

FEDERAL - AID HIGHWAYS - 1994 1
MILEAGE BY LANE WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME
 (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-39
 SHEET 1 OF 3
 OCTOBER 1995

LANE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE SYSTEM 3					INTERIM NATIONAL HIGHWAY SYSTEM - RURAL								TOTAL		
	AVERAGE DAILY TRAFFIC VOLUME					AVERAGE DAILY TRAFFIC VOLUME										
	LESS THAN 6,000	6,000-9,999	10,000-19,999	20,000 AND OVER	TOTAL	LESS THAN 1,000	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000 AND OVER		TOTAL	
Undivided:																
Less than 9 feet	-	-	-	-	-	-	-	87	-	-	9	-	2	98	98	
9 feet	-	-	-	-	-	-	264	63	57	4	37	-	429	429		
10 feet	22	-	-	-	22	149	200	266	414	227	429	80	72	1,837	1,859	
11 feet	71	3	-	-	74	684	1,396	1,346	1,455	1,143	2,178	448	218	8,868	8,942	
12 feet	543	13	-	14	571	6,082	11,474	10,434	8,322	6,414	13,206	2,433	940	59,305	59,876	
Greater than 12 feet	332	10	-	-	342	291	454	539	475	533	960	159	50	3,461	3,803	
Total Undivided	968	26	14	1	1,009	7,206	13,788	12,735	10,723	8,321	16,786	3,157	1,282	73,998	75,007	
Divided:																
No access control:																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	4	5	-	9	9	
10 feet	-	-	-	-	-	-	2	-	-	5	81	71	59	218	218	
11 feet	-	-	-	-	-	-	10	17	17	118	59	238	459	459		
12 feet	-	1	1	20	22	64	298	544	571	3,555	2,134	2,021	9,187	9,209		
Greater than 12 feet	-	1	-	1	2	7	7	29	8	168	43	46	301	302		
Subtotal	-	2	1	20	23	66	315	590	601	3,926	2,312	2,364	10,174	10,197		
Partial access control: 5																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	1	-	-	1	1	
9 feet	-	-	-	-	-	-	-	-	-	-	5	-	-	5	5	
10 feet	-	-	-	-	-	-	-	29	-	1	22	2	54	54		
11 feet	-	-	-	-	-	3	-	3	14	38	51	51	160	160		
12 feet	-	10	42	5	57	121	499	540	414	2,436	1,466	1,230	6,706	6,753		
Greater than 12 feet	-	-	-	2	2	4	2	38	12	39	39	-	134	136		
Subtotal	-	10	42	7	59	128	501	610	440	2,515	1,583	1,283	7,060	7,119		
Full access control: 5																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	-	10	10	-	-	-	-	-	-	27	27	37	37	
11 feet	-	-	-	5	5	-	-	-	16	31	15	30	92	97		
12 feet	3,644	4,735	10,881	11,596	30,856	101	78	164	614	1,958	1,151	1,574	5,640	36,496		
Greater than 12 feet	30	127	273	64	494	-	-	-	-	-	-	4	4	498		
Subtotal	3,674	4,862	11,155	11,675	31,366	101	78	164	630	1,989	1,166	1,635	5,763	37,129		
Total Divided	3,674	4,874	11,198	11,702	31,448	295	894	1,364	1,671	8,430	5,061	5,282	22,997	54,445		
Total	4,642	4,900	11,212	11,703	32,457	7,206	14,083	13,629	12,087	9,992	25,216	8,218	6,564	96,995	129,452	

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TABLE HM-39
 SHEET 3 OF 3
 OCTOBER 1995

LANE WIDTH AND DEGREE OF ACCESS CONTROL	OTHER FEDERAL - AID HIGHWAYS 7														TOTAL
	RURAL							URBAN							
	LESS THAN 100	100-499	500-999	1,000-4,999	5,000-9,999	10,000 AND OVER	TOTAL	LESS THAN 1,000	1,000-2,999	3,000-4,999	5,000-9,999	10,000-19,999	20,000 AND OVER	TOTAL	
Undivided:															
Less than 9 feet	2,104	5,793	2,205	970	33	-	11,105	985	1,118	500	110	100	13	2,826	13,931
9 feet	4,565	12,937	9,030	14,438	307	42	41,319	2,831	3,941	1,766	1,154	439	20	10,151	51,470
10 feet	7,617	47,111	32,097	50,852	3,247	492	141,416	5,112	10,497	6,253	6,530	3,139	717	32,248	173,664
11 feet	11,329	30,779	26,663	54,058	5,354	852	129,035	2,196	7,721	5,232	6,424	3,979	692	26,244	155,279
12 feet	12,008	51,673	38,861	99,244	17,246	3,147	222,179	6,341	17,552	13,153	19,576	11,724	1,850	70,196	292,375
Greater than 12 feet	1,762	3,719	1,818	8,267	1,630	296	17,492	1,623	4,284	3,192	6,084	2,846	294	18,323	35,815
Total Undivided	39,385	152,012	110,674	227,829	27,817	4,829	562,546	19,088	45,113	30,096	39,878	22,227	3,586	159,988	722,534
Divided:															
No access control:															
Less than 9 feet	-	-	-	-	-	-	-	11	-	-	-	7	-	18	18
9 feet	-	-	-	-	-	-	-	7	-	-	5	17	11	49	49
10 feet	-	-	-	255	137	19	411	3	131	35	202	234	302	907	1,318
11 feet	-	-	-	214	37	190	441	107	45	129	353	800	638	2,072	2,513
12 feet	-	90	67	1,190	1,562	1,122	4,031	154	474	606	1,622	3,580	2,300	8,736	12,767
Greater than 12 feet	-	-	-	30	55	30	115	25	107	53	193	259	180	817	932
Subtotal	-	90	67	1,689	1,791	1,361	4,998	307	766	823	2,375	4,897	3,431	12,599	17,597
Partial access control: 5															
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	6	-	-	-	6	6
10 feet	-	-	-	1	-	-	1	-	1	-	2	1	-	4	5
11 feet	-	-	-	42	-	-	42	1	4	7	6	33	79	130	172
12 feet	-	22	15	571	525	389	1,522	53	13	82	392	305	200	1,045	2,567
Greater than 12 feet	-	-	-	10	-	3	13	-	2	3	21	12	6	44	57
Subtotal	-	22	15	624	525	392	1,578	54	20	98	421	351	285	1,229	2,807
Full access control: 5															
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 feet	-	-	-	-	-	-	-	-	-	12	4	8	4	28	28
12 feet	-	-	28	14	48	59	149	-	-	3	6	38	59	106	255
Greater than 12 feet	-	-	-	9	-	2	11	-	-	-	-	-	-	11	11
Subtotal	-	-	28	23	48	61	160	-	-	15	10	46	63	134	294
Total Divided	-	112	110	2,336	2,364	1,814	6,736	361	786	936	2,806	5,294	3,779	13,962	20,698
Total	39,385	152,124	110,784	230,165	30,181	6,643	569,282	19,449	45,899	31,032	42,684	27,521	7,365	175,950	743,232

1 As expanded from the Highway Performance Monitoring System (HPMS) standard sample data 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 National Highway System (INHS) until the U.S. Congress approves an official NS.

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

4 Includes the entire rural non-Interstate Principal Arterial System.

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 driveway connections have been maintained.

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

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