

FEDERAL - AID HIGHWAYS - 1994 ¹

MILEAGE BY TRAFFIC LANES AND ACCESS CONTROL

(THE INTERIM NATIONAL HIGHWAY SYSTEM CONSISTS OF THE ENTIRE PRINCIPAL ARTERIAL SYSTEM ²)

MILEAGE AS OF DECEMBER 31, 1994

COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-36

OCTOBER 1995

TRAFFIC LANES AND ACCESS CONTROL ³	INTERIM NATIONAL HIGHWAY SYSTEM						OTHER FEDERAL - AID HIGHWAYS ⁶		ALL FEDERAL- AID HIGHWAYS	
	INTERSTATE ⁴		OTHER ⁵		TOTAL		MILEAGE	PERCENT	MILEAGE	PERCENT
	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT				
Rural:										
One-way streets	23	0.1	158	0.2	181	0.1	619	0.1	800	0.1
2 lanes	1,008	3.1	72,271	74.5	73,279	56.7	557,679	98.0	630,958	90.2
3 lanes	9	-	1,726	1.8	1,735	1.3	994	0.2	2,729	0.4
4 or more lanes - undivided	1,774	5.5	4,466	4.6	6,240	4.8	3,942	0.7	10,182	1.5
Divided highways - 4 or more lanes:										
Degree of access control: ⁷										
None	29	0.1	8,527	8.8	8,556	6.6	4,591	0.8	13,147	1.9
Partial	66	0.2	5,464	5.6	5,530	4.3	1,336	0.2	6,866	1.0
Full	29,548	91.0	4,383	4.5	33,931	26.2	121	-	34,052	4.9
Total Rural	32,457	100.0	96,995	100.0	129,452	100.0	569,282	100.0	698,734	100.0
Small urban area:										
One-way streets	1	0.1	369	2.7	370	2.4	449	1.1	819	1.5
2 lanes	9	0.5	6,251	45.5	6,260	40.3	36,554	90.5	42,814	76.5
3 lanes	-	-	229	1.7	229	1.5	314	0.8	543	1.0
4 or more lanes - undivided	66	3.8	3,118	22.7	3,184	20.6	2,194	5.4	5,378	9.6
Divided highways - 4 or more lanes:										
Degree of access control: ⁷										
None	1	0.1	1,910	13.9	1,911	12.4	804	2.0	2,715	4.9
Partial	4	0.2	1,150	8.4	1,154	7.5	94	0.2	1,248	2.2
Full	1,664	95.3	701	5.1	2,365	15.3	18	-	2,383	4.3
Total Small Urban Area	1,745	100.0	13,728	100.0	15,473	100.0	40,427	100.0	55,900	100.0
Urbanized Area:										
One-way streets	16	0.1	1,362	2.8	1,378	2.3	3,120	2.3	4,498	2.3
2 lanes	15	0.1	14,675	30.3	14,690	24.6	104,242	78.1	118,932	61.6
3 lanes	6	0.1	605	1.3	611	1.0	1,301	1.0	1,912	1.0
4 or more lanes - undivided	676	5.9	11,233	23.2	11,909	19.9	14,175	10.6	26,084	13.5
Divided highways - 4 or more lanes:										
Degree of access control: ⁷										
None	183	1.6	11,070	22.9	11,253	18.8	9,643	7.2	20,896	10.8
Partial	29	0.3	3,845	8.0	3,874	6.5	935	0.7	4,809	2.5
Full	10,456	91.9	5,567	11.5	16,023	26.9	107	0.1	16,130	8.3
Total Urbanized Area	11,381	100.0	48,357	100.0	59,738	100.0	133,523	100.0	193,261	100.0
Total Urban:										
One-way streets	17	0.1	1,731	2.8	1,748	2.3	3,569	2.1	5,317	2.1
2 lanes	24	0.2	20,926	33.8	20,950	27.9	140,796	80.9	161,746	65.0
3 lanes	6	-	834	1.3	840	1.1	1,615	0.9	2,455	1.0
4 or more lanes - undivided	742	5.7	14,351	23.1	15,093	20.1	16,369	9.4	31,462	12.6
Divided highways - 4 or more lanes:										
Degree of access control: ⁷										
None	184	1.4	12,980	20.9	13,164	17.5	10,447	6.0	23,611	9.5
Partial	33	0.3	4,995	8.0	5,028	6.7	1,029	0.6	6,057	2.4
Full	12,120	92.3	6,268	10.1	18,388	24.4	125	0.1	18,513	7.4
Total Urban	13,126	100.0	62,085	100.0	75,211	100.0	173,950	100.0	249,161	100.0
Total Rural and Urban	45,583	-	159,080	-	204,663	-	743,232	-	947,895	-

¹ As summarized from the Highway Performance Monitoring System (HPMS) universe data for the National Highways System (NHS) and as expanded from the HPMS standard sample data for other Federal-aid highways from reports of 50 States and the District of Columbia. 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 The Intermodal Surface Transportation Efficiency Act (ISTEA) of December 1991 established the entire Principal Arterial System as the Interim NHS until the U.S. Congress approves an official 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 National Highway System, its mileage is shown separately.

⁵ Includes the entire non-Interstate Principal Arterial System (Other Principal Arterial and Other Freeways and Expressways).

⁶ Includes rural Minor Arterial and Major Collector, and urban Minor Arterial and Collector Systems.

⁷ 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.