235	59,784,784	460,000	
Pennsylvania	15,830,657	10,146,908	15,413,240	41,390,805	119,824,717	161,215,522	-	
Rhode Island	2,155,359	1,436,906	1,456,084	5,048,349	9,868,230	14,916,579	-	
South Carolina	5,534,859	4,833,370	1,734,402	12,102,631	23,131,980	35,234,611	-	
South Dakota	5,995,198	4,342,345	440,295	10,777,838	17,587,733	28,365,571	215,000	
Tennessee	8,603,714	6,775,076	3,449,712	18,828,502	67,512,487	86,340,989	350,000	
Texas	26,170,074	16,530,605	13,458,816	56,159,495	121,204,147	177,363,642	-	
Utah	4,712,990	3,056,898	1,263,261	9,033,149	38,783,205	47,816,354	800,000	
Vermont	2,155,359	1,436,906	336,631	3,928,896	18,489,668	22,418,564	-	
Virginia	8,586,623	6,658,157	4,198,616	19,443,396	81,412,897	100,856,293	-	
Washington	6,877,692	4,648,662	3,622,722	15,149,076	55,840,387	70,989,463	500,000	
West Virginia	4,324,071	3,869,416	1,274,562	9,468,049	40,321,800	49,789,849	1,000,000	
Wisconsin	9,592,323	6,770,585	4,685,560	21,048,468	23,689,058	44,737,526	-	
Wyoming	4,901,466	3,335,193	285,748	8,522,407	25,705,148	34,227,555	500,000	
Dist. of Col.	2,155,359	1,436,906	1,520,230	5,112,495	38,517,930	43,630,425	-	
Puerto Rico	2,155,359	2,397,257	1,860,720	6,413,336	-	6,413,336	-	
<b>Total</b>	<b>431,071,875</b>	<b>287,381,250</b>	<b>239,484,375</b>	<b>957,937,500</b>	<b>2,652,750,000</b>	<b>3,610,687,500</b>	<b>33,000,000</b>	<b>8,900,000</b>

1/ Apportioned July 7, 1963.

2/ Apportioned July 8, 1963. No National Forest in States for which no apportionments are shown.

RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES, SUMMARY 1963 <sup>1/</sup>

(In millions of dollars)

TABLE FA-5  
NOVEMBER 1964

AGENCY AND FUND	RECEIPTS					EXPENDITURES FOR HIGHWAYS											GRAND TOTAL EXPENDITURES	
	AUTO-MOTIVE EXCISES	GENERAL FUND APPROPRIATIONS	TIMBER SALES	OTHER	TOTAL	PAYMENTS TO STATES & D.C.			PAYMENTS TO LOCAL GOVERNMENTS	ADMINISTRATION & RESEARCH	DIRECT EXPENDITURES				TOTAL	TOTAL		
						FEDERAL-AID AND OTHER REIMBURSEMENTS	FOR RETURN TO COUNTIES	TOTAL <sup>2/</sup>			RIGHT-OF-WAY	ENGI-NEERING	CON-STRUCTION	MAINTENANCE				
<b>Bureau of Public Roads:</b>																		
Highway Trust Fund	3,411.4	-	-	<sup>3/</sup> 18.2	3,429.6	<sup>4/</sup> 3,416.3	-	3,416.3	<sup>5/</sup> 6.0	36.6	-	0.1	1.2	1.3	0.2	38.1	3,460.4	
Forest Highway Funds	-	36.6	-	-	36.6	4.0	-	4.0	-	1.6	0.4	5.3	25.3	31.0	-	32.6	36.6	
Public Lands Funds	-	3.5	-	-	3.5	2.4	-	2.4	-	-	-	0.2	0.9	1.1	-	1.1	3.5	
Access Road Funds	-	0.7	-	-	0.7	0.5	-	0.5	-	-	-	-	0.2	0.2	-	0.2	0.7	
Outdoor Advertising Bonus Funds	-	0.2	-	-	0.2	0.2	-	0.2	-	-	-	-	-	-	-	-	0.2	
<b>Funds transferred from other agencies:</b>																		
Forest Service	-	1.4	-	-	1.4	-	-	-	-	-	-	0.1	1.3	1.4	-	1.4	1.4	
Park Service	-	4.1	-	-	4.1	-	-	-	-	0.9	-	3.1	0.1	3.2	-	4.1	4.1	
Bureau of Land Management	-	-	5.3	-	5.3	-	-	-	-	0.2	-	0.8	3.6	4.4	0.7	5.3	5.3	
Bureau of Indian Affairs	-	0.1	-	-	0.1	-	-	-	-	-	-	0.1	-	0.1	-	0.1	0.1	
Dept. of Defense	-	18.5	-	-	18.5	13.3	-	13.3	-	0.1	0.3	1.3	3.4	5.0	0.1	5.2	18.5	
Public Works Acceleration (ARA etc.)	-	11.9	-	-	11.9	7.1	-	7.1	-	-	-	0.3	4.5	4.8	-	4.8	11.9	
Other <sup>6/</sup>	-	2.2	-	-	2.2	1.2	-	1.2	-	0.1	0.1	0.1	0.7	0.9	-	1.0	2.2	
<b>Total Transferred Funds</b>	-	<u>38.2</u>	<u>5.3</u>	-	<u>43.5</u>	<u>21.6</u>	-	<u>21.6</u>	-	<u>1.3</u>	<u>0.4</u>	<u>5.8</u>	<u>13.6</u>	<u>19.8</u>	<u>0.8</u>	<u>21.9</u>	<u>43.5</u>	
<b>Total Funds Administered by EFR</b>	<u>3,411.4</u>	<u>79.2</u>	<u>5.3</u>	<u>18.2</u>	<u>3,514.1</u>	<u>3,445.0</u>	-	<u>3,445.0</u>	<u>6.0</u>	<u>39.5</u>	<u>0.8</u>	<u>11.4</u>	<u>41.2</u>	<u>53.4</u>	<u>1.0</u>	<u>93.9</u>	<u>3,544.9</u>	
<b>Forest Service</b>	-	4.7	18.2	-	22.9	-	18.2	18.2	-	-	-	-	<sup>7/</sup> 4.7	4.7	-	4.7	22.9	
National Park Service	-	36.1	-	-	36.1	-	-	-	-	-	-	-	27.8	27.8	8.3	36.1	36.1	
Bureau of Indian Affairs	-	21.0	-	-	21.0	-	-	-	-	-	-	-	18.2	18.2	2.8	21.0	21.0	
Bureau of Reclamation	-	8.4	-	-	8.4	4.2	-	4.2	0.3	-	-	-	3.9	3.9	-	3.9	8.4	
U. S. Corps of Engineers	-	101.6	-	-	101.6	29.0	0.2	29.2	1.9	-	-	-	70.5	70.5	-	70.5	101.6	
Bureau of Land Management	-	-	6.0	<sup>8/</sup> 8.2	14.2	6.4	1.6	8.0	5.1	-	-	-	1.1	1.1	-	1.1	14.2	
Dept. of Defense	-	21.0	-	-	21.0	-	-	-	-	-	-	-	3.0	3.0	18.0	21.0	21.0	
Area Redevelopment Administration	-	24.7	-	-	24.7	-	-	-	<sup>9/</sup> 24.7	-	-	-	12.0	12.0	-	12.0	24.7	
All others <sup>10/</sup>	-	6.9	-	1.5	8.4	0.2	0.6	0.8	5.1	-	-	-	2.5	2.5	-	2.5	8.4	
<b>Grand total, All Funds</b>	<u>3,411.4</u>	<u>303.6</u>	<u>29.5</u>	<u>27.9</u>	<u>3,772.4</u>	<u>3,484.8</u>	<u>20.6</u>	<u>3,505.4</u>	<u>31.1</u>	<u>39.5</u>	<u>0.8</u>	<u>11.4</u>	<u>184.9</u>	<u>197.1</u>	<u>30.1</u>	<u>266.7</u>	<u>3,803.2</u>	

<sup>1/</sup> Bureau of Public Roads funds, and payments to States by other agencies are for calendar year. All other expenditures by other agencies are for 1963 fiscal year.

<sup>2/</sup> Differences between amounts in this column and those shown on table SF-1 are due to funds in transit.

<sup>3/</sup> Income from Trust Fund investments.

<sup>4/</sup> Includes \$30.2 million paid to States for research and planning.

<sup>5/</sup> Payments to Puerto Rico.

<sup>6/</sup> CIA, NARA, AEC, NSF, FAA, etc.

<sup>7/</sup> Represents 10 percent of Forest Development Roads and Trails program considered to be for public highways. Remaining 90 percent considered to be for timber access and forest management trails not providing an unrestricted public facility, and hence omitted.

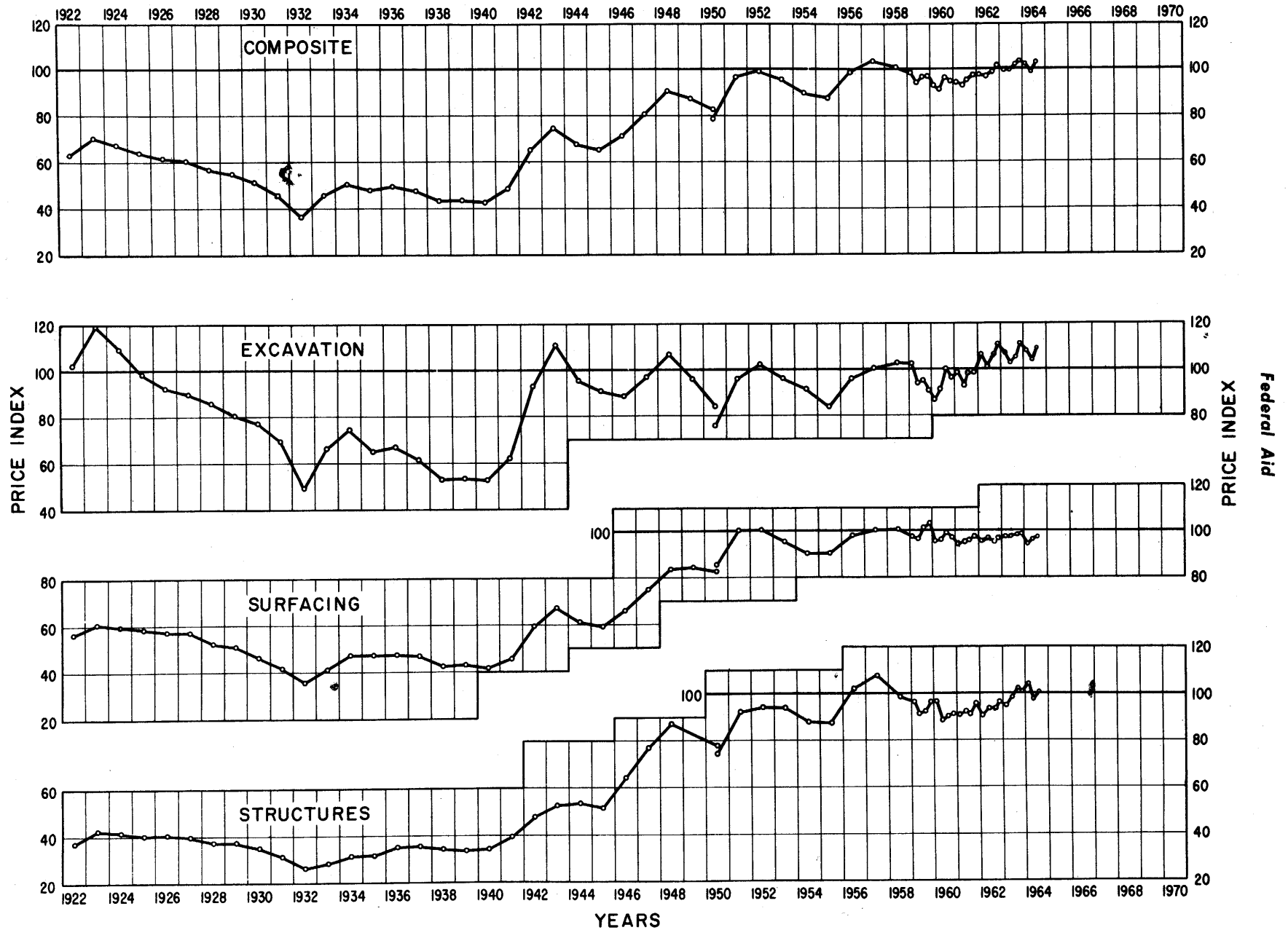
<sup>8/</sup> Income from oil and mineral royalties; grazing fees on public lands.

<sup>9/</sup> Includes \$2.0 million paid to Puerto Rico.

<sup>10/</sup> Civil Defense, Fish & Wild Life Service, FAA, TVA, HHPA, etc.

# PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

## 1957-1959=100





PERCENTAGE DISTRIBUTION OF THE COSTS OF MAJOR  
HIGHWAY CONSTRUCTION ITEMS

CONTRACTS FOR FEDERAL-AID PRIMARY PROJECTS AWARDED DURING CALENDAR YEAR 1963  
TABLE PT-2, 1963  
ISSUED 1964

MAJOR ITEMS	FEDERAL-AID PRIMARY SYSTEM																		
	INTERSTATE						NON-INTERSTATE												
	RURAL		URBAN		TOTAL		RURAL		URBAN		TOTAL								
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent							
GRADING AND DRAINAGE Roadway Excavation: Borrow Common Unclassified Solid rock Culvert Pipe: Clay - 6" Reinforced Concrete - 24" Corrugated Metal - 24" Subtotal	8.0	10.8	9.1	6.2	6.9	6.5	7.4	9.6	8.3	8.0	10.8	9.1	6.2	6.9	6.5	7.4	9.6	8.3	
	6.3	5.6	6.0	6.9	4.7	6.1	6.5	5.3	6.0	19.0	9.5	15.2	15.1	11.9	13.9	17.7	10.2	6.0	
	0.8	0.7	0.7	1.3	0.4	0.9	1.0	0.6	0.8	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2	
	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2	0.4	0.4	0.4	0.4	0.7	0.5	0.4	0.5	0.4	
	0.4	0.4	0.4	0.4	0.1	0.5	0.4	0.4	0.1	0.2	0.2	0.2	0.3	0.1	0.2	0.2	0.1	0.1	
	34.9	27.1	31.7	30.3	24.9	28.3	33.4	30.3	26.4	30.6	34.9	31.7	30.3	24.9	28.3	33.4	26.4	30.6	
	BASES AND SURFACES Bases: Stabilized Soil Gravel and Clay Gravel Macadam or Stone Bituminous Concrete Portland Cement Concrete Surfaces: Bituminous Surface Treatment Bituminous Road-mix Bituminous Plant-mix Medium Bituminous Penetration Bituminous Concrete Portland Cement Concrete Pavement Reinforcement Subtotal	1.6	1.5	1.5	1.7	1.9	1.8	1.6	1.6	1.6	4.9	4.1	4.1	4.0	4.8	5.6	5.4	3.3	4.7
		4.9	2.4	3.9	7.3	4.4	6.2	5.7	3.0	4.7	2.2	4.1	3.8	6.0	4.9	5.6	5.4	3.3	4.6
		5.2	2.7	4.1	6.0	2.3	3.4	3.1	1.2	2.4	0.1	1.9	0.0	4.0	2.3	3.4	3.1	1.2	2.4
		2.6	0.7	1.9	4.0	4.8	2.4	0.3	1.0	2.4	0.0	0.3	0.6	1.0	4.8	2.4	0.3	1.9	1.0
0.0		0.6	0.3	1.0	0.3	0.7	0.6	0.2	0.5	0.5	0.3	0.7	0.6	0.3	0.7	0.6	0.2	0.5	
0.5		0.1	0.3	1.0	0.3	0.1	0.1	1.0	0.2	0.2	0.0	0.0	0.6	0.3	0.1	0.0	0.0	0.5	
0.0		0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	2.2	1.6	1.6	0.1	2.1	3.8	3.1	1.1	0.0
2.2		0.6	1.6	4.9	2.1	3.8	3.8	0.0	1.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	2.3
0.1		0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.9	5.4	6.7	8.3	5.4	3.6	4.7	0.0
18.1		11.5	15.5	11.4	13.0	12.0	15.9	11.4	12.0	14.3	2.2	2.0	1.8	1.0	1.6	1.8	1.8	1.6	1.7
2.2	1.6	2.0	1.0	1.6	1.2	1.8	1.0	1.6	1.7	40.8	34.1	47.6	42.0	45.5	43.0	29.5	37.8		
40.8	23.9	34.1	47.6	42.0	45.5	43.0	47.6	42.0	37.8	STRUCTURES 1/ Structural Concrete 2/ Structural Reinforcement Structural Steel Steel H-Piling 3/ Prestressed Concrete Subtotal	12.2	23.1	16.6	10.1	17.0	12.7	11.5	21.2	15.3
4.2	8.0	5.7	3.0	5.3	3.9	3.8	3.0	7.2	5.1										
5.6	14.1	9.0	6.9	7.1	6.9	6.1	6.9	11.9	8.4										
0.7	1.6	1.1	0.6	1.9	1.1	0.7	0.7	1.7	1.1										
1.6	2.2	1.8	1.5	1.8	1.6	1.5	1.5	2.1	1.7										
24.3	49.0	34.2	22.1	33.1	26.2	23.6	23.6	44.1	31.6										
100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0										
72.1	65.4	69.2	73.3	62.7	69.0	72.5	72.5	64.6	69.2										
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0										
Ratio of total amount bid for major items to total amount bid for all items	72.1	65.4	69.2	73.3	62.7	69.0	72.5	64.6	69.2										

1/ Includes bridges, box culverts, retaining walls, etc.  
2/ Excludes reinforcing steel.  
3/ Includes prestressing and reinforcing steel.



PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,  
LABOR, EQUIPMENT OWNERSHIP, OVERHEAD AND PROFIT  
FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED DURING CALENDAR YEAR 1963

TABLE PT-2A  
ISSUED 1964

ELEMENTS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Cement <sup>1/</sup>	6.8	3.2	5.3	5.2	4.0	4.7	6.2	3.6	5.1
Aggregates Purchased <sup>2/</sup>	9.3	4.4	7.3	10.4	6.6	8.8	9.7	5.3	7.9
Bitumens <sup>3/</sup>	1.8	0.3	1.2	3.0	0.7	2.0	2.3	0.5	1.5
Lumber	0.6	0.9	0.7	0.4	0.7	0.6	0.5	0.9	0.7
Timber Piling	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Corrugated Steel Culvert Pipe	1.0	0.4	0.7	1.2	0.6	1.0	1.1	0.5	0.8
Reinforcing Steel <sup>4/</sup>	4.6	6.4	5.4	2.9	4.4	3.5	3.9	5.6	4.6
Structural Steel	4.2	8.8	6.1	2.4	6.4	4.1	3.5	7.9	5.3
Ready-mix Concrete	3.4	7.6	5.1	2.6	6.4	4.2	3.1	7.1	4.7
Premixed Bituminous Paving Materials	2.8	1.6	2.3	4.6	3.6	4.2	3.5	2.4	3.1
Concrete Culvert Pipe	1.1	1.3	1.2	1.5	2.5	1.9	1.2	1.8	1.5
Clay Pipe	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Miscellaneous Steel	1.4	1.9	1.6	0.8	1.3	1.0	1.1	1.7	1.4
Materials not reported	9.9	14.6	11.8	10.1	13.2	11.3	10.0	13.9	11.6
Petroleum Products	5.0	2.3	3.9	5.4	2.9	4.4	5.2	2.5	4.1
Explosives	1.2	0.2	0.8	0.9	0.3	0.6	1.1	0.2	0.7
<b>Total Materials and Supplies</b>	<b>53.3</b>	<b>54.1</b>	<b>53.6</b>	<b>51.7</b>	<b>54.0</b>	<b>52.6</b>	<b>52.6</b>	<b>54.1</b>	<b>53.2</b>
Labor	25.0	25.5	25.2	25.3	26.7	25.9	25.1	26.0	25.5
Equipment ownership, overhead and profit	21.7	20.4	21.2	23.0	19.3	21.5	22.3	19.9	21.3
<b>TOTAL</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1/</sup> Does not include cement in ready-mix concrete or in concrete culvert pipe.

<sup>2/</sup> Does not include aggregates in ready-mix concrete, pre-mixed bituminous paving materials or concrete culvert pipe. The cost of producing aggregates by contractors in addition to "aggregates purchased" is distributed in "petroleum products," "labor" and "equipment, overhead, and profit."

<sup>3/</sup> Does not include bitumens in pre-mixed bituminous paving materials.

<sup>4/</sup> Does not include reinforcing steel in concrete culvert pipe.

**AVERAGE BID PRICES OF MAJOR ITEMS  
ON FEDERAL-AID PRIMARY HIGHWAY CONSTRUCTION CONTRACTS  
AWARDED DURING CALENDAR YEAR 1963**

TABLE PT-3  
ISSUED 1964

MAJOR ITEM <u>1/</u>	TOTAL BID QUANTITY REPORTED (THOUSANDS)	WEIGHTED AVERAGE UNIT PRICE
Roadway Excavation:	<u>CUBIC YARDS</u>	<u>DOLLARS</u>
Borrow	260,641	\$ 0.70
Common	294,676	.46
Unclassified	596,298	.55
Solid rock	13,235	1.36
Steel:	<u>POUNDS</u>	
Pavement reinforcement	367,171	0.103
Structural reinforcement	1,014,662 <u>2/</u>	.114
Structural steel	1,018,061	.182
Steel H-piling	199,469	.121
Prestressing steel	21,247	.684 <u>3/</u>
Bases:	<u>WEIGHTED AVERAGE THICKNESS</u>	<u>SQUARE YARDS</u>
Gravel and clay gravel	9.18"	149,556
Macadam or stone	9.72"	91,256
Bituminous concrete	5.71"	33,939
Portland cement concrete	8.23"	3,927
		0.71
		1.15
		1.54
		5.37 <u>4/</u>
Surfaces:	<u>WEIGHTED AVERAGE THICKNESS</u>	<u>SQUARE YARDS</u>
Bituminous surface treatment	0.45"	48,046
Bituminous road-mix	2.75"	1,040
Bituminous plant mix-medium	3.19	55,179
Bituminous penetration	2.31"	1,447
Bituminous concrete	2.83"	97,150
Portland cement concrete	8.96"	73,103
		0.23
		.73
		.98
		.79
		1.09
		4.31 <u>4/</u>
Pipe:	<u>DIAMETER</u>	<u>LINEAR FEET</u>
Clay	6.00"	2,208
Reinforced concrete	24.00"	1,368
Corrugated steel	24.00"	472
		1.58
		7.22
		7.26
Structural Concrete:	<u>CUBIC YARDS</u>	
Superstructures	2,826	61.95 <u>5/</u>
Substructures	2,528	53.18 <u>5/</u>
Foundations and footings	555	52.54 <u>5/</u>
Prestressed concrete	229	62.61 <u>6/</u>
<u>1/</u> Total cost of major items is 69 percent of total contract cost. <u>2/</u> Includes 22,522,000 pounds in prestressed concrete. <u>3/</u> Cost of prestressing operations included. (Estimated) <u>4/</u> Excludes costs of reinforcement and joints. <u>5/</u> Reinforcement cost excluded. <u>6/</u> Excludes costs of reinforcing and prestressing steel and cost of prestressing operations. (Estimated)		

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

(U. S. WEIGHTED AVERAGES FOR FEDERAL-AID PROJECTS REPORTED AS COMPLETED  
DURING CALENDAR YEARS 1961, 1962, AND 1963)

TABLE PT-4  
ISSUED 1964

MATERIAL	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <sup>2/</sup>
Cement (excludes cement in concrete pipe)	Barrels	13,400
Bituminous material	Tons	1,240
Aggregates <sup>3/</sup> Purchased (by contractors)	Tons	53,000
Produced (by contractors)	Tons	49,000
Steel		
Structural (shapes, plates, H and sheet piling)	Tons	189
Reinforcing (pavement and structural reinforcement)	Tons	210
Culvert pipe (corrugated metal and structural plate, pipe arches and arches)	Tons	36
Miscellaneous (guardrail, fences, tubular piling, etc.)	Tons	44
Concrete pipe (plain and reinforced)	Tons	494
Clay pipe and tile	Tons	13
Lumber (all lumber products except timber piling)	Board feet	60,000
Timber piling (reported in linear feet and converted)	Board feet	10,000
Petroleum products (all fuel and lubricants) <sup>4/</sup>	Gallons	149,000
Explosives (excludes weights of caps and fuses)	Pounds	25,000

<sup>1/</sup> For comparable standards of design, the usage of materials on Federal-aid work is not appreciably different from the usage of materials on nonfederal work. The data in this table obtained from form PR-47.

<sup>2/</sup> Right-of-way, preliminary engineering and construction engineering costs excluded.

<sup>3/</sup> Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.

<sup>4/</sup> Grease converted to gallons on basis of 8 pounds per gallon.

**COST TRENDS**

**HIGHWAY MAINTENANCE AND OPERATIONS <sup>1</sup>**

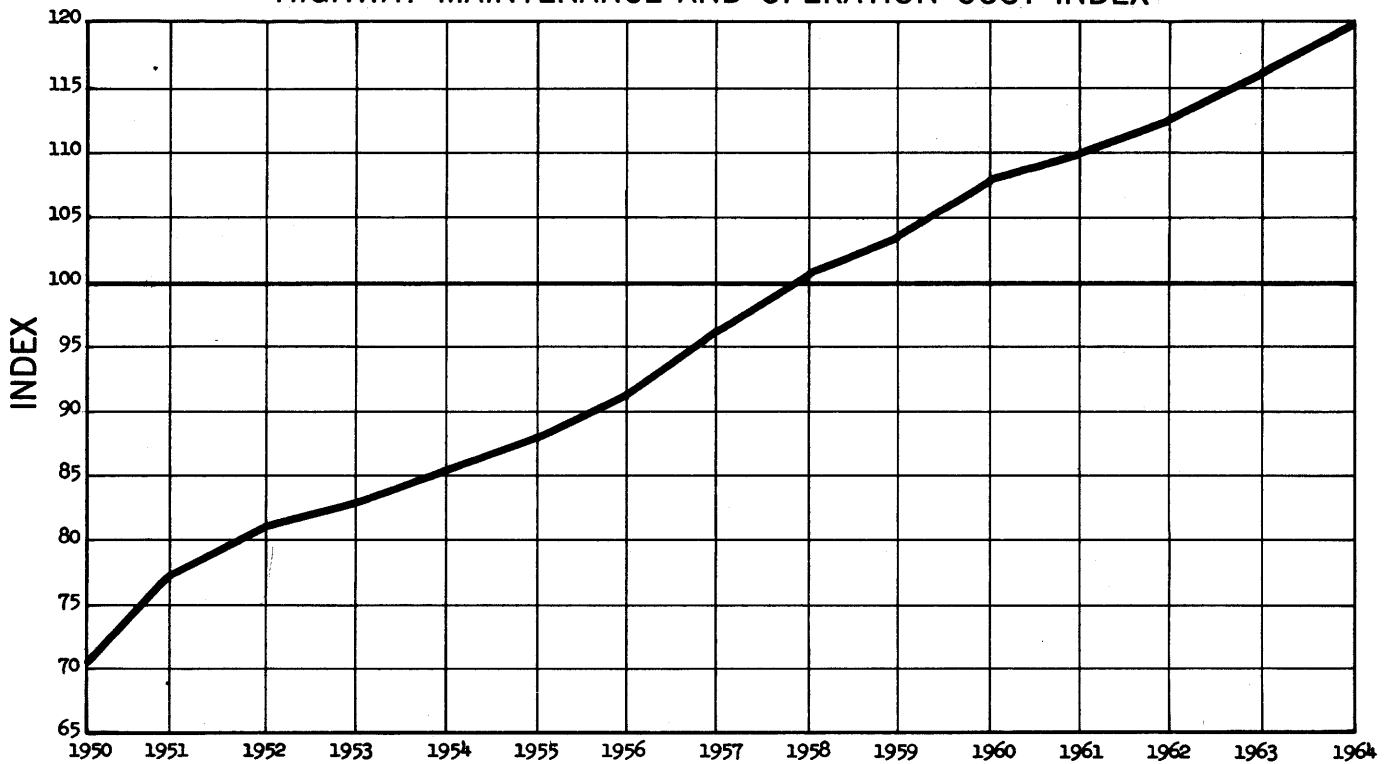
1957 - 59 = BASE PERIOD

TABLE PT-5  
JANUARY 1965

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	66.44	81.15	72.77	70.95	70.49
1951	72.82	88.27	81.20	77.36	77.50
1952	77.99	89.27	84.38	80.87	81.44
1953	79.28	89.87	86.78	81.72	82.89
1954	83.69	90.90	88.85	82.57	85.94
1955	85.30	90.15	93.69	84.18	88.05
1956	89.50	94.63	93.47	87.71	91.10
1957	96.36	98.93	95.48	97.25	96.56
1958	100.24	100.46	99.58	100.96	100.16
1959	103.40	100.61	104.94	101.79	103.28
1960	108.28	103.09	109.77	104.66	107.65
1961	111.68	103.63	110.03	105.77	109.66
1962	115.97	105.24	112.02	107.50	112.79
1963	121.15	105.47	112.63	109.46	115.85
1964	124.70	106.14	115.16	111.86	118.64

<sup>1/</sup> These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control.

**HIGHWAY MAINTENANCE AND OPERATION COST INDEX**





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