

# FEDERAL - AID HIGHWAY LENGTH - 1996 1/ MILES BY TRAFFIC LANES AND ACCESS CONTROL NATIONAL SUMMARY

OCTOBER 1997

TABLE HM-36

TRAFFIC LANES AND ACCESS CONTROL 2/	NATIONAL HIGHWAY SYSTEM						OTHER FEDERAL - AID HIGHWAYS		ALL FEDERAL-AID HIGHWAYS	
	INTERSTATE 3/		OTHER		TOTAL		MILEAGE	PERCENT	MILEAGE	PERCENT
	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT				
<b>Rural:</b>										
One-way streets	25	0.1	105	0.1	130	0.1	372	0.1	502	0.1
2 lanes	1,009	3.1	60,564	71.4	61,573	52.3	570,976	97.8	632,549	90.2
3 lanes	11	-	1,615	1.9	1,626	1.4	1,048	0.2	2,674	0.4
4 or more lanes - undivided	475	1.4	4,023	4.7	4,498	3.8	4,012	0.7	8,510	1.2
Divided highways - 4 or more lanes:										
Degree of access control:										
None	16	-	8,907	10.5	8,923	7.6	6,012	1.0	14,935	2.1
Partial	80	0.2	5,140	6.1	5,220	4.4	1,316	0.2	6,536	0.9
Full	31,304	95.2	4,538	5.3	35,842	30.4	213	-	36,055	5.1
<b>Total Rural</b>	<b>32,920</b>	<b>100.0</b>	<b>84,892</b>	<b>100.0</b>	<b>117,812</b>	<b>100.0</b>	<b>583,949</b>	<b>100.0</b>	<b>701,761</b>	<b>100.0</b>
<b>Small urban area:</b>										
One-way streets	1	0.1	134	2.2	135	1.7	672	1.4	807	1.4
2 lanes	4	0.2	2,005	33.4	2,009	25.9	41,068	84.4	43,077	76.5
3 lanes	-	-	94	1.6	94	1.2	379	0.8	473	0.8
4 or more lanes - undivided	8	0.5	1,272	21.2	1,280	16.5	4,134	8.5	5,414	9.6
Divided highways - 4 or more lanes:										
Degree of access control:										
None	1	0.1	1,080	18.0	1,081	13.9	1,950	4.0	3,031	5.4
Partial	12	0.7	754	12.5	766	9.9	377	0.8	1,143	2.0
Full	1,721	98.4	669	11.1	2,390	30.9	63	0.1	2,453	4.3
<b>Total Small Urban Area</b>	<b>1,747</b>	<b>100.0</b>	<b>6,008</b>	<b>100.0</b>	<b>7,755</b>	<b>100.0</b>	<b>48,643</b>	<b>100.0</b>	<b>56,398</b>	<b>100.0</b>
<b>Urbanized Area:</b>										
One-way streets	9	0.1	518	2.4	527	1.6	3,840	2.3	4,367	2.2
2 lanes	11	0.1	4,444	20.5	4,455	13.4	115,662	70.6	120,117	60.9
3 lanes	10	0.1	205	0.9	215	0.6	1,557	0.9	1,772	0.9
4 or more lanes - undivided	287	2.5	4,124	19.0	4,411	13.2	22,489	13.7	26,900	13.6
Divided highways - 4 or more lanes:										
Degree of access control:										
None	17	0.1	5,040	23.3	5,057	15.2	16,551	10.1	21,608	10.9
Partial	48	0.4	2,383	11.0	2,431	7.3	3,272	2.0	5,703	2.9
Full	11,237	96.7	4,978	22.9	16,215	48.7	709	0.4	16,924	8.6
<b>Total Urbanized Area</b>	<b>11,619</b>	<b>100.0</b>	<b>21,692</b>	<b>100.0</b>	<b>33,311</b>	<b>100.0</b>	<b>164,080</b>	<b>100.0</b>	<b>197,391</b>	<b>100.0</b>
<b>Total Urban:</b>										
One-way streets	10	0.1	652	2.4	662	1.6	4,512	2.1	5,174	2.0
2 lanes	15	0.1	6,449	23.2	6,464	15.7	156,730	73.7	163,194	64.4
3 lanes	10	0.1	299	1.1	309	0.8	1,936	0.9	2,245	0.9
4 or more lanes - undivided	295	2.2	5,396	19.5	5,691	13.9	26,623	12.5	32,314	12.7
Divided highways - 4 or more lanes:										
Degree of access control:										
None	18	0.1	6,120	22.1	6,138	14.9	18,501	8.7	24,639	9.7
Partial	60	0.4	3,137	11.3	3,197	7.8	3,649	1.7	6,846	2.7
Full	12,958	97.0	5,647	20.4	18,605	45.3	772	0.4	19,377	7.6
<b>Total Urban</b>	<b>13,366</b>	<b>100.0</b>	<b>27,700</b>	<b>100.0</b>	<b>41,066</b>	<b>100.0</b>	<b>212,723</b>	<b>100.0</b>	<b>253,789</b>	<b>100.0</b>
<b>Total Rural and Urban</b>	<b>46,286</b>	<b>—</b>	<b>112,592</b>	<b>—</b>	<b>158,878</b>	<b>—</b>	<b>796,672</b>	<b>—</b>	<b>955,550</b>	<b>—</b>

1/ Includes the 50 States, the District of Columbia, and Puerto Rico. 1995 data were used for the District of Columbia and Maryland. Data were estimated by FHWA for Georgia.

2/ Traffic lanes: Reflects the prevailing number of lanes (excluding parking and turning lanes) carrying through traffic during the off-peak period. Access Control: 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.

3/ Although the Interstate System is part of the National Highway System, its mileage is shown separately.