

PROPOSED FEDERAL - AID HIGHWAYS - 1994 1
MILEAGE BY TRAFFIC LANES AND ACCESS CONTROL

TABLE HM-3P
SHEET 2 OF 2
OCTOBER 1995

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	OTHER FEDERAL AID HIGHWAYS - RURAL					OTHER FEDERAL AID HIGHWAYS - URBAN					OTHER FEDERAL AID HIGHWAYS - TOTAL									
	DIVIDED HIGHWAYS & OR MORE LANES					DIVIDED HIGHWAYS & OR MORE LANES					DIVIDED HIGHWAYS & OR MORE LANES									
	2 LANES	DEGREE OF ACCESS CONTROL 1			OTHER 1	TOTAL	2 LANES	DEGREE OF ACCESS CONTROL 1			OTHER 1	TOTAL	2 LANES	DEGREE OF ACCESS CONTROL 1			OTHER 1	TOTAL		
	NONE	PARTIAL	FULL				NONE	PARTIAL	FULL				NONE	PARTIAL	FULL					
Alabama	15,264	67	3	63	110	15,441	3,532	214	2	716	483	4,833	18,796	281	2	723	795	19,874		
Alaska	2,056	1	3	3	3	2,059	342	12	10	22	39	453	2,398	12	13	25	39	2,462		
Arizona	5,563	71	1	71	142	5,826	2,891	433	24	647	1,381	3,299	7,564	894	24	938	528	15,933		
Arkansas	15,650	9	1	9	17	15,736	1,931	30	31	18	76	256	2,269	17,587	39	31	85	333	18,005	
California	19,714	204	198	31	433	53	20,200	16,071	5,964	736	189	6,889	2,995	25,955	6,768	934	220	7,322	33,048	
Colorado	9,902	3	21	36	106	10,044	2,300	261	214	6	484	442	3,256	12,202	264	247	9	526	14,270	
Connecticut	1,604	3	1	1	4	1,650	2,806	57	9	8	74	268	3,148	4,410	60	9	78	310	4,798	
Delaware	638	33	1	33	67	705	369	51	3	54	68	463	987	84	3	87	60	1,134		
Dist. of Columbia	8,477	545	1	545	49	9,071	7,328	2,943	46	42	3,029	796	11,147	15,895	3,486	46	42	3,574	899	
Florida	19,259	166	17	184	110	19,553	4,520	309	23	54	386	1,288	6,794	23,779	432	60	55	576	12,986	
Hawaii	4,955	1	30	42	37	5,033	963	13	4	189	151	1,123	7,718	20	44	64	539	3770		
Idaho	19,576	55	100	6	161	3	19,740	6,542	694	97	3	798	1,281	8,621	26,118	749	197	13	959	
Illinois	12,803	367	104	471	10	13,284	4,928	371	73	4	448	561	5,937	17,731	738	177	4	919	571	
Indiana	19,463	83	1	83	187	19,733	1,739	79	91	2	172	766	2,680	21,992	39	134	2	295	656	
Iowa	27,570	32	30	6	68	81	27,719	1,890	136	80	12	228	450	2,568	29,460	168	110	18	296	531
Kansas	8,845	4	15	10	29	8	8,877	2,281	142	34	2	178	228	2,689	11,123	146	99	12	207	
Kentucky	7,985	23	23	6	653	65	8,703	2,622	318	11	21	350	397	3,949	10,407	948	34	21	1,003	
Louisiana	4,299	1	1	1	28	4,310	765	8	5	6	19	57	841	5,054	9	5	6	20	85	
Maine	2,768	8	3	11	14	2,793	2,051	840	19	38	728	470	3,256	4,879	648	62	36	746	484	
Massachusetts	2,370	21	21	21	59	2,450	6,175	113	5	118	39	6,332	8,545	113	0	21	139	98	8,782	
Michigan	21,339	32	1	33	108	21,481	4,960	444	1	24	488	1,577	7,066	26,299	476	1	25	502	1,886	
Minnesota	22,121	90	9	99	38	22,260	3,111	306	70	3	376	325	3,832	26,241	396	79	670	383	27,077	
Mississippi	15,922	2	2	2	172	16,167	1,670	54	54	7	115	297	2,082	17,662	54	56	7	117	470	
Missouri	21,815	35	26	60	36	21,905	3,250	131	34	1	147	718	4,136	25,965	166	96	222	753	26,060	
Montana	10,031	22	1	22	18	10,071	526	30	4	1	35	58	619	10,557	52	4	1	57	76	
Nebraska	16,060	18	3	21	13	16,222	913	154	3	1	327	103	1,141	17,000	142	8	1	148	112	
Nevada	2,560	65	1	66	11	2,636	598	171	1	171	317	1,074	1,088	238	1	1	238	300		
New Hampshire	1,676	1	1	1	20	1,696	761	20	7	27	28	816	2,437	20	7	27	48	2,512		
New Jersey	1,888	39	1	39	22	1,968	4,997	53	11	80	421	5,498	8,885	62	16	11	178	444		
New Mexico	5,650	146	1	146	101	5,897	656	309	7	316	163	1,135	6,306	455	7	114	462	264		
New York	9,924	153	21	174	150	10,228	8,999	589	340	63	822	674	10,569	16,743	542	340	114	966		
North Carolina	11,199	108	113	11	232	11,431	3,697	261	24	26	438	972	5,107	14,894	369	264	37	670		
North Dakota	14,488	97	188	26	313	14,888	477	7	23	2	30	74	581	14,965	7	23	30	74		
Ohio	14,263	9	1	9	451	15,005	6,573	180	266	71	520	1,504	8,584	20,816	287	434	97	818		
Oklahoma	24,044	11	254	264	106	24,403	2,630	207	8	215	743	3,590	26,674	661	8	669	850	27,993		
Oregon	11,607	13	2	15	126	11,748	2,297	469	8	77	367	2,741	15,394	82	80	92	493	14,489		
Pennsylvania	12,934	61	17	32	110	13,053	7,374	281	35	27	343	674	8,393	20,308	342	52	59	453	985	
Rhode Island	242	7	1	7	3	246	936	26	15	4	45	96	1,075	1,179	29	15	4	48	108	
South Carolina	11,874	143	1	144	138	12,015	2,130	663	5	4	476	157	2,763	13,544	910	15	4	919	275	
South Dakota	16,131	10	3	13	39	16,183	431	3	17	1	20	96	1,652	13	20	1	33	135		
Tennessee	8,951	98	1	99	84	9,133	3,280	810	1	1	226	976	4,526	12,231	816	1	11	428		
Texas	43,101	924	77	1,001	1,073	45,199	11,835	1,651	226	95	1,972	3,548	17,385	54,936	2,975	303	110	3,997		
Utah	4,688	33	1	34	36	4,758	779	219	12	231	60	1,070	5,467	252	11	1	265	96		
Vermont	2,715	6	1	6	6	2,721	417	6	3	1	10	7	434	1,152	12	1	16	7		
Virginia	12,603	434	11	445	222	13,270	3,523	369	20	17	406	559	4,488	16,126	803	31	17	851		
Washington	10,257	43	1	44	55	10,355	3,863	181	14	5	280	993	5,066	16,130	224	16	5	243		
West Virginia	7,576	9	8	17	9	7,605	844	74	70	8	81	40	968	8,429	83	16	9	99		
Wisconsin	19,030	44	97	2	143	19,173	3,394	365	150	22	537	291	4,222	22,424	409	247	24	680		
Wyoming	4,152	1	1	2	36	4,179	636	40	36	1	76	51	763	4,788	40	37	77	474		
U.S. Total	576,115	5,131	1,451	197	6,779	5,816	582,310	157,213	19,400	3,300	819	23,549	28,611	299,517	727,326	24,529	4,759	1,036		
Puerto Rico	1,096	1	1	2	2	1,100	939	102	27	3	135	172	1,286	2,075	103	28	6	137		
Grand Total	577,211	5,132	1,452	197	6,781	5,818	583,410	158,192	19,510	3,333	839	23,684	28,903	210,899	729,403	24,642	4,787	1,036		
Intermodal System	19	0	0	0	19	19	19	0	0	0	0	0	0	19	0	0	0	0		

1. As summarized from the Highway Performance Monitoring System (HPMS) database data for the National Highway System (NHS) and as expanded from the HPMS standard sample data for other Federal-aid highways. This table reflects the prevailing number of lanes (excluding parking and turning lanes) carrying through traffic during the off-peak period.
2. A proposed NHS was submitted to Congress in December 1993 as required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This table contains information on the Federal-aid highways that reflects (includes) the proposed NHS.
3. Includes 3 lane roadways, one-way streets, undivided 4 lane highways, etc. For Interstate, includes some 2 lane roadways.
4. Although the Interstate System is part of the NHS, its mileage is shown separately.
5. Full Access Control - preference has been given to through traffic movements by providing interchanges with public roads and by prohibiting direct driveway connections. Partial Access Control - preference has been given to through traffic movement. In addition to possible interchanges there may be some coverage of grade with public roads, but direct private driveway connections have been minimized.
6. 1992 data used (1994 base data not available). For Nebraska and Virginia, the 1993 base data were factored to 1994 levels by FHWA.