

# FEDERAL - AID HIGHWAY LENGTH - 1995

## MILES BY TRAFFIC LANES AND ACCESS CONTROL

### NATIONAL SUMMARY 1/

TABLE HM-36  
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

TRAFFIC LANES AND ACCESS CONTROL 2/	NATIONAL HIGHWAY SYSTEM						OTHER FEDERAL - AID		ALL FEDERAL-	
	INTERSTATE 3/		OTHER		TOTAL		HIGHWAYS		AID HIGHWAYS	
	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT
Rural:										
One-way streets	23	0.1	117	0.1	140	0.1	182	-	322	-
2 lanes	1,013	3.1	60,879	71.9	61,892	52.8	570,831	97.9	632,723	90.3
3 lanes	10	-	1,628	1.9	1,638	1.4	1,054	0.2	2,692	0.4
4 or more lanes - undivided	575	1.8	4,388	5.2	4,963	4.2	4,017	0.7	8,980	1.3
Divided highways - 4 or more lanes:										
Degree of access control:										
None	56	0.2	8,195	9.7	8,251	7.0	5,756	1.0	14,007	2.0
Partial	82	0.3	4,937	5.8	5,019	4.3	1,258	0.2	6,277	0.9
Full	30,921	94.5	4,541	5.4	35,462	30.2	226	-	35,688	5.1
Total Rural	32,680	100.0	84,685	100.0	117,365	100.0	583,324	100.0	700,689	100.0
Small urban area:										
One-way streets	1	0.1	143	2.4	144	1.9	695	1.4	839	1.5
2 lanes	7	0.4	2,044	34.3	2,051	26.6	41,077	84.5	43,128	76.6
3 lanes	-	-	99	1.7	99	1.3	452	0.9	551	1.0
4 or more lanes - undivided	10	0.6	1,248	20.9	1,258	16.3	3,972	8.2	5,230	9.3
Divided highways - 4 or more lanes:										
Degree of access control:										
None	4	0.2	1,030	17.3	1,034	13.4	1,923	4.0	2,957	5.3
Partial	8	0.5	728	12.2	736	9.6	416	0.9	1,152	2.0
Full	1,716	98.2	668	11.2	2,384	30.9	64	0.1	2,448	4.3
Total Small Urban Area	1,746	100.0	5,960	100.0	7,706	100.0	48,599	100.0	56,305	100.0
Urbanized Area:										
One-way streets	10	0.1	474	2.3	484	1.5	4,283	2.6	4,767	2.4
2 lanes	15	0.1	4,211	20.3	4,226	13.1	115,251	70.4	119,477	60.9
3 lanes	6	0.1	199	1.0	205	0.6	1,740	1.1	1,945	1.0
4 or more lanes - undivided	331	2.9	3,983	19.2	4,314	13.4	21,749	13.3	26,063	13.3
Divided highways - 4 or more lanes:										
Degree of access control:										
None	190	1.6	4,626	22.3	4,816	14.9	17,269	10.5	22,085	11.3
Partial	52	0.4	2,382	11.5	2,434	7.5	2,764	1.7	5,198	2.7
Full	10,957	94.8	4,851	23.4	15,808	49.0	672	0.4	16,480	8.4
Total Urbanized Area	11,561	100.0	20,726	100.0	32,287	100.0	163,728	100.0	196,015	100.0
Total Urban:										
One-way streets	11	0.1	617	2.3	628	1.6	4,978	2.3	5,606	2.2
2 lanes	22	0.2	6,255	23.4	6,277	15.7	156,328	73.8	162,605	64.5
3 lanes	6	-	298	1.1	304	0.8	2,192	1.0	2,496	1.0
4 or more lanes - undivided	341	2.6	5,231	19.6	5,572	13.9	25,721	12.1	31,293	12.4
Divided highways - 4 or more lanes:										
Degree of access control:										
None	194	1.5	5,656	21.2	5,850	14.6	19,192	9.0	25,042	9.9
Partial	60	0.5	3,110	11.7	3,170	7.9	3,180	1.5	6,350	2.5
Full	12,673	95.1	5,519	20.7	18,192	45.5	736	0.3	18,928	7.5
Total Urban	13,307	100.0	26,686	100.0	39,993	100.0	212,327	100.0	252,320	100.0
Total Rural and Urban	45,987	—	111,371	—	157,358	—	795,651	—	953,009	—

1/ Includes the 50 States, the District of Columbia, and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii, and Iowa.

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.