

PROPOSED FEDERAL - AID HIGHWAYS - 1994 ¹

MILEAGE BY TRAFFIC LANES AND ACCESS CONTROL

TABLE HM-36P
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	22	0.1	142	0.2	164	0.1	588	0.1	752	0.1
2 lanes	1,012	3.1	60,520	71.9	61,532	52.8	571,026	97.9	632,558	90.3
3 lanes	9	-	1,609	1.9	1,618	1.4	1,097	0.2	2,715	0.4
4 or more lanes - undivided	1,777	5.5	4,425	5.3	6,202	5.3	3,950	0.7	10,152	1.5
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	42	0.1	7,785	9.3	7,827	6.7	5,118	0.9	12,945	1.8
Partial	89	0.3	5,299	6.3	5,388	4.6	1,457	0.2	6,845	1.0
Full	29,606	90.9	4,326	5.1	33,932	29.1	194	-	34,126	4.9
Total Rural	32,557	100.0	84,106	100.0	116,663	100.0	583,430	100.0	700,093	100.0
Small urban area:										
One-way streets	1	0.1	138	2.3	139	1.8	674	1.4	813	1.4
2 lanes	9	0.5	2,057	34.3	2,066	26.6	40,981	84.7	43,047	76.8
3 lanes	-	-	98	1.6	98	1.3	419	0.9	517	0.9
4 or more lanes - undivided	66	3.8	1,263	21.1	1,329	17.1	3,881	8.0	5,210	9.3
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	1	0.1	1,018	17.0	1,019	13.1	1,812	3.7	2,831	5.0
Partial	8	0.5	775	12.9	783	10.1	528	1.1	1,311	2.3
Full	1,672	95.0	649	10.8	2,321	30.0	77	0.2	2,398	4.3
Total Small Urban Area	1,757	100.0	5,998	100.0	7,755	100.0	48,372	100.0	56,127	100.0
Urbanized Area:										
One-way streets	13	0.1	448	2.2	461	1.4	4,347	2.7	4,808	2.5
2 lanes	16	0.1	4,264	20.7	4,280	13.3	114,504	70.4	118,784	61.0
3 lanes	6	0.1	202	1.0	208	0.6	1,673	1.0	1,881	1.0
4 or more lanes - undivided	681	5.9	4,047	19.7	4,728	14.7	20,730	12.8	25,458	13.1
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	205	1.8	4,533	22.0	4,738	14.8	17,674	10.9	22,412	11.5
Partial	66	0.6	2,370	11.5	2,436	7.6	2,814	1.7	5,250	2.7
Full	10,525	91.4	4,705	22.9	15,230	47.6	745	0.5	15,975	8.2
Total Urbanized Area	11,512	100.0	20,569	100.0	32,081	100.0	162,487	100.0	194,568	100.0
Total Urban:										
One-way streets	14	0.1	586	2.2	600	1.5	5,021	2.4	5,621	2.2
2 lanes	25	0.2	6,321	23.8	6,346	15.9	155,485	73.7	161,831	64.6
3 lanes	6	-	300	1.1	306	0.8	2,092	1.0	2,398	1.0
4 or more lanes - undivided	747	5.6	5,310	20.0	6,057	15.2	24,611	11.7	30,668	12.2
Divided highways - 4 or more lanes:										
Degree of access control: ⁵										
None	206	1.6	5,551	20.9	5,757	14.5	19,486	9.2	25,243	10.1
Partial	74	0.6	3,145	11.8	3,219	8.1	3,342	1.6	6,561	2.6
Full	12,197	91.9	5,354	20.2	17,551	44.0	822	0.4	18,373	7.3
Total Urban	13,269	100.0	26,567	100.0	39,836	100.0	210,859	100.0	250,695	100.0
Total Rural and Urban	45,826	—	110,673	—	156,499	—	794,289	—	950,788	—

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 mileage 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.