

PROPOSED FEDERAL - AID HIGHWAYS - 1994 ¹
LENGTH IN KILOMETERS BY TRAFFIC LANES AND ACCESS CONTROL

TABLE HM-36PM
OCTOBER 1995

COMPILED FROM REPORTS OF STATE AUTHORITIES

TRAFFIC LANES AND ACCESS CONTROL ³	PROPOSED NATIONAL HIGHWAY SYSTEM ²						OTHER FEDERAL - AID HIGHWAYS		ALL FEDERAL- AID HIGHWAYS	
	INTERSTATE ⁴		OTHER		TOTAL		MILEAGE	PERCENT	MILEAGE	PERCENT
	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT				
Rural:										
One-way streets	35	0.1	231	0.2	266	0.1	947	0.1	1,213	0.1
2 lanes	1,632	3.1	97,390	72.0	99,022	52.8	918,979	97.9	1,018,001	90.3
3 lanes	15	-	2,586	1.9	2,601	1.4	1,768	0.2	4,369	0.4
4 or more lanes - undivided	2,831	5.4	6,940	5.1	9,771	5.2	6,342	0.7	16,113	1.4
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	66	0.1	12,631	9.3	12,697	6.8	8,250	0.9	20,947	1.9
Partial	143	0.3	8,554	6.3	8,697	4.6	2,343	0.2	11,040	1.0
Full	47,674	91.0	7,019	5.2	54,693	29.1	313	-	55,006	4.9
Total Rural	52,396	100.0	135,351	100.0	187,747	100.0	938,942	100.0	1,126,689	100.0
Small urban area:										
One-way streets	2	0.1	226	2.3	228	1.8	1,086	1.4	1,314	1.5
2 lanes	13	0.5	3,311	34.2	3,324	26.6	65,955	84.6	69,279	76.6
3 lanes	-	-	160	1.7	160	1.3	678	0.9	838	0.9
4 or more lanes - undivided	104	3.7	1,967	20.4	2,071	16.6	6,196	8.0	8,267	9.2
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	2	0.1	1,667	17.3	1,669	13.4	2,961	3.8	4,630	5.1
Partial	12	0.4	1,264	13.1	1,276	10.2	849	1.1	2,125	2.4
Full	2,691	95.2	1,061	11.0	3,752	30.1	124	0.2	3,876	4.3
Total Small Urban Area	2,824	100.0	9,656	100.0	12,480	100.0	77,849	100.0	90,329	100.0
Urbanized Area:										
One-way streets	21	0.1	715	2.2	736	1.4	6,993	2.7	7,729	2.5
2 lanes	26	0.1	6,861	20.7	6,887	13.3	184,273	70.4	191,160	61.1
3 lanes	11	0.1	328	1.0	339	0.7	2,695	1.0	3,034	1.0
4 or more lanes - undivided	1,055	5.7	6,379	19.3	7,434	14.4	33,112	12.7	40,546	12.9
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	330	1.8	7,389	22.3	7,719	15.0	28,681	11.0	36,400	11.6
Partial	106	0.6	3,821	11.5	3,927	7.6	4,545	1.7	8,472	2.7
Full	16,975	91.6	7,600	23.0	24,575	47.6	1,200	0.5	25,775	8.2
Total Urbanized Area	18,524	100.0	33,093	100.0	51,617	100.0	261,499	100.0	313,116	100.0
Total Urban:										
One-way streets	23	0.1	941	2.2	964	1.5	8,079	2.4	9,043	2.2
2 lanes	39	0.2	10,172	23.8	10,211	15.9	250,228	73.7	260,439	64.6
3 lanes	11	0.1	488	1.1	499	0.8	3,373	1.0	3,872	1.0
4 or more lanes - undivided	1,159	5.4	8,346	19.5	9,505	14.8	39,308	11.6	48,813	12.1
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	332	1.6	9,056	21.2	9,388	14.6	31,642	9.3	41,030	10.2
Partial	118	0.6	5,085	11.9	5,203	8.1	5,394	1.6	10,597	2.6
Full	19,666	92.0	8,661	20.3	28,327	44.3	1,324	0.4	29,651	7.3
Total Urban	21,348	100.0	42,749	100.0	64,097	100.0	339,348	100.0	403,445	100.0
Total Rural and Urban	73,744	—	178,100	—	251,844	—	1,278,290	—	1,530,134	—

¹ As summarized from the Highway Performance Monitoring System (HPMS) universe data for the National Highway System (NHS) and as expanded from the HPMS standard sample data for other Federal-aid highways from reports of 50 States, the District of Columbia, and Puerto Rico. For Nebraska and Virginia, 1993 data were factored to 1994 levels by FHWA. For Hawaii and Oklahoma, 1993 data were used (1994 data not available).

² A proposed National Highway System (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 This table reflects the prevailing number of lanes (excluding parking and turning lanes) carrying through traffic during the off-peak period.

⁴ Although the Interstate System is part of the NHS, its length is shown separately.

⁵ Full Access Control - preference has been given to through traffic movements by providing interchanges with selected 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 crossings at grade with public roads, but direct private driveway connections have been minimized.