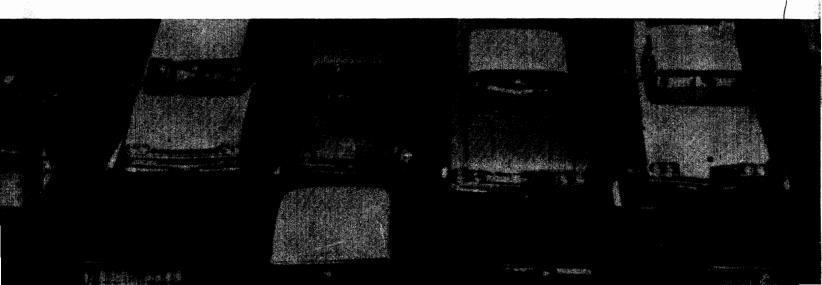


# 6. DEPARTMENT OF COMMERCE | Bureau of Public Roads



# HIGHWAY STATISTICS 1963



# HIGHWAY STATISTICS

# 1963

U.S. DEPARTMENT OF COMMERCE JOHN T. CONNOR, Secretary

BUREAU OF PUBLIC ROADS REX M. WHITTON, Administrator



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# PREFACE

This bulletin was prepared in the Office of Planning of the Bureau of Public Roads by the Highway Statistics Division. It is the 19th of an annual series and presents the 1963 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1962 highway finance data for municipal and rural units of local government.

The Highway Statistics series has been published annually beginning with the year 1945, but some of the earlier editions are now out of print. However, much of the data presented in the issues of 1945–55, inclusive, is reported in full or in summary form in the 1955 Summary. Recent issues may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, as follows:

Highway Statistics, 1962	\$1.00
Highway Statistics, 1961	1.00
Highway Statistics, Summary to 1955	1.00
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Some earlier issues are also available for sale from the Superintendent of Documents.

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# MOTOR FUEL

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel, liquefied petroleum gases, and those fuels known by such names as "tractor fuel" and "power fuel," when they are used to operate vehicles on the highways.

The motor-fuel tax collections for all States are given in table G-1. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been placed in separate funds, it has been deducted in the next to the last column of table G-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. At the end of 1963, nine States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont was the only State that did not tax special fuels in 1963; however, Vermont levied special equalization fees on vehicles that use the special fuels.

The words "exemption" and "refund" have not been used interchangeably; in this publication exemption has been applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel, such as for agriculture, aviation, manufacturing, construction, and marine purposes.

Analyses of 1963 motor-fuel consumption are given in tables G-2 and G-21 through G-25. Table G-2, intended primarily to provide tax data for revenue analysis, shows gallonages taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through G-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables G-21 and G-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which it was consumed rather than for the period in which the tax was paid. In tables G-21 through G-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table G-25 gives the 1963 highway use of special fuels by months for all States.

Table G-240 shows the proportion of total motorfuel gallonage on which the tax was either refunded or exempted for alleged nonhighway use. Oklahoma was the only State that granted general tax exemptions on fuel used for nonhighway purposes. Most States refunded all or part of the tax paid on such fuel or provided for a partial tax exemption for some nonhighway uses. In these States, the total gallonage claimed for exmption or refund was known because records indicated the purposes for which the motor fuel had been used. In States that do tax some gasoline used for nonhighway purposes, the gallonage so taxed has been estimated by the Bureau of Public Roads. Estimates were made from reports on economic activity within these States (agricultural, industrial, marine, aviation, and similar activities) and/or reports from States having similar economic characteristics.

Table G-205 gives the gasoline tax rates in effect for each year since 1950, and the diesel fuel tax rates where they differ from the gasoline tax rates for 1958 through 1964.

1

таныг G-2, 1963 ЛИМС 1964				SIMIR		Al abene Al aska Art zona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illindis Indiana. Iowa. Kausas	Kentucky Louisiana Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Mi ssouri Montana Rebraska Kevada	New Haumpshire New Jersey New Mexico New Tork	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolins	Scuth Dakota Temessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Mycening Dist. of Col.	Total	b prevailing rates shown if columns 6 and 9. This includes aviation fuely which excluded jet That rate changes in 1963 were as follows: Arizons, 5 to 6 cents, April 4; Californis, 6 to 7 The State far rate is a constrained of the control of the control of the control of State far rates is a cents pair of 1; Themesear, 7 to 8 cents, Muril 4. Control of the Rest of Arrays of a cents pair gailon in Result County, and 5 cents in the other counties. The State far rate is a cents pair gailon in Result County, and 5 cents in the other counties. And Yirginative action in 1953 permitted rates the other counties. The het gailons than the there understated for 1963, and overstated for prior Weighted everage tax rate. Weighted everage rate for motor fuel was 5.22 cents per gailon.														
		other rates 5/		NUMBER OF GALLONS		15,102 35,326 46,826	- 4,086	13,592 35,401 18,115 3,971	1,060	105,602 10,439 11,114	35,221 36,031 38,670	8,657 84,221	1,066 - 92,569	78,893 - 38,609	5,261 35,109 23,295	15,304 24,475 24,475 12,155 7,589	15,180 2,468	16,587	1017 6118	fuel, which will 4; Calif July 1. ts in the oth tes of 9 cent tal fuel com tad for pris 6.22 cents 1														
		AT OTHER		NOLLAR SATE FILE	(Cents)	Terrious 2 & 5	, i m i	8.5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1115	Varrious 2 Varrious	3 & 5 Vertous 1	- I Various	0 ز 1841 الجي 1ج	4110	н <mark>1</mark> .2	Various 1 4 & 6 4	- Varrious 4	Varitous	-	This includes eviation fuel, which excluded jet irous, 5 to 6 cents, April 4; Californis, 6 to messes, 7 to 8 cents, Ahy 1. Basil County, and 5 cents in the other counties basil County, and 5 cents of 9 cents per gallon to be put on seem getcal fuel, consensed in pri- ed for 1963, and overstated for prior years. Take for motor fuel was 6.2 cents per gallon.														
				PERICENT CERANCE 1962 1962		4.9 2.5 4.4 7 7	5.013 6.6013	****** *****	4.0004 4.000		8.5.7.3 2.04.1	3.7 -1.0 5.2	+ v.4 v ⊢ v o v	****** *****	4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9.44 9.49 9.00	9.4 1.4 9.1 9.1	4.1 2.1 1.5	4.5 .	9. This includes aviati i Arizona, 5 to 6 cents, 2 Thuneses, 7 to 8 cent 2 Thuneses, 7 to 8 cent in Reseif County, and 5 in Reseif County, and 5 uids to be paid on zone s wisted for 1963, and ore see rate for motor fuel														
			ALL MOTOR FUELS	NUMBER OF GALLONS 1962		1,099,434 54,929 587,041 647,404	6,209,338 697,036 846,032 188,177	1,951,367 1,447,541 154,138 274,286	3,112,591 1,799,805 1,021,812 885,157	917,842 981,787 345,521 997,259	1,536,118 2,616,753 1,226,562 1,226,562 694,078	1,647,163 301,899 501,508 200,735 200,735	208,242 2,065,978 442,315 3,841,368	1, 553, 890 226, 035 3, 282, 277 981, 878	730,736 3,393,976 257,083 783,060	275, 734 1, 198, 913 4, 002, 467 367, 068	140,216 1,355,103 1,031,845 509,367	1,289,975 194,139 198,734	61,353,712	<pre>//iumas 6 and 9. cents, July 1; / cents, July 1; / cs per gallon in ire than two axis prefore understa weighted average</pre>														
			TTV	NUMBER OF GALLONS 1963	59,192	1,145,487 566 618,691 684,224	6,662,160 725,277 888,165 200,606	2,043,763 1,522,203 157,371 278,360	3,244,197 1,864,921 1,047,434 915,544	950,496 1,022,765 356,078 1,065,777	1,590,210 2,800,820 1,292,528	1,708,589 298,926 611,950 222,954	218,040 2,175,721 460,863 3,967,246	1,639,249 234,382 3,382,481 1,017,499	765, 399 3, 478, 285 265, 762 821, 567	283,460 1,248,607 4,192,723 379,855	145,326 1,416,503 1,043,008 531,082	1, 343, 138 198, 149 201, 656	64,117,1044	g rates shown in columns 6 and 9. This thanges in 1963 were as follows: Arizous immestra, 70 6 centis and 101 ui Ramasi tax rates is 8 cents per gullon in Rawail tax rates is 8 cents per gullon two acles pay tax rates are therefore undervised at titla.														
	TAXED	8		PERCENT CHANCE 1963 1962		14.5 9.8 14.9 24.9	4.1 2.8 19.2 5.7	12 2.8 2.5 4.8	12.6 17.2 12.4	5.0 2.3 2.3 2.1 9	9.4 22.8 17.5 11.7	7.0 4.5 9.05	5-1-3- 1-9-1-8-8 1-9-1-1-8-8 1-9-1-1-8-8 1-9-1-1-8-8 1-9-1-1-8-8 1-9-1-1-8-8 1-9-1-1-8-8 1-9-1-8-8-8 1-9-1-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-	23.0 9.15 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.	8.7 11.4 12.8 12.8	17. 141 141 141 141 141 141 141 141 141 14	- 9.6 - 16.4 - 16.4	14.1 1.1 2.2	10.1	prevaliing rates an har rate changes in tober 1; Minnesota, the State tax rate i trucks or combination and Mirginia. and Mirginia taxon is all attive action 1 definition taxon (sighted average tax														
	NET ANOUNT TAXED	PREVAILING RATES	SPECIAL FUELS	INUMBER OF GALLLONS		902 967 52,967 52,361 15,438	367,736 45,167 34,306 34,306	66 989 989 97 97 97 97 97 97 97 97 97 97 97 97 97	138,457 111,800 49,859 49,869	43,047 44,7790 11,382 44,208	49,765 73,135 54,878 37,283	80,173 33,447 40,301 23,747	4,036 123,633 89,322 84,578	74,929 19,334 193,094 57,924	60,885 174,695 8,627 39,362	18,351 69,570 206,115 30,909	103,939 46,460 2/31,093	50,211 21,231 6,150	3,162,104	that the prevailing rates a full. that the prevailing rates in the changes in certs of the fasts are rates $\widetilde{T}$ . The fasts are rates $\widetilde{T}$ fasts are rates of reminant and vargins. The set of anti-set rates are rates $2^{-1}$ fast rates rates rates $2^{-1}$ fast rates rat														
f gallons)		AT IA	8	TAX RATTE PER CALLON ON DEC. 31	(Cents)	4 8 6.5	०००न	T 2/ 5 6.5	** 50 50 54 54 54 54	8 4 4 6 4	* ور * ور * ور	* 6 6 7 8 9	م هودو *	6.5 6.5	9222	* 6 & 7 \$ 4 6 & 7 * 5 & 6.5 * 5 & 6.5	عربہ 1 1.5 1	* 5 & 7 * 5 6	<u>10</u> / 6.58	74 8 <u>8</u> 5														
(In thousands of gallons)				PERCENT CHANGE 1963 1962		% 2.5.8.4 1.4-8-3	7.7 6.5 7.5		3.9 8.9 3.0	3.8 8.5 8.5 8.5	6.4 8.9 8.4	3.6 5.3 11-3	4.4 4.7 3.1	1.0.4.0. 1.0.4.0.	4.4 4.4 1.0 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4	9.6.60 9.4.60	504-3 5081-6 9-8	3.8 1.4 1.4	<b>4.</b> 2	ial fuels used on ossible. it bus su ing s other														
म			GASOLINE	RUMBER OF GALLIOUS		1,000,520 28,230 584,330 642,736	6, 294, 424 680, 110 853, 859 100, 55	1,974,374 153,070 261,711 261,711	3,105,740 1,753,121 986,918 866,275	907,449 977,975 344,696 344,696	1,540,445 2,727,685 1,237,650 692,247	1,628,416 265,479 571,649 199,207	214,004 2,052,088 411,541 3,882,668	1,564,320 215,048 3,189,387 959,535	704, 514 3, 303, 590 257, 135 782, 205	265,109 1,179,037 3,986,608 348,946	1, 312, 326 1, 312, 564 996, 548 1999,989	1,292,927 176,918 195,506	60,955,543	a "diffy" official funds mount of fuel used on ded Wherever possible. • certain transit bus fuels other than fuels other than or whiches using funded at rates other funded at rates other														
				TAX RATE PER CALLON ON DEC. 31	(Cents)	م الا الا الا الا الا الا الا الا الا ال	ور د د	Σ/ ξ 2:9 2:2	مومع	8/ 7 7 6	5.5 6 6 7	0 - 1 O VI	०००न	4 6 5 5	777	65146	8.5 8,7 7.5 7	ور ما ور	<u>10</u> / 6.20	or-fuel taxe reflect the e been exclu public use, all of the ration fees taxed or re														
			TEAL TRET TRATE			8 (13,58) (5,53) (5,53) (5,85) (13,69) (131,050	6,662,160 725,277 892,251 200,606	2,057,355 1,557,604 175,486 282,331	3, 244, 197 1, 864, 921 1, 047, 434 916, 604	1,056,098 1,033,204 367,192 1,065,777	1,590,210 2,836,041 1,306,559 768,200	1,708,589 307,583 696,161 222,954	218,526 2,175,721 4,059,815 4,059,815	1, 718, 142 234, 382 3, 382, 481 1, 056, 068	TTD,660 3,513,394 265,762 844,862	298, 764 1, 273, 082 4, 204, 878 387, 444	145, 326 1,431,683 1,043,008 533,550	1, 343, 138 214, 736 201, 656	64,967,051	to State mot inrough d-25. in State have al use, other use of acme or tional regist the taxes on s purposes are														
			CALLONS	TO REFUND OF ENTIRE TAX		₩,5/8 - <b>9</b>	280,583 66,889 13,845	38,192	273,839 119,588 250,983 167,178	42,335 35,990	8,343 124,441 164,841	1.36,733 40,493 94 7,444	5, 444 91, 456 14, 770 90, 257	66 115,129 139,231	43,989 61,619 1,286 6,939	93, 242 37, 305 213, 994 5, 839	48,712 147,905 9,539	129,027 773 2,059	2,914,489	thels subject in It is not consumption consumption consumption then refund on highway v on highway v on highway v on highway v on specific														
			GROSS GALLORS ASSESSEED FOR TAXATTON		CIALLONIS ASSERVENT				6, 98, 753 4, 12, 05, 739 4, 12, 15, 739 4, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15		MOLTAXAT ROT		GALLONS ASSESSED FOR TAXATION							1,160,589 93,986 647,679 731,050	6,882,743 792,166 906,096 905,096	2,057,355 1,557,604 175,486 320,523	3, 518, 036 1,904, 509 1, 298, 417 1, 083, 782	1,056,098 1,075,539 367,192 1,101,767	1, 598. 553 2,960, 482 1, 471, 400 768, 200	1,845,322 348,076 696,255 230,398	2,267,177 475,633 4,150,072	1, 718, 208 349, 511 3, 521, 712 1, 056, 068	814,649 3,575,013 267,048 851,801	392,006 1,310,387 4,418,872 393,283	145,326 1,480,395 1,090,913 543,089	1,472,165 215,509 203,715	67,881,540	otor-vehicle : all way purpose all use see see it t representing on and other 1 and other 1 on and other 1 on and other 1 the tax rate the tax rate and are in 1 fuels used if fuels used
8		CALIFORS	EXEMPTED	ECRAMPTED FROM PATOMENT OF TAX 3/ 3/		ECCARTED FROM PATONENT OF TAX 3/					39,619 155,973 26,093 7,384	7,7,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5		336 34,747 19,138 5,479	20,839 1,668 26,017	1,668 26,017 2,476,146	ata on all m ad for monhi of motor-fus c anounts no r amounts no i titial exem an asteriak an asteriak en gasoline. fees in Verman																	
lendar year State authoriti			GROSS	REPORTED 2/		1,178,537 35,956 53,657 748,048 16,998	6,926,710 820,404 920,860 920,360	2,179,401 1,588,814 177,833 323,603	3, 580,407 2,033,795 1, 321,537 1,191,712	1,073,733 1,093,867 370,912 1,113,409	1,638,172 3,116,455 1,497,493 175,584	1,901,066 351,787 706,576 235,998	226,696 2,327,231 495,245 4,416,466	1, 772, 897 356, 064 3, 599, 952 1, 246, 639	814,649 3,587,939 269,180 868,113	409,793 1,344,032 5,109,640 421,096	145,662 1,515,142 1,110,051 548,568	1,493,004 217,177 229,732	70,357,686	able includes du an gaoline) use for an anniysis sales and other es allowances fo they use, where thes marked with a from the rate Such additonal f s States gasolin														
Compiled for calendar year from reports of State authorities		81) 75				Alabeme Alaska Arixone Arkanses	California Colorado Connecticut Delaware	Florida Georgia Havaii Idaho	Ellinois Indiana Iowa Kansas	Kentucky Louisiana Maine Maryiand	Massachusetts Michigan Minnesota Mississippi	Missouri Montane Bebraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col.	Total	V This table includes fact on all motor-vehicle their subject to State motor-their increas, which is position that granitation is and for motignery process. It is not intended to reflect the smooth of faul used on the highways. For many tables of motor-their usedses excluded to the highways are analysis of another their and the many tables are analysis of another their and the motion is stated and the motor-their used sector in State have been excluded wherever possible of Includes allowances for empotention and their losses. Fatterial use, other public use, other motion are analysis of the motion are analysis of an early state and the sector is state factor in State and the sector and the sector in the sector and the sector and the sector is an early state and the sector is the sector and the sector is sector and the sector is an early state and the sector that returned to an early state mathematic the sector and the sector is the sector in the sector is an early state mathematic the sector is an early state and the sector is the sector is an early state and the sector is the sector is an early state and the sector is an early state														

MOTOR-FUEL CONSUMPTION-1963<sup>1</sup>

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# ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 19631

				T				ousands of gal							· · · · · · · · · · · · · · · · · · ·	JUNE 19
	PRIVA	TE AND COMMERCI	AL USE			PUBLIC USE				S	UNMARY OF TOTAL	USAGE		LOSSES		
STATE	HIGHWAY	NON- Higeway	TOTAL	FEDERAL (HIGHWAY CIVILIAN	STATE, C	OUNTY, AND M	UNICIPAL	TOTAL PUBLIC		HIGHWAY PERCENT	GALLONS PER	NON-	TOTAL	ALLOWED FOR EVAPO- RATION,	TOTAL QUANTITY CORSUMED IN	STATE
	2/	2/		USE ORLY) 3/	HIGHWAY	NON- HIGHWAY	TOTAL	USE	AMOUNT	CHANGE 1963 1962	MOTOR VEHICLE	HIGHNAY		HANDLING ETC. <u>5</u> /	STATE	
labama	1,105,040	28,611	1,133,851	2,471	20,054	6,684	26,738	29,209	1,127,565	4.2	774	35,495	1,163,060	6,001	1,169,061	Alabama
Laska	54,886	34,472	89,358	1,254	2,530	844	3,374	4,628	58,670	6.8	628	35,316	93,986	946	94,932	Alaska
rizona	597,341	27,528	624,869	4,129	12,770	4,257	17,027	21,156	614,240	5.4	821	31,785	646,025	5,978	652,003	Arizona
rkansas	694,103	30,454	724,557	1,245	10,066	3,355	13,421	14,666	705,414	5.4	850	33,809	739,223	7,357	746,580	Arkansas
alifornia	6, 513, 889	228,940	6,742,829	12,800	109,637	36, 545	146,182	158,982	6,636,326	7.2	729	265,485	6,901,811	32,738	6,934,549	California
olorado	725, 129	73,338	798,467	3,683	12,050	4,016	16,066	19,749	740,862	4.5	692	77,354	818,216	7,664	825,880	Colorado
onnecticut	883, 196	15,929	899,125	1,215	8,566	2,855	11,421	12,636	892,977	5.0	701	18,784	911,761	8,806	920,567	Connecticut
alaware	200, 675	12,906	213,581	181	1,601	533	2,134	2,315	202,457	7.3	912	13,439	215,896	1,934	217,830	Delavare
lorida	1,982,559	112,592	2,095,151	2,968	37,187	12,396	49,583	52,551	2,022,714	5.5	740	124,988	2,147,702	21, 382	2,169,084	Florida
eorgia	1,488,422	39,327	1,527,749	2,549	22,391	7,464	29,855	32,404	1,513,362	5.2	853	46,791	1,560,153	5, 596	1,565,749	Georgia
awaii	147,758	23,090	170,848	574	3,479	1,159	4,638	5,212	151,811	2.5	561	24,249	176,060	1, 773	177,833	Hawaii
laho	269,106	40,164	309,270	3,211	6,032	2,010	8,042	11,253	278,349	1.5	681	42,174	320,523	3, 080	323,603	Idaho
llinois	3,275,460	269,882	3,545,342	4,267	49,900	16,633	66, 533	70,800	3,329,627	4.0	811	286, 515	3,616,142	35,735	3,651,877	Illinois
ndiana	1,849,099	128,104	1,977,203	1,604	20,157	4,499	24, 656	26,260	1,870,860	3.6	830	132, 603	2,003,463	20,046	2,023,509	Indiana
DWA	1,029,040	250,850	1,279,890	1,511	20,698	6,900	27, 598	29,109	1,051,249	2.4	734	257, 750	1,308,999	12,432	1,321,431	Iowa
Ansas	895,291	162,434	1,057,725	1,355	19,543	6,514	26, 057	27,412	916,189	3.4	715	168, 948	1,085,137	10,188	1,095,325	Kansas
entucky	980,275	45,712	1,025,987	1,639	14,249	4,750	18,999	20,638	996,163	8.1	737	50,462	1,046,625	10,171	1,056,796	Kentucky
Duisiana	998,087	49,497	1,047,584	1,746	13,165	4,389	17,554	19,300	1,012,998	4.2	779	53,886	1,066,884	10,439	1,077,323	Louisiana
Aine	351,394	10,463	361,857	564	4,001	1,334	5,335	5,899	355,959	3.1	874	11,797	367,756	3,633	371,389	Maine
Aryland	1,057,235	32,185	1,089,420	2,172	9,080	3,026	12,106	14,278	1,068,487	6.4	813	35,211	1,103,698	11,263	1,114,961	Maryland
assachusetts	1,569,069	31,912	1,600,981	2,406	21,268	3,753	25,021	27,427	1,592,743	3.4	803	35,665	1,628,408	15,649	1,644,057	Massachusetts
ichigan	2,789,465	167,153	2,956,618	2,789	73,627	17,469	91,096	93,885	2,865,881	7.3	796	184,622	3,050,503	29,357	3,079,860	Michigan
innesota	1,264,026	182,764	1,446,790	2,086	18,722	6,240	24,962	27,048	1,284,834	5.0	744	189,004	1,473,838	14,350	1,488,188	Minnesota
ississippi	716,434	36,357	752,791	1,823	10,190	3,396	13,586	15,409	728,447	5.3	887	39,753	768,200	7,384	775,584	Mississiypi
issouri	1,692,648	165,657	1,858,305	2,380	15,887	5,295	21,182	23, 562	1,710,915	3.7	878	170,952	1,881,867	17,981	1,899,848	Missouri
ontana	292,215	44,993	337,208	3,006	5,897	1,965	7,862	10, 868	301,118	-1.1	718	46,958	348,076	3,711	351,787	Montana
ebraska	596,928	84,278	681,206	1,513	11,266	3,755	15,021	16, 534	609,707	5.3	754	88,033	697,740	6,754	704,494	Nebraska
evada	213,699	12,618	226,317	3,721	2,902	967	3,869	7, 590	220,322	11.0	906	13,585	233,907	2,084	235,991	Nevada
ev Hampshire	214,094	3,164	217,258	312	5,034	1,678	6,712	7,024	219,440	5.4		4,842	224,282	2,126	226,408	New Hampshire
ev Jersey	2,195,382	59,249	2,254,631	2,035	21,518	7,173	28,691	30,726	2,218,935	5.1		66,422	2,285,357	22,848	2,308,205	New Jersey
ev Mexico	451,413	15,368	466,781	4,308	6,639	2,213	8,852	13,160	462,360	4.1		17,581	479,941	4,289	484,230	New Mexico
ev York	4,089,895	201,306	4,291,201	6,581	87,536	29,179	116,715	123,296	4,184,012	3.3		230,485	4,414,497	41,008	4,455,505	New York
orth Carolina	1,609,470	64,998	1,674,468	2,129	56,977	10,055	67,032	69,161	1,668,576	5.8	860	75,053	1,743,629	17,099	1,760,728	North Carolins
orth Dakota	221,532	120,459	341,991	1,212	5,392	1,348	6,740	7,952	228,136	4.9	608	121,807	349,943	4,147	354,090	North Dakota
hio	3,354,130	152,882	3,507,012	3,936	37,098	12,366	49,464	53,400	3,395,164	3.1	760	165,248	3,560,412	12,689	3,573,101	Ohio
klahoma	990,446	52,349	1,042,795	2,192	24,041	8,013	32,054	34,246	1,016,679	3.6	763	60,362	1,077,041	4,499	1,081,540	Oklahoma
regon	742,388	44,495	786,883	3,907	15,237	7,721	22,958	26,865	761,532	4.7	751	52,216	813,748	7,485	821,233	Oregon
ennsylvania	3,314,545	169,148	3,483,693	3,879	68,490	22,830	91,320	95,199	3,386,914	2.5	732	191,978	3,578,892	25,558	3,604,450	Pennsylvania
hode Island	260,839	1,605	262,444	347	3,720	1,240	4,960	5,307	264,906	3.4	710	2,845	267,751	2,713	270,464	Rhode Island
outh Carolina	793,488	34,682	828,170	1,889	21,238	7,079	28,317	30,206	816,615	5.0	837	41,761	858,376	3,668	862,044	South Carolins
outh Dakota	277,048	108,049	385,097	1,796	5,182	1,727	6,909	8,705	284,026	2.8	730	109,776	393,802	3,798	397,600	South Dakota
ennessee	1,239,458	47,327	1,286,785	7,372	27,488	9,162	36,650	144,022	1,274,318	3.8	849	56,489	1,330,807	13,089	1,343,896	Tennessee
exas	4,161,508	199,537	4,361,045	6,927	43,370	6,038	49,408	56,335	4,211,805	4.8	831	205,575	4,417,380	25,713	4,443,093	Texas
tah	357,730	28,705	386,435	2,543	5,136	1,712	6,848	9,391	365,409	3.5	752	30,417	395,826	3,741	399,567	Utah
ermont	141,499	4,769	146,268	249	1,233	411	1,644	1,893	142,981	3.6	876	5,180	148,161	1,468	149,629	Vermont
irginia	1,390,720	47,555	1,438,275	2,911	31,590	10,530	42,120	45,031	1,425,221	4.5	866	58,085	1,483,306	14,953	1,498,259	Virginia
ashington	1,001,747	52,354	1,054,101	6,264	29,279	9,759	39,038	45,302	1,037,290	1.1	678	62,113	1,099,403	2,615	1,102,018	Washington
est Virginia	516,688	11,784	528,472	838	16,163	2,694	18,857	19,695	533,689	4.2	827	14,478	548,167	4,861	553,028	West Virginia
isconsin	1,316,288	121,851	1,438,139	1,504	27,355	9,118	36,473	37,977	1,345,147	4.0	774	130,969	1,476,116	14,363	1,490,479	Wisconsin
yoming	191,976	18,924	210,900	1,590	3,457	1,152	4,609	6,199	197,023	2.1	902	20,076	217,099	1,962	219,061	Wyoming
ist. of Col.	209,185	3,351	212,536	2,259	4,564	1,522	6,086	8,345	216,008	1.5	985	4,873	220,881	1,614	222,495	Dist. of Col.
Total	63,273,938	6/ 3,906,321	67,180,259	137,842	1,104,652	337,723	1,442,375	1,580,217	64,516,432 <sub>0</sub>	K 4.6	780	6/ 4,244,044	68,760,476	550,738	69,311,214	Total
ercentage	92.02	5.68	97.70	0.20	1.61	0.49	2.10	2.30	93.83	1 -	- 1	6.17	100.00	- 1	-	Percentage

1/ Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in table G-2. 2/ Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for nonhighway use were based on determined principally by analysis of data on taxed gallons.

exemptions, and returns. Estimates for States that report no exemptions of returns for nonnignway use were eased on data for States having similar characteristics. 3/ All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table. 4/ The figures in this column are obtained by dividing total highway fuel consumption by total motor-wehicle registrations (table W-1, 1963). The highway fuel consumption data are reliable for most States but in a few there

are indications that refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on the highways. To the extent that this occurs, the highway consumption of motor fuel is understated.

understated. 5/ Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specified percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in the analysis to cover losses in storage and handling was one percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices. 6/ Does not include an estimated 2,600 million gallons of aviation jet fuel.

# TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 19631

	(In thousands of gallons)												JUNE 1964	
STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	90,811	82,925	93, 308	102,262	101,565	99,740	100,254	105,527	94,403	103,695	94,652	99,919	1,169,061	Alabama
Alaska	7,490	5,087	7,447	7,575	8,103	12,431	13,071	12,075	6,591	4,937	5,509	4,616	94,932	Alaska
Arizona	53,965	48,854	52,903	54,502	53,929	55,665	58,615	56,571	51,740	54,913	53,873	56,473	652,003	Arizona
Arkansas	48,561	56,455	57,696	64,195	64,831	65,400	65,756	69,600	64,550	65,630	62,661	61,245	746,580	Arkansas
California	561,429	485,069	554,553	563, 393	593,631	585,134	626,677	637,118	567,852	610,122	549,977	599,594	6,934,549	California
Colorado	61,341	55,063	60,726	67, 743	68,289	74,825	83,543	84,012	69,752	72,977	63,525	64,084	825,880	Colorado
Connecticut	72,282	66,510	70,804	74, 398	81,390	77,344	83,626	84,900	75,516	79,836	73,639	80,322	920,567	Connecticut
Delaware	15,763	15,280	17,267	18, 441	21,638	20,640	20,700	20,151	17,022	16,126	17,674	17,128	217,830	Delaware
Florida	187,956	176,079	193,726	187,341	183,097	173,420	177,496	180,794	160,867	177,653	176,842	193,813	2,169,084	Florida
Georgia	121,881	112,304	127,656	132,770	134,818	132,832	135,921	143,034	126,459	135,100	129,161	133,813	1,565,749	Georgia
Hawaii	15,349	14,846	15,770	15,480	17,898	14,679	16,829	15,069	13,159	13,251	11,797	13,706	177,833	Hawaii
Idaho	22,158	19,901	23,144	28,003	26,494	29,437	35,561	33,760	27,995	31,546	24,341	21,263	323,603	Idaho
Illinois	286,344	253,221	274,389	314,973	332,672	309,691	317,439	310,857	310,361	331,922	292,720	317,288	3,651,877	Illinois
Indiana	151,698	138,466	151,657	178,533	187,909	174,406	183,267	181,708	165,376	183,814	158,195	168,480	2,023,509	Indiana
Iowa	83,122	86,116	89,437	110,345	119,987	141,645	122,398	100,617	120,428	104,642	125,355	117,339	1,321,431	Iowa
Kansas	81,342	76,105	82,905	92,470	91,941	107,923	104,371	94,679	93,206	94,698	88,773	86,912	1,095,325	Kansas
Kentucky	77,542	72,660	79,976	93,656	94,293	90,518	96,600	98,851	85,976	95,154	83,517	88,053	1,056,796	Kentucky
Louisiana	77,215	79,187	87,625	92,402	95,117	91,334	90,989	95,562	88,080	95,659	89,775	94,378	1,077,323	Louisiana
Maine	26,222	24,093	24,871	26,242	31,654	33,517	41,330	41,078	32,062	32,603	27,582	30,135	371,389	Maine
Maryland	87,690	79,681	85,247	94,987	98,192	92,321	100,458	101,235	90,180	98,188	91,732	95,050	1,114,961	Maryland
Massachusetts	128,491	119,657	124,086	132,637	144,199	138,696	150,637	155,095	133,719	141,269	129,649	145,922	1,644,057	Massachusetts
Michigan	241,350	216,662	230,663	253,644	274,089	262,901	286,195	285,441	250,082	275,040	251,689	252,104	3,079,860	Michigan
Minnesota	107,860	99,378	99,268	119,073	135,870	142,282	141,417	144,040	126,099	138,242	127,012	107,647	1,488,188	Minnesota
Mississippi	58,547	48,245	63,991	70,055	67,361	66,904	65,242	70,374	60,357	71,189	70,330	62,989	775,584	Mississippi
Missouri	141,194	132,853	147,736	167,090	166,774	169,735	172,932	168,075	155,712	171,306	152,355	154,086	1,899,848	Missouri
Montana	23,684	20,402	24,151	27,630	29,541	33,159	40,294	39,680	29,789	30,375	26,407	26,675	351,787	Montana
Nebraska	48,540	45,318	54,777	59,113	61,359	66,356	71,342	64,891	57,809	66,464	59,111	49,414	704,494	Nebraska
Nevada	16,346	15,759	16,920	18,247	18,676	23,134	24,191	24,470	20,448	21,193	18,048	18,559	235,991	Nevada
New Hampshire	16,611	14,985	15,650	17,180	18,630	19,942	23,523	26,027	18,946	19,940	16,218	18,756	226,408	New Hampshire
New Jersey	185,847	162,306	179,752	190,414	197,678	192,705	211,243	214,896	186,111	200,383	187,571	199,299	2,308,205	Wew Jersey
New Mexico	37,128	33,262	36,713	38,741	39,273	44,150	47,518	47,453	39,347	40,550	39,737	40,358	484,230	New Mexico
New York	345,372	310,105	344,139	357,455	395,661	370,605	424,818	427,345	378,676	386,032	343,996	371,301	4,455,505	New York
North Carolina	129,974	123,577	141,910	153,136	165,482	139,037	157,637	152,883	142,612	159,991	141,790	152,699	1,760,728	North Carolina
North Dakota	16,109	14,469	18,470	33,319	39,232	38,880	42,667	44,035	37,069	29,297	21,790	18,753	354,090	North Dakota
Ohio	269,813	246,623	283,334	292,773	318,942	317,161	315,201	312,438	299,941	317,639	300,038	299,198	3,573,101	Ohio
Oklahoma	85,140	81,223	88,838	89,579	92,513	92,585	98,684	93,247	91,153	91,317	85,084	92,177	1,081,540	Oklahoma
Oregon	59,203	56,232	64,167	61,777	65,342	77,897	79,596	84,786	70,760	72,442	62,880	66,151	821,233	Oregon
Pennsylvania	277,860	252,334	281,807	296,677	314,505	309,922	323,730	331,837	299,125	319,699	291,260	305,694	3,604,450	Pennsylvania
Rhode Island	21,101	19,648	20,365	21,938	21,736	24,991	27,145	23,300	22,627	22,619	20,901	24,093	270,464	Rhode Island
South Carolina	67,724	60,733	70,739	75,147	75,666	71,512	79,311	78,299	68,488	73,164	69,317	71,944	862,044	South Carolina
South Dakota	25,683	25,910	24,352	28,617	34,902	37,031	39,944	43,649	39,739	33,650	35,712	28,411	397,600	South Dakota
Tennessee	114,524	91,377	108,713	106,980	112,368	116,525	119,366	123,939	109,129	118,180	110,375	112,420	1,343,896	Tennessee
Texas	346,577	322,120	358,553	361,445	387,871	382,633	396,499	401,803	362,113	382,750	358,583	382,146	4,443,093	Texas
Utah	29,873	26,349	30,577	30,977	35,921	35,525	40,066	38,362	33,476	35,589	31,457	31,395	399,567	Utah
Vermont	11,045	10,028	10,327	10,920	12,558	13,054	16,233	16,423	12,811	13,342	11,419	11,469	149,629	Vermont
Virginia	114,754	101,995	117,455	128,302	127,256	128,660	138,492	137,858	121,011	132,280	122,879	127,317	1,498,259	Virginia
Washington	79,717	76,310	87,090	89,163	96,114	95,833	108,411	106,218	94,480	97,236	84,976	86,470	1,102,018	Washington
West Virginia	41,031	37,478	41,198	44,253	45,924	50,08 <b>6</b>	45,133	48,470	55,494	47,128	46, <u>12</u> 1	50,712	553,028	West Virginia
Wisconsin	111,367	100,521	103,957	120,079	136,271	131,901	150,576	147,945	122,740	130,466	116,943	117,713	1,490,479	Wisconsin
Wyoming	13,472	12,104	13,891	15,793	17,958	21,584	27,849	27,150	19,655	18,399	15,644	15,562	219,061	Wyoming
Dist. of Col.	18,375	16,966	18,355	18,828	18,508	17,781	19,357	19,013	17,504	19,223	18,669	19,916	222,495	Dist. of Col.
Total	5,314,473	4,842,831	5,373,051	5,750,693	6,075,628	6,016,069	6,360,150	6,366,640	5,738,597	6,078,860	5,589,261	5,804,961	69,311,214	Total
l/ This ta	ble is one of a	a series (G-21	through G-25)	giving an ana	lysis of motor-	fuel con-	hia	zhvav use of s	necial fuels b	v months (see	notes to table	G-21). Table	G-22 gives a s	egregation by

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(In thousands of gallons)

TABLE G-22, 1963

Highway Statistics, 1963

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-23 gives highway use by months, table G-24 gives nonhighway use by purpose of use, and table G-25 gives

highway use of special fuels by months (see notes to table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

# HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 19631

						(In thousand	s of gallons	)						JUNE 1964
STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	88,769	80,693	88,514	96,843	97,423	95,720	97,010	100,848	90,448	101,501	92,225	97,571	1,127,565	Alabama
Alaska	6,075	3,694	5,633	5,197	5,070	8,029	7,584	6,233	2,569	2,262	3,452	2,872	58,670	Alaska
Arizona	51,050	46,002	49,878	51,186	50,126	52,079	54,940	53,358	48,894	51,989	50,953	53,785	614,240	Arizona
Arkansas	46,674	54,420	54,088	59,511	59,313	60,242	61,745	65,881	61,427	62,620	60,202	59,291	705,414	Arkansas
California	542,111	465,824	531,796	535,986	564,139	558,135	599,029	610,643	541,948	583,917	524,862	577,936	6,636,326	California
Colorado	57,386	50,993	54,371	59,201	58,479	65,485	74,416	74,940	61,998	65,612	58,340	59,641	740,862	Colorado
Connecticut	70,108	64,518	68,683	72,159	78,940	75,034	81,111	82,349	73,255	77,458	71,439	77,923	892,977	Connecticut
Delaware	14,717	14,275	16,128	17,067	20,369	18,691	18,911	18,880	15,452	15,034	16,651	16,282	202,457	Delaware
Florida	172,227	164,948	179,897	174,670	169,844	160,536	166,577	168,661	150,176	167,226	164,682	183,270	2,022,714	Florida
Georgia	118,186	107,595	122,264	126,642	128,829	127,411	131,881	138,868	123,325	131,674	125,521	131,166	1,513,362	Georgia
Hawaii	13,383	12,959	13,616	13,457	15,582	12,497	14,396	12,618	10,979	11,005	9,770	11,549	151,811	Hawaii
Idaho	20,669	18,464	20,055	22,761	20,804	24,039	30,706	29,192	23,173	27,105	21,882	19,499	278,349	Idaho
Illinois	273,878	241,749	258,628	276,988	283,173	266,418	287,674	285,805	282,456	299,397	269,637	303,824	3,329,627	Illincis
Indiana	146,043	130,488	142,571	162,143	166,231	155,192	169,065	169,888	152,802	168,336	146,321	161,780	1,870,860	Indiana
Iowa	76,637	76,904	77,905	81,379	83,592	102,374	93,188	76,480	96,075	75,828	103,201	107,686	1,051,249	Icwa
Kansas	76,217	71,130	71,754	76,411	70,138	79,786	79,011	74,003	75,690	81,443	78,917	81,689	916,189	Kansas
Kentucky	74,466	<b>69,363</b>	75,817	87,720	86,871	83,593	90,962	93,035	80,831	89,614	79,598	84,293	996,163	Kentucky
Louisiana	74,351	76,176	80,816	84,670	87,870	84,500	85,735	89,072	83,099	90,525.	85,278	90,906	1,012,998	Louisiana
Maine	25,347	23,276	24,014	25,152	30,316	31,915	<b>39,343</b>	39,292	30,259	<b>30</b> ,970	26,720	29,355	355,959	Maine
Maryland	85,150	<b>77,07</b> 0	82,144	90,651	93,407	87,541	96,029	96,656	85,694	94,092	88,171	91,882	1,068,487	Maryland
Massachusetts	124,459	115,935	120,417	128,080	139,637	134,643	145,944	150,127	129,647	136,750	124,986	142,118	1,592,743	Massachusetts
Michigan	230,149	206,015	217,686	233,217	250,438	240,175	263,003	263,140	230,063	256,260	235,765	239,970	2,865,881	Michigan
Minnesota	101,382	93,193	91,686	99,930	108,189	117,644	118,138	122,089	104,377	117,174	111,409	99,623	1,284,834	Minnesota
Mississippi	55,368	45,002	59,661	62,823	62,819	63,009	61,955	66,703	55,765	67,773	66,956	60,613	728,447	Mississippi
Missouri	133,299	124,210	134,812	148,051	142,961	146,117	151,887	150,150	139,241	156,038	139,406	144,743	1,710,915	Missouri
Montana	21,791	18,644	21,643	21,938	22,652	26,454	33,095	33,923	25,235	26,865	24,228	24,650	301,118	Montana
Nebraska	45.897	42,585	50,289	49,163	47,498	51,645	58,887	55,395	50,184	59,363	53,019	45,782	609,707	Nebraska
Nevada	15,224	14,791	15,801	16,866	17,210	21,588	22,636	22,898	19,069	19,632	17,034	17,573	220,322	Nevada
New Hempshire	16,156	14,770	15,344	16,793	17,866	19,374	22,879	25,322	18,140	18,907	15,634	18,255	219,440	New Hampshire
New Jersey	179,576	156,510	173,659	183,072	189,771	184,484	202,554	206,613	177,251	192,252	180,430	192,763	2,218,935	New Jersey
New Mexico	35,719	31,809	35,053	<b>36,840</b>	37,221	41,873	45,246	45,263	37,440	38,849	38,049	38,998	462,360	New Mexico
New York	323,410	293,820	324,950	334,789	367,439	344,123	399,162	402,009	357,093	361,616	324,135	351,466	4,184,012	New York
North Carolina	123,164	117,128	134,475	145,160	156,797	131,738	149,299	144,809	135,293	151,593	134,397	144,723	1,668,576	North Carolina
North Dakota	13,163	11,543	14,373	17,566	18,707	22,768	27,696	26,692	22,152	20,236	17,521	15,719	228,136	North Dakota
Ohio	263,681	237,512	272,879	273,514	293,117	294,298	298,591	298,842	285,240	299,490	286,134	291,866	3,395,164	Ohio
Oklahoma	81,815	77,455	83,951	84,297	85,720	82,395	92,158	87,310	84,909	86,597	81,102	88,970	1,016,679	Oklahoma
Oregon	55,652	51,804	60,196	57,033	59,032	71,639	73,708	78,908	65,480	67,493	58,305	62,282	761,532	Oregon
Pennsylvania	260,351	240,692	266,710	276,515	291,279	287,638	304,270	312,354	281,990	298,529	276,063	290,523	3,386,914	Pennsylvania
Rhode Island	20,718	19,309	20,010	21,539	21,275	24,445	26,547	22,652	22,093	22,127	20,488	23,703	264,906	Rhode Island
South Carolina	65,334	57,883	65,560	69,084	69,805	66,039	75,468	75,432	65,590	69,999	66,603	69,818	816,615	South Carolina
South Dakota	22,026	22,295	18,595	15,332	19,373	21,427	25,347	31,210	28,413	24,441	29,784	25,783	284,026	South Dakota
Tennessee	110,721	87,689	103,936	99,516	104,340	109,094	112,686	117,256	103,379	112,469	105,352	107,880	1,274,318	Tennessee
Texas	331,686	307,335	339,319	339,096	362,179	359,131	374,537	381,279	342,647	364,519	342,599	367,478	4,211,805	Texas
Utah	27,955	24,534	28,105	27,856	32,557	32,096	36,512	34,804	30,257	32,429	28,895	29,409	365,409	Utah
Vermont	10,755	9,757	10,002	10,413	11,795	12,204	15,346	15,635	12,079	12,739	11,075	11,181	142,981	Vermont
Virginia	110,430	97,885	111, <b>706</b>	120,846	119,594	120,964	131,626	130,420	114,818	125,899	117, <b>965</b>	123,068	1,425,221	Virginia
Washington	74,673	71,743	80,002	84,148	90,885	91,546	101,270	101,139	86,961	92,789	79,965	82,169	1,037,290	Washington
West Virginia	39,542	36,159	39,769	42,658	44,217	48,347	43,313	46,827	53,958	45,561	44,545	48,793	533,689	West Virginia
Wisconsin	104,900	95,191	97,743	107,314	119,178	115,739	134,745	132,625	105,660	114,923	106,259	110,870	1,345,147	Wisconsin
Wyoming	12,747	11,401	12,714	13,690	15,189	18,714	24,794	24,137	17,716	16,665	14,602	14,654	197,023	Wyoming
Dist. of Col.	17,848	16,422	17,901	18,333	17,968	17,227	18,801	18,409	16,944	18,531	18,278	19,346	216,008	Dist. of Col.
Total	5,063,035	4,601,562	5,057,519	5,275,266	5,507,224	5,467,795	5,871,413	5,911,074	5,309,634	5,656,116	5,248,805	5,546,989	64,516,432	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-24 gives nonhighway use by purpose of use, and table G-25 gives highway use of special fuels by months. See notes to table G-21.

TABLE G-23, 1963

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### Highway Statistics, 1963

# ANALYSIS OF PRIVATE

# AND COMMERCIAL USE OF GASOLINE FOR NONHIGHWAY PURPOSES-19631

USE         STRED         TURL         TURL         TURL         TURL         AVLETON         AVLETON         ORDERTON- COMPETCAL         MARTING         MARTING         MARTING           Alabame         * 38, 177         38, 177         38, 177         38, 177         38, 177         38, 177         39, 198         (27, 753)         (12, 797)         (11, 699)         -         -         -         -         1, 298         Atabame           Arbame         39, 198         -         77, 528         (28, 983)         (26, 983)         -         -         -         -         -         -         -         7         Atabame           Coloredot         77, 538         (27, 983)         (27, 997)         (27, 997)         -         -         -         -         -         -         Atabame           Robame         12, 926         -         -         77, 538         (27, 997)         -         -         -         (11, 992)         -         1, 032         Oblic State	JUNE	———r										
SMCE         NOT- TOTAL         NOT- TOTAL         NOTAL TOTAL         ACCULU- TOTAL         NUMBER TOTAL         NUMBER ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- ACCULU- TOTAL         NUMBER ACCULU- TOTAL         NUMBER ACCULU- TOTAL        NUMBER ACCULU- TOTAL </th <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>r</th> <th></th> <th></th> <th></th> <th>momar</th> <th></th>							r				momar	
DALL         DUBLA         DUBLA <thd< th=""><th></th><th></th><th>r</th><th></th><th></th><th>20</th><th></th><th>1000000</th><th></th><th>UNCLAS-</th><th>NON-</th><th></th></thd<>			r			20		1000000		UNCLAS-	NON-	
Alasha $3, 4, 472$ $29, 4/72$ $(27, 72)$ $1 \dots$ $10, 1000$ $2.0$ $1 \dots$ $10, 1000$ $3.0, 494$ $1.0, 472$ $1.0, 484$ $1.0, 495$ $1.0, $	STATE		MARINE	TION	AND COMMERCIAL	NOITAIVA	TOTAL	TURAL	TOTAL		USE	STATE
Calorado         173,338         -         173,338         -         173,338         -         173,338         -         173,338         -         173,138         -         173,138         -         173,138         -         173,138         -         173,138         -         173,138         -         135 (Pd)         Connact           Delamart         12,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,902         112,903         -         -         (1,913)         -         112,903         -         -         (1,913)         -         12,903         -         -         (1,913)         -         12,903         12,903         -         12,903         -         12,903         -         12,903	Alabama Alaska Arizona Arkansas	1,509	(16,172)	-	3,541	(11,099)	(13,709) (27,271) 15,684 (6,928)	11,844	(27,271) 27,528	34,472	* 34,472	Alaska Arizona
Markani         * 21,050         23,050         (21,973)         (3,012)         (11,01,3)         -         -         (200)         -         Barenti           Babo         40,164         -         40,164         32,056         7,765         3,971         3,061         -         225         -         102           Dilinois         269,080         -         269,080         -225,050         237,701         15,149         5,461         7,653         3,265         48         1,099         2,040         Dilinois           Gases         106,143         -         250,050         237,701         15,149         5,461         7,653         3,265         48         1,056         Kantas           Kantasan         49,497         (42,773)         (24,971)         (25,972)         (13,762)         -         -         (1,233)         -         Kantasan           Kantasan         107,133         -         32,185         14,377         7,058         6,755         6,756         -         4,773         36         Maryaan           Kantasan         107,133         -         126,743         128,976         9,147         7,139         2,145         -         1,260         -	California Colorado Connecticut Delaware	1,015 152	- 951	1,751 4,431	2,724 5,360	23,010 2,980	28,500 13,874	2,055	73,338 15,929	-	73,338 15,929	Colorado Connecticut
Indiana         128,104         -         129,104         100,689         27,415         13,580         8,390         3,246         1.99         2,040         Interaction           Kanase         162,434         -         162,434         -         162,434         -         162,434         13,126         5,521         3,216         -         8,512         3,216         -         8,513         -         1,135         5,521         3,216         -         1,135         Kanase           Sentacky         15,127         -         12,623         -         12,623         -         1,135         -         1,135         -         1,135         -         1,135         -         1,135         -         1,135         -         1,135         -         1,13,53         -         1,13,53         -         1,13,53         -         1,240         -         1,164,4         -         1,164,4         -         1,164,4         -         1,164,4         -         1,164,4         -         1,164,57         -         13,594         -         13,594         -         164,54         -         164,54         -         164,57         -         13,594         -         164,54         -         <		-	(78) (240)		-	(18,115)	(7,021) (18,355)	(28,176) (3,618)	(35,197) (21,973)	39,327	* 39,327 * 23,090	Georgia Hawaii
Salare         10,463         -         10,463         4,501         5,662         797         2,337         -         2,508         -         Matria           sassachusetts         31,912         -         33,185         11,327         17,958         6,155         6,565         -         1,824         -         Matria           stendgan         167,153         -         167,153         77,008         88,115         32,663         36,652         4,976         13,834         -         Mitchigan           itessestpp1         36,357         -         36,557         13,635         52,022         43,159         8,167         -         696         -         Mitssee           itescuri         165,657         -         13,635         52,022         43,159         8,167         -         696         -         Mitssee           iterata         12,618         -         12,618         4,063         9,442         7,403         2,039         -         -         -         Mitssee           iter as         3,164         -         12,618         4,063         3,926         (2,52,51)         (3,592         11,403         112         Nort i         Nort i         Nort i		2,040	189	3,216 1,242	8,390 7,835	13,580 5,461	27,415 15,149	100,689 235,701	128,104 250,850	-	128,104 250,850	indiana Iowa
Michigan Minnesota       Mor, 153 (22, 764)       -       Michigan (152, 764)       1167, 153 -       128, 764 (152, 667)       -       138, 954 (153, 657)       -       Michigan (152, 767)         Missien Missie	Kentucky Louisiana Maine Maryland	:	2,508	-	2,357	(16,401) 797	(19,746) 5,662	(22,627) 4,801	10,463		* 49,497 10,463	ouisiana Maine
fortana       * 14,993       (14,993)	Massachusetta Michigan Minnesota Mississippi		13,854 1,240	-	36,652 7.118	32,663 15,408	88,145 23,766	79,008 158,998	167,153 182,764	-	167,153 182,764	lichigan Linnesota
New Jersey* $59, 249$ $59, 249$ $(52, 565)$ $(8, 639)$ $(43, 926)$ $(26, 123)$ $(15, 154)$ - $(396)$ $(1, 993)$ Hew JerseyNew Mexico $15, 368$ $ 201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $201, 306$ - $120, 459$ $11, 971$ New YorNorth Carolina $64, 998$ - $120, 459$ $113, 264$ $7, 195$ $2, 394$ $4, 801$ NorthNorth Dakota $120, 459$ - $120, 459$ $113, 264$ $7, 195$ $2, 394$ $4, 801$ NorthMichana $52, 349$ - $120, 459$ $113, 264$ $7, 195$ $2, 394$ $4, 801$ NorthMichana $152, 389$ - $120, 459$ $113, 264$ $7, 195$ $22, 394$ $4, 801$ NorthMilahoma $52, 349$ - $52, 349$ $21, 775$ $22, 720$ $5, 529$ $15, 970$ -1, 221-OregonPermosy* $169, 148$ $(96, 728)$ $(61, 619)$ $(33, 109)$ $(33, 109)$ $2$ South Carolina* $34, 682$ $34, $	Missouri Montana Nebraska Nevada	:	696 - - -	-	2,039	(8,657) 7,403	(8,657) 9,442	(32,541) 74,836	(44,993) 84,278	44,993 -	* 44,993 84,278	Montana Nebraska
North Dakota         120,499         -         120,499         113,224         7,195         2,394         4,801         -         -         -         North           Dhio         152,882         -         152,882         87,512         65,370         34,764         10,782         5,437         3,663         10,724         Ohio         Ohio           Michoma         52,349         -         52,349         38,609         13,740         11,624         2,116         -         -         -         Okio           Dregon         44,405         -         44,405         21,775         22,720         5,529         15,970         -         1,221         -         Oregon           North 1         1,605         -         1,605         22,770         (35,109)         -         -         -         -         Pennsyl           Rode Island         1,605         -         1,605         226         1,379         810         2         -         567         -         Rode 3           South Carolina         188,049         -         108,049         104,821         3,228         2,487         741         -         -         2,764         Tennes <td< td=""><td>New Hampshire New Jersey New Mexico New York</td><td>(1,993) 6</td><td>(356) 38</td><td>- 377</td><td>(15,454) 2,500</td><td>(26,123) 4,825</td><td>(43,926) 7,746</td><td>(8,639) 7,622</td><td>(52,565) 15,368</td><td>-  </td><td>* 59,249 15,368</td><td>lew Jersey lew Mexico</td></td<>	New Hampshire New Jersey New Mexico New York	(1,993) 6	(356) 38	- 377	(15,454) 2,500	(26,123) 4,825	(43,926) 7,746	(8,639) 7,622	(52,565) 15,368	-	* 59,249 15,368	lew Jersey lew Mexico
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	North Caroli: North Dakota Ohio Oklahoma	10,724	3,663	5,437	4,801 10,782	2,394 34,764	7,195 65,370	113,264 87,512	120,459 152,882	-	120,459 152,882	iorth Dakota Dhio
tennessee         47,327         -         47,327         23,987         23,987         20,556         -         -         2,784         Tenness           texas         199,537         -         199,537         110,379         39,158         55,768         6,777         5,485         -         21,128         Texas           teah         *         28,705         (19,223)         (11,634)         (7,589)         (7,589)         -         -         -         21,128         Texas           teamont         *         4,769         4,769         (485)         -         (485)         (485)         -         -         -         Vermonic           tingtina         47,555         -         47,555         24,986         22,569         8,142         2,468         8,960         2,720         279         Virging           teshington         52,354         -         52,354         20,582         31,772         14,658         12,871         -         3,837         406         Weakhing	Oregon Pennsylvania Rhode Island South Carolin		- 567		- 2	(35,109) 810	(35,109) 1,379	(61,619) 226	(96,728) 1,605		* 169,148 1,605	ennsylvania hode Island
ermont * 4,769 4,769 (485) - (485) (485) Vermoni irginia 47,555 - 47,555 24,986 22,569 8,142 2,468 8,960 2,720 279 Virgin ashington 52,354 - 52,354 20,582 31,772 14,658 12,871 - 3,837 406 Washing		2,784 21,128	-	5,485	-	2,487 20,556 55,768 (7,589)	23,340 89,158	23,987 110,379	47,327 199,537	-	47,327 199,537	ennessee exas
	Vermont Virginia Washington West Virginia	406	3,837	-	12,871	(485) 8,142 14,658	22,569 31,772	20,582	47,555 52,354	-	47,555 52,354	irginia ashington
yoming  * 18,924   18,924   (16,587)   (12,400)   (4,187)   (4,187)   -   -   -   -   -   -   -   -   -	Wisconsin Wyoming Dist. of Col.	-	-	-	5,118 -	9,472 (4,187)		103,423 (12,400) -	121,851 (16,587)		* 18,924	yoming
artial Totals 6/ 3,178,545 2,113,470 1/ 1,065,075 1/ 557,230 279,909 78,747 76,125 73,064 Partial	Partial Total	73,064	76,125	78,747	279,909	<u>7</u> / 557,230	<u>7</u> / 1,065,075	2,113,470	3,178,545	-	-	artial Totals 6/
ercentage 100.00 66.49 33.51 Percent	Percentage	-	-	-	-	-	33.51	66.49	100.00	-	-	ercentage

1/ This table gives the amounts of gasoline used for nonhighway purposes insofar as data or estimates were available. Table G-24 is one of a series (G-21 through G-25) gives highway use by months, and table G-25 gives highway use of special fuels by months. See notes to table G-22 gives total use by months, table G-23 gives highway use by months, and table G-25 gives highway use of special fuels by months. See notes to table G-21. Data on private and commercial nonhighway use of gasoline were obtained mainly from an analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fulds coming within the purview of the tax, (2) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fulds coming within the purview of the tax, (2) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classified columns or refunds according to use, (4) two States, Hawaii and Vermont, do not allow exemptions or refunds for nonhighway use of gasoline. Asterisks (\*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use. J For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective nonhighway users, are also given in the classification of some States. J Much of the fuel consumed by large aviation users, who are licensed distributors, is not included in table G-21, G-22, and G-24. This use was not required to be reported and did not enter the State's taxing channels. J Does not include an estimated 2,600 million gallons o

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# HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 19631

### (In thousands of gallons)

TABLE G-25, 1963 JUNE 1964

								(in thousa	nds of gall	Lons)							JUNE 196
	TAX RATE PER														CHANGE D	JRING 1963	
STATE	GALLON DECEMBER 31 2/	JANUARY	FEBRUARY	MARCH	APRIL	МАҮ	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	AMOUNT	PERCENT	STATE
	Cents																
Alabama	7	5,291	3,530	3,998	5,517	4,070	3,825	5,708	3,939	4,283	6,525	4,113	4,168	54,967	6,961	14.5	Alabama
Alaska <u>3</u> /	8	38	23	36	33	32	51	48	39	16	14	22	18	370	33	9.8	Alaska <u>3</u> /
Arizona	6	4,404	4,386	4,105	4,551	4,410	4,669	4,711	4,868	4,371	4,554	4,837	4,495	54,361	2,819	5.5	Arizona
Arkansas	6.5	2,797	3,165	3,025	3,873	3,327	3,614	3,290	3,819	3,732	3,718	3,712	3,356	41,428	5,365	14.9	Arkansas
California	7	42,179	16,135	26,274	26,310	31,120	24,337	36,187	35,871	22,089	50,080	15,058	42,096	367,736	14,534	4.1	California
Colorado	6	3,330	3,414	3,374	3,873	3,753	4,046	3,861	4,071	3,929	3,900	3,952	3,664	45,167	1,218	2.8	Colorado
Connecticut	6	2,556	2,615	2,734	2,786	2,947	2,816	2,753	2,977	2,909	3,319	2,875	3,019	34,306	5,518	19.2	Connecticut
Delaware	6	617	529	718	707	845	828	1,064	850	1,179	1,006	862	891	10,096	540	5.7	Delaware
Florida	7	6,093	6,085	6,498	6,956	6,538	5,467	5,260	5,270	5,241	5,969	6,198	6,939	72,514	10,708	17.3	Florida
Georgia	6.5	7,112	6,264	8,291	7,938	8,026	8,943	7,868	7,503	8,117	8,473	6,691	7,442	92,668	7,248	8.5	Georgia
Havaii	5	280	246	333	336	365	408	419	450	381	388	395	300	4,301	203	5.0	Hawaii
Idaho	6	1,236	1,104	1,199	1,362	1,245	1,439	1,836	1,746	1,386	1,621	1, <b>3</b> 09	1,166	16,649	1,284	8.4	Idaho
Illinois	5	14,364	12,678	12,809	13,155	14,065	12,512	13,441	13,632	13,744	15,395	13,728	15,570	165,093	16,283	10.9	Illinois
Indiana	6	9,165	8,990	9,628	9,764	9,795	9,333	9,235	10,006	9,535	10,053	10,263	10,226	115,993	16,479	16.6	Indiana
Iowa	6 & 7	4,610	5,349	4,192	4,928	5,413	5,084	5,177	3,879	5,407	4,474	5,671	6,332	60,516	9,128	17.8	Iowa
Kansas	5 & 7	3,699	3,588	4,413	4,464	3,756	4,798	3,703	3,551	5,119	3,919	3,637	5,682	50,329	6,425	14.6	Kansas
Kentucky	7	2,927	3,678	3,441	2,967	3,649	3,392	3,639	3,999	3,403	4,205	3,809	3,938	43,047	2,039	5.0	Kentucky
Louisiana	7	3,393	3,525	3,643	3,719	3,775	3,571	3,616	3,980	3,730	4,081	3,893	3,864	44,790	4,879	12.2	Louisiana
Maine	7	791	726	749	785	950	1,000	1,241	1,237	963	976	831	899	11,148	2,173	24.2	Maine
Maryland	6	3,135	3,118	3,442	3,718	3,953	3,668	3,812	4,033	3,691	4,065	3,950	3,623	44,208	3,670	9.1	Maryland
Massachusetts	5.5	4,059	3,692	3,869	3,923	4,236	4,029	3,936	4,137	4,506	4,620	4,205	4,553	49,765	4,286	9.4	Massachusetts
Michigan	6	6,109	5,614	5,677	5,785	6,240	6,191	6,386	6,625	6,580	7,188	6,615	6,650	75,660	13,730	22.2	Michigan
Minnesota	6	4,671	4,143	4,355	4,184	4,525	4,439	4,264	4,767	4,041	4,970	4,977	5,542	54,878	8,166	17.5	Minnesota
Mississippi	8	2,874	3,136	2,315	3,094	3,446	2,005	2,985	3,631	2,685	4,598	4,291	2,223	37,283	3,915	11.7	Mississippi
Missouri Montana Nebraska Nevada	6 & 9 7 6	6,766 2,186 3,407 1,822	6,239 2,004 3,063 1,716	6,544 2,260 3,406 1,594	6,447 2,285 3,483 1,983	6,625 2,927 3,120 1,908	6,602 3,195 3,243 1,962	6,087 2,861 3,402 2,107	6,905 2,433 3,544 2,202	6,580 3,592 3,415 2,120	7,258 3,281 3,669 2,302	6,896 2,577 3,281 1,626	7,224 3,846 3,268 2,416	80,173 33,447 40,301 23,758	5,255 3,136 1,718 1,962	7.0 10.3 4.5 9.0	Missouri Montana Nebraska Nevada
New Hampshire	7	342	349	306	316	311	336	358	319	323	373	298	405	4,036	722	21.8	New Hampshire
New Jersey	6	9,417	8,633	9,583	9,903	10,251	9,741	10,633	11,208	10,276	11,692	11,441	10,855	123,633	18,302	17.4	New Jersey
New Mexico	6	3,979	3,962	4,175	4,167	4,004	4,161	4,235	4,166	4,216	3,433	4,749	4,075	49,322	-35	-0.1	New Mexico
New York	6 & 9	8,285	8,054	8,648	8,602	9,310	8,459	9,177	8,474	10,376	10,067	7,373	10,506	107,331	8,221	8.3	New York
North Carolina	7	3,275	8,458	5,782	6,161	6,185	5,301	7,167	4,635	8,264	5,291	7,114	7,296	74,929	8,759	13.2	North Carolina
North Dakota	6	1,071	939	1,169	1,429	1,521	1,851	2,252	2,171	1,802	1,646	1,425	1,278	18,554	2,696	17.0	North Dakota
Ohio	7	15,353	14,984	15,959	15,631	16,274	15,076	15,755	16,651	15,764	17,820	16,647	17,180	193,094	26,516	15.9	Ohio
Oklahoma	6.5	4,513	4,216	4,820	4,779	4,880	5,065	5,195	5,161	4,783	4,804	4,768	4,940	57,924	2,130	3.8	Oklahoma
Oregon 4/ Pennsylvania Rhode Island South Carolina	6 7 7 7 7	4,898 13,576 453 3,061	4,236 13,136 562 2,937	4,620 14,181 517 3,271	4,524 14,650 598 3,288	5,405 14,997 912 3,429	5,047 14,694 755 3,272	5,288 14,195 698 3,389	5,451 14,957 937 3,205	5,121 14,428 821 3,121	4,666 16,284 754 3,583	3,972 15,226 704 3,309	7,657 14,371 757 3,497	60,885 174,695 8,468 39,362	4,894 17,921 1,418 4,460	8.7 11.4 20.1 12.8	Oregon 4/ Pennsylvania Rhode Island South Carolina
South Dakota	6 & 7	1,232	1,132	1,133	1,460	1,531	1,590	1,578	1,744	1,764	1,915	1,906	1,618	18,603	2,767	17.5	South Dakota
Tennessee	7 & 8	4,896	5,383	5,483	5,648	6,154	5,740	5,597	6,038	6,322	6,065	5,691	6,553	69,570	8,762	14.4	Tennessee
Texas	5 & 6.5	16,383	16,473	16,619	18,710	16,904	19,979	18,773	18,386	18,523	18,570	18,477	18,293	216,090	14,257	7.1	Texas
Utah	6	2,196	1,502	3,153	2,082	3,467	2,851	2,708	2,937	2,230	2,821	2,311	2,651	30,909	-296	-0.9	Utah
Vermont <u>3</u> /	No Tax	191	173	179	189	217	226	281	284	221	230	197	198	2,586	271	11.7	Vermont <u>3</u> /
Virginia	7	8,727	7,637	8,473	8,363	8,782	8,620	8,773	8,945	8,655	9,613	8,555	8,796	103,939	9,147	9.6	Virginia
Washington	7.5	3,697	3,333	3,809	3,932	4,031	3,890	4,127	4,410	4,480	4,515	3,665	4,108	47,997	3,068	6.8	Washington
West Virginia	7	2,302	2,086	1,788	3,002	2,565	2,804	2,538	2,694	3,105	2,716	2,597	2,896	31,093	-6,109	<u>5</u> /	West Virginia
Wisconsin Wyoming Dist. of Col.	5 & 7 · 6	4,320 1,293 845	4,211 1,577 901	3,965 1,566 883	3,855 1,728 1,133	4,085 1,595 948	3,834 1,938 1,015	3,978 1,761 1,225	4,125 1,855 1,138	4,307 2,230 1,068	4,484 1,706 1,152	4,247 2,034 812	4,800 1,948 931	50,211 21,231 12,051	5,830 240 248	13.1 1.1 2.1	Wisconsin Wyoming Dist. of Col.
Total	6/ 6.58	264,216	233,629	253,004	263,076	272,819	261,712	278, 578	279,855	268,944	308,821	257,792	299,019	3,241,465	293,864	10.0	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel comsumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-23 gives highway use by months, and table G-24 gives nonhighway use by purpose of use. The special fuels given in this table are motor fuels other than gasoline, that are used on the highways and consist primarily of diesel fuel and liquefied petroleum gases. The gallonage is included in tables G-21, 22, 2/ See table G-1, 1963 for comparison of State tax rates on consist

3/ Estimated by the Bureau of Public Roads. 4/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonages reported here include fuel consumed by the vehicles that pay the mileage tax.

5/ Legislative action in 1963 permitted refunds to be paid on some special fuel consumed in prior years. Gallonage is therefore understated for 1963, and overstated for prior years. 6/ Weighted average rate.

# RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE<sup>1</sup>

TABLE G-240 JUNE 1964

NONHIGHWAY USE AS A PERCENT OF											STA	TES .										
TOTAL MOTOR FUEL CONSUMED DURING YEAR	19	953	19	954	19	955	19	956	19	957	19	958	19	959	19	960	19	961	19	962	19	963
0 - 4.9	ALA ARK CONN GA KY MAINE MASS N H N J	PA R I S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA R I S C UTA VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA R I S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA R I S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MASS N H N J N C	PA R I S C UTAH VT VA W VA WYO D C	ALA ARK CONN GA KY MAINE MD MASS N H N J	N C PA R I S C UTAH VT VA VA D C	ALA ARK CONN GA KY MAINE MD MASS N H N J	N MEX N C PA R I S C UTAH VT VA VA W VA D C	ALA ARK CONN GA KY MAINE MD MASS N H N J	N MEX N C PA R I S C UTAH VT VA VA VA VA D C	ALA ARK CALIF CONN DEL GA KY LA MAINE MD MASS N H	N J N MEX N C PA R I S C TENN UTAR VT VA W VA D C	ALA ARIZ ARK CALIF CONN FIA GA LA MAINE MD MASS N H	N J N MEX N C PA R I S C TENN UTAN VT VA W VA D C	ALA ARIZ ARK CALIF CONN FLA GA KY LA MAINE MD MASS NEV N H N J	N MEX N C OHIO OKLA PA R I S C TENN TEXAS UTAH VT VA VT VA W VA D C
5.0 - 9.9	ARIZ CALIF DEL FLA IND LA MD MISS	NEV N MEX N Y N C OHIO OREG TENN WASH	ARIZ CALIF DEL FLA IND LA MD MICH	MISS NEV N MEX N Y OHIO OREG TENN WASH	ARIZ CALIF DEL FLA IND LA MD MICH	MISS NEV N MEX N Y OHIO TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH MISS	NEV N MEX N Y OHIO OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MD MICH MISS	NEV N MEX OHIO OKLA OREG TENN TEXAS WASH	ARIZ CALIF DEL FLA IND LA MICH MISS NEV	N MEX OHIO OKLA OREG TENN TEXAS WASH WYO	ARIZ CALIF DEL IND LA MICH MISS NEV	OHIO OKLA OREG TENN TEXAS WASH WYO	ARIZ CALIF DEL FLA IND LA MICH MISS	NEV NY OHIO OKLA OREG TENN TEXAS WIS WYO	ARIZ FLA ILL IND MICH MISS MO NEV	N Y OHIO OKLA OREG TEXAS WASH WIS WYO	DEL ILL IND KY MICH MISS MO NEV	N Y OHIO OKLA OREG TEXAS WASH WIS WYO	COLO DEL ILL IND MICH MISS	MO NY OREG WASH WIS WYO
10.0 - 14.9	ILL MICH MO MONT	NEBR OKLA TEXAS WIS	IDAHO MO NEBR	okla Texas Wis	COLO IDAHO ILL MO	NEBR OKLA OREG WIS	IDAHO ILL MO	NEBR OKLA WIS	COLO ILL MO	NEBR N Y WIS	IDAHO ILL MO	N Y WIS	COLO FLA ILL MO	NEBR NY WIS	COLO IDAHO ILL MINN	MO NEBR WASH	COLO IDAHO	MINN NEBR	COLO IDAHO MINN	MONT NEBR	HAWAII IDAHO MINN	MONT NEBR
15.0 - 19.9	COLO IDAHO MINN		COLO ILL MINN		MENN		COLO MENN MONT		TDAHO MINN MONT		COLO MINN MONT NEBR		IDAHO IOWA KANS	MINN MONT	IOWA KANS MONT		IOWA KANS MONT		HAWAII IOWA	KANS	IOWA	KANS
20.0 - 24.9	IOWA KANS		IOWA KANS MONT		IOWA KANS MONT		IOWA KANS		IOWA KANS		IOWA KANS				HAWAII		HAWAII					
25.0 - 29.9			S DAK										HAWAII				S DAK		S DAK	Waardo - 11 - <b>2</b> 74	S DAK	
30.0 - 34.9	S DAK						SDAK		S DAK		S DAK		S DAK		S DAK						N DAK	
35.0 - 39.9					S DAK						N DAK		N DAK		N DAK		N DAK		N DAK	10 m t	ALASKA	
40.0 - 44.9			N DAK		N DAK				N DAK				ALASKA						ALASKA			
45.0 - 49.9	N DAK														ALASKA		ALASKA					
50.0 - 54.9							N DAK															

1/ Some States do not allow full refund or exemption for alleged nonhighway use; and in some States, motor fuel used for certain nonhighway purposes is taxed at a rate lower than the prevailing rate. Gallonage that was taxed at lower rates or on which partial refunds or exemptions were allowed is classified as refunded or exempted.

### STATE MOTOR-FUEL TAX RECEIPTS-19631

	TAX RATE PE	R GALLON														
	ON DECEN			RECEIPTS FR	OM TAXATION OF	MOTOR FUEL		OTHER	RECEIPTS IN C	ONNECTION WITH	H MOTOR-FUEL TA	ux <u>5</u> /		DEDICATED		
STATE	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE ETC. 2/	GROSS TAX COLLECTIONS <u>3</u> /	DEDUCTIONS BY DISTRIB- UTORS FOR EXPENSES <u>b</u> /	GROSS RECEIPTS BY STATE	REFUNDS PAID	net Receipts By state	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES 6/	FINES AND PENALTIES	MISCEL- LANEOUS RECEIPTS	TOTAL	net Total Receipts	revenue FROM NORHIGHVAY GASOLINE <u>7</u> /	Adjusted Net Total Receipts	STATE
	(CENTS)	(CENTS)														
Alabama Alaska Arizona Arkansas	7 8 8/6 6.5	8/ 6 6.5	81,255 5,647 36,732 46,707	325 - - -	80,930 5,647 36,732 46,707	918 483 1,609 941	80,012 5,164 35,123 45,766	361 - - -	275 - - 352	- 48 -	-	636 - 48 352	80,648 5,164 35,171 46,118	991 818 170 -	79,657 4,346 35,001 46,118	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	8/ 7 6 6 6	7 6 6 6	420,624 46,945 55,208 12,910	-	420,624 46,945 55,208 12,910	14,885 4,136 831 958	405,739 42,809 54,377 11,952	14 - 62 		- - 10 -	11 - 92 -	25 - 164 3	405,764 42,809 54,541 11,955	1,900 - - -	403,864 42,809 54,541 11,955	California Colorado Connecticut Delaware
Florida Georgia Havaii Idaho	7 6.5 10/ 5 6	7 6.5 10/ 5 6	143,077 100,525 8,483 18,905	<u>9</u> / 1,782 1,588 -	141,295 98,937 8,483 18,905	419 1,947 2,323	140,876 96,990 8,483 16,582	77 1 -	2,466 - - -		146 - 17	2,543 147 - 17	143,419 97,137 8,483 16,599	- 72 193 229	143,419 97,065 8,290 16,370	Florida Georgia Havaii Idaho
Illinois Indiana Iowa Kansas	5 6 6 5	5 6 * 6 & 7 * 5 & 7	175,121 117,067 77,269 53,743	3,550	171,571 117,067 77,269 53,743	14,057 7,163 14,667 8,482	157, 514 109, 904 62, 602 45, 261	- - 1 6	1,117 1,493 - 92	- 11 32 -	- - 13 36	1,117 1,504 46 134	158,631 111,408 62,648 45,395	210 - 121 -	158,421 111,408 62,527 45,395	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	<u>11/</u> 7 7 7 6	11/7. 7 6	74,896 73,155 25,577 65,474	890 - - -	74,006 73,155 25,577 65,474	2,789 2,695 652 2,158	71,217 70,460 24,925 63,316	-	- 303 -	- - - 93	- 2 1 37	- 305 4 130	71,217 70,765 24,929 63,446	- - 95 -	71,217 70,765 24,834 63,446	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi <u>12</u> /	5.5 6 <u>8/</u> 6 7	5.5 6 <u>8/</u> 6 *8	86,778 170,867 78,705 53,278	879 - - -	85,899 170,867 78,705 53,278	455 7,698 9,123 2,354	85,444 163,169 69,582 50,924	96 9 1 -	- 316	- 9 -	-	96 18 317 -	85,540 163,187 69,899 50,924	1,027 1,911 624 75	84,513 161,276 69,275 50,849	Massachusetts Michigan Minnesota Mississippi <u>12</u>
Missouri Montana Rebraska Nevada	5 6 7 6	* 6 <b>&amp;</b> 9 7 6	90,307 20,935 47,547 13,691	- 299 9/ 125	90,307 20,935 47,248 13,566	6,894 2,461 5,011 440	83,413 18,474 42,237 13,126		147 88 79 67	13 9 36	- 1 133 -	160 98 229 103	83, 573 18, 572 42, 466 13, 229	- 152 455 129	83,573 18,420 42,011 13,100	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	7 6 6 6	7 6 6 9	15,173 134,717 28,079 262,717	113 - 1,978	15,060 134,717 28,079 260,739	415 5,335 878 7,494	14,645 129,382 27,201 253,245	- 68 34 43	-	- 5 2 -	- 116 -	- 73 152 43	14,645 129,455 27,353 253,288	76 - 104 -	14,569 129,455 27,249 253,288	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	7 6 7 6.5	7 6 7 6.5	119,045 20,990 239,907 66,903	464 1,573	119,045 20,526 239,907 65,330	4,738 7,131 9,796 -	114,307 13,395 230,111 65,330	- 2 -	4,098 117 - 767	- - - 69	123 - - -	4,221 119 - 836	118,528 13,514 230,111 66,166	- 14 301 -	118,528 13,500 229,810 66,166	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	6 7 7 7	6 7 7 7 7	44,733 252,424 19,444 59,464	2,506 78	44,733 249,918 19,444 59,386	2,781 4,256 991 1,940	41,952 245,662 18,453 57,446	1	- - 2,036	2 31 -	- - - 220	2 31 1 2,256	41,954 245,693 18,454 59,702	127 1,135 -	41,827 244,558 18,454 59,702	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	6 7 5 6	* 6 & 7 8/ * 7 & 8 * 5 & 6.5 6	23,639 94,904 222,190 23,370	836 3,270 225	22,803 94,904 218,920 23,145	5,980 7,755 10,614 350	16,823 87,149 208,306 22,795	122	70 7,492 -	5 4 - 64 13	- - - 36	75 7,618 64 49	16, <b>89</b> 8 94,767 208,370 22,844	85 - 460 378	16,813 94,767 207,910 22,466	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	6.5 11/ 7 7.5 7	No Tax 11/7 7.5 7	9,392 108,099 81,505 38,045		9,392 108,099 81,505 38,045	4,755 3,584 881	9,392 103,344 77,921 37,164	2	-	- 27 -	- - 8 110	- 29 8 119	9,392 103,373 77,929 37,283	49 124 -	9,343 103,249 77,929 37,283	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	6 5 6	6 * 5 & 7 6	87,330 10,989 12,256	<u>9/</u> 146	87,184 10,989 12,256	8,057 <u>13/962</u> 124	79,127 10,027 12,132	- 2. 13	388 - -	27	:	415 2 13	79,542 10,029 12,145	63 151	79,479 9,878 12,145	Wisconsin Wyoming Dist. of Col.

1/ This table includes the revenues from State taxes on all motor-vehicle fuels. In nearly all States, however, 1/ This table includes the retenues from obtaine is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.
2/ In States marked with an asterisk the tax rate on highway use of some or all of the fuels other than gasoline

is different from the rate on gasoline. Some States inpose additional registration for some source and gasolin fuels. Such additional fees in Vermont are in lieu of gallonage taxes on special fuels. [/ Includes, in some States, receipte in the form of tax credits for refund claims accepted by distributors

 $_{2}$  includes, in sum states, receives in the low of the twents for results to result that a subset of the low of the Arkinaka, veorgie, include, have been on the second and the second secon

the highways have been eliminated.

7/ The amounts in this column are aviation-gaseline tax proceeds that were dedicated for aviation purposes, except that the entries for Alabama, Alaska, Arizona, California, Georgia, Hawaii, Illinois, Maine, Massachusetts, Michigan, Minnesota, Montana, New Hampshire, New Mexico, Chio and Utah also include marine-fuel tax proceeds that were dedicated for marine purposes. The amount shown for Virginia includes a small portion of agricultural motor-fuel tax dedicated to agricultural research.

 decicated to agricultural research.
 B/ Tax rate changes in 1963 were as follows: Arizona 5 to 6 cents, April 4; California 6 to 7 cents, October 1;
 Minnesota 5 to 6 cents, July 1; Tennessee 7 to 8 cents, July 1.
 9/ Includes allowance to service station operators.
 10/ The State tax rate is 8 cents per gallon in Hawaii County and 5 cents per gallon in the other counties.
 11/ Trucks or combinations of more than two axles pay motor-fuel tax at rate of 9 cents per gallon in Kentucky and Virtura. Virginia.

Virginia. 12/ Special county taxes of 3 cents per gallon in Hancock County, and 2 cents per gallon in Harrison and Jackson Counties, imposed for seawall protection, are not included in this table. 13/ The large increase in Wyowing tax refunds was caused by a change from a calendar to fiscal year refund period. The 1963 refunds, therefore, include claims paid for an additional six-month period.

14/ Weighted average tax rate. Weighted average rate for motor fuel was 6.22 cents per gallon. Motor Fuel

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# **DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1963**

## Compiled for calendar year from reports of State authorities

(In	thousands	of	dollars	)
		_		

TABLE G-3 REVISED DECEMBER 1964

					CTION AND			FOR STATE	HIGHWAY I	URPOSES		FOR LOCAL	ROADS AND ST	REETS 4/		FOR	R NONHIGHWAY	PURPOSES 5	/
	NET	ADJUST MENTS DUE TO	RECEIPTS	MOTOR-F	FRATION OF JEL TAXES FEES	NET	CAPITAL MAINTENAL	ICE, AND							STATE GENE			EDUCA-	
STATE	TOTAL RECEIPTS OF CALENDAR YEAR	UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	Available For Distri- Bution	FROM MOTOR- FUEL TAXES 1/	FROM INSPEC- TION FEES, DEALERS LICENSES, ETC.	Funds Distrib- UTED 2/	ADMINIS STATE HIGHNAY SYSTEMS 3/	PARK, POREST, AND OTHER STATE ROADS	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLICA- TIONS FOR STATE HIGHMAYS	TOTAL	COUNTY AND TOWN- SHIP ROADS <u>3</u> /	MUNICIPAL STREETS	TOTAL	FROM INSPEC- TION FEES, DEALERS LICENSES, ETC.	FROM MOTOR- FUEL TAXES	County And Other Local General Funds	TION, NONHIGH- WAY DEBT, AND MISCEL- LANEOUS	TOTAL
Alabama Alaska <u>6/</u> Arizona Arkansas	79,657 4,346 35,001 46,118	- -46 15	79,657 4,346 34,955 46,133	435 (1/) 682 175	281 - - -	78,941 4,346 34,273 45,947	26,488 3,873 18,820 27,710	289 - -	- 2,130 593	10,385 5,082	37,162 3,873 20,950 33,385	<u>3</u> / 39,273 473 6,9 <b>3</b> 2 7,504	2,150 6, <b>391</b> 3,491	41,423 473 13,323 10,995	178 - - 341	- - 1,226	178 - - -	-	356 1,567
California Colorado Connecticut Delaware 6/	403,864 42,809 54,541 11,955	-10,278 -301	393,586 42,809 54,240 11,955	1,665 1/1,439 247 43	-	391,921 41,370 53,993 11,912	259,603 23,046 43,175 3,782	577 	- 3,766 3,160 1,144	- 1,753 18 6,171	260,180 28,565 46,529 11,097	85,086 9,606 2,890 ( <u>3</u> /)	46,655 3,199 4,574 815	131,741 12,805 7,464 815	-		-	-	
Florida Georgia Havaii Idaho	143,419 97,065 8,290 16,370	-407 - -21 87	143,012 97,065 8,269 16,457	697 516 ( <u>1</u> /) 61	716 - - -	141,599 96,549 8,269 16,396	106,685 43,850 3,717 11,440	1,993 - 37	409 246 -	13,927 8,682 3,592	123,014 52,778 7,309 11,477	14,055 31,991 960 4,476	2,282 443	14,055 34,273 960 4,919	1,827	2,703 9,498 -	-	-	4,530 9,498 -
filinois Indiana Iowa Kansas	158,421 111,408 62,527 45,395	36 -1,409 -3,894 124	158,457 109,999 58,633 45,519	406 135 506 <u>1</u> / 474	343 90 - 62	157,708 109,774 58,127 44,983	40,102 55,422 26,331 30,508	99 117 471 10	160 3,983 187 2,456	-	40,361 59,522 26,989 32,974	66,082 33,246 23,076 7,487	50,491 15,604 8,062 3,869	116,573 48,850 31,138 11,356	774 1,402 - 21	- - - 632			774 1,402 653
Kentucky Louisiana Maine Maryland	71,217 70,765 24,834 63,446	-245 -205 . -487 -	70,972 70,560 24,347 63,446	666 322 74 340	303 130	70,306 69,935 24,273 62,976	54,660 36,075 17,327 18,191	- 28 23 -	3,467 1,815 1,367	8,295 12,751 3,290 13,298	66,422 50,669 22,007 31,489	3,884 15,870 1,669 11,378	3,396 597 20,109	3,884 19,266 2,266 31,487	-	-	-	-	-
Massachusetts Michigan Minnesota Mississippi	84,513 161,276 69,275 50,849	90 12 -367 -	84,603 161,288 68,908 50,849	277 496 282 591	96 - 145 -	84,230 160,792 68,481 50,258	25,737 48,392 36,971 23,137	]/ 2,006 111 - 477	5,833 692 2,898 503	39,766 30,469 2,483 6,843	73,342 79,664 42,352 30,960	8,757 54,330 19,810 17,857	2,131 26,798 6,148 1,441	10,888 81,128 25,958 19,298	- 171 -		-	-	- 171 -
Missouri. Montena Nebraska Nevada	83,573 18,420 42,011 13,100	1,765 -6 -98	83,573 20,185 42,005 13,002	259 209 1/ 310 90	- - 199 67	83,314 19,976 41,496 12,845	62,318 19,707 25,014 9,762	- 38 90 -	4,235 231 292 196	483 - -	67,036 19,976 25,396 9,958	4,087 14,318 1,842	12,050 1,782 1,045	16,137 16,100 2,887	141 - - -	-		-	141 - - -
New Hampshire New Jersey 6/ New Mexico New York 6/	14,569 129,455 27,249 253,288	371 1 1 -14,286	14,940 129,456 27,250 239,002	( <u>1</u> /) 805 428 602	-	14,940 128,651 26,822 238,400	11,054 28,694 23,292 168,965	507 ]/ 10,514	635 3,761 1,042 7,730	2,406 1,477 2,176 13,798	14,095 34,439 26,510 201,007	651 8 <b>,266</b> 34,550	185 4,353 2,843	836 12,619 37,393		81,177		9 416 312 -	9 81,593 312 -
North Carolina North Dakota Ohio Oklahoma	118,528 13,500 229,810 66,166	154 -484 4,651 -202	118,682 13,016 234,461 65,964	<u>1</u> / 2,834 101 465 541	305 117 - 195	115,543 12,798 233,996 65,228	80,511 10,319 136,181 38,160	678 - - 183	6,218 309 7,798	17,084 32,789 906	104,491 10,628 176,768 39,249	(3/) 2,170 32,671 24,111	8,078 24,557 1,868	8,078 2,170 57,228 25,979	1,861 - -		-	1,113	2,974 - - -
Oregon Pennsylvania Rhode Island 6/ South Carolina	41,827 244,558 18,454 59,702	-66 -1,099 -64 -	41,761 243,459 18,390 59,702	129 558 35 112	- - - 34	41,632 242,901 18,355 59,556	21,127 171,177 14,618 42,638	172 569 - 69	2,141 11,120 936 2,970	4,802 3,638 2,038 3,907	28,242 186,504 17,592 49,584	8,452 35,935 334 7,750	4,079 20,462 429 -	12,531 56,397 763 7,750	2,002	-	- - - 220	859 - -	859 - 2,222
South Dakota Temessee Texas Utah	16,813 94,767 207,910 22,466	-370 -1,849 -277 -36	16,443 92,918 207,633 22,430	128 80 1,399 462	10 204 - 13	16,305 92,634 206,234 21,955	13,442 29,399 142,367 20,075	1,208	724 4,476 1,749	7,300 519	14,166 37,907 147,362 21,824	2,031 34,693 7,300 3	108 12,924 -	2,139 47,617 7,300 3	3,239		-	3,871 51,572 128	- 7,110 51,572 128
Vermont Virginia Washington West Virginia	9,343 103,249 77,929 37,283	6 -3,813 -145 -604	9,349 99,436 77,784 36,679	12 561 326 190	- 29 -	9,337 98,846 77,458 36,489	2,672 87,669 33,937 36,354	_ 28 _ 67 _	164 - 135	1,223 7,127	4,087 87,669 41,131 36,489	4,998 3/ 1,381 23,098 (3/)	252 9,796 13,059	5,250 11,177 36,157 -	-	- 170	-	-	- 170
Wisconsin Wyoming Dist. of Col.	79,479 9,878 12,145	: -13	79,479 9,878 12,132	389 76 ( <u>1</u> /)	389 - 13	78,701 9,802 12,119	38,914 5,134 -	678 -	- 412 -	267 - -	39,859 5,546	21,586 3,704	12,394 552 12,119	33,980 4,256 12,119	-	-	<u>8</u> / 4,862	-	4,862
Total	3,962,833	-33,759	3,929,074	21,630	3,754	3,903,692	2,258,542	21,215	92,083	268,745	2,640,585	740,623	351,581	1,092,204	11,957	95,406	5,260	58,280	170,903

Where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-wehicle receipts, or general revenues. Amounts shown for Colorado, Kansas, Nebraska, and North Carolins include \$299,000, \$213,000, \$274,000, and \$2,665,000 respectively for administration of motor-vehicle laws. Amounts for Alaska and Hawaii not reported.

2/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motorfuel tax portions of the amounts distributed from the common fund.

Main the provide of the animatic distributed from the contact indication in the second second

funds transferred under "county and township roads" may ultimately have been used in part for municipal streets. Funds allotted for municipal streets forming municipal extensions of State highway systems are included in

allotments for State highway purposes. Entries include amounts used for service of obligations for local roads.

roads. 5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table G-3, gross nonhighway allocations of motor-fuel revenues were offset; in the following amounts, against appropriations for highway sout of State general funds: Conn. \$31,000; Ky. \$W42,000; La. \$1,575,000; Mich. \$9,000; Mo. \$6,000; Nebr. \$34,000; N. Mex. \$956,000; Okt. \$1,255,000; Ore. \$2,181,000; Hun. \$2,645,000. 6/ In Alaskap Delaware, New Jersey, New York and Rhode Taland, motor-fuel revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein. 7/ Includes \$1,833,000 and \$6,522,000 for parkways and oblevards in Mass. and New York, respectively. 8/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

8Y YEARS <sup>1</sup>	
TAX RATES B	
MOTOR-FUEL 1	
ND FEDERAL	
STATE A	

TABLE G-205 SEPTEMBER 1964	STATE	Alabeme. Alaska Arizona Arkansas	Californis Colorado Connecticut Delaware	Florids Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louisiana Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Missouri Montana Nebraska Nevada	Nev Hampshire Nev Jersey Nev Maxico Nev York	Morth Caroline Morth Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washingion West Virginia	Wisconsin Wyoming Dist. of Col.	State Avg. 5/	Federal Tax	of 9 cents per gal- 0). ber the inclusion is collected by
	<u>2/ 1964</u>	7 8 6.5	०००न	3/ 5 6	5 6(7) 5(7)	1-9 1-9 1-9	5•5 6 7(8)	5 6(9) 6	7 6 6(9)	7 6 6.5	4776	6(7) 7(8) 5(6.5) 6	6.5(0) <u>4</u> /7 7.5	6 5(7) 6	ı	4	l tax rate ( July 1, 1960 me out ratione cent tax
	<u>2</u> / 1963	7 5-6 6.5	6(7)-7 6 6 6	2/ 5.5 8/ 5	5 6(7) 5(7)	4/ 7 7 6	5•5 6 7(8)	5 6(9) 7 6	7 6 6(9)	7 6.5 6.5	9775	6(7) 7(8) 5(6.5) 6	6.5(0) <u>4</u> /7 7.5 7	6 5(7) 6	6.22	4	/ a motor-fue Ma prior to a tax incres tax. This o
	2/ 1962	7 8 6.5	6(1) 6 6	3 6.5 6	5 6(7) 5(7)	هم ۲۰۱۲ ۱۳	5.5 6 7(8)	5 6(9) 6	7 6 6(9)	7 6 6.5	777	6(7) 5(6.5) 6	6.5(0) <u>4</u> /7 7.5	6 5(7) 6	6.18	4	two artles pa lon in Virgui ot represent mty gasoline lons taxed.
	<u>2</u> / 1961	7-8 5-5 6-5	2-6 6 7-6 6 7-6	3/ 5 6.5	5 6(7) 5(7)	6-1-1- L	5.5 6 7(8)	3-5 6(9) 6	7 5-6 6(9)	7 6 6.5	6 7 7 7	6(7) 5(6.5) 6	6.5(0) 14/7 5.5-7.5	6 5(7) 6	6•09	4	th more than cents per gal Wevada does n optional cou all counties. ed on net gal
- 2 2	2/ 1960	7 5-7 6.5	6(7) 6 5	3 6.5 6	5 6(7) 5(7)	७५५५ हि	5.5 6 7(8)	3 6(9) 6	7 5 6(9)	7 6 6.5	6 7-7 7	6(7) 7 5(6.5) 6	6.5(0) 4/ 6-7 6.5 7	6 5(7) 6	5.9h	4	mbinations wi irginia. (8 tax rate in classed as an in effect in rage rate bas
	2/ 1959	د هن	6(7) 6 5	3/ 5.5 3/ 5	5 6(7) 5(7)	6444 الا	5•5 · 6 7(8)	3 6(9) 6	6 <b>-7</b> 5 4(6)-6(9)	7 6.5 6.5	4020	6(7) 5(6.5) 6	4/ 6.5(0) 6.5 6-7	6 5(7) 6	5.86	3-4	Trucks or co fentucky and V The 5.5-cent ent formerly a and 18 now Weighted ave
(allon)	5/ 1958	6.5 6.5	6(7) 6 5	61 64	5 6(1) 5(7)	6-1-1-2 IF	5.5 6 7(8)	7(9) <del>-</del> 6(9) 7 6	(2) (2) (2) (2) (2) (2) (2) (2) (2) (2)	7 6 6.5	4420	6(7) 7 5(6.5) 6	4 6.5(0) 5.5 6.5	6 5(7) 6	5.65	3	the Stat
(Cents per	1957		מטטט	6.5	~4~~~ ~	 14	5-5-5 6 7	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	প দ্বাহন	7 6 5 6.5-7.5	-1 tr 60	2 - 2 - 2 9 - 6 9 - 6	اللہ وہ ج وہ ج وہ ج	ono	5.58	ŝ	rates in stes in earlie swaii, gallon. ng in 1958, ties.
	1956	6.5	مىمەمم		กรงห	17 7 7 7 6 7	5000	wr-aa	wato at	60203 52	-1 th O'O'	5000	Ł 5.5 6.5 6.5	סמס	5.54	2-3	rear, and the l. For tax ri f. Florida, H 5 cents per sees beginnis eses beginnis
	1955	6-7 - 5.5	v to v	6-6.5 6-6.5	wa ww	e-1 2	*.* 8.~~	3 6-7 5.5-6	n ave	7 5-5 6-5	4520	×+4×	42.5 6 6 7 6 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7	4-6 6 5 5	5.35	2	s during the 1 ct December 3 nuts in Alabean om 1/5 cent to own in parenti r gallon in ti
	1954	602 - 6 673 - 6	งงาระก	r. 0	iv 4 n n	~~~~~	2.4 vr		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.5 6.5	4420	ω <b>⊢</b> :≠ ω	1.00 2.0	4 N N 9	5.19	5	, the change incel governme hat range fr ates, are sh at 5 cents pe
0	1953	وي ا ه ت	4 4 9	~ 0 1 0	~44v	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	19:52	200 100 100 100 100 100 100 100 100 100	๛๛๛๚	6.55 6.55	-1 te vi v	w F-4 w	5.5 5.5	41010	5.10	5	of each year a shown are t 555." Some ic sas at rates t the gasoline x mail County ar
	1952	6 6 5 7		0104	মমম	-90v	4.5 2.5 2.5	5.0 ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° °	เกตบส	6.5 5.5	0 N # F	wr4n	2.0 2.0 2.0	4 5 4 2	4.83	~	the beginning the final rate summary to 15 potor-fhel tax differ from 1 gallon in Haw
	1951	6 5.5 6.5	4.04.2 2	9-1-9	4 6440	F90N	3-4-3 3-4-5 7	د م 5.5	#-5 #-6	0 t t - 2	004F	2 2 2 2 2 2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		4.74	1.5-2	gives the tax rates at the beginning of each year, the year. For 1964, the final rates above are the of "Mighang Statistics, Summary to 1955." Some loc iclo, and Myoning levy unfort-their taxes at rates th i tax rates, where they differ from the gasoline ra years is 8 cents per gallon in Eawaii County and
	1950	6 55 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	~~ : 9	n at at 10	1-6.9.2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	222 122 122 122 122 122 122 122 122 122	****	5.5 5.5 5.5	4420	***	2.5	444	h.65	1.5	ble gives the d of the year 13 of "Highwar Heatco, and 1 fuel tax rate ler years.
	STATE	Alabame Alaska Arizona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Havaii Idaho	Illinois Indiana Iowa Kanses	Kentucky Louislana Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Missouri Montana Nebraska Nevada	Nev Hampshire Nev Jersey Nev Mexico Nev York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col.	State Avg. 5/	Federal Tax	1/ This table gives the tar rates at the beginning of each year, the change effect at the end of the year. For 1964, the final rates about are those in eff years, see page 13 of "Highmay Statistics, Nummary to 1955." Some local government wissing, New Maclo, and Myouding Lavy motor-fuel targe at the statistics, where they differ from the gasoline rates, are so but not for earlier wares. is 8 cents per gallon in Eawadi County and 5 cents per gallon in Farace at the cents per gallon in the cents

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Motor Fuel

# **MOTOR VEHICLES**

Although vehicle registration years differ from State to State, the data given in table MV-1 have been adjusted to a calendar-year basis for uniformity. Motor-vehicle registrations reported do not include transfers or reregistrations; insofar as possible, these and other items that might cause duplication have been removed.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Many differences exist among the States in the definition and registration of taxicabs, station wagons, and other special types of vehicles, and sometimes the Bureau of Public Roads has supplemented the data supplied by the States with information obtained from other sources.

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, -10, and -11. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations or satisfactory weight and capacity groupings of trucks and combinations. The most recent comprehensive information on the subject is contained in the Bureau of Public Roads publication, *Classification of Motor Vehicles*, 1956-57. This publication is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, for 75 cents.

For 1963, data are available from 29 States on the weights and capacities of commercial vehicles. These data are included in table MV-23 in this section of the bulletin.

There are two major bases for registering trucks: empty weight of the vehicle, also known as net, unladen, or curb weight (14 States); and the combined weight of the vehicle and the load, known as gross vehicle weight (35 States). The remaining two States register trucks on other bases. Manufacturer's rated capacity is used as a base for registering private trucks in Alabama, and owner's declared capacity is the base used in South Carolina. Within the major categories there are variations in weight and vehicle-type groupings that make it difficult to obtain uniform information.

Several tabulations are presented in this series in order to show the data in as much detail as practical. In States that register trucks on the basis of gross weight, approximately 71 percent of the commercial vehicles are less than 10,000 pounds gross weight (mostly pickup trucks). About 5½ percent of all commercial vehicles are combinations. These are predominantly tractor-semitrailer combinations and their average weight has increased by some 4,000 pounds in the last 10 years. Increases in certain State maximum weight limits, and the completion of a substantial mileage of the Interstate System, as well as other expressways, have undoubtedly contributed to this change.

Table MV-12 shows the number of motor-vehicle operator licenses issued, during the current year, by each State; also shown are estimates of the number of motor-vehicle operator licenses in force at the end of the year.

Registrations of publicly owned motor vehicles are reported in table MV-7, and table MV-24 provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

Taxes and fees connected with State motorvehicle registrations and special taxes on motor carriers are given in table MV-2. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motorvehicle revenue is given in table MV-3.

### **Traffic Speed Trends**

Thirty-one States reported the results of 1,032 speed studies conducted during 1963. These

studies, useful in determining safety requirements needed in the planning and construction of highways, and in accident analyses, were conducted on level straight sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The average speed for buses, 57.7 miles per hour, was greater than the 56.9-miles-per-hour average speed for passenger cars and the 51.1-miles-per-hour average speed for trucks. The overall average speed was 55.6 miles per hour for all vehicles and is 1.8 miles per hour above the 1962 average. This is a record high.

Seventy-six percent of the buses, 76 percent of the passenger cars, and 52 percent of the trucks exceeded 50 miles per hour. Forty-five percent of the buses, 33 percent of the passenger cars, and 10 percent of the trucks exceeded 60 miles per hour.

### Vehicle and Travel Characteristics

Table VM-1 shows the estimated travel in 1963 by passenger cars, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and the motor-fuel consumption by these vehicles. In addition, for each type of vehicle, the table shows the calculated average miles of travel, consumption of motor fuel, and the average miles of travel per gallon of fuel consumed. Total travel for 1963 increased 4.5 percent over 1962 and the number of vehicles registered increased by 4.8 percent.

Subsequent to the original publication of table VM-1 and HT-1 for 1962, improved data for that year became available. Because of the importance of trends in vehicle mileage data, revised tables VM-1 and HT-1 for 1962 are published together with VM-1 and HT-1 for 1963.

Passenger cars represented 83.6 percent of the vehicles registered and accounted for 81.7 percent of the travel in 1963; trucks and truck combinations accounted for 16.6 percent of the vehicles registered, and 17.7 percent of the travel. Buses accounted for 0.4 percent of all vehicles registered and for 0.6 percent of the travel.

The average motor vehicle traveled 9,590 miles in 1963, almost half of it in cities, and consumed 760 gallons of fuel at a rate of 12.42 miles per gallon. The average passenger car traveled 9,378 miles and consumed 652 gallons of fuel at a rate of 14.42 miles per gallon.

Table HT-1 presents information concerning loadings of trucks and frequencies of heavy loads on main rural roads for each census division and for the United States. The trend of data indicates an increase of 7.6 percent in the ton-miles of freight hauled in 1963 as compared to 1962.

# STATE MOTOR-VEHICLE REGISTRATIONS-19631

Compiled for the calendar year from reports of State authorities 2/

TABLE MV-1,	1963
OCTOBER	1964

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							. 1	OTOR VEHICL	3S			······································				MOTOR	CYCLES
STATE		AUTOMOBILES			BUSES		A	TRUCKS	· · · ·	AL	L MOTOR VEHIC	ILES	COMPARISON OF REGISTR	TOTAL MOTOR TIONS, 1962-			
STATE	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY- OWNED	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY- OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY- OWNED <u>3</u> /	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY- OWNED 3/	TOTAL	TOTAL 1962 REGISTRA- TIONS	INCREASE OR DECREASE 1963	PER- CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY- OWNED 3/
Alabama	1,183,791	3,791	1,187,582	1,911	4,694	6,605	249,657	12,039	261,696	1,435,359	20,524	1,455,883	1,370,771	85,112	6.2	12,195	270
Alaska	61,503	815	62,318	323	24	347	27,586	3,221	30,807	89,412	4,060	93,472	85,607	7,865	9.2	1,136	9
Arizona	579,949	4,837	584,786	514	1,233	1,747	153,042	8,858	161,900	733,505	14,928	748,433	711,045	37,388	5.3	12,698	266
Arkansas	587,591	1,286	588,877	745	3,382	4,127	230,991	5,798	236,789	819,327	10,466	829,793	780,820	48,973	6.3	6,454	25
California	7,711,919	37,195	7,749,114	7,326	7,023	14,349	1,264,730	76,269	1,340,999	8,983,975	120,487	9,104,462	8,532,571	571,891	6.7	148,801	4,398
Colorado	818,568	5,446	824,014	1,991	877	2,868	231,545	11,678	243,223	1,052,104	18,001	1,070,105	1,012,101	58,004	5.7	14,668	164
Connecticut	1,128,494	4,397	1,132,891	4,096	298	4,394	129,180	8,129	137,309	1,261,770	12,824	1,274,594	1,198,604	75,990	6.3	5,757	154
Delaware	160,201	896	161,097	694	50	744	58,941	1,306	60,247	219,836	2,252	222,088	209,695	12,393	5.9	1,267	17_
Florida	2,372,013	9,439	2,381,452	2,309	<b>4,606</b>	6,915	321,507	<b>22,121</b>	<b>343.628</b>	2,695,829	<b>36,166</b>	2,731,995	2,592,807	<b>139,188</b>	5.4	35,646	<b>859</b>
Georgia	1,438,897	3,838	1,442,735	2,390	5,261	7,651	310,748	13,763	324,511	1,752,035	22,862	1,774,897	1,668,106	106,791	6.4	11,347	348
Havaii	235,339	2,215	237,554	627	55	682	29,876	2,533	32,409	265,842	4,803	270,645	257,694	12,951	5.0	5,520	73
Idaho	276,339	2,149	278,488	268	1,161	1,429	121,554	7,164	128,718	398,161	10,474	408,635	399,951	8,684	2.2	7,612	56
Illinois	3,593,692	12,980	3,606,672	8,818	6,009	14,827	462,281	21,622	483,903	4,064,791	40,611	4,105,402	3,976,709	128,693	3.2	29,446	682
Indiana	1,837,939	5,200	1,843,139	8,200	2,668	10,868	386,119	13,096	399,215	2,232,258	20,964	2,253,222	2,173,920	79,302	3.6	24,854	286
Iowa	1,149,120	3,457	1,152,577	1,071	4,818	5,889	264,121	10,587	274,708	1,414,312	18,862	1,433,174	1,401,856	31,318	2.2	13,839	123
Kansas	941,201	5,514	946,715	580	1,722	2,302	319,990	13,082	333,072	1,261,771	20,318	1,282,089	1,233,890	48,199	3.9	13,149	673
Kentucky	1,071,107	2,740	1,073,847	2,586	3,238	5,824	261,030	10,770	271,800	1,334,723	16,748	(1,351,471)	1,287,360	64,111	5.0	8,430	-
Louisiana	1,035,216	6,615	1,041,831	5,282	1,668	6,950	240,981	11,375	252,356	1,281,479	19,658	(1,301,137)	1,243,418	57,719	4.6	8,589	117
Maine	325,476	1,437	326,913	975	666	1,641	75,236	3,326	78,562	401,687	5,429	(1,314,213)	396,085	11,031	2.8	2,076	17
Maryland	1,147,451	4,458	1,151,909	4,879	1,124	6,003	149,078	7,223	156,301	1,301,408	12,805	(1,314,213)	1,245,695	68,518	5.5	4,835	60
Massachusetts	1,765,208	8,505	1,773,713	5,559	123	5,682	185,084	17,966	203,050	1,955,851	26,594	1,982,445	1,917,575	64,870	3.4	17,702	-
Michigan	3,149,201	11,409	3,160,610	3,978	6,373	10,351	405,865	23,149	429,014	3,559,044	40,931	3,599,975	3,454,742	145,233	4.2	31,212	607
Minnesota	1,413,412	3,970	1,417,382	3,831	4,561	8,392	289,794	11,595	301,389	1,707,037	20,126	1,727,163	1,691,542	35,621	2.1	18,176	106
Mississippi	605,984	965	606,949	2,013	5,051	7,064	199,241	8,370	207,611	807,238	14,386	821,624	783,874	37,750	4.8	4,472	6
Missouri Montana Nebraska Nevada	1,535,586 283,943 605,574 180,429	4,218 1,250 2,405 1,759	1,539,804 285,193 607,979 182,188	5,418 875 720 228	3,190 468 1,261 434	8,608 1,343 1,981 662	387,585 126,272 192,295 54,505	11,842 6,477 6,612 5,739	399,427 132,749 198,907 60,244	1,928,589 411,090 798,589 235,162	19,250 8,195 10,278 7,932	1,947,839 419,285 808,867 243,094	6/ 1,845,380 402,937 787,051 219,807	102,459 16,348 21,816 23,287	5.6 4.1 2.8 10.6	14,224 7,549 6,413 5,456	45 - 121
New Hampshire	<b>234,865</b>	1,948	236,813	697	115	812	<b>44,468</b>	5,797	50,265	280,030	7,860	287,890	281,705	6,185	2.2	2,890	-
New Jersey	2,430,996	8,868	2,439,864	7,393	870	8,263	272,580	20,786	293,366	2,710,969	30,524	2,741,493	2,608,610	132,883	5.1	14,290	624
New Mexico	354,940	3,623	358,563	1,597	223	1,820	116,491	6,174	122,665	473,028	10,020	483,048	461,113	21,935	4.8	6,858	59
New York	4,917,687	25,093	4,942,780	13,894	9,486	23,380	523,874	50,735	574,609	5,455,455	85,314	5,540,769	5,371,166	169,603	3.2	18,405	575
North Carolina	1,536,172	10,212	1,546,384	4,189	11,859	16,048	351,486	26,999	378,485	1,891,847	49,070	1,940,917	1,856,078	84,839	4.6	6,649	300
North Dakota	249,860	1,192	251,052	291	1,048	1,339	119,065	3,680	122,745	369,216	5,920	375,136	358,427	16,709	4.7	2,747	34
Ohio	3,970,411	11,781	3,982,192	5,596	10,395	15,991	448,521	22,281	470,802	4,424,528	44,457	4,468,985	4,301,914	167,071	3.9	41,090	462
Oklahoma	977,779	3,788	981,567	1,301	4,422	5,723	334,535	11,446	345,981	1,313,615	19,656	1,333,271	1,275,391	57,880	4.5	15,059	18
Oregon	818,355	5,361	823,716	934	2,380	3,314	175,515	11,463	186,978	994,804	19,204	1,014,008	965,750	48,258	5.0	21,376	203
Pennsylvania	4,019,986	14,602	4,034,588	12,605	1,746	14,351	539,159	39,936	579,095	4,571,750	56,284	4,628,034	4,486,802	141,232	3.1	35,517	487
Rhode Island	330,611	1,536	332,147	677	136	813	38,064	2,054	40,118	369,352	3,726	373,078	358,960	14,118	3.9	3,245	225
South Carolina	798,071	3,685	801,756	1,387	6,078	7,465	156,693	9,363	166,056	956,151	19,126	975,277	936,601	38,676	4.1	4,841	107
South Dakota	277,163	1,013	278,176	144	764	908	104,526	5,305	109,831	381,833	7,082	388,915	380,063	8,852	2.3	3,654	24
Tennessee	<b>1,226,072</b>	5,528	1,231,600	1,462	3,653	5,115	249,342	14,509	263,851	1,476,876	23,690	1,500,566	1,429,055	71,511	5.0	13,197	113
Texas	4,000,228	10,697	4,010,925	3,384	9,529	12,913	1,005,396	38,606	1,044,002	5,009,008	58,832	5,067,840	4,838,927	228,913	4.7	47,028	563
Utah	379,645	2,322	381,967	300	568	868	96,697	6,498	103,195	476,642	9,388	486,030	463,164	22,866	4.9	8,493	93
Vermont	130,079	671	130,750	358	193	551	30,236	1,651	31,889	160,675	2,515	163,190	158,756	4,434	2.8	1,709	-
Virginia	1,380,669	8,812	1,389,481	2,242	5,065	7,307	236,563	12,737	249,300	1,619,474	26,614	1,646,088	1,562,602	83,486	5.3	6,639	216
Washington	1,222,132	9,106	1,231,238	3,031	4,402	7,433	273,223	17,916	291,139	1,498,386	31,424	1,529,810	1,471,309	58,501	4.0	19,021	421
West Virginia	508,187	2,699	510,886	714	2,020	2,734	127,259	4,660	131,919	636,160	9,379	645,539	630,596	14,943	2.4	5,572	71
Wisconsin	1,433,959	5,029	1,438,988	5,122	2,409	7,531	272,906	17,617	290,523	1,711,987	25,055	1,737,042	1,665,964	71,078	4.3	15,530	373
Wyoming	144,064	1,034	145,098	524	618	1,142	68,291	3,952	72,243	212,879	5,604	218,483	214,450	4,033	1.9	3,261	32
Dist. of Col.	193,293	<u>1</u> / 4,537	197,830	1,779	19	1,798	16,882	2,844	19,726	211,954	7,400	219,354	211,034	8,320	3.9	978	192
Total	68,730,367	296,323	69,026,690	147,828	150,036	297,864	12,730,608	692,719	13,423,327	81,608,803	1,139,078	82,747,881	79,170,050	3,577,831	4.5	771,572	14,746

4/ The numbers of private and commercial buses given here are estimates by the Bureau of Fublic Roads of the numbers in operation, rather than the registration counts of the States. 5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 7,171; New Jersey, 9,663; New York, 13,128; and Rhode Island, 1,872. 6/ Additional information required the revision of the 1962 registration data for Missouri. 7/ Includes 2,939 automobiles of the Diplomatic Corps.

1/ For additional details of publicly-owned vehicles and of trucks, buses, and trailers registered, see tables W-7, 9, 10, 11, respectively.
2/ Data reported by the States were supplemented in some instances by information from other sources in order to represent registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.
3/ Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

are not included.

# PUBLICLY-OWNED VEHICLES IN THE UNITED STATES-1963

Compiled for the calendar year from reports of State authorities

TABLE	MV-7,	1963
α	TOBER	1964

			FEDER	AL 1/				STATE	, county,	AND MUNICIPA	r 3/		ALL PUBL	ICLY-OWNED	/EHICLES	
ľ		MOTOR	VEHICLES					MOTOR V	EHICLES		TRAILERS					
STATE	AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	AND SEMI- TRAILERS	MOTOR- CYCLES	TOTAL MOTOR VEHICLES	TOTAL TRAILERS	TOTAL MOTOR- CYCLES	STATE
Alabama	605	4	1,742	2,351	39	-	3,186	4,690	10,297	18,173	316	270	20,524	355	270	Alabama
Alaska	194	10	1,067	1,271	23		621	14	2,154	2,789	160	9	4,060	183	9	Alaska
Arizona	774	102	2,951	3,827	51		4,063	1,131	5,907	11,101	915	266	14,928	966	266	Arizona
Arkansas	285	2	948	1,235	-		1,001	3,380	4,850	9,231	512	25	10,466	512	25	Arkansas
California	3,109	42	9,266	12,417	220	44	34,086	6,981	67,003	108,070	9,768	4,354	120,487	9,988	4,398	California
Colorado	773	9	2,800	3,582	22	2	4,673	868	8,878	14,419	770	162	18,001	792	164	Colorado
Connecticut	207	2	977	1,186	-	-	4,190	296	7,152	11,638	965	154	12,824	965	154	Connecticut
Delaware	24	1	149	174	3	-	872	49	1,157	2,078	127	17	2,252	130	17	Delaware
Florida Georgia Havaii Idaho	783 697 147 402	2 4 1 97	2,130 1,831 422 2,406	2,915 2,532 570 2,905	27 2 33		<b>8,656</b> 3,141 2,068 1,747	<b>4,604</b> 5,257 54 1,064	19,991 11,932 2,111 4,758	<b>33,251</b> 20,330 4,233 7,569	<b>2,943</b> 1,045 252 1,352	<b>859</b> 348 73 56	<b>36, 166</b> 22, 862 4, 803 10, 474	<b>2,970</b> 1,047 252 1,385	<b>859</b> 348 73 56	Florida Georgia Hawaii Idaho
Illinois	923	16	3,046	3,985	56	-	12,057	5,993	18,576	36,626	1,452	682	40,611	1,508	682	Illinois
Indiana	357	4	1,219	1,580	4		4,843	2,664	11,877	19,384	1,017	286	20,964	1,021	286	Indiana
Iowa	218	2	1,254	1,474	2		3,239	4,816	9,333	17,388	1,092	123	18,862	1,094	123	Iowa
Kansas	242	10	1,060	1,312	1		5,272	1,712	12,022	19,006	686	673	20,318	687	673	Kansas
Kentucky	443	10	1,146	1,599	24	-	2,297	3,228	9,624	15,149	34	-	16,748	58	-	Kentucky
Louisiana	508	2	1,211	1,721	9		6,107	1,666	10,164	17,937	1,248	117	19,658	1,257	117	Louisiana
Maine	128	2	418	548	1		1,309	664	2,908	4,881	650	17	5,429	651	17	Maine
Maryland	588	14	1,488	2,090	1		3,870	1,110	5,735	10,715	371	60	12,805	372	60	Maryland
Massachusetts	545	4	1,798	2,347	2	-	7,960	119	16,168	24,247	100	-	26,594	102	-	Massachusetts
Michigan	619	5	2,087	2,711	7		10,790	6,368	21,062	38,220	2,681	607	40,931	2,688	607	Michigan
Minnesota	534	4	1,478	2,016	8		3,436	4,557	10,117	18,110	1,234	106	20,126	1,242	106	Minnesota
Mississippi	348	15	1,386	1,749	5		617	5,036	6,984	12,637	189	6	14,386	194	6	Mississippi
Missouri	805	3	1,569	2,377	8	2	3,413	3,187	10,273	16,873	325	43	19,250	333	45	Missouri
Montana	565	7	2,282	2,854	12		685	461	4,195	5,341	490	-	8,195	502	-	Montana
Nebraska	373	-	1,134	1,507	2		2,032	1,261	5,478	8,771	790	72	10,278	792	72	Nebraska
Nevada	651	52	2,743	3,446	20		1,108	382	2,996	4,486	867	121	7,932	887	121	Nevada
New Hampshire	46	-	261	307	-	-	1,902	115	5,536	7,553	621	-	7,860	621	-	New Hampshire
New Jersey	461	3	1,525	1,989	20	-	8,407	867	19,261	28,535	55	624	30,524	75	624	New Jersey
New Mexico	880	85	3,084	4,049	51	4	2,743	138	3,090	5,971	481	55	10,020	532	59	New Mexico
New York	1,716	24	4,475	6,215	52	-	23,377	9,462	46,260	79,099	2,781	575	85,314	2,833	575	New York
North Carolina	476	15	1,601	2,092	7	- 3	9,736	11,844	25,398	46,978	3,354	300	49,070	3,361	300	North Carolina
North Dakota	248	43	814	1,105	18		944	1,005	2,866	4,815	41	34	5,920	59	34	North Dakota
Ohio	844	8	2,959	3,811	14		10,937	10,387	19,322	40,646	2,990	459	44,457	3,004	462	Ohio
Oklahoma	622	26	1,470	2,118	19		3,166	4,396	9,976	17,538	486	18	19,656	505	18	Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	537 976 63 451	9 9 - 10	3,159 2,805 271 1,358	3,705 3,790 334 1,819	30 14 - 50	6 3 -	4,824 13,626 1,473 3,234	2,371 1,737 136 6,068	8,304 37,131 1,783 8,005	15,499 52,494 3,392 17,307	959 2,622 159 432	197 484 225 107	19,204 56,284 3,726 19,126	989 2,636 159 482	203 487 225 107	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	363 1,237 1,722 559	68 19 29 6	1,189 3,487 5,034 1,890	1,620 4,743 6,785 2,455	20 55 38 21	- - 11	650 <b>4,291</b> 8,975 1,763	696 <b>3,634</b> 9,500 562	4,116 11,022 33,572 4,608	5,462 18,947 52,047 6,933	586 54 3,082 168	24 113 552 93	7,082 23,690 58,832 9,388	606 109 3,120 189	24 113 563 93	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	63 586 1,234 200	- 13 136 1	186 2,181 4,426 631	249 2,780 5,796 832	2 9 127 1	- 10 2 -	608 8,226 7,872 2,499	193 5,052 4,266 2,019	1,465 10,556 13,490 4,029	2,266 23,834 25,628 8,547	62 963 1,048 259	206 419 71	2,515 26,614 31,424 9,379	64 972 1,175 260	- 216 421 71	Vermont Virginia Washington West Virginia
Wisconsin	285	2	1,171	1,458	13	51	4,744	2,407	16,446	23,597	659	373	25,055	672	373	Wisconsin
Wyoming	237	4	1,229	1,470	14		797	614	2,723	4,134	441	32	5,604	455	32	Wyoming
Dist. of Col.	835	19	1,276	2,130	55		<u>3</u> / 3,702	-	1,568	5,270	183	141	7,400	238	192	Dist. of Col.
Total	30,488	955	98,490	129,933	1,212	138	265,835	149,081	594,229	1,009,145	54,837	14,608	1,139,078	56,049	14,746	Total

vehicles separately from private and commercial vehicles, and those reporting unsegregated totals only, classification by vehicle types has been approximated on the basis of other available data.

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included. 2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire apparatus and police vehicles. For the States not reporting State, county, and municipal

3/ Includes 2,939 automobiles of the Diplomatic Corps.

### Highway Statistics, 1963

# NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS **REGISTERED IN 1963<sup>1</sup>**

Compiled for the calendar year from reports of State authorities TABLE MV-9, 1963 OCTOBER 1964

	State authorit					SON OF TOTAL		PRIV	L CLASSIFI ATE AND CO	MERCIAL
STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGIS- TERED 1963	TOTAL 1962 TRUCK REGIS- TRATIONS	RATIONS, 196 INCREASE OR DECREASE, 1963	2-1963 PERCENT- AGE CHANGE	TRUCKS	DIESEL, BUTANE, AND OTHER	IN 1963 2 FARM TRUCKS 3/
Alabama Alaaka Arizona Arkansas	249,657 27,586 153,042 230,991	1,742 1,067 2,951 948	10,297 2,154 5,907 4,850	261,696 30,807 161,900 236,789	246,325 28,131 152,544 223,720	15,371 2,676 9,356 13,069	6.2 9.5 6.1 5.8	21,220 205 14,830 9,046	5,960 216 9,382 3,797	111,96
California Colorado Connecticut Delaware	1,264,730 231,545 129,180 58,941	9,266 2,800 977 149	67,003 8,878 7,152 1,157	1,340,999 243,223 137,309 60,247	1,258,416 228,806 132,683 55,923	82,583 14,417 4,626 4,324	6.6 6.3 3.5 7.7	53,157 7,934 6,141 4,430	32,680 3,785 1,643 2,189	63,82 4,25
Florida Georgia Havaii Idaho	321,507 310,748 29,876 121,554	2,130 1,831 422 2,406	19,991 11,932 2,111 4,758	343,628 324,511 32,409 128,718	329,658 306,527 31,804 126,751	13,970 17,984 605 1,967	4.2 5.9 1.9 1.6	26,267 16,035 1,221 11,365	17,672 3,756 825 5,938	- - 50,24
Il·linois Indiana Iowa Kansas	462,281 386,119 264,121 319,990	3,046 1,219 1,254 1,060	18,576 11,877 9,333 12,022	483,903 399,215 274,708 333,072	467,820 383,156 268,775 302,052	16,083 16,059 5,933 31,020	3.4 4.2 2.2 10.3	29,069 27,590 14,183 13,398	5,486 6,593 2,511 5,970	- - 155,74
Kentucky Louisiana Maine Maryland	261,030 240,981 75,236 149,078	1,146 1,211 418 1,488	9,624 10,164 2,908 5,735	271,800 252,356 78,562 156,301	261,352 239,360 76,349 149,114	10,448 12,996 2,213 7,187	4.0 5.4 2.9 4.8	11,855 11,543 1,792 9,563	2,050 4,679 807 2,201	102,75 83,70 5,79 8,87
Massachusetts Michigan Minnesota Mississippi	185,084 405,865 289,794 199,241	1,798 2,087 1,478 1,386	16,168 21,062 10,117 6,984	203,050 429,014 301,389 207,611	201,089 418,300 294,285 198,362	1,961 10,714 7,104 9,249	1.0 2.6 2.4 4.7	11,301 38,727 10,739 8,013	4,218 7,167 5,074 4,266	2,80 38,44 98,02 142,41
Missouri Montana Nebraska Nevada	387,585 126,272 192,295 54,505	1,569 2,282 1,134 2,743	10,273 4,195 5,478 2,996	<b>399,</b> 427 132,749 198,907 60,244	356,263 126,750 195,164 52,386	<b>43,164</b> 5,999 3,743 7,858	12.1 4.7 1.9 15.0	<b>22,751</b> 3,641 7,921 1,472	2,530 1,433 3,013 1,859	60,66 105,24
New Hampshire New Jersey New Mexico New York	<b>44,468</b> 272,580 116,491 523,874	261 . 1,525 3,084 4,475	5,536 19,261 3,090 46,260	50,265 293,366 122,665 574,609	49,553 287,727 116,491 564,151	712 5,639 6,174 10,458	1.4 2.0 5.3 1.9	1,324 15,673 2,877 29,848	668 4,591 4,033 16,129	5,40 14,25 3,88 51,60
North Carolina North Dakota Ohio Oklahoma	351,486 119,065 448,521 334,535	1,601 814 2,959 1,470	25,398 2,866 19, <b>3</b> 22 9,976	378,485 122,745 470,802 345,981	360,991 116,692 454,261 327,727	17,494 6,053 16,541 18,254	4.8 5.2 3.6 5.6	20,071 1,703 36,981 20,546	10,643 1,229 4,931 9,149	52,36 112,94 134,08
Oregon Pennsylvania Rhode Island South Carolina	175,515 539,159 38,064 156,693	3,159 2,805 271 1,358	8,304 37,131 1,783 8,005	186,978 579,095 40,118 166,056	180,145 558,016 39,053 159,584	6,833 21,079 1,065 6,472	3.8 3.8 2.7 4.0	8,637 26,473 2,364 6,863	7,020 6,639 966 2,788	25,03 - 9,09
South Dakota Tennessee Texas Utah	104,526 2 <b>49,342</b> 1,005,396 96,697	1,189 3,487 5,034 1,890	4,116 11,022 33,572 4,608	109,831 263,851 1,044,002 103,195	106,580 248,773 992,114 97,200	3,251 1 <b>5,078</b> 51,888 5,995	3.0 6.1 5.2 6.2	1,537 10,537 52,093 3,114	1,207 6,167 24,552 2,912	- 118,120 205,757
Vermont Virginia Washington West Virginia	30,238 236,563 273,223 127,259	186 2,181 4,426 631	1,465 10,556 13,490 4,029	31,889 249,300 291,139 131,919	31,316 237,497 277,316 122,531	573 11,803 13,823 9,388	1.8 5.0 5.0 7.7	1,147 10,157 10,030 4,471	419 2,883 5,975 1,516	4,640 72,633 2,360
Wisconsin Wyoming Dist. of Col.	272,906 68,291 16,882	1,171 1,229 1,276	16,446 2,723 1,568	290,523 72,243 19,726	280,830 69,320 19,417	9,693 2,923 309	3.5 4.2 1.6	15,508 3,020 557	4,543 1,835 79	105,249
Total	12,730,608	98,490	594,229	13,423,327	12,809,150	614,177	4.8	680,940	268,574	1,952,170

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources. 2/ In this partial classification a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ Farm registrations are shown for States that have a special "farm" classification. The following trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm are not included in this table; Connecticut, 7,171; New Jersey, 9,663; New York, 13,128; Rhode Island, 1,872.

### **Motor Vehicles**

# NUMBER AND CLASSIFICATION OF BUSES-1963<sup>1</sup>

Compiled for the calendar year from reports of State authorities TABLE MV-10, 1963 OCTOBER 1964

		PRIVATE	LY-OWNED		P	BLICLY-OWNER	)	1	OTAL BUSES	3	
STATE	COMMERCI	AL BUSES DIESEL, BUTANE, AND OTHER	SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) <u>3</u> /	TOTAL	TOTAL SCHOOL 2/	TOTAL COMMER- CIAL AND OTHER	grand Total	STATE
Alabama	412	631	868	1,911	4	4,690	4,694	5,558	1,047	6,605	Alabama
Alaska	147	50	126	323	10	14	24	140	207	347	Alaska
Arizona	149	365	-	514	102	1,131	1,233	1,131	616	1,747	Arizona
Arkansas	198	388	159	745	2	3,380	3,382	3,539	588	4,127	Arkansas
California	1,413	4,020	1,893	7,326	42	6,981	7,023	8,874	5,475	14,349	California
Colorado	230	428	1,333	1,991	9	868	877	2,201	667	2,868	Colorado
Connecticut	322	1,096	2,678	4,096	2	296	298	2,974	1,420	4,394	Connecticut
Delaware	41	171	482	694	1	49	50	531	213	744	Delaware
Florida	171	1,748	390	2,309	2	4,604	4,606	4,994	1,921	6,915	Florida
Georgia	303	780	1,307	2,390	4	5,257	5,261	6,564	1,087	7,651	Georgia
Hawaii	366	127	134	627	1	54	55	188	494	682	Hawaii
Idaho	145	123	-	268	97	1,064	1,161	1,064	365	1,429	Idaho
Illinois Indiana Iowa Kansas	1,292 445 192 176	4,568 1,853 419 404	2,958 5,902 460	8,818 8,200 1,071 580	16 4 2 10	5,993 2,664 4,816 1,712	6,009 2,668 4,818 1,722	8,951 8,566 5,276 1,712	5,876 2,302 613 590	14,827 10,868 5,889 2,302	Illinois Indiana Iowa Kansas
Kentucky	350	864	1,372	2,586	10	3,228	3,238	4,600	1,224	5,824	Kentucky
Louisiana	359	656	4,267	5,282	2	1,666	1,668	5,933	1,017	6,950	Louisiana
Maine	136	173	666	975	2	664	666	1,330	311	1,641	Maine
Maryland	666	1,292	2,921	4,879	14	1,110	1,124	4,031	1,972	6,003	Maryland
Massachusetts	1,653	1,429	2,477	5,559	4	119	123	2,596	3,086	5,682	Massachusetts
Michigan	928	1,408	1,642	3,978	5	6,368	6,373	8,010	2,341	10,351	Michigan
Minnesota	637	924	2,270	3,831	4	4,557	4,561	6,827	1,565	8,392	Minnesota
Mississippi	166	506	1,341	2,013	15	5,036	5,051	6,377	687	7,064	Mississippi
Missouri	431	2,016	2,971	5,418	3	3,187	3,190	6,158	2,450	8,608	Missouri
Montana	86	350	439	875	7	461	468	900	443	1,343	Montana
Nebraska	279	172	269	720	-	1,261	1,261	1,530	451	1,981	Nebraska
Nevada	82	88	58	228	52	382	434	440	222	662	Nevada
New Hampshire	161	25	511	697	-	115	115	626	186	812	New Hampshire
New Jersey	719	3,789	2,885	7,393	3	867	870	3,752	4,511	8,263	New Jersey
New Mexico	49	425	1,123	1,597	85	138	223	1,261	559	1,820	New Mexico
New York	981	8,861	4,052	13,894	24	9 <b>,4</b> 62	9,486	13,514	9,866	23,380	New York
North Carolina	760	923	2,506	4,189	15	11,844	11,859	14,350	1,698	16,048	North Carolina
North Dakota	44	36	211	291	43	1,005	1,048	1,216	123	1,339	North Dakota
Ohio	1,207	3,146	1,243	5,596	8	10,387	10,395	11,630	4,361	15,991	Ohio
Oklahoma	178	519	604	1,301	26	4,396	4,422	5,000	723	5,723	Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	280 2,318 164 213	542 4,302 315 520	112 5,985 198 654	934 12,605 677 1,387	9 9 10	2,371 1,737 136 6,068	2,380 1,746 136 6,078	2,483 7,722 334 6,722	831 6,629 479 743	3,314 14,351 813 7,465	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	67 453 1,006 50	77 1,009 1,878 250	- 500	144 1,462 3,384 300	68 19 29 6	696 <b>3,634</b> 9,500 562	764 <b>3,653</b> 9,529 568	696 <b>3,634</b> 10,000 562	212 1,481 2,913 306	908 5,115 12,913 868	South Dakota Tennessee Texas Utah
Vermont	8	78	272	358	-	193	193	465	86	551	Vermont
Virginia	679	1,357	206	2,242	13	5,052	5,065	5,258	2,049	7,307	Virginia
Washington	411	567	2,053	3,031	136	4,266	4,402	6,319	1,114	7,433	Washington
West Virginia	111	549	54	714	1	2,019	2,020	2,073	661	2,734	West Virginia
Wisconsin	414	798	3,910	5,122	2	2,407	2,409	6,317	1,214	7,531	Wisconsin
Wyoming	109	262	153	524	4	614	618	767	375	1,142	Wyoming
Dist. of Col.	751	1,028	-	1,779	19	-	19	-	1,798	1,798	Dist. of Col.
Total	22,908	58,305	66 <b>,</b> 615	147,828	955	149,081	150,036	215,696	82,168	297,864	Total

l/ The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States. 2/ In some instances church, industrial and other private buses are included here; and in other instances privately-owned school buses could not be segregated from commercial buses, and

are included with the latter.

3/ This column consists primarily of publiclyowned school buses but includes a few privately-owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally-owned transit buses are included with commercial buses.

### Highway Statistics, 1963

# NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS **REGISTERED IN 1963<sup>1</sup>**

Compiled for the calendar year from reports of State authorities TABLE MV-11, 1963 OCTOBER 1964

		PRIVAT	S AND COMMER	CIAL		P	UBLICLY-OWNEI	)		
STATE	COMMERCIAL 1 FULL TRAILERS	SEMI- TRAILERS	LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL	GRAND TOTAL	STATE
Alab <b>ama</b> Alaska Arizona Arkansas	- 766 1,628 -	22,299 346 17,085 15,125	2,273 17 77,591 45,266	10,259 111 - -	34,831 1,240 96,304 60,391	39 23 51 -	316 160 915 512	355 183 966 512	35,186 1, <b>123</b> 97,270 60,903	Alabama Alaska Arizona Arkansas
Cal <b>ifor</b> nia Colorado Connecticut Delaware	74,736 5,223 - 8	76,014 13,025 11,238 7,742	375,475 46,297 39,806 6,114	292,701 28,836 - -	818,926 93,381 51,044 13,864	220 22 - 3	9,768 770 965 127	9,988 792 965 130	828,914 94,173 52,009 13,994	California Colorado Connecticut Delaware
Florida Georgia Havaii Idaho	- 282 6,245	32,118 22,602 427 14,098	174,535 68,856 7,644 40,802	112,311 2,732 10,507	318,964 94,190 8,353 71,652	27 2 - 33	2,943 1,045 252 1,352	2,970 1,047 252 1,385	321,934 95,237 8,605 73,037	Florida Georgia Havaii Idaho
Illinois Indiana Iowa Kansas	3,141 3,225 3,177 4,510	61,307 47,148 21,632 21,808	155,609 115,008 107,258 2,136	7,230 9,883 26,407 6,892	227,287 175,264 158,474 35,346	56 4 2 1	1,452 1,017 1,092 686	1,508 1,021 1,094 687	228,795 176,285 159,568 36,033	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	- 22	17,956 16,204 4,310 11,555	- 65,757 49,122 37,609	2,500 - - -	20,456 81,961 53,432 49,186	24 9 1 1	34 1,248 650 371	58 1,257 651 372	20,514 83,218 54,083 49,558	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	5,495 3,979 -	22,602 59,144 32,186 14,103	103,187 277,271 176,233 17,262	- 31,212 26,295 1,744	125,789 373,122 238,693 33,109	2 7 8 5	100 2,681 1,234 189	102 2,688 1,242 194	125,891 375,810 239,935 33,303	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	1,836 841 38,257 658	42,578 4,442 16,092 1,732	84,982 33,821 21,512 8,587	10,810	129,396 39,104 75,861 21,787	8 12 2 20	325 490 790 867	333 502 792 887	129,729 39,606 76,653 22,674	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	71 .2,030	2,577 29,894 7,682 39,101	20,086 47,106 18,468 153,968	- 16,824	22,663 77,071 45,004 193,069	- 20 51 52	621 55 481 2,781	621 75 532 2,833	23,284 77,146 45,536 195,902	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	- 59 6,181 1,332	30,709 2,149 44,142 15,322	118,474 3,998 234,034 1,646	2,650 17,540	149,183 8,856 284,357 35,840	7 18 14 19	3,354 41 2,990 486	3,361 59 3,004 505	152,544 8,915 287,361 36,345	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	5,688 1,640 -	11,751 52,197 5,979 9,347	11,745 80,258 17,086 8,037	43,696 - -	72,880 134,095 23,065 17,384	30 14 - 50	959 2,622 159 432	989 2,636 159 482	73,869 136,731 23,224 17,866	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	209 - - 436	4,082 13,171 81,265 3,239	32,133 9,776 431,176 18,616	7,165 2,203 29,320 -	43,589 25,150 541,761 22,291	20 55 38 21	586 54 3,082 168	606 109 3,120 189	44,195 25,259 544,881 22,480	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	67 2,508	1,755 35,365 12,538 11,547	13,325 47,905 107,074 14,067	- 46,816 2,348	15,147 83,270 168,936 27,962	2 9 127 1	62 963 1,048 259	64 972 1,175 260	15,211 84,242 170,111 28,222	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	5,262 7,626 -	20,672 3,956 860	13,345 8,181 678	11,934 -	39,279 31,697 1,538	13 14 55	659 441 183	672 455 238	39,951 32,152 1,776	Wisconsin Wyoming Dist. of Col.
Total.	187,138	1,066,218	3,551,212	760,926	5,565,494	1,212	54,837	56,049	5,621,543	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.
 2/ These columns include all commercial type trailers and semi-trailers that are in private or for-hire use.
 3/ Several States do not require the registration of light farm

or automobile trailers. 4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

## MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES 1963

ZT-AN STRVE

9

Vehicles

Motor

Compiled for the calendar year from

	LICENSED	PRIVATE	GELWILSE			/4 5251	EVILLERES FICE	ວ				SESI	OPERATORS LICE			SERVITS 2/	LEAFWERS	
STATS	PERATORS	HOLOB COMMENCIVT VUD	I'ICEMEES LOIVT		\£ SEEMIND IN	RUCINA	IVIDERAG	NHAL	RUMBER		∕€saearao a	MUCHA		TERM	HERMON	TRUOMA	NUMBER	atats
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Florida Georgia Havali Idaho	1°01 99°T 02°T 91°T	368° 707 563° 845 7° 455° 032 5° 662° 856	E41'204 862'144 * 244'201'2 542'ELO'E	52. 05. 00.1 25.	3*00 T*00 5*00	3*00 3*00 77\5*00 2*00	Βίτέμ Μοπέμ Βίτέμφον Βίτέμφον	J Kest. J Kest. J OL 2 Kest.s S Kest.s	79' 660 9' 803 9' 803 664 ' 866 769' 255	52. 250 21.00 25.	00°ң 00°Т 3°ОО	00*¥ 00*E 00*I /TT	Birth Month Birthday	2 Years 1 or 5 Years Indefinite 2 Years	506,300 206,333 966,333 1,42,288,744	00°E /2T * 1°00 * 00°T * 00°T	ТТ`532 33`882 83`884 т31`862	sbirds ergis fiswa offab
afontili Tadaba Iova Kansas	7*7# 7*0# 7*75 7*56	7*567*177 7*#1#*372 5*535*528 #*06#*191	1,328,632 2,499,735 5,228,632 5,228,632	05° 05° 05°τ 00°τ	00°4 00°4 05°T 05°T	00°L /4T 00°4 05°T 00°5	Birth Month Birth Month Birthdey Vabdrid	S Keerrs J Yeerr J Yeerr J Yeerr	LZL'65 469'651 6LT'46Z /ET 9TT'LOE	*20 *52 7*20 7*00	5*00 3*00 7*20 3*00	00°\$ /¶T 00°£ 05°T 00°£	Birthday Birth Month Birthday Birthday	2 Years 2 Years 2 Years	9569017 617,595 984,712 124,488 121,484,122	∞•ε ∞•ε ∞•ε / <u>Γ</u>	212,5# 51,377 71,920 234,549	stontifi anaibn avoi asanai
Maryland Kentucky Kanucky	¥2*Т 5Т*Т 90*Т 50*Т	1, 301, 408 1, 301, 408 1, 261, 419 1, 261, 423 1, 334, 723	942'ET9'T * 594'E94 940'85E'T 654'T04'T *	20 2120 5100	* 3°00 3°20	3*50 3*50	Jenueroe Jenueroe Jenuero	5 Year Not Required I Year	E4E'95 T65'54T SZL'8T	0≦* 25 7*20 7*00	* 5'00 5'20 5'20	2.50 2.50 * 7.00	Birth Month Birthday Birthday	2 Years 2 Years 2 Years	LEO'TSL S94*E94 8L9*S99 LLT*0S9	* Ì\ ≥*00 I, 5*20 J, 5*20	656*19T T66*51 *¥ *N 526*6ET	visition antai busition busition busition
nasachusetta Mehicar Manesota Manesota Matesiasi	7*00 7*70 7*75 7*52	852,708 750,707,1 440,652,5 128,259,1 128,259,1	808'766 * 7'846'043 * 3'644'7762 * 3'646'274 * 3'66'776	00°T 00°T 00°T 0≤°T	* 10 72/5*00 5*20 5*20	05*11/9T* 00*E 00*11 05*5/17T	Issnence Leginary 1 Issnence Issnence	J OL 5 Xeers J Xeer J Xeer J Xeer	43'242 577'885 545'215 6, 5'633	00°T 0≦° 00°T 0≲°T	* <u>7</u> 9\ 5*20 3*00 5*20 2*00	* 79/ 5°20 3°00 77/ 8°00	vabdrif vabdrif vabdrif vabdrif	2 Years 3 Years 4 Years 2 Years	TT6'525 HES'ESH T9L'TEH'T 2T9'L8E'T	•20 т*00 -	226'TT τςε'6ητ 'V'N	araschusetts Lehtgan June sota Logissippi
Mesouri Mortana Moraka Mevada	80.0 80.0 88.0	532'525 532'265 569'266 7'359'266	502'992 911'395 502'395 502'395	7*00 	00*5 - 00*4 00*E	00*5  00*1 00*2	Birthday Birthday Birthday	J Year 2 Years Not Reguired J Years	75°#83 - 53°653 735°993	7*00 *20 *20 *52	3*00 2*00 9*00 1*00	3*00 3*00 5*00 1*00 T*00	Issuence Birthday Geptember 1 Odd Tear Birthday	5 Years 2 Years 2 Years	778°205 198°24L 199°L4T 544°594	Σ, 3°00 Σ, ¥°00 Σ, Έ	564'5 245'24 512'5 590'602	troort enstad sisside evads
New York New Jersey New Jersey	04°T 21°T 21°T 57°T	5,4,55,4,5 473,026 20,030 200,030	168'499'L 161'625 858'891'E * 145'19E	00°ξ 00°τ 00°τ	00.4 27.5 6.00	100 8.00 10 Fee 2.75 7.00	Vebdfriff dfm0M dfriff encesi	2 Years Indefinite 1 Years 3 Years	381,289 63,971 18, 14,790 12,007 12,007	Т*00 5*00 Т*00	52°E 00°E / <u>JT</u> 00°#	00*5 /TT 52*5 00*5 /TT 00*5	Ashdyrif Sirthday Israence Israench Isr	J OL 3 Kests 5 Xests	669'EZZ 5'060'Z 707'#EZ	* 5°00 -	75,817 058,136	en Kolf en Kerico en Jersej en Jersej
North Carolin North Dekota Ohio Oklahoma	00"T 5"T 1"5" 1"5" 1"5"	579'ETE'T 825'424'4 972'69E 248'768'T	17372°000 2003°307 2003°307 5083°209 5083°209	52, 1.00 52, .25	* 1.25 * 1.25 *	8°00 * 1°52 * *	Vabdaria Birthday dinoM diria	2 Years Not Reguired 3 Years 2 Years	208'18 /ET 461'612 181'EL	τ·00 * -52 τ·00 τ·00 •20	#**00 **3*00 \$*20 \$*20	# 100 * 12 5 3 00 5 ≥00	Birth Month Birth Month Birth Month Birthday Isanance	S Keere 3 Keere 4 Keere 4 Keere	151,4662 203,652,45 355,552 259,562 259,462 259,462 259,462 250,452 250 252,467 252,457 252	99¶ 0N 1, 3,00 1, 3,000 1, 3,00 1, 3,000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,0000 1, 3,00000 1, 3,00000 1, 3,0000000 1, 3,00000000000000000000000000000000000	12,580 391,744 123,913 123,913 499,783	iorth Carolina forth Carolina Dito Ditahoma
Oregon Fennsylvania Rhode Island South Carolin	51°T 61°T 92°T 10°T	151'956 258'698 05L'1LS'4 408'466	025,660,1 * 957,044 048,128,2 000,600,1 *	ыс Т*00 Т*00	2.00 2.00 2.00	5°00 Τ#\ 13°00 5°00	Birthday 1	2 Years 2 Years 2 Years 2 Years	55 (9'977 5'23μ 56'397 59'397	•≥0 7•00 •≥0 •52	27.5 00.4 00.8	05* 7루\ 73*00 1 (57\)	July 1 Detober 1 Detroper 1 Birthday	f Icers 5 Icers 5 Icers 5 Icers	TLS '6L 698'E08 69E'080'# 265'6ES	994 0N 994 0N 994 0N 994 0N	582 499 557 332 694 469 506 479	jouth Carolina Pregon Sennsylvania South Carolina
south Dekots Tennessee Texes Uteh	7*72 7*05 7*50 7*30	249'9L4 900'600'5 918'9L4'T 883'885	256'L45 E8L'00T'S 096'5LL'T T96'T6E	τ*00 •52 5*00 -	- 9.00 - - -	00*£ / <u>/</u> T 00*9 00*9	Birthday Birthday Vababree	Not Required 2 Years 2 Years 5 Years	574"5 994"05T 254"56	7*00 *52 5*00 5*00	2,00 3,00 2,00	77 3.00 3.00 2.00 2.00 2.00	Birthday Birthday Issuance Birthday	5 Years 2 Years 4 Years 4 Years	L9364757 5606266065 576266065 17762660 137000	00.4 00.4 00.6 1 0.6 0.6	5#*853 738*711 55*860 #* *	stonic dituri fennessee fennessee fent
Vermont Virginia Weshington West Virginia	דיאס דיסד דיסד דיק	09T*9E9 98E*864*T 424*6T9*T 529*09T	863°264 5°074°448 5°074°448 163°804	т•00 ≤	00.E	00°E	Issuence Issuence	Not Required I Year Not Required I Year	т58'Eң т09'88	7*00 *20 *52 *20	2*00 5*00 5*20	२२ २२ २२ २२ २२ २२ २२ २२ २२ २२ २२ २२ २२	Birthday Birth Month Birthday Issuance	r Years 2 Years 2 Years 1 Years	202,537 801,667 801,628 793,607 793,607	ייי 1, זי צע אסי אפי 1, סי די	22°398 784°485 18* 4° 2°250	fromts sinisti siniston sinistiv iss
Wisconsin Wyoming Dist. of Col.	<del>1</del> 9°Т 90°Т £Т°Т	577'62# 518'575 519'711'71	8964,955 8964,955 896,466,1	- 00'T 00'T	- 5.00 -	- 5*00 7≢∖≥*00	Issuance Birthday	l Year l Year l Year	- 60€'5τ Lτ5'89 /9	0≦* 00*T 00*T	3*00 5*00	3*00 5*00 T#\ #*20	Issuence Birthday Birthday	2 Years 3 Years 3 Years	ETS '80T 85E '45 525 'T66	* 5*00 No liee 7*20	460'94 625'9 564'847	Yoming Yoming det. of Col.
TetoT	<b>ςτ</b> τ.	£08,803,18	898 <b>*569*</b> 56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LatoT

<sup>11</sup> Complete date for all States ware not evaluable.
<sup>12</sup> Complete date for all States ware not evaluable.
<sup>13</sup> Complete date for all States ware not evaluable to the permit is provided but is not required except under certain circumstand many States and instruction or learner's permit is not provided in the States for Which dealers (-) superimmetry of any state state state state state states for an effective (\*) is each a permit superimper and permits and permits and permits and any states states for which if A. appears.
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<sup>20</sup> In the States and a state state state (\*) an additional non-negative (\*) and additional non-negative state state the state state states and a state state state state.

Special licenses to operate school bures. In Wisconsin S, Sch are included at \$2.50 each for a two-year terms. Frank iter to for a tradited to operator at the set in Famevitennia in the shinter of \$ .50 of permit is the set

<sup>1</sup> Includes the production and other protect literates that was taken do to prevators and previous parse. It is stated to the prevators and previous parse.
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13 Special Bus Driverses, 150.00 in New Jersey; original indefinite period, but evidence of physical fitness, good character, 27 Special Bus Drivers Meenees. Issued for an indefinite period, but evidence of physical fitness, good character,

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date of first renewal.

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22/ A permit to operate "For Hire" vehicles is required.

### Highway Statistics, 1963

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1</sup>

1963

TABLE MV-23 PART 1 OF 16

r			r							1 01 10
	ARKAN	ISAS	GESC	ORGIA	MISSISS	SIPPI	NORTH 1	DAKOTA	OREGO	
GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT								
6,000 lbs. and under	200,783	86.9	214,632	69.0	148,219	74.4	2,575	2.2	(2/)	-
6,001 to 8,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	11,051	5.5	48,277	40.5	3/ 110,360	73.3
8,001 to 10,000 lbs.	( <u>2</u> /)	-	17,759	5.7	3,065	1.5	12,568	10.5	2,098	1.4
10,001 to 12,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	3,824	1.9	5,110	4.3	1,506	1.0
12,001 to 14,000 lbs.	( <u>2</u> /)	-	24,170	7.8	3,315	1.7	4,375	3.7	1,245	0.8
14,001 to 16,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)		3,857	1.9	7,109	6.0	1,906	1.3 <sup>.</sup>
16,001 to 18,000 lbs.	( <u>2</u> /)	-	10,779	3.5	4,141	2.1	9,081	7.6	2,336	1.6
18,001 to 20,000 lbs.	18,606	8.1	(2/)	-	3,319	1.7	9,376	7.9	2,026	1.3
20,001 to 22,000 lbs.	( <u>2</u> /)	-	(2/)	-	4,403	2.2	5,609	4.7	1,657	1.1
22,001 to 24,000 lbs.	( <u>2</u> /)	-	22,078	7.1	1,800	0.9	11,778	9.9	2,395	1.6
24,001 to 26,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	584	0.3	396	0.3	1,910	1.3
26,001 to 28,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	326	0.2	117	0.1	1,317	0.9
28,001 to 30,000 lbs.	( <u>2</u> /)	•	4,247	1.4	445	0.2	157	0.1	653	0.4
30,001 to 32,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	475	0.2	67	0.1	302	0.2
32,001 to 36,000 lbs.	( <u>2</u> /)	-	4,819	1.6	875	0.4	298	0.3	788	0.5
36,001 to 40,000 lbs.	4,967	2.2	( <u>2</u> /)	-	2,009	1.0	446	0.4	1,893	1.3
40,001 to 44,000 lbs.	( <u>2</u> /)	-	1,958	0.6	1,196	0.6	436	0.4	4,507	3.0
44,001 to 48,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	196	0.1	61	0.1	731	0.5
48,001 to 52,000 lbs.	( <u>2</u> /)	•	2,073	0.7	390	0.2	45	0.0	246	0.1
52,001 to 56,000 lbs.	3,130	1.3	( <u>2</u> /)	-	2,531	1.3	132	0.1	455	0.3
56,001 to 60,000 lbs.	1,528	0.7	( <u>2</u> /)	-	1,698	0.9	159	0.1	725	0.5
60,001 to 64,000 lbs.	( <u>2</u> /)	•	<b>4/ 8,23</b> 3	2.6	1,170	0.6	30	0.0	108	0.1
64,001 to 68,000 lbs.	298	0.1	-	-	101	0.1	5	0.0	451	0.3
68,001 to 73,280 lbs.	1,679	0.7	-	-	<u>4</u> / 251	0.1	858	0.7	( <u>2</u> /)	•
73,281 lbs. and over	•	-	•	-	-	-	-	-	10,863	7.2
Total	230,991	100.0	310,748	100.0	199,241	100.0	119,065	100.0	150,478	100.0

1/ The States in this table, with the exception of Oregon, register vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given. 3/ Includes an estimated 107,333 pickup and panel trucks registered with passenger cars. 4/ Includes vehicles with gross weights as follows: 52,001 to 63,280 pounds in Georgia; 68,001 to 73,000 pounds in

Mississippi.

## VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT<sup>1</sup> 1963

TABLE MV-23 PART 2 OF 16

	KE	TUCKY	UT	NH I	ILLINOIS	3		MAINE		
GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT
5,000 lbs. and under	99,706	63.0	(2/)	-	3,000 lbs. and under	4,644	1.0	9,000 lbs. and under	49,863	66.3
5,001 to 6,000 lbs.	(2/)	-	58,005	60.0	3,001 to 8,000 lbs.	283,778	61.4	9,001 to 11,000 lbs.	5,380	7.2
6,001 to 8,000 lbs.	7,805	4.9	(2/)	-	8,001 to 10,000 lbs.	24,327	5.2	11,001 to 14,000 lbs.	3,695	4.9
8,001 to 10,000 lbs.	4,180	2.7	(2/)	-	10,001 to 12,000 lbs.	17,193	3.7	14,001 to 16,000 lbs.	2,201	2.9
10,001 to 12,000 lbs.	2,306	1.5	( <u>2</u> /)	· -	12,001 to 14,000 lbs.	16,609	3.6	16,001 to 18,000 lbs.	3,033	4.0
12,001 to 14,000 lbs.	1,959	1.2	(2/)	-	14,001 to 16,000 lbs.	21,205	4.6	18,001 to 20,000 lbs.	1,381	1.8
14,001 to 16,000 lbs.	2,104	1.3	(2/)	-	16,001 to 20,000 lbs.	32,773	7.1	20,001 to 23,000 lbs.	1,441	1.9
16,001 to 18,000 lbs.	17,319	11.0	28,356	29.3	20,001 to 24,000 lbs.	20,583	4.5	23,001 to 26,000 lbs.	1,331	1.8
18,001 to 21,000 lbs.	2,063	1.3	( <u>2</u> /)	-	24,001 to 28,000 lbs.	4,015	0.9	26,001 to 29,000 lbs.	978	1.3
21,001 to 24,000 lbs.	8,219	5.2	(2/)	-	28,001 to 32,000 lbs.	2,524	0.5	29,001 to 32,000 lbs.	1,489	. 2.0
24,001 to 27,000 lbs.	1,442	0.9	(2/)	-	32,001 to 36,000 lbs.	1,451	0.3	32,001 to 35,000 lbs.	226	0.3
27,001 to 30,000 lbs.	651	0.4	(2/)	-	36,001 to 41,000 lbs.	12,826	2.8	35,001 to 38,000 lbs.	285	0.4
30,001 to 33,000 lbs.	382	0.3	6,509	6.7	41,001 to 45,000 lbs	1,226	0.3	38,001 to 42,000 lbs.	487	0.7
33,001 to 36,000 lbs.	683	0.4	(2/)	-	45,001 to 50,000 lbs.	1,232	0.3	42,001 to 46,000 lbs.	245	0.3
36,001 to 39,000 lbs.	1,284	0.8	(2/)	-	50,001 to 59,000 lbs.	9,905	2.1	46,001 to 50,000 lbs.	1,535	2.0
39,001 to 42,000 lbs.	2,749	1.7	(2/)	-	59,001 to 64,000 lbs.	2	0.0	50,001 to 55,000 lbs.	70	0.1
42,001 to 45,000 lbs.	( <u>2</u> /)	-	(2/)	-	64,001 to 73,280 lbs.	7,988	1.7	55,001 to 60,000 lbs.	դդդ	0.6
45,001 to 48,000 lbs.	(2/)	-	1,485	1.5		······		60,001 to 65,000 lbs.	1,010	1.3
48,001 to 51,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-				65,001 to 70,550 lbs.	94	0.1
51,001 to 54,000 lbs.	(2/)	-	( <u>2</u> /)	-	· · · · · · · · · · · · · · · · · · ·			70,551 to 73,280 lbs.	48	0.1
54,001 to 57,000 lbs.	(2/)	-	(2/)	-			1			
57,001 to 59,640 lbs.	4,893	3.1	(2/)	-		·				
59,641 to 63,000 lbs.	(2/)	-	632	0.7		1				
63,001 to 75,000 lbs.	3/ 531	0.3	519	0.6	······································	1	1			1
75,001 lbs. and over	-	-	1,191	1.2		1				1
Total	158,276	100.0	96,697	100.0	Total	462,281	100.0	Total	75,236	100.0

The States in this table register vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes. Vehicles for these weights are included with the number in the next greater weight group for which data are given. Includes vehicles with gross weights of 59,641 to 73,280 pounds. 1/2/2/

# **Motor Vehicles**

21

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT<sup>1</sup> 1963

TABLE MV-23 PART 3 OF 16

	CONNECT	TICUT	RHODE :	ISLAND	WEST VI	GINIA
GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
4,999 lbs. and under	56,385	43.6	17,125	45.0	16,716	13.1
5,000 to 7,999 lbs.	26,865	20.8	7,804	20.5	100	0.1
8,000 to 9,999 lbs.	6,444	5.0	2,048	5.4	78,437	61.7
10,000 to 11,999 lbs.	4,746	3.7	1,528	4.0	3,356	2.6
12,000 to 13,999 lbs.	3,626	2.8	1,038	2.7	2,568	2.0
14,000 to 15,999 lbs.	4,095	3.2	940	2.5	1,826	1.4
16,000 to 17,999 lbs.	4,640	3.6	1,109	2.9	6,261	4.9
18,000 to 19,999 lbs.	4,671	3.6	1,129	3.0	2,424	1.9
20,000 to 21,999 lbs.	2,142	1.6	471	1.2	1,930	1.5
22,000 to 23,999 lbs.	1,871	1.4	383	1.0	2,148	1.7
24,000 to 25,999 lbs.	1,791	1.4	416	1.1	2,679	2.1
26,000 to 27,999 lbs.	1,132	0.9	245	0.6	1,237	1.0
28,000 to 29,999 lbs.	1,149	0.9	218	0.6	403	0.3
30,000 to 31,999 lbs.	963	0.7	2 <b>3</b> 6	0.6	415	0.3
32,000 to 35,999 lbs.	2,082	1.6	216	0.6	451	0.4
36,000 to 39,999 lbs	328	0.3	202	0.5	467	0.4
40,000 to 44,999 lbs.	626	0.5	(2/)		2,025	1.6
45,000 to 49,999 lbs.	353	0.3	334	0.9	889	0.7
50,000 to 54,999 lbs.	1,788	1.4	518	1.4	<b>59</b> 3	0.5
55,000 to 59,999 lbs.	152	0.1	30	0.1	1,046	0.8
60,000 to 64,999 lbs.	1,777	. 1.4	1,275	3.3	( <u>2</u> /)	-
65,000 to 69,999 lbs.	1,151	0.9	406	1.1	902	0.7
70,000 to 74,999 lbs.	359	0.3	392	1.0	386	0.3
75,000 to 79,999 lbs.	· 13	0.0	-	-	-	-
80,000 lbs. and over	31	0.0	1	0.0		<b>-</b> .
Total	129,180	100.0	38,064	100.0	127,259	100.0

1/ The States in this table register vehicle combinations (tractor-semitrailer)

as a single unit, using the combined weight for registration purposes. 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN INDIANA

# 1963

# TABLE MV-23 PART 4 OF 16

GROSS WEIGHT	TRU	CKS	TRACTO	r TRUCKS 1/
	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	101,898	28.4	(2/)	-
4,001 to 8,000 lbs.	(2/)	-	(2/)	• .
8,001 to 10,000 lbs.	(2/)	-	(2/)	-
10,001 to 12,000 lbs.	( <u>2</u> /)	-	(2/)	-
12,001 to 14,000 lbs.	(2/)	-	262	0.9
14,001 to 16,000 lbs.	208,653	58.2	(2/)	-
16,001 to 18,000 lbs.	(2/)	-	327	1.2
18,001 to 20,000 lbs.	22,807	6.3	(2/)	-
20,001 to 22,000 lbs.	(2/)	-	422	1.5
22,001 to 24,000 lbs.	(2/)	•	(2/)	-
24,001 to 26,000 lbs.	18,253	5.1	408	1.5
26,001 to 28,000 lbs.	(2/)	-	(2/)	-
28,001 to 30,000 lbs.	976	0.3	719	2.6
30,001 to 32,000 lbs.	(2/)	-	(2/)	-
32,001 to 34,000 lbs.	1,433	0.4	(2/)	-
34,001 to 36,000 lbs.	<u>3</u> / 4,509	1.3	1,631	5.9
36,001 to 40,000 lbs.	-	-	1,726	6.3
40,001 to 44,000 lbs.	-	-	1,866	6.8
44,001 to 48,000 lbs.	-	-	950	3.4
48,001 to 52,000 lbs.	-	-	1,358	4.9
52,001 lbs. and over	-	-	17,921	65.0
Total	358,529	100.0	27,590	100.0

l/ Indiana registers vehicle combinations (tractor-semi-trailer) as a single vehicle, using the combined weight for registration purposes.

2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

3/ Includes vehicles with gross weights of 34,001 pounds and over.

### VEHICLES REGISTERED ON THE BASIS OF **GROSS WEIGHT IN PENNSYLVANIA**<sup>1</sup> 1963

### VEHICLES REGISTERED ON THE BASIS OF **GROSS WEIGHT IN TENNESSEE** 1963

FARM TRUCKS

COMMERCIAL VEHICLES

1/

GROSS WEIGHT

Total

TABLE MV-23 PART 5 OF 16

	2-A)	(LIE	3-AJ	a's	4-A3	i.e	TOTA	L.
GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
5,000 lbs. and under	224,736	42.5	-	-	-	-	224,736	41.7
5,001 to 7,000 lbs.	104,241	19.7	-	-	-	-	104,241	19.3
7,001 to 9,000 lbs.	1,171	0.2	-	-	-	-	1,171	0.2
9,001 to 11,000 lbs.	41,402	7.9	-	-	-	-	41,402	7.7
11,001 to 13,000 lbs.	14	0.0	-	-	-	-	14	0.0
13,001 to 15,000 lbs.	-	-	-	-	-	-	-	•
15,001 to 17,000 lbs.	41,269	7.8	(2/)	-	-	-	41,269	7.6
17,001 to 19,000 lbs.	463	0.1	(2/)	-	-	-	463	0.1
19,001 to 21,000 lbs.	47,216	9.0	( <u>2</u> /)	-	-	-	47,216	8.7
21,001 to 23,000 lbs.	296	0.1	( <u>2</u> /)	-	-	-	296	0.1
23,001 to 25,000 lbs.	127	0.0	(2/)	-	-	-	127	0.0
25,001 to 27,000 lbs.	19,165	3.6	3/ 30	0.3	-	-	<u>3</u> / 19,195	3.6
27,001 to 29,000 lbs.	127	0.0	( <u>2</u> /)	-	-	-	127	0.0
29,001 to 31,000 lbs.	40,663	7.7	<u>4/</u> 91	0.9	-	-	<u>4/</u> 40,754	7.6
31,001 to 33,000 lbs.	7,591	1.4	(2/)	-	-	-	( <u>2</u> /) ·	-
33,001 to 36,000 lbs.	-	-	(2/)	-	-	-	(2/)	-
36,001 to 40,000 lbs.	*	-	1,909	18.1	-	-	9,500	1.8
40,001 to 47,000 lbs.		-	8,484	80.7	-	-	( <u>2</u> /)	-
47,001 to 60,000 lbs.	-	_	-	-	164	100.0	8,648	1.6
Total	528,481	100.0	10, 514	100.0	164	100.0	539,159	100.0

	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
8,000 lbs. and under	83,224	63.6	104,910	88.8	188,134	75.5
8,001 to 10,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)		( <u>2</u> /)	-
10,001 to 12,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	( <u>2</u> /)	-
12,001 to 14,000 lbs.	16,857	12.9	11,916	10.1	28,773	11.5
14,001 to 16,000 lbs.	(2/)	-	( <u>2</u> /)	-	( <u>2</u> /)	-
16,001 to 18,000 lbs.	<u>3</u> / 8,840	6.8	622	0.5	9,462	3.8
18,001 to 20,000 lbs.	( <u>2</u> /)	-	( <u>2</u> /)	-	( <u>2</u> /)	-
20,001 to 22,000 lbs.	( <u>2</u> /)	•	672	0.6	( <u>2</u> /)	-
22,001 to 24,000 lbs.	9,748	7.4	-	<del>.</del> .	10,420	4.2
24,001 to 26,000 lbs.	( <u>2</u> /)	-	-	-	( <u>2</u> /)	-
26,001 to 28,000 lbs.	( <u>2</u> /)	-	-	-	( <u>2</u> /)	-
28,001 to 30,000 lbs.	1,090	0.8	-		1,090	0.4
30,001 to 32,000 lbs.	( <u>2</u> /)	-	-	-	( <u>2</u> /)	-
32,001 to 36,000 lbs.	967	0.7	-	-	967	0.4
36,001 to 42,000 lbs.	2,144	1.6	-	-	2,144	0.9
42,001 to 55,980 lbs.	3,734	2.9	-	-	3,734	1.5
55,981 to 61,580 lbs.	2,394	1.8	-	-	2,394	1.0
61,581 to 73,280 lbs.	1,905	1.5	-	-	1,905	0.8

1/ Includes private and commercially-owned trucks and tractor trucks. Gross weights of the tractor

trucks are those of the power unit only. 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

Includes 3-axle vehicles with gross weights of 16,001 to 26,000 pounds.
 Includes 3-axle vehicles with gross weights of 26,001 to 31,000 pounds.

1/ Tennessee registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes. 2/ Vehicles for these weights are included with the number in the next greater

100.0

118,120

100.0

4/ 249,023

100.0

weight group for which data are given.

Des not include 319 well drilling vehicles. 3/

<u>4/ 130,903</u>

TABLE MV-23 PART 6 OF 16 TOTAL VEHICLES

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN 1963

TABLE MV-23 PART 7 OF 16

GROSS WEIGHT	PRIVATE AND TRUC		FARM	TRUCKS	TRACTOR T	RUCKS 1/	TOTAL VE	HICLES
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,500 lbs. and under	55,381	36.4	(2/)	-	-	=	55,381	20.3
4,501 to 8,000 lbs.	44,378	29.2	( <u>2</u> /)		6	0.0	44,384	16.3
8,001 to 10,000 lbs.	6,122	4.0	94,293	89.6	23	0.1	100,438	36.8
10,001 to 12,000 lbs.	4,530	3.0	1,365	1.3	20	0.1	5,915	2.2
12,001 to 14,000 lbs.	5,003	3.3	2,150	2.1	13	0.1	7,166	2.6
14,001 to 16,000 lbs.	6,047	4.0	1,792	1.7	11	0.1	7,850	2.9
16,001 to 18,000 lbs.	5,498	3.6	1,594	1.5	24	0.2	7,116	2.6
18,001 to 20,000 lbs.	5,937	3.9	1,438	1.4	37	0.2	7,412	2.7
20,001 to 22,000 lbs.	4,148	2.7	970	0.9	68	0.4	5,186	1.9
22,001 to 24,000 lbs.	4,799	3.2	855	0.8	179	1.2	5,833	2.1
24,001 to 26,000 lbs.	3,487	2.3	449	0.4	117	0.8	4,053	1.5
26,001 to 28,000 lbs.	1,217	0.8	143	0.1	221	1.4	1,581	0.6
28,001 to 30,000 lbs.	635	0.4	196	0.2	256	1.7	1,087	0.4
30,001 to 32,000 lbs.	330	0.2	-	-	139	0.9	469	0.2
32,001 to 36,000 lbs.	411	0.3	-	-	501	3.2	912	0.3
36,001 to 40,000 lbs.	806	0.5	-		1,080	7.0	1,886	0.7
40,001 to 44,000 lbs.	1,555	1.0	-	•	1,499	9.6	3,054	1.1
44,001 to 48,000 lbs.	1,869	1.2	-	-	563	3.6	2,432	0.9
48,001 to 52,000 lbs.	-	-	-	-	571	3.6	571	0.2
52,001 to 56,000 lbs.	-	-	-	-	1,421	9.2	1,421	0.5
56,001 to 60,000 lbs.	-	-	-	-	3,874	25.0	3,874	1.4
60,001 to 64,000 lbs.	-	-	-	-	448	2.9	448	0.2
64,001 to 68,000 lbs.	-	-	-	-	535	3.5	535	0.2
68,001 to 73,000 lbs.	-	-	-	-	3,902	25.2	3,902	1.4
Total	152,153	100.0	105,245	100.0	15,508	100.0	272,906	100.0

1/ Wisconsin registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.

2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

# VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD AND GROSS WEIGHT IN LOUISIANA

### 1963

TABLE	S MV-23
PART 8	3 OF 16

															•
GROSS WEIGHT PER LOAD TRUCKS							TRACTOR TRUCKS 2/								
CARRYING AXLE OR TANDEM AXLES 1/	PRIVATE USE	Farm USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT	GROSS WEIGHT	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT
3,500 lbs. and under	109,250	( <u>3</u> /)	-	128	116	109,494	48.0	12,000 lbs. and under	201	-	7	43	7	258	2.0
3,501 to 6,000 lbs.	9,503	75,147	114	819	79	85,662	37.6	12,001 to 16,000 lbs.	126	-	4	80	10	220	1.7
6,001 to 8,000 lbs.	3,087	<u>4</u> / 7,152	51	838	46	11,174	4.9	16,001 to 20,000 lbs.	214	-	37	65	13	329	2.5
8,001 to 10,000 lbs.	3,217	-	89	874	47	4,227	1.8	20,001 to 24,000 lbs.	179	-	38	53	15	285	2.2
10,001 to 12,000 lbs.	2,447	-	68	526	44	3,085	1.3	24,001 to 28,000 lbs.	183	-	52	96	39	370	2.9
12,001 to 14,000 lbs.	2,040	-	122	512	25	2,699	1.2	28,001 to 32,000 lbs.	359	-	231	219	61	870	6.7
14,001 to 16,000 lbs.	1,440	-	93	323	13	1,869	0,8	32,001 to 36,000 lbs.	1,104	386	246	154	149	2,039	15.7
16,001 to 18,000 lbs.	4,797	-	1,814	672	37	7,320	3.2	36,001 to 40,000 lbs.	85	-	20	23	58	186	1.4
18,001 to 20,000 lbs.	5/ 144	-	-	5/34	-	178	0.1	40,001 to 44,000 lbs.	51	-	9	ш	31	102	0.8
20,001 to 24,000 lbs.	97	-	-	22	5	124	0.1	44,001 to 48,000 lbs.	87	-	1	20	72	180	1.4
24,001 to 28,000 lbs.	98	-	-	21	-	119	0.1	48,001 to 50,000 lbs.	3,036	938	708	280	816	5,778	44.6
28,001 to 32,000 lbs.	1,277	-	-	773	30	2,080	0.9	50,001 to 54,000 lbs.	1	-		-	· 9	10	0.1
		-						54,001 to 56,000 lbs.	'n	-	5	3	23	102	0.8
								56,001 to 60,000 lbs.	19	-	-	-	2	21	0.2
•								60,001 to 64,000 lbs.	1,127	83	105	31	578	1,924	14.9
				Ι				64,001 to 68,000 lbs. <u>6/</u>	135	· _	-	6	135	276	2.1
Total	137,397	82,299	2,351	5,542	442	228,031	100.0	Total	6,978	1,407	1,463	1,084	2,018	12,950	100.0

1/ The weights given are the gross weights of load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 32,000 pounds. Axles more than 8 feet apart are allowed 18,000 pounds each.
2/ Louisiana registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for registration purposes.
3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.
4/ Includes vehicles with gross weights of 6,001 pounds and over.
5/ Includes tandem axles weights of 6,001 pounds over.
6/ For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer

For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer axles

**Motor Vehicles** 

# VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT AND EMPTY WEIGHT IN MINNESOTA<sup>1</sup> 1963

TABLE MV-23 PART 9 OF 16

GROSS WEIGHT	COMMET TRUCKS TRACTOR	AND	EMPTY WEIGHT	FARM AND URBAN TRUCKS AND TRACTOR TRUCKS			
	NUMBER	PERCENT		NUMBER	PERCENT		
4,999 lbs. and under	1,274	0.7	2,999 lbs. and under	1,726	1.7		
5,000 to 7,000 lbs.	107,850	57.1	3,000 to 3,999 lbs.	47,261	46.8		
8,000 to 9,999 lbs.	19,693	10.4	4,000 to 4,999 lbs.	15,186	15.0		
10,000 to 11,999 lbs.	7,372	3.9	5,000 to 5,999 lbs.	8,980	8.9		
12,000 to 13,999 lbs.	5,451	2.9	6,000 to 6,999 lbs.	10,091	10.0		
14,000 to 15,999 lbs.	6,853	3.6	7,000 to 7,999 lbs.	8,214	8.1		
16,000 to 17,999 lbs.	5,793	3.1	8,000 to 8,999 lbs.	4,061	4.0		
18,000 to 19,999 lbs.	6,015	3.2	9,000 to 9,999 lbs.	1,529	1.5		
20,000 to 21,999 lbs.	6,508	3.4	10,000 to 10,999 lbs.	774	0.8		
22,000 to 23,999 lbs.	5,383	2.9	11,000 to 11,999 lbs.	404	0.4		
24,000 to 25,999 lbs.	3,530	1.9	12,000 to 12,999 lbs.	318	0.3		
26,000 to 27,999 lbs.	1,325	0.7	13,000 to 13,999 lbs.	304	0.3		
28,000 to 29,999 lbs.	295	0.2	14,000 to 14,999 lbs.	377	0.4		
30,000 to 31,999 lbs.	330	0.2	15,000 to 15,999 lbs.	314	0.3		
32,000 to 35,999 lbs.	763	0.4	16,000 to 16,999 lbs.	251	0.3		
36,000 to 39,999 lbs.	1,388	0.7	17,000 to 17,999 lbs.	157	0.2		
40,000 to 44,999 lbs.	1,756	0.9	18,000 to 18,999 lbs.	203	0.2		
45,000 to 49,999 lbs.	859	0.5	19,000 to 19,999 lbs.	193	0.2		
50,000 to 54,999 lbs.	395	0.2	20,000 lbs. and over	654	0.6		
55,000 to 59,999 lbs.	1,923	1.0					
60,000 to 64,999 lbs.	347	0.2					
65,000 to 69,999 lbs.	554	0.3					
70,000 lbs. and over <u>2</u> /	3,140	1.6					
Total	188,797	100.0	Total	100,997	100.0		

using the combined weight for registration purposes. 2/ The maximum practical gross weight of combinations permitted is 73,280 pounds.

### VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT IN CALIFORNIA<sup>1</sup> 1963

MOTOR AND MOACHOD MOTOR

## VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT <sup>1</sup> 1963

TABLE MV-23 PART 10 OF 16

TABLE MV-23 PART 11 OF 16

	DIST. OF C	OLUMBIA 3/	MICHIC	GAN	FLORIDA							
BMPTY WEIGHT <u>2</u> /	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	SCALE WEIGHT 2/	NUMBER OF VEHICLES	PERCENT					
2,999 lbs. and under	1,596	9.5	27,192	7.4	2,050 lbs. and under	2,609	0.8					
3,000 to 3,999 lbs.	4,500	26.7	199,952	54.4	2,051 to 3,050 lbs.	35,001	10.9					
4,000 to 4,999 lbs.	2,570	15.2	17,777	4.8	3,051 to 5,050 lbs.	187,892	58.4					
5,000 to 5,999 lbs.	1,830	10.8	26,931	7.3	5,051 lbs. and over	96,005	29.9					
6,000 to 6,999 lbs.	961	5.7	27,698	7.6								
7,000 to 7,999 lbs.	1,286	7.6	17,933	4.9								
8,000 to 8,999 lbs.	1,155	6.8	20,240	5.5								
9,000 to 9,999 lbs.	869	5.2	10,665	2.9								
10,000 to 10,999 lbs.	455	2.7	6,308	1.7								
11,000 to 11,999 lbs.	383	2.3	3,623	1.0								
12,000 to 12,999 lbs.	206	1.2	1,879	0.5								
13,000 to 13,999 lbs.	173	1.0	1,353	0.4								
14,000 to 14,999 lbs.	69	0.4	1,530	0.4								
15,000 to 15,999 lbs.	51	0.3	694	0.2								
16,000 to 16,999 lbs.	52	0.3	469	0.1								
17,000 to 17,999 lbs.	56	0.3	690	0.2								
18,000 to 18,999 lbs.	78	0.5	529	0.1								
19,000 to 19,999 lbs.	62	0.4	597	0.2								
20,000 lbs. and over	530	3.1	1,365	0.4								
Total	16,882	100.0	<u>4</u> / 367,425	100.0	Total	321,507	100.0					

UNLADEN WEIGHT		TRUCH	S AND TRACTOR !	PROCKS			
UNINDEN WEIGHT	2-AXLE	3-AXLE	UNCLASSIFIED	TOTAL	PERCENT		
3,000 lbs. and under	1,055	-	-	1,055	0.1		
3,001 to 4,000 lbs.	829,722	18	4	829,744	65.6		
4,001 to 5,000 lbs.	112,391	24	4	112,419	8.9		
5,001 to 6,000 lbs.	67,100	60	-	67,160	5+3		
6,001 to 7,000 lbs.	55,726	109	-	55,835	4.4		
7,001 to 8,000 lbs.	50,700	278	-	50,978	4.0		
8,001 to 9,000 lbs.	34,020	667	1	34,688	2.7		
9,001 to 10,000 lbs.	22,814	1,450	-	24,264	1.9		
10,001 to 11,000 lbs.	15,147	2,252	-	17, 399	1.4		
11,001 to 12,000 lbs.	11,531	4,076	-	15,607	1.2		
12,001 to 13,000 lbs.	6,285	5,837	-	12,122	1.0		
13,001 to 14,000 lbs.	3,864	5,438	-	9 <b>, 3</b> 02	0.7		
14,001 to 15,000 lbs.	1,660	5,357	-	7,017	0.6		
15,001 to 16,000 lbs.	527	5,818	-	6,345	0.5		
16,001 to 17,000 lbs.	246	6,748	1	6,995	0.6		
17,001 to 18,000 lbs.	· 167	5,228	1	5,396	0.4		
18,001 to 19,000 lbs.	83	2,994	1	3,078	0.2		
19,001 to 20,000 lbs.	65	2,064	-	2,129	0.2		
20,001 lbs. and over	83	3,094	20	3,197	0.3		
Total	1,213,186	51,512	32	1,264,730	100.0		
<pre>1/ Tractor trucks included in this table</pre>			rately from sem iden weight of				

1/ Tractor trucks and semitrailers are registered as separate units by these States. Tractor trucks are included with trucks in this table.
2/ The term "empty weight" is used in the District of Columbia and Michigan, "scale weight" in Florida.
3/ The District of Columbia registers wehicles on the basis of manufacturer's shipping weight of the

included with trucks in this table. 2/ The term "empty weight" is used in the District of Columbia and Michigan, "scale weight" in Florida. 3/ The District of Columbia registers vehicles on the basis of manufacturer's shipping weight of the chassis plus the weight of the cab and body. 4/ Does not include 38,440 farm vehicles.

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1967	F	84																				
TABLE PART 13	TOTAL TR	NUMBER	22,596	23,860	4,342	1,983	3,930	3,029	<b>167, 1</b>	1,251	512	609	236	1482	600	דוב	398	346	226	198	892	68,291
	TROOKS 1	PERCENT	ħ.0	2.9	5.1	2.4	5.1	6.1	6•5	6.5	2.2	0*5	5.8	6.9	<b>10.6</b>	8.9	ħ•2	5.1	2.5	2.5	7.7	100.0
	TRACTOR T	NUMBER	13	87	154	72	155	184	178	191	156	641	9 <b>L</b> T	209	320	268	164	155	76	74	233	3,020
1963	TRUCKS	PERCENT	34.6	36.4	6.4	2.9	5.8	4.3	2.5	1.6	0-9	0.7	0.6	0.4	0.4	0.4	4.0	0.3	0.2	0.2	1.0	100.0
	COMMERCIAL	NUMBER	22,573	23,773	4,188	1,911	3,775	2,845	1,619	τ <b>,</b> 054	259	1 <del>1</del> 60	<b>09</b> £	273	280	243	ψEZ	161	150	124	659	65,2TL
	TIRE A TREE WENTER		3,500 lbs. and under	3,501 to 4,500 lbs.	4,501 to 5,500 lbs.	5,501 to 6,000 lbs.	6,001 to 7,000 lbs.	7,001 to 8,000 lbs.	8,001 to 9,000 lbs.	9,001 to 10,000 lbs.	10,001 to 11,000 lbs.	11,001 to 12,000 lbs.	12,001 to 13,000 lbs.	13,001 to 14,000 lbs.	14,001 to 15,000 lbs.	15,001 to 16,000 lbs.	16,001 to 17,000 lbs.	17,001 to 18,000 lbs.	18,001 to 19,000 lbs.	19,001 to 20,000 lbs.	20,001 lbs. and over	Total
TABLE NV-23 Part 12 of 16	RUCKES	PERCENT	13.4	55.0	5.1	h.0	5.4	5.2	2.7	1.6	0.8	0.6	0.5	0.6	0.6	0.5	0.3	0.2	0.1	1.0	3.3	100.0
TAB	TOTAL TRUCKS	NUMBER	31,000	127,284	11,808	9,138	12,560	11,905	6,296	3,678	1,847	1, 398	1,197	1,343	1,393	<b>т</b> 5т <b>°</b> т	69L	991	331	298	7,680	231,545
	RUCKS	PERCENT	8•6	ħ.74	6.2	6.8	13.1	2'TI	3.8	0"T	0.3	т.0	0.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	100.0
	FARM TRUCKS	NUMBER	6,222	30,264	3,974	4,356	8,378	7,147	<b>टभग</b>	598	180	88	36	30	ЭĽ	9T	6	9	2	5	<b>9</b> 8	63,826
1963	L TRUCKS	PERCENT	14.8	57.8	4.7	2.8	2.5	2.8	2.3	8•т	1.0	8.0	0.7	0.8	0.8	1.0	5*0	٤•٥	0.2	0.2	4.5	100.0
	COMMERCIAL TRUCKS	NUMBER	24 <b>,</b> 778	020*16	7,834	4,782	4,182	4,758	3,855	3,080	1,667	318 <b>,</b> 1	1,161	1,313	1,377	1,138	160	<b>1</b> 460	329	293	7,614	161,719
5		THATSTM IT.AWST	3,000 Ibs. and under	3,001 to 4,000 lbs.	4,001 to 5,000 lbs.	5,001 to 6,000 lbs.	6,001 to 7,000 lbs.	7,001 to 8,000 lbs.	8,001 to 9,000 lbs.	9,001 to 10,000 lbs.	10,001 to 11,000 lbs.	11,001 to 12,000 lbs.	12,001 to 13,000 lbs.	13,001 to 14,000 lbs.	14,001 to 15,000 lbs.	15,001 to 16,000 lbs.	16,001 to 17,000 lbs.	17,001 to 18,000 lbs.	18,001 to 19,000 lbs.	19,001 to 20,000 lbs.	20,001 lbs. and over	Total

Highway Statistics, 1963

1.1

0.8

0.7 6.0 0.7

6.0

0.6 0.5 0.3 0.3 1.3 100.0

 $\frac{1}{2}$  Tractor trucks are registered separately from semitrailers, and are included in this column according to the weight of the power unit only.

 $\frac{1}{2}$  Tractor trucks and semitrailers are registered as separate units. Tractor trucks are included with commercial trucks in this table.

5.8

4.4 2.6 1.8

TABLE NV-23 PART 13 OF 16

**VEHICLES REGISTERED ON THE BASIS** OF UNLADEN WEIGHT IN WYOMING PERCENT

TOTAL TRUCKS

9-4E **6.**4 2.9

33.1

# VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT AND **GROSS WEIGHT IN MARYLAND**

# VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN NEW MEXICO<sup>1</sup>

1963

1963 TABLE MV-23 PART 15 OF 16

	MAXIMIM			MAXIMUM	TRACTOR TRUCKS					
CHASSIS WEIGHT	GROSS WEIGHT	PRIVATE	USE <u>1</u> /	FOI	RHIRE	T	TAL	GROSS WEIGHT	NUMBER	PERCENT
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		NOPLOCK	PERCENT
L,500 lbs. and under	10,000 lbs.	86,786	72.3	2,038	19.1	88,824	68.0	40,000 lbs.	1,362	14.2
1,501 to 2,500 lbs.	10,000 lbs.	628	0.5	34	0.3	662	0.5	50,000 lbs.	1,707	17.9
2,501 to 4,000 lbs.	17,000 lbs.	13,556	11.3	1,530	14.4	15,086	11.6	65,000 lbs.	6,283	65,7
4,001 to 5,000 lbs.	20,000 lbs.	9,422	7.8	3,019	28.4	12,441	9.5	73,280 lbs.	211	2.2
5,001 to 6,000 lbs.	25,000 lbs	4,939	4.1	1,879	17.7	6,818	5.2			
6,001 to 7,500 lbs.	32,000 lbs.	2,747	2.3	1,413	13.3	4,160	3.2			
7,501 to 9,000 lbs.	35,000 lbs.	451	0.4	142	1.3	593	0.5			
11 12 12 14	45,000 lbs.	323	0.3	131	1.2	454	0.3			
9,001 lbs. and over	55,000 lbs.	1,151	.1.0	454	4.3	1,605	1.2			
Total		120,003	100.0	10,640	100.0	130,643	100.0		9,563	100.0

•

Does not include 5,572 farm trucks. Maryland registers vehicle combinations (tractor-semitrailer) as a single unit, using the combined weight for 2 registration purposes.

### NUMBER 0F PERCENT VEHICLES CHASSIS WEIGHT 2/ 2,999 lbs. and under 83,710 71.9 8.8 3,000 to 3,999 lbs. 10,258 4,000 to 4,999 lbs. 11,964 10.3 2.4 5,000 to 5,999 lbs. 2,723 1.8 6,000 to 6,999 lbs. 2,065 1.1 7,000 to 7,999 lbs. 1,307 841 8,000 to 8,999 lbs. 0.7 9,000 to 9,999 lbs. 1,121 1.0 425 0.4 10,000 to 10,999 lbs. 11,000 to 11,999 lbs. 385 0.3 481 0.4 12,000 to 12,999 lbs. 276 0.2 13,000 to 13,999 lbs. 14,000 to 14,999 lbs. 385 0.3 280 0.2 15,000 to 15,999 lbs. 16,000 to 16,999 lbs. 126 0.1 17,000 to 17,999 lbs. 70 0.1 18,000 to 18,999 lbs. 25 0.0 19,000 to 19,999 lbs. 19 0.0 20,000 lbs. and over 30 0.0 116,491 100.0 Total

1/ Tractor trucks are registered separately from semitrailers and are included in this table according to the chassis weight of the power units only. 2/ Includes farm trucks.

i

# VEHICLES REGISTERED ON THE BASIS OF CARRYING CAPACITY<sup>1</sup>

1963

									PARJ	r 16 of 16
	10700	ASKA	SOUTH CAP	DOT THA			AL	ABAMA		
LOAD TO BE HAULED		1			MANUFACTURERS	PRIV	ATE		PC	OR HIRE
	NUMBER	PERCENT	NUMBER	PERCENT	RATED CAPACITY	NUMBER	PERCENT	GROSS WEIGHT	NUMBER	PERCENT
l ton or less	50,068	57.5	110,886	75.1	l ton or less	<u>2</u> / 171,819	70.0	8,000 lbs. and under	2	0.0
Over 1 to 2 tons	9,982	11.5	4,935	3.3	Over 1 to 2 tons	60,165	24.5	8,000 to 12,000 lbs.	4	0.1
Over 2 to 3 tons	5,509	6.3	7,292	4.9	Over 2 to 3 tons	11,829	4.8	12,001 to 18,000 lbs.	25	0.6
Over 3 to 4 tons	2,278	2.6	4,160	2.8	Over 3 to 4 tons	1,416	0.6	18,001 to 24,000 lbs.	47	1.1
Over 4 to 5 tons	2,609	3.0	3,354	2.3	Over 4 to 5 tons	112	0.1	24,001 to 30,000 lbs.	16	0.4
Over 5 to 6 tons	2,410	2.8	2,574	1.8	Over 5 to 6 tons	59	0.0	30,001 to 36,000 lbs.	45	1.1
Over 6 to 7 tons	2, 388	2.8	2,440	1.7	-			36,001 to 42,000 lbs.	90	2.1
Over 7 to 8 tons	1,837	2.1	2,585	1.8				42,001 lbs. and over	4,028	94.6
Over 8 to 9 tons	534	0.6	651	0.4						
Over 9 to 10 tons	650	0.8	632	0.4						
Over 10 to 11 tons	340	0.4	133	0.1						
Over 11 to 12 tons	686	0.8	482	0.3						
Over 12 to 13 tons	448	0.5	171	0.1						
Over 13 to 14 tons	978	1.1	343	0.2						
Over 14 to 15 tons	766	0.9	1,486	1.0						
Over 15 to 16 tons	557	0.6	805	0.5	· · ·					
Over 16 to 18 tons	1,074	1.2	1,340	0.9						
Over 18 to 20 tons	1,235	1.4	2,160	1.5						
Over 20 to 22 tons	1,237	1.4	820	0.6						
Over 22 to 24 tons	1,120	1.3	244	0.2						
Over 24 to 26 tons	269	0.3	73	0.1						
Over 26 to 30 tons	39	0.1	3/ 29	0.0		1				
Over 30 to 36 tons	32	0.0	-	-						
Total	<u>4</u> / 87,046	100.0	4/ 147,595	100.0	Total	245,400	100.0	Total	4,257	100.0

30

1/ The States in this table register vehicle combinations (tractor-semitrailer) as a single unit, using the combined capacity (combined weight for Alabama for hire vehicles) for registration purposes.
2/ Includes 66,270 pickup trucks, 3/4 ton or less.
3/ Includes vehicles of over 26 tons.

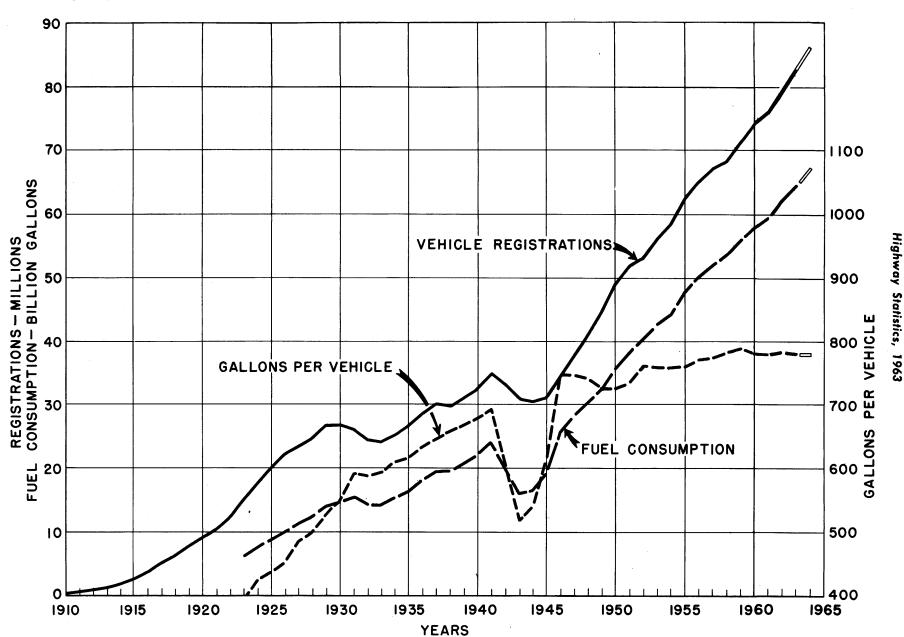
2/3/

Does not include 105,249 farm vehicles in Nebraska and 9,098 farm vehicles in South Carolina.

GOVERNMENT-1963 <sup>1</sup>	
MOTOR VEHICLES OWNED BY THE FEDERAL GOVERNMEN	CLASSIFIED BY TYPES

	TOTAL	VEHICLES	2,351 1,271 3,827 1,235	12,417 3,582 1,186 174	2,915 2,532 2,532 2,905	3,985 1,580 1,474 1,312	1,729 548 2,090	2, 347 2, 711 2, 016 1, 749	2,377 2,854 3,446 3,446	307 1,989 4,049 6,215	2,092 1,105 3,811 2,118 2,118	3,705 3,790 334 1,819	1,620 4,743 6,785 2,455	249 5,780 328 832	1,458 1,470 2,130	129,933	100.00	
	TOTAL	TRUCKS AND COMBI- MATTONS	1,742 1,067 2,951 948	9,266 2,800 271 149	8 1 1 1 1 1 1 1 1 1 1 1 3 1 3 1 3 1 3 1	3,046 1,219 1,254	1,146 1,211 1,488 1,488	1,798 2,087 1,478 1,386	1,569 2,282 1,134 2,743	261 3,084 4,475	1,601 814 2,959 1,470	3,159 2,805 271 1,358	1,189 3,487 5,034	186 2,181 4,426 631	1,171 1,229 1,276	98,490	75.8	
	VERICIE	COMBI- NATIONS 3/	19 19 19 19 19	ແສ່	33 - <sup>2</sup> 2	мч wч	2014	wwœw	៙ឣ៷ៜ	'°48	요렸국오	38° 1421	ភនង	، و اعتا	친구 말	930	0.7	
		TODAL	1,726 1,044 2,920 948	2,778 9,213 9,718 149	2,103 1,889 2,373 2,373	2,990 1,215 1,251 1,059	1,129 1,202 1,181 1,187	1,795 2,082 1,470 1,381	1,561 2,270 2,723 2,723	261 2,526 1,527 1,526 1,527 1,526 1,527 1,	1,593 2,945 1,461	3,132 2,791 2,791 1,320	1,174 3,432 5,001 1,879	2,178 5,178 6,299 6,2178 6,2178 6,2178	1,158 1,215 1,225	97,560	75.1	
		26,000- AND OVER	의년@ '	4∽∾'	~~~~	8 <sup>-1</sup> · ·	ฐกงา	<sup>∞</sup> ۳ၛ .	៹៰៹	'∞48	44844	3844	៴៙៷៹	·8. · ·	191 19	391	0.3	
		24,000- 25,999	g∿g,	8-4'	4	g	4444	401 <u>0</u> 1	۳°, 4	۰. <sub>48</sub>	1424	a	ოქაგ	، ۵۵،	њøн	83	0.2	
		22,000-	∞°й''	์ ม <sub>ี</sub> กา	۵. ۳۳	°° , , <sup>-1</sup>	4440	ณ <i>⊶</i> + เ	4~.4	୶ୢଌଡ଼ୄ	• • <sup>m</sup> ~	۲. سا	~8~~	، چہ <sup>ر</sup>	، <del>به</del> ۵۰	202	0.2	
		20,000- 21,999	ងឩង '	8641	이격거콤	4-1-	*142	~~.	45'B	' ~ä ม	,00r	۲. «بر	5882 o	,⊱%,	бöг	388	0.3	
2		18,000- 19,999	7885°	52 + L	04400	ຄູ໙ຸ ຕ	๛๛๛ฐ	887,3	<sup>დ</sup> შ ოფ	ୢ୷ଡ଼ୢୢୣଌୄଊୄ	v∞44	สม <b></b> ≠ ส	ନଞ୍ଚଛନ୍	' 83 e	~ឌ ដ	851	0.7	all and a
BINATIONS	E WEIGHTS)	17,000- 17,999	สุมมา	5-0.	۲	국다.다	50104	~~~~	4 d w2	∾~41	0.0100	or sh	ងដង្ក ក	, 1°-88 '		377	0.3	
TRUCKS AND COMBINATIONS	(GROSS VEHICLE WEIGHTS	16,000- 16,999	୫୫୫ଅ	ឡ្លី២%។ ៣	እያ <mark>ት</mark> ዓ ዊ	స్టాస్ చే ని	ជឌ៰៹	<b>\$</b> 388	8283	5823 35 N	8185	8E08	සී සී සී සී	18E3	222	2,315	1.8	
TRUC	TRUCKS (GR	14,000- 15,999	89524	ক <u>্</u> ষ&ম <i>≠</i>	5875	锐격경국	8483	សទីនក	୫ନ୍ମ୍ମକଞ	37899.6	ୟ ଅଟ୍ରିଡ	<u>፠</u> ኯ፟ዾ፠	សង្កីដំដ	~%ទ្អដ	광군덕	4,023	3.1	
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	81	10,000- 11,999	ୡ୕ୣୣ୷ୢୖୠୄ	ଝିଷ୍ଟିତ୍ୟ	741 25 25 26 25 25	ଝୁଛଛଡ	8883	ឮឮ៷៷	89EE	5f2 03871	ន្តីនុង្គ័ន	양도 18	ក្មរង្គ័ន្ឋ	ងឆ្កីខ្លឹង	588	6,199	h.8	in this table.
		8 <b>,000-</b> 9,999	ମୁଖ୍ଜର୍ଭୁନ୍	£%₹7	49 69 68 <del>2</del>	5885	\$8%3	<u>8</u> 4994	<u>1</u> 3868	ទទួងខ្ល	81 86 87 57	23 15 15 15 15 15 15 15 15 15 15 15 15 15	<del>ૡ</del> ૢૢૢૢૢૢૢૢૢૢૢૡૢ	ᅻ <del>ᅙ</del> ᇊᅎ	<del>2</del> 885	6,989	5.4	table.
		6,000- 7,999	శ్ర శ్రీ శ్రీ	ଷ୍ଟ୍ରକ୍ଷ୍ଣ ଛ ମ୍ମ	ૹૢૹૢૣ૱ૹૢ	ង្គដន្ត	3 년 년 <sup>3</sup> 년	551 261 261 261 261 261 261 261 261 261 26	ጟ፟፟፟፟፟፟፟፟፟፟፟ቘ	<sup>ର</sup> ନ୍ମୁକୁନ୍ମ	145 80 78 145 80 78	12 20 20 20 20 20 20 20 20 20 20 20 20 20	፟፟፟፟፟፟፟፟፟፟፟፟፟፟ង្គីង្គី	48 <u>3</u> 8	<b>a</b> a a	9,563	4-7	
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		STATE	Alabama. Alaska Arizona. Arkansas	California Colorado Connecticut Delaware	Floride Georgie Hawaii Idabo	Illinois Indiana Iowa Kansas	Kentucky Louisiana Maine Maryland	Massachusette Michigan Minnesota Mississippi	Missouri Montans Rebraska Kevada	New Haupshire New Jersey New Mexico New York	Morth Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wycming Dist. of Col.	Total	Percent	aa Atuo /T.

**Motor Vehicles** 



TOTAL MOTOR-VEHICLE REGISTRATIONS AND MOTOR-FUEL CONSUMPTION

## STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS 1963

TAREAS DOTTORES 1964

5'161'500	046,48	550'5	018 <b>'</b> 9	966'zt	TOT '9L	58'565	699' <b>ट</b> ा	55°#15	68,268	306,35	<b>7#3*57</b> 0	111'TOL'T	6L7"7	<b>SET</b> 'ΟΤΤ	E444465	<b>261</b> ,6	898 <b>,</b> \$68	LatoT
428'L TE6'9 L65'84	624 7`774 816	29 226	898 798 -	-	τη ΟΕτ"Ε		-	-	:	562 589	#57 736 5°260	925'9 2925'7 191'787	н 1 89	89 172 273	547'T 536 592'02	5TT 53 63	2° 783 7°055 55°3#9	sconsin outng st. of Col.
56,615 576,62 50,266 70,207 70,207	963 T'203 T'35L 5'763	178 5473 555	+19 	530 119 - -	(- 85 -	55 75 75 75	ητε <sup>-</sup> τ -	101 9396 1939 -	1,217 - - -	971 60E E96 -	99E 'T SLE 'E L68 'T 064	18,229 21,183 21,183 24,917 7,332	98 513 51 16 19	525 25644 585 551	9'045 J29'95 J0'244 J0'244 3'064	6τ 997 111 ΣΣ	199'TT 55'52 263'ET 789'4	jnomr stalgr VI nojgalds sialgilv js
060'8 559'2LT 2LS'LE 5TO'ET	τοε 'τ εετ 's 951 05η	້. ເອ ເອ	- 088 221	- 62 5994	966 553	-	τ <sup>-</sup> 	35 954 207'T 11	\$\$8 <b>*</b> \$£	LTZ 1955 'T L40'T 64T	504 THS 'OT E04 '9 94T	2'136 579'951 59 <b>2</b> /90 59'971	50 573 14 8	777 ELS "ET OS TON	3' 128 990'24 590'24 291'27 5' 333	53 1949 5550 550	7`858 958'7 95'74 75'276 2'36'3	atolia Dekota Ancesee Ancesee An
58'0T 52'0T 56'20T 78'#E	987'T LTS 970'S 98L	ε οτ	728 152	98 - - - - - -	-9τ9 - τ./ε • ητ			29 - 99 091	-	582 3'801 5'113	04 522'T 12'57 5256 7'256	8° 359 4' 630 μ' 6330 μ' 613 μ μ μ β μ β μ β β β β β β β β β β β β	5 4T 9ET 49	τ≥0 19 608'9 852'τ	#'999'# 5'908 5'908 5'975 5'97	92T 24 TT4 E4	29212 20612 018162 49719	egon ode Island the Carolina dth
ויוי 652 דזני <b>256</b> ד5' 835 ויג' 255	995 2 <b>100'2</b> 826 667	92 681 12 -	139 - - - - -	- 937'1 -	09T TTS*6T L62 -	- - -	5,009 2,009 - -	με ηε 006	-	L65 866"E L5 L46	057'E 257'E 6L6 LE9'T	574,955 574,95 864,01 740,85	00 767 75 98	658'1 T18'6 01 811	8`30# 33`287 #`585 57`078	19 113 25 590	59°136 39°09# 9°135 79°599	arth Carolina Arth Carolina Lona Lahoma
729'697 72'996'77 752'98 71'10 201'1	525 '8 9to't 95t '9 HTE	2η ηε -	15 <del>2</del> - - 15	- - -	949'LT 56T'T ESS -	-	259 - -	3 <sup>1</sup> 198 75 5 <sup>1</sup> 193 535	-	2117 52°E	467.48 598.49 284	190'141 6'295 61'636 61'69 9'9'9	0L 02 37 8	8°0#3 7°060 6906 755	51,020 3,145 18,498 2,316 2,316	T#8 55T 854 08	елт'48 29745 86841е Е9044	n Jolf N Mexico N Jelsej N Jelsej
252'5 782'57 70'034 794'24	298 54717 24617 29817	146 1 5 -	84 83 106 26	- - - -	92£'T - -	695	- - 15	25 512 567 563	-	- 187 33 806	328 242'T 689 460'T	79°T 75'744 15'749 193'583	ετ 1 5 1 15	787 786 961 961 962 292	τ92 8ετ*2 908*ε 5ε8*5τ	т 709 30 53ф	689 #69*# 9225 \$226 \$6	rede <u>11</u> / presie presie presie
111'91 221'64 251'138 261'338	217 2,865 2,668 2,968 2,925	ή 66τ ή5 ετ	362 - 307	- - -	- T'S#T	-	-	11 209 -	-	5'100	5°592 7°629 7°629 9°809	75°192 #2°995 17°030 78°39#	92 E4 8TT 46	τ13 9799 980'07 990'07 992	2,926 13,327 23,339 7,432	582 5#7 60 60	Егт'9 515°0£ 157'125 585'0Т	stteette Intean arteste Logissippi Logissippi
#5 <b>*#</b> 35 T0 <b>*</b> 133 T2*303 5 <b>2</b> *505	7*#85 259 95# 85# 232	ው የካ ናደና	- 125, -	- 	- 		- 610'T	tss*e 92t 50e -	92T'ST - - 900'0T	289 - 225 -	5'469 964'3 420'T 42T'3 594'T	76°539 8'802 17°97 50°85# 70°85#	17 10 58 97	7554 117 107 145 145 145	τ09' <u>\$</u> 629'ε 129'2 /στ 595'9	91 97 98 185	75°975 4°157 2955 4°053 4°053	tylend the statene fuelky fuelky
698'LZ 620'55 95L'54 160'9TT	646 -769 5°303 8\3°126	91 08 641	948 557 978	-	-	-	- 5'303	трт об Loz 989	-	985 111 566 7`969	7°20# 5°1.05 7°833 2°325	569'62 762'75 694'22 600'507	59 TS 69 99T	179 21042 7172 2172 2173	77'256 50'732 50'732 79'903 76'69	708 555 796 332	512°512 56°677 50°665 50°665 25°166	stoati acett an saac
77'220 9'09 5'700 5'700 10'000	738 505 7°765 7°755	9T TE † 8≤	- - - 23 23	- - -	οτς '+ - - 9 <b>5</b> 2 'τ	-	τ 696'τ	577 58 69 80#	-	5#8 718 5°050	206 TLT \$98'T \$TT'S	045 'S 209 'S 865 '6T 926 '95	96 27 25 927	LLT 552 645 869 <b>1</b> 4	496'T 279'T 279'9 £57'ET	5 191 301 1915	3*336 3*106 75*07# 38*2#0	abtro atgro iten oda
926'S 52'53 509'6T 371'175	285 2,805 2,119 10,714 10,714	- 64 919	- 959 -	-	8, <del>5</del> 92	<b>096'</b> 11		6TS T ESE	-	52 577 598 - -	378 9*529 7*700 6*716	654'4 648'9T L65'L 689'8LZ	8 Δτ 5¢ 219 <sup>4</sup> τ	242 545 545 55' 366	5°003 2°#8# 5°#8# 99°528	26 118 91 1'515	6E9 'T 969 'OT 90L '¶ ST6 '98T	Latorita 7/ Lorado Lorado
546'8T TES'9T 99T'E SST'4T	405 719 65 86	907 5 90		- 83 - -	- - - -	645 <sup>7</sup> E	- - - - - - - - - - - - - - - 	າງ +ງາ ດູ⊥າ 'າ	•••	544 892 9TT -	198'T T58 54T 198'T	75,867 7,722 2,760 9,502	75 94 97 22	552 046 21 513 513	026'9 522'4 456 298'5	81 THT 9T SET	8° 225 5° 37 τ° 105 3° 262	anna Laona Laona Laona
SI-JIECEN	NELONDE STLIED RICLYS- ITES NECETLES	PLANE PLANE OK PERMIT	TAJY STAN	CAPACITY OR WEIGHT	TON NOT AND PRESERVE SEXAT SLIDU	2/ TAXOBS MECKLIPTS MECKLIPTS	F COLLIGHS LOCAL CIANGES,	SHITANNY Chia Shita	SEXAT SEXAT 2/	NEES OB LILL'E CEMLINICVIE	PERNUTS CEAUPTEURS AID	TATOT	NDLOY-	SHETIYAL	LHICHCE LEVCLOB VIED LHICHCE	SISOE	AUTOMOBILIES (INCLUDING TAXICABSILIES	TATE
TOTAL	SICILIA SICULTURO INTECET-	SIVOLIDES		VID LEVICHIS SECIVIT ITC	SOVELIN	CARRIER	SEMAICE ESLIWLED	Call	SPECIAL		SHOTARIT		STIDI	OLINES ARE	1	A ARRECTOR	IOION	
						CHER FEED								/2 S224	NOITANTE108			

certier taxes shown in this table. 

 $\frac{2}{N}$  Where the registration year is not more than one month removed from the calondar year, registration-year receipts are given in a morth removed, calondar year receipts are given  $\frac{2}{N}$ . Special itility taxes imposed under general sales for lowing or to included.  $\frac{1}{N}$  (county or local officers in many States are allowed arries charges for issuing registration, powerfors'  $\frac{1}{N}$  (county or local officers. Some of their experies are allowed arries charges for feature registration. The intermeter of the relation of special registration of powerfors' in the same register are allowed arries included with registrations and other fees. The expenses of service charges for service and other fees. The expenses are allowed are collared and relating the officers.

and not accounted algorithm of the statics of solution classics that are collected and retained by local ottictels.

2) mentions grates imbose taxes on the Gross receipts of motor carriers in connection with general state THE TOP LEDOLLEG CTRADUCE TO COTS COOTS'

Combiled for the calendar year

of certificates of conventance and necessify to common cartiers, and corresponding permits to contract and other

motor carriers, are included under certificate or parait fees.

.beretered.

11 Herada changed its registration year from a fiscal year basis to a calendar year basis in 1903 and the registration revenues shown are for six months. 10. Tratector sensitive combinations in formations in contrastance are now required to register on the power unit. The Gross weight of the combination with the principal fee assessed on the power unit.

Trightwise. The transmission of the states of the state to be the state of the

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**Motor Vehicles** 

## DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1963

## Compiled for calendar year

from reports of St	ate authoriti	es						(In thousand	s of dollars									OCTOBER 196
		ADJUST-		FOR COLLEC-			FOR STAT	E HIGHWAY PU	RPOSES		FOR LOCAL	L ROADS AND S	FREETS 4/		FOR NONH	GHWAY PURPOS	BES 5/	
STATE	NET TOTAL RECEIPTS	DUE TO UNDIS- TRIBUTED	RECEIPTS AVAILABLE FOR	TING MOTOR- VEHICLE AND	NET FUNDS DISTRIB-	MAINTEN	L OUTLAY, INCE, AND STRATION	STATE HIGHWAY	SERVICE OF OBLIGA-		COUNTY AND TOWN-	MINICIPAL		STATE GENE FROM OPERATORS	FROM	COUNTY AND OTHER	EDUCA- TION, NONHIGH-	
	CALENDAR YEAR	BALANCES, FUNDS IN TRANSIT, ETC.	DISTRI- BUTION	MOTOR- CARRIER TAXES 1/	UTED 2/	STATE HIGHWAY SYSTEMS <u>3</u> /	PARK, FOREST, AND OTHER STATE ROADS	POLICE AND SAFETY	TIONS FOR STATE HIGHWAYS	TOTAL	SHIP ROADS 3/	STREETS	TOTAL	FEES, FINES, ETC., AND CARRIER TAXES 6/	VEHICLE REGIS- TRATION FEES	LOCAL GENERAL FUNDS I/	WAY DEPT, AND MISCEL- LANEOUS	TOTAL
Alaska 9/ Arizona Arkansas	14,155 3,166 16,531 18,945	-114 -730	14,041 3,166 15,801 18,945	2,505 (1/) 3,261 559	11,536 3,166 12,540 18,386	2,644 2,822 11,262 11,415	31	2,642 1,274 1,516	162 - 2,093	5,479 2,822 12,536 15,024	3/ 3,111 344 4 958	2,679 1,439	5,790 344 4 2,397	147 - 965	-	120 - - -		267 - 965
California Colorado Connecticut Delaware 2/	317,182 19,605 25,677 5,928	-2,760 -292 - -	314,422 19,313 25,677 5,928	44,630 3,243 5,766 746	269,792 16,070 19,911 5,182	81,744 8,415 10,107 1,646	156 - 40 -	40,772 1,376 711 497	1,135 640 7,374 2,684	123,807 10,431 18,232 4,827	26,213 3,735 650 ( <u>3</u> /)	7,391 1,276 1,029 355	33,604 5,011 1,679 355	- 49 -	-	112,381 579 -	-	<u>8/</u> 112,381 628 -
Florida Georgia Havaii Idaho	70,000 23,170 6,063 11,556	-22 -5 - 264	69,978 23,165 6,063 11,820	7,196 3,154 (1/) 947	62,782 20,011 6,063 10,873	990 - 6,087	- - 20	7,348 4,901 2,149	-	8,338 4,901 8,256	445 5,480 2,382	- - 235	445 - 5,480 2,617	149 433	35,267 14,043 150	16 - -	18,567 1,067 -	53,999 15,110 583
Illinois Indiana Iowa Kansas	118,091 45,756 55,029 27,869	-898 249 510 -61	117,193 46,005 55,539 27,808	13,862 6,003 2,831 3,388	103,331 40,002 52,708 24,420	61,569 20,450 23,794 19,982	156 43 425 7	15,977 1,484 2,606 2,283	-	77,702 21,977 26,825 22,272	21,533 12,268 19,527 1,884	2,233 5,757 6,356 191	23,766 18,025 25,883 2,075	1,433 - 73	-		430 - -	1,863 - 73
Kentucky Louisiana Maine Maryland	26,202 15,909 10,733 42,492	- 125 23 -176	26,202 16,034 10,756 42,316	3,523 2,927 1,149 5,674	22,679 13,107 9,607 36,642	15,583 6,720 6,909 15,237	- 9 -	1,039 1,454 540 9,744	2,605 1,757 1,221 5,557	19,227 9,936 8,679 30,538	3,452 2,789 659 2,345	- 382 269 3,759	3,452 3,171 928 6,104	-	-	-	-	
Massachusetts Michigan Minnesota Mississippi	27,990 81,732 49,729 16,111	2,103 -248 -2,057 -178	30,093 81,484 47,672 15,933	8,977 5,837 4,762 1,610	21,116 75,647 42,910 14,323	11,906 20,901 22,334 158	10/ 922 48 - 26	2,681 6,500 1,751 3,737	1,901 13,159 1,499	17,410 40,608 25,584 3,921	2,726 23,465 11,949 10,353	980 11,574 3,679 20	3,706 35,039 15,628 10,373	874	- 19	- - 824 10	-	1,698 29
Missouri Montana Nebraska Nevada	47,461 10,034 15,786 5,252	-643 - - -237	46,818 10,034 15,786 5,015	2,751 911 1,610 642	44,067 9,123 14,176 4,373	40,927 3,844 5,605 4,220	7	2,781 1,369 1,556 85	317 - -	44,025 5,220 7,161 4,305	42 3,833 4,780 68	- 70 2,235 -	42 3,903 7,015 68	-	-	-	-	-
New Hampshire New Jersey 9/ New Mexico New York 9/	7,702 84,253 12,989 159,688	-76 -22 -209 -3,669	7,626 84,231 12,780 156,019	1/ 503 13,692 2,119 15,921	7,123 70,539 10,661 140,098	5,211 16,156 4,055 85,065	276 10/ 5,294	367 2,046 1,321 7,835	1,143 804 3,629	6,721 19,282 5,376 101,823	309 4,498 3,325 28,304	88 2,368 887 9,971	397 6,866 4,212 38,275	9,526	34,639	1,073	5 226 -	5 44,391 1,073
North Carolina North Dakota Ohio Oklahoma	42,522 12,832 115,529 44,625	-132 5,109 -15	42,522 12,700 120,638 44,610	1/ 3,312 549 11,193 2,066	39,210 12,151 109,445 42,544	35,661 6,378 9,074 3,916	301 - 1	2,755 1,184 2,225 3,215	11,936	38,717 7,562 23,235 7,132	(3/) 4,096 66,232 8,309	493 19,978 2,784	4,589 86,210 11,093	-		-	493 - 24,319	493 - 24,319
Oregon Pennsylvania Rhode Island <u>9</u> / South Carolina	34,814 102,930 10,333 10,856	-209 - 11 175	34,605 102,930 10,344 11,031	4,321 7,525 278 1,713	30,284 95,405 10,066 9,318	14,889 86,516 8,017 7,410	121 288 - 12	2,453 6,669 514 516	3,384 1,838 1,117 679	20,847 95,311 9,648 8,617	5,956 81 183 -	2,875 13 235 -	8,831 94 418 -		-	701	606 - - -	606 - 701
South Dakota Tennessee Texas Utah	13,019 37,572 172,853 8,090	288 8 566 11	13,307 37,580 173,419 8,101	616 2,090 9,248 1,227	12,691 35,490 164,171 6,874	7,001 15,709 101,108 2,383	709	377 3,822 2,706 726	-	7,378 20,240 103,814 3,109	4,623 6,240 28,814 2,248	690 - 1,517	5,313 6,240 28,814 3,765	8,549 22,572	-461 -		8,971	9,010 31,543
Vermont Virginia Washington West Virginia	10,207 30,286 59,875 28,815	-18 181 14 13	10,189 30,467 59,889 28,828	536 3,993 4,667 1,830	9,653 26,474 55,222 26,998	6,310 14,839 17,264 26,636	67 136	388 10,242 7,767 362	2,888 2 	9,653 25,081 25,169 26,998	- 1,209 ( <u>3</u> /)	1,393 261	1,393 1,470	-	1,409	4,493	22,681	<u>8</u> / 28,583
Wisconsin Wyoming Dist. of Col.	48,597 6,931 7,824	- -183 -180	48,597 6,748 7,644	5,069 807 1,461	43,528 5,941 6,183	19,320 5,264	336 -	4,457 459 -	132 - -	24,245 5,723	10,717 218	6,153 5,606	16,870 218 5,606	- 360	- 217	2,413	-	<u>8/</u> 2,413 577
Total	2,191,296	-3,484	2,187,812	233,200	1,954,612	915,453	9,436	181,179	69,656	1,175,724	340,357	107,221	447,578	45,130	86,205	122,610	77,365	331,310

1/ Collection expenses in many States include service charges deducted by county and local collectors. Amounts shown for New Hampehire and North Carolina include \$42,000 and \$75,000 respectively for administration of motor-fuel tax laws. Amounts for Alaska and Hawaii not reported.

2/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro wats motor-vehicle revenue portion of the amounts distributed from the common fund.

3/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$280,000, Delaware (amount not segregated), North Carolina \$18,035,000,

West Virginia \$9,134,000. 4/ Includes direct expenditures by States on local roads and streets as well as fund transfers. In many States, funds transferred under "county and township roads" may utilizate be well as fund transferred in a runnicipal streets. Funds alloted for municipal streets. Funds alloted for municipal streets forming municipal extensions of State highway systems are included in allotenets for State highway purposes. Entries include amounts used for service of obligations for local roads.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table M-3, gross nonhighway allocations of motor-vehicle and motor-cerrier revenues were

offset, in the following amounts, against appropriations for highways out of State general funds: Ala. \$2,642,000, Calif. \$12,067,000, Conn. \$400,000, Fla. \$7,332,000, Ga. \$4,155,000, Iowa \$2,436,000, Ky. \$127,000, Mich. \$6,005,000, Miss. \$122,000, Mont. \$1,324,000, Merr. \$1,363,000, N. Mex. \$1,315,000, N. D. \$946,000, Okla. \$6,750,000, Gre. \$2,453,000, Tenn. \$3,822,000, Tex. \$15,000,000, Ye. \$496,000, Wash. \$101,000, W. Ya. \$262,000, D. C. \$4,613,000.

6/ Includes motor-carrier revenues in the following States: Ark. \$201,000, Colo. \$49,000, Fia. \$149,000, Hawaii \$103,000, Kans. \$73,000, Tenn. \$175,000, Ter. \$248,000, D. C. \$360,000.

1/ Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

8/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see table MV-2, footnote 7), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

9/ In Alaska, Delaware, New Jersey, New York, and Rhode Island, motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein. 10/ Includes \$842,000 and \$3,283,000 for parkways and boulevards in Massachusetts and New York respectively.

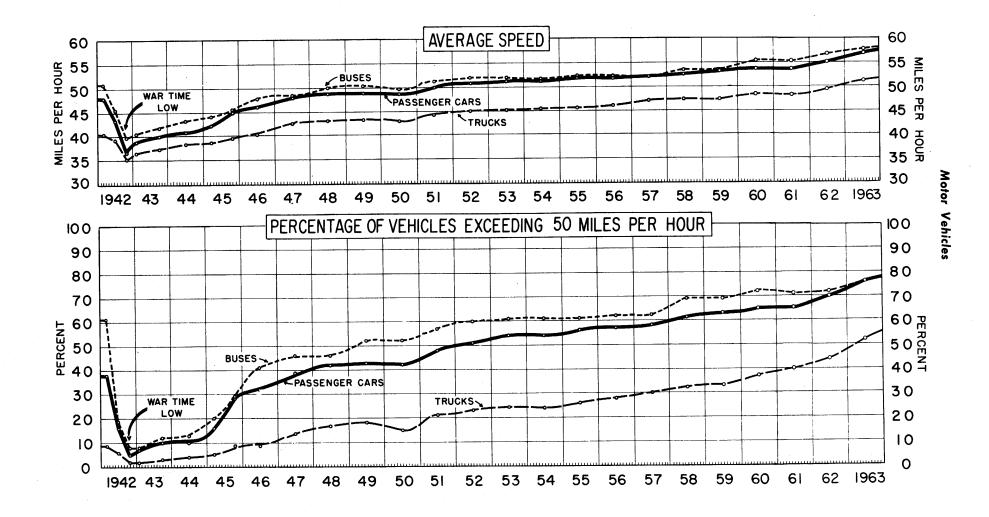
Highway

Statistics,

1963

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# SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



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STIMATED MOTOR VEHICLE TRAVEL IN	
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CALENDAR YEAR 1963

							TABLE W-1	
			PASSENCIER VEHICLES					
			BUSES			TRUCKS	VIT	
MELT	PASSIGNER CARS 2/	CONCERCIAL	BCHOOL AND MORREVENUE	ALL	ALL PASSEMORE VEHICLES	CONSTINUE	NOTOR	
<pre>Motor-vehicle travel: (million vehicle-miles) Mein rurel roeds</pre>	234,641 90,368 325,009	877 170 1,047	642 708 1,350	1,519 878 2,397	236,160 91,246 327,406	\$,734 89,84 89,84	300,954 115,516 416,470	
Urban streets	329,690	1,794	292	2,086	331,776	52,809	384,585	
Total travel	654,699	2,841	1,642	<b>4,4</b> 83	659 <b>, 18</b> 2	141,873	801,055	
Wumber of vehicles registered (thousands)	69,813	82.23	215.7	297.9	111,07	13,423	83, 534	
Average miles traveled per vehicle	9,378	34,562	219'1	15,049	9 <b>,40</b> 2	10,569	9,590	
Fuel consumed (million gallons)	45,545	606	232	838	46,383	18,133	64,516	
Average fusl consumption per vehicle (gallons)	ęzs	1,372	1,076	2,813	- 39	1,351	760	
Average miles traveled per gallon of fuel consumed	14.37	<b>k.</b> 69	7.08	5.35	14.21	7.82	3 <b>4</b> .21	
		CALENDAR YE	CALENDAR YEAR 1962 (REVISED)	ED)				
<pre>Motor-vehicle travel: (militon vehicle-miles) Main rural roads</pre>	224,699 81,573 312,272	863 167 1,030	630 694 1,324	1,493 861 2,354	226,192 88,434 314,666	6, 130 83, 007 9, 137	287,322 111,441 398,763	
Urban streets	316,825	1,826	286	211,2	318,937	49,152	368,089	
Total travel	669,097	2,856	1,610	4,466	633, 563	133,289	766,852	
Number of vehicles registered (thousands)	66,638	78.3 3/	209.7	288.0	66,926	608 <sup>°</sup> 21	79,735	
Average miles traveled per vehicle	144'6	36,475	7,678	15,507	9 <b>,</b> 467	304,01	9,618	
Fuel consumed (million gallons)	43,771	610	227	837	4 <b>4,6</b> 08	17,089	6 <b>1</b> ,697	
Average fuel consumption per vehicle (gallons)	وكل	<b>16</b> 7,7	1,082	2,906	667	1,334	114	
Average miles traveled per gallon of fuel consumed	7 <b>6.4</b> L	<b>Å.6</b> 8	7.09	5.3 <sup>th</sup>	14.20	7.80	12.43	
1/ For the 50 States and District of Columbia. 2/ Includes taxicabs; also 786,318 motorcycles in 1963 and 660,400 in 1962 which are estimated to account for 0.3 percent of the total travel. 3/ Adjusted to reflect revised procedures for eliminating duplicate motorbus registrations.	bia. cles in 1963 and 64 for eliminating dum	Xo,400 in 1962 which Licate motorbus re	th are estimated to -	account for 0.3 p	ercent of the total	travel.		

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DATA<sup>1</sup>

## Highway Statistics, 1963

# OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS 1963 AND 1962 REVISED<sup>1</sup>

TABLE HT-1 JANUARY 1965

	,		BAS	TERN REGIO	18 2/				CENTRAL	REGIONS 2				WESTERN	REGIONS 2/		AVERAGE	TOTAL
YEAR	CLASSIFICATION	NISW KINGLAND	NIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOURTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL	ALL REGIONS 3/	ALL REGIONS <u>3</u> /
						FREQU	JENCY OF	HEAVY	AXLE LO	ADS 5								
1963	18,000 pounds or more 20,000 pounds or more 22,000 pounds or more	133 76 41	118 49 15	143 51 17	134 53 19		79 21 5	73 30 14	67 16 4	34 10 3	74 19 6		57 18 7	22 3 1	38 10 4		82 28 10	
1962 <b>4</b> /	18,000 pounds or more 20,000 pounds or more 22,000 pounds or more	134 78 38	128 57 19	128 58 20	129 60 22		72 17 4	66 25 11	56 11 2	48 15 5	62 17 5		61 20 6	24 2 1	41 10 3		80 30 10	
						FRÈ	QUENCY	OF HEA	VY LOADS	5	•							
1963	30,000 pounds or more 40,000 pounds or more 50,000 pounds or more	194 129 _ 86	247 180 117	197 141 95	213 152 101		290 204 137	182 136 88	229 173 134	216 164 128	239 175 121		2 <b>34</b> 182 147	227 174 145	230 178 146		228 167 118	
1962 <u>4</u> /	30,000 pounds or more 40,000 pounds or more 50,000 pounds or more	190 119 77	236 171 106	195 140 93	208 148 95		276 190 132	178 129 75	216 165 123	199 148 103	225 162 112		223 167 129	213 142 117	217 153 122		218 156 108	
					TF	AVEL IN V	EHICLE	MILES-L	OADED A	ND EMPT	Υ.6							
1963	All trucks and combinations Single-unit trucks Truck combinations	2,470 1,800 670	6, 706 4, 128 2, 578	11,975 8,570 3,405		21,151 14,498 6,653	11,712 6,774 4,938	6,182 4,523 1,659	6,130 4,180 1,950	8,267 5,862 2,405		32,291 21,339 10,952	5,012 3,575 1,437	6,064 4,380 1,684		11,076 7,955 3,121		64,79 44,04 20,75
1962 <u>4</u> /	All trucks and combinations Single-unit trucks Truck combinations	2,136 1,552 584	6,420 3,978 2,442	11,072 7,934 3,138		19,628 13,464 6,164	10,937 6,314 4,623	5,960 4,390 1,570	5,825 4,015 1,810	8,229 5,785 2,444		30,951 20,504 10,447	4,571 3,228 1,343	5,684 4,106 1,578		10,255 7,334 2,921		61,13 41,56 19,56
						PE	RCENTO	ARRYIN	LOADS									
1963	All trucks and combinations Single-unit trucks Truck combinations	57.6 55.8 62.4	56.3 53.1 61.5	53.2 49.3 62.9	54.7 51.2 62.3		62.4 58.6 67.6	54.8 49.7 68.8	56.8 51.7 67.9	60.1 56.9 67.8	59.3 54.9 67.9		58.2 53.2 70.7	57.7 49.5 78.8	57.9 51.2 75.1		57.5 53.0 67.2	
1962 <u>4</u> /	All trucks and combinations Single-unit trucks Truck combinations	56.4 53.4 64.1	57.7 54.8 62.6	52.5 48.1 63.8	54.7 50.7 63.4		66.6 66.6 66.7	60.8 58.2 68.0	59•4 55.6 68.0	52.5 46.1 67.8	60.4 56.9 67.4		61.5 57.3 71.5	57.6 49.5 78.8	59.3 52.9 75.4		58.4 54.2 67.3	
						AVEF	AGE CAP	RIEDLO	AD IN TO	NS								
1963	All trucks and combinations Single-unit trucks Truck combinations	4.64 2.45 9.88	5.82 2.09 10.97	5.95 2.88 12.01	5.75 2.59 11.40		7.65 2.63 13.62	6.59 3.21 13.25	6.67 2.59 13.33	6.23 3.18 12.46	6.91 2.88 13.26		6.55 2.18 14.73	6.87 2.19 14.53	6.73 2.19 14.62		6.51 2.67 12.93	
1962 <u>¥</u> /	All trucks and combinations Single-unit trucks Truck combinations	4.74 2.42 9.89	5.71 2.17 10.77	5.92 2.79 11.89	5.72 2.55 11.26		7.10 2.53 13.33	5.64 2.74 12.59	6.26 2.57 12.95	6.68 3. <b>26</b> 12.19	6.56 2.75 12.88		6.21 2.13 14.06	7.09 2.42 14.71	6.68 2.29 14.42	-	6.32 2.61 12.66	
						ÇAF	RIED	AD IN TO	N-MILES	7								
1963	All trucks and combinations Single-unit trucks Truck combinations	6,591 2,462 4,129	21,961 4,564 17,397	37,874 12,154 25,720		66,426 19,180 47,246	55,903 10,425 45,478	22,324 7,205 15,119	23,233 5,590 17,643	30,923 10,602 20,321		132, 383 33,822 98, 561	19,114 4,147 14,967	24,036 4,752 19,284		43,150 8,899 34,251		242,57 62,29 180,27
1962 <u>4</u> /	All trucks and combinations Single-unit trucks Truck combinations	5,709 2,006 3,703	21,181 4,716 16,465	34,450 10,655 23,795		61,340 17,377 43,963	51,715 10,625 41,090	20,435 6,994 13,441	21,673 5,740 15,933	28,876 8,682 20,194		122,699 32,041 90,658	17,445 3,947 13,498	23,210 4,9 <b>19</b> 18,291		40,655 8,866 31,789		225,3 58,72 166,6

1/ Main rural roads, consist of approximately 500,000 miles of roads of primary importance in the State highway systems.
 2/ Regions are those established by the U. S. Bureau of the Census.
 3/ Includes data for Alaska and Hawaii.

2/

Revised to reflect 1962 State travel estimates. Number per 1,000 loaded and empty trucks and combinations. Data given are in millions of vehicle-miles. Data given are in millions of ton-miles. FIGNE

# **Motor Vehicles**

# FEDERAL FUEL AND AUTOMOTIVE TAXES, AND THE HIGHWAY TRUST FUND

The total revenues, from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been paid in the final instance in 1963 by highway users in each State are shown in tables E-7 and E-8. As the Federal taxes on automotive products, except diesel fuel, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel tax is applied to the fuel that is placed in supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table E-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: all of the revenues from the 4cent-per-gallon tax on gasoline, highway diesel, and special fuels; all of the 10-cent-per-pound tax on tires and inner tubes and the 5-cent-per-pound tax on tread rubber; all of the 10-percent tax on new trucks, buses, and trailers; and all of the proceeds of the annual tax of \$3 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight. A statement of the operation of the fund, including receipts, disbursements, and unexpended balances for fiscal year 1963, is shown in table HTF-10. Table HTF-301 shows the net revenues to the fund since its inception, together with an explanation of the tax rates.

Generally, the Trust Fund is similar to an individual bank account. Just as an individual bank account is a claim against the bank's general funds rather than a title to a particular group of dollars, the Trust Fund is a general credit with the U.S. Department of the Treasury.

The amounts of Federal funds apportioned to the States, and paid to them from the Highway Trust Fund, are shown in tables in the "Federal Aid" section of this bulletin.

# FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE<sup>1</sup>

······						ousands of do						MARCH 1904
	]	<b>,</b>	LLECTED BY U.	S. INTERNAL REVI	ENUE SERVICE 2	2/ 			S OF FORTIONS	PAID BY HIGHWAY	USERS <u>3</u> /	
CALENDAR YEAR	GASOLINE	MOTOR FUEL HIGHWAY SPECIAL FUEL	TOTAL	LUBRICATING OIL	MOTOR- VEHICLE USE TAX	TOTAL	GASOLINE	MOTOR FUEL HIGHWAY SPECIAL FUEL	TOTAL	LUBRICATING OIL	MOTOR- VEHICLE USE TAX	TOTAL
1919 1920 1921 1922	- - -			- - -	2,066 1,807 1,796 1,845	2,066 1,807 1,796 1,845	-		- - -	-	2,066 1,807 1,796 1,845	2,066 1,807 1,796 1,845
1923 1924 1925 1926 1932 1933 1934 1935	- - - - - - - - - - - - - - - - - - -		62,840 181,126 170,109 172,262	- - 7,067 22,290 24,844 28,819	2,088 1,894 1,871 176 - - - -	2,088 1,894 1,871 176 69,907 203,416 194,953 201,081	- - 56,870 163,919 153,949 155,898	~~~~	- - - 56,870 163,919 153,949 155,898	- 4,099 12,928 14,409 16,715	2,088 1,894 1,871 176 - - - -	2,088 1,894 1,871 176 60,969 176,847 168,358 172,613
1936 1937 1938 1939	186,542 203,025 200,881 215,217	- - -	186,542 203,025 200,881 215,217	28,986 33,681 30,495 29,837	- - - -	215,528 236,706 231,376 245,054	168,820 183,738 181,797 198,410		168,820 183,738 181,797 198,410	16,812 19,535 17,687 17,306	- - -	185,632 203,273 199,484 215,716
1940 1941 1942 1943	281,654 371,136 336,685 265,303	- - -	281,654 371,136 336,685 265,303	34,420 43,852 41,176 49,211	- 210,158 134,619	316,074 414,988 588,019 449,133	258,632 341,187 300,317 288,453		258,632 341,187 300,317 228,453	19,965 25,434 23,882 22,845	- 210,158 134,619	278,597 366,621 534,357 385,917
1944 1945 1946 1947	328,598 424,585 413,953 455,350	- - -	328,598 424,585 413,953 455,350	66,283 96,998 73,442 78,649	128,054 124,501 849 2	522,935 646,084 488,244 534,001	236,587 275,745 369,346 400,031		236,587 275,745 369,346 400,031	24,645 26,719 34,199 35,090	128,054 124,501 849 2	389,286 426,965 404,394 435,123
1948 1949 1950 1951	498,363 506,916 568,339 618,016	- - 180	498,363 506,916 568,339 618,196	81,884 77,464 74,859 75,841	- - -	580,247 584,380 643,198 694,037	431,778 459,856 509,466 552,136	- - 180	431,778 459,856 509,466 552,316	35,982 38,321 42,163 45,108	- - -	467,760 498,177 551,629 597,424
1952 1953 <u>4</u> / 1954 1955	870,214 821,511 928,955 998,657	14,683 15,733 23,299 24,523	884,897 837,244 952,254 1,023,180	73,613 68,748 67,530 71,804	- - -	958,510 905,992 1,019,784 1,094,984	786,072 760,411 850,117 917,798	14,683 15,733 23,299 24,523	800,755 776,144 873,416 942,321	48,045 45,625 43,671 47,116	- - -	848,800 821,769 917,087 989,437
1956 1957 1958 1959	1,184,324 1,586,754 1,549,033 1,646,738	28,889 44,050 46,633 59,407	1,213,213 1,630,804 1,595,666 1,706,145	81,004 65,834 70,481 77,538	55,276 33,102 35,967	1,294,217 1,751,914 1,699,249 1,819,650	1,110,395 1,484,052 1,518,025 1,611,631	28,889 44,050 46,633 59,407	1,139,284 1,528,102 1,564,658 1,671,038	49,556 47,185 48,085 45,590	- 55,276 33,102 35,967	1,188,840 1,630,563 1,645,845 1,752,595
1960 1961 1962 1963	2,224,154 2,254,663 2,286,085 2,431,305	82,497 95,018 101,956 120,852	2,306,651 2,349,681 2,388,041 2,552,157	79,399 72,314 74,714 75,399	44,539 59,624 89,477 106,443	2,430,589 2,481,619 2,552,232 2,733,999	2,186,035 2,220,171 2,253,830 2,399,163	82,497 95,018 101,956 120,852	2,268,532 2,315,189 2,355,786 2,520,015	45,371 44,868 45,655 47,848	44,539 59,624 89,477 106,443	2,358,442 2,419,681 2,490,918 2,674,306

Summary by Years (In thousands of dollars) TABLE E-5 MARCH 1964

1/ Tax bases, rates, and effective dates are given in table E-101.

2/ Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

Z/ Since June 1, 1944, the Federal Gove.
 Z/ Estimated by Bureau of Public Roads.
 T/ Totals for 1953 are not comparable w

 $\frac{1}{4}$  Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U.S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

Federal Taxes

es

# FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS<sup>1</sup>

	NET	AMOUNT COLLE	CTED BY U. S. I	NTERNAL REVENUE	SERVICE 2/		T	ESTIMATES	OF PORTIONS PAI	D BY HIGHWAY USE	rs <u>3</u> /	
CALENDAR YEAR	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL
1917 1918 1919 1920			-	-		5,276 45,564 89,592 149,194	- - -					5,276 45,564 89,592 149,194
1921 1922 1923 1924			- - -			99,967 114,793 155,797 139,201	- - -				-	99,967 114,793 155,797 139,201
1925 1926 1927 1928						143,431 96,256 60,504 28,222						143,431 96,256 60,504 28,222
1932 1933 1934 1935	4,222 22,476 31,534 42,263	720 3,047 5,261 6,674	1,900 4,443 5,886 7,019	7,545 23,836 24,704 28,102		14,387 53,802 67,385 84,058	4,222 22,476 31,534 42,263	720 3,047 5,261 6,674	1,900 4,443 5,886 7,019	7,545 23,836 24,704 28,102		14,387 53,802 67,385 84,058
1936 1937 1938 1939	56,476 64,722 29,405 51,063	8,044 8,812 5,230 7,145	8,748 9,620 7,068 8,957	38,242 40,088 26,772 41,131		111,510 123,242 68,475 108,296	56,476 64,722 29,405 51,063	8,044 8,812 5,230 7,145	8,748 9,620 7,068 8,957	38,242 40,088 26,772 41,131		111,510 123,242 68,475 108,296
1940 1941 1942 1943	71,275 101,464 26,890 1,087	9,285 14,253 13,329 1,798	12,147 18,562 26,121 25,064	45,091 71,858 25,357 31,948		137,798 206,137 91,697 59,897	71,275 101,464 26,890 1,087	9,285 14,253 13,329 1,798	12,147 18,562 26,121 25,064	45,091 71,858 25,357 31,948		137,798 206,137 91,697 59,897
1944 1945 1946 1947	1,560 4,665 111,921 244,914	10,120 32,874 42,719 75,506	38,776 61,055 81,245 117,103	54,250 88,185 159,128 171,156	- - -	104,706 186,779 395,013 608,679	1,560 4,665 111,659 244,332	10,120 11,807 42,518 74,969	37,400 48,700 81,111 114,888	47,731 64,825 158,724 170,061		96,811 129,997 394,012 604,250
1948 1949 1950 1951	275,456 448,875 562,752 579,203	135,608 114,532 117,200 126,335	129,028 98,323 101,128 127,585	158,944 146,308 183,676 172,614		699,036 808,038 964,756 1,005,737	274,728 448,193 562,029 577,884	132,764 110,238 113,237 105,967	123,936 94,064 88,226 120,364	155,182 129,991 164,350 146,136		686,610 782,486 927,842 950,351
1952 1953 <u>4</u> / 1954 1955	601,852 905,602 881,497 1,293,828	187,837 187,773 138,733 158,846	187,357 150,711 142,309 141,964	164,510 169,993 155,750 177,286		1,141,556 1,414,079 1,318,289 1,771,924	601,092 905,250 881,140 1,293,227	108,400 163,295 123,609 151,353	174,251 144,954 138,619 137,831	134,429 148,218 143,163 163,788		1,018,172 1,361,717 1,286,531 1,746,199
1956 1957 1958 1959	1,151,676 1,274,403 923,516 1,305,020	197,823 212,321 183,480 264,640	146,021 164,531 164,696 180,861	200,192 259,102 238,033 288,248	4,650 12,202 13,535 14,610	1,700,362 1,922,559 1,523,260 2,053,379	1,150,165 1,272,830 922,078 1,303,769	187,898 200,320 172,325 253,482	139,868 159,647 161,970 175,520	186,842 237,743 216,417 260,802	4,622 12,115 13,437 14,512	1,669,395 1,882,655 1,486,227 2,008,085
1960 1961 1962 1963	1,327,290 1,138,191 1,445,480 1,642,224	262,695 229,290 274,649 328,891	190,583 185,192 210,422 231,307	283,709 289,471 359,181 382,523	14,613 16,681 22,905 22,845	2,078,890 1,858,825 2,312,637 2,607,790	1,325,874 1,136,755 1,444,414 1,641,065	252,828 220,387 269,226 321,047	187,598 181,866 208,645 230,232	258,018 266,308 333,118 356,252	14,512 16,552 22,739 22,678	2,038,830 1,821,868 2,278,142 2,571,274

Summary by Years (In thousands of dollars)

TABLE E-6 MARCH 1964

Tax bases, rates, and effective dates are given in table E-101. Since June 1, 1944, the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

Estimated by Bureau of Public Roads.

Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

#### Federal Taxes

# ESTIMATED AMOUNTS OF FEDERAL TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE PAID BY HIGHWAY USERS-1963<sup>1</sup>

		(In thousands	of dollars)		TABLE E-7, 1963 MARCH 1964
STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	44,100	822	2,063	46,985	Alabama
Alaska	2,268	43	132	2,443	Alaska
Arizona	23,973	436	1,232	25,641	Arizona
Arkansas	26,778	478	1,879	29,135	Arkansas
California	250,598	4,733	10,524	265,855	California
Colorado	28,980	541	1,888	31,409	Colorado
Connecticut	34,540	650	1,105	36,295	Connecticut
Delaware	8,048	149	461	8,658	Delaware
Florida	77,616	1,444	3,874	82,934	Florida
Georgia	58,513	1,111	2,203	61,827	Georgia
Hawaii	6,048	115	265	6,428	Hawaii
Idaho	11,340	215	1,045	12,600	Idaho
Illinois	131,210	2,492	3,970	137,672	Illinois
Indiana	73,787	1,402	3,219	78,408	Indiana
Iowa	42,254	818	1,492	44,564	Iowa
Kansas	35,817	665	2,197	38,679	Kansas
Kentucky	38,035	722	2,212	40,969	Kentucky
Louisiana	39,564	751	2,021	42,336	Louisiana
Maine	14,348	272	494	15,114	Maine
Maryland	40,386	7 <i>5</i> 9	1,327	42,472	Maryland
Massachusetts	63,439	1,204	1,846	66,489	Massachusetts
Michigan	109,086	2,175	3,726	114,987	Michigan
Minnesota	50,619	962	2,385	53,966	Minnesota
Mississippi	28,241	536	1,680	30,457	Mississippi
Missouri	67,942	1,299	3,032	72,273	Missouri
Montana	11,842	223	1,054	13,119	Montana
Nebraska	23,688	450	1,623	25,761	Nebraska
Nevada	7,626	136	388	8,150	Nevada
New Hampshire	8,568	162	374	9,104	New Hampshire
New Jersey	87,363	1,678	2,370	91,411	New Jersey
New Mexico	18,294	345	906	19,545	New Mexico
New York	164,464	3,105	6,205	173,774	New York
North Carolina	65,154	1,219	2,893	69,266	North Carolina
North Dakota	8,568	162	724	9,454	North Dakota
Ohio	135,663	2,620	3,852	142,135	Ohio
Oklahoma	39,865	756	1,976	42,597	Oklahoma
Oregon	29,129	551	1,998	31,678	Oregon
Pennsylvania	137,698	2,662	4,753	145,113	Pennsylvania
Rhode Island	10,584	201	330	11,115	Rhode Island
South Carolina	31,533	596	757	32,886	South Carolina
South Dakota	11,340	207	876	12,423	South Dakota
Tennessee	49,474	927	1,565	51,966	Tennessee
Texas	163,748	3,123	8,249	175,120	Texas
Utah	14,380	263	630	15,273	Utah
Vermont	5,544	105	256	5,905	Vermont
Virginia	55,709	1,058	1,978	58,745	Virginia
Washington	41,361	775	2,269	44,405	Washington
West Virginia	20,900	402	1,076	22,378	West Virginia
Wisconsin	53,375	1,012	2,327	56,714	Wisconsin
Wyoming	7,812	149	575	8,536	Wyoming
Dist. of Col.	8,803	167	167	9,137	Dist. of Col.
Total	2/ 2,520,015	47,848	106,443	2,674,306	Total

1/ Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded. 2/ Includes \$120,852,000 from tax on special fuels used on the highways.

# ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS—1963<sup>1</sup>

		(1	n thousands of do	llars)			MARCH 196
STATE	AUTOMOBILES	TRUCKS BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	21,990	6,228	3,977	6,215	397	38,807	Alabama
Alaska	1,313	482	207	320	20	2,342	Alaska
Arizona	11,323	4,174	2,193	3,378	220	21,288	Arizona
Arkansas	12,472	5,875	2,450	3,773	249	24,819	Arkansas
California	159,551	36,616	23,079	35,750	2,309	257,305	California
Colorado	15,754	-5,169	2,649	4,084	261	27,917	Colorado
Connecticut	25,601	2,954	3,159	4,868	313	36,895	Connecticut
Delaware	5,087	867	735	1,134	70	7,893	Delaware
Florida	54,130	9,182	7,096	10,938	698	82,044	Florida
Georgia	32,329	8,090	5,351	8,245	533	54,548	Georgia
Havaii	4,267	546	553	852	54	6,272	Hawaii
Idaho	5,087	2,536	1,037	1,598	102	10,360	Idaho
Illinois	108,071	12,102	11,993	18,593	1,170	151,929	Illinois
Indiana	48,904	9,375	6,744	10,456	658	76,137	Indiana
Iowa	23,139	5,169	3,860	5,955	370	38,493	Iowa
Kansas	20,349	5,297	3,276	5,047	327	34,296	Kansas
Kentucky	18,216	4,912	3,477	5,360	340	32,305	Kentucky
Louisiana	23,795	6,742	3,510	5,575	356	39,978	Louisiana
Maine	7,385	1,734	1,311	2,022	127	12,579	Maine
Maryland	33,970	5,779	3,695	5,691	372	49,507	Maryland
Massachusetts	43,982	4,912	5,797	8,941	562	64,194	Massáchusetts
Michigan	104,948	12,681	9,971	15,457	977	144,034	Michigan
Minnesota	30,852	5,329	4,627	7,134	451	48,393	Minnesota
Mississippi	11,323	4,334	2,583	3,980	256	22,476	Mississippi
Missouri	39,714	8,604	6,208	9,628	599	64,753	Missouri
Montana	5,580	2,504	1,067	1,640	111	10,902	Montana
Nebraska	13,128	3,949	2,166	3,338	213	22,794	Nebraska
Nevada	3,774	1,605	700	1,075	77	7,231	Nevada
New Hampshire	6,236	1,348	783	1,207	76	9,650	New Hampshire
New Jersey	70,048	7,673	7,984	12,380	776	98,861	New Jersey
New Mexico	7,056	3,178	1,658	2,556	163	14,611	New Mexico
New York	139,386	15,539	15,107	23,420	1,481	194,933	New York
North Carolina	33,642	8,508	5,982	9,275	580	57,987	North Carolina
North Dakota	5,866	1,798	784	1,209	78	9,735	North Dakota
Ohio	99,209	12,521	12,234	18,962	1,204	144,130	Ohio
Oklahoma	19,200	7,384	3,647	5,617	365	36,213	Oklahoma
Oregon	17,395	5,907	2,656	4,091	268	30,317	Oregon
Pennsylvania	94,918	13,035	12,401	19,230	1,208	140,792	Pennsylvania
Rhode Island	7,057	912	968	1,491	96	10,524	Rhode Island
South Carolina	15,426	3,628	2,884	4,443	288	26,669	South Carolina
South Dakota	5,578	2,055	1,037	1,598	102	10,370	South Dakota
Tennessee	25,601	6,485	4,527	6,971	456	44,040	Tennessee
Texas	86,436	26,970	15,105	23,416	1,479	153,406	Texas
Utah	7,221	2,504	1,315	2,027	132	13,199	Utah
Vermont	3,774	899	506	781	50	6,010	Vermont
Virginia	36,103	7,545	5,094	7,894	503	57,139	Virginia
Washington	18,544	5,458	3,782	5,828	376	33,988	Washington
West Virginia	11,651	2,761	1,910	2,945	186	19,453	West Virginia
Wisconsin	32,821	4,912	4,878	7,522	474	50,607	Wisconsin
Wyoming	3,165	1,445	714	1,101	70	6,495	Wyoming
Dist. of Col.	8,698	835	805	1,241	75	11,654	Dist. of Col.
Total	1,641,065	321,047	230,232	356,252	22,678	2,571,274	Total

1/ Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

## FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

						MANUFACI	URERS EXCISE TAXES						
EFFECTIVE DATE		Τ		[				VEHICLES AND PARTS					MOTOR-VEHICLE
OF NEW TAX OR REVISION OF EXISTING TAX	GASOLINE <u>1</u> /	SPECIAL FUELS 2/	LUBRICATING OIL 3/	AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES 4/	TUBES	TREAD RUBBER (CAMELBACK) 5/	USE TAXES
	(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)			(CENTS PER POUND)	
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-	-
fanuary 1, 1919	-	-	-					-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7
Pebruary 25, 1919	-	-	-	5 percent	5 percent	5 percent		· -	5 percent	5 percent	5 percent	-	
July 3, 1924	-	-	-				Exempted truck chassis sold for \$1,000 or under and truck bodies for \$200 or under	-	2-1/2 percent	2-1/2 percent	2-1/2 percent		
February 26, 1926	-	-	-				Repealed	-	Repealed	Repealed	Repealed	-	
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	•	
June 30, 1926	-		-	l l			• . =	-	-	-	-	-	Repealed
May 29, 1928	· -	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	-
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	2 percent	2-1/4 cents a pound	4 cents a pound	-	-
June 17, 1933	1-1/2 cents	-						-				-	_
January 1, 1934	l cent	-	•				•	-			· •	-	-
<b>July 1, 194</b> 0	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound		-
October 1, 1941		-		7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent	5 percent	5 cents a pound	9 cents a pound	-	-
February 1, 1942		-										-	All motor vehicles, \$5
November 1, 1942		-	6 cents									-	l
June 30, 1946		-						4	4			-	Repealed
November 1, 1951	2 cents	2 cents		10 percent	10 percent	8 percent	8 percent	House trailers, exempted; others, 8 percent	8 percent			-	-
September 1, 1955					Repealed		1	1				-	-
<b>July 1, 1956</b>	3 cents	3 cents			-	10 percent	10 percent	House trailers, exempted; others, 10 percent		8 cents a pound		3 cents	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1.0 pounds annual tax <u>6</u> /
October 1, 1959	4 cents	4 cents			-				1				• •
July 1, 1961					-					10 cents a pound	10 cents a pound	5 cents a pound	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1.0 pounds annual tax <u>6</u> /
xisting rates, anuary 1, 1965	4 cents	4 cents	6 cents	10 percent	-	10 percent	10 percent	House trailers, exempted; others, 10 percent	8 percent	10 cents a pound	10 cents a pound	5 cents	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1, pounds annual tax 6/
Scheduled Change or Reversion Inder Law Existing January 1, 1965)	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No Change	7 percent July 1, 1965 <u>7</u> /	-	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent July 1, 1965 <u>8</u> /	5 cents a pound Oct. 1, 1972	9 cents & pound 2 Oct. 1, 1972	Termination Sept. 30, 1972	Termination Sept. 30, 1972

1/ The 4-cent gasoline tax applies to all gallonage imported or produced. The entire tax became refundable for fuel used for farming effective July 1, 1955; and the additional two cents (one cent levied July 1, 1956 and one cent levied October 1, 1959) are refundable for nonhighway uses, and for use by local transit systems. 2/ The 4-cent tax applies to all diseal and special fuels (butane, propane, etc.,) used in highway vehicles. Diseal and special fuels used by local transit systems are taxed at 2 cents a gallon, as are special fuels used

in motor boats and airplanes.

11 motor backs and arrithmes. 3/ The tax applies to all lubricating oil, regardless of use. 4/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective

July 1, 1956, and two cents a pound, effective July 1, 1961, apply to tires for highway vehicles only. 5/ Applies to use for tires "of the type used on highway vehicles." 6/ The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt. 7/ Although the "basic" tax on automobiles is 7 percent of the manufacturer's wholesale price, the 10 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through maintain extensions. periodic extensions.

8/ Although the "basic" tax on parts and accessories is 5 percent of the manufacturer's wholesale price, the 5 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

# STATUS OF THE FEDERAL HIGHWAY TRUST FUND FISCAL YEAR ENDED JUNE 30, 1964<sup>1</sup>

		*	HTT-10
I	Open	ing Balance:	\$ 746,926,044.46
II	Rece	lyts:	
	A.	Excise Taxes (Transferred general receipts)	
		1. Gasoline (including floor taxes)	2,641,336,305.99
		2. Diesel 3. Tires - highway vehicles	128,105,009.59
		3. Tires - highway vehicles4. Tires - other	369, 520, 086. 50 0.00
		5. Innertubes	21,796,211.92
		6. Tread rubber	21,929,800.44
		7. Trucks, buses, trailers, etc	357,344,905.96 105,760,878.29
		9. Total excise taxes	3,645,793,198.69
	в.	Deduct - Reimbursement to General Fund Receipts (Refunds)	
		1. Gasoline used on farms	103,526,032.11
		2. Gasoline used for all other nonhighway purposes or local transit systems	23,110,477.60
		Subtotal	126,636,509.71
		<ol> <li>Other gasoline</li> <li>Tires of the type used on highway vehicles and</li> </ol>	46.12
		tread rubber	0.00
		5. Trucks, buses, trailers, etc	0.00
		Subtotal	46.12
		6. Total	126,636,555.83
	c.	Net Excise Taxes	3,519,156,642.86
	D.	Interest	20,361,229.42
	E.	Advances from General Fund	0.00
	F.	Total Receipts	3,539,517,872.28
III	Exper	ditures: (Checks issued basis)	
	A.	Bureau of Public Roads	
		1. Payment from General Fund reimbursed	σ.00
		2. Direct from Trust Fund	3,645,013,031.88
		3. Total	3,645,013,031.88
	в.	Administration and Enforcement of Labor standards - Labor Department	0.00
	c.	Interest on Advances from General Fund	0.00
	D.	Total Expenditures	3,645,013,031.88
IV	Balar	nces in Trust Fund:	
	A.	Investments	
		U. S. Treasury Special Certificates of Indebtedness 2/	609,028,000.00
	в.		
		1. Highway Trust Fund	1,873.98
		2. Advances to Bureau of Public Roads	32,401,010.88
			32,402,884.86
	с.	Total Balance	641,430,884.86
		und created June 29, 1956 with enactment of Highway Revenue Act of 1956. Sertificates held June 30, 1964 bore interest at the rate of 3-5/8 percent, maturin	g June 30, 1965.

# NET REVENUES TO THE HIGHWAY TRUST FUND,

# $1957 - 1964^{1}$

Millions of Dollars

Highway Statistics Division 8/10/64 HTF-301

TTEMS					FISCAL	YEAR			
TIPPO	TAX RATE 2/	1957	1958	1959	1960	1961	1962	1963	1964
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,657	2,044	2,361	2,374	2,462	2,643
Tires	<ul> <li>8 cents per pound for highway tires, and 5 cents per pound for "other tires" July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires and 5 cents per pound for "other tires" thereafter.</li> <li>For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Trust Fund. After June 30, 1957 all tire tax accrued to the Trust Fund.</li> </ul>	82	244	247	281	246	327	366	369
Innertubes	<ul> <li>9 cents per pound July 1, 1956 through June 30, 1961;</li> <li>10 cents per pound thereafter.</li> <li>None of the revenues accrued to the Trust Fund in fiscal year 1957. After June 30, 1957 all innertube tax accrued to the Trust Fund.</li> </ul>	-	17	15	19	15	17	19	22
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24	22
Trucks, Buses and Trailers	<ul> <li>10 percent of manufacturer's wholesale price of which one half accrued to the Trust Fund during the period July 1, 1957 through June 30, 1962; all thereafter.</li> <li>During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.</li> </ul>	34	111	107	142	115	128	311	357
Vehicle Use	<pre>\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds when foaded, July 1, 1956 through June 30, 1961; \$3.00 per 1,000 pounds gross weight thereafter.</pre>	26	33	34	38	47	80	97	106
Total from exci	868	1,479	2,026	2,074	2,539	2,798	2,949	3,279	3,519
Interest on inv	estments	3	18	13	-3	1	7	14	20
Total		1,482	2,044	2,087	2,536	2,799	2,956	3,293	3,539
1/ All am	ounts are net, after refunds have been paid.								F

 $\frac{2}{2}$  For details of the terms of the motor-fuel and automotive taxes, see table E-101.

Federal Taxes

# **HIGHWAY FINANCE**

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State, and local agencies. Federal and State highway finance data are for the calendar year 1963, with only minor exceptions; finance data of the local governments are for different 1962 fiscal periods, the latest year for which complete information is available. The combined highway finances of all government agencies for 1962, and for 1963 (with local government data estimated) are summarized as follows:

	(In	millions	of	dollars)
Receipts:		1962		1963
Highway-user taxes, tolls, and fees_ Property taxes, general funds, etc		\$8, 937 2, 280		\$9, 487 2, 385
Total current income	<b>-</b> -	11, 217		11, 872
Bond proceeds (par value)		1, 535		1, 058
TOTAL RECEIPTS		12, 752	-	12, 930
Capital outlay		7, 386		7, 916
Maintenance		2, 839		2, 938
Administration and highway police.		920		976
Interest on debt		478		499
Total current disbursements		11, 623	_	12, 329
Debt retirement		679	_	725
TOTAL DISBURSEMENTS		12, 302	_	13, 054

Finances and debt status of State highway agencies are given in the SF and SB table series; those of county and township governments are given in the LF and LB series; and those of municipalities in the UF and UB series. Federal funds administered by the Bureau of Public Roads are shown in table FA-3, but most of these funds are paid as a reimbursement to the States and also appear in the SF table series. A consolidation of the highway finances of all government agencies for 1962 is given in tables F-1 and -2. Intergovernmental receipts and payments are shown in the SF, LF, and UF series, but have been eliminated from tables F-1 and -2.

#### **Agencies Providing Highway Services**

#### **Federal agencies**

The Bureau of Public Roads, the principal highway agency of the Federal Government, administers the Federal-aid highway program. Other Federal agencies that administer continuing highway programs are the Forest Service of the U.S. Department of Agriculture, and the National Park Service and the Bureau of Indian Affairs of the U.S. Department of the Interior. The Department of Defense and the Bureau of Land Management of the U.S. Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to Public Roads for administration of the construction programs.

Other Federal agencies provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army, Corps of Engineers, and the Bureau of Reclamation, of the U.S. Department of the Interior, expend funds for highways and bridge construction and reconstruction, in connection with projects involving water resources and navigable rivers. The Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds.

Highway expenditures by Federal agencies for 1963 are summarized in the following tabulation, and are also shown in table FA-5.

	(In n	nillions of d	ollars)
	Bureau of Public Roads	Other agencies	Total
Payments to States and local governments	\$3, 451. 0	\$85. 5	\$3, 536. 5
Direct expenditures: Capital outlay Maintenance Administration	53.4 1.0 39.5	143. 7 29. 1	197. 1 30. 1 39. 5
Total	93. 9	172. 8	266. 7
GRAND TOTAL	3, 544. 9	258. 3	3, 803. 2

#### State agencies

In the Bureau of Public Roads analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, have been included under the terminology State highway agencies. Other executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, has been classed as a State.

#### County and township governments

For the local highway finance summaries, counties, townships, and highway and road improvement districts have been included. Organized county governments exist in all States except Alaska, Connecticut, Louisiana (where they do exist but are called parishes), and Rhode Island. Counties, however, have little or no responsibility for roads in the New England States, in Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in eight counties, and Maryland performs this function on behalf of six counties.

Because some counties are entirely or nearly comprised of incorporated cities, towns, and villages, Public Roads in its LF tables has listed their total expenditures under municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wis.

Data for counties having boundaries coextensive with cities and not considered as being independently organized as counties by the Bureau of the Census have been included only in the municipal (UF) highway finance summaries. The counties considered as cities are: San Francisco, San Francisco, Calif.; Denver, Denver, Colo.; Orleans (Parish), New Orleans, La.; Suffolk, Boston, Mass.; Bronx, Kings, New York, Queens, and Richmond, New York, N.Y.; and Philadelphia, Philadelphia, Pa. Arlington County, Va., has also been included in the UF summaries because it is entirely urban in character.

Organized township governments exist in 21 States and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin, these governments are known as towns. Although generally considered as rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and ordinarily perform functions of municipal governments. For the Public Roads analyses, some of the townships in New England, New Jersey, and New York have been classed as municipalities; this classification was based on population density criteria. Pennsylvania considers as municipalities those townships of the first class having a population density of 300 or more per square mile. Special districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., have been included in the tables with that for the county and township governments.

#### **Municipalities**

Municipal governments included in the summaries, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England type. The term "urban," used interchangeably in former years with the term "municipal," has been avoided in reference to these political entities and is used in this bulletin solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These special urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions. Also included as municipal governments are special parking authorities and commissions and municipal toll authorities.

#### Expenditures by population groups

The Bureau has collected city street finance data by population groups for a number of years. However, only partial information has been obtainable for some years. State-by-State tabulations of receipts and expenditures by population groups have been published for the representative years 1955– 59, inclusive, in the Bureau's historical publication of highway receipts, disbursements, and debt transactions of municipal governments titled A Quarter Century of Financing Municipal Highways, 1937– 1961, published in 1964.

Time has not permitted complete analysis of the 1962 statistics State by State by population groups. However, preliminary nationwide summaries of expenditures have been compiled, and are given in the following tabulation together with the corresponding number of government units (including municipal-type townships as previously described):

	Munici	palities	High expend	
Population group	Number	Percent of total	Amount (in millions)	Percent of total
Under 5,000	15, 172	82.0	\$202	10. 9
5,000 to 9,999	1, 420	7.7	172	9.3
10,000 to 24,999	1, 141	6.1	257	13.9
25,000 to 49,999	422	2.3	212	11.4
50,000 to 99,999	209	1.1	194	10.5
100,000 and over	140	0.8	815	44. 0
TOTAL	18, 504	100. 0	1, 852	100. 0

The State-by-State listing according to source of income and type of expenditure for 1962 will be available at a future date.

#### **Puerto Rico**

Selected highway statistical data for Puerto Rico are reported in table PR-1. Additonal information for the Commonwealth on Federal-aid mileage and finance is included in a number of the tables in the Federal-aid section.

#### **Intergovernmental Payments**

In general, intergovernmental payments as recorded in this bulletin refer to the actual payment of money from one government level to another.

#### Federal aid to State governments

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Administered by the Bureau of Public Roads, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other programs administered by Public Roads but not financed from Trust Fund revenues include those for Forest Highways and Public Lands Highways. The funds for these programs are usually expended directly for construction and are not allotted as payments to the States.

State and local governments also receive assistance from lesser Federal funds. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in table F-106, which last appeared in the *Highway Statistics* for 1962.

#### State aid to local governments

By definition, State transactions or activities that benefit local governments but that do not involve the flow of funds are excluded from intergovernmental payments. Among these transactions are: (1) advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects on local road systems.

Some transactions, however, that do involve the flow of funds from States to local governments have been shown in this bulletin as direct expenditures by activity. These transactions include: (1) amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) Federal-aid funds received in reimbursement for the Federal share of the cost of Federal-local projects; (3) payments on county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

For uniformity in the Public Roads analyses, all State-imposed highway-user imposts have been considered as being collected and distributed by the States; the local government shares, if any, have been shown as intergovernmental payments. This has been done even when there has been no actual flow of funds or when there has been a reverse flow of funds such as occurs in States where motorvehicle registration fees are collected, and a share is retained, by the local governments.

Highway-user imposts provided the principal source of State revenue for highways and, by virtue of State sharing, they have become the largest source of highway income to local governments as a group.

In 1963 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highwayuser tax revenues, with local governments for road and street purposes; only 2 States, Alaska and West Virginia, did not have such statutes. This assistance is in the form of direct grants-in-aid and shared revenue. Table SF-5A shows the sources and payments of these State funds.

Forty-two States in 1963 provided aid from roaduser taxes to municipalities, including New England towns; counties in 41 States received grants-inaid. Townships, including those in New England, in 15 States received State grants. Many States, of course, provided aid to more than one type of local government.

#### Intergovernmental payments of local agencies

All Federal-aid project receipts and disbursements are considered to be transactions of the State. Hence, county or municipal funds expended on such projects are considered to be payments to the State regardless of whether an actual flow of funds occurs. In some States, a portion of the local share of State tax revenues is not paid directly to local governments but is retained by the State to match Federal funds for local road projects, to reimburse the State for work performed at the request of the local agency, or for other purposes. When the State retained such tax revenue, the transactions do not appear as intergovernmental payments in the SF, LF, or UF series of tables.

Payments between similar government units have been eliminated; for example, those between counties, between States, or between municipalities. But payments made between different government classes, such as those between counties and municipalities, have been shown.

#### **Classifications of Highway Receipts**

As used in this bulletin, highway receipts include total highway-user tax revenues, regardless of their use for highway or nonhighway purposes, and all other receipts for highway purposes regardless of source. The classification of these receipts is described in the following paragraphs.

#### Funds attributable to highway users

Chief among groups of revenues that can be attributed to highway users are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation for highways; however, counties in Alabama, Hawaii, and Mississippi and municipalities in Alabama, Florida, Missouri (until March 1962), New Mexico, and Wyoming levy local motor-fuel taxes. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipt taxes, and ad valorem property taxes are among those that have been excluded when such taxes are part of a general tax structure applicable to a variety of commodities, operations, and commercial activities.

Not all of the revenue from highway-user taxes is actually derived from highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all refunds are claimed and not all refund claims are granted. For example, agricultural use may be eligible for a refund of 6 cents out of a 7-cent tax. Similarly, not all highway use of motor fuel is taxed. Some States exempt or refund the tax for Federal Government or other public use, in-transit bus operations, and in at least one State for fuel consumed on toll roads. In general, however, the revenue from highway-user taxes is derived from taxes imposed for the use of the highways.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables G-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations are in agreement with the highway-user revenues reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Some States, however, place all highway-user revenues in a general highway fund, and others have a general State fund obtained from many types of revenues, including those from highway users. For the latter group of States, each appropriation or expenditure for highway purposes has been considered in this bulletin to have been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received from each of these sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for nonhighway purposes; also, in some of these States, general fund appropriations have been made for highway purposes. In the Public Roads analyses, such appropriations have been offset against the nonhighway allocations of highwayuser revenues.

Table G-106 giving the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 providing similar information for State motor-vehicle registration fees and motorcarrier taxes, last appeared in *Highway Statistics* for 1962 and will be revised for inclusion in the bulletin for 1964.

Closely allied to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, but income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are the net sum that remains after deduction of costs of maintenance and operation of meters and parking lots.

#### Other taxes and fees

Special taxes and assessments on property are commonly used by counties and municipal governments to finance local highway programs, and this type of financing is the chief source of income to local governments for highways. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local general revenue from which appropriations are made for highway and other purposes. All, or a portion, of the proceeds of many other State and local taxes are allocated or drawn on for highways, such as oil royalties, sales, and use taxes, but the amount of money from these sources is usually not significant. When miscellaneous State taxes and appropriations are specifically allocated for highways, these provisions have been shown in table S-106 last appearing in Highway Statistics, 1962.

#### Investment income and miscellaneous receipts

By investing highway funds in short-term securities until needed, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is sometimes derived from rentals, donations, and sales of surplus equipment and supplies.

#### Income from sale of bonds and notes

For the State finance (SF) series of tables, the infrequent transactions involving short-term borrowing (2 years or less maturity) have been omitted. Among local governments, however, the use of short-term note financing is rather common and these transactions have been included in the LF and UF series of tables. Note proceeds and redemptions have been omitted from the summary tables F-1 and F-2.

Special tables have been included that give details of State obligations (SB series) and local obligations (LB and UB series). State bond issues for highways usually can be identified readily. Bond issues of local governments are occasionally components of general improvement loan series, and the road and street share of local general improvement loans has been estimated in the special tables.

#### **Classification of Highway Expenditures**

Expenditures for highways have been grouped here in major classes as capital outlay, maintenance, administration, highway police, interest on debt, debt retirement, and intergovernmental payments.

Capital outlay costs are those associated with highway improvements, including land acquisition and other right-of-way costs, preliminary and construction engineering, construction costs of roadway and structure, and installation of traffic service facilities such as guard rails, fencing, signs and signals, etc.

Costs included in the classification as maintenance are of two types: (1) those required to keep the highways in usable condition, such as routine patching and repairs, bridge painting, and other maintenance-of-condition costs; and (2) traffic service costs, such as snow and ice removal, pavement markings, signs, signals, litter cleaning, etc.

Classed as administration costs are those for general overhead, engineering, and research not assignable to specific road projects. Included in the tables as highway police expenditures are activities of State highway patrols, safety education and promotion, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police also have been included where the function is separate and distinct from that of general policing activities.

#### **Indirect Municipal Street Functions**

The municipal highway summaries do not include data on receipts and disbursements for street lighting and cleaning, sidewalks, storm drainage, and parking revenues used for maintenance and operation of parking meters and lots. This information has been excluded so that the data presented for municipalities are comparable to that shown for other types of government or organizations. Parking facility funds that were used for highways, however, are listed separately on table UF-1. Tables UF-11 and UF-12 present the data that have been reported for the items excluded from the municipal summaries. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by the municipal government in connection with street programs, expenditures for such programs are considered to be for the protection of the health and safety of the public rather than expenditures for highways.

#### DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1963

Compiled for calendar year

from reports of	State author	ities	. · · ·	·····					isands of dol:	lars)							REVISED DE	CEMERER 1964
		ADJUST-		FOR			FOR STA	TE HIGHWAY I	PURPOSES	Т	POR LOCAL	ROADS AND S	TREETS <u>3/</u>			IGEMAY PURP	0828 <u>4</u> /	1
STATE	NET TOTAL RECEIPTS OF CALENDAR	MENTS DUE TO UNDIS- TRIBUTED BALANCES.	RECEIPTS AVAILABLE FOR DISTRI-	COLLEC- TION AND ADMINIS- TRATION	NET FUNDS DISTRIB- UTED	CAPITAL MAINTENA ADMINIS STATE	PARK.	STATE HIGHNAY POLICE	SERVICE OF OBLIGA- TIONS	TOTAL	COUNTY AND TOWN-	MUNI- CIPAL	TOTAL	FROM INSPECTION, OPERATORS,	FROM MOTOR-	COUNTY AND OTHER LOCAL	EDUCA- TION, NONHIGH- WAY DEBT,	TOTAL
	YEAR 1/	FUNDS IN TRANSIT, ETC.	BUTION	HIGHNAY- USER REVERUES	UTED .	STATE HIGEWAY SYSTEMS 2/	FOREST, AND OTHER STATE ROADS	AND SAFETY	FOR STATE HIGHMAYS		SHIP ROADS 2/	STREETS	TOTAL	AND MISCEL- LANEOUS FEES AND CARRIER TAXES 5/	FUEL TAXES AND REGISTRA- TION FEES	GENERAL FUNDS <u>6</u> /	AND MISCEL- LANGOUS	
Alabama Alaska 8/ Arizona Arkansas	93,812 7,512 51,532 65,063	-114 - -776 15	93,698 7,512 50,756 65,078	3,221 3,943 745	90,477 7,512 46,813 64,333	29,132 6,695 30,082 39,125	320 - -	2,642 3,404 2,109	10,547 - 7,175	42,641 6,695 33,486 48,409	2/ 42,384 817 6,936 8,462	4,829 - 6,391 4,930	47,213 817 13,327 13,392	325 - 1,306	1,226	298 - - -		623 - 2,532
California Colorado Connecticut Delaware 8/	721,046 62,414 80,218 17,883	-13,038 -292 -301 -	708,008 62,122 79,917 17,883	46,295 4,682 6,013 789	661,713 57,440 73,904 17,094	341,347 31,461 53,282 5,428	733 216	40,772 5,142 3,871 1,641	1,135 2,393 7,392 8,855	383,987 38,996 64,761 15,924	111,299 13,341 3,540 ( <u>2</u> /)	54,046 4,475 5,603 1,170	165,345 17,816 9,143 1,170	- 49 -	:	112,381 579 -		<u>7</u> / 112,381 628 -
Florida Georgia Hawaii Idaho	213,419 120,235 14,353 27,926	-429 -5 -21 351	212,990 120,230 14,332 28,277	8,609 3,670 1,008	204, 381 116, 560 14, 332 27, 269	107,675 43,850 3,717 17,527	1,993 - - 57	7,757 5,147 2,149	13,927 8,682 3,592	131,352 57,679 7,309 19,733	14,500 31,991 6,440 6,858	2,282 678	14,500 34,273 6,440 7,536	1,976 433	37,970 23,541 150	16 - -	18,567 1,067	58, 529 24, 608 583
Illinois Indiana Iowa Kansas	276,512 157,164 117,556 73,264	-862 -1,160 -3,384 63	275,650 156,004 114,172 73,327	14,611 6,228 3,337 3,924	261,039 149,776 110,835 69,403	101,671 75,872 50,125 50,490	255 160 896 17	16,137 5,467 2,793 4,739	-	118,063 81,499 53,814 55,246	87,615 45,514 42,603 9,371	52,724 21,361 14,418 4,060	140,339 66,875 57,021 13,431	2,207 1,402 - 94	- - 632		430 - -	2,637 1,402 726
Kentucky Louisiana Maine Maryland	97,419 86,674 35,567 105,938	-245 -80 -464 -176	97,174 86,594 35,103 105,762	4,189 3,552 1,223 6,144	92,985 83,042 33,880 99,618	70,243 42,795 24,236 33,428	- 33 32 -	4,506 3,269 1,907 9,744	10,900 14,508 4,511 18,855	85,649 60,605 30,686 62,027	7,336 18,659 2,328 13,723	3,778 866 23,868	7,336 22,437 3,194 37,591		-	:	-	
Massachusetts Michigan Minnesota Mississippi	112,503 243,008 119,004 66,960	2,193 -236 -2,424 -178	114,696 242,772 116,580 66,782	9,350 6,333 5,189 2,201	105,346 236,439 111,391 64,581	37,643 69,293 59,305 23,295	<u>9</u> / 2,928 159 503	8,514 7,192 4,649 4,240	41,667 43,628 3,982 6,843	90,752 120,272 67,936 34,881	11,483 77,795 31,759 28,210	3,111 38,372 9,827 1,461	14,594 116,167 41,586 29,671	1,045	- - - 19	- - 824 10	-	- 1,869 29
Missouri Montana Nebraska Nevada	131,034 28,454 57,797 18,352	-643 1,765 -6 -335	130,391 30,219 57,791 18,017	3,010 1,120 2,119 799	127, 381 29,099 55,672 17,218	103,245 23,551 30,619 13,982	- 45 90 -	7,016 1,600 1,848 281	800 - -	111,061 25,196 32,557 14,263	4,129 3,833 19,098 1,910	12,050 70 4,017 1,045	16,179 3,903 23,115 2,955	141	-	-		141 - -
New Hampshire New Jersey 8/ New Mexico New York 8/	22,271 213,708 40,238 412,976	295 -21 -208 -17,955	22,566 213,687 40,030 395,021	503 14,497 2,547 16,523	22,063 199,190 37,483 378,498	16,265 44,850 27,347 254,030		1,002 5,807 2,363 15,565	3,549 2,281 2,176 17,427	20,816 53,721 31,886 302,830	960 12,764 3,325 62,854	273 6,721 887 12,814	1,233 19,485 4,212 10/ 75,668	9,526	115,816	- 1,073	14 642 312	14 125,984 1,385
North Carolina North Dakota Ohio Oklahoma	161,050 26,332 345,339 110,791	154 -616 9,760 -217	161,204 25,716 355,099 110,574	6,451 767 11,658 2,802	* 154,753 24,949 343,441 107,772	116,172 16,697 145,255 42,076	979 - 184	8,973 1,493 10,023 3,215	17,084 44,725 906	143,208 18,190 200,003 46,381	(2/) 6,266 98,903 32,420	8,078 493 44,535 4,652	8,078 6,759 143,438 37,072	1,861 - - -		-	1,606 - 24,319	3,467 - 24,319
Oregon Pennsylvania Rhode Island 8/ South Carolina	76,641 347,488 28,787 70,558	-275 -1,099 -53 175	76, 366 346, 389 28, 734 70, 733	4,450 8,083 313 1,859	71,916 338,306 28,421 68,874	36,016 257,693 22,635 50,048	293 857 81	4,594 17,789 1,450 3,486	8,186 5,476 3,155 4,586	49,089 281,815 27,240 58,201	14,408 36,016 . 517 7,750	6,954 20,475 664 -	21,362 56,491 1,181 7,750	2,002	-	- - - 921	1,465 - -	1,465 - 2,923
South Dakota Tennessee Texas Utah	29,832 132,339 380,763 30,556	-82 -1,841 289 -25	29,750 130,498 381,052 30,531	754 2,374 10,647 1,702	28,996 128,124 370,405 28,829	20,443 45,108 243,475 22,458	1,917	1,101 3,822 7,182 2,475	- 7,300 519 -	21,544 58,147 251,176 24,933	6,654 40,933 36,114 2,251	798 12,924 1,517	7,452 53,857 36,114 3,768	11,788 22,572	- 461 -	-	3,871 60,543 128	16,120 83,115 128
Vermont Virginia Washington West Virginia	19,550 133,535 137,804 66,098	-12 -3,632 -131 -591	19,538 129,903 137,673 65,507	548 4,583 4,993 2,020	18,990 125,320 132,680 63,487	8,982 102,508 51,201 62,990	95 - 203 -	552 10,242 7,767 497	4,111 7,129	13,740 112,750 66,300 63,487	4,998 2/ 1,381 24,307 (2/)	252 11,189 13,320	5,250 12,570 37,627	-	1,579	- 4,493	22,681	<u>7</u> / 28,753
Wisconsin Wyoming Dist. of Col.	128,076 16,809 19,969	- -183 -193	128,076 16,626 19,776	5,847 883 1,474	122,229 15,743 18,302	58,234 10,398	1,014 - -	4,457 871 -	399 -	64,104 11,269	32,303 3,922 -	18,547 552 17,725	50,850 4,474 17,725	- - 360	- 217	7,275	-	1/ 7,275 577
Total	6,154,129	-37,243	6,116,886	258, 582	5,858,304	3,173,995	30,651	273,262	338,401	3,816,309	1,080,980	458,802	1,539,782	57,087	181,611	127,870	135,645	502,213

1/ This table summarizes the receipts from motor-fuel taxes, and from motor-vehicle fees and special imposts on motor carriers, which are recorded separately in tables G-3, and W-3, respectively. (See tables G-1 and W-2 for details of receipts.)

2/ Allowants for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$5,051,000, Delaware (amount not segregated), Horth Carolina \$58,750,000, Virginia \$41,530,000, West Virginia \$21,601,000.
 3/ Includes direct expenditures by States on local roads and streets as well as fund transfers. In many

States, funds transferred under "county and township roads" may ultimately have been used in part for municipal streats. Funds allotted for streats forming municipal extensions of State Highway systems are included in allotants for State highway murposes. Rutrise include amounts used for service of obligations for locat roads.

· 4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the <sup>4</sup>/ The amounts shown do not necessarily constitute diversion from nightway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table DF, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Alabama \$2,682,000, Calif. \$12,067,000, Comm. \$43,1000, Fin. \$7,322,000, Ga. \$44,155,000, Iows \$2,436,000, Kr. \$56,000, In. \$41,575,000, Mich. \$6,014,000, Miss. \$122,000, Mo. \$6,000, Mont. \$1,324,000, Nebr. \$1,397,000, N. Max. \$2,311,000, H. Dak. \$946,000, Okla. \$8,006,000, Ore. \$4,594,000, Tenn. \$6,467,000, Tex. \$15,000,000, Va. \$496,000, Wash. \$101,000, W. Va. \$262,000, D. C. \$4,519,000.

 March 1, Va. sector-carrier revenues in the following States: Ark. \$201,000, Colo. \$49,000, Fla.
 Alde, 200, Hawaii \$103,000, Kansas \$73,000, Tenn. \$175,000, Texas \$286,000, D. C. \$360,000.
 Aldocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

7/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see table MP-2, footnote 7), and motor-fuel and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

(a) In Alaska, Delaware, New Jersey, Hew York and Hhode Island, highway-user revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein. (9) Includes \$2,675,000, and \$9,805,000 for parkways and boulevards in Massachusetts and New York respectively.

10/ Does not include the per capita State aid to cities, towns, and villages, a portion of which may have been used for highway purposes. Amounts are not segregated.

TABLE DF

S

## STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY-19631

(In thousands of dollars)

#### Compiled for calendar year from reports of State authorities

TABLE SF-1

from reports of S	state authoriti	.88						In thousand	S OF GOLLAR	•/							REVISED	DECEMBER 1964
	BALANCES	OF JAHUARY 1	., 1963 <u>2</u> /			CUB	RENT STATE	Income 3/				PAY	GRAFTS FROM OT	HER GOVERNMEN	<b>T</b> 8	ISUE	of Bonds	
			-	HIGHM	AY-UBER REVENUE	s ¥∕		APTRO-				FEDERA	L FOODS			1		1
STATE	RESERVES FOR CURRENT HIGHNAX WORK	RESERVES FOR DEST SERVICE	total.	MOTOR- FUEL TAXES	MOTOR- VIENICLE AND CARRIER TAXES	TOTAL	ROAD, BRIDGE, AND FERRY TOLLS	PRI- ATIONS PRON GREEERAL FUNDS	other State Imposts 2/	MISCEL- LAMBOUS RECEIPTS	TOTAL	BUREAU OF PUBLIC ROADS	other Agencies	PROM COUNTIES AND TOMISEIPS	FROM MUNICI- PALITINS	FOR CAPITAL OUTLAY	FOR DEBT SERVICE INCLUDING REFUNDING	TOTAL RECEIPTS
Alabama Alaska Arisona Arkansas	25,845 5,167 3,219 11,174	2,704	28,549 5,167 3,219 23,774	79,657 4,346 34,955 46,133	14,041 3,166 15,801 18,945	93,698 7,512 50,756 65,078	- 170 392	9,180	470 - - 478	626 244 5 462	94,794 17,106 50,761 66,410	38,180 39,381 43,835 51,029	102 - 178 3,865	117 - 55 <b>3</b> 872	-824 51 324	25,000	28 - 5,775	159,045 56,538 95,651 127,951
California Colorado Connecticut Delaware	119,051 6,385 77,611 34,469	17,878 4,082 35,142 4,460	136,929 10,467 112,753 38,929	393, 586 42,809 54,240 11,955	314,422 19,313 25,677 5,926	708,008 62,122 79,917 17,883	24,523 802 24,551 6,550	- 968 4,129	- 804 -	14,456 688 5,511 828	746,987 64,416 110,947 29,390	264,749 41,898 36,099 16,390	1,574 916 569	5,245 151 -	2,198 - -	10,000 24,000 4,705	65,047 24,730 157 40	1,095,800 132,111 171,772 50,525
Florida Georgia Havali Idaho	170,257 132,637 7,416 2,674	54,077 18,380 4,260	224,334 151,017 11,676 2,674	143,012 97,065 8,269 16,457	69,978 23,165 6,063 11,820	212,990 120,230 14,332 28,277	16,599 3 - -	-	- - 349	6,059 3,012 265 209	235,648 123,245 14,946 28,486	81,194 86,151 6,540 24,661	282 312 1,179	1,883 1,248 684	452 11 16	25,099 1,113	6,854 - - -	351,412 210,967 22,999 55,026
Illinois Indiana Iowa Eansas	140,270 50,490 37,749 17,508	22,165 26,828 7,733	162,435 77,318 37,749 25,241	158,457 109,999 58,633 45,519	117,193 46,005 55,539 27,808	275,650 156,004 114,172 73,327	26,739 13,426 7,796	- 638 -	14,357	2,329 3,777 2,824 1,377	304,718 173,207 131,991 82,500	163,360 72,801 42,843 39,116	55 1 566 1,806	4,123 1,770 -	1,283 1,886 250 148		-	473,539 249,665 175,650 123,570
Kentucky Louisiana Maine Maryland	105,422 58,796 13,673 58,965	28,772 26,089 7,875 39,502	134,194 84,885 21,548 98,467	70,972 70,560 24,347 63,446	26,202 16,034 10,756 42,316	97,174 86,594 35,103 105,762	3,957 3,748 6,034 18,803	262 6,626 307 -	2,935 23,229 -	5,396 2,609 1,062 3,098	109,724 122,806 42,506 127,663	79,209 87,073 24,289 40,758	3,393 927 -	4,374 1,002 3,108	5 525 767 1,474	26,462 60,000 14,000 22,406	50 195 10 59	218,843 275,900 82,574 195,468
Massachusetts Michigan Minnesota Mississippi	159,257 111,532 72,832 22,957	45,234 32,294 3,733 4,623	204,491 143,826 76,565 27,580	84,603 161,288 68,908 50,849	30,093 81,484 47,672 15,933	114,696 242,772 116,580 66,782	22,141 5,991 1,500	210 5,088	1,378	8,026 <b>4,380</b> 2,518 312	145,073 258,231 119,098 69,972	65,920 1 <b>59,862</b> 81,124 44,702	120 43 64 997	5,138 274	7,879	23,000 	143 - 116	234,256 431,153 200,286 133,471
Missouri Montana Nebraska Nevada	45,733 4,759 -1,477 4,201	1,046 - - -	46,779 4,759 -1,477 4,201	83,573 20,185 42,005 13,002	46,818 10,034 15,786 5,015	130,391 30,219 57,791 18,017	681 - - -	- 170 456 -	2,615 - -	157 56 326 290	133,844 30,445 58,573 18,307	89,279 51,304 40,809 26,683	34 2,070 337 21	262 198 1,586 -	2,032 212 893 -	-	-	225,451 84,229 102,198 45,011
New Hompshire New Jersey New Mexico New York	337 58,879 3,354 127,763	-623 60,345 1,821 97,624	-286 119,224 5,175 225,387	14,940 129,456 27,250 239,002	7,626 84,231 12,780 156,019	22,566 213,687 40,030 395,021	3,777 70,270 131,610	3,627	:	191 8,990 468 15,363	26,534 292,947 40,498 545,621	19,101 81,961 41,572 170,539	190 - - -	405 1,669 12 37	386 - 2,631	10,010 37,478 3,008 31,396	18 9,643 13,283	<b>56,644</b> 423,698 <b>85,092</b> 763,507
North Carolina North Dakota Ohio Oklahoma	25,364 6,431 50,676 61,368	21,752 74,213 18,723	47,116 6,431 124,889 80,091	118,682 13,016 234,461 65,964	42,522 12,700 120,638 44,610	161,204 25,716 355,099 110,574	60 22,942 6,642	- 506 -	1,300 3,636	3,628 38 6,621 1,944	164,892 27,560 384,662 122,796	45,273 28,686 221,916 42,011	798 714 4,072	2,177 3,928 299	805 357 2,583 1,621	1,516 23,801	- 6,830	210,970 59,578 615,319 201,430
Oregon Pennsylvania Rhode Island South Carolina	31,061 57,303 7,570 24,459	9,308 62,404 3,116 12,167	40,369 119,707 10,686 36,626	41,761 243,459 18,390 59,702	34,605 102,930 10,344 11,031	76,366 346,389 28,734 70,733	241 58,401 1,228	2,941	- 136 -	637 8,746 144 498	77,244 413,672 33,047 71,231	58,611 140,381 18,672 29,356	14,154 48 182	800 721 - 595	143 6,492 136	11,214 34,638 11,000	556 93 56 -	162,722 596,045 62,775 101,500
South Dakota Termessee Terns Utah	11,367 4,987 61,380 7,419	198 6,417	11,367 5,185 67,797 7,419	16,443 92,918 207,633 22,430	13,307 37,580 173,419 8,101	29,750 130,498 381,052 30,531	3,908	500 - - -	3,418 29 3,403	105 73 2,865 549	33,773 130,600 391,228 31,080	26,480 100,940 173,793 40,004	3,668 24 5,619 725	2,238 2,257 73	- 3,013 64	15,000	- 86 -	66,159 246,650 575,910 71,946
Vermont Virginia Washington West Virginia	-662 105,550 36,037 872	87 \$4,36\$ 19,22\$ 2,219	-575 149,914 55,261 3,091	9,349 99,436 77,784 36,679	10,189 30,467 59,889 28,828	19,538 129,903 137,673 65,507	21,452 14,708 4,613	390 504 10,118		4,577 2,650 522	19,932 156,436 155,031 81,134	20,944 109,204 65,761 24,372	18 3,900 29	426 70 1,355 -	1,454 715	3,226 413 4,000	- 26 37,456 16	44,546 267,603 264,218 109,551
Wisconsin Wyoming Bist. of Col.	18,355 14,107 3,792	-	18,355 14,107 3,792	79,479 9,878 12,132	48,997 6,748 7,644	128,076 16,626 19,776	:	-	130 784	749 286 576	128,955 16,912 21,136	66,764 37,075 36,474	6,861	8,735 183 -	1,702 8 -	:	-	206,156 61,039 57,610
Total	2,216,341	832,836	3,049,177	3,929,074	2,187,812	6,116,886	524,258	46,620	59,825	131,126	6,878,715	3,439,129	60,415	58, 568	43,340	439,895	171,267	11,091,329

1/ This table is one of a series on State highway finance. Tables SF-1 and 2 summarise the receipts and dis-bursements of (1) State highway-user revenue, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Bats in greater detail are given in tables SF-3, 34, 3B, 4, A, AB, 4C, 5, 5A, 6, and 1L. See these tables for description of contents. 2/ Any differences between January 1 balances and previous year's closing balances are the result of account-ing edjustments, inclusion of funds not previously reported, etc. Appropriation balances formerly shown for Hew Servey and Hew York have been cantized and cash and investment balances substituted. 3/ For this analysis, gross sonhighway allocations of highway-user revenues are offset, in the following mounts, against appropriations for highways out of State general funds: Ala. & 26/62,000, Calli, \$12,067,000, Conn. \$431,000, Fiz. \$7,332,000, Ge. \$4,355,000, How \$2,\$55,000, H. Max. \$2,311,000, H. Max. \$405,000, Math. \$40,504,000, Miss. \$122,000, Mont. \$1,357,000, Tex. \$1,57,000, H. Max. \$2,311,000, H. Max. \$405,000, Con. \$4,59,000, Not. \$4,59,000, Not. \$4,500,000, Con. \$4,59,000, Dor. \$4,594,000, Tex. \$1,570,000, Con. \$4,500,000, Wes. \$2,311,000, H. Max. \$101,000, W. Wes. \$262,000, D. C. \$4,619,000, 4/ The entries in these columns are identical with the net receipts available for disposition on tables G-3,

MV-3, and DF respectively. As noted in those tables, Alaska, Delaware, New Jersey, New York, and Mhode Island

NV-5, and DF respectively. As noted in those tables, Alaska, Delaware, Hew Jersey, Hew York, and Rhode Island place highway-user revenues in the State general fund distributions considered to have been derived from highway-user revenues. 5/ Ala., lubricating oil tax; Ark., severance tax; Colo., specific conscripts tax on class A and C (for hire) wehicles; Hewaii, tax on butane gas \$4,000 and dissel oil \$35,000 not used in motor wehicles; Iowa, sales and use tax; Ky., sales and use tax; La., oil royalties \$2,55,000, lubricating oil tax \$2,274,000, mineral lesse royalties \$2,500,000; Histories; Howaiis, tax on butane gas out used in motor wehicles \$2,000, sales tax \$1,225,000; No., use (sales) tax on motor wehicles purchased out of State; H. Dak., severemee tax on gas and oil \$623,000; such construct on severance \$2, Dk. ND., Use (sales) tak on motor venicles purchases out of outry s. Lak., severance was on gas and old quely out excise tax on special fuels \$(7,700) (kl.s., severance tax) Pa., gross receipts tax on motor carriers 5. Dak., petroleum inspection fees (nonhighesy use) \$(5,000, use (sales) tax on motor whichse \$(3,124,000, gass and fish licenses \$(31,000; fuen,, gross receipts and privilege tax; fux, lubricating oil tax; W. Va., capitation tax; Wisc., cignette tax for scenic essements and site; D. C., parking meter fees.

DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY-1963<sup>1</sup>

5,617 155,051 1,616 126,127 866,11 866,11 866,11 818 E 3 28,92 28,92 28,92 29,92 20,920 80°4.4% 80°4.4% 155,358 15**4,446** 91,999 21,999 8865 8665 31,688 31,687 31,709 2,892,204 56°51°52 56°53°52 56°53°52 REVISED DECEMBER 1964 TOTAL <sup>1</sup> In mary States, the fund transfers under "county and township roads" may ultimately have be used in part for municipal streams or service of obligations for local roads. Expenditures on streams have been included under "dishures-ments for States embedding for each of the States arguing have been included under "dishures-ments for States embedding for the States include amounts used for service of obligations of local." Expenditures of the States include amounts used for service of obligations of local. For local roads. "Extremests for include amounts used to service of obligations of local roads." Expenditures for solid propers are table for allocants for service of Berlins Physics and States Dhill Faide Authority, the Fort of Ber Instrame Physics Physics and Burt Bits Philic Bridge Authority (he NII), Woo, 000, and the Buraset Strer Robin Authority (he.) for other than highery and to locally fails." How one. These amounts do not appear on table 10. for other than highery and the instrame. These amounts do not appear on table 10. for the States of Locally fails." For a for the Dataset of the Dataset of the local section to the section of the States of the Dataset of the States. 561 ਵ 852,073 50, 455 14, 948 4, 275 27,181 26,315 7,790 24, 460 72, 888 23, 621 22,233,253 26,25 1,811 . . . . . . 39, 286 26, 956 1, 2950 22,130 24,127 31,032 31,032 96,4**6** 96,4**6** 98,4**6** 1,665 8, 996 8, 996 177 197 , 38 18 POR POR 8 BALABCE 86,965 86,965 114,370 ኯ፝ኇ፟፟፟፟ቘ ኯ፟ኇ፟፟፟ቘ 906°21 266°21 268°28° 21,22 6,122 6,122 6,122 6,122 7,243 8,47,45 8,47,46 1,47,68 1,47,6 11,248,300 2,040,131 26,630 4,034 80,938 80,484 86.88 86.88 86.88 86.88 86.88 86.88 86.88 86.88 86.88
86.88 86.888 866655 866655 150,600 168,000 1,586 3,815 115,262 99,724 88,014 16,833 POR POR CURRENT REGENAT VORK 16,8% 333,890 280,770 169,168 8.68 5.69 5.69 5.60 5.60 5.60 208,401 39,657 203,556 16, 16, 096 355, 096 16, 16, 096 1,96,931 26,981 26,982 26,782 280,481 257,324 71,984 26,345 283,389 146,531 139,896 139,896 23.53 80,990 14,730 14,730 2889 2889 2889 TOTAL DISBURSE NEITIS 529,445 28,753 8. 989 . . 196° - . . 71,215 2**4,3**19 2,532 କ୍ଷିଞ୍ଚି କ୍ଷିଷ୍ଟି .%° 3,467 200 - K 2,201 POSTES 2/ TOTAL . . . . . . EXCREMENTARIES AND FUND FOR NOMEDIAMAY FUED 162,677 18,567 1,067 1386 88 88 88 1,606 24,319 22,681 8 5,201 EDUCATION, BERVICE OF NOI-EIGENAT . . . . ... . . . . . . 3 , % % 6,072 200 200 200 200 200 125,342 1,073 . 8°. 7,275 366,768 ጜጜ ጞ፝ጟቘ 1989 1987 211 198 1 1 . . . . . . . . . 6 176,853 18,971 9,568 1,170 50,63 126,54 126,64 126,66 126 24, 45 24, 45 26, 62 26 6,36 10,100 100 100 100 100 6,80 5,21 80,999 1,787,812 2E35 855-1-8784E 87.53 48% 5, 191 12, 192 12, 193 12, 193 12, 193 12, 193 12, 193 12, 193 12, 193 12, 193 12, 193 13, 193 14, 193 LOTAL 5 8 6 a 12,050 1,045 1,045 \$. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 984 188 198 198 2,28 89 99 99 99 90 2,282 \_<del>8</del> 86,655 866,555 5.55 98.53 198.53 513,921 PAL PAL STREETS 7, 15 1, 15
1, 15 FOR LOCAL ROADS unde of dollars) 1, 120 1, 13, 59 125 18,906 19,767 3,689 2,3,85,55 2,3,86,51 2,3,86,51 11,1,5% 1,1,1,% 86.85 86.45 889.5 889.5 889.5 889.5 8 8,673,202 1,273,891 COUNTY AND AND ROADS ROADS The conservation are control of contents. 1. See these tables for description of contents. Data where tables for description of eight contains), maleres Morth Garoline, an Meri Fuguis are included with expenditures for State and quark-State out anthority tables toolude State highway bonds and motes, State and quark-State out authority e county and other local governments for their contribution to the cost of roads Interest column also includes small charges for dath affiningtration. For 26. Tables SF-1 and 2 summarise the receipts and burts allocated for monhighery purposes, and (2) all Data in greater detail are given in tables SF-3, 34, ਸ਼<u>ੑ</u> ਸ਼ੑੑੑ<u></u> ਸ਼ੑੑਸ਼ੑੑ ਸ਼ੑਸ਼ੑੑ ran Range Range 133,616 51,170 10, 11, 12, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14 14, 14, 14, 14 14, 14, 14 14, 14, 14, 14, 14, 14, 14, 14, 14, 1 39,947 316,307 205,215 205,215 17 99,99,99 99,99,99 99,99,99 88,52,69 88,52,69 18,52,69 18,52,69 18,52,69 19,52,69 10,52,69 10,52,69 10,52,69 10,52,69 10,52,69 10, 268,645 222,645 169,929 169,929 252,830 301,724 312,936 91,105 88,235,316 201,222,316
201,222,316 201,222,316 201,222,316 201,222,316 201,222,316 201,222,316 201,222,316 201,222,316 201,225 101,986 48,670 15,343 109,166 8 DEAL 182,791 980°21 935°14 5°16°2 3,075 3,735 7,103 1,103 1,103 187 CO 188 CO 18 6,80 9,33 9,338 9,148 9,148 9, <u>،</u> 7,609 --1.188 Å. 64.64 68.69 68.69 68.69 69. ୄୖୡୣ କୁ ଅନ୍ୟୁ ଜୁ ଅନୁ କୁ କୁ କୁ . <u>8</u>8 1,614 8 8,190,411 11, 23 63, 136 89, 108 80, 108 80, 108 322,683 149,671 16,662 86,98 79,98 79,99 79,99 79,99 511,012 100,493 100,40 36,923 36,925 572,572 56,939 50,030 133,217 6,9% 8,9% 9,0% 9,0% 9,0% 21,15 25,35 16,71 15,34 48,670 48,670 97,948 TURES 348, 701 STATE 18,146 5,104 2,120 9,510 9,510 6,107 38.41 38.04
38.04 39.04 39.04 39.04 39.04 30.04 19,101 19,101 6,154 1,589 1,598 6,434 1,165 1,899 - 12 192 3,899 -2,421 100 Ő,  $\underline{J}'$  This table is one of a series on Beate highery finance. distruments of (1) State highery-user revenue, including accurate other receiver and the intervence to the highery. But the state is the second state of the seco 1, 50 80 1, 8,094 4,873 2,155 8878 8888 8988 58855 58855 80°64 98°64 186°54 1,945 2,963 1,945 1,945 1,945 1,945 86,1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,6 1,9,7 1,9 ፝ ኇ፝ፙ፝ኇ፝ኇ፟፟፟ ኇ፝ፙኇ፝ኇ፟፟፟ 204,226 3,348 8387 36,36 55 STATE STATE POLICE AND SATET 1, 47, 484 CAPITAL COTLAY, MALIFERMANCE AND ADMINIES-TEMATION 66, PJ 71, PJ 61, 68, 68 26,09 19,14 12,35 25,35 25,35 25,35 25,35 25,35 25,35 25,35 25,35 25,25,25 25,25,25 25,25 25,25 25,25,25,25 25,25,25,25 25,25,25,25 25,25,25,25 25,25,25,25 25,25, 179,174 247,871 223,963 123,965 75,005 206,339 73,335 72,667 760,339
૱ૡૻૢૼૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ 86,990 86,090 86,291 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,393 86,593 86 35,251 26,251 26,251 26,251 28,760 50,299 13,12 841,45 101,03 10,03 10, 28,996 15,996 15,996 28,036 151,225 155,235 155,235 Compiled for calendar year from reports of State authorities CONTRACTING COLLECTING COLLECTING AND AUGUS-INTERCING HOUSEN USER REVENUES ୢୢୢୢୢୄୢୢ ୡୄୄୄୄୡୄୖଽୡ 26.68 26.69 8,609 3,670 1989 8.8.64 8.8.64 3558 16, 597 16, 547 16, 523 **7**6 26 754 2,3774 10,647 1,702 \*\*\*\* 5,818 7,12,11 257,843 18 8 F Oregon Pennaylvania Rhode Island South Carolina Morth Caroline North Dakota Ohio Oklaboma Nissechusetta Michigan Minnesota Mississippi New Rempshire New Jersey New Marico New York Vermont Virginia Mashington Mest Virginia South Dakota Tunnessee Texas Utah Wisconsin Wyowing Dist. of Col. California Colorado Commecticut Delamare Total ELVIS 1 Kentucky Louisiane Maine Maryleed Kissouri Mutaus Bebraits Berada Titinois Tolkana Toma Florida Georgia Heati

Highway Finance

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS-1963<sup>1</sup>

Compiled for calendar year from reports of State authorities	dar year iste suthorf	ties						(In thouse	(In theoremuts of dollars)	(83							TABLE ST-3 REVISED DECEMBER 1964	TABLE ST-3. DARKER 1964
	BALANCES	1 ON JANUARY 1, 1963 2/	, 1963 2/				CURRENT STATE	E INCOME 3/		-		PAYN	ENTIS FROM OF	PAYNERITS FROM OTHER GOVERNMENTS		IC SUSSI	OF BONDS	
	RICSERVICS			HIGHNA.	HIGHMAY-USER REVIEWURS	UBS 14/	UNU	-ORPRO-				FEDERAL FUNDS	FUNDS					<b>u</b> ż
STATE	POR CURRENT HIGHWAY WORK	REGS REAVES FOR Defet	TOTAL	NOTOR- PUEL TAXES	MOTOR- VEHICLE AND CARRIER TAXES	TOTAL	BRIDGE AND FERRY FOLLS	PRL- ATTONS PROM GENERAL FUNDS	OTHER STATE Deposits 2/	MISCEL- LANDOUS RECELPTIS	TOTAL	BURREAU OF FUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES AND TOMNSHIPS	PROM MUNICT- PALITIES	FUR CAPITAL OUFLAY	POR DRIM SIERVICE INCLUDING REFUNDING	TOTAL HECKIPTS
Alabaun Alaska Sriscos Arkansas	11,231 5,167 3,041 9,610	2,704 - 12,600	13,935 5,167 3,041 22,210	37,162 3,873 20,950 33,385	5, <b>473</b> 2, 822 12, 536 15, 024	42,641 6,695 133,486 48,409	- 170 392	- - -	04.1	\$~3 \$	43, 737 16, 289 33, 491 49, 263	31,237 39,381 42,097 50,437	81 - 3,617	Ħ	88 88 	25,000 - -	28 - 5,775	101,024 55,721 75,588 109,092
California Colorado Connecticut Delaware	101, 744 5, 275 68, 474 34, 150	17,878 4,082 35,142 4,460	119,622 9,357 103,616 38,610	260,180 28,565 46,529 11,097	123,807 10,431 18,232 4,827	383,987 38,996 64,761 15,924	24,523 802 24,551 6,550	- - \$68 \$,129		14,456 688 5,511 828	422,966 40,486 25,791 27,431	257, 337 41, 896 36,099 16, 390	. %° .	2,622 151 -	2,193 - -	10,000 24,000 4,705	65,047 24,730 157 157	760, 165 107, 271 105, 616 1,88, 566
Florida Georgia Havaii Idaho	170,257 110,923 7,416 842	54,077 8,641 1,260 -	224, 334 119, 564 11,676 842	123,014 52,778 7,309 11,477	8,338 4,901 8,256	EEL '6T 608 'L 619 'LS 25E 'TET	16,599 3 2		- , <sup>64</sup> £ -	6,059 2,192 265 209	154,010 59,874 7,923 19,942	80, 204 80, 204 50, 540 774 77		1,883 1,248 - 27	452 11 13	25,099 1,113	6,854 - -	269,492 141,580 15,576 43,457
Illinois Indiana Iowa Kansaa	43,820 50,476 23,675 20,684	22,165 26,828 7,733	65,985 77,304 23,675 18,417	40,361 39,522 38,989 32,974	71,702 21,977 28,825 28,272 28,272	118,063 81,499 53,814 55,246	26,739 13,240 7,796	 	- 6,757	2,329 3,777 2,213 1,377	147,131 98,516 63,422 64,419	154,992 72,059 35,265 33,181	1,693 1,693	2,090 763	1,283 1,281 1,861 148			305, 543 172, 680 99, 503 99, 441
Kentucky Louisiana Maine Maryland	102,571 57,310 13,205 56,513	28, 772 26, 089 71, 875 31, 471	131,343 83,339 22,088 93,984	66, <b>422</b> 50,669 31,489	19,227 9,936 8,679 8,679 30,538	85,649 60,605 30,686 62,027	3,957 3,748 6,034 18,803	#, 706 307 307	2,935 21,076 -	5,396 2,609 3,024	98,199 38,089 38,089 37,84 83,85	8,89 8,89 8,89 8,89 8,89 8,89 8,89 8,89	3, 363 807 -	1,002	5 _767 _	26, 462 26, 462 11, 000 17, 481 17, 481	<u> </u>	207,288 240,819 78,157 137,759
Masaachusetts Michigan Minnesota Mississippi	159, 257 94, 842 40, 590 5, 756	45,234 32,294 3,733 4,623	204,491 127,136 44,323 10,379	73,342 79,664 42,352 30,960	17,410 40,608 25,584 3,921	90,752 120,272 61,936 34,881	19,940 5,991 1,500	5,0 <b>88</b>	 231	, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8,	118,928 135,731 69,532 36,930	65,920 154,264 15,333 15,333 15,333	81 <b>9</b> 5		7,879 -	18,586 - 10,000	143 60	203,697 297,874 144,865 88,277
Missouri Montana Bebraska Bevada	43,796 4,514 -1,583 4,201	1,046 - -	44,842 4,514 -1,583 4,201	67,036 19,976 25,396 9,958	44,025 5,220 7,161 4,305	111,061 25,196 32,557 14,263	89	954 041	2,615 - -	ዾ፝፠ቘ፝፞፞	114,514 25,422 33,284	8,4,28 8,4,28 8,4,28	1,493 1,493 -	×88°,	2,032 212 863			206,087 78,629 71,612 #1,236
New Hampshire New Jersey New Maxico New York	337 55,854 3,354 127,763	-623 60, 345 1,821 97,624	-206 116,199 5,175 225,387	14,095 34,439 26,510 201,007	6,721 19,282 5,376 101,823	20,816 53,721 31,886 302,830	3,777 70,270 107,728	- - 3,627		191 8,990 4,68 15,363	¥ \$2,82,82 \$2,82,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,83 \$2,85,85,85 \$2,85,85,85 \$2,85,85,85,85,85,85,85,85,85,85,85,85,85,	19, 101 78, 692 41, 572 167, 519	°57	୫ <sub>ସ ଅ</sub> ଳ	5 - 2,631	10,010 37,478 3,008 31,396	18 9,643 - 13,283	54,158 54,158 258,794 76,948 644,114
Morth Carolina Morth Dakota Chio Oklahoma	23,998 4,751 49,702 57,679 57,679	21,752 74,213 18,723	45, 750 4, 751 123, 915 76, 402	104,491 10,628 176,768 39,249	38,717 7,562 23,235 7,132	143,208 18,190 200,003 46,381	60 22,942 6,642	, <sup>8</sup> .,		3,628 31 6,621 1,944	146,896 18,727 289,566 74,967	45,273 25,740 33,984 39,984	- 714 3,999	- 1,658 89,1	614 357 1,837 1,621	- 1,516 23,801	- - 6,830	192,783 45,561 455,856 131,286
Oregon Permaylvania Rhode Island South Carolina	24,044 56,086 7,570 24,459	9,308 62,404 3,116 12,167	33,352 118,490 10,686 36,686	28, 242 186, 504 17, 592 49, 584	20,847 95,311 9,648 8,617	49,089 281,815 27,240 58,201	241 57,452 1,228		- <sup>136</sup>	637 8, 746 144 198	49,967 348,149 31,553 38,699	56, 569 140, 332 18, 672 29, 356	4,317 - 161	<u>କ</u> ହ୍ <i>ଞ</i>	86 6,492 _136	11,214 34,638 11,000	¥ 8.8	122,820 530,425 61,281 88,947
South Dakota Tennessee Texas Utah	11,411 4,987 61,380 6,747	_198 6,417 -	11,411 5,185 67,797 6,747	14,166 37,907 147,362 21,824	7,378 20,240 103,814 3,109	21, 544 58, 147 251, 176 24, 933	- - 3,908	500	3,187 29 3,403	105 73 2,865 549	25, 336 561, 352 261, 352 261, 352	22,911 94,074 173,793 39,820	3,650 5,460 274	- - 2,257	3,013 64	15,000		51,897 161,409 445,875 65,640
Vermont Virginia Waahington West Virginia	-662 104, 799 30,927 872	44, 364 19,224 2,219	-602 149,163 50,151 3,091	4,087 87,669 81,131 36,489	9,653 25,081 25,169 25,169 25,169	13,740 112,750 66,300 63,487	21,452 14,708 4,613	390 504 10,118	37 <b>4</b>	لە, 577 2,650 522	14,134 139,283 83,658 79,114	19,848 109,009 63,442 24,372	۰. ۲	μ26 μ266 μ	.,312	3,226 413 413 4,000	- 37,456 16	37, 634 250, 047 186, 650 107, 531
Wisconsin Wyoming	17,993 11,757	• •	17,993 11,793	39,859 5,546	24,245 5,723	64,104 11,269		• •	°°г-,	56 56 56	64 <b>,9</b> 83 11,555	61, 758 31,075	- 6,328	3, 385 _	1,192 8	-	••	131,318 54,966
Total	1,923,565	821,039	2,744,604	2,640,585	1,175,724	3,816,309	197,040	002 <b>°</b> ††	41,698	128,061	4,527,808	3,299,151	39,785	21,083	37,632	423 <b>,</b> 146	171,190	8, 519, 795
1/ See tables ST-1 and 2 for general note on ST series. Tables ST-3 and 4 are concerned and disturmenents for State-administerier invalue and bridges. In addition to the receipte and its State highery departments for Furlancy and secondary State highery and county roads under State tables allo include State highery debt service transactions and (on far as reported) the receipt for roads and bridges of other State agencies, such as State park hourds and special State and urborities. A notice of the State agencies, such as State park hourds and special State and urborities.	and for State-a for State-a state hig ges of othe	2 for general didnistered r primery and : finery debt ser r State agenci	red roads and brid red roads and brid and secondary Sta agencies, such as	series. Table dges. In addi ate highways a tions and (so i State park bou	a SF-3 and 4 tion to the 1 nd county roe far as report ards and spec	are concerned receipts and d ads under Stat ted) the recei tial State and	solely with sbureements control, the te and disb quasi-State	receipts of the bese trursements toll	\$11,130, \$6,014,00, Ore: \$44,0 eand DF, \$44,0	<pre>(000, Coun. \$ 000, Mtss. \$12 594,000, Tenn The entries respectively. Ala., lubrice</pre>	<pre>k31,000, Fla. 2,000, Mont. 4 . \$6,467,000, in these column iting oil tax;</pre>	\$7,332,000, G 11,324,000, Hel Tex. \$15,000, us are idention Hawaii, tar o	<pre>,000, Ga. \$4,155,00 000, Mebr. \$1,397,0 15,000,000, Va. \$49 identical with the i, tax on butane ga</pre>	0, Ione \$2,43 00, N. Mex. \$ 6,000, Wesh. totals for S \$4,000 and	#2,436,000, NV, \$ #ex. \$2,311,000, N Maah. \$101,000, W. for State highway for state oil \$	559,000, La. 1. Dak. \$946, Va. \$262,00 γ. purposes or 345,000 not	<pre>\$1,575,000, Mtch. 000, 0kls. \$8,006,000, 00. 1 tables G-3, MV-3, used in motor vehicles</pre>	Mich. ,006,000, MV-3, vehicles;

2/ Any differences between Namary 1 balances and previous year's closing balances are the result of account-ing adjuncturis, inclusion of funds not previously reported, etc. Appropriation balances formarly shown for New Jersey and New York have been outlied and cash and investment balances unbettured. For this analysis, gross nonhighty allocations of highway-user revenues are affect, in the following amounts, against appropriations for State-edministered highways out of State general funds: Als. \$2,642,000, Calif.

mineral Iows, "Atles and use tax; Ny, sales and use tax; Ia, oil royalties \$6,702,000, lubriching oil tax \$2,874,000, mineral lesse royalties \$12,000,000; Wats, tax on butane gas not used in motor vehicles \$82,000, sales tax \$2,574,000; Ho, use (sales) tax on motor vehicles purchased out of State; Fu, grees receipts tax on motor carriers; S. Bak, petrolem inspection fees (nonhighment use) \$63,000, use (sales) tax on motor vehicles \$3,128,000; Hem., grees receipts and privilege tax; Fur., lubricating oil tax; W. Va, capitetion tax; Wisc., cigarette tax for scenic essempts and sites.

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Highway Statistics, 1963

## DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1963<sup>1</sup>

	<b>T</b>									· · · · · · · · · · · · · · · · · · ·									
	CAP	TTAL OUTLAY F	OR ROADS AND	BRIDGES 2	/	1	AINTENANCE A	ID TRAFFIC SE	RVICES 2/		ADMINIS-	STATE					BALANCES	n december ;	31, 1963
STATE	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	total 2/	PRIMARY STATE HIGHWAY3 (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	TOTAL	TRATION AND MISCKL LANGOUS 2/	HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETIRE- NENT 6/	TOTAL DISBURSE- MENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	total.
Alabama Alaska Arizona Arkansas	50,546 36,117 49,300 63,952	<u>3/</u> 772	14,631 2,630 9,866 7,766	320 - - -	66,269 38,747 59,166 71,718	9,034 7,238 7,345 15,135	3/ 4,367 - -	4,224 114 659 -		17,625 7,352 8,004 15,135	3,256 2,571 4,769 6,624	3,348 3,404 2,080	3,859 - 2,421	94,357 48,670 75,343 97,978	7,609 - 11,188	101,966 48,670 75,343 109,166	11,182 12,218 3,286 9,578	1,811 	12,993 12,218 3,286 22,136
California Colorado Connecticut Delavare	283,084 40,658 60,048 3,373	- 3/ 2,375	251,953 19,096 68,641 34,923	689 212 90 -	535,726 59,966 128,779 40,671	33,135 9,590 17,998 6,948	- ( <u>3</u> /)	19,025 1,379 6,256 13	44 - 126 -	52,204 10,969 24,380 6,961	23,090 3,213 7,944 1,886	46,825 5,238 3,994 1,402	6,434 1,165 21,859 4,135	664,279 80,551 186,956 55,055	46,763 3,469 4,040 10,863	711,042 84,020 190,996 65,918	129,217 5,365 32,286 20,008	39,528 27,243 36,950 1,250	168,745 32,608 69,236 21,258
Florida Georgia Havaii Idaho	100,343 90,019 2,599 28,038	24,429 1,542	50,229 36,581 6,233 2,608	<b>46, 591</b> - 57	221,592 126,600 10,374 30,703	17,176 12,163 1,843 6,333	3,330 690	680 1,073 500	1,001 - -	22,187 13,236 3,033 6,333	7,177 5,551 1,190 3,039	8,094 4,873 2,155	18,146 5,104 2,120	277,196 155,364 16,717 42,230	15,388 7,617 1,674 -	292,584 162,981 18,391 42,230	150,787 93,425 4,586 2,069	50,455 4,738 4,275	201,242 98,163 8,861 2,069
Illinois Indiana Iowa Kansas	115,420 88,906 57,830 51,960	-	107,439 27,957 23,775 10,978	255 506 778 17	223,114 117,369 82,383 62,955	40,035 20,986 14,562 18,978	- '	5,309 6,509 1,627 346	- 3,097 118 2,012	45,344 30,592 16,307 21,336	13,578 9,262 6,643 5,403	13,459 5,908 3,431 4,177	17,188 9,510 6,107	312,683 172,641 108,764 99,978	3,280 228	312,688 175,921 108,764 100,206	31,659 47,688 14,414 9,862	27,181 26,315 7,790	58,840 74,003 14,414 17,652
Kentucky Louisiana Maine Maryland	170, 578 57, 445 28, 337 91, 319	31,171 5,557 9,525	29,261 61,079 3,946 2,215	11,078 13	199,839 160,773 37,853 103,059	32,034 11,050 10,284 13,173	9,798 4,953	1,982 2,038 509 -	1,602	34,016 22,886 17,348 13,173	8,794 13,185 2,946 6,133	4,835 5,615 1,690 9,744	14,262 7,362 4,070 13,838	<b>261,746</b> 209,821 63,907 145,947	7 <b>,124</b> 12,824 4,012 23,983	268,870 222,645 67,919 169,930	47,571 77,446 22,878 26,492	22,190 24,127 8,440 35,321	69,761 101,573 31,318 61,813
Massachusetts Michigan Minnesota Mississippi	45,882 140,743 43,070 58,784		86,536 63,967 58,659 3,208	2,702 159 - 474	135,120 204,869 101,729 62,466	18,106 24,251 14,347 9,565	-	5,756 3,152 3,916 754	5,660 - - 29	29,522 27,403 18,263 10,348	14,532 15,599 3,971 2,271	9,020 12,280 4,649 3,931	30,979 24,753 1,034 2,663	219,173 284,904 129,646 81,679	33,657 22,820 2,700 5,426	252,830 307,724 132,346 87,105	115,262 82,562 52,861 6,631	40,096 34,724 3,981 4,920	155,358 117,286 56,842 11,551
Missouri Montana Nebraska Nevada	73,194 56,741 50,630 26,867	29,603 5,362 6,995	60, 598 1,045 9, 763 534	- 45 23 -	163,395 63,193 60,416 34,396	12,162 6,406 9,442 1,927	21,692 279 1,554	1,931 78 1,097	- - - -	35,785 6,763 9,502 4,578	7,212 3,439 2,749 2,111	7,016 2,008 2,304 281	201 - -	213,609 75,403 74,971 41,366	592 - - -	214,201 75,403 74,971 41,366	35,063 7,740 -4,942 4,071	1,665 - - -	36,728 7,740 -4,942 4,071
New Hampshire New Jersey New Mexico New York	25,561 25,385 43,090 148,433	2,455 - - -	416 72,361 10,471 257,859	30,275 26,222	28,432 128,021 53,561 432,514	4,729 9,024 12,431 43,134	4,283 - - -	10,776 29,199	1,342 14,997 21,259	10,354 34,797 12,431 93,592	3,011 11,708 2,776 22,676	1,183 7,945 2,363 18,143	1,490 25,661 181 42,328	44,470 208,132 71,312 609,253	3,785 15,184 2,995 64,421	48,255 223,316 74,307 673,674	6,063 83,591 6,995 114,370	-446 68,086 821 81,757	5,617 151,677 7,816 196,127
North Carolina North Dakota Ohio Oklahowa	63,968 33,520 186,591 79,016	3/ 33,200 - -	1,353 3,914 123,167 21,344	979 - 308 184	99,500 37,434 310,066 100,544	16,436 5,474 35,306 15,695	<u>3</u> / 31,842 - -	1,808 193	172 4,453	50,258 5,474 39,952 15,695	11,403 1,822 16,736 5,114	8,973 1,217 10,961 3,408	1,462 19,701 6,154	171,596 45,947 397,416 130,915	12,884 47,326 2,139	184,480 45,947 444,742 133,054	29,593 4,365 62,141 51,013	24,460 72,888 23,621	54,053 4,365 135,029 74,634
Oregon Pennsylvania Rhode Island South Carolina	52,016 128,755 316 38,070	3,442 66,770 11,599	29,462 104,048 39,598 8,699	243 14,267 74	85,163 313,840 39,914 58,442	10,554 14,693 1,641 10,060	4,460 51,114 6,499	861 10,502 3,768 1,462	50 9,354 790 7	15,925 85,663 6,199 18,028	6,891 27,673 2,100 4,070	4,349 19,962 1,450 3,486	1,895 16,018 1,445 474	114,223 463,156 51,108 84,500	6,800 27,463 2,358 4,112	121,023 490,619 53,466 88,612	25,664 91,473 15,356 24,351	9,485 66,823 3,145 12,610	35,149 158,296 18,501 36,961
South Dakota Tennessee Texas Utah	43,923 95,780 195,263 50,254	-	2,217 37,326 143,731 1,072	1,917 51	46,140 135,023 338,994 51,377	7,282 13,416 57,386 6,892		- 629 9,612		7,282 14,045 66,998 6,892	4,668 4,578 16,275 4,044	1,101 3,822 7,296 2,430	- 1,979 1,786 -	59,191 159,447 431,349 64,743	- 5,594 1,790 -	59,191 165,041 433,139 64,743	4,117 7,542 74,147 7,644	- <u>11</u> 6,386 -	4,117 7,553 80,533 7,644
Vermont Virginia Washington West Virginia	26,005 189,143 43,876 50,862	3/ 21,221 8,741 3/ 12,346	641 18,090 62,274 4,609	34 365 146 -	26,680 228,819 115,037 67,817	6,640 19,655 17,746 9,990	3/ 23,754 3,842 3/ 9,979	1,214 1,962 606	61 22 393 637	6,701 44,645 23,943 21,212	1,665 11,787 5,125 4,936	946 9,278 7,121 1,703	880 18,043 7,623 4,371	36,872 312,572 158,849 100,039	3,075 3,735 46,366 7,103	39,947 316,307 205,215 107,142	-3,131 47,787 15,316 982	216 35,116 16,270 2,498	-2,915 82,903 31,586 3,480
Wisconsin Wyoming	53,787 42 <b>,48</b> 0		49,047 1,015	875 -	103,709 43,495	18,264 4,408	-	366 94	128 -	18,758 4,502	6,293 2,302	4,457 871	-	133,217 51,170	- <b>39</b> 9 -	133,616 51,170	15,695 15,553	-	15,695 15,553
Total	3,581,877	277,105	2,048,831	139,949	6,047,762	742,102	182,436	141,979	67,414	1,133,931	365,791	294,226	348,701	8,190,411	482,791	8,673,202	1,751,892	839,305	2,591,19

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities.

2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the baseding "primary State highways (rurel)". 3/ County roads are under State control in Alabama (eight counties), Delsware, Morth Carolina, Virginia (all but two counties), and West Virginia. Maintenance expenditures by Delsware are not segregated from primary State

highway expenditures. 4/ Includes toll facilities, parkways, and roads in forests, institutions, parks and reservations.

5/ The classification of administration and miscellaneous expenditures is not uniform for all States

5/ The classification of administration and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis. Preliminary and construction engineering expenditures are included with capital outlay. (b) Theludes \$5,550,000 redemption by refunding in Arkaness (Missiesippi River Bridge Revenue Bonds), \$43,515,000 in California (Carquines Strait Bridge Revenue Bonds), \$43,9500 in Florida (\$267,000 for Sumission Conty Bridge Revenue Bonds), \$13,255,000 in Beech County Road Revenue Bonds, \$15,5000 for Sumission (Cheesepsele Bay Perry System Revenue Bonds) and \$37,200,000 in Washington State Perries and Hood Canal Revenue Bonds).

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1963<sup>1</sup>

Commiled for ca	dendar vear							(CLASSI	(CLASSIFIED BY FUNCTION)	FUNCTION	-							
from reports of State authorities	f State sutho	rities						(म म	(In thousands of dollars)	dollars)								REVISED DECEMBE
									MALINTERANCE	LAINCE								
			111300				PHYSICAL MAINTERANCE	VERTERANCE	VEL	CANTIC SERVICES	53							 
STATE	ACQUISI- TION OF RIDHF- OF-VAY	PRELIDIC - NART AND CONSTRUC- TION ENUI- NEERIDIO	COMBERIC- TION OF ROADS	CONSTRUC- TION OF MAJOR STRUCTURES	THOPALLA- TION OF TRAFFIC SERVICE PACILITIES	TOTAL	ROADB	STRUC- TURES	SENCH REBADVAL, SANDIJIG, ETC.	TRAFTIC CONTROL CONTROL CONTROL SERVICE FACILITIES	OF ROADS, BRUDGES, BRUDGES,	TOIAL	GREERAL ADMENTS- TRAFICON AND ENDI- NEERING	RESEARCH, INVESTI- GATTON, AND FLANTING		LAND AND BUTLDINGS AND NUBCUL- LANBOUS	LAND AND BUTLDTINGS AND AND MESCEL- LANBOUS	 TOTAL
Alabara Alasta Arisona Aritanasa	11, 251 1, 536 5,425 3,310	2,719 10,117 9,136 4,757	21,498 28,226 38,146 38,571	801 866 5,512 14,631	5414 	66,269 38,747 39,166 71,718	15,610 4,711 6,814 12,446	ቘ፞ጟ፞ኇቘ	, 873 1, 873 186	1,476 273 264 1,450	នាតុខ្លួ	17,625 7,352 8,004 15,135	1,949 2,022 3,107 4,931	1,049 549 637 637		258 , 788 1,058	258 3,256 - 2,571 788 4,769 1,058 6,624	 3, 256 8, 571 6,684
California Colorado Comecticut Delaware	140,043 7,753 28,537 2,986	63, 653 6, 641 8, 932 2, 761	275,456 45,572 91,129 34,897	54,815 - - 21	1,699 181	82,82 88,88 87,98 87,98 87,98 87,98 87,98 87,98 87,98 87,98 87,98 87,98 87,98 87,98 94,99 94,90 94,900 94,900 94,900 94,900 94,900 94,9000 94,9000 94,90000000000	31, 327 6, 818 13, 633 1, 536	2,968 167 117 248	3,051 1,712 6,387 366	11,172 2,169 242 288 288	3,686 103 1,523 1,523	8,58,8 8,98,8 8,88,9	15,276 2,225 5,848 5,848	2,703 957 805 806		ដងដីខ្ល	5,111 23,090 31 3,213 1,211 7,944 1,95 1,886	23,090 3,213 1,984 1,984
Florida Georgia Banaii Idabo	35,462 9,414 2,139 2,139	16,406 6,466 3,777 3,777	147,825 110,726 4,102 25,103	18,047 _ 969 _	3,852 	221,592 128,600 374 30,703	16, 298 12, 222 2, 140 898 998	2,352 138 147	- - 616	2,000 153 197	1,537 - -	2, 33 1, 26 5, 33 2, 34 2, 35 2, 35	4,799 2,2866 720 2,255	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		88 2017 2017 2017 2017 2017 2017 2017 2017	892 7,177 525 5,551 11 1,190 291 3,039	7,177 5,551 3,039
lilinois Indiana Iowa Kanasa	25,448 9,328 5,457 5,457	17,912 13,237 7,228 6,231	141, 342 62,619 49, 579 41, 735	38,412 31,118 12,392 8,302	1,067 1,067 1,230	223,114 117,369 88,383 62,935	30,392 21,517 11,852 17,999	18 20 20 20 20 20 20 20 20 20 20 20 20 20	7,160 3,088 3,111 692	***** **	1,778 1,799 2992	45, 344 26, 307 26, 307 26, 336 20, 336	6,846 6,408 8,511 2,511	3,25 1,768 989 989 989 989 989 989 989 989 989 9	3986 19986 19986	5852	11,222 25 25 25 25 25 25 25 25 25 25 25 25	13, 578 9, 262 6, 643 5, 403
Kentucky Louisiana Maine Maryland	25,27 28,73 136 136 136 136	10,7 <del>10</del> 9,390 3,386 7,712	14,811 80,427 83,331 59,746	28,943 47,939 3,736 21,706	, 253 915 915 915 915 915 1	199,839 160,773 37,853 103,059	28, 513 16, 248 9, 958 7, 393	1,584 1,584 1,584 1,724 7243	1,957 - 2,061	2,702 1,8550 1,896 1,8130 1,81000 1,81000 1,81000 1,81000 1,810000000000	141 2,042 462 1,779	34,016 28,334,016 11,348 13,173	5,386 12,640 2,377 5,622	1,305 650 376 376	2,103 137 135	8555	13 8,794 13,727 13,727 5,946 6,133	8,794 13,729 2,946 6,133
Massachusetts Michigan Mimesota Miasissippi	25, 507 31, 653 15, 573 6, 635	20,800 18,501 11,730 1,955	87, 346 153, 177 60, 344 53, 876	1,007 1469 14,082	690,1 	135,120 204,865 101,729 62,466	11,043 14,978 10,057 8,974	1,148 2,005 463 229	9,916 7,686 4,366 158	4,901 2,348 3,377 836	2,514 386 151	88,528 16,963 348 348 348	11,296 8,727 2,571 1,332	1,69 1,400 1,400 1,400	0245 1,029 17029	88 E	2 14,532 3,971 0 2,271	14,532 15,599 3,911 2,211
Missouri Montana Nebra <b>in</b> Nevada	21,253 6,257 7,015 3,376	14,082 8,029 4,907 5,307	4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	25, 285 6, 199 3, 517 2, 697	264'8 146 121	163, 395 63, 193 60, 116 34, 396	28,688 4,663 6,995 3,172	ହିଞ୍ଚ <del>ଥ</del> ୍ୟୁ ଅ	2, 385 1, 290 1, 382 357	3,87 721 1,033	8	35, 785 6, 763 9, 502 4, 578	5,940 1,207 1,201 1,201	1,045 497 603 612	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	1001	7 7,212 5 3,439 5 2,749 7 2,111	7,212 3,439 8,749 8,749
New Marpahire New Jersey New Maxico New York	12,28 21,28	2,190 12,086 6,272 23,775	24,336 68,539 42,498 290,379	162 24, 425 62, 307	683 3,501	28,432 128,021 128,021 128,521 1412,535 1412,535	4, 230 15, 232 34, 546	403 1,157 9,211	3,586 4,074 413 17,425	3, 199 3, 199 3, 108 3, 108 3, 108 3, 108 3, 108 3, 108 3, 108 3, 108 3, 108 3, 109 3, 100 3,	1,493 11,135 - 29,002	10, 354 34, 797 12, 431 93, 592	2,129 9,979 1,350 11,452	546 1,729 554 8,452	336 872 2,772	22	6 3,011 2 2,776 72 2,776	3,011 11,708 2,776 22,676
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546,370 7,479

Total Wisconsin Wyoming

complete

Where entries do not appear,

This table gives a further segregation of expeditures about on table SP-k, exclusive of expeditures for interest and retirement of obligations for Basta highways. Bata for toll facilities included.
 classification of expeditures was not available.

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69,362 32,687 13,429 14, 363 5, 516

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Vermout Virginia Washington West Virginia

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TABLE SP-4C

CE AND SAFFT

**RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS-1963**<sup>1</sup>

(EXCLUSIVE OF TOLL FACILITIES)

38

| from reports of State authorities   | ate suthorit   |   |  |  |  |   |   | (In thous  | ands of dollars)   | arra)   |   |  |   |  |   |  |   | N K   | TABLE SP-3A<br>OCTOBER 1964  |
|---|--|---|--|--|--|---|---|--|--|---|---|--|---|--|---|--|---|---|--|
|   | BALANCE  | BALANCES ON JANUARY   | 1, 1963  |  |  | CURRENT BI  | BRATE INCOM   | 2/   |  |   | PADE  | PATHENESS FROM OTHER   | ER GOVERNEER  | 2  | D SUGGI   | OF BOIDS   |   |   |  |
|   | RESERVES<br>FOR<br>CURRENT<br>ROBERT<br>WORK   | NOR<br>POR<br>BURNING   | TVIOL  | NOTOR-<br>NUEL<br>TAXES  | ELOBIAY-USER REVENU<br>MOTOR-<br>MATCLE<br>AND<br>CARETTER<br>FATER<br>FATER   | TOTAL   | APPRO-<br>PRI-<br>AFICORS<br>PRON<br>PRON<br>PRON   | OTHER<br>BYLATE<br>DEPOSYS<br>3/   | NCISCEL-<br>LANDOUS<br>BOCELPIS  | TVEOL   | PUBLIC PU  | a B  | PROK<br>COUNTIES<br>AND<br>TOMMETTE   | NORT-LING  | FOR<br>CAPTEAL<br>OUTLAY  | FOR DEBT<br>SHERVICE<br>DISCUDING<br>NEWURDING   | BUB-<br>FOTAL,<br>CURRENT<br>BRCEIPTS   | NORT<br>1101<br>1101<br>1101<br>1101  | TOTAL  |
| Alaham<br>Alasha<br>Artson<br>Artson  | 11,231<br>5,167<br>9,461<br>9,486  | 2,704<br>-<br>11,748  | 13,935<br>5,167<br>3,041<br>21,176   | 37,162<br>3,873<br>20,990<br>33,333  | 5, km<br>5, 822<br>12, 536<br>15, 003  | 8,99<br>9,99<br>9,99<br>9,99<br>9,99<br>9,99<br>9,99<br>9,99  | -<br>-<br>-   | £  | 84.3   | 121,014<br>104,011<br>104,011<br>104,011  | 31,237<br>39,381<br>29,381<br>78,097  | 81<br>-<br>3,617   | Ħ   | <b>å</b> ¤,,   | 25,000  | %<br>'   | 101,024<br>55,551<br>102,830<br>102,830   |   | 101,000<br>75,555<br>100,000<br>100,000  |
| California<br>Colorado<br>Comecticut<br>Delamare  | 31,007<br>21,213<br>21,213<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21,202<br>21 | , 200<br>1, 603<br>1, 603<br>1, 130   | 37,027<br>8,005<br>13,390<br>12,838  | 288,389<br>88,965<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>17,477<br>1 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| Florida<br>Georgia<br>Bernii<br>Idaho   | 89.<br>97.<br>97.<br>97.<br>97.<br>97.<br>97.<br>97.<br>97.<br>97.<br>9  | 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| Tilifacia<br>Ibdiana<br>Iowa<br>Rhagaa  | 8,9,8,8,9,9,9,9,9,9,9,9,9,9,9,9,9,9,9,9  | 31  | 886.04<br>888.04<br>898.05<br>898.05<br>800.05   | 3888<br>8888<br>8886   | 201,12<br>201,911<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>201,92<br>2   | 118,063<br>81, 1999<br>53,811<br>55,246   | , <sup>638</sup>  | -<br>6,757   | 361<br>304<br>108<br>108   | 116, keh<br>81, 803<br>63, kez<br>55, 354   | 154,992<br>72,099<br>35,265<br>33,181   | 1<br>1<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2   | 2°66<br>143   | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2  |   |  | 276,836<br>155,997<br>99,903<br>90,376  |   | 276,836<br>135,907<br>39,303<br>20,376   |
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  | 86,745<br>59,348<br>30,659<br>66,027  | , 108<br>108<br>108   | 2,935<br>21,076<br>-   | 1,871<br>1,484<br>1,93<br>1,146  | 87,813<br>86,614<br>31,254<br>63,173  | 79,209<br>24,209<br>36,306<br>36,306  | 3,363<br>807<br>-  | ,<br>   | , <sup>1</sup> 6' ,  | 25,000<br>17,460<br>17,460  | នខ្ល័ងដ  | 555 11 15 15 15 15 15 15 15 15 15 15 15   | , <sup>vo</sup> ,   | 94, 25<br>94, 25<br>94, 25<br>96, 11<br>96, 11   |
| Messachusette<br>Michigan<br>Mirasota<br>Mississiyyi  | 79.9<br>9 4 8 5<br>8 4 8 5   | 26, 104<br>3, 115<br>3, 115   | <sup>3</sup> ,8, <b>4</b><br>8,8,8,8,9   | 345<br>23,342<br>30,667<br>30,667  | 17, 410<br>40, 486<br>25, 984<br>3, 981  | 90,752<br>119,867<br>67,936<br>34,788   | 5,088<br>   | <br>837  | 1,092<br>3,844<br>1,596<br>299   | 20,95<br>27,85<br>27,85<br>27,85<br>27,85<br>27,85<br>27,85<br>27,85<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95<br>27,95 | 65,920<br>154,226<br>15,333<br>15,333   | 84 <b>, %</b>  | <br>  | 7,879<br>-   | 18, 586<br>-<br>10,000  | 66 <sup>143</sup>  | 176,823<br>290,948<br>114,865<br>66,671   | · ឆី · .  | 176,823<br>291,173<br>285,651<br>86,671  |
| Nissouri<br>Kontuna<br>Bebrasin<br>Bevala   | \$.7.7.4<br>\$.7.4   | •   | 5, 4, 4<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9<br>, 9  | %<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%  | 8,708<br>5,200<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,100<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,0000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000 | 10,8%<br>25,5%<br>75,5%<br>75,5%  | , <sup>2,2</sup>  | 2,615<br>-<br>-  | 13<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26 | 113,007<br>25,422<br>33,284<br>14,553   | 89,279<br>21,304<br>31,457<br>26,683  | 1, 193<br>-<br>-   | ૹૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ   | 80,2<br>512<br>863<br>863<br>-   |   |  | 889773<br>889728  |   | 889,673<br>889,673   |
| New Bauguhire<br>New Jersey<br>New Maxico<br>New York   | -1,200<br>3,354<br>95,562  | 1, 68<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19   | -1,288<br>-1,288<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1,138<br>-1 | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200   | 6,691<br>19,285<br>5,376<br>5,376<br>101,756   | 80,610<br>30,520<br>302,628<br>302,628  | 2,269   |  | 126<br>1468<br>141,4   | 20,712<br>53,721<br>309,038   | 19,101<br>78,692<br>41,572<br>166,363   | 8. <sup>-</sup> -  | 8 9 F   | 5<br>-<br>2,631  | 3,006<br>3,006  | 8<br>9   | 90,87<br>890,87<br>890,87   |   | 971, 05<br>11, 05<br>10, 05, 07<br>10, 05, 07  |
| North Carolina<br>North Dakota<br>Ohio<br>Oklama  | ፝ቘዸቘ፠<br>ፚ፝ <del>፞</del> ፞፞፞፞፞፞ቜ፞፞ፚ፞   | 27,12<br>879,999  | 8538<br>***81  | 5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5  | 38,693<br>1,542<br>23,233<br>7,123   | 18,190<br>18,190<br>200,003<br>45,475   | , <sup>8</sup> , , ,  |  | 3,628<br>31<br>1,990<br>131  | 146, 724<br>18, 727<br>201, 993<br>45, 606  | 45,273<br>25,740<br>280,565<br>39,984   | 3,999  | ດ<br>ເຊິ່ງ<br>ເຊິ່ງ   |  |   |  | ૹૻૢૻ૱ૡૢ૿ૢૢૢૢ<br>ૡ૿ૡૻૡૼૡૼ  |   | ૹૻ૱ૹ૿૾ૡ<br>ૡૼૹૻૡૼૹૻ  |
| Gregon<br>Pennyiyunia<br>Rhode Izland<br>South Carolina   | 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| Bouth Datota<br>Tunnesee<br>Datas<br>Utab   | 14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>1  | , 1, 5, 1,<br>1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1  | ц.<br>1979<br>887,99<br>887,99<br>887,99   | 1,166<br>19,166<br>19,166<br>19,166<br>19,166<br>19,166<br>19,166<br>19,166  | 7,378<br>20,240<br>103,816<br>3,109  | 15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18<br>15.18 | 8,  | 3,107<br>3,103<br>1,103  | 2,588<br>549<br>549  | 25,336<br>58,249<br>257,160<br>255,482  | 22,911<br>24,074<br>39,820  | 3,690<br>5,460<br>274  | -<br>-<br>-   | 3,00<br>64   | 15,000  |  | 4<br>6<br>6<br>6<br>8<br>8<br>8<br>8<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8                                   |   | 464.2  |
| Vermont<br>Virginia<br>Nashington<br>Heat Virginia  | 39-<br>48-<br>18-<br>18-<br>18-<br>18-<br>18-<br>18-<br>18-<br>18-<br>18-<br>1   | 8 10 80<br>17 850<br>17 1   | 34,962<br>31,12<br>31,22<br>132<br>132<br>132<br>132<br>132<br>132<br>132<br>132<br>132<br>1   | ፝<br>ኇዿ፝ቔቜቜ  | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~   | ଅନ୍ମ<br>ଅନ୍ମ<br>ଅନ୍ମ  | 390<br>504<br>911,01  | 374  | * 59<br>57<br>52<br>53   | 14,124<br>113,689<br>66,887<br>76,887<br>714,197  | 19,848<br>109,009<br>61,573<br>24,573   | ۰, <sup>88</sup> %   | 1,266 test  | .86  | 3,226<br>   | , , ,<br>, , ,   | 37,634<br>223,701<br>130,554<br>130,554   |   | 10,554<br>100,554<br>100,554   |
| Visconsin<br>Vyoning  | 11,993<br>11,757   | • •   | 11,999<br>11,777   | 39,859<br>5,546  |  | ф, 10<br>1, 269   | • •   | <u>۾</u>   |  | 64,983<br>11,555  | 61,758<br>31,015  | 6,328  | 3,385<br>-  | 1,192<br>8   | • •   | 1.1  | 131,318<br>54,966   | ••  | 131,318<br>54,966  |
| Total   | 1,147,920  | 2T3,843   | 1,421,763  | 2,627,091  | _  | 3,798,332   | 43,137  | 41,698   | 57,662   | 3,940,829   | 3,295,970   | 39,785   | 21,083  | 37,319   | 303,821   | 21,944   | 1,666,751   | 5,096   | 7,671,847  |
| V des tables 871 and 5 for general lowbe of 98 acriae. Thus 87-36 and 100 content 40.01 yrith receipts and Linkursemants for 9842e administrated reads and in addition to the receipts and Linkursemants of the 5842e administrated framework for the fact highest departments for a solution of the 10 content for the state highest departments for the fact highest department departs for the fact highest department depart fact highest department departs for the fact highest department departs for the fact highest department depart department departs for the fact highest department depart department departs for the fact highest department departmen | a SF-1 and 2<br>the receipts and 2<br>the receipts and<br>other State of<br>the and dis<br>the and dis<br>the state of<br>the state of<br>the state of<br>the state of<br>the state of<br>the state of the state<br>long for State of<br>the state of the state of<br>the state of the state of<br>the state of the state of the state of<br>the state of the s  | for general<br>and disburness<br>of the base<br>outrol, the<br>burnesses<br>and quast-Bi<br>and quast   | I note on SF :<br>memory for B mutual for B<br>mutual for the also<br>the tables also<br>for roads and<br>the toll mutual<br>iste toll mutual<br>iste toll untual<br>iste toll untual<br>iste toll out<br>iste toll ou  | eerles. 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All,130,000, Miss. | od ave<br>Ution.<br>Dowys<br>rr as<br>runts,<br>Nias.<br>Nias.                   | 41.22,000<br>4.1.29,000<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.100<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.1000<br>1.10000<br>1.10000<br>1.10000<br>1.10000<br>1.10000<br>1.100000000   | 0, Mont. 41<br>000, Teum. 1<br>Mia., Jubric<br>anticles; Ior<br>tex 42,274,<br>tex 42,274,<br>tex 42,274,<br>tex 41,<br>tex 41 | 224,000, Ma<br>66,467,000, asting oil t<br>m, sales an<br>000, minera<br>alles tar th<br>makes tar th<br>makes tar th<br>motor vehic<br>pitation tar | br. 41,397,0<br>Tex. 41,5,000<br>Tex. 415,000<br>d use tex: f<br>1 lese roys<br>55,000; No.,<br>1 lese roys<br>55,000; No.,<br>1 et 43,124,00<br>les 44,00<br>les 44,00<br>les 44,000<br>les 44,0000<br>les 44,0000<br>les 44,0000<br>les 44,0000<br>les 44,0 | 00, H. Mex.<br>tax on buts<br>Y., 000, Va. 4<br>tax on buts<br>Y., salas<br>Litis #12,<br>us (salas<br>Us (salas)<br>Us Teur.,<br>DO; Teur., | #2,311,00<br>#196,000 %<br>me gas \$4,<br>mo gas | No, E. Dak, 4<br>hab. 4101,0<br>000 and dis<br>15 La., 011 1<br>iss., tax on<br>iss., tax on<br>iss. and pri-<br>ityta and pri-<br>c casements | 9946,000, 00<br>20, W. Wa. 4<br>aul oil 4345<br>royalties 46<br>royalties 46<br>royalties 46<br>royalties 46<br>royalties 40<br>states. | 18. #8,006,<br>266,000. 10<br>,000 hot u<br>,300,000, 1<br>,300,000, 1<br>,300,000,000, 1<br>,300,000, 1<br>,300,000,000, 1<br>,300,000,000,000,000,000,000,000,000,00 | 006,000, Ore.<br>t used in<br>0. lubricat-<br>0. lubricat-<br>8tata;<br>1ubricating  |

Highway Finance

## DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-19631

#### (EXCLUSIVE OF TOLL FACILITIES)

### Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4A OCTOBER 1964

|  | CAP                                     | TTAL OUTLAY I                                       | FOR ROADS AND  | BRIDGES                 | 2                                       | M                                       | INTERANCE ANI                                      | TRAFFIC SE  | RVICES 2/               |                                      | ADMINIS-                                   |   |                                    |   |                                    |   | BALANCES (                                    | n december                         | 31, 1963                             |
|--|---|---|--|-------------------------|---|---|--|---|-------------------------|--------------------------------------|--|---|------------------------------------|---|------------------------------------|---|---|------------------------------------|--------------------------------------|
| STATE  | PRIMARY<br>STATE<br>HIGHWAYS<br>(RURAL) | SIECONDARY<br>ROADS<br>UNDER<br>STATE<br>CONTROL 3/ | MUNICIPAL<br>EXTEN -<br>SIONS<br>OF STATE<br>SYSTEMS | OTHER<br>STATE<br>ROADS | total.<br>2/                            | PRIMARY<br>STATE<br>HIGHWAYS<br>(RURAL) | SECONDARY<br>ROADS<br>UNDER<br>STATE<br>CONTROL 3/ | MUNICIPAL<br>EXTEN-<br>SIONS<br>OF STATE<br>SYSTEMS | OTHER<br>STATE<br>ROADS | total<br>2/                          | TRATION<br>AND<br>NISCEL-<br>LANEOUS<br>2/ | STATE<br>HIGHNAY<br>POLICE<br>AND<br>SAFETY | BORD<br>INTEREST                   | SUBTOTAL,<br>CURRENT<br>EXPENDI-<br>TURES | BOND<br>RETIRE-<br>MENT            | TOTAL<br>DISBURSE-<br>MENTS             | RESERVES<br>FOR<br>CURRENT<br>HIGHNAY<br>WORK | RESERVES<br>FOR<br>DEBT<br>SERVICE | TOTAL                                |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 50,546<br>36,117<br>49,300<br>63,906    | <u>3</u> / 772<br>-<br>-                            | 14,631<br>2,630<br>9,866<br>7,766                    | 320<br>-<br>-<br>-      | 66,269<br>38,747<br>59,166<br>71,672    | 9,034<br>7,068<br>7,345<br>15,074       | 3/ 4,367<br>-<br>-                                 | 4,224<br>114<br>659<br>-                            |                         | 17,625<br>7,182<br>8,004<br>15,074   | 3,256<br>2,571<br>4,769<br>6,620           | 3,348<br>3,404<br>2,080                     | 3,859<br>-<br>1,808                | 94,357<br>48,500<br>75,343<br>97,254      | 7,609<br>5,288                     | 101,966<br>48,500<br>75,343<br>102,542  | 11,182<br>12,218<br>3,286<br>9,424            | 1,811<br>12,040                    | 12,993<br>12,218<br>3,286<br>21,464  |
| California<br>Colorado<br>Connecticut<br>Delaware        | 283,084<br>40,658<br>59,645<br>3,275    | -<br>3/ 2,375                                       | 232,130<br>19,096<br>68,641<br>18,835                | 689<br>212<br>90<br>-   | 515,903<br>59,966<br>128,376<br>24,485  | 33,135<br>9,436<br>13,529<br>5,427      | -<br>( <u>3</u> /)                                 | 13,049<br>1,379<br>5,278<br>-                       | 44<br>-<br>126<br>-     | 46,228<br>10,815<br>18,933<br>5,427  | 22,256<br>3,196<br>7,747<br>1,528          | 46,825<br>5,238<br>3,994<br>1,402           | 135<br>974<br>4,838<br>2,528       | 631,347<br>80,189<br>163,888<br>35,370    | 1,000<br>3,287<br>1,060<br>6,337   | 632,347<br>83,476<br>164,948<br>41,707  | 59,763<br>5,365<br>14,504<br>10,528           | 22,507<br>3,502                    | 59,763<br>27,872<br>18,006<br>10,528 |
| Florida<br>Georgia<br>Havaii<br>Idaho                    | 95,727<br>90,019<br>2,599<br>28,038     | 24,429<br>1,542                                     | 48,698<br>36,581<br>6,233<br>2,608                   | 1,990<br>-<br>-<br>57   | 170,844<br>126,600<br>10,374<br>30,703  | 15,966<br>12,010<br>1,843<br>6,333      | 3,330<br>-<br>-                                    | -<br>1,073<br>500                                   | 3                       | 19,299<br>13,083<br>3,033<br>6,333   | 6,429<br>5,551<br>1,190<br>3,039           | 7,757<br>4,873<br>2,155                     | 5,161<br>5,045<br>2,120            | 209,490<br>155,152<br>16,717<br>42,230    | 9,264<br>3,975<br>1,674            | 218,754<br>159,127<br>18,391<br>42,230  | 119,854<br>93,425<br>4,586<br>2,069           | 25,234<br>4,738<br>4,275           | 145,088<br>98,163<br>8,861<br>2,069  |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 114,794<br>88,906<br>57,830<br>51,960   | -   | 107,439<br>27,957<br>23,775<br>10,978                | 255<br>778<br>17        | 222,488<br>116,863<br>82,383<br>62,955  | 35,373<br>20,972<br>14,562<br>18,978    | -  | 5,309<br>6,509<br>1,627<br>346                      | -<br>160<br>118<br>-    | 40,682<br>27,641<br>16,307<br>19,324 | 12,062<br>8,514<br>6,643<br>5,033          | 12,926<br>5,467<br>3,431<br>3,890           | :                                  | 288,158<br>158,485<br>108,764<br>91,202   | 5<br>-<br>-<br>-                   | 288,163<br>158,485<br>108,764<br>91,202 | 27,884<br>38,304<br>14,414<br>8,187           | 32<br>-<br>-<br>-                  | 27,916<br>38,304<br>14,414<br>8,187  |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 110,268<br>57,445<br>28,337<br>55,262   | 31,171<br>5,557<br>9,525                            | 29,261<br>61,021<br>3,946<br>2,215                   | -<br>33<br>-            | 139,529<br>149,670<br>37,840<br>67,002  | 31,307<br>11,050<br>9,962<br>10,935     | 9,798<br>4,952                                     | 1,982<br>1,364<br>378<br>-                          | -<br>32<br>-            | 33,289<br>22,212<br>15,324<br>10,935 | 8,502<br>12,983<br>2,693<br>5,336          | 4,768<br>5,613<br>1,679<br>9,744            | 4,074<br>4,098<br>772<br>7,508     | 190,162<br>194,576<br>58,308<br>100,525   | 5,000<br>9,930<br>3,748<br>11,101  | 195,162<br>204,506<br>62,056<br>111,626 | 17,945<br>67,048<br>20,988<br>9,056           | 311<br>13,290<br>1,032<br>20,774   | 18,256<br>80,338<br>22,020<br>29,830 |
| Nassachusetts<br>Nichigan<br>Minnesota<br>Mississippi    | 45,882<br>140,272<br>43,070<br>58,784   | -   | 55,322<br>63,967<br>58,659<br>3,208                  | 1,875<br>159<br>474     | 103,079<br>204,398<br>101,729<br>62,466 | 18,106<br>23,532<br>14,347<br>9,472     |  | 4,401<br>3,152<br>3,916<br>754                      | 2,678<br>-<br>-<br>29   | 25,185<br>26,684<br>18,263<br>10,255 | 12,461<br>15,222<br>3,971<br>2,250         | 8,514<br>12,280<br>4,649<br>3,931           | 11,546<br>20,077<br>1,034<br>2,306 | 160,785<br>278,661<br>129,646<br>81,208   | 30,264<br>22,820<br>2,700<br>4,330 | 191,049<br>301,481<br>132,346<br>85,538 | 27,864<br>80,874<br>52,861<br>6,548           | 27,703<br>3,981<br>3,406           | 27,864<br>108,577<br>56,842<br>9,954 |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 73,194<br>56,741<br>50,630<br>26,867    | 29,603<br>5,362<br>6,995                            | 60, 598<br>1,045<br>9, 763<br>534                    | -<br>45<br>23<br>-      | 163,395<br>63,193<br>60,416<br>34,396   | 12,162<br>6,406<br>9,442<br>1,927       | 21,692<br>279<br>1,554                             | 1,862<br>78<br>1,097                                | -<br>.60<br>-           | 35,716<br>6,763<br>9,502<br>4,578    | 7,194<br>3,439<br>2,749<br>2,111           | 7,016<br>2,008<br>2,304<br>281              |                                    | 213,321<br>75,403<br>74,971<br>41,366     | -                                  | 213,321<br>75,403<br>74,971<br>41,366   | 34,827<br>7,740<br>_4,942<br>4,071            | 7<br>-<br>-                        | 34,834<br>7,740<br>-4,942<br>4,071   |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 25,561<br>25,385<br>43,090<br>140,201   | 2,455<br>-<br>-<br>-                                | 416<br>71,589<br>10,471<br>241,241                   | -<br>232<br>15,892      | 28,432<br>97,206<br>53,561<br>397,334   | 4,520<br>9,024<br>12,431<br>38,079      | 4,283<br>-<br>-<br>-                               | 9,776<br>4,117                                      | -<br>551<br>275         | 8,803<br>19,351<br>12,431<br>42,471  | 2,974<br>7,768<br>2,776<br>19,374          | 1,074<br>5,807<br>2,363<br>15,565           | 727<br>457<br>181<br>6,974         | 42,010<br>130,589<br>71,312<br>481,718    | 2,640<br>1,844<br>2,995<br>34,411  | 44,650<br>132,433<br>74,307<br>516,129  | 4,178<br>6,995<br>77,746                      | -<br>513<br>821<br>25,440          | 4,178<br>513<br>7,816<br>103,186     |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 63,968<br>33,520<br>186,591<br>52,208   | 3/ 33,200<br>-<br>-                                 | 1,353<br>3,914<br>121,769<br>21,344                  | 979<br>-<br>187<br>184  | 99,500<br>37,434<br>308,547<br>73,736   | 16,436<br>5,474<br>35,306<br>14,330     | <u>3/</u> 31,842<br>-<br>-                         | 1,808<br>-<br>-                                     | -<br>-<br>34<br>-       | 50,086<br>5,474<br>35,340<br>14,330  | 11,403<br>1,822<br>15,871<br>4,669         | 8,973<br>1,217<br>10,023<br>3,215           | 1,462<br>9,385                     | 171,424<br>45,947<br>379,166<br>95,950    | 12,884<br>36,010                   | 184,308<br>45,947<br>415,176<br>95,950  | 29,593<br>4,365<br>56,846<br>17,000           | 24,460<br>45,686                   | 54,053<br>4,365<br>102,532<br>17,000 |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 47,682<br>128,755<br>316<br>38,070      | 3,442<br>66,770<br>11,599                           | 29,462<br>103,927<br>39,598<br>8,699                 | 243<br>857<br>-<br>74   | 80,829<br>300,309<br>39,914<br>58,442   | 10,118<br>14,693<br>1,641<br>10,060     | 4,460<br>51,114<br>6,499                           | 861<br>7,600<br>3,768<br>1,462                      | 50<br>-<br>-<br>7       | 15,489<br>73,407<br>5,409<br>18,028  | 6,841<br>24,373<br>2,013<br>4,070          | 4,349<br>17,789<br>1,450<br>3,486           | 1,299<br>1,824<br>1,417<br>474     | 108,807<br>417,702<br>50,203<br>84,500    | 6,800<br>3,575<br>1,770<br>4,112   | 115,607<br>421,277<br>51,973<br>88,612  | 8,221<br>20,879<br>15,068<br>24,351           | 8,715<br>1,268<br>2,555<br>12,610  | 16,936<br>22,147<br>17,623<br>36,961 |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 43,923<br>95,780<br>194,527<br>50,254   | -   | 2,217<br>37,326<br>143,731<br>1,072                  | 1,917<br>51             | 46,140<br>135,023<br>338,258<br>51,377  | 7,282<br>13,416<br>56,537<br>6,892      | -  | -<br>629<br>9,612<br>-                              |                         | 7,282<br>14,045<br>66,149<br>6,892   | 4,668<br>4,578<br>16,132<br>4,044          | 1,101<br>3,822<br>7,182<br>2,430            | 1,979<br>183                       | 59,191<br>159,447<br>427,904<br>64,743    | -<br>5,594<br>440<br>-             | 59,191<br>165,041<br>428,344<br>64,743  | 4,117<br>7,542<br>72,732<br>7,644             | 11<br>3,005                        | 4,117<br>7,553<br>75,737<br>7,644    |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 26,005<br>142,759<br>43,430<br>50,833   | 3/ 21,221<br>8,741<br>3/ 12,346                     | 641<br>17,602<br>53,099<br>4,609                     | 34<br>146<br>-          | 26,680<br>181,582<br>105,416<br>67,788  | 6,640<br>14,110<br>9,842<br>9,793       | 3/ 23,754<br>3,842<br>3/ 9,979                     | -<br>122<br>1,368<br>606                            | 61<br>-<br>57           | 6,701<br>37,986<br>15,109<br>20,378  | 1,665<br>10,264<br>5,081<br>4,807          | 946<br>9,035<br>7,121<br>1,548              | 880<br>3,220<br>1,374              | 36,872<br>238,867<br>135,947<br>95,895    | 3,075<br>3,893<br>7,053            | 39,947<br>238,867<br>139,840<br>102,948 | -3,131<br>19,815<br>10,416<br>728             | 216<br>11,416<br>1,179             | -2,915<br>19,815<br>21,832<br>1,907  |
| Wisconsin<br>Wyoming                                     | 53,787<br>42,480                        | -   | 49,047<br>1,015                                      | 875<br>-                | 103,709<br>43,495                       | 18,264<br>4,408                         | -  | 366<br>94   | 128<br>-                | 18,758<br>4,502                      | 6,293<br>2,302                             | 4,457<br>871                                | :                                  | 133,217<br>51,170                         | 399<br>-                           | 133,616<br>51,170                       | 15,695<br>15,553                              | -                                  | 15,695<br>15,553                     |
| Total  | 3,392,281                               | 277,105   | 1,951,545  | 28,688                  | 5,649,619                               | 704,029                                 | 182,435  | 101,240   | 4,413                   | 992,117                              | 343,103                                    | 283,401                                     | 109,719                            | 7,377,959                                 | 256,887                            | 7,634,846                               | 1,176,226                                     | 282,538                            | 1,458,764                            |

J/ See tables SF-1 and 2 for general note on SF series. Tables SF-3A and 4A supplement tables SF-3 and 4 and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary

toil facilities. In addition to the receipts and disburgements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disburgements for roads and bridges of other State agencies, such as State park boards. Transactions of State and quasi-State toll authorities are given in tables GF-3B and 4B. 2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expendi-tures are not segregated, the total is given under the heading "primary State highways (rural)". 3/ County roads are under State control in Als. (eight counties), Del., M. C., Va. (all but two counties),

and W. Va. Maintenance expenditures by Del. are not segregated from primary State highway expenditures.

4/ Includes park, forest, institutional, and reservation roads. Expenditures in Mass. were for Metropolitan District Commission parkways and boulevards; in New York, for State parkways.

for metropolitan District commission parkeys and bollevarus; in new lows, for State parkeys. §/ The classification of administration and miscellaneous expenditures is not uniform for all States because of indeterminate emounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis. Preliminary and construction engineering expenditures are included with capital outlay.

## STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS-1963<sup>1</sup>

|  | T                                 |                                    |                                 | 1                                     |  |                                       |  |  |                                |   |                                 |                        |                                       |                             |                     | r                             |
|--|-----------------------------------|------------------------------------|---------------------------------|---------------------------------------|--|---------------------------------------|--|--|--------------------------------|---|---------------------------------|------------------------|---------------------------------------|-----------------------------|---------------------|-------------------------------|
|  | BALANCES                          | ON JANUARY                         | 1, 1963 <u>2/</u>               | <u> </u>                              |  |                                       | et state inco                              | DNE <u>3</u> /                         |                                | T   |                                 |                        | THER GOVERNM                          | 5075<br>I                   | 4                   |                               |
|  | RESERVES                          |                                    |                                 | HIGHNA                                | Y-USER REVEN                                 | 1018S <u>4</u> /                      | APPRO-                                     |  |                                |   | FEDERAL                         | FUNDS                  |                                       |                             | ISSUE               |                               |
| STATE  | FOR<br>CURRENT<br>HIGHNAY<br>WORK | RESERVES<br>FOR<br>DEET<br>SERVICE | TOTAL                           | NOTOR-<br>FUEL<br>TAXES               | Motor-<br>Venicle<br>And<br>Carrier<br>Taxes | TOTAL                                 | PRI-<br>ATIONS<br>FROM<br>GENERAL<br>FUNDS | other<br>State<br>Decots<br><u>5</u> / | MISCEL-<br>LANBOUS<br>RECEIPTS | TOTAL                                     | BUREAU<br>OF<br>PUBLIC<br>ROADS | other<br>Agencies      | FROM<br>COUNTIES<br>AND<br>TOWNSELLPS | FROM<br>MUNICI-<br>PALITIES | OF<br>BONDS         | TOTAL<br>RECEIPT              |
| Alabama 6/<br>Alaska<br>Arizona<br>Arkansas                  | 14,614<br>-<br>178<br>1,564       |                                    | 14,614<br>-<br>178<br>1,564     | 41,423<br>473<br>13,323<br>10,995     | 5, 790<br>344<br>4<br>2, 397                 | 47,213<br>817<br>13,327<br>13,392     |  | -<br>-<br>478                          |                                | 47,213<br>817<br>13,327<br>13,870         | 6,943<br>1,738<br>592           | 21<br>-<br>178<br>248  | -<br>-<br>553<br>872                  | -<br>-<br>324<br>-          |                     | 54,1<br>8<br>16,1<br>15,5     |
| California<br>Colorado<br>Connecticut<br>Delavare <u>6</u> / | 17,307<br>1,110<br>9,137          | -                                  | 17,307<br>1,110<br>9,137        | 131,741<br>12,805<br>7,464<br>815     | 33,604<br>5,011<br>1,679<br>355              | 165,345<br>17,816<br>9,143<br>1,170   |  | -<br>804<br>-                          | -                              | 165,345<br>18,620<br>9,143<br>1,170       | 7,412                           | 1,574<br>910<br>-      | 2,623<br>-<br>-<br>-                  | 5<br>-<br>-<br>-            |                     | 176,9<br>19,5<br>9,1<br>1,1   |
| Florida<br>Seorgia<br>Savali<br>Idaho                        | 21,714<br>1,832                   | 9,739<br>-                         | 31,453<br>1,832                 | 14,055<br>34,273<br>960<br>4,919      | 445<br>5,480<br>2,617                        | 14,500<br>34,273<br>6,440<br>7,536    |  |  | 820<br>-                       | 14,500<br>35,093<br>6,440<br>7,536        | 5,887<br>1,186                  | 282<br>129<br>1,179    | -<br>-<br>657                         |                             | -                   | 14,7<br>41,1<br>6,4<br>10,5   |
| Illinois<br>Indiana<br>Iowa<br>Kansas                        | 96,450<br>13,926<br>6,824         | -                                  | 96,450<br>13,926<br>6,824       | 116,573<br>48,850<br>31,138<br>11,356 | 23,766<br>18,025<br>25,883<br>2,075          | 140,339<br>66,875<br>57,021<br>13,431 | -  | -<br>7,600                             | -<br>611<br>-                  | 140, 339<br>66, 875<br>65, 232<br>13, 431 | 8,368<br>742<br>7,578<br>5,935  | 8<br>-<br>113          | 2,033<br>1,007<br>-                   | -<br>605<br>-               | -                   | 150,7<br>69,2<br>72,8<br>19,4 |
| Kentucky<br>Louisiana<br>Maine<br>Maryland                   | 2,851<br>1,486<br>253<br>2,452    | 2,031                              | 2,851<br>1,486<br>253<br>4,483  | 3,884<br>19,266<br>2,266<br>31,487    | 3,452<br>3,171<br>928<br>6,104               | 7,336<br>22,437<br>3,194<br>37,591    | 1,920                                      | 2,153                                  | -<br>-<br>74                   | 7,336<br>26,510<br>3,194<br>37,665        | -<br>-<br>4,372                 | 30<br>120<br>-         | 4,374<br>3,108                        | -<br>525<br>1,474           | -<br>-<br>4,946     | 7,3<br>31,9<br>3,1<br>51,9    |
| iassachusetts<br>Hichigan<br>Hinnesota<br>Hississippi        | 16,690<br>30,780<br>17,154        | -                                  | -<br>16,690<br>30,780<br>17,154 | 10,888<br>81,128<br>25,958<br>19,298  | 3,706<br>35,039<br>15,628<br>10,373          | 14,594<br>116,167<br>41,586<br>29,671 | -  | 1,141                                  | -<br>922<br>-                  | 14,594<br>116,167<br>42,508<br>30,812     | 5,598<br>5,791<br>4,071         | -<br>43<br>64<br>428   | 5,138<br>187                          | -                           | 4,414<br>-<br>7,466 | 19,0<br>126,9<br>48,3<br>42,9 |
| lissouri<br>Iontana<br>Jebraska<br>Jevada                    | 1,937<br>-<br>-                   | -                                  | 1,937<br>-<br>-<br>-            | 16,137<br>                            | 42<br>3,903<br>7,015<br>68                   | 16,179<br>3,903<br>23,115<br>2,955    | -<br>-<br>-                                |  | -<br>-<br>55<br>-              | 16,179<br>3,903<br>23,170<br>2,955        | 3,352                           | 34<br>577<br>337<br>21 | 1,578                                 | -<br>-<br>-<br>-            |                     | 16,:<br>4,:<br>28,:<br>2,:    |
| ev Hampshire<br>ev Jersey<br>ev Mexico<br>ev York            | 3,025                             | -                                  | -<br>3,025<br>-                 | 836<br>12,619<br>37,393               | 397<br>6,866<br>4,212<br>38,275              | 1,233<br>19,485<br>4,212<br>75,668    | -  |  |                                | 1,233<br>19,485<br>4,212<br>75,668        | 3,269<br>3,020                  | -<br>-<br>-            | 355<br>1,669                          | 381<br>-<br>-<br>-          |                     | 1,<br>24,<br>4,<br>78,        |
| orth Carolina 6/<br>orth Dakota<br>hio<br>klahoma            | -<br>821<br>974<br>3,689          |                                    | -<br>821<br>974<br>3,689        | 8,078<br>2,170<br>57,228<br>25,979    | 4,589<br>86,210<br>11,093                    | 8,078<br>6,759<br>143,438<br>37,072   | -<br>-<br>-                                | 1,300<br>3,636                         | 7                              | 8,078<br>8,066<br>143,438<br>40,708       | 2,946<br>1,351<br>2,027         | -<br>80<br>-<br>73     | 2,158<br>2,270<br>215                 | 191<br>746                  | -                   | 8,:<br>13,:<br>147,:<br>43,:  |
| regon<br>ennsylvania<br>hode Island<br>outh Carolina         | 7,017<br>1,217<br>-               |                                    | 7,017<br>1,217<br>-             | 12,531<br>56,397<br>763<br>7,750      | 8,831<br>94<br>418<br>-                      | 21,362<br>56,491<br>1,181<br>7,750    | -  |  | -                              | 21,362<br>56,491<br>1,181<br>7,750        | 2,042<br>49<br>-<br>-           | 9,837<br>48<br>-<br>21 | 689<br>-<br>-<br>-                    | 57<br>-<br>-                | -                   | 33,1<br>56,<br>1,1<br>7,1     |
| outh Dakota<br>ennessee<br>exas<br>tah                       | -44<br>-<br>672                   |                                    | -44<br>-<br>-<br>672            | 2,139<br>47,617<br>7,300<br>3         | 5,313<br>6,240<br>28,814<br>3,765            | 7,452<br>53,857<br>36,114<br>3,768    | -  | 231<br>-<br>-                          |                                | 7,683<br>53,857<br>36,114<br>3,768        | 3,569<br>6,866<br>184           | 18<br>24<br>159<br>451 | 2,238<br>-<br>73                      |                             | -                   | 13,<br>60,<br>36,<br>4,1      |
| ermont<br>Irginia 6/.<br>schington<br>est Virginia 6/        | -<br>129<br>5,110                 | 27<br>-<br>-<br>-                  | 27<br>129<br>5,110              | 5,250<br>11,177<br>36,157             | 1,393<br>1,470                               | 5,250<br>12,570<br>37,627             | -<br>-<br>-                                |  | -                              | 5,250<br>12,570<br>37,627                 | 1,096<br>195<br>2,319<br>-      | 18<br>3,072            | -<br>66<br>89<br>-                    | -<br>142<br>715<br>-        | -                   | 6,<br>12,<br>43,              |
| isconsin<br>yoming<br>ist. of Col.                           | -<br>2,230<br>3,792               | :                                  | -<br>2,230<br>3,792             | 33,980<br>4,256<br>12,119             | 16,870<br>218<br>5,606                       | 50,850<br>4,474<br>17,725             | -  | -<br>-<br>784                          | -<br>-<br>576                  | 50,850<br>4,474<br>19,085                 | 5,006<br>36,474                 | 533                    | 5,350<br>183<br>-                     | 510<br>-                    | -                   | 61,<br>5,<br>55,              |
| Total  | 286,891                           | 11,797                             | 298,688                         | 1,092,204                             | 447, 578                                     | 1,539,782                             | 1,920                                      | 18,127                                 | 3,065                          | 1,562,894                                 | 139,978                         | 20,630                 | 37,485                                | 5,708                       | 16,826              | 1,783                         |

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disburgements applicable to county and other local roads and streets not under State control.

760-788 °. 65 . c,

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc. Appropriation balances formerly shown for New Jersey and New York have been omitted and cash and investment balances

Calif. \$937,000, Mo. \$5,000, D. C. \$4,619,000. 4/ The entries in these columns are identical with the totals for local roads and streets on tables G-3, MV-3, and DF, respectively. 5/ Ark., severance tax; Colo., specific ownership tax on class A and C (for hire) vehicles; Iowa, sales and use tax; La., oil royalties; Miss., sales tax; N. Dak., severance tax on gas and oil \$623,000, excise tax on special fuels \$677,000; Okla., severance tax; S. Dak., game and fish licenses; D. C. moring mate face.

substituted, where applicable. 3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds:

5. C., parking metric fees. 5/ County reads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va.

**Highway Finance** 

STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS-1963<sup>1</sup>

| ĸ     | 8        | I |
|-------|----------|---|
| endar | of State |   |
| 5     | 8        | I |
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| 9     | Ē.       |   |

| Compiled for calendar year<br>from reports of State authorities | alendar year<br>7 State autho   | rities                     |                          |                                     |   |   |                                 |   |   | 5  | In thousar  | (In thousands of dollars) | (arra)                              |  |   |  |   |  |   |                                      |   | LASH                                | TABLE OF CRACK 1964        | 1961 B                            |   |
|---|---|----------------------------|--------------------------|-------------------------------------|---|---|---------------------------------|---|---|--|---|---------------------------|-------------------------------------|--|---|--|---|--|---|--------------------------------------|---|-------------------------------------|----------------------------|-----------------------------------|---|
|   |   | ALANCIES OF                | Γ                        |                                     |   |   |                                 |   | BOURCE  | 8  | STATE GRANTS-IN-AID 2/  | UI-ATD 2/                 |                                     |  |   |  |   | F  |   |                                      | ,   |                                     | LANCES OF                  |                                   | - |
|   | EV.   | FARTARY 1, 1963            | 3                        |                                     | FOR COUR  | FOR COUNTIES AND TOWNSELFS  | 841193                          |   |   | FOR MULT                                       | MULCIPALITY   | g                         |                                     |  | TOT   | TOTAL RECEIPTS                             |   |  | PATHERITS   | OF GHAIRS                            | 2   | DECEN                               | DECEMENT 31, 1963          |                                   |   |
|   |   |                            |                          | NICOBAY-                            | HIGHAT-USER REVENUES  | ji sama   |                                 |   | RIGHAT-USER   | SER REVENUES 4                                 | ۲.  |                           |                                     | HIGHWAY-U  | HIGHWAY-USER REVENUES                         | <b>√</b> 1 8                               |   |  |   |                                      |   |                                     |                            |                                   |   |
| SIVIS   | POR<br>COUNTIES<br>AND<br>TOWNSELLFS  | POR<br>MUNICI-<br>PALITIES | TOTAL                    | NOTOR-<br>PUEL<br>TAXES             | NOTOR-<br>VISUICLE<br>AND<br>CARELIER<br>TAXES  | TOTAL   | orner<br>2/                     | TOTAL   | NOTOR- V<br>FUEL  | MOTOR-<br>VEHICLE<br>ABD<br>CARRIER<br>TAXES   | TOTAL   | ormer<br>2/<br>2/         | TOTAL                               | MOTOR-<br>FUEL VI<br>TAXOS                                   | MOPOR-<br>VEBLICLE<br>ABD<br>CARRIER<br>TAXES | TVIOI                                      | OTHER<br>THICORE  | TOPAL  | TO MISHIPS  | TO<br>MUNICI-<br>PALITIES            | TOPAT   | POR<br>COUNTIES<br>AND<br>TOWNSHIPS | POR<br>MUNICI-<br>PALITIES | TOTAL                             |   |
| Aladam  | 2,678   | 97 ,                       | 2,694                    | 28,041                              | 1,866   | 67 29,929   | ສ.                              | 29,950  | જ .   | 2,452  | 2,514   |                           |                                     | 26,103   | 4,340   | 32,443                                     | ដ<br>'  | 32,464   | 29,906  | 2,514                                | 32,420  | 2,722                               | 97 -                       | 2,738                             |   |
| Artsona   | 1,283   | 66                         | 2,174                    | 6,925                               | 958   | 6,925<br>8,462  | 8 <u>1</u>                      | 7,103   | 6,391<br>3,491  |  | 6, 391<br>4, 930  | 4                         | 6,391<br>4,934                      | 13,316<br>10,995   | 2,397   | 13, 316<br>13, 392                         | 81<br>192   | 13,494   | 7,103<br>51,103   | 6, 391<br>4, 868                     | 13, <b>494</b><br>13, 991   | 1,344                               | - 357                      | 2, 301                            |   |
| California<br>Colorado<br>Connecticut<br>Delamare               | - <sup>972</sup><br>3,198   | 17,307<br>158<br>5,939     | 17,307<br>1,110<br>9,137 | 82,133<br>9,606<br>2,463<br>-       | 3,735<br>3,735<br>554   | 106,606<br>13,341<br>3,017  |                                 | 108,177<br>15,055<br>3,017                            | 45,358<br>3,199<br>8,574<br>815                                   | 1,039<br>1,239<br>1,029<br>355                 | 52, 397<br>4, 475<br>5, 603<br>1, 170   | ••••                      | 5,397 L<br>4,475<br>5,603<br>1,170  | 127,491<br>12,805<br>7,037<br>815                            | 31,512<br>5,011<br>1,583<br>155<br>355        | 159,003<br>17,816<br>8,620<br>1,170        | 512. · ·  | 160,574<br>19,530<br>8,680<br>1,170  | 108,177<br>14,767<br>3,166  | 5,89<br>1,170<br>1,170               | 160,468<br>18,971<br>9,045<br>1,170   | 1, 240<br>3, 049                    | 17,413<br>429<br>5,663     | 17,413<br>1,669<br>8,712<br>8,712 |   |
| Plorida<br>Georgia<br>Manaii<br>Idabo                           | -<br>-<br>-   | Syr<br>-                   | 2117.1<br>-<br>-         | 14,053<br>9,317<br>4,476            | 445<br>5,480<br>2,382   | 14, 498<br>9, 317<br>5, 480<br>6, 858   | 262<br>771<br>720               | 14, 780<br>9, 446<br>5, 480<br>8, 037                 | 1,000<br>1,000  | 33, <sub></sub> -                              | 1,000<br>678  |                           | 1,000<br>678                        | 14,053<br>10,317<br>4,919                                    | 445<br>5,480<br>2,617                         | 14, 498<br>10, 317<br>5, 480<br>7, 536     | 82<br>82<br>82<br>82<br>1<br>1  | 14,780<br>10,446<br>5,480<br>8,715   | 14,780<br>9,446<br>5,480<br>8,881<br>8,881  | 1,000<br>Bho                         | 11, 780<br>244,01<br>9, 480<br>9, 480<br>9, 480   | <br>                                |                            | 1,306                             |   |
| Illinois<br>Indiana<br>Iowa<br>Kansas                           | 48, 294<br>-<br>-<br>900  | 014,24                     | 93,704<br>               | 57,083<br>33,2%6<br>16,376<br>2,153 | 13,160<br>13,366<br>13,346<br>1,410   | 6/ 70,243<br>45,514<br>29,722<br>6/ 3,963                                       | 8<br>3,887<br>3, <sup>887</sup> | 70,251<br>\$5,514<br>33,609<br>3,637                  | 48,311<br>15,604<br>7,798<br>3,869                                | -<br>5,757<br>6,356<br>191                     | 11.75 ± 08<br>78 ± 14<br>84 ± 14  | 4<br>                     | 8,83,4<br>8,83,4<br>9,99,99         | 105,394<br>48,850<br>24,174<br>6,022                         | 13,160<br>18,025<br>19,702<br>1,601           | 118,554<br>66,815<br>43,876<br>1,623       | 5,738<br>5,738<br>113   | 118,562<br>66,815<br>19,614<br>7,736   | 64,362<br>15,514<br>33,609<br>33,609  | 50,054<br>16,005<br>4,009            | 114,416<br>66,875<br>49,614<br>7,736  | 54,183                              | 43,667<br>-<br>-           | 97,850<br>-<br>-<br>-             |   |
| Kentucky<br>Louisiana<br>Maine<br>Maryland                      | , . <sup>6</sup> 8.   |                            | , , <sup>6</sup> * ,     | 8,411<br>1,637<br>8,737             | 5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999<br>5,999 | 2,336<br>9,810<br>2,283<br>6/ 10,377  | 4, 163<br>4, 925                |   | , 1, 3to<br>588, 10,<br>80, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1 | 38<br>38<br>1<br>1                             | 386<br>386<br>886<br>886<br>886   | ۳<br>۱۳۰۱                 | 23,868                              | - 6,751<br>26,846<br>28,6946                                 | 2, 336<br>5, 399<br>5, 399                    | 2,336<br>3,133<br>3,233                    | 30<br>4,193<br>4,925  | 2,366<br>15,343<br>3,133<br>39,170   | 2,366<br>13,973<br>2,095<br>15,302  | 23,868<br>23,868                     | 2,366<br>25,343<br>29,45<br>39,170  | - +31<br>-                          |                            |                                   |   |
| Messachusette<br>Michigan<br>Minnesota<br>Minsissipii           | , 19, 700<br>19, 700  | 5, 414<br>10, 400          | 15,941<br>30,100         | 5,066<br>54,330<br>14,556<br>17,857 | е <b>389</b><br>10,339<br>10,333<br>10,333  | 50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>50<br>5 | 24.5<br>24.5<br>88              | 9,81<br>8,638,77<br>8,638,638<br>9,760,68<br>9,938,77 | 1,335<br>66,738<br>66,738<br>144<br>144<br>144                    | 3,679 <b>46</b><br>3,679 <b>46</b><br>80 3,679 | 2,037<br>38,372<br>9,887<br>1,461   | 332 1                     | \$,036<br>38,372<br>10,159<br>1,461 | 1987<br>1987<br>1987<br>1987<br>1987<br>1987<br>1987<br>1987 | 2,971<br>35,039<br>15,532<br>10,373           | 26, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10 | 4<br>4<br>5<br>5<br>5<br>6<br>6<br>4<br>7<br>4<br>5<br>7<br>6<br>6<br>4<br>7<br>6<br>6<br>4<br>7<br>6<br>7<br>6<br>7<br>6<br>7<br>6<br>7<br>7<br>7<br>7 | 19<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20 | 9,65<br>8,3,69<br>8,3,88<br>8,3,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,88<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,89<br>8,9,9,89<br>8,9,9,90<br>8,9,90<br>8,9,90<br>8,9,90<br>8,9,90<br>8,9,90<br>8,9,90<br>8,90<br>8 | 4,036<br>37,988<br>9,704<br>1,461    | 11,986<br>34,062<br>34,062<br>360,050<br>300,050  | ц,285<br>22,118<br>22,118           | 5, <b>804</b><br>10,855    | 17,089<br>32,973                  |   |
| Mi securi<br>Mantana<br>Nebrata<br>Nerada                       | 1,937<br>-<br>-   |                            | 1,937<br>-<br>-          | 4,023<br><br>1,842                  | 3,833<br>4,780<br>66  | 4,023<br>3,833<br>19,098<br>1,910   | ¥E&a                            | 4,057<br>4,410<br>19,393<br>19,331                    | 950°T   | 2,235  | 12,050<br>1,045<br>1,045  |                           | 12,050<br>1,055<br>1,055            | 16,073<br>16,100<br>2,887<br>2,887                           | 3,903<br>3,903<br>7,015<br>68                 | 16,073<br>3,903<br>23,115<br>2,955         | ភ្មំដ្ឋត្តូត  | 16, 107<br>4, 480<br>23, 452<br>2, 976<br>2, 976                                 | 4,221<br>19,393<br>19,393<br>19,393   | 12,050<br>12,050<br>12,050<br>12,050 | 6, 21<br>8, 4, 6<br>8, 4, 6<br>9, 6<br>9, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, | ш <sup>т</sup>                      |                            | 1, TT3                            |   |
| New Haungshire<br>New Jersey<br>New Nextco<br>New Tork          | • • • •   | ••••                       |                          | 7,004<br>32,541                     | 3,811<br>3,811<br>3,325<br>27,293   | 200<br>20,815<br>3,325<br>59,834  |                                 | 10,820<br>3,325<br>39,834                             | 2,622<br>-<br>2,843   | 1,426<br>887<br>9,971 1                        | 4,048<br>887<br>12,814  |                           | 418,51<br>887<br>814                | 9,826<br>35,384  | 5,237<br>5,237<br>8,228                       | 14,863<br>4,212<br>72,648                  |   | 14, 863<br>4, 212<br>4, 212<br>72, 648   | 10,820<br>3,325<br>39,634   | 4,048<br>887<br>12,814               | 14,222<br>4,212<br>72,648   |                                     | ,, ,,                      |                                   |   |
| North Caroline<br>North Dekote<br>Okie<br>Okiebom               | , <b>2</b> , <b>3</b> , <b>3</b> , <b>3</b> , <b>1</b> | , ×.                       | , 88 ¢,                  | 24,056<br>24,056<br>24,056          | 4,096<br>66,232<br>66,121   | 6,266<br>98,903<br>30,177   | 1,380<br>3,709                  | 7,646<br>98,903<br>33,886                             | 8,078<br>24,557<br>1,868  | 19,978<br>2,784                                | 8,078<br>4,93<br>4,535<br>4,652   |                           | 8,078<br>4,93<br>4,535<br>4,652     | 8,078<br>2,170<br>27,228<br>25,924                           | 8, 20<br>8, 210<br>8, 210                     | 8,078<br>6,779<br>34,389<br>34,889         | 1,380<br>3,709  | 8,078<br>8,139<br>38,538<br>38,538   | 33,886<br>33,886<br>33,886  | 8,078<br>4,93<br>4,652               | 8,078<br>8,080<br>138,839<br>38,538   | -<br>880<br>5,070                   | <sup>60</sup> .            | 880<br>5,573                      |   |
| Oregon<br>Pennaylvania<br>Rhode Island<br>South Carolina        | 3,407<br>1,217<br>-   | 3,458<br>-<br>-            | 6,865<br>1,217<br>-      | 062.17<br>95<br>617.65E<br>0110,17  | -<br>-<br>31  | 13,484<br>35,775<br>87<br>7,750   | 9, <sup>837</sup><br>84, 1      | 23,321<br>35,823<br>81<br>7,771                       | 4,017<br>20,436<br>132  |  | 6,847<br>20,436<br>204  |                           | 6,8#7<br>20,436<br>20,436           | 11,927<br>56,211<br>1,730<br>1,730                           | 8, 404<br>-<br>103                            | 8,33<br>1,75<br>7,75                       | 9,837<br>148<br>12  | 89,168<br>86,259<br>17,71  | 23,206<br>34,682<br>7,771   | 6,728<br>80,436<br>80,436            | 8,88<br>81,75<br>181<br>171   | 325°°°                              | 3,585                      | 7,107<br>2,358<br>-               |   |
| South Dakota<br>Tennessee<br>Texas<br>Utah                      | ðа<br>, , ,   |                            | 461   1<br>661   1       | 2,031<br>23,907<br>7,300            | 4,623<br>28,814<br>2,248  | 6,654<br>25,901<br>26,214<br>26,248   | <b>8</b> 4854                   |   | 12,924  | 633 633<br>-<br>1,517                          | 12,53<br>15,93<br>1,517   |                           | 12,924<br>1,517                     | 2,031<br>36,831<br>7,300                                     | 5,256<br>28,814<br>3,765                      | 7,287<br>36,931<br>36,114<br>3,765         | 8.48 R.4  | 7,536<br>36,855<br>36,873<br>36,213  | 6,985<br>36,213<br>36,213<br>36,931<br>26,993   | 12,984<br>1,464                      | 7,558<br>36,855<br>36,855<br>36,273<br>4,183  | <sup>211</sup>                      | <sup>81</sup>              | 172<br>-<br>132                   |   |
| Vermont<br>Virginia<br>Washington<br>West Virginia              | -<br>2,010  | ., <sup>8</sup> ,          | -<br>-<br>-              | 2,893<br>1,381<br>20,7%5            | -<br>692 -<br>7   | 6/ 2,893<br>1,381<br>6/ 21,014  | 18<br>-<br>-                    | 2,911<br>1,381<br>24,086                              | 252<br>9,796<br>12,673  | 1,393 1<br>62 1                                | т, 189<br>18, 135<br>252<br>252<br>252<br>252<br>252<br>252<br>252<br>252<br>252<br>2 |                           | 255<br>691'11<br>15,735             | 3,145<br>11,177<br>33,418                                    | 331   | 3, 145<br>12, 570<br>33, 749               | 18  | 3, 163<br>12, 570<br>36, 821   | 2,911<br>1,381<br>23,100  | 11,189<br>12,708<br>-                | 3, 163<br>12, 570<br>35, 808  |                                     | . ہتا .                    | 6,123                             |   |
|   |   | L                          | ſ                        |                                     |   |   | ſ                               |   |   |  | -   |                           |                                     |  | ŀ   |  | ľ   |  |   |                                      |   |                                     | 1                          |                                   |   |

Highway Statistics, 1963

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965,369 33,9<del>0</del>0 2,103

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J) This table identifies Bate grants-in-aid to local governments for road and street purposes. These are also included in table identifies Bate grants-in-aid to local governments for road and street purposes. These are commission with the automatic part of the allocation of highway ware reveaus meranes no contiase, when they are commission to following the tables an local main value in tables of local and NF-100. If the allocation of highway ware reveaus meranes for the allocation the following the table allocation the following counties have been classed as manifoldities: (LIF, San Marsiano; GOLO, Danve; Lav, Orlawas Partia; Mars, Deffoli, T., Phone, Xing, N. W. Kat, Gammad; P., Milhadights; The tables of local main of the state of principae and MF-100. The data state of points have befolis in the state of points have been classed as manifoliates: (LIF, San Marsiano; GOLO, Nilagton ). The MARSian Partia; Mars, Deffolis II, F. Phone, Xing, N. W. Kat, Gammad; P., Milhadights; The state is the state of point of the state of points have been classed as manifolia to the state of points have befolis in the state New Label of the state of the state of points in the state of points in the state of points in the state of points have been state of house as main state of points of the state of points in the state of points in the state of points in the state of a savide data is the state of points in the state of a savide data for the state of points in the state of points in the state of a savide data for the state of points in the state of a savide data for the state of a savide data for the state of points in the state of house state of house state of the state of a savide data for the state of points in the state of a savide data for the state of points in the state of a savide data for the state of points in the state of points in the state of a savide data for the state of points in the state of poi

Y. In these states distribute higherwarmer revenues from common fund, the allocation of motor-fuel and motor-well and motor-fuel and another material fund appropriation, other State impost, bond proceeds, Fudaral Funest Reserve Funds and other Mason-lances and another material fund appropriation, other State impost, bond proceeds, Fudaral Funest Reserve Funds and other Mason-lances. Sciences and science and spropriation other State impost, bond proceeds, Fudaral Funest Reserve Funds and other Mason-lances. The Reserve Reserve Funds and other Mason-lances and the science and another funds of the spropriation of the spin science allocated to the counties that is returned to, or without by, the State funds. The Reserve Res

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS - 1963<sup>1</sup>

| Compiled for calendar year<br>from reports of State authorities  | dar year<br>ate authori   | ties   |  |  |  |  |  | т.)<br>т   | (In thousands of dollars) | f dollars)   |  |  |                                     | -   |   |  | RE  | TARLE (TRUE )   | 13 2964<br>21 1964             |
|--|---|--|--|--|--|--|--|--|---------------------------|--|--|--|-------------------------------------|---|---|--|---|---|--------------------------------|
|  |   |  | COUNTY   | COUNTY AND TOMERED ROADS   | up roader 2/   |  |  |  |                           | MULCIPAL BURNERS   | 19 STATES 2/   |  |                                     | SUMMARY OF<br>FOR LOCA  | SUMMARY OF STATE DISBURSEMENTS<br>FOR LOCAL ROADS AND STREETS   | REEDENTS<br>STREETS                      | BCEN  | BALANCES OF<br>DECEMBER 31, 1963  |                                |
|  |   | DIRECT EX  |  | by state 3/  |  | 2  |  | DIRECT   |                           | NUTRIDITURE BY STATE   |  |  |                                     | -   |   |  | RESERVES  |   |                                |
|  | CAPTEAL<br>COTEAT   | NALIFE-  | ADDITION AND ADDITION AND ADDITIONAL ADDITIO | BORD<br>TBBURG<br>POR<br>LLOCAL<br>ROADS   | TOTAL  |  | TOTAL  | CAPTEAL<br>COTEAL  | -STRAM                    | ADMOTIFIS-<br>TEMPTION<br>AND<br>OTHER   | TOTAL  | TRANSFERS<br>TO<br>MUNICI-<br>PALITIES | TOPAL                               | TURES<br>TURES<br>BY<br>BY<br>STATE   | UNU<br>Seriesiyasi  | TOTAL                                    | PCR<br>CURRENT<br>RECONNAT<br>NORK  | POR<br>POR<br>Incia<br>Beer Ice   | TOTAL                          |
| Alabam<br>Alasha<br>Artsons<br>Arhanas   | 19,138<br>585<br>1,44<br>1,44   | ្.ដ  | , <sup>역겨</sup> .  |  | 19,138<br>817<br>1,485<br>1,465  | 29,906<br>-<br>7,103<br>9,123  | 49,044<br>817<br>885<br>788<br>788<br>797  | ¢,669<br>  |                           |  | \$,629<br>   | 2,514<br>-<br>6,391<br>8,868           | 7, 143<br>446<br>4, 868             | 23,767<br>817<br>2,438<br>1,464   | 32,420<br>13,494<br>13,991  | 56,187<br>817<br>15,932<br>15,455        | 12,604<br>366   |   | 12,604<br>366<br>1,691         |
| Californis<br>Colorado<br>Connecticut<br>Delaware  | 14,720<br>523   | a  |  |  | 14,731<br>523  | 108,177<br>14,767<br>3,166   | 122,906<br>14,767<br>3,689   | 009'T  | ₫<br>,,,                  |  | 1,65 <b>4</b><br>-<br>-  | 5,891<br>5,804<br>1,170                | 53,945<br>4,804<br>5,879<br>1,170   | 16,3 <del>8</del> 5<br>-<br>523   | 160,468<br>18,971<br>9,045<br>1,170   | 176,853<br>18,971<br>9,568<br>1,170      | 17, 413<br>1, 669<br>8, 712   |   | 17,413<br>1,669<br>8,712<br>-  |
| Florida<br>Georgia<br>Hawii<br>Idabo   | 28,067<br>956<br>1,526  | °'   | . <sup>81</sup> .  | 1,954  | 2<br>36,0 <del>4</del> 3<br>360<br>1,586   | 14,700<br>9,446<br>5,480<br>8,280  | 14,782<br>45,489<br>6,440<br>9,807   | 1,282<br>-   |                           |  | 1,282<br>-   | 1,000<br>_<br>Bko                      | 2, 282<br>840                       | 37,325<br>960<br>1,586  | 924<br>9344<br>9344<br>9344<br>9344<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>7<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>1<br>9<br>1<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>9<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 14, 748<br>17, 748<br>10, 644<br>10, 647 | 14,581<br>1,746   | 10,210  | 24,791<br>1,746                |
| Tlinois<br>Indiana<br>Ioan<br>Ransas   | 33782<br>1377<br>1877   | 5,138  | ₹., <u>3</u>   |  | 24<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21<br>21   | 64,362<br>45,514<br>33,609<br>33,637   | 91,910<br>46,926<br>59,888<br>29,888<br>204  | 1<br>1<br>2<br>2<br>8<br>8<br>8<br>8<br>7  | 1,88 <b>4</b><br>-<br>-   | 892  | 4,413<br>942<br>529  | 50,035<br>16,005<br>4,009              | 54,467<br>22,303<br>16,534<br>4,099 | 32,961<br>2,334<br>26,808<br>11,867   | 114, 416<br>66, 875<br>49, 614<br>7, 736  | 146,377<br>69,229<br>76,422<br>19,603    | 100,821<br>10,314<br>6,700  |   | 100,821<br>10,314<br>6,700     |
| Kontucky<br>Louisiana<br>Maine<br>Maryland   | 8,726<br>8,726<br>5,000   | 4.66 × 4.  | %%   | 1,546  | 5,056<br>12,821<br>49<br>8,314   | 2,366<br>13,973<br>2,095<br>15,302   | 8,79<br>8,79<br>8,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,1  | 2,963<br>4,787   | ۶۲<br>۲۰۰۰                |  | 2,963<br>16<br>1.787   | 1,370<br>850<br>23,868                 | 4, 333<br>866<br>28, 655            | 5,056<br>15,784<br>65<br>13,101   | 2,366<br>15,343<br>2,945<br>39,170  | 7,422<br>31,127<br>3,010<br>52,271       | 2,795<br>1,888<br>1,888<br>1,246  | -<br>-<br>2, 531  | 2,795<br>1,888<br>437<br>3,777 |
| Masachuaette<br>Michigan<br>Minne sota<br>Missi ssiyyi   | 00<br>214<br>214<br>214<br>214<br>214<br>214<br>214<br>214<br>214<br>214                | ş  | ซีรี   | 2,827<br>-<br>-  | 4,088<br>11,412<br>11,343<br>19,864  | ୦,୮,୩,୫<br>ଅଟିଥିରୁ<br>ଅଟିଥିରୁ  | 18<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>8  | · · · · ·  | â.,,                      | ຮ່ຮ່   | 1,074<br>51<br>51  | 4,036<br>37,982<br>9,704<br>1,461      | 5,110<br>37,982<br>9,755<br>1,461   | 5,162<br>11,412<br>11,394<br>19,864   | 13,846<br>115,062<br>34,066<br>30,099   | 19,008<br>126,474<br>45,460<br>49,963    | 17,162<br>33,683<br>30,155  |   | 17,162<br>33,683<br>10,155     |
| Masouri<br>Mutana<br>Rebraina<br>Berada  | 121-1   |  | ¥9   |  | 106<br>107,4   | 4,22<br>19,393<br>19,393<br>19,293<br>19,293<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>19,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,203<br>10,2 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|  |                           |  | , . <del>K</del> .   | 12,050<br>4,059<br>1,045               | 12,050<br>4,300<br>1,045            | 106<br>5,015  | 16,271<br>4,480<br>23,452<br>2,976  | 16, 377<br>4, 480<br>28, 467<br>2,976    | 1,773<br>-<br>-   |   | ۳,1                            |
| Hev Haupshire<br>Hev Jerney<br>Hev Marico<br>Hev York  | 1,084<br>2,961<br>6,040   |  | - 103<br>-   | , <sup>er</sup> , ,  | 1,115<br>3,934<br>6,040  | 50, 33, 325<br>59, 834<br>59, 834  | 1,315<br>14,789<br>3,325<br>65,874   | 642<br>4,837<br>-  | ਬ                         |  | 654<br>5,277   | 4,048<br>887<br>687                    | 654<br>9,325<br>887<br>12,824       | 1,769<br>9,211<br>6,0h0   | 14, 863<br>4, 212<br>72, 648  | 78,688<br>78,688<br>78,688               | 3,374   |   | 3,376<br>-                     |
| Horth Carolina<br>Horth Dakota<br>Chio<br>Oklahoma   | 5, ort8<br>4, 367<br>4, 259   | 5  | <u>'</u> &'&   |  | 5,108<br>4,367<br>4,844  | , 7, 58<br>94, 48<br>33, 886   | 12,695<br>98,848<br>38,730   | 161<br>-   | , , , ,                   |  | 191<br>3   | 8,078<br>493<br>44,358<br>4,652        | 8,269<br>496<br>4,358<br>4,652      | 191<br>5,111<br>4,367<br>4,844  | 8,078<br>8,080<br>138,839<br>38,538   | 8,269<br>13,191<br>143,206<br>43,382     |   |   | 5,573<br>3,330                 |
| Oregon<br>Pennsylvania<br>Rhode Taland<br>South Carolina   | 3, 565<br>1 130   | 9 <sup>4</sup> 8   | ะมี''  |  | 3,655<br>251<br>130  | 39,80<br>7,719<br>99,80<br>1,719   | 8,8<br>8,9<br>1,11   | ૹ૿ૢૢૡૹૢૢૺ૾   |                           |  | ૹ૿ૢ <sub>ૡૼ</sub> ઙૢૢૺ   | 6,720<br>80,436<br>804                 | 6,989<br>20,514<br>664              | 3,9%<br>329<br>890  | 29,926<br>55,118<br>7,771   | 33,850<br>55,447<br>1,181<br>7,771       | 7,154<br>2,358<br>-   | • • • •   | 7,154<br>2,358<br>-<br>-       |
| Sorth Dalota<br>Temesses<br>Temas<br>Utab  | 6,933<br>23,517<br>-<br>33  |  | -<br>216<br>3  | , <sup>1</sup> 28  | 6,933<br>23,892<br>-<br>36   | ኇጜጞ<br>፠፝፞፞፝ቔዸ፝ቔ   | 13,858<br>41,823<br>36,273<br>26,273   | -<br>-<br>-<br>-   |                           |  | 165<br>-<br>-  | 633<br>12,924<br>1,484                 | 798<br>12,924<br>1,484              | 7,098<br>23,892<br>. 36   | 7,558<br>36,855<br>36,875<br>36,213<br>4,183  | 14,656<br>60,747<br>36,273<br>4,219      | -1,192<br>-<br>929  |   | -1,192<br>-<br>-<br>929        |
| Vermont<br>Virginia<br>Washington<br>West Virginia   | 2, 193<br>391<br>5, 031   | ଅକ୍ଟ<br>ଅକ୍ଟ   |  | ·, , ¥, ,  | 3, 201<br>105, 101<br>108, 101   | 2,911<br>1,381<br>23,100   | 6,112<br>1,838<br>28,801   | זנציד<br>-   | , at                      | % .  | _ 142<br>1,300   | 252<br>11,189<br>12,708                | 11, 331<br>14,008<br>-              | 3,201<br>7,001  | 3, 163<br>12, 570<br>35, 808<br>-   | 6,364<br>13,169<br>42,809<br>-           | -67<br>6, 123   | <br>۲۰  | 27<br>-67<br>6,123             |
| Wisconsin<br>Wyoming<br>Dist. of Col.  | 1, 26<br>2, 656<br>1  | <sup>چ</sup> ، .   | • • •  | 111  | ц,291<br>2,656<br>-  | 32,303<br>2,069<br>2,069   | 43, 594<br>4, 725  | 2,669<br>39,790  | 4,656 <u>1</u> /          | ·/ 6,543   | 2,669<br>-<br>50,989   | 18, 547<br>                            | 21,216<br>552<br>50,989             | 13,960<br>2,656<br>50,989   | 50,850<br>2,621<br>-  | 64,810<br>5,217<br>50,989                | -3,004<br>2,143<br>8,362  | • • •   | -3,004<br>2,143<br>8,362       |
| Total  | 270,090   | 17,995   | 3,215  | 14,193   | 305,493  | 968,398  | 1,273,891  | 70,905   | 6,971                     | 7,895  | 85 <b>,</b> TT   | 428,150                                | 513,921                             | 391,264   | 1,396,548   | 1,787,812                                | 261,629   | 89L'T   | 294,397                        |
| $\frac{1}{2}$ See tables S<br>receipts and thouses<br>$\frac{2}{2}$ Per purpose<br>Colo. Parteria La. (<br>Philadalphis: Va., V. t<br>are classed as mutch<br>and V. Ve. Por expan | P-1 and<br>menta ay<br>articleans I<br>littleans I<br>littleans<br>attures<br>enditures | 2 for genera<br>pplicable to<br>table the f<br>fartable the f<br>fartable to<br>cartable to<br>der State to<br>der State con<br>der State con<br>on roads und<br>es on Federul | aral note on<br>to county and<br>as following (<br>as following (<br>as following (<br>as of popul<br>control in A<br>control in A<br>control in A   | ad other loc<br>ad other loc<br>counties an<br>ownahing in<br>ulation den<br>Ala. (eight<br>Ala. (eight<br>Alary and t | <ul> <li>Tables ST-5 and<br/>cell round and structure<br/>crociased as munic<br/>roun, Kinge, New Yor<br/>the six New Top<br/>the six New Top<br/>sity.</li> <li>table ST-4.</li> <li>table ST-4.</li> </ul> | S are<br>1 Statistics  | concerned so<br>i under State<br>sens, Calif.<br>ess, N. J., H<br>Va. (all but<br>vocated off t  | solaly with State<br>te confrol.<br>te confrol.<br>A confront Pa.,<br>I. T., and Pa.,<br>ut two counties),<br>the State system |                           | sumicifyal stree<br>system are in<br>system are in<br>control and of<br>highway and of<br>highway and of<br>highway and of<br>highway<br>streetion \$2,3,3 | many States, the<br>restand or martice<br>included and and<br>a not include any<br>other jurgoes.<br>other jurgoes.<br>(374,000, Motor V<br>222,000. | Amount<br>Amount<br>Amount<br>Amount   | 500 B                               | ed to counties and<br>onds. Expanditures<br>(State-shadkitrear<br>tr empita State aid<br>be sepregated.<br>Augureering and will<br>Augureering thor, 000, bi<br>Augureering thor, 000, bi | townahi<br>ton stu<br>di bight<br>to citi<br>cellane<br>ghway l   |  | the strain of the set | en used in part for<br>tensions of the State<br>Which may be used for<br>Olice and antety<br>and highery bond | t for<br>Btate<br>ad for<br>d  |

**Highway Finance** 

# CAPITAL OUTLAY BY STATE HIGHWAY DEPARTMENTS - 19631

#### (CLASSIFIED BY FEDERAL-AID SYSTEMS)

Compiled for calendar year from reports of State authorities

#### (In thousands of dollars)

đ .

#### TABLE SF-11 OCTOBER 1964

|  | п                                     | TERSTATE SYS.                        | 21EDC                                    | OTHER FEDE                              | RAL-AID PRID                        | ary system                            | FEDERAL-A                           | ID SECONDARY                        | SYSTEM                               |   | R                                  | oads and strents         | NOT ON FEDER             | AL-AID SYSTEMS       |                                    |   |
|--|---------------------------------------|--------------------------------------|--|---|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|---|------------------------------------|--------------------------|--------------------------|----------------------|------------------------------------|---|
| STATE  |                                       |                                      |  |   |                                     |                                       | or<br>State                         | ONI<br>LOCAL                        |                                      | TOTAL<br>FEDERAL-<br>AID                | STATE-ADMINIST                     | ERED HIGHNAYS            | ONI                      |                      |                                    | GRAND<br>TOTAL                            |
|  | RURAL                                 | URBAN                                | TOTAL                                    | RURAL                                   | URBAN                               | TOTAL                                 | HIGHWAY<br>Systems                  | ROADS<br>AND<br>STREETS             | TOTAL                                | SYSTEMS                                 | STATE<br>Highway<br>Systems        | OTHER<br>STATE<br>ROADS  | AND<br>TOWNSRIP<br>ROADS | MUNICIPAL<br>STREETS | TOTAL                              |   |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 33,635<br>36,070<br>27,492            | 6,135<br>8,165<br>6,168              | 39,770<br>44,235<br>33,660               | 18, 390<br>22, 323<br>8, 338<br>20, 083 | 9,367<br>1,949<br>1,701<br>1,865    | 27,757<br>24,272<br>10,039<br>21,948  | 1,082<br>14,475<br>4,892<br>15,965  | 16,770<br>2,427<br>1,464            | 17,852<br>14,475<br>7,319<br>17,429  | 85,379<br>38,747<br>61,593<br>73,037    | 814<br>-<br>-<br>99                | 320<br>-<br>-<br>-       | 2,703<br>582<br>-        | 820<br>-<br>-<br>-   | 4,657<br>582<br>-<br>99            | 90,036<br>39,329<br>61,593<br>73,136      |
| California<br>Colorado<br>Connecticut<br>Delavare        | 92,725<br>21,551<br>28,785            | 168,177<br>9,158<br>51,386<br>16,182 | 260,902<br>30,709<br>80,171<br>16,182    | 121,024<br>10,965<br>27,115<br>3,233    | 110,723<br>8,381<br>11,654<br>2,714 | 231,747<br>19,346<br>38,769<br>5,947  | 17,283<br>9,699<br>4,554<br>1,588   | 13,868                              | 31,151<br>9,699<br>4,554<br>1,588    | 523,800<br>59,754<br>123,494<br>23,717  | 5,282<br>4,792<br>768              | 689<br>212<br>90         | 852<br>-<br>523          | 1,600                | 8,423<br>212<br>5,405<br>768       | 532,223<br>59,966<br>128,899<br>24,485    |
| Florida<br>Georgia<br>Hawaii<br>Idaho                    | 38,626<br>43,226<br>285<br>15,101     | 26,463<br>22,912<br>1,678<br>1,966   | 65,089<br>66,138<br>1,963<br>17,067      | 35,480<br>21,834<br>2,306<br>9,173      | 8,957<br>7,686<br>4,569<br>641      | 44,437<br>29,520<br>6,875<br>9,814    | 36,998<br>7,837<br>1,536<br>3,765   | 11,774<br>1,526                     | 36,998<br>19,611<br>1,536<br>5,291   | 146,524<br>115,269<br>10,374<br>32,172  | 22,330<br>23,105<br>-              | 1,990<br>-<br>-<br>57    | 16,293<br>956            | 1,282                | 24,320<br>40,680<br>956<br>57      | 170,844<br>155,949<br>11,330<br>32,229    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 73,597<br>42,071<br>24,463<br>17,172  | 65,036<br>19,516<br>11,202<br>7,431  | 138,633<br>61,587<br>35,665<br>24,603    | 32,727<br>25,710<br>32,923<br>25,553    | 32,830<br>20,306<br>11,624<br>3,547 | 65,557<br>46,016<br>44,547<br>29,100  | 3,694<br>8,999<br>9,008             | 19,236<br>1,681<br>26,808<br>11,513 | 22,930<br>10,680<br>26,808<br>20,521 | 227,120<br>118,283<br>107,020<br>74,224 | 14,349<br>934<br>1,393<br>227      | 255<br>                  | 3,380<br>-<br>194        | 761<br>-<br>-<br>-   | 18,745<br>934<br>2,171<br>438      | 245,865<br>119,217<br>109,191<br>74,662   |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 40,277<br>39,795<br>16,770<br>3,681   | 20,720<br>52,083<br>265<br>28,605    | 60,997<br>91,878<br>17,035<br>32,286     | 22,812<br>17,649<br>6,808<br>15,632     | 7,970<br>8,939<br>3,141<br>13,222   | 30,782<br>26,588<br>9,949<br>28,854   | 21,115<br>20,807<br>5,867<br>9,233  | -<br>-<br>5,000                     | 21,115<br>20,807<br>5,867<br>14,233  | 112,894<br>139,273<br>32,851<br>75,373  | 26,635<br>10,364<br>4,989<br>1,416 | 33                       | 8,728<br>17<br>-         | 2,963                | 26,635<br>22,088<br>5,006<br>1,416 | 139,529<br>161,361<br>37,857<br>76,789    |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 4,000<br>80,901<br>21,273<br>31,508   | 60,000<br>23,870<br>38,227<br>1,193  | 64,000<br>104,771<br>59,500<br>32,701    | 15,200<br>46,134<br>21,148<br>14,317    | 13,000<br>38,401<br>12,822<br>3,020 | 28,200<br>84,535<br>33,970<br>17,337  | 1,800<br>11,762<br>8,176<br>11,954  | 11,412<br>11,112<br>16,969          | 1,800<br>23,174<br>19,288<br>28,923  | 94,000<br>212,480<br>112,758<br>78,961  | 7,204<br>3,171<br>83               | 1,875<br>159<br>-<br>474 | 700<br>2,111             | 847<br>-<br>-<br>-   | 10,626<br>3,330<br>83<br>2,585     | 104,626<br>215,810<br>112,841<br>81,546   |
| Missouri<br>Montana<br>Nebraska<br>Sevada                | 32,523<br>27,773<br>20,217<br>20,891  | 46,026<br>5,303                      | 78, 549<br>27, 773<br>25, 520<br>20, 891 | 40,266<br>29,493<br>18,136<br>5,976     | 15,141<br>520<br>4,373<br>534       | 55,407<br>30,013<br>22,509<br>6,510   | 27,686<br>5,362<br>11,452<br>6,995  | 3,644                               | 27,686<br>5,362<br>15,096<br>6,995   | 161,642<br>63,148<br>63,125<br>34,396   | 1,753                              | -<br>45<br>22<br>-       | -<br>1,230<br>-          | - 12                 | 1,753<br>45<br>2,306               | 163,395<br>63,193<br>65,431<br>34,396     |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 12,624<br>18,136<br>25,844<br>12,744  | 283<br>43,323<br>5,738<br>113,459    | 12,907<br>61,459<br>31,582<br>126,203    | 8,943<br>6,101<br>8,734<br>116,317      | 511<br>24,095<br>2,201<br>130,249   | 9,454<br>30,196<br>10,935<br>246,566  | 5,524<br>2<br>8,433<br>8,673        | 55<br>7,798<br>6,040                | 5,579<br>7,800<br>8,433<br>14,713    | 27,940<br>99,455<br>50,950<br>387,482   | 574<br>5,317<br>2,611              | 232<br>15,892            | 1,084<br>-<br>-<br>-     | 560<br>-<br>-        | 2,218<br>5,549<br>2,611<br>15,892  | 30, 158<br>105,004<br>53, 561<br>403, 374 |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 16,930<br>17,543<br>101,845<br>18,395 | 1,736<br>948<br>73,335<br>7,443      | 18,666<br>18,491<br>175,180<br>25,838    | 22,197<br>9,693<br>57,848<br>25,744     | 8,596<br>2,909<br>42,376<br>11,040  | 30,793<br>12,602<br>100,224<br>36,784 | 22,139<br>6,341<br>30,365<br>10,930 | 4,387<br>4,367<br>4,259             | 22,139<br>10,728<br>34,732<br>15,189 | 71,598<br>41,821<br>310,136<br>77,811   | 26,923<br>2,591                    | 979<br>-<br>187<br>184   | -<br>694<br>-            | 191<br>-<br>-<br>-   | 28,093<br>694<br>2,778<br>184      | 99,691<br>42,515<br>312,914<br>77,995     |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 24,506<br>43,951<br>1,112<br>14,056   | 25,464<br>66,108<br>28,290<br>6,025  | 49,970<br>110,059<br>29,402<br>20,081    | 22,540<br>63,109<br>2,955<br>10,940     | 5,017<br>25,412<br>4,979<br>6,031   | 27,557<br>88,521<br>7,934<br>16,971   | 3,059<br>35,777<br>2,451<br>14,101  | 3,401<br>21<br>-<br>-               | 6,460<br>35,798<br>2,451<br>14,101   | 83,987<br>234,378<br>39,787<br>51,153   | 65,173<br>127<br>7,215             | 243<br>857<br>-<br>74    | 164<br>23<br>430<br>-    | 265<br>-<br>460<br>- | 672<br>66,053<br>1,017<br>7,289    | 84,659<br>300,431<br>40,804<br>58,442     |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 18,870<br>61,058<br>51,508<br>32,998  | 591<br>24,955<br>91,232<br>-         | 19,461<br>86,013<br>142,740<br>32,998    | 18,258<br>32,353<br>64,321<br>12,319    | 1,626<br>12,371<br>38,902<br>1,072  | 19,884<br>44,724<br>103,223<br>13,391 | 6,778<br>2,370<br>70,881<br>4,937   | 6,603<br>15,148<br>-<br>33          | 13,381<br>17,518<br>70,881<br>4,970  | 52,726<br>148,255<br>316,844<br>51,359  | 17<br>21,414                       | 1,916<br>51              | 415<br>8,369<br>-        | 80<br>-<br>-<br>-    | 512<br>10,285<br>21,414<br>51      | 53,238<br>158,540<br>338,258<br>51,410    |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 18,210<br>106,575<br>25,384<br>22,217 | 1,019<br>8,150<br>40,680<br>2,484    | 19,229<br>114,725<br>66,064<br>24,701    | 4,538<br>34,777<br>17,526<br>17,696     | 673<br>9,392<br>11,606<br>1,563     | 5,211<br>44,169<br>29,132<br>19,259   | 2,206<br>18,922<br>8,112<br>21,747  | 2,193<br>391<br>3,228<br>-          | 4,399<br>19,313<br>11,340<br>21,747  | 28,839<br>178,207<br>106,536<br>65,707  | 3,766<br>1,968<br>2,081            | 34<br>- 140<br>-         | -<br>2,618<br>-          | -<br>416<br>-        | 34<br>3,766<br>5,142<br>2,081      | 28,873<br>181,973<br>111,678<br>67,788    |
| Wisconsin<br>Wyoming<br>Dist. of Col.                    | 22,046<br>26,793                      | 29,061<br>914<br>25,682              | 51,107<br>27,707<br>25,682               | 23,362<br>8,831                         | 18,283<br>431<br>3,708              | 41,645<br>9,262<br>3,708              | 11,493<br>6,526                     | 12,458<br>4,399                     | 23,951<br>6,526<br>4,399             | 116,703<br>43,495<br>33,789             | -                                  | 875<br>-<br>-            | 61<br>2,656<br>-         | -<br>6,001           | 936<br>2,656<br>6,001              | 117,639<br>46,151<br>39,790               |
| Total  | 1,527,753                             | 1,294,787                            | 2,822,540                                | 1,259,850                               | 722,640                             | 1,982,490                             | 585,351                             | 229,985                             | 815,336                              | 5,620,366                               | 270,527                            | 28,680                   | 54,783                   | 16,258               | 370,248                            | 5,990,614                                 |

#### STATE OBLIGATIONS FOR HIGHWAYS-1963

## OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

#### Compiled for calendar year

| Compiled for calendar year<br>from reports of State authorities  |                              |   |                           |                              | UDLI  | GATIONS ISSUED OR ASSUMED DURI   | ING TEA                          | <b>Κ</b> *              |                      |  |  | TABLE SB-1<br>SHEET 1 OF 2<br>OCTOBER 1964 |
|--|------------------------------|---|---------------------------|------------------------------|---|--|----------------------------------|-------------------------|----------------------|--|--|--|
|  |                              | a   | ROSS PROCEE               | S OF SALES                   | 1   |  | INTEREST                         | 5/                      | [                    | REDEMPTION PROVISIONS  |  | SOURCE OF                                  |
| STATE<br>AND<br>OBLIGATIONS  | DATED<br>2/                  | PAR<br>VALUB                                | PREMIUM<br>OR<br>DISCOUNT | ACCRUED<br>INTERSET          | GROSS<br>PROCEEDS                           | APPLICATION OF PROCEEDS 1/   | POSTED<br>RATE                   | NET<br>LETEREST<br>COST | SERIAL<br>OR<br>TERM | NATURLITY DATES<br>AND AMOUNTS   | CALL<br>FEATURES<br>6/                 | Fuelds for<br>Deet service<br><u>1</u> /   |
|  |                              | 1,000<br>Dollars                            | 1,000<br>Dollars          | 1,000<br>Dollars             | 1,000<br>Dollars                            |  |                                  |                         |                      |  |  |  |
| labama<br>Iabama Highway Authority: Series I   | 5-1-63                       | 25,000                                      | 5                         | 23                           | 25,028                                      | Construction of State highways   | 3.25-4.0                         | 3.30                    | s                    | 1970-1983, \$200,000-\$6,000,000   | 1973 🖸 106                             | Notor-fuel taxes                           |
| rkansas<br>Ississippi River Bridge Refunding Bonds   | 7-1-63                       | 5,550                                       | - 167                     | 58                           | 5,775                                       | Refunding toll bridge revenue bonds  | 4.2                              | 4.07                    | T                    | 1987   | 1973 <b>e</b> 101                      | Bridge tolls                               |
| <u>lifornia</u><br>Irquines Straits Toll Bridge Refunding<br>Bonds, Series A   | 12-1-63                      | 75,000                                      | 39                        | 8                            | 75,047                                      | Refunding toll bridge revenue bonds, \$65,800,000;<br>construction of approaches, \$10,000,000; remainder for<br>debt administration                                     | 3.25-3.75                        | 3.63                    | SAT                  | 1964-1979, \$850,000-\$2,620,000;<br>1992, \$44,510,000  | 1967 <b>@</b> 105                      | Bridge tolls                               |
| olorado<br>tate Highway Refunding Bonds  | 4-1-63                       | 21,540                                      | *                         | 101                          | 21,645                                      | Refunding outstanding warrants   | 2.4-3.0                          | 2.67                    | s                    | 1963-1975, \$1,545,000-\$2,070,000   | 1973 e 100                             | Road-user taxes<br>Road tolls and          |
| enver-Boulder Turnpiks Revenus Refunding<br>Bonds<br>Total   | 9-1-63                       | <u>3,085</u><br>24,625                      |                           | - 101                        | <u>3,085</u><br>24,730                      | Refunding Turnpike Revenue bonds   | 2.0-2.6                          | 2.33                    | S                    | ·1964-1969, \$465,000-\$550,000  | 1965 e 100                             | road user taxes                            |
| onnecticut<br>Ighway System Bonds:<br>Series D   | 6-15-63                      | 24,000                                      | 45                        | 112                          | 24,157                                      | Construction of State highways   | 2.5-2.9                          | 2.81                    | 8                    | 1968-1975 <b>, \$</b> 3,000,000  | None                                   | Road-user taxes*                           |
| elaware<br>Ighway Improvement Bonds<br>urmpike Revenue Bonds<br>Total  | 6-1-63<br>7-1-63             | 2,660<br><br><br>4,660                      | 8<br>                     | 2<br>                        | 2,670<br><br><br>4,745                      | Construction of State highways<br>Construction of Delaware Turnpike  | 2.75<br>4.12                     | 2.72<br>4.06            | S<br>T               | 1964-1983, \$130,000-\$140,000<br>2002   | Hone<br>1977 @ 105                     | General state revenues<br>Road tolls       |
| lorida<br>tate Development Commission: 8/<br>Alachus County Road Bevenue Bonds<br>Bay County Road and Bridge Revenue | 8-1-63<br>3-1-63             | 450<br>1,500                                | - 1                       | 28                           | 452<br>1,509                                | Construction of Alachua County road projects<br>Construction of Bay County road and bridge projects  | 2.65<br>2.7                      | 2.64<br>2.69            | 8<br>8               | 1964-1969, \$50,000-\$100,000<br>1965-1973, \$75,000-\$225,000   | None<br>1968 @ 103                     | }  |
| Bonds<br>Broward County Road Revenue Bonds<br>Diric County Road and Bridge Revenue                                   | 8-1-62<br>4-1-63             | 2,500<br>1,500                              | -                         | 33<br>18                     | 2,533<br>1,518                              | Construction of Broward County road projects<br>Construction of Dixis County road and bridge projects  | 3.10-6.0<br>3.5-3.6              | 3.45<br>3.59            | 8<br>5               | 1969-1985, \$70,000-\$190,000<br>1965-1990, \$45,000-\$100,000   | 1972 <b>e</b> 103<br>1970 <b>e</b> 103 | )<br>) Gesoline tax                        |
| Bonds<br>Escambia County Road Revenue Bonds  | 10-1-62                      | 1,500                                       | -                         | 14                           | 1, 514                                      | Refunding Escambia County Road Revenue bonds, \$500,000;<br>remainder for construction of Escambia County road   | 2.20-2.40                        | 2.34                    | 8                    | 1963-1969, \$175,000-\$250,000   | None                                   | )  |
| Indian River County Road and Bridge<br>Revenue Bonds   | 9-1-62                       | 400   | -                         | -                            | 400   | projects<br>Construction of Indian River County road and bridge projects   | 2.35                             | 2.35                    | 8<br>8               | 1963-1967, \$45,000-\$100,000<br>1966-1991, \$25,000-\$190,000   | Nome<br>1973 @ 103                     | )  |
| Martin County Road and Bridge Revenue<br>Bonds   | 5-1-63                       | 2,700                                       |                           | 13                           | 2,713                                       | Refunding Martin County Road Revenue bonds, \$1,515,000;<br>remainder for Martin County road and bridge projects   | 2.9-3.7                          | 3.63                    | s                    |  | 1972 @ 103                             | ,  |
| Osceola County Road Revenue Bonds<br>Palm Beach County Road and Bridge<br>Revenue Bonds                              | 12-1-62<br>2-1-63            | `3,000<br>15,000                            | 3<br>26                   | 104                          | 3,004<br>15,130                             | Construction of Osceola County road projects<br>Refunding Palm Beach County Road Revenue bonds, \$2,047,000;<br>remainder for construction of Palm Beach County road and | 2.9<br>3.65                      | 2.89<br>3.64            | Ť                    | 1964-1979, \$100,080-\$300,000<br>1983   | 1969 @ 103                             | \$   |
| Putnam County Road Revenue Bonds   | 9-1-63                       | 2,800                                       | -                         | 29                           | 2,829                                       | bridge projects<br>Refunding Putnam County Road Revenue bonds, \$2,149,000;  | 3.0-3.7                          | 3.54                    | 8                    | 1965-1986, \$40,000-\$220,000  | 1969 @ 103                             | )  |
| St. Lucie County Road and Bridge   | 8-1-62                       | 350   |                           | 1                            | 351   | remainder for construction of Putnem County road projects<br>Construction of St. Lucie County road and bridge projects   | 3.0                              | 3.0                     | 8                    | 1964-1974, \$20,000-\$55,000   | Rone                                   | )  |
| Revenue Bonds<br>Total   |                              | 31,700                                      |                           | 223                          | 31,953                                      |  |                                  |                         |                      |  |  |  |
| avaii<br>tate Improvement Bonds, Series C  | 5-15-63                      | 1,113                                       | -                         | -                            | 1,113                                       | Construction of State highways   | 2.8-3.5                          | 2.87                    | 8                    | 1966-1983, \$61,600-\$62,200   | Лове                                   | Notor-fuel taxes*                          |
| entucky<br>emeral Obligation Bonds<br>astern Kentucky Toll Road Bonds<br>Total                                       | 7-1-63<br>7-1-63             | 25,000<br>                                  | 31<br><u>38</u><br>-7     | 19<br>                       | 25,050<br>                                  | Construction of State highways<br>Construction of Eastern Kentucky Toll Road   | 0.1-6.0<br>4.25                  | 3.02<br>4.31            | 8<br>T               | 1972-1990, \$600,000-\$2,500,000<br>2000   | 1961 @ 102<br>1971 @ 103               | Road-user taxes*<br>Righway rentals        |
| ouisiana<br>Ighnay Bonds, Series A, LR<br>Ighnay Bonds, Series B, LR<br>Ighnay Bonds, Series C, LR<br>Total          | 1-1-63<br>4-1-63<br>10-15-63 | 15,000<br>15,000<br><u>30,000</u><br>60,000 | 5<br>5<br>8<br>18         | 52<br>48<br><u>77</u><br>177 | 15,057<br>15,053<br><u>30,085</u><br>60,195 | Construction of State highways   | 2.75-3.20<br>3.0-3.25<br>3.0-3.4 | 3.08<br>3.17<br>3.30    | 8<br>S<br>S          | 1964-1988, \$360,000-\$2,665,000<br>1964-1988, \$360,000-\$920,000<br>1964-1988, \$725,000-\$1,525,000 | 1973 @ 102<br>1973 @ 102<br>1973 @ 102 | } Road-user taxes*                         |
| hine<br>tate Highway and Bridge Bonds  | 7-15-63                      | 14,000                                      | 10                        | -                            | 14,010                                      | Construction of State highways and bridges   | 2.75-3.0                         | 2.84                    | 8                    | 1964-1983, \$700,000   | 1975 <b>e</b> 100                      | Road-user taxes*                           |
| aryland<br>tate Highway Construction Bonds:<br>Second Issue, Series S<br>conty Rosk Construction Bonds:              | 5-1-63                       | 17,500                                      | -                         | 19                           | 17, 519                                     | Construction of State highways   | 2.4-5.0                          | 2.92                    | 8                    | 1964-1978, \$200,000-\$9,700,000   | 1971 @ 102.5                           | Road-user taxes                            |
| Tenth Series<br>Total  | 8-1-63                       | 4,935<br>22,435                             | -                         | - <u>11</u><br>30            | 4,946<br>                                   | Construction of county roads   | 2.4-5.0                          | 2.85                    | 8                    | 1964-1978, \$40,000-\$445,000  | 1971 @ 102.5                           | Road-user taxes                            |

Highway Finance

#### STATE OBLIGATIONS FOR HIGHWAYS-1963

#### OBLIGATIONS ISSUED OR ASSUMED DURING YEAR

| LatoT  |  | 6ES '0T9   | £14'T-                               | 5'690                       | 9≦L'ττ9  |  |                              |                                      |                       |  |                         |   |
|--|--|--|--------------------------------------|-----------------------------|--|--|------------------------------|--------------------------------------|-----------------------|--|-------------------------|---|
| Virginia<br>No <mark>ad B</mark> onds:<br>teenth Issue   | £9-T-L   | 000'#  | τ                                    | sτ                          | 970'4  | etandin eisit eisit  | 0.6-75-3                     | ,<br>86•3                            | s                     | 000°09 <b>1\$</b> '996T- <del>1</del> 96T  | None                    | *samed Yeau-beoR                            |
| reference Bonde Bridge<br>Ferry System and Rood Canal Bridge   | £9-T-T   | 008'LE   | -                                    | 520                         | 954°LE   | abund surveys System and Hood Canal Bridge Nevenue bonds   | 0*5-05*8                     | 99°E                                 | . 8                   | 7963-2005° \$572°000-\$992°000   | 5°401 8 EL61            | Bridge & Ferry Toll and<br>motor-fuel taxes |
| alt<br>doed has sybird sugesteeral-sugest<br>shood eum<br>d has A seitu<br>d has A seitu   | T9-T-L   | 006  | £9-                                  | ٩                           | 6E4  | eghiri hualel eugestasad-segestoonin) io moitourismo)  | 0*\$-8*8                     | TL*1                                 | T                     | 1661   | acce                    | aliot sabrai                                |
| <u>te</u><br>17 Construction Bonds - 1961  | £9-T-TT  | 3,200  | <b>5</b> 6                           | -                           | 3*556  | Construction of State highests   | 6.5                          | 26.92                                | × 8                   | 7964-7963' \$TE0'000   | ease                    | "sexat yesu-beoN                            |
| ves<br>V Taprovenent Bonds   | £9-T- <b>4</b>   | 000 <b>'</b> ≤T  | -                                    | 99                          | 990 <b>'</b> ≤T  | evendaid state to contraction  | 0.5-7.5                      | <del>8</del> 8.s                     | 8                     | 7975-1983, \$1,000,000-\$4,000,000   | ecol                    | *sexs? Yesu-bsoN                            |
| Central Contractions Assumed   | -  | ¥65  | -                                    | -                           | ¥65  | Construction of State highways   | -                            | -                                    | -                     | -  | -                       | sexer resu-haoN                             |
| Timent<br>Triment<br>Tor 1960, Series D<br>tor 1960, Series C<br>tor 1960, Series C<br>tor 1960, Series C<br>Tores C<br>Tores D<br>Tores | 59-7-6<br>69-7-6<br>59-7-5<br>69-7-5<br>69-7-6<br>89-7-6 | <u>     17'000</u> 3'000     5'000     5'000     5'000     5'000     7'000 | 15<br>9<br>6<br>4<br>5T              | 70<br>9<br>2<br>2<br>3<br>3 | 11'020<br>3'072<br>3'075<br>2'075<br>2'075<br>5'004<br>5'075 | evendid stats to mottouriamo) (<br>{<br>{  | 3-20<br>3-20<br>3-10<br>3-10 | 67.5<br>67.5<br>90.5<br>60.5<br>57.5 | 5<br>5<br>5<br>5<br>8 | 196#-1983* #100*000<br>196#-1983* #02*000-#L0*000<br>196#-1983* #100*000<br>196#-1983* #02*000-#L0*000<br>196#-1968* ##0*000 | •009 (                  | *2022) Tosu-More (                          |
| alusavel viloutida antioutity Revenue<br>survey and Bridge Authoutity Revenue<br>1961 antion 1963  | £9 <b>-</b> ≤τ-οτ  | 000'5E   | -362                                 | 86                          | TEL "WE  | eyenight staff of insmerought has motivariant  | 8-0-3-2                      | £0°£                                 | 8                     | 0001031134-00010964 15967-9967   | EOT @ T.L.6T            | figure Department                           |
| HERMAN BORNES, Series 1963   | £9-T-E   | 75,000   | -533                                 | ٤                           | ο42'ττ   | Construction of Astoria-Pt. Ellics Toll Bridge   | 0 <b>-4-</b> 1.0             | 5-99                                 | 8                     | 000'00 <b>4\$</b> '\$66T-996T  | 7972 e 100              | has sensi tears and<br>"allot sabird        |
| A seites Revenue Bonds, Series A<br>E  | €9-T-L   | 000'TE   | 0£6-                                 | τ95                         | τε9'αε   | edigruf meters to A motrees to motrestence   | <b>4.25-5.</b> 0             | 95°¥                                 | T                     | 5003   | 50T @ TL6T              | aliot heof                                  |
| abnof survey notesimeo sabird stati  | £9-ST-9  | <i>ο</i> ≤≤ <i>"</i> τ   | ¥E-                                  | •                           | 9 <b>TS '</b> T  | eghta Liesuff-motion studies of  | 08.E                         | 88.6                                 | T                     | 696τ   | EOT @ 996T              | allot subiril                               |
| ls, Series of 1963<br>M. New York Authority: 9/<br>polidated bonds: Twenty-Chird Series<br>Total   | €9-τ-≤   | 129 <b>'111</b><br>739'9   | <u>EnE-</u>                          | <u>101</u>                  | <u>619'99</u><br>789'9                                       | eghtrd moseed-dhurdwed To motouristension<br>Toll bridge improvements  | ste.e                        | ste.e                                | T                     | <del>γ66</del> τ<br>000'000' <b>11</b>   | 1972 & 103              | alfoj femnj bra sabiri                      |
| in the Bridge Authority Revenue  | £9-T-L   | 38,000   | E#E-                                 | TON                         | 820,86   | Tehning toll bridge revenue bonds, \$13,255,000; reminder  | 0 <b>•</b> ≤-0•£             | 95.5                                 | 748                   | 12667 \$1000'000 \$15<br>\$000'000 \$100'000 \$100'000<br>\$000'000 \$100'000 \$100'000                                      | 40T @ 126T              | allot subril                                |
| V Debentures, 1955 Series  | £9-T-S   | 3,000  | -                                    | 8                           | 800,5  | Construction of State highways   | 21.9-0.5                     | 5.15                                 | 8                     | 000'000'T\$-000'00\$\$ '896T-\$96T   | Bone                    | sexet Leul-Totok                            |
| riesy<br>10 City Krutesway<br>20 City Krutesway  | 72-1-62  | 008194   | -                                    | 353                         | 13T'L¥   | VANAGENTIAL STREAM OF BOLFOUTSEOOU   | 52.4                         | 52.4                                 | 8                     | 5005   | SOT @ ELGT              | allot beoH                                  |
| Bightery Bonds   | £9-T-8   | το,000   | στ                                   | 9T                          | 30,026   | Construction of State highways   | 5.6                          | 54.5                                 | 8                     | 000'005'T\$-000'005\$ 'EL6T-196T   | gane                    | "sexat Leut-rotch                           |
| abnoff beolf bild.   | 89-7-8   | τ64 'Lτ  | 9L-                                  | εττ                         | 986 <b>'</b> LT  | absor his-staff to mutivariano)  | 5-4-5-8                      | 55.4                                 | 8                     | 000'0554-000'048# '5967-596T   | Bothe                   | xet sale8                                   |
| Dimetta<br>V Improvement Loan Bonds - 1962<br>Total - 1962<br>Total  | ६९-र-रर<br>६९-र-५  | 000'EZ<br>000'ST<br>000'8  | <u>461</u><br>68<br>54               | 6<br>8<br>T                 | Ent'Ez<br>260'ST<br>940'8                                    | ) Commercuretom of State Digmague 417,104,000; for local roads<br>) \$4,414,000; Hartropolitems District Commission 41,625,000 | 1.5<br>8.5                   | 2.85<br>2.03                         | 8<br>8                | 7964-1983, \$700,000<br>1964-1983, \$400,000   | enoli<br>enoli          | *sexet Leui-rotoli (                        |
|  |  | DOTTWLE<br>T'000   | <b>DOJJULA</b><br>T <sup>*</sup> 000 | Doffers<br>T'000            | DOJINIA<br>T'000   |  |                              |                                      |                       |  |                         |   |
| SHOLLWITHO<br>GUV<br>GUV   | S/<br>DVLED  | AVI'NE<br>LVE  | DIBCORNE<br>OB<br>MIDDREA            | TRIJEGEL<br>VOCINIED        | LHOCHEDR<br>CHORE  | VILLIGATION OF PROCESSES 4/  | EWE<br>FORED                 | COBL<br>INLENERL<br>NEL              | NORET<br>NORET        | STRUCKA CLA<br>STRUCKA CLA   | /9<br>LEVELEEEE<br>CVIT | <u>I/</u><br>Deel restrator<br>Linde Log    |
| SINIS  |  | 80   | 10088 LHOCHED                        | SETVE 40 S                  |  |  | SOUTHI                       | /5 a                                 |                       | HEIGHLICH MOLLINGER  |                         | BODICE OL                                   |

<sup>1</sup> This table is one of a series giving series giving the series giving series and provident incurred for highway in the series of the series of the series for an other series in the series of the series and quest-State of the series and the series series in the series of the series of the series and the series are an other series and the series of the series and the series are series in the series of the series of the series of the series are an other series are and the series are series in the series are an other series are an other series are an other series are series in the series are series are series are series are series in the series are serindon series are series are series are ser

 $\mathcal{S}$  "Posted Rets" is declared rates printed on bonds; "Net intervet Cost" is bid price to borrower for combined bond issue, and retrieves the second sense, and retrieves the second sense of the second sense, and retrieves the second sense and retrieves the second sense of the second sense of the second sense of the second sense of the second second sense and the second seco

Highway Statistics, 1963

#### STATE OBLIGATIONS FOR HIGHWAYS-1963

# CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SB-2 SHEET 1 OF 3 OCTOBER 1964

|             | OBLIGATIONS   |                            |   | OB   | LIGATIONS ISSU                                      | ED <u>3</u> /  | OB   | LIGATIONS REDE                      |   |   | SINKING FUND  |  |
|-------------|---|----------------------------|---|--|---|--|--|-------------------------------------|---|---|---|--|
| STATE       | ISSUE   | CLASSIFI-<br>CATION<br>2/  | OBLIGATIONS<br>OUTSTANDING<br>JANUARY 1,<br>1963                      | ORIGINAL<br>ISSUES                                       | REFUNDING<br>ISSUES                                 | TOTAL  | WITH<br>CURRENT<br>INCOME<br>AND DEET<br>RESERVES    | BY<br>REFUNDING                     | TOTAL,  | OBLIGATIONS<br>OUTSTANDING<br>DECEMBER 31,<br>1963                    | AND OTHER<br>REDEMPTION<br>RESERVES<br>DECEMBER 31,<br>1963 | NET<br>INDEPTEDNESS<br>DECEMBER 31,<br>1963                                  |
| Alabama     | State Highway Bonds<br>Highway Authority Revenue Bonds<br>Highway Finance Corporation Bonds<br>Reimburgement Obligations Assumed<br>Total   | 1<br>1*<br>1*<br>6*        | 17,900<br>94,000<br>4,000<br><u>1,780</u><br>117,680                  | 25,000<br>25,000   |   | 25,000   | 2,000<br>4,550<br>800<br><u>259</u><br>7,609         | -                                   | 2,000<br>4,550<br>800<br><u>259</u><br>7,609                | 15,900<br>114,450<br>3,200<br><u>1,521</u><br>135,071                 | 250<br>800<br>  | 15,900<br>114,200<br>2,400<br><u>1,521</u><br><b>134</b> ,021                |
| Arkansas    | State Highway Refunding Bonds<br>Refunding Reisbursement Bonds<br>State Toll Bridge Bonds<br>Total  | 1<br>5<br>4*               | 39,812<br>19,636<br>5,900<br>65,348                                   | -  | -<br><u>5,550</u><br>5,550                          | <u>-</u><br><u>5,550</u><br>5,550  | 3,541<br>1,747<br><u>350</u><br>5,638                | -<br><u>5,550</u><br>5,550          | 3,541<br>1,747<br><u>5,900</u><br>11,158                    | 36,271<br>17,889<br><u>5,550</u><br>59,710                            | 5,033<br>2,482<br>7,515                                     | 31,238<br>15,407<br><u>5,550</u><br>52,195                                   |
| California  | State Highway Bonds<br>Richmond-San Rafael Bridge Revenue Bonds<br>Carquines Straits Bridge Revenue Bonds<br>San Padro-Travinal Island Bridge Revenue Bonds<br>Total  | 1<br>4*<br>4*              | 3,000<br>62,000<br>76,916<br>5,000<br>146,916                         | -<br>10,200<br>10,200                                    | 64,800<br>64,800                                    | 75,000<br>75,000   | 1,000<br>475<br>362<br>1,837                         | 43,164<br>43,164                    | 1,000<br>475<br>43,526<br>45,001                            | 2,000<br>61,525<br>108,390<br><u>5,000</u><br>176,915                 | 35,239<br><u>35,239</u>                                     | 2,000<br>61,525<br>73,151<br><u>5,000</u><br>141,676                         |
| Colorado    | Revenue Anticipation Warrants<br>Highway Office Building Construction Bonds<br>Turupike Bonda<br>Total  | 1*<br>3*<br>4*             | 24,258<br>1,094<br><u>3,992</u><br>29,344                             |  | 21,540<br><u>3,085</u><br>24,625                    | 21,540<br><u>3,085</u><br>24,625   | 3,125<br>162<br><u>182</u><br>3,469                  |                                     | 3,125<br>162<br><u>182</u><br>3,469                         | 42,673<br>932<br><u>6,895</u><br>50,500                               | 22,507<br><u>4,257</u><br>26,764                            | 20,166<br>932<br><u>2,638</u><br>23,736                                      |
| Connecticut | State Highway Bonds<br>Commeticut Turngike Revenue Bonds<br>Commeticut Turngike Guaranteed Bonds<br>Tull Bridge Bonds<br>Tutal  | 1<br>4**<br>4<br>4         | 166,100<br>346,600<br>112,000<br><u>45,070</u><br>669,770             | 24,000<br>-<br>-<br>                                     | -   | 24,000<br>-<br>-<br>   | 1,060<br>1,200<br>100<br><u>780</u><br>3,140         | -                                   | 1,060<br>1,200<br>100<br><u>780</u><br>3,140                | 189,040<br>345,400<br>111,900<br><u>44,290</u><br>690,630             | 1,600<br>150<br>  | 189,040<br>343,800<br>111,750<br>44,290<br>688,880                           |
| Delaware    | State Highway Bonds<br>Delsware Turnpike Revenue Bonds<br>Delsware Manarial Bridge Revenue Bonds<br>State Assumed County Bonds<br>Total   | 1<br>4*<br>4*<br>6*        | 93,890<br>28,000<br>10,614<br><u>569</u><br>133,073                   | 2,660<br>2,000<br>-<br>-<br>-                            |   | 2,660<br>2,000<br>-<br>-<br>4,660  | 6,247<br>4,101<br><u>90</u><br>10,438                |                                     | 6,247<br>4,101<br><u>90</u><br>10,438                       | 90,303<br>30,000<br>6,513<br>479<br>127,295                           | -   | 90,303<br>30,000<br>6,513<br>479<br>127,295                                  |
| Florida     | State Development Commission Ronds:<br>County Road Revenue Ronds<br>Toll Road and Bridge Bonds<br>State Road Department Lease-Furchase Agreements:<br>Toll Road and Bridge Bonds Assumed<br>Special Road and Fridge Coligitions Assumed<br>Turupile Authority Revenue Ronds<br>Jacksonville Expressway Authority Bonds<br>Total | 1*<br>4*<br>5*<br>4*<br>4* | 102,696<br>59,433<br>10,248<br>21,619<br>158,020<br>67,467<br>419,483 | 25,489<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 6,211<br>-<br>-<br><u>-</u><br><u>-</u><br><u>-</u> | 31,700<br>-<br>-<br><u>-</u><br><u>-</u><br><u>-</u><br><u>-</u><br><u>-</u> | 6,494<br>2,666<br>142<br>705<br>-<br>-<br>-<br>-<br> | 2,047<br>1,515<br>-<br>827<br>4,389 | 8,541<br>4,181<br>142<br>705<br>827<br><u>213</u><br>14,609 | 125,855<br>55,252<br>10,106<br>20,914<br>157,193<br>67,254<br>436,574 | 2,649<br>-<br>500<br>193<br>-<br>                           | 123,206<br>55,252<br>10,106<br>20,414<br>157,000<br><u>67,254</u><br>433,232 |
| Georgia     | State Highway Authority Revenue Bonds<br>State Toll Bridge Authority Bonds<br>Rural Roads Authority Bonds<br>Total  | 2*<br>4*<br>7*             | 133,907<br>3,502<br><u>99,993</u><br>237,402                          | -  | -   | Ē  | 3,973<br>3,502<br>4,550<br>12,025                    | -                                   | 3,973<br>3,502<br>4,550<br>12,025                           | 129,934<br><u>95,443</u><br>225,377                                   | -   | 129,934<br>95,443<br>225,317   |
| Hevali      | Hanali Righray Bonds<br>Hasadi Ravenue Bonds<br>State Jasues for Local Roads<br>Total   | 1<br>1*<br>7*              | 4,242<br>46,240<br><u>34</u><br>50,516                                | 1,113<br>  | :   | 1,113<br>-<br>-<br>1,113   | 514<br>1,160<br><u>13</u><br>1,687                   | -                                   | 514<br>1,160<br><u>13</u><br>1,687                          | 4,841<br>45,080<br><u>21</u><br>49,942                                | :   | 4,841<br>45,080<br><u>21</u><br>49,942                                       |
| Illinois    | State Highway Bonds<br>Turnpike Revenue Bonds<br>Total  | 1<br>4*                    | 30<br><u>441,279</u><br>441,309                                       | -  | =   | :  | - 5  | -                                   | · 5<br>- 5  | 25<br><u>441,279</u><br>441, <b>3</b> 04                              | - 25<br>- 25  | 441.279<br>441,219   |
| Indiana     | Turnpike Revenue Bonds  | 14 <del>*</del>            | 271,165   | -  | -   | -  | 3,662  | -                                   | 3,662   | 267,503   | 19,240  | 248,263  |
| Kansas      | Turnpike Bonds  | 4*                         | 175,040   | -  | -   | -  | 228  | -                                   | 228   | 174,812   | -   | 174,812  |
| Kentucky    | State Highway Bonds<br>State Tull Bridge Revenue Bonds<br>Turupike Bridge Revenue Bonds<br>Total  | 1<br>հ÷<br>հ÷              | 104,500<br>6,359<br><u>221,152</u><br>332,011                         | 25,000<br><u>1,500</u><br>26,500                         | -   | 25,000<br><u>1,500</u><br>26,500   | 5,000<br>1,817<br><u>703</u><br>7,520                | :                                   | 5,000<br>1,817<br><u>703</u><br>7,520                       | 124,500<br>4,542<br><u>221,949</u><br>350,991                         | -<br>-<br>101<br>101  | 124,500<br>4,542<br><u>221,848</u><br>350,850                                |
| Louisiana   | State Highway Bonds<br>State Highway Bonds<br>Toll Bridge Bonds<br>Total  | 1<br>1*<br>4*              | 100,657<br>8,191<br>83,948<br>192,796                                 | 60,000<br>60,000   | -   | 60,000<br>   | 8,569<br>272<br><u>2,798</u><br>11,639               | :                                   | 8,569<br>272<br>2,798<br>11,639                             | 152,088<br>7,919<br><u>81,150</u><br>241,157                          | 5,165<br>14<br>   | 146,923<br>7,905<br><u>81,150</u><br>235,978                                 |

Footnotes appear on sheet 3

Highway Finance

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| STATE OBLIGATIONS FOR HIGHWAYS-1963 |  |
|-------------------------------------|--|
|                                     |  |

# CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

66

Highway Statistics, 1963

## CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

|                | Hate authorities   |  |  | r  |  |  |   |  |   | r  |   |  |
|----------------|--|--|--|--|--|--|---|--|---|--|---|--|
| STATE          | OBLIGATIONS  | CLASSIFI-<br>CATION<br>2/                          | OBLIGATIONS<br>OUTSTANDING<br>JANUARY 1,<br>1963   | ORIGINAL<br>ISSUES   | REFUNDING<br>ISSUES                                | D_ <u>3/</u><br>TOTAL  | OBI<br>WITH<br>CURRENT<br>INCOME<br>AND DEPT<br>RESERVES                                      | IGATIONS REDRE<br>BY<br>REFUNDING      | ned<br>Total  | OBLIGATIONS<br>OUTSTANDING<br>DECEMBER 31,<br>1963   | SINKING FUND<br>AND OTHER<br>REDEMOTION<br>RESERVES<br>DECEMBER 31,<br>1963<br>4/             | NET<br>INDEPTEDNESS<br>DECEMBER 31,<br>1963  |
| North Carolina | State Righway Bonds<br>State Secondary Road Bonds<br>Total   | 1  | 1,834<br><u>85,300</u><br>87,134   | -  | -  | :  | 1,834<br><u>11,050</u><br>12,884  | :                                      | 1,834<br><u>11,050</u><br>12,884  | <u>74,250</u><br>74,250  | 24,460<br>24,460  | 49 <b>, 790</b><br>49 <b>, 79</b> 0  |
| Ohio           | State Highway Bonds<br>Turnylks Revenue Bonds<br>Bridge Revenue Bonds<br>Total   | ]*<br>4*<br>4*                                     | 333,035<br>310,567<br><u>2,956</u><br>646,558  | -<br><u>1,550</u><br>1,550   | -  | <u>1.550</u><br>1,550  | 36,010<br>11,187<br><u>153</u><br>47,350  | -                                      | 36,010<br>11,187<br><u>153</u><br>47,350  | 297,025<br>299,380<br>4,353<br>600,758   | -<br>16<br>17   | 297,025<br>299,379<br><u>4,337</u><br>600,741  |
| Oklahoma       | Turupike Bonds   | 4*   | 152,661  | 31,000   | •  | 31,000   | 2,139   | -                                      | 2,139   | 181,522  | -   | 181,522  |
| Oregon         | State Highway Bonds<br>Astoria-Pt. Ellice Bridge Bonds<br>Total  | . 4  | 56,550<br><u>12,000</u><br>68,550  | -<br><u>12,000</u><br>12,000   | -  | 12,000<br>12,000   | 6,800<br>6,800  | -                                      | 6,800<br>6,800  | <sup>4</sup> 9,750<br><u>24,000</u><br>73,750  | 6,800<br><del>6,800</del>   | 42,950<br><u>24,000</u><br>66,950  |
| Pennsylvania   | State Highway Bonds<br>Delaware River Port Authority Bonds<br>Turmpike Revenue and Refunding Bonds<br>Total  | 1*<br>4*<br>4*                                     | 64,385<br>87,118<br><u>384,037</u><br>535,540  | 35,000<br>   | -<br>-<br>-  | 35,000<br>   | 3,575<br>2,702<br><u>20,956</u><br>27,233   |  | 3,575<br>2,702<br><u>20,956</u><br>27,233   | 95,810<br>84,416<br><u>363,081</u><br>543,307  | 15,425<br>15,623<br>31,048  | 95,810<br>68,991<br><u>347,458</u><br>512,259  |
| Rhode Island   | State Highway Bonds<br>Special State Bridge Bonds<br>Jamestown Bridge Commission Bonds<br>Mount Bope Bridge Authority Revenue Bonds<br>Total   | 1<br>2<br>4*<br>4*                                 | 37,350<br>4,574<br>324<br>866<br>43,114  | 11,000<br>-<br>-<br>11,000   | -  | 11,000<br>-<br>-<br>11,000                                       | 1,770<br>60<br><u>511</u><br>2,341  | -                                      | 1,770<br>60<br><u>511</u><br>2,341  | 46,580<br>4,574<br>264<br><u>355</u><br>51,773   | 2,551<br>2,551  | 46,580<br>2,023<br>264<br><u>355</u><br>49,222   |
| South Carolina | State Highway Bonds<br>Reinburgement Obligations Assumed<br>Total  | 1<br>6*  | 22,700<br><u>1,313</u><br>24,013   | -<br>-<br>-<br>-<br>   | -  | -<br><u>594</u><br>594   | 3,900<br><u>212</u><br>4,112  | -                                      | 3,900<br><u>212</u><br>4,112  | 18,800<br><u>1,695</u><br>20,495   | 12,610<br>12,610  | 6,190<br><u>1,695</u><br>7,885   |
| Tennessee      | State Highway Bonds<br>State Issues for Local Roads<br>Total   | 17   | 58,811<br><u>7,000</u><br>65,811   | 15,000<br>15,000   | -  | 15,000<br>15,000   | 5,594<br>5,594  | -                                      | 5,594<br>5,594  | 68,217<br><u>7,000</u><br>75,217   | - <u>11</u>   | 68,206<br><u>7,000</u><br>75,206   |
| Texas          | Turmpike Revenue Bonds<br>Reimbursement Obligations Assumed<br>Total   | 4*<br>6*   | 57,376<br><u>2,386</u><br>59,762   | -  | -  | -  | 1,415<br>440<br>1,855   | -                                      | 1,415<br>440<br>1,855   | 55,961<br><u>1,946</u><br>57,907   | 61<br><u>1,946</u><br>2,007   | 55,900<br>55,900   |
| Vermont        | State Highway Bonds<br>Flood Bonds of 1927 - Local Roads<br>Total  | 1<br>7   | 31,700<br>24<br>31,724   | 3,200<br>3,200   | -  | 3,200<br>3,200   | 3,070<br>3,070  | -                                      | 3,070   | 31,830<br><u>24</u><br>31,854  | 5<br><u>24</u><br>29  | 31,82<br>31,82   |
| Virginia       | State Toll Bridge and Tunnel Revenue and Refunding Bonds<br>Richmond-Petersburg Turnylke Revenue Bonds<br>Elizabeth River Tunnel District Revenue Bonds<br>Total   | կ <del>*</del><br>կ <del>*</del><br>կ <del>*</del> | 289,046<br>75,150<br><u>41,700</u><br>405,896  | -<br>-<br>-<br>500   |  | 500<br>-<br>-<br>500   | 3,796<br>3,796  | - <sup>22</sup><br>- <u>22</u>         | 3,818<br>   | 285,728<br>75,150<br><u>41,700</u><br>402,578  | 12<br>-<br>12   | 285,710<br>75,159<br><u>41,700</u><br>402,560  |
| Washington     | Rightary Construction Revenue Bonds-State Share<br>Rightary Construction Revenue Bonds-Local Share<br>Subtotal<br>Washington Toll Bridge Authority Bonds<br>Total  | 1*<br>7*<br>4*                                     | 100,520<br>5,465<br>105,985<br>5,514<br>201,499  |  | <u>37,200</u><br>37,200                            | 3 <u>7,200</u><br>37,200   | 3,893<br><u>387</u><br>4,280<br>4,903<br>9,183  | -<br>-<br>-<br>37,200                  | 3,893<br><u>387</u><br>4,280<br>42,103<br>46,383  | 96,627<br><u>5,078</u><br>101,705<br><u>90,611</u><br>192,316  |   | 96,627<br>5,076<br>101,705<br>90,611<br>192,316  |
| West Virginia  | State Highway Bonds<br>State Secondary Road Bonds<br>Toll bridge Revenue Bonds<br>Turnyike Revenue Bonds<br>Total  | 1<br>1<br>4*<br>4*                                 | 48,100<br>13,200<br>4,970<br><u>133,000</u><br>199,270   | 4,000<br>-<br>-<br>-   | -  | 4,000<br>  | 3,720<br>3,333<br>45<br>7,098   | -                                      | 3,720<br>3,333<br>45<br>7,098   | 48,380<br>9,867<br>4,925<br><u>133,000</u><br>196,172  | -<br>25<br>-<br>25  | 48,380<br>9,86<br>4,900<br><u>133,000</u><br>196,14  |
| Wisconsin      | Reinbursement Obligations Assumed  | 6*   | 2,024  | -  | -  | -  | 399   | -                                      | 399   | 1,625  | -   | 1,625  |
| Dist. of Col.  | Highway Construction Bonds   | 1*   | 36,947   | -  | -  | -  | 222   | -                                      | 222   | 36,725   | -   | 36,72  |
| Summery        | General Highway Rond Issue<br>Special State Issues for Bridges and Grade Crossings<br>Special Onstruction Issues-State Highway Share<br>Issues for Toll Roads, Bridges and Perries<br>State Issues for Reinburressent<br>Bubtotal, State Issues for State-Administered Highways<br>Reinbursseent Chligations for State-Administered Highways<br>State Issues for Local Roads and Bridges<br>Total Highway Chligations of State | 1<br>2<br>3<br>4<br>5<br>6<br>7                    | 3,221,948<br>299,171<br>10,581<br>6,703,557<br>20,679<br>10,255,936<br>89,770<br>10,885,706<br>168,546<br>10,454,252 | 304,548<br>-<br>136,916<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 27,751<br>123,890<br>151,641<br>151,641<br>151,641 | 332,299<br>260,806<br><u>593,105</u><br>594<br>593,699<br>16,840 | 233,671<br>15,024<br>1,196<br>119,875<br><u>1,858</u><br>371,624<br>2,105<br>373,729<br>8,670 | 2,047<br>101,533<br>103,580<br>103,580 | 235,718<br>15,024<br>1,196<br>221,408<br>1,858<br>475,204<br>2,105<br>477,309<br>8,670<br>485,979 | 3, 318, 529<br>264, 147<br>9, 385<br>6, 742, 955<br>18, 821<br>10, 373, 837<br>28, 239<br>10, 402, 096<br>176, 716 | 91,630<br>4,971<br>600<br>127,172<br>2,482<br>226,855<br>2,446<br>229,301<br>1,219<br>230,520 | 3,226,89<br>279,17<br>8,78<br>6,615,73<br>10,146,98<br>25,81<br>10,172,79<br>175,49<br>10,348,89 |

1/ See table SB-1 for general note on SB series. The following States reported no indebtedness during 1963: Alasks, Arizona, Idaho, Iova, Montana, Mebraska, Mevada, North Dakota, South Dakota, Utah, and Wyoming. 2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issue summarized on sheet 3. See table SB-2B for additional details. Issues marked with an asteriak are understood to be limited State obligations or quasi-State obligations supported by specific revenues only. All other issues are

understood to be supported by the full faith and credit of the State as well as by specific revenues. 3/ See table SB-1 for additional information. 4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in table SB-3.

**Highway Finance** 

TABLE SB-2 SHEET 3 OF 3

## OBLIGATIONS OUTSTANDING AT END OF YEAR

## BY TYPE OF SECURITY

(In thousands of dollars)

TABLE SB-2B OCTOBER 1964

|                              | FULL-FAITH<br>OBLIGATION | LIMITED<br>OBLIGATION | TOLL REVEN              | ue bonds 3/                            | REIMBURSE-<br>MENT                   |                    |                              |
|------------------------------|--------------------------|-----------------------|-------------------------|--|--------------------------------------|--------------------|------------------------------|
| STATE                        | BONDS                    | BONDS<br>2/           | CROSSING<br>BONDS       | ROAD<br>BONDS                          | OBLIGATIONS<br>ASSUMED<br><u>4</u> / | TOTAL              | STATE                        |
| Alabama                      | 15,900                   | 117,650               | -                       | -                                      | 1,521                                | 135,071            | Alabama                      |
| Alaska<br>Arizona            | -                        | -                     | -                       | -                                      | -                                    |                    | Alaska<br>Arizona            |
| Arkansas                     | 54,160                   | -                     | 5,550                   | -                                      | -                                    | 59,710             | Arkansas                     |
| California                   | 2,000                    |                       | 174,915                 |  | -                                    | 176,915            | California                   |
| Colorado<br>Connecticut      | 345,230                  | 50,500<br>345,400     | (3/)                    |  |                                      | 50,500<br>690,630  | Colorado<br>Connecticut      |
| Delaware                     | 90,303                   | -                     | ( <u>3</u> /)<br>6,513  | ( <u>3/)</u><br>( <u>3/)</u><br>30,000 | 479                                  | 127,295            | Delaware                     |
| lorida                       | -                        | 240,387               | 3/ 7,974                | 3/ 157,193                             | 31,020                               | 436, 574           | Florida                      |
| eorgia<br>Iavaii             | 4,841                    | 225,377<br>45,101     | -                       | -                                      | -                                    | 225,377<br>49,942  | Georgia<br>Hawaii            |
| daho                         | -                        | +9,101                | -                       | -                                      | -                                    | 49,942             | Idaho                        |
| llinois                      | 25                       | -                     | -                       | 441,279                                | -                                    | 441,304            | Illinois                     |
| Indiana<br>Iova              | -                        | -                     | -                       | 267,503                                | -                                    | 267,503            | Indiana<br>Iowa              |
| lowa<br>Kansas               |                          | 18,844                | -                       | 3/ 155,968                             | -                                    | 174,812            | Kansas                       |
| (entucky                     | 124,500                  | 187,500               | 4,542<br>(3/)<br>3/ 106 | 3/ 34,449                              | -                                    | 350,991            | Kentucky                     |
| ouisiana<br>Maine            | 152,088                  | 89,069                | (3/)                    | 78,600                                 | -                                    | 241,157<br>128,911 | Louisiana<br>Maine           |
| aryland                      | -                        | 272,029               | 104,987                 | 74,000                                 | -                                    | 451,016            | Maryland                     |
| assachusetts                 | 442,745                  | -                     | 75,401                  | 415,560                                | -                                    | 933,706            | Massachusetts                |
| lichigan<br>linnesota        | 40,850                   | 569,570               | 116,050                 | -                                      | -                                    | 685,620<br>40,850  | Michigan<br>Minnesota        |
| lississippi                  | -                        | 87,393                | 8,984                   | -                                      | -                                    | 96,377             | Mississippi                  |
| lissouri                     | -                        | 10,869                | ( <u>3</u> /)           | -                                      | 79                                   | 10,948             | Missouri                     |
| iontana<br>Jebraska          |                          | -                     | -                       | -                                      | -                                    | -                  | Montana<br>Nebraska          |
| levada                       | -                        | -                     | -                       | -                                      | -                                    | -                  | Nevada                       |
| lew Hampshire                | 65,765                   | -                     | (3/)<br>13,682          | (3/)                                   | -                                    | 65,765<br>803,407  | New Hampshire                |
| lev Jersey<br>Nev Mexico     | 299,311                  | 6,050                 | 13,682                  | 3/ 490,414                             | · -                                  | 803,407<br>6,050   | New Jersey<br>New Mexico     |
| lew York                     | 687,289                  | -                     | 196,040                 | <u>3</u> / 499,569                     | 5,234                                | 1,388,132          | New York                     |
| forth Carolina               | 74,250                   | -                     | -                       | -                                      | -                                    | 74,250             | North Carolina               |
| forth Dakota<br>Dhio         | -                        | 297,025               | 4,353                   | 299,380                                | -                                    | 600,758            | North Dakota<br>Ohio         |
| klahoma                      | -                        | 87,500                | -                       | 3/ 94,022                              | -                                    | 181,522            | Oklahoma                     |
| Oregon                       | 73,750                   |                       | (3/)<br>84,416          | 262 081                                | •                                    | 73,750             | Oregon                       |
| Pennsylvania<br>Rhode Island | 51,154                   | 95,810                | 619                     | 363,081                                | -                                    | 543,307<br>51,773  | Pennsylvania<br>Rhode Island |
| South Carolina               | 18,800                   | -                     | -                       | -                                      | 1,695                                | 20,495             | South Carolina               |
| South Dakota                 | 75 017                   | -                     | -                       | -                                      | -                                    | 75.017             | South Dakota                 |
| lennessee<br>lexas           | 75,217                   | -                     | -                       | 55,961                                 | 1,946                                | 75,217<br>57,907   | Tennessee<br>Texas           |
| Itah                         | -                        | -                     | -                       | -                                      |                                      | -                  | Utah                         |
| Vermont                      | 31,854                   | -                     | -                       | 75 350                                 | -                                    | 31,854             | Vermont                      |
| /irginia<br>/ashington       |                          | 134,120               | 327,428<br>3/ 58,196    | 75,150                                 | -                                    | 402,578<br>192,316 | Virginia<br>Washington       |
| Virginia                     | 58,247                   |                       | 4,925                   | 133,000                                | -                                    | 196,172            | West Virginia                |
| lisconsin<br>lyoming         | -                        | -                     | -                       | -                                      | 1,625                                | 1,625              | Wisconsin                    |
| )ist. of Col.                |                          | 36,725                | -                       | -                                      | •                                    | 36,725             | Wyoming<br>Dist. of Col.     |
| Total                        | 2,758,484                | 2,916,919             | 1,194,681               | 3,665,129                              | 43,599                               | 10,578,812         | Total                        |

1/ Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-

2/ Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

combination of tolls and road-user revenues. 3/ Revenue bonds are secured only be earnings from operation of the facility. These columns exclude the following full-faith obligations, limited obligations, or obligations assumed for toll facilities. FULL-FAITH BONDS: Conn., Turnpike Bonds \$11,900,000; Toll Bridge Bonds \$44,230,000; Maine, Toll Crossing Bonds \$5,655,000; M. E., Turnpike Bonds #33,380,000, Toll Bridge Bonds \$225,000; H. J., Garden State Parkway Bonds \$276,250,000; M. Y., Thrumay Bonds \$455,000,000; Gree, Toll Bridge Bonds \$24,000,000. LIMITED BONDS: Colo., Turnpike Bonds \$6,995,000; Conn., Turnpike Bonds \$345,400,000; Fla., Dade County Missis Expressway Bonds \$24,640,000, Jacksonville Expressway Bonds \$5,7254,000; Kans., Turnpike Bonds \$34,544,000; Ky., Turnpike Bonds \$187,500,000; La., Mississippi River Bridge Bonds \$1,905,000; Wos., Toll Bridge Bonds \$10,869,000; Gkla., Southwestern Turnpike Bonds \$187,500,000; Bastern Turnpike Bonds \$31,000,000; Wash., Toll Bridge Bonds \$2,815,000. Canaveral Causeway Bonds \$25,000; Wash., Southwestern Turnpike Bonds \$25,857,000; Bastern Turnpike Bonds \$11,000,000; Wash., Toll Bridge Bonds \$2,815,000. (Bindrige Bonds \$5,500,000; Bastern Turnpike Bonds \$1,900,000; Wash., Toll Bridge Bonds \$2,815,000. (Bindrige Bonds \$5,000,000; Bastern Turnpike Bonds \$5,934,000. (Bindrige Bonds \$5,000,000; Bastern Turnpike Bonds

4/ Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

## RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

## Compiled for calendar year from reports of State Authorities

#### SENSET 1 OF 3 OCTOBER 1964 (In thousands of dollars) DISBURGENTS BALANCE RECEIPTS APPLICABLE TO DEBT SERVICE BALANCE OBLIGATIONS IN TH. SINKING STREEMG ATMITHTS-REDEMPTICHS TOTAL PROCINEDS TET FUND OR FUED OR TRATTON. TOTAL HIGHNAY-EARDINGS MISCEL-CLASSIFIœ TOTAL IL CARGO DEBT PAYING CATION USER TOLLS SALE FROM LAREOUS ILTERST AND PAR PREMIUM DISBURS STATE TRATE RECEIPTS AGENT RESERVE RESERVE TOTAL MENTS VALUE 2/ JANUARY 1, REVENUES 08 THVEST. TROOMS ADMINIS-OR DECEMBER 31, PERS. DISCOUNT BORDS TRATION MENTS 1963 1963 ETC. 1,811 10,224 3,768 7,350 11,145 State Highway Bonds 2,704 -28 --10,252 27 3,795 64 7,350 -Alabama 63 3,831 323 -259 Heimbursems Total nt Obligations Assumed c 323 ---323 259 - 28 1,811 2,704 08 • 3,859 --11,748 852 12,600 7,388 6,179 13,567 State Highway Bonds Toll Bridge Bonds Total 7,175 213 1,801 184 1,808 5,288 -5,288 7,096 12,040 Arkansas A B --518 12,558 5,775 2,230 613 5,900 5,900 6,513 12 . 褑 -7,175 191 2,421 --135 6,147 6,282 State Highway Bonds Toll Bridge Authority Bonds Total 1,135 A 1,135 -1,135 135 1,000 -1,000 California 39, 528 39, 528 -626 626 1,762 17,878 8,039 65,047 73,712 74,847 122 6,299 6,434 44,001 45,763 52,062 B -1,135 -853 145 998 121 46 167 22,507 21,645 3,287 4,261 Highway and Office Building Bonds Turnpike Bonds 2,730 24.038 974 3,287 • Colorado A 2,393 ---632 632 40 182 182 373 4,736 3,085 3,157 21,195 в 1,352 -2,393 Total --30 24 54 3,502 33,448 36,950 4,808 4,838 1,060 -1,060 5,898 1,813 60 7,587 7,370 157 . Connecticut State Highway Bonds AB 7,392 Turnpike and Toll Bridge Bonds 33,329 35,142 18,825 1,273 -20,120 16,997 17,021 2,980 -2,980 20,001 157 Total -6,247 4,101 6,247 8,763 6,133 8,753 10 -8,763 2,923 2,516 1,588 2,516 1,607 Delaware State Highway Bonds A -4,460 19 425 1,250 2,863 Turnpike and Toll Bridge Bonds Reinburgement Obligations Assumed B C - 30 30 -102 4,135 90 10,438 90 10,863 102 12 -102 - 19 125 1,250 2,863 40 30 4,460 8,855 -Total 4,356 12,949 674 129 36 4,485 12,985 8,511 6,034 8,564 22,481 25,221 18,631 32,544 5,339 1,515 16,899 11,786 53 90 13,049 State Highway Bonds Toll Road and Bridge Bonds 10,870 690 -Florida . 1,903 7,836 532 -19,109 в 2,753 700 <u>1,376</u> 33,534 Special Road and Bridge Obligations Assumed C 2,902 1,154 73 -1,227 29,912 676 700 167 143 7,836 6,854 17,919 -Total 5,045 3,975 3,642 4,555 12,172 5,026 19 9,020 4,738 Highway Authority Bonds 4,978 8,682 98 38 8,780 3,973 2 Georgia ٨ ---140 3,701 3,502 Toll Bridge Bonds 59 59 B D . --8,425 4,550 7,954 10,210 Rural Road Authority Bonds 9,739 18,380 8,266 122 3,393 25 <u>3,399</u> 8,903 • -147 -Total \_ --1,674 4,275 4,260 217 3,809 2,120 -2,120 1,674 3,794 State Highway Bonds A 3,592 ----Hawaii State Issues for Local Roads n --2,121 . 2.121 1,67 1,677 3,798 4,275 4,260 3,596 217 3,813 -Total ----37 22,128 22,165 32 27,149 27,181 State Righway Bonds -5 5 Illinois A B ---17,186 17,188 17,188 <u>968</u> Turnpike Revenue Bonds -21,241 21,241 --22,209 --Trate 1 -. • 994 12.277 -9,510 3,662 -382 3,280 12,790 26,315 Indiana Turnpike Bonds в 26,828 -11,212 -71 9,510 в 7,733 -6,102 - . 290 6,392 6,107 6,107 228 -228 6,335 7,790 Kansas Turmpike Bonds --303 28,469 28,772 76 53 129 AB 8,113 9,082 3,998 4,074 5,000 5,000 9,074 311 Kentucky State Highway Bonds 50 919 . 10,188 2,085 -<u>39</u> --<u>39</u> 12,312 21,879 Turupike and Toll Bridge Bonds 2,366 <u>4/ 282</u> 282 10,135 2,124 2,787 -<u>207</u> -1,206 5,722 50 Total 9,930 2,894 12,824 13,620 12,469 26,089 4,092 3,240 7,332 State Highway Bonds Å B 13,251 195 66 186 13,698 6 4,098 9,93 14,028 13,290 Louisiana Toll Bridge Bonds Total 2,844 18,224 3,264 2,798 6,158 10,837 24 30 \* 1,257 嵜 195 186

Footnotes appear on Sheet 3.

Highway Finance

TABLE SB-3

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RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

Footnotes appear on Sheet 3.

Highway Statistics, 1963

| Compiled for oblandar year   | Marr year   | RE  | RECEIPTS   | 'S AND DISBURSEMENTS FOR DEBT SERVICE <sup>1</sup>  | ISBUR   | SEME                                    | NTS F  | or de                             | BT SE   | RVICE  |  |   |   | •••   |  | . 88  | TABLE SD-3<br>SHERT 3 OF 3<br>OCTOBER 1 OCL                             |
|--|---|---|--|---|---|---|--|-----------------------------------|---|--|--|---|---|---|--|---|---|
| rom reports of 8   | tate authorities  |   |  |   | म् म  | (In thousands of dollars)               | ollars)  |                                   |   |  |  |   |   |   |  | 8   | VUBIER TOOH   |
|  | CBULTONIS   |   | BALANCE  |   | RECEIPTS /  | RECEIPTS APPLICABLE TO DEBT SERVICE     | NO DEEDET SIER   | VICE                              |   | ,  |  | DISE  | DISBURSTONIA  |   | -  |   | BALANCE   |
| STATE  | 1980.   | CLASSIFI-<br>CATTON<br>2/   | SIJIKTING<br>PUBID OR<br>DEEPT<br>RESERVE<br>JANUARY 1,<br>1963                        | HIGHMAY-<br>Uskr<br>Revenues  | STIDL   | PROCEEDS<br>OF<br>BOILDS<br>BOILDS      | ILET<br>IANTINGS<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM | MCSCEL-<br>LANEOUS<br>THCONE      | TOTAL   |  |  | UNTRAL<br>UNA<br>TATANT<br>TATANT   | PAR PART  | REDIBUTIONS<br>PREMIUM<br>DISCOUNT T                    | IQ   | II<br>SLANN<br>TVERT  | STINCTOG<br>FUND OR<br>DEET<br>RESERVE<br>DECEMBER 31,<br>1963          |
| Pennsylvania   | State Righery Bonds<br>Turrupine and Toll Bridge Bonds<br>Total   | ₹¤  | 1,043<br>61,361<br>62,404  | 5,476<br>5,476  | 39,886<br>39,886  | 8 <mark>8</mark>                        | 2,128<br>2,138   | . % %                             | 5,624<br>10,276<br>11,900   | 1,797<br>14,100<br>15,897  | <u>ি</u> হার্  | 16,018<br>16,018  | 3,575<br>23,658<br>21,233   | - 202   | 3, 5775<br>23, 888<br>21, 463                                | 5,399<br>38,082<br>43,481   | 1,268<br>65,535<br>66,685   |
| Rhode Island   | State Elginery Bonds<br>Toll Bridge Bonds<br>Total  | < #   | 2,434<br>5,602<br>3,116  | 3,155<br>3,155  | . 28  | 8 8<br>'                                | <u> 28</u>   |                                   | 3,306<br>3,52<br>3,52<br>3,50<br>3,50<br>3,50<br>3,50<br>3,50<br>3,50<br>5,50<br>3,50<br>5,50<br>5  | 1, <sup>11</sup><br>1, <sup>11</sup><br>1, <sup>11</sup><br>1, <sup>11</sup><br>1, <sup>11</sup> | • • •  | 1,417<br>1,445  | 1,770<br>2,341  | - #-  | 1,770<br>2,398<br>2,398                                      | 3,187<br>616<br>3,803   | 2, 555<br>3, 145  |
| South Carolina   | State Eighway Bonds<br>Baimburgement Obligations Assumed<br>Total   | <b>ح</b> ت  | 12,167<br>131,द्रा   | 4,374<br>212<br>4,586   |   |   | F# .   |                                   | 4,817<br>212<br>5,029   | e e  | ~ .m   | 944<br>944  | 8,87<br>8,72<br>11<br>1   |   | 3,900<br>111<br>111<br>111                                   | 4,374   | 12,610<br>12,610  |
| Temessee   | State Eighney Bonds<br>State Issues for Local Roads<br>Total  | ¥ A   | 961 - 10<br>1001 - 1001  | 7,300<br>1,500<br>7,159   |   | 8 8                                     |  |                                   | 7,386<br>1,386<br>1,538   | 1,956<br>2,115<br>2,115  | ନ୍ଦ <b>୍ର</b><br>ଅକ୍ଷ  | 1,979<br>159<br>2,138   | 5, 594  |   | 5, 594   | 7,573<br>1,732<br>7,732   | ۳.Ħ   |
| Texas  | Turruplke Boods<br>Beisbursement Obligations Assumed<br>Total   | AD  | 3,391<br>3,026<br>6,417  | , 282   | 2,636<br>2,638  |   | ភ្នំខ្លាំឆ្ព   |                                   | 2,943<br>3,943<br>3,945   | 597<br>1977<br>1977  | , eje  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 1,415   | કું કુ  | 1,350<br>1,400<br>1,790                                      | 2,953<br>623<br>3,576   | 3,381<br>3,005<br>6,386   |
| Vermont  | State Eighney Bonds<br>State Isenes for Local Roads<br>Total  | <b>4</b> A  | वग्रिष्ठ   | н<br>Ш  | •••   |   |  |                                   | ц<br>Ц  | 88,88  | 111  | 8,8   | 3,075<br>3,075  |   | 3,075<br>3,075   | 3,955<br>3,955  | 216<br>27<br>243  |
| Virginia   | Turupite and Toll Bridge Bonds  | 8   | 44,364   | •   | 12,004  | 8                                       | ŝ  | •                                 | 12,530  | 18,043   | •  | 18,043  | 3,803   | <b>%</b>  | 3,735  | 21,778  | 35,116  |
| Washington   | State Highwy Bonds<br>Toll Bridge Bonds<br>State Jewes for Local Roads<br>Statell   | < # D   | 11,204<br>8,020<br>19,224  | 87.1<br>87.1  | 6,048<br>6,048  | 37,456<br>37,456                        | 88 8   |                                   | 1,325<br>13,710<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,510<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>51,5100<br>5 | 3,220<br>1,403<br>155<br>175<br>175  |  | 3,220<br>4,403<br>7,776   | 3,893<br>kc,103<br>387<br>t6,383  |   | 3,893<br>k2,473<br>367<br>t6,753                             | 7,113<br>46,016<br>542<br>54,551  | 11,416<br>4,854<br>16,270   |
| West Virginia  | State Eighery Bonds<br>Purrupite and Toll Bridge Bonds<br>Total   | ¥ Å   | 1,854<br>365<br>- 2,219  |   | 3.911   | 31<br>31                                | 42   | \$7,662<br>24<br>7,685            | 7,752<br>4,001<br>11,753  | 1,372<br>2,997<br>4,369  | 5 5  | 1,374<br>2,997<br>4,371   | 7,053<br>7,103  | 1   | 7,1033   | 8, 427<br>3,047<br>11,474   | 1,179<br>2,408<br>2,408   |
| Visconsin  | Reimbursement Obligations Assumed   | υ   | •  | 66£   | •   |   | •  | 1                                 | 399   | •  | •  | •   | 399   | •   | 399  | 399   | •   |
| Dist. of Col.  | Highway Construction Bonds  | V   | •  | 1,842   | •   | •                                       | •  | •                                 | 1,842   | 1,680  | •  | 1,620   | 82  | •   | 222  | 1,842   | •   |
| Burnery  | State Righery and Bridge Bonds<br>State Righery and Bridge Bonds<br>Poil Meality Bonds<br>Prival for State Roads and Bridges<br>State Issue for Local Roads<br>Orand Total  | < AC A  | 50,200<br>50,100<br>10,100<br>10,100<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000 | 329,626<br>77,908<br>340,243<br>34,329<br>37,522  | 308,011<br>308,011<br><u>308,011</u>  | 21,944<br>143,246<br>177,190<br>177,287 | 20,739<br>20,739<br>21,032<br>21,032   | 10,415<br>942<br>11,337<br>11,337 | 374,278<br>474,457<br>2,065<br>831,600<br>15,164<br>15,164  | 109,769<br>237,715<br>237,715<br>348,343<br>5,604<br>333,947                                     | 635<br>1,267<br>1,978<br>1,978<br>1,994  | 238,982 2<br>238,982 2<br>350,321 1<br>355,941 1  | 254,950<br>223,244<br>2,100<br>1480,294<br>8,568<br>8,568<br>1480,294<br>1480,268 | 2,650 22<br>2,650 22<br>2,719 11<br>2,725 14            | 255,009<br>225,904<br>22,100<br>148,013<br>18,273<br>191,786 | 365, 413<br>464, 886<br>333, 334<br>333, 334<br>333, 334<br>833, 334<br>833, 334<br>847, 527  | 276,773<br>556,765<br>5,765<br>839,305<br>839,305<br>839,305<br>832,073 |
| 1 See tabl<br>Arisoms, Idabb, I<br>2/ For purp<br>on sheet 3.<br>2/ Differen | 2/ See table SB-1 for general note on SB series. The following States reported no indebtedness during 1963; Alasia, Ariabo, low, Mortans, Meriana, Mortans, Totabo, Iow, Mortans, Mo | owing States :<br>outh Dekota, 1<br>assified in a<br>and on table | eported no in<br>Mah, and Wyom<br>coordance with<br>SB-2 are caus                      | ) indebtedness during 1963:<br>Moming.<br>Ath the types of issues su<br>seused by January 1 maturit | diness during 1963: Alaska<br>types of issues summarized<br>r January 1 maturities paid | Alaska,<br>marized<br>es paid           |  |                                   | in December.<br>the year paid.<br>by Incom<br>York (\$2,534,0<br>from counties  | . Table EB<br>id.<br>come from c<br>4,000); fro<br>es in New Y                                   | Table SB-2 reports such redemytions in<br>from concessions and rentals in Earth<br>00); from general fund appropriations i<br>in New York (\$33,000); from sales tax i | such redemi<br>and rentals<br>Aund appropr<br>(0); from se                                  | tions in th<br>i in Kentuck<br>Jations in<br>Les tax in                           | e year due,<br>V, Louisia<br>Maine (\$12<br>Mississippi | , while HE<br>me, Maine<br>7,000), and<br>L.                 | in December. Table SB-2 reports such redemytions in the year due, while SB-3 reports them in<br>the year padd.<br>"Income from concessions and renthls in Eartucry, Louisians, Maine (\$65,000), and New<br>York (\$2,735,000); from general fund appropriations in Maine (\$127,000); mod Nest Wirginis;<br>from counties in New York (\$335,000); from sales far in Missistipi. | been in<br>må Kev<br>nia;   |

Highway Finance

# Highway Statistics, 1963

| Compiled for calendar year<br>from reports of State muthorities   |            |  |  |   |   |                                | ULINVICE.<br>thousands of doi   | ( aothare)  |  |  |  |   |  |   |  | SHEE<br>OCTIC                         | TABLE SB-5<br>SHERT 1 OF 3<br>OCTOBER 1964 |
|---|------------|--|--|---|---|--------------------------------|---|---|--|--|--|---|--|---|--|---------------------------------------|--|
|   |            | SERIAL   |  | 1961  |   |                                | 1965  |   |  | 1966   |  |   | 1961                                     |   |  | 996T                                  |  |
| STATE, OBLIGATIONS AND CLASSIFICATION 2/  |            | 3/<br>1  | PRINCIPAL                                    | Distants  | TOTAL   | PREDICTPAL                     | 1906110   | TOTAL   | PRINCIPAL                                | 19001101   | TOPAT                                      | PREDICTPAL                                      | DITEMBT                                  | TOTAL   | PROJUCIPAL                                     | DITIONS                               | TOTAL                                      |
| ALANN<br>Barks Road and Bridge Boods<br>Eigney Authority Boods<br>Reideursement Chilgstions Assumed<br>Potal  | < < U      | 60 03 03   | 2,500<br>4,800<br>1,565                      | 3,489<br>3,489<br>3,785   | 2,738<br>8,289<br>Σ235  | 2,600<br>5,800<br>255<br>8,655 | 197<br>3,726<br>3,972   | 2, 197<br>9, 586<br>306   | 2,600<br>5,850<br>211<br>8,661           | 3,506<br>3,506<br>3,699  | 2, 754<br>9, 356<br>250<br>12, 360         | 2,700<br>6,000<br>158<br>8,858                  | 3,300<br>3,403<br>3,443                  | 2,811<br>9,300<br>9,300<br>190<br>12,301          | 2,700<br>5,300<br>8,138                        | 67<br>3,115<br><u>25</u><br>3,207     | 2,767<br>8,415<br>163<br>11,345            |
| ARKAURAAS<br>State Eigheey Boods<br>State Toll Eridge Boods<br>Total  | < #        | 51 82<br>92  | 5, <b>59</b><br>5, <b>58</b><br>5, <b>58</b> | 1,715<br>1,948<br>1,948   | 7,174<br>208<br>7,472   | 5,638<br>85<br>5,723           | 1,738<br>1,738  | 109'1<br>315<br>917'1   | 5,820<br>105                             | 1, 354<br>1, 581   | 7,174<br>332<br>7,506                      | 6,010<br>125<br>6,135                           | 1,165<br>222<br>1,387                    | 275 °1<br>746<br>717 °1                           | 6,205<br>145<br>6,350                          | 970<br>217<br>1,187                   | 7,175<br>362<br>7,537                      |
| CALTPORTA<br>Begint State Road and Bridge Boods<br>Toll Bridge Boods<br>Total   | < #        | 80 82  | 1,000<br>2,435<br>2,435                      | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 1,990<br>1,990  | 1,000<br>2,765<br>2,765        | 54 45<br>5,465<br>5,466   | 1,045<br>1,045<br>1,211   | -<br>2,034                               | 5,370  | 101 'L                                     | -<br>2,361                                      | <u>5,311</u>                             | 7,672<br>7,672                                    | -<br>2,691                                     | 5, 241                                | 7,932                                      |
| COLORADO<br>Brate Highway Building Authority Boods<br>Brate Road and Bridge Boods<br>Toll Bood Boods<br>Total                                       | 4 4 A      | <b>60 63 69</b>  | 1,565<br>1,565<br>2,232                      | * 5.25  | 2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2<br>2.2.2.2<br>2.2.2.2<br>2.2.2.2<br>2.2.2.2<br>2.2.2.2<br>2.2.2.2<br>2.2.2.2.2<br>2. | 1,605<br>2,507<br>2,207        | ୡୢଞ୍ଚଞ୍ଚଛ   | 192<br>2,113<br>572<br>2,677  | 1,650<br>1,650<br>2,352                  | 3888<br>X  | 2, 109<br>2, 109<br>2, 617<br>2, 617       | 182<br>1,695<br>2,412                           | ୣ୷ୢୢୠୢୄଝୢୢୢୄୡୣ                           | 193<br>2, 104<br>573<br>2, 870                    | 1,740<br>1,740<br>2,478                        | 392                                   | 2,099<br>2,099<br>2,876                    |
| COMMATINE<br>Kigheny System Boods<br>Toll Bridge Bonds<br>Expressive Neverane Boods<br>Total  | < # #      | <b>0</b> 0 0   | 1,885<br>786<br>2,350<br>5,015               | 4,844<br>1,849<br>15,339<br>22,032  | 6,728<br>6,728<br>21,669<br>21,067  | 3,530<br>1,110<br>1,010        | 4,799<br>1,831<br>15,211<br>21,841  | 8,329<br>2,941<br>18,211<br>29,481                                  | 5,055<br>1,250<br>3,650<br>9,955         | 4, 737<br>1, 737<br>15,055<br>21,653   | 9,852<br>3,047<br><u>18,709</u><br>31,608  | 6,030<br>1,435<br><u>4,150</u><br><u>11,615</u> | 4, 519<br>1, 778<br>14, 925<br>21, 202   | 10, 549<br>3, 193<br>19,075<br>32,817             | 18,765<br>1,615<br>4,950<br>25,330             | 4,236<br>1,710<br>14,825<br>20,771    | 23,001<br>3,325<br>19,775<br>46,101        |
| DELANITE<br>State Statewy Doods<br>Turrythe Rwenne Doods<br>Dridge Doods<br>Neidbursemant Oblightions Assumed<br>Total                              | ≪発育で       | 5<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 6,357<br>108<br>108<br>0,108                 | 2, 391<br>261<br>262<br>2,662   | 8,748<br>669<br>1114<br>9,531   | 904<br>51<br>909<br>1,209      | 2,228<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,255<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155<br>2,155 | 8,505<br>1,155<br>1,155<br>81<br>10,393                             | 6,276<br>300<br>1,008<br>1,034<br>7,034  | 2,066<br>1,155<br>227<br>3,453   | 8, 342<br>1, 455<br>635<br>10, 487         | 6,276<br>320<br>408<br>7,054                    | 1,904<br>1,143<br>212<br>4<br>4<br>3,263 | 8,180<br>1,463<br>620<br>520<br>520<br>520<br>520 | 8,829<br>380<br>108<br>108<br>50<br>9,667      | 1,742<br>1,129<br>195<br>3,069        | 10,571<br>1,509<br>1,509<br>12,775         |
| PLANTAN<br>Development Commission Revenue Bonda<br>Toll Road and Bridge Bonda<br>Turnylka Revenue Bonda<br>Reimurement Ohligstions Assumed<br>Total | ≺角角ひ       | 6 4 0 0  | 3,525<br>1,468<br>- 5,517                    | 4, 515<br>5,670<br>5,670<br>646<br>646  | 8,040<br>7,138<br>1,230<br>16,408   | 3,845<br>1,923<br>-<br>6,410   | 4, 387<br>5,684<br>7,4584<br>7,4584<br>18,685   | 8,232<br>7,547<br>7,458<br>7,458<br>1,2867<br>28,504                | 4,200<br>2,163<br>-<br>7,0 <del>00</del> | 4,176<br>5,558<br>7,458<br>7,758<br>7,758  | 8,376<br>7,721<br>7,458<br>1,858<br>24,845 | 4,625<br>2,353<br>2,353<br>7,814                | 4, 089<br>5, 482<br>7, 458<br>7, 4511    | 8,714<br>7,835<br>7,835<br>1,318<br>25,425        | 4,930<br>2,578<br>2,578<br>2,578<br>743<br>743 | 3, 918<br>5, 396<br>7, 453<br>17, 325 | 8,848<br>8,848<br>7,653<br>1,301<br>25,776 |
| GECHOIA<br>Heginar Authority Bonds<br>Bural Road Authority Bonds<br>Total   | < A        | 80 60  | 2000<br>1900<br>1900<br>1900                 | 4,6,<br>3,8,6,<br>1,0,7,  | 8,573<br>8,196<br>16,769  | 86°5<br>2005<br>001            | 4, 513<br>3, 131<br>7, 644  | 8, 499<br>8, 196<br>16, 695   | 4,210<br>5,235<br>9,445                  | 4, 375<br>2,966<br>7, 341  | 8, 585<br>8, 201<br>16, 786                | 4,660<br>5,455<br>10,115                        | 4,211<br>2,796<br>7,007                  | 8,871<br>8,251<br>17,122                          | 4,508<br>5,630<br>10,138                       | 4,050<br>2,619<br>6,669               | 8, 558<br>8, 249<br>16, 807                |
| BANAII<br>Beate Highewy Bonds<br>Peibhreemant Chlightions Assumed<br>Total  | <b>۲</b> ۵ | 80 <b>60</b>   | 1, 784<br>1, 784<br>1, 796                   | 2,067<br>2,068  | 3,851<br>13<br>3,864  | 1,609<br>1,609                 | 1,995<br>   | 3,604<br>3,604  | 1,726<br>                                | 1,924<br><u>1,924</u>  | 3,650<br>3,650                             | יווי.<br>דווינ                                  | 1,853<br><u>1,853</u>                    | 3,624<br>3,624                                    | 1,810<br>                                      | 1,780<br>1,780                        | 3, 590<br>-<br>3, 590                      |
| shoot version files and substant  | < A        | 02 <b>6</b> 4  | 22<br>2931<br>2932                           | 17,188  | 23,119<br>23,114  | -1-1 <u>-55</u>                | 17,188<br>11,188  | 24,340  | 1, 100<br>1, 100                         | 17,188<br>11,188   | <u>8,97</u>                                | 1,TT6   | 17,188<br>17,188                         | 24,964<br>24,964                                  | 6,053<br>8,053                                 | 17,188<br>17,188                      | 25,241<br>25,241                           |
| <u>Turupthe</u> Revenue Bonda   | Ŕ          | F  | 8,246  | 9, 363  | 17,609  | 10,237                         | 4L0'6   | 116,61  | 105'TT                                   | 8,716  | 20,223                                     | 13,053  | 8,313                                    | 39C   | 1 <b>4,7</b> 85                                | 1,856                                 | 22,6h1                                     |
| KARRAS<br>Turupike Revenue Bonda  | •          | r<br>S   | 2,350  | 5,264   | 7,614   | 2,600                          | 5, 185  | 792   | 2,875                                    | 2*004  | 1,972                                      | 3,004   | 5,000                                    | 8,004   | 3,106  | k, 898                                | 8,004                                      |
| KARTUCII<br>General (bilgation Road Bonda<br>Toll Bridge Bonda<br>Toll Road Revenue Bonda<br>Toll Road Revenue Bonda                                | < A A      | ထ <mark>မ်ိုး</mark> ဆ   | 5,000<br>67<br>8,016                         | 3.9%<br>5.1%<br>6.1%  | 8,924<br>226<br>14,408  | 5,000<br>1,600<br>6,775        | 11<br>12<br>12<br>13<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14  | 1288<br>888<br>888<br>888<br>888<br>888<br>888<br>888<br>888<br>888 | 5,000<br>13,000<br>6,735                 | 3,68<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | 8,664<br>8,664<br>397<br>17,468            | 6,000<br>9,500<br>9,500                         | 3, 474<br>3, 476<br>9, 724<br>13, 346    | 9,474<br>893<br>895,895                           | 6,000<br>155<br>3,445<br>9,600                 | 3,294<br>3,294<br>9,488<br>12,924     | 9,294<br>297<br>22,533                     |
|   |            |  |  |   |   |                                | <b>Footnotes</b>  | tes appear on   | n sheet 3                                |  |  |   |  |   |  |                                       |  |

STATE OBLIGATIONS FOR HIGHWAYS-1963

,

FUTURE DEBT SERVICE REOUIREMENTS<sup>1</sup>

Compiled for calendar year from reports of State suthorities

FUTURE DEBT SERVICE REQUIREMENTS<sup>1</sup> (In thousand of dollars)

TABLE SB-5 BREET 2 OF 3 OCTOBER 1964

| from reports of State authorities  | -            | -  |  |  | -   | (In the   | thousands of d  | (surflop   |  |   |  |   |   |   |  |  |   |
|--|--------------|--|--|--|---|---|---|--|--|---|--|---|---|---|--|--|---|
|  |              | 77.  | 1961   | 5  |   |   | 1965  |  |  | 7967<br>9967  |  |   | 196T  |   |  | 1968   |   |
| STATE, OLIVIATOR AD CLASSIFICATION   | F "1         | THEN PRINCIPAL   | IPAL INTER   | <b>.</b>   | TOTAL PI  | PREMICIPAL D  | 10110000  | TOTAL  | PREMICIPAL   | 1922011   | TOTAL  | PROPERTY  | THERE   | TOTAL   | PREMICIPAL   | Tenterin   | INENI   |
| 1000001000<br>Bister Hughwy Boods<br>Toll Bridge Newcose Boods<br>Total  | <#           | 8 10,655   |  | 2, 250<br>5, 250<br>5, 250   | 15,686<br>2693<br>2003 3495   | 851 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1           | 22.4<br>23.4<br>24.4  | 9,480<br>1,631<br>11,111                           | 4, 917<br>4, 169<br>9,006  | 4, 556<br>431<br>4,907  | 9,473<br>4,600<br>14,073   | 5,075<br>4,169<br>9,284   | 4, 386<br>1000  | 9,461<br>1,569<br>14,030  | 5,200<br>1,169<br>9,451  | 4,223<br>369<br>4, <u>369</u>  | 9, 495<br>4, 538<br>14, 033   |
| MLTRE<br>Fision Magnay and Rridge Bonds<br>Toll Bridge Bonds<br>Formplate Authority Bonds<br>Fort Authority Bonds<br>Fort  | < # # #      | 8,100<br>8 8,100<br>8 1,956<br>8 1,956<br>10,901                           | 11 11 11 11 11 11 11 11 11 11 11 11 11   | 100<br>1111<br>1111<br>1111<br>1111                                | 9,184<br>207<br>5,100<br>17,000   | 7,100<br>2,100<br>2,101<br>2,101<br>2,110   | 3,066<br>3,066<br>4,118   | 8,021<br>229<br>5,473<br>13,895                    | 6,100<br>180<br>2,811<br>2,811<br>9,161  | 2,966 ET  | بن<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>20  | 3,29 BB   | 588.5<br>3,885<br>2,885<br>2,885<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985<br>2,985 | 3,77<br>8,93<br>6,116<br>16,85<br>16,85   | 2,200<br>3,702<br>6,112<br>6,112   | 803<br>8,727<br>3,447<br>3,447   | 8,8<br>8,1,9<br>8,83<br>8,93<br>8,49<br>8,49<br>8,49<br>8,49<br>8,49<br>8,49<br>8,49<br>8,49  |
| WITTAD<br>Bisto Ligney Dada<br>Turgia hereas Boda<br>Tuli Bridge Dada<br>Comity Bigkey Construction Boda<br>Conty Bisto  | < 8 # A      | สี่ 2 คือ<br>ธ.ค.อ.อ   | 1,301 7.5<br>10,812 3,0<br>1,335 11,1  | 01 11 21   | 18,811<br>13,823<br>13,923<br>34,945  | 12,201<br>10,951<br>24,500<br>24,500  | 7, 196<br>3,053<br>2,965<br>2,965<br>13,867   | 19, 397<br>3, 053<br>13, 816<br>2, 223<br>36, 439  | 13, 434<br>11, 886<br>1, 886<br>21, 475  | 6,862<br>3,053<br>2,915<br>2,915<br>13,446  | 20, 206<br>3, 953<br>2, 476<br>2, 476<br>40, 984   | 14,067<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,659<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24,559<br>24  | 12 2.00<br>13 2.00<br>14 2.00<br>15 2.0   | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   | 8.1.1.1.1.<br>8.0.1.1.1.<br>8.0.1.1.1.1.<br>8.0.1.1.1.1.                           | 6,088<br>2,975<br>2,805<br>2,805<br>2,372  | %~ <del>~</del><br>%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%   |
| MGBAACTURETTE<br>State Richard Boods<br>Fort Arthority Boods-Eighery Clarre 4/<br>Forguin Reveaus Boods<br>Fould Seven for Local Boods<br>State Jasues for Local Boods<br>Fotal  | <b>K</b> RRA | 8 29,767<br>7 5,165<br>7 5,165<br>7 5,165<br>7 5,125<br>8 2,125<br>8 2,125 |  | 10, 558<br>15, 703<br>2, 508<br>2, 508<br>30, 539                  | <sup>40</sup> ,325<br>2,653<br>3,123<br>8, <u>888</u><br>8, <u>882</u><br>8, <u>882</u>   | 29, TếT<br>27, 579<br>7, 542<br>7, 542<br>8, 553<br>8, 553<br>8, 553                                      | 9,817<br>1,507<br>2,479<br>2,479<br>2,547<br>2,547  | 39, 584<br>23, 015<br>3, 118<br>70, 886<br>70, 886 | 29, 167<br>23, 347<br>2, 125<br>2, 125<br>675<br>675<br>675<br>8, 103<br>16, 103   | 9,078<br>15,074<br>2,448<br>2,448   | 38,845<br>1,653<br>3,123<br>3,123<br>2,717<br>2,717<br>7,909   | 8,801<br>379<br>14,224<br>107<br>2,001<br>107<br>107  | 8,338<br>8,44,5<br>8,44,5<br>8,44,5<br>8,44,5<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,15<br>1,45,151,45,15<br>1,45,15<br>1,45,151,45,15<br>1,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,15<br>1,45,151,45,151,45,15<br>1,45,151,45,151,45,15<br>1,45,151,45,151,45 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| MCOTINA<br>Brass Ighuwy Bonda<br>Brdag Bewene Bonda<br>Frdag   | < A          | 48<br>23,<br>23,   | 23,730 19,1<br>260 1,1<br>23,990 23,   | 0, 121<br>0, 242<br>1, 363   | 42,851<br>4,502<br>47,333   | 24,400<br>330<br>24,730   | 18,197<br>1,651<br>22,848   | 42, 591<br>4,981<br>41,578                         | 24,305<br>24,905   | 17,298<br>4,638<br>21,936   | 1102'01<br>51169<br>100'01   | 5,20<br>07<br>07<br>07<br>07  | 16,439<br>4,618<br>21,057   | 41,709<br>5,326<br>41,021   | 26,105<br>895<br>21,000  | 8,54<br>8,58<br>11   | 41,686<br>5,465<br>41,111   |
| NETHERIOTA<br>State Righmay Bonda  | ۲            | 8 2,   | 2,800  | ъ,   | 3, 761  | 2,900   | 998   | 3,708  | 3,000  | 812   | 3,812  | 3,100   | 738   | 3,832   | 3,100  | 651  | 3, 751  |
| MERSINGUTFI<br>States Mighawy Bonda<br>Bridge Neverses Bonda<br>State Jesues for Local Roads<br>Total  | ~ # A        | 8-8<br>8-8<br>8<br>8   | 4, 168<br>940<br>951<br>1,953<br>2, 953<br>2, 2,   | 2,149<br>2,034<br>2,034  | 6,831<br>1,991  | 4,380<br>735<br>861<br>5,316  | 2,031<br>153<br>2,498<br>2,498  | 6,331<br>888<br>7,884                              | 1,436<br>750<br>7,431  | 2, 1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,  | 6, 340<br>895<br>785<br>785<br>785   | 86.<br>2005   | 1,<br>136<br>2,<br>298<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,<br>2,  | 6,385<br>931<br>1,833<br>1,833  | 12 66 68 4   | 2,094<br>2,094<br>2,094  | 6,369<br>1,033<br>781<br>7,983  |
| NCERCORE 5/<br>Netdage Boods   | a<br>B       | 8-1  | 1,259  | 165  | 1,424   | 609   | 132   | 141  | <b>%</b>   | а<br>В  | 141  | <b>6</b> 9  | 132   | TAT.  | <b>§</b>   | 132  | 747   |
| ARM MANEGULES<br>- States Elgency Doods<br>Poull Pringles Newsons Boods<br>Forst   | ₩<br>4 A A   |  | 3,100<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105<br>1,105  | 1,3%   | 4, 36<br>64<br>7, 470<br>7, 488<br>7, 4887<br>7, 4887<br>7, 4887<br>7, 4887<br>7, 4887<br>7, 4887<br>7, 4887<br>7, 4887   | 3,100<br>3,100<br>1,195<br>4, <u>3</u> 40   | 1,206<br>3<br>1,481   | 4, 308<br>1, 465<br>5, 881                         | 3,100<br>4,5<br>4,350  | 1,116<br>253<br>1,371   | 4, 216<br>2, 47<br>5, 121  | 2,850<br>2,850<br>1,265<br>4,160  | 1,003<br>228<br>1,263   | 3,873   | 3, 150<br>3, 150<br>1, 200   | 8,188,1<br>8,188,18  | 4, 079<br>84<br>94<br>54<br>54<br>54<br>54  |
| ME JERCIT<br>Bits There of the Lighary Share<br>Special Tears-Office Highary Share<br>Special Thill Bridge Commission Bonds<br>Furnycha Newmans Data<br>Representy Authority Bonds<br>State Iseas for Local Bonds<br>State Iseas for Local Bonds<br>Fork | ~~****       |  | 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| 225<br>215<br>215<br>215<br>215<br>215<br>215<br>215<br>215<br>215 | 1,372<br>944<br>959<br>13,995<br>13,995   | 1,110<br>893<br>11,882<br>12,882<br>12,882<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,00<br>1,0 | 2%2<br>67<br>9,1%<br>9,1%<br>28,1%<br>29,1%   | 1,368<br>9460<br>11,364<br>11,394                  | 1,160<br>909<br>909<br>551<br>5,855<br>7,855<br>7,855<br>7,855<br>7,855<br>7,130   | 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| 1,371<br>943<br>943<br>943<br>943<br>945<br>15,786<br>2,223<br>2,223<br>2,223<br>2,223<br>2,223<br>2,223   | ц, 800<br>5, 1, 800<br>5, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,  | 691<br>200,01<br>200,01<br>200,01<br>100,01<br>100,01<br>100,01<br>100,01   | 1, 369<br>28, 692<br>28, 692<br>21, 036<br>2, 222<br>2, 223<br>2, 223<br>2, 223<br>2, 223<br>2, 223<br>2, 223<br>2, 233<br>2, 2, 233<br>2, 2, 233<br>2, 2, 233<br>2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2  | 30<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19   | 4, 19, 8, 8, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19  | 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| ITM MELTOO<br>State Righery Bonds  | ۷            | г<br>8   | 1,050  | 631  | 6/1,1   | 1,500   | 93  | 1, 593   | 1,500  | 83  | 1, 558   | 1,000   | *   | 1,032   | 1,000  | я  | 1,011   |
| THEN TORE<br>State and may bonds<br>or the Crossing and Parkawy Bonds<br>foil Arthority Bonds-Eighney Share by<br>Throwy Bonds<br>Total  |              | 20000000000000000000000000000000000000                                     | 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| RUERE CURCLINA<br>State Righting Bonda   | Y            | 8  | k,000  | 631  | 4,631   | 11,250  | 1,137   | 19£"2T   | 11,400   | 156   | 12,357   | 11,600  | <b>8</b> 2  | 3 <b>9</b> 6'3T   | 11,800   | 578  | 12,378  |
| OETO<br>Bista Righewy Dools<br>Turngiles Nevense Boods<br>Bridge Bools<br>Total  | < # #        | 25 9 9<br>25 9<br>25 9   | 35,960 8,<br>6,400 9,<br>120 13  | 8, 386<br>9, 730<br>188<br>1, 246                                  | 44, 288<br>16, 130<br>308<br>50, 725  | 32,665<br>6,900<br><u>39,695</u>  | 1,390<br>9,582<br>181<br>181  | 40,015<br>16,422<br>351<br>76,708                  | 32,665<br>7,100<br><u>39,910</u>   | 6, 483<br>9, 298<br>116<br>15,999   | 38, 108<br>16, 336<br>379<br>379<br>379<br>379<br>379<br>379<br>379<br>379<br>379<br>379   | 32,645<br>1,400<br>1995<br>10,280   | 5, %5<br>9, %67<br>1, 798   | 38, 210<br>16, 467<br>361<br>55,038   | 32,640<br>7,600<br>205   | 10°  | 31,264<br>16,426<br>74,002  |
|  |              |  |  |  |   | Footnot   | as appear t   | on abset 3   |  |   |  |   |   |   |  |  |   |

Highway Finance

| Compiled for calendar year<br>from reports of State authorities  |  |  |   | FUT  | FUTURE D   | DEBT SI  | SERVICE<br>a thousands of 40  | E REQ(  | REQUIREMENTS <sup>1</sup><br>1147-1   | ENTS  |   |  |   |   |  |   | TABLE SB-5<br>SERET 3 OF 3<br>OCTORER 1964  |
|--|--|--|---|--|--|--|---|---|---|---|---|--|---|---|--|---|---|
|  |  | SERIAL   |   | 1961   |  |  | 1965  |   |   | 3961  |   |  | L96T  |   |  | 996T  |   |
| A BUTTAT FIGURE AND AND STATE  |  | <b>N</b> 7   | PREMICTPAL  | THERET   | TVIOL  | PRINCIPAL  | THURST  | TOTAL   | PRINCIPAL   | 1993141   | TOTAL   | PRINCIPAL  | INTEREST  | TOTAL   | PRINCIPAL  | THEFT   | TOTAL   |
| OULARDAN<br>Turnpiles Revenue Bonda  | A  | 1-8<br>8-18  | <b>7</b> 8  | 5,011  | 5,791  | 8  | 7,44c   | 8,362   | 1,070   | 114'1   | 8,481   | 1,200  | 7,376   | 8, 576  | 1,862  | 7,333   | 9,195   |
| citracca<br>Bisis Ilginuy Bonds<br>Toll Bridge Bonds<br>Total  | < #  | <b>თ</b> თ   | 6,800<br>6,800  | 1,915  | 1,964<br>751<br>8,775  | 7,700<br>1,700   | 1,1017  | 8,317<br>1,151<br>9,468   | 7,300<br>8,100<br>8,100   | 1,581   | 8,154<br>2,527<br>9,681   | 4, 300<br>5,100<br>5,100   | 1,389 S   | 4,991<br>1,495<br>6,485   | 4,300<br>5,100<br>5,100  | 1.288.28  | 4, 895<br>1,463<br>6,338  |
| Presentitivaria<br>States Highery Boods<br>Fail Brades Boods<br>furgues Bressue Boods<br>Forst   | < ##   | 84 54<br>80 50   | ********<br>*****************************   | 8,705<br>16,728<br>16,372<br>16,372                        | 7,895<br>5,443<br>5,443<br>5,443   | 202<br>202<br>202<br>202<br>202<br>202<br>202<br>202<br>202<br>202 | 2,442<br>2,442<br>15,586<br>15,586<br>15,586                                | 7,547<br>5,662<br>30,655  | Straig<br>Straig  | 2,330<br>2,5714<br>14,701   | 1,559<br>5,889<br>30,982<br>14,430  | 5,361<br>3,420<br>8,781  | 2,208<br>2,135<br>13,969  | 2,135<br>6,046<br>8,135<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569<br>7,569 | 892<br>895<br>895<br>895<br>895<br>805<br>805<br>805<br>805<br>805<br>805<br>805<br>805<br>805<br>80 | 2,080<br>2,532<br>2,135<br>2,135<br>2,135   | 7,560<br>6,292<br>17,435<br>31,287  |
| REALD<br>State INLAN<br>Special Bridge Sonis<br>Poll Bridge Bonds<br>Poll Total  | <b>4</b> 4 A   | 00 Fr 64   | 2, 140<br>254<br>2, 497<br>2, 497   | 1,417<br>185<br>185<br>1,611                               | 3,557<br>439<br>112<br>4,108   | 2,140<br>254<br>203<br>2,497                                       | 1,355<br>1,955<br>1,559   | 3,496<br>439<br>112<br>112  | 91 8 6 6 6 C  | 1,284<br>1,185  | 3,434<br>112<br>3,985   | 2,400<br>274<br>201<br>201<br>201<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2,400<br>2, | 1,232<br>185<br>1,426   | 3,372<br>859<br>3,923<br>3,923  | 2,140<br>254<br>2,493<br>2,493   | 1,170<br>1,170<br>1,364   | 3, 310<br>8,439<br>112<br>3,861   |
| SCOTT CHARCETTAL<br>State Tageney Bonds<br>Baidburgement Oblighticus Assumed<br>Forta  | <b>∢</b> 0   | <b>60 60</b>   | 3,900<br>246<br>4,146   | 390  | 4, 290<br>246<br>4, 536  | 3,800<br>246<br>4,045  | 8, <mark>8</mark>   | 4,110<br>246<br>4,336   | 3,300<br>196<br>196   | ដ ដ   | 3, 731<br>3, 721  | 3,300<br>166,3   | 851 .<br>851 .  | 3,458<br>3,624<br>3,624   | 2,500<br>2,666<br>2,666  | 8 8   | 2,586<br>166<br>2,752   |
| TERMINSSER<br>Brake Tighwy Bonds<br>State Issues for Local Roads<br>Total  | ٩A   | 8-8<br>8-1   | 4, 817<br>4, 000<br>8, 817  | 2,131<br>011<br>2,241                                      | 6,948<br>6,948<br>11,058   | 8,700<br>2000<br>700<br>700<br>700                                 | 2,053<br>60<br>2,113  | 10,753<br>3,060<br>13,813   | <u>8</u> 8  | 1,865<br>1,865  | 2,565<br>2,565  | 8.8  | 1,837<br>1,837  | 2,537<br>2,537  | \$. <mark>8</mark>   | 1,809<br>1,809  | 2,509<br>2,509  |
| <u>rettes</u><br>Turrydre Bevenue Bonda<br>Beisburseesnt Obligstions Assumed   | я U  | 81-83<br>83  | 600<br>410<br>1,010   | ጃ හ <u>ඳ</u>   | 1<br>888<br>81<br>9  | 888<br>1   | ¥SE   | 1,049<br>1,56   | 88 <del>2</del> 1   | 98 N 33   | 1,130<br>1,397<br>1,527   | 8 <u>8</u> 9   | 8.5 <del>1</del>  | 1,109<br>1,445  | 900<br>1,155   | <u>କ</u> ୍ଷ ମହ୍ନ  | 1,187<br>1,187<br>1,461   |
| VEROCOFT<br>State Eighney Bonds  | ۲  | ø  | 3, 235  | 8#5  | ₩,077  | 3,235  | 758   | 3,993   | 3,230   | 673   | 3,903   | 3,230  | <b>&amp;</b>  | 3,819   | 2,630  | ų   | 3,141   |
| VINGUELS<br>FOLL Paridge and Farry Bonds<br>foll funnel Bonds<br>furngize Revense Bonds<br>foll Bridge and funnel Revenue Bonds<br>foll Stridge and funnel Revenue Bonds   | 8888   | ****   | 3,374<br>500<br>4,353   | 12, 13, 13, 14, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15     | 5,930<br>5,395<br>5,395<br>5,395<br>5,395<br>5,395<br>16,596   | 3,653<br>565<br>685<br>4,778                                       | 2,455<br>2,455<br>2,665<br>2,065<br>12,092                                  | 6, 108<br>6, 108<br>3, 317<br>5, 063<br>16, 830   | 3,928<br>5,228<br>7.55<br>7,55  | 2,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945<br>1,945 | 6,274<br>5,274<br>3,412<br>5,063<br>17,149  | 1,216<br>946<br>5,692<br>5,692   | 8,4,4,4,4,4<br>8,6,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,   | 6. 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FR3<br>7.  | **************************************   | 8448<br>8659<br>866<br>866<br>866<br>866<br>866<br>866<br>866<br>866<br>866<br>86                 | 12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>12,796<br>10  |
| MASHIMOYYM<br>Special Isana-State Highway Share<br>Toll Bridge Bonds<br>State Isanas for Local Roads   | < # Q  | ສ <mark>ສ</mark> ິສ  | 4,023<br>3,221<br>7,541   | 3,017<br>2,358<br>2,358<br>3,42<br>5,517                   | 7,040<br>5,579<br>13,158   | 4, 137<br>3, 294<br>1, 839   | 2,899<br>2,317<br>2,317<br>5,348  | 7,036<br>5,611<br>5,611<br>13,187   | 6,268<br>3,388<br>10,067  | 2,78<br>2,275<br>2,275<br>2,275<br>2,275<br>2,275<br>2,275<br>2,275   | 9,048<br>5,657<br>15,243  | 8,097<br>3,192<br>1,717  | 2,23<br>10,03<br>10,03<br>10,03<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,04<br>10,0000000000 | 10,684<br>5,468<br>16,643   | 8,428<br>8,428<br>11,439<br>12,004<br>12,004   | 2,339<br>2,183<br>4,619<br>4,619  | 10, 765<br>5,024<br>16, 325   |
| WEST VIRGINIA<br>Base Rigima Bonda<br>Toll Bridge Bonda<br>furgite Revenue Bonda<br>fortal   | < A A  | 00 00 <b>6</b> 4   | 7,033<br>50<br>7,083  | 1,320<br>219<br>2,310<br>2,310<br>2,310                    | 8, 353<br>8, 353<br>269<br>269<br>11, 399  | 6,214<br>55<br>6,289   | 1,189<br>21,199<br>21,189<br>21,189<br>21,189                               | 7, 403<br>2717<br>2717<br>10,4571   | 5,413<br>77<br>5,488  |   | 6, <del>1</del> 83<br>2, 589<br>9, 589  | 4, 713<br>95<br>4, 808   | æa <b>li</b> k  | 5,680<br>306<br>8,763   | 3,594<br>3,794<br>3,709  | 8,88 FE   | 4,40<br>1,90<br>1,900   |
| WIBCONSIN<br>Neimbursement Obligations Assumed   | υ  | ø  | 399   | 14   | Onte   | 399  | 21  | y:set   | 329   | 13  | 342   | 8  | -   | 8   | æ  | ٥   | 8   |
| DISPERICY OF COLUMNIA  | ۲  | 80   | <b>3</b> 8  | 1,646  | 2,212  | 5  | 1,419   | 2,152   | 762   | 1,390   | 2,152   | 792  | 1,360   | 2,152   | 823  | 1, 329  | 2,152   |
| RIMMARY<br>Barks Righewy and Bridge Bonds<br>Thuir Boad and Bridge Bonds<br>Theimburseement Onlightions Assumed<br>Theimburseement Onlight on Bridges<br>Othe Issues for Local Roads   | KAC Δ  |  | 25, 32<br>25, 25<br>372, 66<br>372, 66<br>372, 66<br>372, 66<br>372, 572<br>36<br>372, 572<br>372, 572, 572<br>372, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572<br>572, 572, 572<br>572, 572, 572, 572, 572, 572, 572, 572, | 111,066<br>166,471<br>303,467<br>303,484                   | 85, 12<br>88, 12<br>88 | 247,315<br>22,015<br>380,527<br>393,338                            | 86,724<br>757<br>757<br>757<br>757<br>757<br>757<br>757<br>757<br>757<br>75 | 355, 324<br>28, 753<br>28, 753<br>29, 753<br>29, 753<br>20, 7 | 221,784<br>147,628<br>1,818<br>301,239<br>301,539   | 100,976<br>202,458<br>304,146<br>308,889  | 328,750<br>370,006<br>501,570<br>501,570<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,110<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>506,500<br>500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,500<br>500,5000<br>500,5000<br>500,5000<br>500,5000<br>500,5000<br>500,5000<br>500000000 | 236, 503<br>131, 375<br>1, 1, 104<br>375, 372<br>305, 863  | 94,628<br>201,989<br>201,7217<br>301,702  | 331,131<br>339,364<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,135<br>2,134<br>2,135<br>2,134<br>2,135<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,134<br>2,1354<br>2,1354<br>2,1356<br>2,1356<br>2,1356<br>2,1356<br>2,1356<br>2,1356       | 242, 705<br>157, 226<br>1, 435<br>10, 678<br>10, 678<br>112, 044                                     | 87,706<br>1981,416<br>611<br>286,7733<br>286,7733<br>286,7733<br>286,7733<br>286,7733<br>286,7733 | 335,642<br>355,642<br>2,046<br>2,046<br>1,1,709<br>1,1,709<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,009<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,00 |
| <sup>1</sup> / <sup>1</sup> See table 63-1 for general note on 63 series. Bobt requirements beyond 1968 are omitted.<br><sup>2</sup> / <sub>2</sub> <sup>1</sup> For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarize<br>on these 3.<br><sup>3</sup> / <sup>1</sup> Serial bonds normally require annual redemytion from current revenues. Them bonds normally require annual pay-<br>ments to a sinking fund which, together with sinking fund earnings, will be sufficient to redeem bonds at maturity. The<br>ments to a sinking fund which, together with sinking fund earnings, will be sufficient to redeem bonds at maturity. The | the fave have the factor of th | Debt required to the class of the class of the class of the current of the curren | irements bey<br>stfied in a<br>rent revenue<br>s, vill be a   | cond 1968 ar<br>ccordance v<br>ss. Term bo<br>sufficient t | e cunitted.<br>Ith the type<br>nds normally<br>o redeem bou  | s of issues<br>, require and<br>ds at maturi                       | summertsed<br>and pay-<br>ty. The   | require<br>mticity<br>S   | requirements for principal given in this table represent anticipated z entricipated anticipated rough frack for the mount contribution $\frac{1}{2}$ Retimated from data contained in publication reports. If adamption schedule was not reported for State-essued relation | Incipal giv<br>tions to sin<br>from data c<br>schedule w  | en in this t<br>ting funds f<br>outsined in<br>ss not repor   | able repress<br>or tarm boud<br>rublished re<br>ted for Stat   | eut auticipa<br>ls. Capital<br>sports.<br>te-assumed r  | wted redemptions for seri<br>Lized interest is omitted<br>reimbursement obligations   | redemptions for serial<br>interest is cmitted.<br>ursement obligations.                              | al bonds and  |   |
|  |  |  |   |  |  |  |   |   |   |   |   |  |   |   |  |   |   |

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Highway Statistics, 1963

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RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-19631

| Compiled for calendar year |  | UMINISTEREU TULL<br>(In thousands of  | RUAD AND URUSSING FACILITIES 1303                                 | Nilcen  |  |   | 2021                               |   |                                     | TANKI<br>BHERET<br>OCTO        | TABLE ST-3B<br>SHERT 1 OF 3<br>OCTOBER 1964   |
|----------------------------|--|---|---|---|--|---|------------------------------------|---|-------------------------------------|--------------------------------|---|
| and to enjoy mil           |  |   | BALANCES OF<br>JANUARY 1, 1963 3/                                 | 001<br>963 2/   |  | <u> </u>  | _                                  |   |                                     |                                |   |
| STATE                      | LITTICAL OF RANK   | 2 TELEBORITAN ANTERDRITT 2  | RESERVES<br>FOR<br>CONSTRUC-<br>TICH,<br>OPERATION,<br>ETC.       | RESERVES<br>FOR<br>DEPT<br>SERVICE  | HIGHMAY-<br>USER<br>REVENUES   | I DURA  | NU SUNCE                           | RECORD<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM<br>FROM  | CONCES-<br>STORS<br>AND<br>HORTPALS | MLSCEL-<br>LANBOUS<br>RECEIPTS | TOTAL   |
| Alaska                     | Chilkst and Menana Ferries   | Alaska Department of Fublic Works   |   | •   | •  | 170   | •                                  |   | •                                   |                                | 0/1   |
| Artensas                   | Mississippi River Bridge (Belens-Friers Point)   | Artansas State Highway Department   | 182   | 852   | 13   | 392   | 5,775                              | ม   | •                                   |                                | 6,262   |
| California                 | San Francisco-Oakland Bay and San Mateo-Alameda<br>Bridges<br>Detamond Can Beresi Buddes   | r 1dge  | 50,948<br>32  | ,<br>846  | 1,362<br>625   | 15,680<br>3,412   |                                    | 1,650<br>203  | 256                                 | 613<br>5                       | 19,227<br>4,242   |
|                            | Ban Francisco Bay-South Grossing (proposed)<br>Carquines Stratis Bridges<br>Ban Poto-Terainal Island Bridge 4/<br>Total  | California Toll Bridge Anthority<br>California Toll Bridge Anthority<br>California Toll Bridge Anthority  | 5,803<br>5,803<br>64,717<br>64,717                                | 16,124<br>806<br>17,878   | 368<br>2,355   | 5,325<br>24,523   | 75,047                             | 2,685<br>2,505<br>2,508   | 8 18                                | 592<br>592                     | 81, 301<br>311<br>105,082   |
| Colorado                   | Denver-Boulder Turnpike  | Colorado Department of Highways   | •   | 1,352   | •  | 802   | 3,085                              | 9   |                                     | -                              | 3,926   |
| Connectleut                | Charter Oak, Putnam, and Wolcott Bridges<br>Grovion-Sper London Bridge 5/<br>Oid Lyme-Oid Shytnock Bridge 5/<br>Nortita and Milbur Coose Partways<br>Nortital Hurnpike (Greenwich-Killingly)<br>Rochvill-Glastonbury, Chester Badiyme Furites<br>Mood Mail | Connectiont Bhate Highmay Department<br>Connectiont Shate Highmay Department<br>Connectiont Shate Highmay Department<br>Connectiont Shate Highmay Department<br>Connectiont Shate Highmay Department                        | 1,217<br>623<br>390<br>15,862<br>17,492                           | 2,365<br>2,108<br>1,194<br>1,194<br>21,662<br>33,329                            | 3,686<br>3,686<br>3,739  | 2,633<br>157<br>157<br>693<br>3,780<br>11,286<br>29<br>29<br>29<br>29           |                                    | 48<br>49<br>48<br>1,718<br>1,718<br>1,863   | -<br>492<br>1,169<br>1,661          |                                | 2,680<br>206<br>206<br>206<br>20,926<br>23,936<br>21,911  |
| Delaware                   | belevere Memorial Bridge<br>John F. Kennedy Memorial Highway 4/<br>John J. Kennedy Memorial Highway 4/   | Delaware River and Bay Authority*<br>Delaware State Higheny Department  | 1,805<br>19,501<br>21,312   | 2,150<br>2,310<br>4,460   |  | 6, 315<br>6, 550<br>6, 550  | 2,0 <u>15</u><br>2,0 <del>15</del> | 8 <del>1</del>  | - <del>ସ</del> ାର<br>'              |                                | 6,380<br>2,789<br>9,169   |
| Florida                    | Bunchine Erywery (Lover Tauga Bay Eridge)<br>Manates County Eridges<br>Martin County Eridges 6/<br>Butta Rosa (Barrers) Eridge   |   | 되 않 1 년<br>1 년 1 년 1 년 1 년 1 년 1 년 1 년 1 년 1 년                    | 1,372<br>253<br>253<br>253<br>253<br>253<br>253<br>253<br>253<br>253<br>25      | <i>ጜ</i> ፚ፟፞፝፞፞፞፞፞፞፞፞፞፞፞ጜ፟፟፟<br>፝  | 2,285<br>2938<br>2938<br>2938<br>2938<br>2938<br>2938<br>2938<br>2938           | 1,515                              | ะกลางอยู่ส  |                                     | ¥<br>۲                         | 2,347<br>774<br>1,606<br>2,131<br>2,131   |
| -<br>-<br>-                | Finelias Beyery<br>Canaveral Canavery J/<br>Fenasoola Beach Bridge<br>Jacksonrille Expressent System<br>Duccanary Tauli Bead<br>Summine State Parries<br>Frankin County Perries  | Florids State Road Department<br>Florids State Road Department<br>Burts New Taland Arthority<br>Gesconville Expresses Authority<br>Cosan Eigney and Port Authority<br>Florids State Road Department                         | 5,096<br>3,012<br>9<br>50,428<br>50,428                           | 5,985<br>1,885<br>1,419<br>16,419<br>32,544                                     | 885483   90<br>885483   865  | 4<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12 |                                    | 2, 1, 2, 3, 2, 2, 1, 1, 2, 3, 2, 2, 2, 3, 2, 2, 3, 2, 2, 3, 3, 2, 2, 3, 3, 2, 3, 3, 2, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, |                                     | 8/ 175<br>242<br>242           | 23,85<br>8,951<br>23,85<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,951<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955<br>8,955 |
| Permit e                   | Trancer  | Georgia State Toll Bridge Authority   | 145   | 3,663   |  | 3   | -                                  | 43  |                                     | -                              | <b>Ş</b>  |
| Thinds                     | Morthern Illinois Toll Righway System  | Illinois State Toll Highway Commission  | 4,614   | 22,128  | ,  | 26,739  | •                                  | 1,060   | 6 <del>9</del> 8                    | 61                             | 28,707  |
| Indiana                    | Mahaah Memortal Bridge<br>Indiana Aurupike<br>Tota   | Indiana Toll Bridge Commission<br>Indiana Toll Road Commission  | 165<br>9,443<br>9,608   | 888<br>888<br>888<br>888<br>888<br>8  |  | 13,426  |                                    | 1,353   | 1,800<br>1,800                      | . <u>8</u> 8                   | 166<br>16, 999<br>16, 991<br>16, 991<br>16  |
| Kansas                     | Kansas Turupike  | Kanses Turnpike Authority   | 1,671   | 7,733   | •  | 1,796   |                                    | 35  |                                     | 3                              | (an'/   |
| Kentucky                   | Saemeetoon and Bugension Kridges<br>Kantoory Turrythe (Louisrille-Alizabethtoon)<br>Mountain and Séstern Kantucky Parkwys <u>11</u><br>Totai   | Kentucky Department of Highways<br>Kentucky Department of Highways<br>The Auruphority of Kentucky   | 888<br>888<br>888<br>888<br>888<br>888<br>888<br>888<br>888<br>88 | -, <u>%</u><br>8511<br>8511<br>8511<br>851                                      | 248<br>2,3 <u>36</u><br>2,3 <u>36</u>  | 2,723<br>2,723<br>3,957<br>3,957  |                                    | 3.243   | <sup>₽</sup> ₹, <mark>8</mark>      |                                | 3,112<br>3,112<br>11,431<br>11,988<br>11,988  |
| Louisiana                  | Mtasiasiyyi River Bridge (Bev Orleans);<br>Canal Sireet Ferry<br>Bumakina Bridge (Denaldsouville)<br>20 al   | Mississippi River Bridge Authority<br>Ascension-St. Jesses Bridge and Ferry Authority   | 1,024<br>20,171<br>20,171   | 7,576<br>4,893<br>12,469  | 1,257<br><u>1,257</u>  | 3, 748<br>3, 748  |                                    | 303<br>1,053  | 8 8<br>'                            | 않 않                            | 5, 380<br>6, 130  |
| Mettre-                    | Augusta Bridge<br>Carlton Bridge<br>Dans Tail-Sedgicta Bridge<br>Bangor-Brewer Bridge<br>Joseport Basch Bridge<br>Maine Turnpike<br>Taland Ferry Service<br>Taland Ferry   | Maine State Highney Commission<br>Maine Purrupite Authority<br>Maine Purt Authority | 1, 123<br>1, 123<br>1, 715<br>1, 715                              | 240<br>240<br>225<br>225<br>225<br>225<br>225<br>225<br>225<br>225<br>225<br>22 | 3<br>3<br>3<br>3<br>0<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 135<br>- 155<br>5,470<br>5,470<br>6,034   |                                    | , 13<br>8 8 7 7 8 1<br>13   | ···· &                              |                                | 55<br>24<br>25<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26  |

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Footnotes appear on sheet 3

Receipts for state-administered toll road and crossing facilities-1963<sup>1</sup>

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Highway Statistics, 1963

# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

| 196T NEEDI  | l   | L  |   | L  |  |   | 80 582  | WA.1A4   | (in thousands of allers)   |   | fate to advoger mort   |
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| 114,11<br>272<br>272<br>273<br>274<br>273<br>274<br>274<br>274<br>274<br>274<br>274<br>274<br>274<br>274<br>274   | <u>5</u><br>-   | •  | <u>π</u><br>π<br>τ  | -  | 7 <sup>5</sup> 350<br>275<br>758<br>758<br>758   | 7 <u>17</u><br>38<br>731<br>-   | - <u>- 985</u><br>767<br>767  | 35<br>231<br>212   | Second Bridge Commission<br>Mr. Hope Bridge Muthority<br>House Island Department of Fublic Works   | Jemestown Britge<br>Jemestown Britge<br>The Joyes Prides<br>Total   | busisI sbodh   |
| ¥1792   | 50  | 78   | Шτ  | -  | 806,5  | -   | τ6ε'ε   | 800'S  | trindik Autority   | ealignung doroh brot-salial   | sexer.   |
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| ដស្វ័ន្ធពួន៥៩៩៩៩៩៩<br>ជំនឹងខេត្តដូនភូវិស្វ<br>ជំនឹង ឆ្នំ ឆ្នំ   | <u>0/8'T</u><br>-<br>698'T /ST<br>-<br>T  |  | 요. 요.* 980 9년 <del>*</del> 전<br>· .   | 954'1 <u>5</u><br>954'1 <u>5</u><br>-<br>-<br>-  | ដុទ្ធ ខេត្តខេត្តខេត្ត<br>ភូមិ ខ្លួំ ខេត្តខេត្ត<br>ភូមិ ខ្លាំ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ខេត្ត<br>ភូមិ ភូមិ ខេត្ត<br>ភូមិ ភូមិ ភូមិ ភូមិ ភូមិ ភូមិ ភូមិ ភូមិ   | 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| corpatasM  |
| <u>LT6'4</u><br>564'4<br>906<br>4TT   | 89<br>47<br>17<br>14  | 691<br>691   | 명   |  | 4 <sup>*</sup> 013<br>76 <sup>*</sup> 7<br>555<br>69   | <u>%</u>  | 392<br>393<br>17<br>29  | <u>८८५</u><br>ट.L५<br>८५७<br>ट.प-  | noiseineo Acto Nord State Markeston<br>Wert Tyrylas State Monet Commission<br>See Tyrylas Turgule Commission   | eghraf Alerinty<br>eghraf allraugh seit<br>eilignuf alright<br>faig   | ainigriV tash  |
| 400,875<br>404,263<br>26,989<br>26,262  | <u>104'8</u><br>053<br>941 'E<br>TE4'4  | 53 <sup>3</sup> 388<br>77<br>55 <sup>9</sup> 680<br>6 <sup>9</sup> f | <u>#3'997</u><br>30'200<br>73'005   | <u>112,538</u><br>475,48<br>701,977  | 955'4 <u>55</u><br>514'T<br>986'126<br>266'56T   | <u>116,11</u><br>863<br>861,8<br>40,6   | <u>967'145</u><br>509'01£<br>765'92T  | <u>452'911</u><br>531<br>917'465<br>556'1%3  |  | seliilos Tanu Tan eshir tai tai<br>seliilos titlos tai tai<br>tai<br>tai tai<br>tai tai<br>tai tai  | Burners  |
| .tequ   | evol beauting   | terry disc   | uffic and i<br>traffic M<br>public<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>factor<br>f | and to the state of the state o | appropriation of the states of | Provide a support of the second secon  |   |  | and the state of the state and (c)<br>and the state and the state, and (c)<br>is for which no toll-stree, are<br>ter for which no toll-stree and quest-<br>tericts, and municipalities are shown<br>wrisk.   | W-1 and 2 for general note on SP series. Tables 51<br>GP-1 and 2 for general note on SP series. This it is<br>accessite for the facts and the set Off start for the<br>intervence. (B) those the fills of which will be<br>the debyedness is still outstanding. Other facility<br>is interved by the row core had been incurred during the<br>trait of the outstanding. Other facility and<br>the set of special is still outstanding. Other facility<br>and furth outstandies, local noted and bring the<br>set and the set out outstanding. A set<br>and furth 1963.<br>That 1963.<br>The first outstand is of the set outstanding.<br>The set of the set of the set<br>of first 1963.<br>The first outstanding the set<br>of the set of the set of of held of the set<br>of the set of the set of of the set<br>of the set of the set of the set of the set<br>of the set of the set of the set<br>of the set of the set of the set of the set<br>of the set of the set of the set of the set of the set<br>of the set of the set<br>of the set of the   | sundarb hum sequeos<br>per sequences of the sequence<br>the period of the sequences<br>the sequences of the sequences<br>and second the sequences<br>and second the sequences<br>to search a second of<br>the second of the second<br>the second of the second<br>the second of the second of the<br>the second of the second of the second of the second of the<br>the second of the second of the second of the second of the<br>the second of the |

# DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

| Compiled for cal<br>from reports of | lendar year<br>State authorities   | (In thousa  | nds of dolla   | rs)   |   |   |   |  | ·····                                      |  | ō  | CTOBER 196  |
|-------------------------------------|--|---|--|---|---|---|---|--|--|--|--|---|
|                                     |  |   | MAINTE-  | ADMINIS-  |   |   |   |  | FUND<br>TRANSFERS                          |  | BALANC<br>DECEMBER 3   |   |
| STATE                               | RAME OF FACILITY   | CAPITAL<br>OUTLAY   | MAINCE<br>AND<br>OPERATION<br>2/   | TRATION<br>AND<br>MISCHL-<br>LANBOUS  | HIGHWAY<br>POLICE   | INTEREST<br>ON<br>OBLIGA-<br>TIONS  | RETIRE-<br>MENT OF<br>OBLIGA-<br>TIONS  | SUBTOTAL,<br>DIRECT<br>EXPENDI-<br>TURES   | TO<br>STATE<br>OR FOR<br>OTHER<br>PURPOSES | total<br>Dispurse-<br>Ments  | RESERVES<br>FOR<br>CONSTRUC-<br>TION,<br>OPERATION,<br>ETC.                      | RESERVES<br>FOR<br>DEPT<br>SERVICE  |
| Aleska                              | Chilkat and Menana Ferries   | -   | 170  | -   | -   | -   | -   | 170  | -  | 170  | -  | -   |
| Arkansas                            | Mississippi River Bridge (Helena-Friars Point)   | 46  | 61   | 4   | -   | 613   | 5,900   | 6,624  | -  | 6,624  | 154  | 518   |
| California                          | San Francisco-Oakland Bay and San Matso-Alamoda Bridges<br>Richmond-San Rafael Bridge<br>San Francisco Bay-South Crossing (proposed)<br>Carquinez Straits Bridges<br>San Porto-Terminal Island Bridge<br>Total   | 14,610<br>26<br>17<br>319<br><u>4,851</u><br>19,823   | 3,808<br>934<br>1,224<br>10<br>5,976                                     | 811<br>14<br>-<br>7<br><u>-</u><br>834  | -   | 2,423<br>3,604<br><u>272</u><br>6,299   | 496<br>45,267<br>45,763   | 19,229<br>3,893<br>17<br>50,421<br><u>5,135</u><br>78,695  | -  | 19,229<br>3,893<br>17<br>50,421<br><u>5,135</u><br>78,695                            | 50,946<br>383<br>39<br>14,877<br><u>3,209</u><br>69,454                          | 946<br>37,930<br><u>65</u> 2<br>39,52   |
| Colorado                            | Denver-Boulder Turnpike  | • -   | 154  | . 17  | -   | 191   | 182   | 544  | -  | 544  | •  | 4,736   |
| Connecticut                         | Charter Osk, Putnam, and Wolcott Bridges<br>Groton-Hew London Bridge<br>Old Lyme-Old Saythrook Bridge<br>Merritt and Wilbur Cross Parkways<br>Connecticut Thrupike (Greenwich-Killingly)<br>Rockyhill-Glastonbury, Chester-Hadlyme Ferries<br>Total  | 403<br>403  | 902<br>76<br>207<br>568<br>3,620<br>74<br>5,447                          | -<br>169<br>- 27<br>  |   | 1,448<br>28<br>50<br>15,495<br>17,021   | 360<br>220<br>200<br>2,200<br>2,200<br>2,980                                    | 2,710<br>325<br>626<br>568<br>21,745<br><u>74</u><br>26,048  | 997<br>752<br>3,705<br>-<br>-<br>5,454     | 3,707<br>1,077<br>626<br>4,273<br>21,745<br><u>74</u><br>31,502                      | 924<br>164<br>16,694<br>17,782   | 1,632<br>1,860<br>1,535<br>28,421<br>33,448   |
| Delaware                            | Delaware Memorial Bridge<br>John F. Kennedy Memorial Turnpike<br>Total   | 98<br><u>16,088</u><br>16,186   | 1,521<br><u>13</u><br>1,534  | 268<br>   |   | 396<br><u>1,211</u><br>1,607  | 4,526   | 6,809<br><u>17,402</u><br>24,211   | -  | 6,809<br><u>17,402</u><br>24,211   | 3,526<br>  | _ <u>1,250</u><br>1,250   |
| Florida                             | Bunshins Skyway (Lower Tampa Bay Bridge)<br>Martin County Bridges<br>Martin County Bridges<br>Santa Rosa (Havarre) Bridge<br>Hismi 36th Street Expressway<br>Pinellas Bayway<br>Canaveral Causeway<br>Penssocia Basch Bridge<br>Jackscortlie Expressway System<br>Buccameer Trail Rosd<br>Sunshine State Parkway and Extension<br>Franklin County Ferries<br>Total | 57<br>623<br>2,032<br>2,527<br>908<br>444,601<br>50,748                                     | 240<br>141<br>41<br>25<br>123<br>152<br>7<br>74<br>557<br>452<br>998<br> | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 349<br>157<br>64<br>87<br>1,071<br>816<br>32<br>2,841<br>138<br>7,430<br>12,985 | 1,639<br>439<br>1,727<br>45<br>360<br>-<br>75<br>905<br>58<br>856<br>-<br>6,124 | 2,228<br>757<br>1,832<br>2,14<br>2,177<br>3,000<br>2,534<br>181<br>5,527<br>648<br>5,527<br>648<br>5,654<br>73,830 |  | 2,228<br>757<br>1,832<br>2,177<br>3,000<br>2,534<br>5,527<br>648<br>54,654<br>73,830 | 177<br>22<br>68<br>3,494<br>6,145<br>572<br>9<br>7,434<br>10<br>13,002<br>30,933 | 1,326<br>587<br>-<br>226<br>5,017<br>1,850<br>651<br>205<br>7,123<br>86<br>8,140<br>-<br>25,221 |
| Georgia                             | Turtle River Bridge  | -   | 153  | -   | -   | 59  | 3,642   | 3,854  | -  | 3,854  | -  | -   |
| Illinois                            | Northern Illinois Toll Highway System  | 626   | 4,662  | 1,516   | 533   | 17,188  | -   | 24,525   | -  | 24,525   | 3,775  | 27,149  |
| Indiana                             | Wasbash Memorial Bridge<br>Indiana Turnpike<br>Total   | - <u>506</u><br>- <u>506</u>  | 14<br><u>2,937</u><br>2,951  | - <u>-748</u><br>- <u>-748</u>  | -441<br>-441  | <u>9,510</u><br>9,510   |   | 14<br><u>17,422</u><br>17,436  | 200<br>                                    | 214<br><u>17,422</u><br>17,636   | 137<br><u>-9,247</u><br>9,384  | <u>26,315</u><br>26,315   |
| Kansas                              | Kansas Turupike  | -   | 2,012  | 370   | 287   | 6,107   | 228   | 9,004  | -  | 9,004  | 1,675  | 7,790   |
| Kentucky                            | Shawneetown and Suspension Bridges<br>Kentucky Turmpiks (Louisville-Elizabethtown)<br>Mountan and Western Kentucky Parkways<br>Total   | -<br>203<br><u>60,107</u><br>60,310   | 117<br>381<br><u>229</u><br>727  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>   | 214<br>1,187<br><u>8,707</u><br>10,188  | 1,418<br>706<br>  | 1,749<br>2,600<br><u>69,359</u><br>73,708  | -  | 1,749<br>2,600<br><u>69,359</u><br>73,708  | 1,301<br><u>28,325</u><br>29,626   | 431<br>1,275<br><u>20,173</u><br>21,879   |
| Louisiana                           | Mississippi River Bridge (New Orleans); Canal Street Ferry<br>Bunshime Bridge (Donaldsonville)<br>Total  | 58<br><u>11,045</u><br>11,103   | 674<br>  | 176<br><u>26</u><br>202   | - 2   | 1,873<br><u>1,391</u><br><u>3,264</u>   | 2,894<br>   | 5,677<br><u>12,462</u><br>18,139   | -  | 5,677<br><u>12,462</u><br>18,139   | 1,112<br><u>9,286</u><br>10,398  | 7,191<br><u>3,646</u><br>10,837   |
| Maine                               | Augusta Bridge<br>Carlton Bridge<br>Deer Isle-Sedgwick Bridge<br>Bangor-Berewer Bridge<br>Jonesport Beach Bridge<br>Maine Turnpike<br>Island Perry Service<br>Total  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 69<br>-<br>25<br>1,570<br>   | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- |   | -<br>11<br>5<br>35<br>18<br>3,162<br><u>67</u><br>3,298                         | - 90<br>24<br>- 90<br>- 90<br>- 90<br>- 90<br>- 90<br>- 90<br>- 90<br>- 90      | 69<br>101<br>30<br>147<br>83<br>4,998<br>435<br>5,863  | -<br>-<br>-<br>-<br>-<br>-<br>6            | 75<br>101<br>30<br>147<br>83<br>4,998<br><u>435</u><br>5,869                         | 74<br>-<br>-<br>1,667<br><u>149</u><br>1,890                                     | -<br>215<br>23<br>252<br>143<br>6,775<br>-<br>7,408   |

TABLE SF-4B SHEET 1 OF 3 OCTOBER 1964

TABLE SP-4B SHERT 2 OF 3 OCTOBER 1964

16,602 16,602 16,602 80.24 27.25 10,834 5,957 23,629 23,629 <u>e</u>e 86,5<u>5</u> 55,555 6,633 388 7,021 82**1**7 ₹**I** 1,658 29,426 29,426 29,078 29,078 7,923 67,573 ъ,78 BALANCES OF DECEMBER 31, 1963 3/ RESIERVES POR DEBT SERVICE ğ RESERVES FOR CONSTRUC-TION OPERATION, EXC. 88 88 88 88 200 1,688 1,688 ສີ <mark>ອີຊົ</mark>ຊົ <del>11,413</del> 9,045 8,391 17,436 ଷଙ୍କ å 5,416 5,416 200 1,50 1,50 1,50 58886 6 1,923 20,523 20,523 20,523 016,01 012,07 01,031 18,825 39,478 30,478 885. 19 8 7, 11 37, 104 37, 104 R TOTAL DISBURSE-MENTIS DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup> 5<u>3</u> 1 23,482 646 /3 2,201 23,882 FURD TRANSFERS TO STATE OR FOR OTHER <u>4</u>/ 2,201 R ş . 2, 22 5, 25, 25 5, AUBTOTAL, DIRECT ECCTENDI-TURES 0,8<u>7</u> 51,69 55,423 51,423 51,725 51,725 51,725 51,725 51,725 51,725 51,725 51,725 51,725 51,725 51 5,031 1,212 6,243 88 102 1105 1105 1105 1105 1,913 29,955 29,955 22 8.38 7 <u>388</u>'वा 388'व <u>9979</u> 11 2,139 <u>3, 393</u> 1,100 1,255 8,536 3,549 13, 340 24.149 5,575 1,988 888 30,010 2,139 RETIRE-MENT OF ONLIGA-TIONS 8 \$ ٩ \$ <del>3</del>%£% 3,227 3,103 6,330 1,07 2,508 19,43 19,45 10,45 10,45 10,45 10,45 10,45 10,45 10,45 1 4,256 4,256 4,676 35, 354 35, 50 35, 354 997.01 10,335.01 6,154 2,955 11,2955 101,101 INTERNENT OBLIGA-88888 % % 3,463 2,691 \*\* 反 <u>8</u> -2,578 1,246 892 888 888 2,173 2,173 HI CHMAY POLICE 88 ន្តន្ត 567 2,138 Ŕ <u>6</u> ... . . . 37 2 3 RA F ADATHES-TRAFTON AND MESCEL-LANDOUS <u>83</u>5 2225 2255 <sup>∾</sup> ମ୍<mark>ଞ</mark>ାର ĝ 3,323 3,323 3,325 R 1,200 3,300 3,300 895 ž ፝ፚ፟፟፟<del>ኯ</del>ቜ፟ፙ፝፞፞፞፞ፚ፟፟፟፟፟፟፟<sup>፞</sup>፝፞<sub>፞</sub>፞፞ቘ፠፟ (In thousands of dollars) MATINTE-NANCE AND OPERATION 2,230 2,238 2,238 881<u>1</u> 881 10,057 4,389 ੑੑੑਜ਼ੑੑੑੑ ਲ਼ੑਫ਼ਫ਼ਲ਼ਲ਼ਲ਼ਫ਼ੵਲ਼ੑੑਸ਼ਫ਼ੑੑੑਲ਼ੑਗ਼ੑਸ਼ੑੑਸ਼ 1, 319 46 1,365 ۴¢ \$8<u>8</u>2 538 \$ 15,446 24 Å 4,<u>334</u> 13,530 13,530 CAPTEAL 25.900 36,057 2011 2011 2011 2011 2011 있었다 8<del>,</del>4 2,736 608 809 35,180 . . . . . . . Kingston, Rip Yan Winkle, Kéd-Budeon, Baar Kountain, and Keeburgh-Beacon Bridges Dauses Foint and Grom Foint Bridges Roussed fainunds Bridge Roussed fainunds Bridge Rece Bridge Rainboy, Jewiston and Baand Bridges; Kolland and Lincoln Tumels George Wainington and Baand Bridges; Soliand and Lincoln Tumels George Wainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels George Mainington and Baand Bridges; Soliand and Lincoln Tumels Cornell-Masses Busquehama, Futcame, and Chesapeake Ray Aridges; Fatapsoo Tumei John F. Ecmedy Mesorial Highwey Dubai, P. Ecmedy RAME OF PACILITY Fortemouth-Fullerton and Ironton-Russell Ruidges Onto Turnpike Total Delsamre River Bridges (Canden and Gloucester) Pennsylvania Turnpike System Total Hampton Harbor Bridge Mains-New Hampalire Interriate Bridge New Hampahire Turnpike System Total Nextic River Bridge Bast Boston Tunnel Massachmetts Turnpike and Extension Total Durner and Will Regers Turupikes Southwestern Turupike Eastern Turupike Total Eue Water International Bridge Mackinac Straits Bridge Sault Ste. Marie Bridge Total Various Toll Bridges See Jareey Turnpike System Garden State Farirey Atlantic City Expressenty Total Passo Bridge (Kansas City) Astoria-Megler Terry Astoria-Pt. Ellice Bridge Total Atlantic-Ocracoke Ferry Pascagoula Bridge Bay St. Lotis Bridge Total Compiled for calendar year from reports of State authorities North Carolina STATE New Rempshire see meett Pennsylvania Mississippi Nev Jersey faryland Michigan Missouri Bev York Ottahound Oregon 

Footnotes sppear on sheet 3

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1963<sup>1</sup>

629338595 181,436 375,331 TABLE SP-48 SUBLE 3 OF 3 OCTOBER 1964 322 8 3,38 5,5,6,4 5,5,6,4 5,5,6,4 35,116 **1**,851 1,319 556.761 FOR FOR DEPT SERVICE BALANCES OF DECEMBER 31, 1963 3/  $\frac{2}{3}$  Includes costs of toll collection. The first set will as State highery department funds dedicated for the set of special toll extinctions as well as State highery department funds  $\frac{1}{3}$  for the literature in excess of estimated appenditures, considered to have been allocated to other than highery facilities of the port extinctive.  $\frac{1}{3}$  for the device the set of the port extension  $\frac{1}{3}$ . RECERTES FOR CONSTRUC-CONSTRUC-COPERATION, ECC. 3966 , **8**8 2,502 2,502 2,502 2,502 2,503 21,972 200,693 374,884 575,684 1,415 <u></u>2233 437,292 631,609 2,378 1,071,279 568<u>8</u> 27897 1987 1987 1987 4,795 TOTAL DISBURSE-MERTS 29,218 3,705 32,923 PUBLIC PU . . . BUBROTAL, ILEBOT EXCTENDI -TURISS 408,074 627,904 2,378 1,038,356 5585 87887 19887 1 4,795 155,370 70,474 <u>86</u> 225,904 R REFIRE-NUME OF OBLIGA-TIONS ୫କ୍ଷ୍ 殿 1,350 3,735 2,59,5 2,59,5 12,473 សស ğ 38,391 3,728 169,85 180,85 190,85 190,85 190,85 10 1,403 188 1,603 18,043 LINTEREST OBLIGA-TIONS **⊢**ส 10,825 ដី -155 ដ្កដ្ឋ ខ្ម FOLICE 243 â କ୍ଷ 1, 23 1, 28 6,971 15,656 61 22,688 าาสุญ ADALTER-TRAFTON AND MERCEL-MERCUS ቲ เ 6 £ 844 (In thousands of dollars) , 5888888888 7 MATERIE-KANCE AND OPERATION 8,834 3 % **A**R 8 분원목 \$ If See tables ST-1 and 2 for general note on ST series. Thalse ST-32 and 43 are concerned with receipte and fullururements for State and quasi-State boil facilities, including (A) those oncerned or operated by State Editional Anti-State and have the fits of which will ultimately be wered in the State, and (0) obter major facilities that have more than local importance. Forms foil facilities, no voil-tere, are included where pounded indervotments is still outseature. For facilities for which no toils are shown wave under construc-tion, or preliminary costs had been incurred during the year. Data for yoblic and quasi-public facilities of specific by on for counties, local rook and bridge districts, and municipalities are shown in tables IP-32 operated by or for counties, local rook and bridge districts, and aunicipalities are shown in tables IP-32 , 168 16, 316 365 365 47,237 9,175 106 0<del>1</del> 0,621 269,450 272,450 398,143 CAPITINL ۴ 87 8 . . . . . Torttom, Jess River and Ruppahannock Bridges; Easyton Roads Tunnel Stissbeth River Bridge and Tunnel Gesegesta My Fridge and Tunnel System Roinnoothersburg Turnyike Chinoothegus-Jasstasgue Bridge Jesseton and Expensil Ferries Jesseton TIME OF PACILITY For Island Bridge Locens Bridge Loogrive Bridge Loogrive Bridge Spokuns Ner Bridge Spokuns Ner Bridge Port Manington Bridge Roconi Lab Bridge; Puget Sound Ferry Service Rock Canal Bridge; Puget Sound Ferry Service Proposed Rank Bridge; Projects Total Bridge and Tunnel Pacilities Total Road Facilities Total Furry Pacilities Orand Total Dallas-Fort Worth Turnpike Winfield Bridge Bev Martinsville Bridge West Virginis Turnpike Total Jamestown Bridge Mt. Rope Bridge Jamestown Ferry Total Compiled for calendar year from reports of State authorities West Virginia STATE Rhode Island Washington Virginia Burnery Texas

#### Highway Statistics, 1963

| 1-11 EIGHT 1964  |                    |                   |                                       | Alaber 5/<br>Alaber 1/<br>Arteon            | California<br>Colorado<br>Commercicut<br>Delamare § 11/                        | Florida<br>Georgia<br>Bernii<br>Idaho   | Tilikois<br>Daliana<br>Toma<br>Rumana  | Rentucky<br>Louisiana<br>Maine<br>Maryland  | Messachusetts<br>Michigna<br>Minnesota<br>Mississippi                                       | Kiasouri<br>Kontana<br>Bibrasia<br>Bevada  | New Hempshire<br>New Jersey<br>New Marico<br>New York  | Morth Carolina 6/<br>Morth Dabota<br>Chio<br>Chio | Cregon<br>Permeylvania<br>Rhode Island<br>Bouth Carolina  | Bouth Inkota<br>Parasses<br>Paras<br>Utah   | Vermont<br>Virginia 6/<br>Mabington<br>West Virginia 6/   | Wisconsin<br>Wycering | Total  | 1) up up<br>werehood,<br>att<br>famooe<br>the<br>miles  |
|--|--------------------|-------------------|---------------------------------------|---|--|---|--|---|---|--|--|---|---|---|---|-----------------------|--|---|
|  |                    | TOTAL             | RECELTING                             | 51,937<br>15,800<br>14,729                  | 196,38<br>23,095<br>1982<br>1983   | 89,25<br>19,9,5<br>19,9,5   | 488655<br>488655   | 188<br>6<br>6<br>6<br>6<br>7<br>7<br>1<br>8<br>7<br>1<br>1<br>8<br>7<br>1<br>1          | 1145<br>1998<br>1998<br>1998<br>1998<br>1998<br>1998<br>1998<br>199                         | 89,92<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,50<br>80,500 | 4,75,4,83<br>82,92,93<br>82,92,93  | 1, 395<br>17, 646<br>122, 361<br>39, 986          | 88%<br>88%<br>53%<br>53%<br>53%<br>53%<br>53%<br>53%<br>53%<br>53%<br>53%<br>53                               | 20, 141<br>38, 452<br>38, 452<br>38, 452<br>6, 216  | 9,119<br>9,170<br>2,995   | 86,370<br>3,191       | 1,989,544  | <pre>cortan; su,ou, minimum;<br/>siste tarme, i.e., service<br/>a grants. Federal aid<br/>to Yarginis. Federal aid<br/>ead in the State Mignery the<br/>control is restined by the<br/>control is restined by the<br/>control is restined by the<br/>sist for reach Mignery under<br/>the for reach Mignery the<br/>siste for reach<br/>able yoon Service to react<br/>the for state for survey</pre>   |
|  |                    |                   | TOTAL                                 | 8,547<br>1,487<br>-                         | 34,535<br>-<br>-   | 15,854<br>8,266<br>-<br>35  | 34,950<br>30<br>2,327  | 669<br>196,1<br>191,1<br>191,1  | 8,000<br>2,749<br>8,836   | 897<br>897<br>17<br>17   | 223<br>13,151<br>740,85  | ዾዿ፝፞፞፞ዿ፝ቜ   |   | 360<br>191,5<br>196,51  | अ <sup>,</sup> म्रि   | 9 <b>3</b> 8'त<br>-   | 220, kgk<br>Florida: \$ki                                      |   |
|  | BORTHONIOS         |                   | Table I                               | ×   |  | • • • •   | 88.8<br>86 - 87  | 38° '   | <br><br>  | 5,284<br>237<br>18   | 5,815<br>5,482   | '   | 3,415<br>-  | ਖ਼ହୁଝୁ  |   |                       | 33,892<br>Ma: \$1.000.   | <pre>ills e.v.v.v. ill miscellarse ther miscellarse ther miscellarse the average the average the prior to Sta the districtes ill districtes i</pre>  |
|  |                    |                   |                                       | 7,551<br>1,467                              | 34,535<br>-<br>-   | 15,854<br>8,266   | 26,630<br>   | 1,100<br>8,130  | 8,080<br>8,080<br>8,149<br>8,193  | <u>સ</u> ર્વ ટ્વેસ   | 229<br>7,276<br>18,465   | ዩ እቆ  | ,81<br>,60<br>,61<br>,60<br>,61   | 889<br>7<br>1<br>2<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8<br>9<br>8 | ន គ្ន   | 988,<br>ส             | 954,588 186,602 33,892<br>te of \$61.000. California: \$1.000. | a quivous durination<br>Beta gunaral fund au<br>Beta Beta Highary fund<br>a State Highary fund<br>roll in Datamers Part<br>Data for that a sub<br>abit which aristand i<br>dennaty flance<br>actionaty fill<br>actionaty fille<br>actionaty fille   |
|  |                    |                   | TVEOL                                 | 30,602<br>6,037<br>9,402                    | 15,108<br>3,126  | 18,243<br>9,955<br>7,604<br>7,904   | 44<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>33<br>3  | 2,274<br>15,361<br>2,039<br>2,039   | 6,8%<br>6,8%<br>30,8%<br>30,8%<br>30,8%   | 040<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90  | 882<br>1<br>1<br>1<br>8  | , 1,7%<br>28,8%<br>28,9%                          | 121,85<br>123,72<br>122<br>122<br>122<br>122<br>122<br>122<br>122<br>122<br>122<br>1                          | 8,115<br>36,731<br>36,731<br>36,731   | 88.4<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1<br>1,1,1,1<br>1,1,1,1<br>1,1,1,1,1<br>1, | 35,973<br>2,005       |  |   |
|  | E                  |                   | NUMBER OF                             | ۶3, <sup>۲</sup>                            | 3,88<br>905 - 1  | <u>୫</u> .୫ ୍ଟ  | <u>ន</u> ុឌន   | 83<br>  | ,<br>****   | <u></u> 분폭려늄   | 8999 a   | .%,¥  | 14,042<br>210<br>28   | 7387  | × .8.   | .ജ                    | 29,779<br>settitty receiv                                      |   |
|  | SER COVERENCE      |                   | TOPAL                                 | 30, 585<br>5, 766<br>8, 759                 | 103,634<br>14,140<br>3,126   | 17,984<br>9,317<br>5,611<br>7,0%  | 118<br>28558<br>28558  | 2,180<br>15,215<br>2,039<br>14,967  | 8,38,28<br>8,38,88<br>8,38,88   | 2, 4, 6, 4,<br>1, 6, 6, 6, 4,<br>1, 6, 6, 6, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4,  | 11,374<br>3,202<br>3,202   | 28,238<br>12,338<br>12,338                        | 89,82<br>89,82<br>81,12<br>83,12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>1 | 7,868<br>23,844<br>35,552<br>2,076  | 4,063<br>1,390<br>18,563  | 35,713<br>1,568       | 921,697<br>Les martine f                                       |   |
|  | NOO NING OTHER GOM | SIVIS             | Т.<br>Л                               | · · . <sup>5</sup>                          | 3,59   | 3,805<br>   | 3,378<br>1,673   | 5,936<br>5,070<br>6,070   | 3,290   | 1,296<br>  |  | 1.373<br>3.567                                    | *   | 1,315<br>-<br>-   | , , <mark>f</mark> f ,  |                       | 36,678<br>3/ Includ  | 411,000, Materians<br>Protings for the contract<br>Protings for the contract<br>Protings for the contract<br>Alabora, All but our<br>Alabora, All but our<br>Alabora, All but our<br>Alabora, All but our<br>Contras, eccept the contract<br>our the contract<br>Protings for our our our our our our our our our o   |
| (In thousands of dollars)  | BQVA               |                   | ETGREAT-<br>USER,<br>DGPOSTS          | 30,585<br>5,766<br>8,278                    | 10,001 /ul<br>720,001<br>251,51  | 4,719<br>9,317<br>9,317<br>9,315<br>7,52<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1,050<br>1 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| (In thousan  |                    | 4                 | BILLITVA<br>- TOTINO                  |   |  | .¤  | <b>ສ</b> ພ່ ຮ  |   | 1,199   | ㅋ.ㅋ.   |  | ۱ <b>۴</b> ۴.                                     |   | 8 %   | ، ۴.  | 8.                    | 3,112  |   |
|  |                    |                   | TVLOL                                 | 12,788<br>8,276<br>5,3276                   | 4,375<br>1,993<br>1,993<br>1,993   | %%%%<br>%£68%   | 3, 44<br>3, 316<br>36, 14<br>36, | £8.58   | %<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>% | 82,43<br>82,63<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>82,43<br>83,43<br>83,43<br>83,43<br>83,43<br>83,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,43<br>84,443<br>84,444,444,444,444,444,444,444,444,444,   | 5<br>8<br>9<br>9<br>8<br>9<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   | 1.0%<br>9.0%<br>9.0%<br>9.0%<br>9.0%              | 9.5.19<br>1.8   | 446°  | 400°2<br>390<br>194, <sup>12</sup>  | 37,571<br>1,106       | 814,462  | y including toll<br>y including toll<br>formating article<br>research for an<br>essential dange<br>essential and change<br>essential and change<br>essential and change<br>article article<br>article article<br>article<br>article article<br>article article  |
|  |                    |                   | MIBORL-<br>LANGOUG                    | & F.8                                       | 20 16,285<br>368<br>13   | 1,94<br>1,94<br>1,12<br>1,12<br>1,12<br>1,12<br>1,12<br>1,12<br>1,12<br>1,1   | รู้<br>สี่สี่ะะะั  | ¥&  | <b>겨</b> 옇딱붳  | ₹_8 <sup>⊢</sup>   | 2/ 2,686<br>1,974  | 2/ 1, 33<br>29                                    | ઝ્ઝ<br>૪૪ ન   | 4<br>4<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5                  | 2/ 5,398  | 2,005<br>-            | 51,793<br>et finance date                                      | 2 2 3 7 7 7 8 7 8 9 7 9 7 9 7 9 7 9 7 9 7 9 7   |
|  |                    | BOAD              | AID<br>CROBSTIN                       |   | 986°   | 811,1<br>821,1  | 84<br>   | 1,840<br>-<br>533   | к. <del>3</del>   | ¥28  | 2,231<br>-<br>855  |   | € <sup>6</sup> 8,   |   | . ۴.  |                       | 16,199<br>mad and atm  | 1 township of<br>s were offeeture<br>at the component<br>the component<br>the receipt<br>the mortions<br>is the receipt<br>the Bureeu<br>the Bure   |
|  | LOCAL REVENUE      | OTHER             | LOCAL<br>Diffeoens                    | ••••  | a'''   | <b>-</b> ►8.  | £त.°.  | -88,<br>  | ' A 'A  | 29<br>1,098<br>171   | ,×. ,  |   | • • • • •   | . <sup>8</sup> .∾   |   | <b>я</b> .            | 4,0%1  | y county and<br>my purpose<br>and 122 of<br>a data fo<br>a data fo<br>data data fo<br>a data fo<br>a data d |
|  | 2                  | LOCAL             | DEPOSTS                               | γ <b>8</b> 05<br>                           |  | 5,515   |  |   |   | ,  |  |   | ••••  | <i>.</i>  | . %   | •••                   | 8,856<br>tables movid  | threaked the second sec  |
| borities   |                    | GENERAL.          | FUED<br>APPROPRIA<br>APPROPRIA        | 911<br>3,324<br>1,471                       | 8/ 22,014<br>195<br>1,896  | 4,700<br>10,332   | -<br>908<br>6EL*1  | 3,633<br>1,073<br>15,129  | 9,504<br>12,792   | 1,347<br>1988<br>1988  | 3,968<br>26,499<br>30,089  | , 29<br>2,5%<br>3,5%                              | ុំ <sup>ភាពស្តី</sup> ។   | -<br>119<br>108<br>108  | 2,417<br>166  | 35,268                | 206,816  | ergra and dis<br>ergra allocated<br>ar. Tholes 12<br>UB-2 provide lables<br>purking fooi<br>purking fooi<br>purking fooi<br>curves<br>foods that i<br>thouse data i<br>thous  |
| fiscal years<br>t and local auti   |                    | PROPERTY<br>TAXES | AND<br>AND<br>BFRCIAL<br>ABGRESSMENTS | 9,158<br>3,169<br>2,965                     | 1,1<br>2,5<br>8,8<br>8,8<br>8,8<br>8,8<br>8,8<br>8,8<br>8,8<br>8,8<br>8,8<br>8 | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200  | 26,92<br>33,92<br>177<br>177   | 887.49<br>888<br>888  | 8,195<br>8,197<br>8,197<br>8,197  | 886<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81<br>81  | , #55<br>, 8   | 266<br>266<br>266<br>267<br>267<br>267<br>267     | 2,335<br>8,333<br>66  | 8.5.58<br>8.5.58  | 2,592<br>15,856   | ₩.                    | 526,757<br>Le the first of                                     | warise the reco<br>marine the reco<br>code and street<br>21, 32, 42 and<br>21, 32, 42 and<br>21, 32, 42 and<br>21, 32, 42 and<br>22, 42 parting<br>record charaift<br>county charaift<br>county charaift<br>(and not county, f<br>and not county f  |
| Compiled for various fiscal years<br>from reports of State and local authorities |                    | AT A T            | STATE                                 | Alabers 6/<br>Alastr 7/<br>Arison<br>Arison | California<br>Colorado<br>Commerciant<br>Delamare 6/ 11/                       | Plorida<br>Georgia<br>Bondii<br>Idabo   | 111 inots<br>Tadiana<br>Lowa<br>Kanasa   | Kentucky<br>Louistens<br>Milos<br>Maryland  | Massochusetts<br>Michigen<br>Minnesota<br>Mississippi                                       | Nissouri<br>Nortean<br>Nortean<br>Pereda   | Her Respatire<br>Her Jarray<br>Her Varioo<br>Her York  | North Carolina 6/<br>North Dakota<br>Otio         | Gregon<br>Permaylwania<br>Rhode Island<br>Bouth Carolina  | Bouth Dakota<br>Thumeseee<br>Thumeseee<br>Utab  | Vermont<br>Virginia 6/<br>Mashington<br>Hest Virginia 6/  | Wisconsin<br>Nyoming  | Total<br>1/ This table 5                                       | comparison to the second secon  |

RECEIPTS OF COUNTIES AND TOWNSHIPS FOR HIGHWAYS-1962<sup>1</sup>

disbursements by counties and townships for highways—1962<sup>1</sup>

163, 744 23, 478 5, 036 167 50,807 31,516 14,970 13,752 155,386 49,599 43,693 43,693 43,693 43,599 13,808 81,911 61,959 44,781 38,261 10,143 31,023 3,003 4,553 57,015 4,090 165,440 1,595 15,560 113,045 40,925 90, 592 3, 246 <sup>4</sup> All county reads under State control in Delaware, Morth Carolina, West Virginis, eight counties in Alabuma, and all but two counties in Virginis. Disfurctments for these system are included with the State by the counties in counties. In one instance, the dath which existed prior to State control is retained by the counties. Alabuma time counties. In one instance, the dath which existed prior to State control is retained by the counties. Alabuma time counties. In one instance, the dath which existed prior to State control is retained by the counties. A labour sector that, in some instance, the dath which existed prior to State control is retained by the counties. A labour sector that is none instance, the dath which exists a counties in the state highway rankes. The fourth of the counties is the state of the State highway finance earlies to the state the provisions of the 1945 blouchan Community Read Act. Includes transactions under State control is provisions of the 1945 blouchan Community Read Act. TABLE LF-2 SEPTEMBER 1964 49,538 -14,711 5,337 6,737 6,737 8,65 19,75 10,75 10,75 10,75 10,75 10,75 10,75 10,75 10,75 1 9,169 041,0 045,34 TOTAL DISBURGE-NEMTS 1,933,991 - 21 1,290 1,290 21,290 3,185 2,525 2,525 2, 448 2, 182 2, 182 2, 182 2, 182 2, 182 2, 182 2, 182 2, 182 2, 182 2, 148 2, 1,804 1,873 1,873 38,798 105,635 37,648 161 5,447 708 <del>ۇ</del>نىڭ ئ ы**,** 88 2,911 355 ية <sup>2</sup> يخ م <u>୍</u>ୟୁର୍ଚ୍ଚ TOTAL . କ TO MUNICI-PALITTIES 2,481 -487 . . 8. ?ŧ 2,448 -2,182 1,087 ., <sup>%</sup> 2,961 59 33,186 55 ଷ 2#3 1,622 ଞ୍ଚଞ୍ଚ 1,090 104,64 ଞ୍ଜିକ୍ଷିଷ GOVERNMENT . . . . . 6 2,966 708 130 9,**k**73 308 291 100 2,169 2,169 2,169 2,169 1,587 1,286 1,81 192 192 192 TO OTHER TOTAL ୍ କିର୍ମ 1,200 1,200 4,803 571 53%E 1,813 2,825 355 5£' ¥ 56,234 FOR COUNTY, TOMESHIP ROADS PAYNERITS TO STATES 2,848 1,290 - 2 3,169 2,480 4,803 1,587 - 81 38 38 ୍ଞ 34,720 . . 1,778 3, 293 -<u>\_</u> 5 ۶ã \_885 2,316 3 FOR STATE BIDIBAAYS .۴ , 88°5 ⊾ 88°5 -936 ч <del>2</del>8 35 % 141,4 21,524 2,146 l,9 ស្ព័ន្ត ខ 1,206 . 341 414,5 **\$**5,360 36,808 12,970 12,835 36,457 9,807 29,150 29,150 32,886 58,325 237 9,726 80,029 2,938 49,538 14,943 14,606 126,096 23,317 5,036 167 4,037 53,722 4,043 165,051 16,864 38,412 5,317 6,317 8,808 1,664 39,625 1,828,356 TOTAL DIRBURGT DIRBURGE-F. .1,<sup>4</sup>52 30 82 97 #3 23' 13 ଚ୍ଚୁ ଜୁନ୍ଦୁ ଜୁନ୍ଦୁ 1,188 7,528 28,302 1,265 2,576 , 88888 8,082 8,082 3, 3<sup>62</sup> 20,975 3,318 5,710 17,188 1. 186. 199. 199. 33 143,952 122,273 41,044 41,086 41,086 41,086 128,331 5,000 1,5,000 20,02 217,9 28,82 28,72 16,802 35,012 98,860 317 6,317 76, 711 2,938 1,684,404 43,828 13,491 4 4 4 9 88 4 4 9 88 6 4 4 9 9,181 25,952 38,032 н, 33 65, 39 7, 98 7, 9 3,825 45,640 147,863 13,150 13,150 38,752 8,808 1,587 39,076 SUBTOTAL, CURRENT DISBURSE-MENTS of dollars) - 131 -1,78 389 12 2,012 19,013 19,014 19,017 7,397 320 380 365 2,325 - 1 37 3,697 12 15 1,415 1,545 1,143 7,018 1,088 **h1,23**5 3/ .. 핟넉왁 ፝ቘቘ ₹₹\_-₿ thousands ADMENTIS-TRAFTON AND MERCEL-LANBOUS 12,483 1,702 1,702 1, 569 1, 569 1, 971 8,1,530 8,1,530 98,641 \$<sup>1</sup> \$8 20,972 2,665 2,143 2,143 1987.7 867.4 5 8 8 8 8 8 8 8 8 8 8 3,281 7,495 8 8 8 8 8 86° 86° 86° 124 4,614 291 1/ This table records disburseants for road purposes by county and township governments including tool function. The state and payments to other governments was presented in greater detail in the shall all-1, except for about retra-gentiates. Data for heat walks are presented in greater detail in the label all-1, except for about retra-against synoprications for highways out of local general funds. Refer to table 12-1, more 1 for additional information concerning the local highway finduce series.
2/ Includes expenditures for long and short term debt; interest colling includes general for addit the series. <u>.</u> 27,873 5,017 8,909 41,975 28,773 28,838 8,739 28,545 28 8,049 24,502 3,7395 3,739 548 86 86 њ, 1,982 1,982 , 5,085 12,900 **k1,**763 12,550 3,810 7,724 17,896 1,425 15,362 7,185 #2,927 35,461 32,475 18,817 8,181 28,815 2,073 6,181 6,181 25,956 939,351 23,660 TOTAL \$ 2,868 2,868 ុ ខ ្ព 13,640 9,278 33,231 2,641 75 8 ຮ່ະ 424'T 1,255 5 MUNICI-PAL STRUERDS . . . . . . . . . NALDERNANCE STATE STATE ຮຸ , .<mark>1</mark>8, . 3,228 536 -F . P .ø. § 8,3 **§**, . . . . 27,873 18,065 2,376 8,834 <sup>1</sup>,936 1,982 23,660 -12,900 7,724 17,810 3,801 15,362 7, 185 \$2,927 35,082 32,239 8,351 8,181 8,707 2,073 6,136 75,165 25,956 8,049 4,402 3,719 3,719 22,995 24,72 28,995 COUNTY, TOWNSELF ROADS 8,80,50 2,90,65 2,90,6 902,892 65,803 9,065 1,138 & គ្គ ឆ្គ ឆ្ ថ ឆ ឆ ឆ ឆ % % % , 1, 286 675 2,299 2,199 3,201 22,205 4,493 8,562 937 9,143 535 6,607 19,831 11,423 16,548 19,694 1 1,157 4,093 202 15,950 8,228 8,017 8,027 8,027 16,430 605,177 TOTAL гу. 2 -5,199 7,645 8.8 4 1,070 1,070 æ 8 8 39,022 PAL PAL STREEDS . --1-2 28% 8,550 R# CAPITAL OUTAT . . . r i . . . . STATE BIOBWAYS 1,558 1,558 т £24 6,367 8 46,629 1,066 717 22,680 °, 5 8 6 Compiled for various fiscal years from reports of State and local muthorities <sup>4</sup>,093 202 15,950 COUNTY, NONNESSELF ROADE 16,430 7,286 675 64,664 9,065 1,138 1,860 348 348 389 33,281 1,885 1,885 1,985 6,681 9,091 752 255 2,800 1,13 1,881 1,881 6, 515 15, 051 11, **1**23 16,528 19,674 1,157 8,218 7,234 25,051 19, 30 19, 30 519,526 Vermout Virginia &/ Washington West Virginia &/ ה Morth Carolina <u>4</u> Morth Dakota <u>-</u> Ohio Oklahoma California Colorado Connecticut Delaware  $\frac{1}{2}/T$ Oregon Pennsylvania Rhode Island South Carolina Masachusetts Michigan Minnesota Mississippi New Nampahire New Jersey New Maxico New York Bouth Dakota Temessee Texas Utah Alabam <sup>4</sup>/ Alaska 5/ Arisona Arisona STATE Total Wisconsin Wyoming Kentucky Louisiana Maine Maryland Illinois Indiana Iowa Kansas Missourl Montana Nebraaka Nevada Florida Georgia Hawaii Idaho

Highway Statistics, 1963

# DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS-19621

## **CLASSIFIED BY FUNCTION**

Compiled for various fiscal years from reports of State and local authorities

(In thousands of dollars)

TABLE LF-21 SEPTEMBER 1964

|  | CA                             | PITAL OUTI                           | AY                                   |                                      | MAINT                         | NANCE                     |                                      |                                   | MISCELLA                   | necus                 |                                   |
|--|--------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|-------------------------------|---------------------------|--------------------------------------|-----------------------------------|----------------------------|-----------------------|-----------------------------------|
| STATE  | right-<br>OF-<br>Way           | CON-<br>STRUC-<br>TION               | TOTAL                                | ROADS<br>AND<br>BRIDGES              | SNOW<br>REMOVAL               | TRAFFIC<br>SERVICES       | TOTAL                                | ADMINI-<br>STRATION               | TRAFFIC<br>POLICE<br>2/    | OTESR                 | TOTAL                             |
| Alabama 3/<br>Alaska 47  | 160<br>-                       | 16,270                               | 16,430                               | 23,660                               | -                             | -                         | 23,660                               | 1,572                             | -                          | 382<br>-              | 1,954                             |
| Arizona<br>Arkansas  | 176<br>12                      | 7,110<br>663                         | 7,286<br>675                         | 4,913<br>12,900                      |                               | 172<br>-                  | 5,085<br>12,900                      | 791<br>988                        | -                          | - 1                   | 791<br>989                        |
| California<br>Colorado<br>Connecticut<br>Delaware <u>3</u> / <u>5</u> /  | 7,336<br>356<br>-<br>-         | 58,467<br>8,709<br>1,138<br>6        | 65,803<br>9,065<br>1,138<br>6        | 40,266<br>12,550<br>3,438            | 1,497<br>                     | -<br>-<br>                | 41,763<br>12,550<br>3,810            | 12,483<br>1,235<br>23<br>-        | -<br>43<br>-               | 467<br>5<br>-         | 12,483<br>1,702<br>71<br>-        |
| Florida<br>Georgia<br>Hawaii<br>Idaho                                    | 1,879<br>1,014<br>3,472<br>100 | 7,047<br>11,663<br>2,442<br>3,224    | 8,926<br>12,677<br>5,914<br>3,324    | 27,853<br>17,890<br>5,001<br>8,909   |                               | 20<br>268<br>16           | 27,873<br>18,158<br>5,017<br>8,909   | 301<br>412<br>1,751<br>517        | 1,696<br>1,329<br>970<br>- | 217<br>18<br>487<br>- | 2,214<br>1,759<br>3,208<br>517    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                                    | 5,798<br>143<br>1,289<br>167   | 56,131<br>21,187<br>20,632<br>10,252 | 61,929<br>21,330<br>21,921<br>10,419 | 41,020<br>19,320<br>36,572<br>28,825 | 345<br>1,136<br>2,168<br>-    | 610<br>2,273<br>-<br>13   | 41,975<br>22,729<br>38,740<br>28,838 | 10,949<br>2,665<br>5,143<br>1,464 | -<br>-<br>-                | 19<br>-<br>-<br>-     | 10,972<br>2,665<br>5,143<br>1,464 |
| Kentucky<br>Louisiana<br>Maine<br>Maryland                               | 787<br>65<br>-<br>8            | 344<br>2,725<br>1,089<br>20,270      | 1,131<br>2,790<br>1,089<br>20,278    | 7,608<br>17,736<br>1,745<br>15,084   | 116<br>2,676                  | -<br>160<br>4<br>278      | 7,724<br>17,896<br>4,425<br>15,362   | 205<br>1,540<br>1,977             | -<br>24<br>-               | - 5                   | 205<br>1,569<br>-<br>1,977        |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi                    | 47<br>1,195<br>2               | 3,234<br>32,205<br>26,680<br>4,491   | 3,281<br>32,205<br>27,875<br>4,493   | 5,504<br>31,021<br>27,081<br>32,475  | 1,592<br>10,132<br>5,314<br>- | 89<br>1,774<br>3,066<br>- | 7,185<br>42,927<br>35,461<br>32,475  | 809<br>5,758<br>1,700<br>149      |                            | 52<br>-<br>-<br>-     | 861<br>5,758<br>1,700<br>149      |
| Missouri<br>Montana<br>Nebraska<br>Nevada                                | 2,625<br>1<br>46<br>5          | 5,937<br>936<br>9,097<br>530         | 8,562<br>937<br>9,143<br>535         | 18,171<br>8,181<br>18,731<br>2,073   | 216<br>-<br>65<br>-           | 430<br>-<br>19<br>-       | 18,817<br>8,181<br>18,815<br>2,073   | 1,708<br>551<br>619<br>183        | -                          |                       | 1,708<br>551<br>619<br>183        |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York                    | -<br>68<br>174<br>2,949        | 302<br>8,768<br>413<br>54,135        | 302<br>8,836<br>587<br>57,084        | 1,934<br>31,783<br>3,206<br>61,235   | 1,569<br>219<br>20,153        | -<br>106<br>-<br>351      | 3,503<br>32,108<br>3,206<br>81,739   | -<br>2,303<br>250<br>6,715        | -<br>562<br>-              | 416<br>780            | -<br>3,281<br>250<br>7,495        |
| North Carolina 3/<br>North Dakota<br>Ohio<br>Oklahoma                    | -<br>83<br>296<br>2,001        | -<br>6,524<br>19,535<br>9,422        | -<br>6,607<br>19,831<br>11,423       | -<br>5,632<br>77,981<br>25,956       | -<br>512<br>-                 | -<br>37<br>52<br>-        | -<br>6,181<br>78,033<br>25,956       | -<br>323<br>5,899<br>808          | -                          | -<br>105<br>-         | -<br>323<br>6,004<br>808          |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina                 | 1,110<br>311<br>-              | 15,438<br>19,383<br>1<br>1,157       | 16,548<br>19,694<br>1<br>1,157       | 12,606<br>25,630<br>203<br>6,648     | 177<br>2,915<br>30<br>-       | 263<br>-<br>-<br>-        | 13,046<br>28,545<br>233<br>6,648     | 1,487<br>415<br>2<br>730          | -<br>383<br>-              | 63<br>-<br>161        | 1,550<br>798<br>2<br>891          |
| South Dakota<br>Tennessee<br>Texas<br>Utah                               | -<br>1,283<br>13,236<br>27     | 8,218<br>6,734<br>25,105<br>2,052    | 8,218<br>8,017<br>38,341<br>2,079    | 8,049<br>24,402<br>45,241<br>3,699   | -<br>-<br>-<br>40             | -<br>-<br>104<br>-        | 8,049<br>24,402<br>45,345<br>3,739   | 530<br>1,510<br>7,512<br>236      | -<br>-<br>644<br>58        | -<br>-<br>-<br>205    | 530<br>1,510<br>8,156<br>499      |
| Vermont<br>Virginia <u>3</u> /<br>Washington<br>West Virginia <u>3</u> / | 16<br>48<br>-                  | 4,077<br>154<br>15,950               | 4,093<br>202<br>15,950<br>-          | 2,830<br>871<br>22,995<br>-          | 1,885<br>47<br>-<br>-         | -<br>31<br>-              | 4,715<br>949<br>22,995<br>-          | -<br>427<br>-                     |                            |                       | -<br>427<br>-<br>-                |
| Wisconsin<br>Wyoming   | -<br>11                        | 26,380<br>654                        | 26,380<br>665                        | 36,939<br>1,950                      | 7,244<br>22                   | 446<br>10                 | 44,629<br>1,982                      | 3,396<br>245                      | 298<br>-                   | 920<br>46             | 4,614<br>291                      |
| Total  | 48,296                         | 556,881                              | 605,177                              | 868,317                              | 60,441                        | 10,593                    | 939,351                              | 88,281                            | 6,011                      | 4,349                 | 98,641                            |

1/ This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements as shown on table . Refer to table LF-1, note 1 for additional information on local highway finance series. 2/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these LF-2.

2/ All county reads are under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia.
 4/ Alaska has no organized county and township governments. Disbursements for rural highways under State control are

included in the State highway finance series.

5/ Includes transactions under provisions of the 1945 Suburban Community Road Act.

COUNTY TOWNSHIP OBLIGATIONS FOR HIGHWAYS-1962

CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

Vermont Virginia 3/ Mashington West Virginia 3/ North Carolins North Dakota New Hampahire New Jerney New Mexico 2/ New Tork Oregon Pennsylvania Rhode Island South Carolina South Dakota Tennessee California Colorado 5/ Commecticut Delavare 3/ Masachusett Michigan Mimesota Mississippi Alabera 3/ Alacta 1/ Arteona Wisconsin Wyoming 5/ Kentucky Louisiana Maine Maryland Missouri Montana Nebrasha Nevrada Titinois Indiana Iosa Banasa Obto Ottabour Varb S/ TOTAL DEBT DEPT DEPT DETATION 83,919 , <del>`</del>₽§ 50,965 6,704 350 45,895 65,468 22,568 22,233 25,533 26,44 26,55 26,44 26,55 26,44 26,55 26,44 26,45 26,4 15,430 25,363 26,330 ек, ек, ж, н 200 20,035 20,030 31,356 9,378 9,378 9,378 ፝ ኇቘ፟፟፝ዄ 46,474 . 17 ANOURT ANOURT OUTSTANDING AT END AT END OF YEAD 378 38 . 1,203 2,9,1 -5,379 168 18 25,877 5,877 10,475 <u>୫</u>ଝି ଟ୍ର 8,636 941 ዾዾ፝ቒ . . . . . . BY EXTERNIOUS OR PURDING ...<u>Ŗ</u> . . 8 . . . . . . . FROM CURRENT SUNCER . ເຊິ່ເຊີຍ ເຊິ່ 3,238 7,438 2237 కే ş <u>ឌ</u>្ឌឆ្ន ູຮູ່ຊ ୁ ଝ୍ଲିଞ୍ଚ ୁ నేశ్లే <del>శ్ర</del>ి . . SHORT THEM DEPI . . . . . . SHOISHXLXH . . . . . . 9 . .... ISSUED 35 ORTGINAL ଞ୍ଚ ଜୁନ*୍*ଝ \$£~ . 383 5,815 5,482 3,415 8,, 23, 28 ፞፞፞፞፞፞፞፞ቘ፝ቘ ୢୖ୷ୡୢ . . ANCURT ALTONATION ALT BROTANING CF YEAR 8,054 1,586 888 9,2%0 0,12,431 ଞ୍ଚୁଣ୍ଟ юг**"**г 5833 H స్టోజ్లోల్లో 8 <u>ጽ~</u>ጄ \_ **8**6 (In thousands of dollars) . . . . . ANCURE ANCURE OUTSETANDING AT END OF YEAR 49,762 6,704 350 83,919 ୍ ଳକ୍ଟ୍ 45,895 65,468 309 309 309 309 15,430 25,363 25,958 14,005 14,005 20,270 20,270 30, HB 30, HB 209, 343 ጜቘ፠ 46,474 BY Refution . ۴. . ۴... . . . ۶, . . 🎗 4 8884 F Profession Currenting Currenting Pruntes 5,1 द्यू भूत भूत 4,348 2,291 2,291 25 <u>፟</u>፟፟፟፟ፚ፟ዿ፝ዿ ¥Ê28 187 A 9,750 194 194 195 195 195 38 2,956 18,837 3,318 LOBG TERM DEBT NICONDEL BONDE FUNDING NOTES , '<sup>,</sup>% 8,8 S. . . ន្ត្ <u>۽</u> . . . IBSCI 26,433 -1,323 7,456 1,467 8,020 8,020 4,476 ង ស្ត្តិន្ត្រ កំព័ 8,865 8,865 248 248 229 7,256 18,465 ,<sup>136</sup>, 38 818,SL 3**k**,667 \_£\$ ¥ , 57 , ORCUTANL . AMOUNT OUTSTANDING AT BECIDING OF TEAR . 3,938 . k1,017 6,669 380 72°,974 ኇቔጚኇ ኇ፟፟፟፟፟፟ቔ፝ቘ፝፝ ዾዿ፝ቔ፟ቜ 16,69 56,131 15,138 848,84 808,138 808,138 58 88 88 87 861,813 216,178 216,178 36,974 Compiled for various fiscal years from reports of State and local suthorities មិន ស្ត្រីកំដ 53,55 1,268 1,168 8,18 ,669 380 ж,91 1,111 ¥8,8 9,8,6 ងដុទ្ធ័ន័ន្ត ស្ថិតិទី 32,357 1,879 208 208 21,697 21,697 3,938 36,974 Vermout Virginia 3/ Washington West Virginia 3/ New Nampahire New Jarsey New Narico 5/ New York Morth Caroline Morth Dakota Ohio Oklaboma Oregon Pennsylvania Rhode Island South Carolina Massachmette Michigan Minnesota Mississippi South Dabota Temessee Texas Utah 5/ STATE California Colorado 2/ Commecticut Delamare 3/ Alabers 3/ Alasks 1/ Arisons Visconsin Vyosing 2/ Kentucky Louisiane Marry Land Titinots Indiana Iowa Enusas Missouri Montana Jebraaka Jevada Florida Georgia Hamii

 $1^{\prime}$  This table shows the change in status of the highest oblightons of the courty and township governments thoughout your own with your atthortities. Bafer to note 1 of table 12-1 for additional information concentration local highest finance errors. We difference between amount contenting at the beginning of the year and the amount outstanding at the of difference between amount contential field of the post and the secure outstanding at the off of the year and the smouth outstanding at the off of the post and the smouth outstanding at the off of the post and the smouth outstanding at the off of the post and the smouth outstanding at the off of the post and the smouth outstanding at the off of the post and the same out outstanding at the off of the post and the same out outstanding at the off of the post and the same out outstanding at the off of the post and the same out outstanding at the off of the post and the same out outstanding at the off of the post and the same out off of the post and the same of the post and the same of the post and the same out outstanding at the off of the post and the same out of the post of the post and the same out of the post of the post and the same out of the post of the

Alabeas and all but two counties in Wirginia. In some instances, the dark which existed prior to State control is treated by the counties. In some transmiss. Under many the source of the counties of the counties of the counties of the counties of the source of the counties of the source of the counties of the source of th

Total 1,326,961 h2,433

₹

31,780

2

33,8%

h0,861

1,204,528

1,743

499°60T

2,271

183,867

1,210,017

1,250,878

Total

.

Florida Jeorgia Beenii Cabo

TABLE LA-2

STATS

## RECEIPTS OF MUNICIPALITIES FOR HIGHWAYS-1962<sup>1</sup>

#### Compiled for various fiscal years from reports of State and local authorities

Tásho

Iom.

Ohio

Taxes

#### (In thousands of dollars) PATHENTS FROM OTHER GOVERNMENTS BORROWINGS LOCAL REVENUE PROPERTY LOCAL STATES TOTAL CHEMIN AT. BOAD PARKING STATE STATE TAXES HIGHNAY-AND ACILITY MISCEL-COUNTIES PETERAT LONG SHORT BRATE LET FUED TOTAL. AND USER LOCAL TOTAL HIGHNAY-TOTAL PPROPRI 180661U 70806 3/ LANDOUR TODESTIPS OTHER 5/ 112324 12234 TOPAT. SPECIAL DEPOSIT DEPOSTS UHER TOLIS ATTONS 4 THEOREM 2/ 5,044 25,673 3,684 16,976 7,476 892 Alabam 3,362 1,119 1,100 456 18,557 2,351 2,351 2,351 3,873 4,765 Alabama 9 L, 560 1,560 Alaska Alaska 137 1,735 5,638 205 2,115 2,883 Arisone 2,961 1,882 2,883 Arisons 390 824 10,871 • 2,883 .222 - 1 1,120 1,120 4,578 Arkansa Arkansa 753 -659 3,674 5T -4,511 . 9.372 20,813 California 6/ 24,163 88,240 7/ 33,186 48,933 278 49,211 101 82,498 20,813 191,551 31,051 26.416 6,337 160 ₿⁄ California --273 218 -8.093 55 5.871 5,926 14,019 Colorado Colorado 2,715 26,223 920 5.871 • -. 5,806 752 754 27,659 5,806 792 754 34,217 Connectiont 269 18 240 927 . Connecticut --10 1,204 1,204 1,204 2,536 Delamare Delemare รบั 576 --2,481 4.628 12,200 12.223 50,732 18,323 Florida 12,664 516 33,881 2,090 2,090 57 23 Florida 11,878 833 6,020 69e 1,278 1,000 1,000 1,105 Georgia Havaii 9/ Georgia 2,800 10,219 151 1.601 125 105 2.322 2,322 Hereit 2 . . Tásho 2,780 350 487 474 474 4,801 3,130 710 710 1,197 \_ --1,588 3.462 2,517 60,057 20 41,707 41,707 24 41,751 345 9,724 111,532 Tilinois Tllinois 14,079 29,956 1,200 7,255 -9,379 20,833 13,495 3,863 27,005 Indiana 142 333 1,695 5,887 20,833 20,833 285 285 Indiana 3,717 29 5,356 8,256 19,844 2,589 39 628 23,105 1,532 65 15,027 15,027 8.227 Iowa Xanasi --3,985 41,111 5,287 38 17,131 13,762 19 3,928 Thuese 193 726 27 19,995 11,775 83 109 11,385 Kentucky 347 9,042 1.706 181 11,276 26 Kantucky 6,724 439 873 16 1,392 856 62 1,414 30 1,460 9,000 122 9,122 31,519 10,485 Louisiana 12,073 297 531 6/ 20,937 9,144 Louisiana Maine 8,692 451 856 856 449 1,873 36 137 485 Maine -45 Maryland 12 2,010 25,389 Maryland. 121 103 795 22, 927 22,539 -571 2,500 36,458 7,625 1,423 62,764 71,88 2,448 4,948 4,989 4,989 79,689 Massachusette 6,152 41,437 7,446 4,987 69,792 2.500 Messechusette --125 --414 36,872 7,580 95,428 56,894 Michigan 189 36,458 7,580 50,976 Michigan 8 58 1,425 1,831 33,209 2,182 1,861 9,486 10,876 1,141 12,017 Minnesota Minnesote 19,218 3,223 54 1,087 1,423 2,564 1,037 7,008 19,292 Mississippi Mississippi 3,972 579 9.720 5,971 3,547 11,430 11,437 39,913 Missouri 6/ 645 1,622 1,925 Missouri 7,827 319 13,214 220 1,730 974 24,929 1,925 7 4,543 5,045 14,468 5,597 28,166 Montana Nontana 60 60 60 492 4,026 Bebresks 1,307 344 23 647 128 190 4,024 4,024 5,499 4,173 9,672 2 -Kebreska 550 605 1.049 1,783 143 912 912 1,055 854 854 3,692 Tevada . **Hevada** 1 405 7,671 7,671 405 8.076 New Hempshire New Hampshire • -. -5,764 5,065 2,886 1,564 38,956 1,310 44,716 4,870 4,870 195 L.810 10,574 60,355 New Jersey New Mexico New Jersey 853 4.504 4,504 14.226 6,013 34,622 280 New Mexico 229 1,937 201 8.869 853 853 166,845 6,924 New York 75,427 41,413 8,325 306 21,365 12,365 42,858 229,298 New York 7,058 . 3,081 16,285 148 836 253 20,903 7,641 7,641 20 7,661 1,354 1,225 2,579 31,143 North Carolina North Caroline -6/ 43 6/ 2,000 6,593 39,855 8,658 12,503 2,054 25 206 1.1.1 650 5,260 North Dakota North Dakota 23,465 43,983 43,983 44,069 23,466 10,404 33,870 6.026 5,898 86 Ohio Oklahom Oklabo 2,557 1,682 -4,459 12,392 12,392 25,509 1,256 6/ 153 8.608 5,698 60,420 6.264 6.264 6,280 2,705 239 401 2,944 14,922 3,940 272 16 -Oregon Fennsylvania Oregon . 77 13,544 40,477 22,313 6∕ 2.961 19,339 13 19,352 13,143 96,277 Pennsylvania Rhode Island -Rhode Island 7,814 7,984 301 2,622 126 11,033 170 301 301 -. 386 471 117 58 8 66 573 582 4,989 South Caroline South Carolin 3,367 -8 9 -6.601 4,684 1,281 636 10,146 636 10,146 South Dakots South Dakota 1,830 2,731 117 6 659 136 600 600 . -1,201 12,058 360 1,385 8,667 1,791 46,409 4,551 1,331 3,897 6/ 185 6/ 13,708 30,871 Tennessee 73 565 11,922 11,922 185 58,926 165,503 Texas 40,139 1,499 106,217 -90 270 58,741 Utah 10/ 1,663 1,385 1,385 3.231 Utah 10/ 12 -171 . --• 161 345 270 2,811 1,171 86 2,196 345 -345 270 -Vermont Vermont --3,694 5,983 146 1, 594 黛 476 12,074 10,125 10,125 10,125 7,945 7,945 30,144 Virginia Virginia 181 -2,533 Washington 5,295 745 9,150 790 17,768 -11,528 209 11,737 2 11,739 3,331 -3,331 32,838 Washington West Virginia 185 238 530 6.006 6.006 West Virginia 2,563 3 -21,878 9 56 27,746 11/ 19,335 19,335 20,425 6,796 6,796 54,967 Visconsin 5,854 1.090 -Visconsin -5 ----690 220 2,156 554 554 1,050 1.050 3,760 Wyoming 600 Wyoming 590 1,968,226 466,000 20,096 57,864 62,887 73,491 1,144,68 49,401 389,230 6,130 395,360 1,320 446,081 338,859 38,601 377,460 Total. 397,311 67,036 Total

This table summarizes the receipts for the local street finance data by municipal governments including municipal toll facilities. Tables UF-2, 11, 21, 32, 42 and UB-2 complete the street finance series for

municipalities. See table LF-1, note 1 for additional information concerning the local highway finance series. Includes proceeds from motor fuel and wheel taxes; wehicle brake tags; and licenses for automobiles and 21 trucks. Cab or bus permits, etc., which may be classified as business or occupation licenses were included with

other local imposts. Traffic fines are included in the miscellaneous column. Transfers from parking funds (parking meter receipts, lot rentals, bond proceeds, etc.) used for high-

way purposes are included.

Includes appropriations from the State general fund and miscellaneous taxes.

5/ Includes payments in lieu of taxes, flood relief, urban area development, Civil defense and other miscellaneous payments. Federal-aid urban funds are excluded and shown in the State highway finance series.

6/ Includes traffic fines of \$21,130,000, California; \$67,000, Louisians; \$327,000 Missouri; \$7,000, North Dakots; \$51,000, Ohio; \$28,000, Gregon; \$6,687,000, Pennsylvania; \$174,000, Tennessee; \$9,108,000, Texas; \$409,000, Virginia; and \$96,000, Mashington, Pennsylvania; \$174,000, Tennessee; [/] Includes \$19,145,000 from county flood control districts.

¥ Includes \$5,496,000 of "motor vehicle license fees" in lieu of personal property taxes formerly imposed on motor vehicles.

Data included in the county and township highway finance series.

9/ Data included in the county and township highway rinance series. 10/ Data for six months, January 1 to June 30, 1962. Accounting period was changed from a calendar year to fiscal year ending June 30.

11/ Includes \$5,495,000 of motor fuel and registration fees in lieu of personal property taxes formerly imposed on motor vehicles.

TABLE UP-1

OCTOBER 1064

DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS-19621

| Compiled for various fiscal years from<br>reports of State and local authorities  | ous fiscal y<br>and local aut   | ears from<br>thorities   |   |   |  |  | (In th   | (In thousands of dollars)  | dollars)   |   |  |   |  |   |  | 8   | OCTOBER 1964  |
|---|---|--|---|---|--|--|--|--|--|---|--|---|--|---|--|---|---|
|   |   | CAPITAL OUTLAY   |   |   | MATHERANCE   |  | ATMITTS_   |  |  |   |  |   | PAYMENTIS  | 8   | OTHER GOVERNMENTS  |   |   |
| STATE   | MUNICIPAL<br>STREETS<br>2/  | NUNICIPAL<br>EXTENSIONS<br>OF<br>STATE<br>HIGHATS  | TOTAL   | MUNICIPAL<br>Structures<br><u>2</u> /   | MUNICIPAL<br>EXTENSIONS<br>OF<br>STATE<br>HIGHAYS  | TOTAL  | TRAFTON<br>AND<br>AND<br>AND<br>AND<br>LANDOUG   | 1111111111<br>3/   | SUBPORAL<br>CURRENT<br>DISBURSE-<br>NENTS  | DEBT<br>Refitee-<br>Ment<br>3/  | TOTAL<br>DIRECT<br>DISBURGE-<br>MENTS  | FOR<br>STATE<br>ALGHWATS  | TO STATES<br>FOR<br>MUNICIPAL<br>STREETS   | TOTAL   | TO COUNTIES,<br>TOWNSHIPS  | TOTAL   | -2010<br>TOTAL  |
| Alabama<br>Alaska<br>Arizona<br>Arizansas   | 6,966<br>19,388<br>20,30  | 155<br>  | 7,115<br>1,588<br>10,304<br>2,063   | 10, 345<br>988<br>4, 192<br>5, 785  | 178<br>-<br>-  | 10, 523<br>988<br>4, 192<br>5, 785   | 88<br>88<br>28<br>88<br>28<br>8  | 1,<br>2,2,49,68  | 19,950<br>3,111<br>15,855<br>8,729   | 3,870<br>906<br>2,017<br>249  | 23,820<br>4,017<br>17,872<br>9,278   | ₹°,,  | , , <sup>1</sup> 94 ,  | 46°.Q3'   | 1 0 0 1  | ¥°.3'   | 24, 764<br>4, 019<br>18, 333<br>9, 278  |
| California<br>Colorado<br>Connecticut<br>Delaware   | 82,766<br>3,787<br>1,406  |  | 82,766<br>3,787<br>3,187<br>1,406   | 69,063<br>8,266<br>21,999   |  | 89<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>8  | 15,286<br>3,288<br>69 28 88  | 5,96<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158 | 173,084<br>13,477<br>32,722<br>2,479   | 13,21<br>1,115<br>228   | 186,355<br>13,877<br>33,837<br>2,707   | 1,733<br>-<br>-   | SL   | 1,748<br>-<br>-   | ۲۲<br>۲۲ -   | 1,765<br>-<br>-   | 188,120<br>13,934<br>33,837<br>2,707  |
| Florida<br>Georgia<br>Hawaii k/<br>Idabo  | 16,822<br>6,487<br>1,485  |  | 16,822<br>6,487<br>1,485  | 17,727<br>9,186<br>-<br>2,793   |  | 17,727<br>9,186<br>2,793   | 014<br>2906<br>290   | 4, 387<br>768<br>147   | 40,376<br>16,731<br>4,425  | 9,853<br>1,207<br>-<br>687  | 50,229<br>17,938<br>-<br>5,112   | 175<br>-<br>-   | 1 + 1 +  | 175<br>-<br>-   | . <sup>er</sup>  | 51<br>13<br>13  | 50,404<br>17,951<br>5,112   |
| Illinois<br>Indiana<br>Ioea<br>Kanses   | 37,689<br>8,367<br>20,818<br>14,274   | 1,364<br>137<br>3  | 39,053<br>8,367<br>80,955<br>14,277   | 45,042<br>11,889<br>15,117<br>7,618   | 1,375<br>606<br>4442   | 46,417<br>11,889<br>15,783<br>8,060  | Σ/ 11,073<br>2,839<br>1,0%2<br>623   | 7,877<br>376<br>1,454<br>2,353   | 104,420<br>23,471<br>39,244<br>25,313  | 10,875<br>1,136<br>6,725<br>15,351  | 115,295<br>24,607<br>45,969<br>40,664  | 4,968<br>215<br>_<br>86   | , 89<br>•  | ₩,968<br>695<br>86<br>86  | ະ<br>ເ   | 5,011<br>698<br>124   | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   |
| Kentucky<br>Louisiana<br>Maine<br>Maryland  | 3,38<br>1,988<br>2,1988<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198<br>2,198 | .#<br>111  | 3,384<br>13,922<br>1,006<br>2,181   | 6, 193<br>8, 799<br>7, 560<br>11, 512   |  | 6, 193<br>8, 799<br>8, 403<br>8, 403   | 2,104<br>-<br>563  | 94 56<br>366 4 56  | 10,017<br>27,224<br>9,453<br>14,653  | 5,950<br>316<br>316<br>316  | 10, 513<br>33, 174<br>9, 769<br>17, 760  | а, <sub>6</sub> ,   | , <sup>62</sup> , <sup>4</sup>   | arstr<br>T  | 3 8 8 1  | are fr  | 19<br>29<br>29<br>29<br>29<br>29<br>29<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20  |
| Massechusetts<br>Michigan<br>Minnesota<br>Mississippi   | 862999<br>86268<br>8688   |  | 986<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a<br>a  | 45,866<br>33,107<br>19,289<br>6,803   |  | 45,866<br>33,107<br>19,289<br>6,803  | 3,466<br>3,466<br>3,466  | 1,083<br>2,406<br>2,191<br>778<br>778                                      | 73,859<br>87,859<br>1477,14<br>15,851  | 6, 799<br>9,009<br>1,194<br>1,053   | 80, 111<br>96, 868<br>117, 454<br>117, 454   | , 2, 080<br>2, 080  | ••••   | 8, 80<br>' , 00<br>' , 00   | 1,199  | 2,020<br>1,199<br>259   | 88,88<br>28,888<br>28,888<br>24,71  |
| Mi ascurf<br>Montana<br>Rebraska<br>Revada  | 8,007<br>1,108<br>9,516<br>1,425  | 1,203<br>-<br>97   | 9,210<br>1,108<br>9,613<br>1,425  | 17,967<br>2,770<br>6,315<br>1,057   |  | 17,967<br>2,770<br>6,333<br>1,057  | 1,<br>612<br>835<br>835<br>835<br>835<br>835<br>835<br>835<br>835<br>835<br>835                  | 1,930<br>1736<br>808<br>901  | 30,719<br>4,684<br>17,317<br>2,896   | 4, 383<br>1, 447<br>9, 347<br>530   | 35,102<br>6,131<br>26,664<br>3,426   | 753<br>76<br>479  |  | 753<br>76<br>757  | 4'6'   | \$ <sup>2</sup> 28  | 35,096<br>6,207<br>3,426<br>3,426   |
| New Haupphire<br>New Jersey<br>New Yexico<br>New York   | 765<br>38,588<br>38,588   | -<br>-<br>74,919   | л, 390<br>1, 390<br>1,577<br>113,507  | 6, 303<br>34, 548<br>2, 752<br>90, 280  | 8,008  | 6, 303<br>34, 548<br>2, 752<br>98, 368   | 2,223<br>2,223<br>113<br>21,564  | 92<br>1,495<br>590<br>16,740   | 7,408<br>49,656<br>11,032<br>256,179   | 10,699<br>3,709<br>74,860   | 7,933<br>60,355<br>14,741<br>331,039   | -<br>-<br>-   | £6   | 393<br>-<br>11,155  | * • • •  | 393<br>-<br>-   | 8,326<br>60,335<br>14,741<br>342,194  |
| Morth Carolina<br>Morth Dakota<br>Ohio<br>Oklahoma  | 10,882<br>31,400<br>8,066   | 343  | 11,165<br>4,847<br>31,400<br>8,066  | 9, 315<br>2, 449<br>40, 724<br>7, 551   | 012<br>  | 9,525<br>2,440<br>20,724<br>50,724   | 3,291<br>3,291<br>238<br>238   | 5,369<br>6,369<br>807  | 27,925<br>8,615<br>81,784<br>16,662  | 3,712<br>2,590<br>32,759<br>1,274   | 31,637<br>11,205<br>114,543<br>17,936  | 3,972<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,<br>2,13,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2 | <b>%</b>   | 792<br>3,872<br>1,134   | ,₹Ę,   | т, 136<br>1, 136<br>1, 134<br>1, 134<br>1 | 32,429<br>11,610<br>119,092<br>119,070  |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina  | 6,455<br>18,235<br>3,165<br>3,165<br>518  | ×  | 7,351<br>18,235<br>3,165<br>3,165   | 4, 233<br>48, 413<br>5, 517<br>2, 524   | °  | 4,263<br>48,413<br>5,577<br>2,524  | 543<br>4,449<br>4,70<br>1,182  | 5,353<br>451<br>108<br>108   | 12, 598<br>76, 450<br>9, 663<br>4, 332   | 1,811<br>13,554<br>1,274  | 14,409<br>90,004<br>10,937<br>4,640  | нт<br>57<br>191   | ະ ຈໍ   | 51<br>4<br>8<br>8<br>1<br>1<br>8<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 1111   | 170<br>47<br>96<br>191<br>191   | 4,42,43<br>20,033<br>20,033<br>20,033<br>20,033<br>20,033<br>20,033<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,04<br>20,0000000000 |
| South Dakota<br>Tennessee<br>Texas<br>Utah é/   | 3,106<br>21,589<br>613<br>613   | <br>\$61<br>+,185  | 3,106<br>11,956<br>55,765<br>613  | 2,716<br>9,346<br>28,064<br>1,113   | -<br>-<br>-<br>-   | 2,716<br>9,346<br>28,279<br>1,113  | 357<br>988<br>305<br>305   | 57<br>20,658<br>10,658   | 6,236<br>23,990<br>123,839<br>2,080  | 219<br>4,710<br>18,952<br>194   | 6,455<br>28,700<br>142,791<br>2,274  | -<br>-<br>2,047   | 8  | -<br>2,047<br>20  | . , % %  | 2, 553<br>4,5   | 6,455<br>28,700<br>145,344<br>2,319   |
| Vermont<br>Virginia 7/<br>Washington<br>West Virginia   | 8,912<br>8,912<br>8,467<br>8,467  |  | 491<br>8,912<br>8,467<br>592  | 1,985<br>11,535<br>11,535<br>11,535   | • • • •  | 4, 11, 535<br>4, 12, 535<br>4, 535   | 100<br>6,709<br>729  | 1,515<br>1,515<br>873<br>524   | 2,614<br>23,988<br>23,988<br>5,739   | 3,897<br>1,887<br>197   | 2,811<br>27,192<br>28,811<br>5,993   | 2,930<br>-  | ຸ <sup>ສ</sup> ສູ  | 2,952<br>925<br>-   | , <sup>92</sup> ,  | 2,952<br>1,003  | 2,811<br>30,144<br>29,814<br>293  |
| Wisconsin<br>Wyoming 8/   | 24,427<br>1,431   |  | 24,427<br>1,431   | 21,314<br>1,518   |  | 2,324<br>1,528   | 1,557<br>206   | 1,109<br>04  | 48,407<br>3,195  | 5,426   | 53,833<br>3,295  | 12 SQF  | • •  | 15 <sup>204</sup>   | 530  | 1,134<br>15   | 54,967<br>3,310   |
| Total   | 662,656   | 83,567   | 679,366   | 746,200   | 12,005   | 758,205  | 163,904  | 91,167   | 1,692,642  | 302,389   | 1,995,031  | 190'04  | 1,590  | 47,657  | 3,112  | 50,769  | 2,045,800   |
| 1/ This table records the disbursements for street purposes by municipalities including facilities. Promute for monitomy purposes from bigmory funds were criest significant appropriate bigmory purposes out fload general funds. Except for debt retirement, interest and payment bigmory purposes out of load general funds. Except for debt retirements, interest and payment of the UP-2 data are given in greater debt retirements, interest and payment of principal general funds. Except for debt retirements, interest and payment in general information concerning the load highwy finance series. Before to note 1 for data is the payment in general information concerning the load highwy finance series. So that is table upter a filling a fund of the payment of the payment of the payment of the payment of the payments of control afform (1900) for mainterpaintees are included as for construction. Behavior, 930,000; Rode faland, 810,000; for mainterpaintees are included as fully 000; Rode lained, 9331,000; Rode faland, 810,000; for mainterpaintees are included as fully 000; Rode lained, 8331,000; Rode faland, 810,000; for mainterpance, 1111aois, 8136,000; Bell,000; Rode lained, 800,000; Rode lained, 800,00 | lie records t<br>muts for non<br>out of local<br>out of local<br>formultitures of<br>zpenditures of<br>reals, \$1,000<br>and, \$351,000<br>payments for   | be disbursemen<br>highway purpos<br>general frunda<br>fata are given<br>nerning the 1<br>no county and<br>); Rhode Ialan<br>). | the for stre<br>es from hig<br>es from hig<br>i. Except f<br>i. Except f<br>ocal highwa<br>coal highwa<br>d, 418,000;<br>d, 418,000;<br>rt term deb | et purposes  <br>heay funds w<br>or debt retil<br>detail in te<br>detail in te<br>de by munici<br>for maintens<br>t; interest o | oy municipality<br>re offset agai<br>rement, interes<br>rement, interes<br>ries. Re-21. Re<br>ries. Thitois,<br>uce, Illinois,<br>olumn includes | tes including munici<br>unt sypropriations<br>at and payments to<br>ofter to note 1, tabl<br>included as follows;<br>#136,000; Hebrush<br>semilt charges for | municipal<br>thioms for<br>is to other<br>, table 12<br>, table 12<br>hiradan, fo<br>hiradan, fo | 11 to 1  | administration of the second s | tration.<br>Local hig<br>Includes<br>Data for<br>r year to f<br>Municipal<br>opulation bi<br>ste of \$4,00<br>Estimated | administration.<br>*/ Incol highery finance data included in<br>*/ Includes \$199,000 public benefit princ<br>*/ Data for six months, January 1 to June<br>oriendar part of final, year ending June 30.<br>3,500 population but disburgements cannot be so<br>busic rate of \$4,000 and \$300 per mile for the<br>busic rate of \$4,000 and \$300 per mile for the<br>principal of \$500 and \$500 per mile for the<br>principal of \$500 and \$500 per mile for the<br>principal of \$500 and \$500 per mile for the<br>principal of \$500 per mile for the \$500 per mile for \$500 per mil | data inclu<br>Lic benefit<br>Banuary 1 t<br>Ming June<br>Mi State pr<br>Ti State pr<br>er mile fo   | at the second seco | > ∎_d   | and township summarie<br>Accounting pariod was<br>ry systems are maintai<br>These cities recive a<br>secondary systems, re | ity summaries.<br>; pariod was changed from a<br>are maintained by cities over<br>a receive sphorticument at the<br>systems, respectively.  | rom a<br>fes over<br>nt at the  |

#### **Highway Finance**

## DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS-1962<sup>1</sup>

#### CLASSIFIED BY FUNCTION

|                                   | Г                   |                           |                  |                       |                |                |                               |                |                                |            |                 |                               |
|-----------------------------------|---------------------|---------------------------|------------------|-----------------------|----------------|----------------|-------------------------------|----------------|--------------------------------|------------|-----------------|-------------------------------|
| STATE                             | RIGHT-              | CON-<br>STRUC-            | TOTAL            | ROADS                 | MAINTI         | TRAFFIC        | TOTAL                         | ADMINIS-       | MISCELLAN<br>TRAFFIC<br>POLICE | OTHER      | TOTAL           | STATE                         |
|                                   | WAY<br>2/           | <b>TION</b><br><u>3</u> / | LOING            | BRIDGES<br><u>3</u> / | REMOVAL        | SERVICE        |                               | TRATION        | <u> </u>                       |            |                 |                               |
| Alabama                           | 69                  | 7,046                     | 7,115            | 9,794                 | -              | 729            | 10,523                        | 428            | 298                            | 79         | 805<br>285      | Alabama<br>Alaska             |
| Alaska<br>Arizona                 | 82<br>421           | 1,506<br>9,883            | 1,588<br>10,304  | 530<br>3,913          | 337            | 121<br>279     | 988<br>4,192                  | 50<br>715      | 235                            | -          | 205<br>715      | Arisona                       |
| Arkansas                          | -                   | 2,063                     | 2,063            | 5,731                 | -              | 54             | 5,785                         | 592            | -                              | -          | 592             | Arkansas                      |
| alifornia                         | 11,822              | 70,944                    | 82,766           | 69,063                | -              | -              | 69,063                        | 15,286         | -                              | -          | 15,286          | California                    |
| Colorado<br>Connecticut           | 31<br>21            | 3,756                     | 3,787<br>7,406   | 5,842                 | 575<br>2,038   | 1,849<br>425   | 8,266<br>21,999               | 591<br>1,433   | 1,417                          | 669<br>174 | 1,260<br>3,024  | Colorado<br>Connecticut       |
| Delaware                          | 1                   | 7,385<br>1,086            | 1,087            | 19,536<br>405         | 2,050          | 117            | 551                           | 13             | 678                            | -          | 691             | Delavare                      |
| Florida                           | 1,801               | 15,021                    | 16,822           | 16,628                | · -            | 1,099          | 17,727                        | 909            | 373                            | 158        | 1,440           | Florida                       |
| Georgia<br>Hawaii 5/              | 1,197               | 5,290                     | 6,487            | 8,649                 | -              | 537            | 9,186                         | 4              | 171                            | _ 5        | 290             | Georgia<br>Hawaii 5/          |
| [daho                             | -                   | 1,485                     | 1,485            | 2,793                 | -              | -              | 2,793                         | -              | -                              | -          | -               | Idaho                         |
| Illinois                          | 3,579               | 35,474                    | 39,053           | 35,668                | 4,002          | 6,747          | 46,417                        | 2,933          | 7,981                          | 159        | 11,073          | Illinois<br>Indiana           |
| Indiana<br>Iowa                   | 71<br>881           | 8,296<br>20,074           | 8,367<br>20,955  | 10,106<br>12,697      | 594<br>2,045   | 1,189<br>1,041 | 11,889<br>15,783              | 2,592<br>1,052 |                                | 247        | 2,839<br>1,052  | Indiana                       |
| Kansas                            | 12                  | 14,265                    | 14,277           | 7,646                 | ő              | 408            | 8,060                         | 623            | -                              | -          | 623             | Kansas                        |
| Kentucky                          | 319                 | 3,065                     | 3,384            | 6,052                 | 141            | -              | 6,193                         | -<br>612       | - 906                          | -<br>586   | -               | Kentucky<br>Louisiana         |
| Louisiana.<br>Maine               | 372                 | 13,550<br>1,006           | 13,922           | 8,015<br>5,063        | 3,169          | 784<br>171     | 8,799<br>8,403                | - 012          | 900                            | - 200      | 2,104           | Maine                         |
| Maryland                          | -                   | 2,181                     | 2,181            | 7,707                 | 1,803          | 2,002          | 11,512                        | 412            | -                              | 151        | 563             | Maryland                      |
| <b>Massachusetts</b>              | 129                 | 21,777                    | 21,906           | 34, 349               | 9,329          | 2,188          | 45,866                        | 2,669          | 1,572                          | 216        | 4,457<br>22,644 | Massachusetts<br>Michigan     |
| Michigan<br>Minnesota             | 1,561<br>294        | 28,141<br>22,546          | 29,702<br>22,840 | 24,919<br>13,440      | 5,806<br>3,756 | 2,382<br>2,093 | 33,107<br>19,2 <del>8</del> 9 | 4,381<br>2,537 | 18,263<br>927                  |            | 3,464           | Minnesota                     |
| Mississippi                       | -                   | 5,761                     | 5,761            | 6,803                 | -              | -              | 6,803                         | 29             | -                              | -          | <sup>7</sup> 29 | Mississippi                   |
| Missouri                          | 1,402               | 7,808                     | 9,210            | 15,604                | 426            | 1,937          | 17,967                        | 1,312          | 299                            | 1          | 1,612           | Missouri<br>Nontana           |
| Nontana.<br>Nebraska              | - 99                | 1,108<br>9,514            | 1,108<br>9,613   | 2,770<br>5,971        | - 49           | 313            | 2,770<br>6,333                | 70<br>535      | - 28                           |            | 70<br>563       | Mebraska                      |
| Nevada                            | 209                 | 1,216                     | 1,425            | 1,057                 | -              | -              | 1,057                         | 289            | -                              | 6          | 295             | Nevada                        |
| New Hampshire                     | -                   | 765                       | 765              | 3,518                 | 2,701<br>698   | 84<br>1,540    | 6,303<br>34,548               | 248<br>533     | _<br>1,495                     | -<br>195   | 248<br>2,223    | New Hampshire<br>New Jersey   |
| New Jersey<br>New Mexico          | 430                 | 10,960                    | 11,390<br>7,577  | 32,310<br>2,448       | - 090          | 304            | 2,752                         | 533<br>113     | -                              | -          | 113             | New Mexico                    |
| lev York                          | 1,752               | 111,755                   | 113,507          | 86,024                | 11,119         | 1,225          | 98, 368                       | 5,329          | 22,235                         | -          | 27,564          | New York                      |
| North Carolina                    | 1,494               | 9,671                     | 11,165           | 8,275<br>2,402        | 130            | 1,120          | 9,525                         | 1,850<br>111   | 4,394                          | -          | 6,244<br>111    | North Carolin<br>North Dakota |
| North Dakota<br>Ohio              | - 129               | 4,847<br>31,271           | 4,847<br>31,400  | 36,807                | 37             | 10<br>3,917    | 2,449<br>40,724               | 3,173          | 1 -                            | 118        | 3,291           | Ohio                          |
| Oklahoma.                         | <b>بَلَية</b> (ربة  | 4,022                     | 8,066            | 7,551                 | -              | -              | 7,551                         | 238            | -                              | -          | 238             | Oklahoma                      |
| Oregon                            | 104                 | 7,247                     | 7,351            | 3,204                 | 89             | 970            | 4,263                         | 543            | - 944                          | -          | 543<br>4,449    | Oregon                        |
| Pennsylvania<br>Rhode Island      | 453                 | 17,782                    | 18,235<br>3,165  | 42,175<br>4,446       | 2,128<br>750   | 4,110          | 48,413                        | 3,505<br>464   | 6                              | 1          | 470             | Pennsylvania<br>Rhode Island  |
| South Carolina                    | 3                   | 515                       | 518              | 2,276                 | -              | 248            | 2,524                         | 162            | 968                            | 52         | 1,182           | South Carolin                 |
| South Dakota                      | -                   | 3,106                     | 3,106            | 2,716                 | - 5            | -              | 2,716                         | 322<br>487     | - 501                          | 35         | 357<br>988      | South Dakota                  |
| Tennessee<br>Texas                | 945<br>9,833        | 11,011<br>45,932          | 11,956<br>55,765 | 8,562<br>24,710       | - '            | 779<br>3,569   | 9,346                         | 2,049          | 27,088                         | -          | 29,137          | Texas                         |
| Utah 6/                           | 9 <b>,8</b> 33<br>5 | 608                       | 613              | 1,052                 | 47             | 14             | 1,113                         | 110            | 184                            | 11         | 305             | Utah 6/                       |
| Vermont                           | - 127               | 491<br>8,785              | 491<br>8,912     | 1,453<br>9,900        | 532<br>341     | -<br>1,299     | 1,985<br>11,540               | -<br>1,309     | 100<br>712                     | :          | 100<br>2,021    | Vermont<br>Virginia 7/        |
| Virginia <u>7</u> /<br>Washington | - 15(               | 8,467                     | 8,467            | 9,900<br>11,535       | - 341          | -              | 11,535                        | -              | 6,709                          | -          | 6,709           | Washington                    |
| West Virginia                     | -                   | 592                       | 592              | 4,411                 | -              | 130            | 4,541                         | 69             | -                              | 3          | 72              | West Virginia                 |
| Wisconsin                         |                     | 24,427                    | 24,427           | 15,186                | 5,701          | 427            | 21,314                        | 1,552<br>181   | -                              | 5<br>25    | 1,557<br>206    | Wisconsin<br>Wyoming 8/       |
| iyoming 8/                        | 2                   | 1,429                     | 1,431            | 1,518                 |                |                | 1,518                         |                |                                | ļ          |                 |                               |
| Total                             | 43,694              | 635,672                   | 679,366          | 653,230               | 58,383         | 46,592         | 758,205                       | 62,525         | 98,484                         | 2,895      | 163,904         | Total                         |

1/ This table records further segregation of capital outlay, maintenance and miscellaneous disbursements by municipal governments on all systems as shown on table UF-2. Payments for non-highway purposes from highway funds were offset against appropriations for highway purposes out of local general funds. See table UF-1, note 1 for additional information on local highway finance series. 2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs. 3/ Direct expenditures on county and township roads by municipalities are included as follows: for construction, Mebraska, \$1,000; Rhode Island, \$36,000; or maintenance, filinois, \$136,000; Hersaka, \$1,000; Rhode Island, \$36,000. 4/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with traffic services. 5/ Local highway finance data are included in the county and township summaries.

5/ Local highway finance data are included in the county and township summaries. 6/ Data for six months, January 1 to June 30, 1962. Accounting period was changed from a calendar year to fiscal year ending June 30. 7/ Municipal extensions of State primary and secondary systems are maintained by cities over 3,500 population but disbursements cannot be segregated. These cities receive an apportionment at the basic rate of \$4,000 and \$300 per mile for the primary and secondary systems, respectively.

8/ Estimated.

## CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

#### MUNICIPAL OBLIGATIONS FOR HIGHWAYS-1962

Compiled for various fiscal years from reports of State and local authorities

| TABLE   | UB-2 |
|---------|------|
| OCTOBER | 1964 |

|  | TOTAL  |   |   | LONG TER  | n debt   |  |  |   |   | SHORT TEP   | M DEBT  |   |  |   |  |
|--|--|---|---|---|--|--|--|---|---|---|---|---|--|---|--|
|  | DEBT   | ANOUNT  | 189   | UED   | REDE   | SIED   |  | AMOUNT  | 199   | UED   | RED   |   | ANOLINT                                  | TOTAL   |  |
| STATE  | OUTSTANDING<br>AT<br>BEGINNING<br>OF YEAR<br>2/  | OUTSTAND-<br>ING AT<br>BRGINNING<br>OF YEAR<br>2/   | ORIGINAL  | REFUNDING<br>BONDS,<br>FUNDING<br>NOTES   | FROM<br>CURRENT<br>OR<br>SINKING<br>FUNDS  | by<br>Refunding  | AMOUNT<br>OUTSTAND-<br>ING AT<br>END OF<br>YEAR                                  | OUTSTAND-<br>ING AT<br>BEGINNING<br>OF YEAR<br>2/ | ORIGINAL  | EXTENSIONS  | PROM<br>CURRENT<br>OR<br>SINKING<br>FUNDS                     | BY<br>EXTENSIONS<br>OR<br>FUNDING                                     | OUTSTAND-<br>ING AT<br>END OF<br>YEAR    | OUTSTAND-<br>ING AT<br>END OF<br>YEAR                                       | STATE  |
| Alabama<br>Alaska<br>Arisona<br>Arkansas   | 41,577<br>7,759<br>16,094<br>7,930   | 41,160<br>7,759<br>16,094<br>7,930  | 3,703<br>1,560<br>3,222<br>1,120  | 168<br>-<br>-<br>-  | 3,510<br>906<br>2,017<br>549   | 96<br>-<br>-<br>-  | 41,425<br>8,413<br>17,299<br>8,501   | 417<br>-<br>-                                     | 892<br>-<br>-<br>-  | -   | 192<br>-<br>-<br>-  | 72<br>-<br>-<br>-   | 1,045<br>-<br>-<br>-                     | 42,470<br>8,413<br>17,299<br>8,501  | Alabama<br>Alaska<br>Arizona<br>Arkansas                 |
| California<br>Colorado<br>Connecticut<br>Delaware  | 146,223<br>15,700<br>10,538<br>4,732   | 146,223<br>15,700<br>10,522<br>4,732  | 20,891<br>750<br>754  |   | 13,271<br>400<br>1,107<br>228  |  | 153,843<br>15,300<br>10,165<br>5,258   | -<br>-<br>-<br>-                                  | -   | -   | - 8   | -   | - 8                                      | 153,843<br>15,300<br>10,173<br>5,258  | California<br>Colorado<br>Connecticut<br>Delaware        |
| Florida<br>Georgia<br>Hawaii 3/<br>Idaho   | 101,697<br>26,992<br>4,678   | 101, 312<br>26,992<br>4,678   | 10,110<br>2,314<br>474  | 2,180<br>-<br>-<br>-  | 7,275<br>1,207<br>687  | 2,180<br>-<br>-<br>-   | 104,147<br>28,099<br>4,465   | 385<br>-<br>-<br>-                                | 23<br>-<br>-  | -<br>-<br>-   | 385<br>-<br>-<br>-  |   | 23<br>-<br>-                             | 104,170<br>28,099<br>4,465  | Florida<br>Georgia<br>Havaii <u>3</u> /<br>Idaho         |
| Illinois<br>Indiana<br>Iowa<br>Ennsas  | 242,724<br>12,845<br>39,532<br>78,498  | 242,091<br>12,836<br>39,394<br>74,288   | 9,370<br>285<br>8,219<br>8,301  | -<br>3,474  | 10, 383<br>1,136<br>6,669<br>11,738  | -  | 241,078<br>11,985<br>40,944<br>74,325  | 633<br>9<br>138<br>4,210                          | 345<br>-<br>29<br>5,356   | -   | 489<br>-<br>56<br>139   | -<br>3,474  | 489<br>9<br>111<br>5,953                 | 241,567<br>11,994<br>41,055<br>80,278                                       | Illinois<br>Indiana<br>Iowa<br>Kansas                    |
| Kentucky<br>Louisiana<br>Maine<br>Maryland   | 20,340<br>82,180<br>1,522<br>11,731  | 20,333<br>81,629<br>1,465<br>11,620   | 83<br>8,983<br>449<br>1,874   | -<br>-<br>-   | 470<br>5,899<br>278<br>3,065   | - 5  | 19,946<br>84,708<br>1,636<br>10,429  | 7<br>551<br>57<br>111                             | 26<br>117<br>36<br>137  | - 5   | 26<br>36<br>38<br>42  | -   | 7<br>637<br>55<br>206                    | 19,953<br>85,345<br>1,691<br>10,635   | Kentucky<br>Louisiana<br>Maine<br>Maryland               |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi  | 37,182<br>48,703<br>67,375<br>23,741   | 37,182<br>48,703<br>66,548<br>22,515  | 4,989<br>7,541<br>10,846<br>5,902   | -<br>-<br>40  | 6,799<br>9,009<br>6,337<br>3,193   | -<br>-<br>-<br>-   | 35,372<br>47,235<br>71,057<br>25,264   | -<br>-<br>827<br>1,226                            | -<br>1,141<br>1,037   |   | -<br>-<br>827<br>820  | -<br>-<br>-<br>40   | -<br>1,141<br>1,403                      | 35,372<br>47,235<br>72,198<br>26,667  | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| Missouri<br>Montana<br>Nebraska<br>Nevada  | 66,911<br>11,139<br>29,894<br>2,169  | 66,911<br>11,138<br>23,349<br>2,169   | 11,424<br>492<br>4,708<br>854   | -<br>-<br>788<br>-  | 4,425<br>1,446<br>3,494<br>530   | -<br>-<br>788<br>-   | 73,910<br>10,184<br>24,563<br>2,493  | -<br>6,545  | 7<br>4,173  | -   | -<br>5,065  | -   | 7<br>5,653                               | 73,917<br>10,184<br>30,216<br>2,493   | Missouri<br>Montana<br>Hebraska<br>Hevada                |
| New Hampshire<br>New Jersey<br>New Maxico<br>New York  | 3,309<br>46,829<br>13,212<br>540,552   | 3,298<br>40,808<br>13,212<br>497,576  | 405<br>4,786<br>4,268<br>42,858   | -<br>-<br>320<br>-  | 514<br>4,909<br>3,389<br>41,330  | -<br>-<br>320<br>-   | 3,189<br>40,685<br>14,111<br>499,104   | 11<br>6,021<br>42,976                             | 5, 545<br>6,924   | -<br>219<br>-   | 11<br>5,571<br>33,530   | -<br>219<br>-   | 5,995<br>16,370                          | 3,189<br>46,680<br>14,111<br>515,474  | New Hampshire<br>New Jersey<br>New Mexico<br>New York    |
| Horth Carolina<br>Horth Dakota<br>Ohio<br>Oklahoma   | 32,777<br>28,087<br>218,781<br>17,262  | 31,697<br>28,087<br>198,661<br>17,262   | 1,265<br>5,246<br>14,081<br>12,392  | 89<br>9,385   | 2,543<br>2,590<br>18,143<br>1,274  | 89<br>-<br>-<br>-  | 30,419<br>30,743<br>203,984<br>28,380  | 1,080<br>20,120                                   | 1,225<br>7,022  | 3,382   | 1,080<br>1,849<br>7   | 12,767  | 1,225                                    | 31,644<br>30,743<br>219,892<br>28,380                                       | Horth Carolina<br>Horth Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina   | 11,201<br>176,537<br>13,012<br>4,146   | 9,182<br>175,541<br>12,514<br>4,146   | 2,705<br>12,068<br>2,622<br>573   | 1,069<br>-  | 1,500<br>11,489<br>1,166<br>306  | 1,069  | 10,387<br>176,120<br>13,970<br>4,413   | 2,019<br>996<br>498<br>-                          | 239<br>400<br>126<br>9  | -   | 311<br>996<br>108<br>2  | -   | 1,947<br>400<br>516<br>7                 | 12,334<br>176,520<br>14,486<br>4,420  | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| South Dakota<br>Tennessee<br>Texas<br>Utah 4/  | 1,521<br>52,073<br>324,763<br>1,800  | 1,521<br>52,053<br>324,615<br>1,800   | 636<br>10,100<br>57,974   | -<br>-<br>278<br>-  | 219<br>4,692<br>18,500<br>194  | -<br>278<br>-  | 1,938<br>57,461<br>364,089<br>1,606  | -<br>20<br>148<br>-                               | -<br>184<br>-   | -   | -<br>18<br>174  | -   | -<br>2<br>158<br>-                       | 1,938<br>57,463<br>364,247<br>1,606   | South Dakota<br>Tennessee<br>Texas<br>Utah 4/            |
| Vermont<br>Virginia<br>Washington<br>West Virginia   | 1,365<br>48,586<br>25,708<br>17,507  | 1,365<br>48,580<br>25,708<br>17,450   | 270<br>7,940<br>3,330   | -   | 197<br>3,198<br>1,227<br>253   | -  | 1,438<br>53,322<br>27,811<br>17,197  | -<br>6<br>-<br>57                                 | -   | -   | с<br>- ц  |   |  | 1,438<br>53,322<br>27,811<br>17,243   | Vermont<br>Virginia<br>Washington<br>West Virginia       |
| Wisconsin<br>Wyoming 5/  | 47,135<br>797  | 47,135<br>797   | 6,796<br>1,050  | -   | 5,426<br>100   | :  | 48,505<br>1,747  | :   | -   | :   | -   | :   | :  | 48,505<br>1,747   | Wisconsin<br>Wyoming <u>5</u> /                          |
| Total  | 2,787,366  | 2,698,281   | 320,603   | 17,821  | 229,187  | 4,855  | 2,802,663  | 89,085  | 34,993  | 3,606   | 51,791  | 16,572  | 59,321                                   | 2,861,984   | Total  |
| Vermont<br>Virginia<br>Washington<br>West Virginia<br>Wisconsin<br>Wyoming 5/<br>Total<br>1/ This table<br>including those of<br>on local highway fi | 1,800<br>1,365<br>46,586<br>25,708<br>17,507<br>47,135<br>797<br>2,787,366<br>• records the cl<br>municipal toll<br>nance series.<br>ence between as | 1,365<br>46,520<br>25,708<br>17,450<br>47,135<br>737<br>2,698,281<br>hange during t<br>authorities.<br>mount outstand<br>as year may he | 7,9%0<br>3,330<br>-<br>6,796<br>1,050<br>320,603<br>320,603<br>the year in in<br>See table 11<br>ing at the be<br>we resulted i | -<br>-<br>-<br>17,821<br>adebtedness of<br>-1, note 1 fo<br>eginning of th<br>rom one of th | 197<br>3,198<br>1,227<br>253<br>5,426<br>100<br>229,187<br>f local muni-<br>f local muni-<br>f local muni-<br>f collowing<br>f following | -<br>-<br>-<br>-<br>-<br>l information<br>the smount on<br>;: Changes in | 1,438<br>53,322<br>27,811<br>17,197<br>48,505<br>1,747<br>2,802,663<br>aut-<br>a | - 57<br>-<br>-<br>89,085<br>gree                  | -<br>-<br>-<br>34,993<br>viously omit<br>3/ Local t<br>4/ Data fc | -<br>-<br>-<br>3,606<br>red, segregatic<br>ignesy finance<br>r six months,<br>o fiscal year e | 6<br>11<br>51,791<br>m of allied<br>data inclu<br>January 1 t | -<br>-<br>-<br>-<br>street functi<br>ded on county-<br>o June 30, 196 | -<br>46<br>-<br>59,321<br>cons dats, etc | 1, 438<br>53, 322<br>27, 811<br>17, 243<br>48, 505<br>1, 747<br>2, 861, 984 | Verm<br>Virg<br>Wash<br>West<br>Wisc<br>Wyom             |

LOCAL GOVERNMENT PARKING FACILITIES - 19621

Į Compiled for various fiscal years

RECEIPTS, DISBURSEMENTS AND CHANGE IN INDEBTEDNESS

| Satstingthe Tent was enoug to sa wint   |  |  | NGC LTTS  | 845  |  |  | F  |   |   |  | 1810   | THE REAL PROPERTY.             | TIT STATEMENTS                                       |  |   |  |   |  |   |  |  |                            |                         |  |
|---|--|--|---|--|--|--|--|---|---|--|--|--------------------------------|--|--|---|--|---|--|---|--|--|----------------------------|-------------------------|--|
|   |  |  |   |  |  | -  | ╎  | $\left  \right $  | ŀ   |  |  |                                |  |  |   |  |   |  |   |  |  |                            |                         |  |
|   |  |  |   | BORROWINGS   | 8  |  |  |   |   | 4  |  | PATHERITS                      | ·  | DICIPIT SIZE   | SERVICE 2/  |  |   | 3  | WEET.   |  |  | BRORE                      | NOT -                   |  |
| IIIII<br>I  | SUN SUCT   | PHOREGY<br>TAXES,<br>SPECIAL<br>ABERS-<br>NETTS  | GBREAL<br>Franc<br>Affices<br>Affices   |  |  |  |  | CAPTEAL   |   | -STITUTO   | NUNT-<br>CITAL<br>Otheris  | INULARCY<br>STRANT<br>FUNCTION | COUNTY<br>ROADS                                      | 1999BL   | NEW .   | TOTAL  | ANCURT<br>ANCURT<br>200 AC<br>200 AC<br>200 AC<br>200 AC<br>200 AC<br>200 AC  |  |   | ANDUR<br>ANDUR<br>THO AN<br>THO AN<br>THOMAS   | ANDURA<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND-<br>CONSTAND- | Canada                     |                         | ANDORA<br>ANTOIN<br>TA DITI<br>TA DITI<br>TA DITI<br>TA DITI<br>TA DITI<br>TA DITI |
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| California<br>Colorado 4/<br>Commetticut<br>Delamare  | 15,526<br>316<br>2,841<br>577  | 1,377<br>-<br>-  | , , <sup>1</sup> 8  | 1,406<br>-<br>-  |  | \$£88∞'<br>  | 18,358<br>404<br>871<br>871  | 4,522<br>99<br>3  | 640°4<br>929<br>30  | , , <del>R</del> £2  | 6,337<br>160 160<br>190 100  | <sup>ي</sup> , <sup>و</sup>    | J  | 1,636<br>114<br>147<br>175   | 1995  | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8  | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   | 1,401  | 1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1 | 1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,0000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,0000<br>1,0000<br>1,0000<br>1, |  |                            |                         |  |
| Florida<br>Georgia<br>Hennii<br>Idaho   | 4,729<br>2,123<br>841<br>600   | ° <b>3</b> ** , ,  |   | 2,359<br>-<br>-  |  | ర్లే <sup>బ్రా</sup> ్,  | 14<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16   | 9,19<br>11<br>12<br>12<br>12<br>13<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14    | 3388<br>1   | 86 , <sup>노</sup> 리  | 1, 278<br>1, 601<br>350  | a<br>                          |  | 14<br>97<br>65 by  | 1.<br>1.28  | 8,1%<br>8,1%<br>6,1%   | 89,42<br>89,42<br>89,47<br>1,49<br>1,49<br>1,49<br>1,49<br>1,49<br>1,49<br>1,49<br>1,49   | 2,328<br>  | 1, <del>14</del> 3<br>25  | 21,908<br>516<br>1,355   |  |                            |                         |  |
| 1111nois<br>Indiana<br>Iowa<br>Ehnese   | 16,966<br>3,643<br>2,996<br>1,776  | , , <del>R</del> 8   | 1 1 1 1   | 12,315<br>217<br>3,568   |  | 8 18 1 2   | 29,818<br>3,861<br>3,420<br>5,444  | 2,706<br>1,308<br>1,107<br>3,453  | 5,543<br>6,908<br>809<br>809<br>809   | 1,165<br>234<br>238  | 3<br>3<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2   | ×                              |  | 2,035<br>203<br>203<br>203<br>203<br>203<br>203<br>203<br>203<br>203<br>203  | 7,236<br>261<br>262<br>262<br>262<br>262  | 1286<br>8<br>8   | 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| 7,103<br>1,195<br>1,198   | 9<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   | <del>ŝ</del>   | 8                          |                         | 8,   |
| Bentucky<br>Louisiana<br>Maryland<br>Maryland   | 2,103<br>1,122<br>790<br>2,198   | ., <sup>9</sup> %  | ,   | ج<br>88ء جر  | , 10g ,  |  | 2,179<br>1,131<br>931<br>3,105   | 858 <b>g</b>  | 83 <b>4</b> 3   | , ° % ष्ठ्र  | <u>ខ្លួន</u> ផ្ល<br>-  | .₽°\$<br>₽                     |  | ភ <sup>ុ</sup> ដ2្   | 1,215<br>1,215  |  | 8, 69, T  | <sup>بر</sup> ۳88  | 2, <sup>10</sup>  | 104<br>191<br>11,011   | <u>់</u> ដ ឌ ឆ្ន   | , °9,                      | \$ده.                   | , 12<br>52<br>54   |
| Masachusetts <sup>1</sup> /<br>Michigan<br>Minnesota<br>Miselesippi   | 4,959<br>6,886<br>2,452<br>1,057   | 815 × .  |   | 801<br>2,797<br>2,49   |  | -<br>۶۶۴.  | 5,916<br>10,033<br>2,786<br>1,057  | 3,30<br>3,91<br>3,92<br>3,92<br>3,92<br>3,92<br>3,92<br>3,92<br>3,92<br>3,92  | 2555<br>8555  | ×  | มสมัย  | ' % £ .                        | .5   | 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|   | 3,109<br>746<br>1,008  | æ  |   | 1,413<br>-<br>325  |  | <sub>ଅ</sub> ଼   | 14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>14<br>1  | 84<br>84<br>1<br>1  | <b>888</b> 8  | ຮໍະ  | 5358   | 305<br>205                     | ••••   | ъ.<br>"  | 8, <del>8</del>   | 8,6 2,8<br>8,6 2,8<br>8,6 2,8  | 8,862<br>   | 1,405<br>.385  | ¥   | 9, 713<br>325  |  |                            |                         |  |
| New Nampahire<br>New Jersey<br>New Maxico<br>New York   | 609<br>5,900<br>671<br>5/ 16,517   |  | 3,58 . 65%  | , 446<br>654<br>5, 253   | , 172<br>295   | , .8 <del>3</del>  | 388778<br>388778<br>3178   | 1997<br>3388<br>3388<br>3388<br>2   | 999<br>299<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>39<br>3   |  | 6/ 8,395   |                                |  | 2.3865<br>2.3865   | 2<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8  | 2, 1, 25<br>8, 21<br>1, 25<br>1,  | 26,97<br>8,99<br>1,95<br>1,95<br>1,95<br>1,95<br>1,95<br>1,95<br>1,95<br>1  | 5, 433<br>5, 433<br>5, 433   | 1, 299<br>1, 299<br>3, 610  | 87,1<br>1,2<br>1,2<br>1,2<br>1,2<br>1,2<br>1,2<br>1,2<br>1,2<br>1,2<br>1   | 2,283<br>- 'T  | 726<br>7/ (¥85)            | , (005,ι)<br>7/ (1,200) | 1,04   |
| Morth Carolina<br>Morth Dahota<br>Ohio<br>Oklahoma  | 1,981<br>150<br>1,743  | у <mark>я</mark>   |   | 1<br>88<br>88<br>89<br>89<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80  | 97,98,   | # ri<br>1 1  | 2,0 <del>05</del><br>835<br>9,932<br>1,793   | 828 97 1<br>888 97 2<br>97 97 2   | 5 8 9 8 8<br>8 8 9 8  | ₹. <u>\$</u> .   | ૢ૾ૻ<br>ઌ૿ૹૹ૽૾ૺૹૢ૾ૺ   | 947 ° .                        |  | เรลีเ  | , 89<br>84<br>84  | 2,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,000<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,005<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,000<br>8,0000 | 98, 1<br>98, 1<br>98, 61<br>98, 61  | , 285, 1<br>8, 285, 8  | 133<br>1,025<br>2,225   | , 1<br>201, 01<br>201, 01<br>201, 01   | 2,046<br>2,046   | 1,098<br>1,098             |                         |  |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina  | 1,851<br>14,802<br>307<br>886  | <sup>ត្ត -</sup>   | • • • •   | 9.888<br>8.888   | នស្ដ័ទ<br>ទទ័រទ័ទ  |  | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200   | 980<br>980<br>980<br>17   | <b>క్రె</b> శ్రీశాజ్  | ૰૬ૹૠ   | 18<br>951 14<br>951 14   |                                |  | 1,314 2<br>56.4  | 1,13<br>1,13  | 1,966<br>1,372<br>1,372<br>1,372<br>1,372  | 35,460<br>35,460<br>1,227   | , 638<br>1,000   | 1,079<br>56   | 39,013<br>1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3901<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,3001<br>1,1,30000000000  | . \$   | 01 1<br>2 21 1<br>2 29 0   | ·*.~                    |  |
| Bouth Dakota<br>Tennessee<br>Tenne<br>Utah <u>B</u> /   | 946<br>7565<br>7966'T  | <br>   | <del>S</del> .  | · · ·  | , , <sup>유</sup> ,   | , <sup>gg m</sup> ,  | 8000<br>8000<br>8000<br>8000<br>8000<br>8000<br>8000<br>800  | £8£°  | 경원탑단  | £189,  | Э <sup>ч</sup> еес   | .94                            |  | *2~  | <u>्</u> द्ध '  | 2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,000<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,004<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,0000<br>2,0000<br>2,0000<br>2,0000<br>2,00000000   | 568   | · - ·  | ∿จธ.  | 82%<br>,   |  | ,, <sup>9</sup> ,          |                         | ,, <sup>,,</sup> ,   |
| Vermont<br>Virginia<br>Namhington<br>West Virginia  | 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| , , <sup>31</sup> 88   |   | , <sup>8</sup> , ,   |  | ¦۲.'   | 888.588<br>888.588<br>899.38   | <u>श्र ष्ट्रे</u> द्ध स   | ୫ଞ୍ଚଛୁ  | 28 <sup>°</sup> 2  | 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|                                |  | <sup>ព</sup> ដ <sub>្ឋ</sub> ដ   | રુષ કે  | 698888<br>8886<br>8886<br>8866<br>8866<br>8866<br>8866<br>88   | rear  | , <sup>8</sup> , ,   | <del>१</del> .स हॉ  | <u>8</u> 898   | • • • •  |                            |                         |  |
| Visconsin<br>Vyuming 9/<br>Dist. of Col. 10/  | 964 <sup>°</sup> 4   | <b>, , ,</b>   | •••   | S  |  |  | 999<br>999<br>992  | 1,963   | 2,345<br>1605   |  | ۳ <b>8</b> ,   |                                | a  | ۶  | ¥.,   | *<br>*<br>*  | 3,066   | \$°, ,   | <br>198   | 3,049  | <b>1</b>   |                            |                         |  |
| Total   | 196,613  | 2,825  | 746.4   |  | 4,113 2,   | 2,755 21   | 216,569  | k7,879 3  | 39,423  | 7,380  | 62,887   | 3,324                          | 1  | 13,504   | 32,185  | 206,696  | 356,161   | 45,830   | 21,12   | 374,819  | 5,083  | 3,518                      | 3,192                   | 5,409  |
| Y. This table records rectify a (different) state (many in inderedness of adjustics of the table records rectify (different) records are above separately in tables (in 19-12, "Solid"). I also following the table of the table inderedness of the table rectification for tables (in 19-12, "Solid"). The table is a following index (large i | table records re<br>rest threet functions<br>rest luitocryons<br>unitad, and Viscon<br>outitad in Florid<br>parking facility<br>parking to table<br>a refer to table<br>a sparents for<br>ifferences betwe<br>three rest<br>ifferences betwe   | receipts, disburs<br>retions are shown<br>writed areas in Ca<br>towing Burger Lin<br>town Barneit, Mary<br>to a 13-1, note 1.<br>for long and short<br>for long and short<br>for long and short<br>resulted from one | A second change of ladge of ladge<br>man experiency is table (P.12,<br>Alfford, rand, formed in<br>Alfford, rand, rand, rand,<br>alfford, hary obtained the<br>forthand in any obtained<br>to be constructed as the<br>alfford of the beginning of<br>the following: Change<br>and of the following: Change | All change it inderbedness of collections for<br>sit in table UP-12. ThisUP-11 also includes<br>transformed and UP-12. This manufacture<br>transformed and transformed and the<br>memory of the table. For additional information<br>is not other table. For additional information<br>is by buffered of the year and includes and to<br>at the buffered of the year and includes and to<br>following: changes in county-towned y and to<br>following; changes in county-towned y and to | in indeft<br>a UF-12.<br>The Control of the Control of th | indebtedness of c<br>1-12. Tablaugui-<br>1-12. Tablaugu-<br>1-12. Tablaugu-<br>rrity in Michigan<br>man and Virginia<br>man and Virginia<br>man and Virginia<br>interest column i<br>interest column i<br>man an out the year an<br>uges in county-t | oblighti<br>11 also 1<br>11 also 1<br>14. Maine, 1<br>14 | pus for year<br>menicipality<br>municipality<br>for for the<br>dormation<br>semil char<br>mount outst<br>and munici | parking fact<br>data for car<br>data, for car<br>data, for car<br>be promote and<br>be promote for<br>harges for de<br>harges for de<br>tetanding at<br>fotpal classe | cilities only<br>primits rural<br>Remembers in<br>a counties in<br>a to other<br>cell highery<br>debt<br>the end of<br>stifications, | . 2  |                                | ୁ<br>କାର୍ଯ୍ୟ କରୁ | ag adjustaments,<br>Partially estima<br>Declades \$453,00<br>Includes \$453,00<br>Incormition on o<br>Information on o<br>Information on o<br>Information on o<br>Internation o<br>Inte   | the part of the pa  | tions of ohligh<br>ting receipts i<br>ster to Tribu<br>ding debt not<br>femany 1 to 3<br>included with   | ations prev<br>from New Yo<br>rough Bridge<br>available.<br>wase 30, 196  | flously on<br>the Batter<br>Band Tum<br>Derefo<br>20. Acount   | ttad, etc.<br>r aud Colla<br>wi Authori<br>re, borrowi<br>sing period           | ty. Partitug<br>Ly. Bard ret<br>Me change  | Garages.<br>L'rements sho  | n in parent<br>ndar year t | bees are no             | t included<br>r ending   |

## Highway Finance

## LOCAL GOVERNMENT INDIRECT STREET FUNCTIONS-19621

#### RECEIPTS AND DISBURSEMENTS

Compiled for various fiscal years from reports of State and local authorities

|  |  |   | RECI                         | IPTS                           |                    |                         |                                     |                         |                     |                         |                                |                                 |                                   | DISBUR                         | SEMENTS                |                           |                                    |                         |                            |                                |                                     |
|--|--|---|------------------------------|--------------------------------|--------------------|-------------------------|-------------------------------------|-------------------------|---------------------|-------------------------|--------------------------------|---------------------------------|-----------------------------------|--------------------------------|------------------------|---------------------------|------------------------------------|-------------------------|----------------------------|--------------------------------|-------------------------------------|
|  | PROPERTY                               | GENERAL                                 |                              | BORR                           | OWINGS             |                         |                                     |                         | CAPTI               | AL OUTLAY               | 2/                             |                                 |                                   | MA                             |                        | :                         |                                    | ADMINIS-                | DEBT S                     | ERVICE 3/                      |                                     |
| STATE  | TAXES<br>AND<br>SPECIAL<br>ASSESSMENTS | GRENERAL<br>FUND<br>APPROPRIA-<br>TIONS | PARKING<br>FACILITY<br>FUNDS | LONG<br>TERM                   | SRORT<br>TERM      | MISCEL-<br>LANDOUS      | TOTAL                               | STREET<br>LIGHTING      | STREET              | SIDE-<br>WALKS          | STORM<br>SEWERS                | TOTAL                           | STREET<br>LIGHTING                | STREET                         | SIDE-<br>WALKS         | STORM<br>SEWERS           | TOTAL                              | TRATION<br>AND<br>OTHER | INTEREST                   | RETIREMENT                     | TOTAL                               |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 502<br>245<br>34<br>385                | 1,354<br>634<br>2,361<br>466            | 1,098<br>111<br>-<br>-       | 486<br>750<br>-                | 32<br>-<br>-       | 18<br>-<br>-            | 3,490<br>1,740<br>2,395<br>851      | 150<br>17<br>579        | - 9<br>-<br>-       | 13<br>8<br>-<br>-       | 456<br>185<br>343<br>-         | 628<br>21.0<br>922<br>-         | 1,900<br>241<br>858<br>851        | -<br>117<br>467<br>-           | -<br>57<br>-           | 79<br>336<br>148<br>-     | 1,979<br>751<br>1,473<br>851       | 79<br>-<br>-<br>-       | 93<br>5<br>-               | 579<br>24<br>-                 | 3,358<br>990<br>2,395<br>851        |
| California<br>Colorado<br>Connecticut<br>Delaware        | 3,690<br>837<br>162                    | 47,827<br>2,966<br>9,076<br>626         | -<br>-<br>-<br>T2            | 4,512<br>97<br>-               |                    | 6<br>- 1<br>-           | 56,035<br>3,803<br>9,336<br>698     | 2,171<br>-<br>7         | -<br>-<br>-<br>4    | -<br>-<br>-             | 28,981<br>2,456<br>9           | 31,152<br>2,763<br>20           | 22,982<br>2,416<br>4,532<br>356   | -<br>1,387<br>998<br>307       | -<br>258               | -<br>336<br>4             | 22,982<br>3,803<br>6,124<br>667    | :                       | 410<br>-<br>143<br>5       | 465<br>349<br>6                | 55,009<br>3,803<br>9,379<br>698     |
| Florida<br>Georgia<br>Havaii<br>Idaho                    | 6,237<br>23<br>-<br>648                | 5,672<br>3,666<br>405<br>-              | 2<br>-<br>-                  | 3,434<br>-<br>-                |                    | 3,441<br>717            | 18,786<br>3,689<br>1,122<br>648     | 373<br>33<br>12<br>69   | 13<br>37<br>-       | 271<br>25<br>11<br>18   | 6,018<br>346<br>1,286<br>44    | 6,675<br>441<br>1,309<br>131    | 5,632<br>2,602<br>1,230<br>501    | 1,663<br>465<br>246<br>-       | 56<br>10<br>6          | 885<br>66<br>-<br>3       | 8,236<br>3,143<br>1,482<br>504     | - 81<br>-<br>33         | 1,458<br>66<br>-<br>2      | 1,380<br>39<br>9               | 17,830<br>3,689<br>2,791<br>679     |
| Illinois<br>Indiana<br>Iova<br>Kansas                    | 17,082<br>1,920<br>5,990<br>· 918      | 6,840<br>6,856<br>2,927<br>1,788        | 50<br>-<br>-<br>-            | 5,307<br>908<br>866            | -<br>-<br>78       | 1,111<br>10<br>218<br>9 | 30,390<br>8,786<br>10,043<br>3,659  | 6,243<br>438<br>26      | -                   | 500<br>-<br>1.04<br>48  | 4,732<br>3,064<br>835          | 11,475<br>3,606<br>909          | 6,945<br>5,484<br>2,409<br>1,264  | 2,574<br>1,870<br>1,907<br>404 | 150<br>-<br>195<br>-   | 1,534<br>870<br>413<br>16 | 11,203<br>8,224<br>4,924<br>1,684  | 130<br>-<br>-<br>3      | 3,394<br>114<br>344<br>124 | 6,370<br>442<br>1,169<br>1,005 | 32,572<br>8,780<br>10,043<br>3,725  |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | -<br>1,747<br>2,067<br>772             | 3,622<br>3,762<br>10,767                | -<br>548<br>545              | -<br>1,285<br>446<br>3,250     | -<br>28<br>3<br>18 | -<br>571<br>-<br>506    | 3,622<br>7,941<br>2,518<br>15,858   | -<br>480<br>-<br>102    | - 58<br>- 139       | - 48<br>117<br>-        | 1,334<br>227<br>3,745          | -<br>1,920<br>344<br>3,986      | 2,510<br>3,028<br>1,416<br>5,107  | 701<br>1,418<br>175<br>2,264   | -<br>5<br>229<br>25    | 411<br>514<br>271<br>109  | 3,622<br>4,965<br>2,091<br>7,505   | - 54<br>1,698           | -<br>387<br>38<br>72       | 560<br>45<br>162               | 3,622<br>7,886<br>2,518<br>13,423   |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 16,508<br>3,417<br>11,348<br>-         | -<br>9,149<br>4,833<br>1,352            | -<br>256<br>25<br>-          | 1,185<br>25<br>6,030           | -<br>-<br>- 30     | -<br>1,084<br>-         | 17,693<br>12,847<br>23,350<br>1,352 | 1,166<br>831<br>-       | -<br>46<br>-        | 1,744<br>1,464<br>1,624 | 1,642<br>9,402                 | 3,386<br>2,630<br>11,903<br>-   | 11,065<br>8,834<br>4,102<br>1,352 | 1,422<br>1,694                 | 686<br>550<br>129<br>- | 367<br>-<br>806<br>-      | 13,540<br>9,384<br>6,731<br>1,352  | -<br>-<br>-<br>70       | 68<br>272<br>1,054<br>-    | 699<br>209<br>3,426            | 17,693<br>12,495<br>23,184<br>1,352 |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 317<br>923<br>2,327<br>359             | 6,145<br>10<br>10<br>425                | 305<br>-<br>2                | 626<br>80<br>362<br>490        | -<br>- 86          | -<br>-<br>-<br>-        | 7,393<br>1,013<br>2,797<br>1,276    | 571<br>11<br>226<br>355 | 35<br>-<br>-        | 36<br>8<br>60<br>132    | 1<br>4<br>581<br>139           | 643<br>23<br>867<br>626         | 5,123<br>743<br>1,513<br>375      | 1,172<br>-<br>14<br>-          | 4<br>4<br>1<br>-       | 39<br>4<br>22<br>25       | 6,338<br>751<br>1,550<br>400       | -<br>46<br>22           | 148<br>31<br>30<br>18      | 47<br>137<br>277<br>73         | 7,177<br>942<br>2,770<br>1,139      |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | -<br>215<br>1,626<br>4,408             | 2,145<br>17,582<br>508<br>84,574        | -                            | 659<br>2,621<br>1,724<br>4,726 | 2,566<br>248       | -<br>895<br>67<br>584   | 2,804<br>23,879<br>3,925<br>94,540  | -<br>21<br>8<br>9,930   | -<br>414<br>- 64    | 106<br>611<br>-<br>270  | 864<br>4,040<br>2,395<br>1,982 | 970<br>5,086<br>2,403<br>12,246 | 1,311<br>10,487<br>859<br>24,200  | 291<br>4,854<br>189<br>43,095  | 33<br>4<br>1,615       | 165<br>430<br>1,629       | 1,800<br>15,775<br>1,048<br>70,539 | - 2<br>2,224            | 6<br>292<br>440<br>572     | 28<br>2,724<br>1,390<br>6,388  | 2,804<br>23,879<br>5,281<br>91,969  |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 60<br>1,031<br>6,887<br>1,595          | 6,150<br>840<br>14,629<br>361           | 146<br>-<br>-<br>-           | 4<br>735<br>1,178<br>3,365     | -<br>977           | 385<br>7<br>661<br>-    | 6,745<br>2,613<br>24,334<br>5,321   | 178<br>228<br>817<br>-  | 71<br>-<br>308<br>- | 136<br>416<br>1,876     | 392<br>152<br>7<br>697         | 777<br>796<br>3,008<br>697      | 2,876<br>798<br>11,818<br>361     | 1,737<br>21<br>6,609           | 125<br>329             | 865<br>1<br>480<br>241    | 5,603<br>820<br>19,236<br>602      | 195<br>-<br>-<br>-      | 63<br>237<br>279<br>536    | 107<br>694<br>2,078<br>1,060   | 6,745<br>2,547<br>24,601<br>2,895   |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 3,468<br>122<br>-                      | 844<br>19,321<br>2,524<br>2,863         | -                            | 27<br>28<br>-<br>-             | - 94<br>-          | 1,853<br>-              | 4,339<br>21,418<br>2,524<br>2,863   | 120<br>724<br>- 48      | 76<br>-<br>4<br>9   | 128<br>281<br>64<br>57  | 228<br>5,006<br>330            | 552<br>6,011<br>68<br>444       | 2,226<br>13,594<br>1,645<br>913   | 1,336<br>1,694<br>627<br>970   | 63<br>6<br>52<br>136   | 177<br>-<br>132<br>131    | 3,802<br>15,294<br>2,456<br>2,150  | 47<br>1<br>-<br>269     | 22<br>28<br>-              | 26<br>84<br>-<br>-             | 4,449<br>21,418<br>2,524<br>2,863   |
| South Dakota<br>Tennessee<br>Texas<br>Utah 4/            | 139<br>107<br>8,076<br>6               | 1,171<br>4,501<br>14,884<br>698         | -<br>160<br>-                | 35<br>6,678                    |                    | -<br>345<br>-           | 1,345<br>4,773<br>29,983<br>704     | -<br>841<br>-           | -<br>123<br>-       | 50<br>22<br>170<br>3    | 58<br>326<br>12,236<br>163     | 108<br>350<br>13,370<br>166     | 1,010<br>2,962<br>7,067<br>410    | -<br>791<br>3,948<br>125       | - 12<br>- 1<br>- 1     | 82<br>670<br>2,211        | 1,104<br>4,423<br>13,227<br>535    | -<br>108<br>-           | 13<br>2,791<br>1           | 66<br>4,952<br>2               | 1,291<br>4,773<br>34,448<br>704     |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | -<br>220<br>796<br>40                  | 809<br>6,092<br>3,826<br>1,090          | -                            | 1,269<br>200                   | -                  | -<br>354<br>67<br>-     | 809<br>7,935<br>4,889<br>1,130      | -<br>36<br>182<br>      | - 43<br>-           | -<br>293<br>199<br>41   | -<br>859<br>998<br>-           | 1,231<br>1,379<br>41            | 488<br>2,296<br>1,759<br>1,057    | 3,655<br>1,773                 | 95<br>264<br>-<br>4    | 219<br>332<br>27<br>1     | 802<br>6,547<br>3,559<br>1,062     | - 43<br>-               | 1<br>47<br>208<br>13       | 6<br>67<br>497<br>14           | 809<br>7,935<br>5,643<br>1,130      |
| Wisconsin<br>Wyoming                                     | 1,558                                  | 17,652<br>150                           | :                            | 7.090<br>-                     | -                  | - 7                     | 26,307<br>150                       | 401<br>-                | - 19                | 697<br>-                | 12,071                         | 13,188                          | 6,450<br>150                      | 2,430                          | 360<br>-               | 1,591                     | 10,831<br>150                      | :                       | 482<br>-                   | 1,806<br>-                     | 26,307<br>150                       |
| Total  | 108,812                                | 336,753                                 | 3,324                        | 60,478                         | 4,160              | 12,934                  | 526,461                             | 27,396                  | 1,472               | 11,958                  | 108,634                        | 149,460                         | 200,108                           | 95,410                         | 5,464                  | 16,642                    | 317,624                            | 5,106                   | 14,307                     | 39,461                         | 525,958                             |

#### (In thousands of dollars)

TABLE UF-12 OCTOBER 1964

1/ This table records receipts and disburgements of municipalities for indirect street functions only. Parking data are given separately on table UF-11. Table 12 also includes data for certain rural units as follows: counties and special lighting districts in California and Hev Tork; rural towns in Connecticut, Maine, Massachusetts, Hev Rampshire, Rhode Island, Vermout, and Wisconsin; rural municipalities and counties in Hev Jersey; rural townships in Illinois and Ghio; counties in Arizona, Florida, Hawaii, Illinois, Louisiana (parishes), Maryland, Hebraeka, Hewada, Pennaylvania, Fursa, Utah, and Virginia. The data in this table are not included in any other table. For additional information about local highway finance series

refer to table LF-1, note 1.

2/ In some instances lack of complete information did not permit segregation of costs by function. Where there is no entry for capital outlay and administration, they may be assumed to be partially included with maintenance.

3/ Includes payments for long and short term debt indebtedness. 4/ Data for six months, January 1 to June 30, 1962. Accounting period was changed from a calendar year to fiscal year ending June 30.

## RECEIPTS OF COUNTY AND TOWNSHIP TOLL FACILITIES-1962<sup>1</sup>

Compiled for various fiscal years

(In thousands of dollars)

SEPTEMBER 1964

| betanimite<br>bed.   |  | Septing TTOS-                                | mane of non-                     | s aley lebtwo      |  | \$100, for particular<br>sector fund con<br>perty tex.<br>\$27,000 from 5<br>\$4,500 fr | A COUNTS IN COUNTS IN   | ben arread array functions for the second se  | ware to be a superious of the adverte at the antitaty ware to be and brief adverte to the antitaty ware to be and brief adverte advert  | operated by county<br>in this table. Fo<br>2 Any diffe<br>2 Any diffe<br>3 Proceeds<br>3 Proceeds |
|--|--|--|----------------------------------|--------------------|--|---|---|---|---|---|
| Severance  | *000*9T\$ fxe:   | Merolav ba                                   | 31 \$201000                      | .of hard yours     | and Bridge Pre-  | beof .000,45\$  | sabuloul \2   | tries operated by or for county   | a is concerned with the receipts for publicly-owned facil   | Idat star \r  |
| 594 452  | 900 <b>°</b> 2   | 96E  | 468                              | 0T0 <b>*</b> ¥     | 66T*9T   | 90L*6T  | 6 <b>t4</b> ′9t   |   | TVEOL OBVIED  |   |
| <u>342</u><br>19<br>50<br>53<br>42<br>23   | 888<br>57<br>9 /07<br>9 /07<br>9 /07<br>9 /0<br>9 /0<br>9 /0 | -  | -                                | -                  | 11<br>53<br>74<br>53<br>71                             |   |   | Planton County<br>Planton County<br>Planton County  | These Island Porty<br>These Island-Anderson Island Porty<br>Touget Island-Anderson Island Porty<br>Toreal Island-Anderson Island Porty<br>Toreal  | notgafassi  |
| <u>1*151</u><br>108<br>117<br>117<br>117<br>117<br>117<br>117<br>117<br>117<br>117<br>11 |  | <mark>8</mark><br>म म <mark>18</mark><br>म र | 21<br>9<br>*<br>*<br>E           |                    | <u>1°042</u><br>333<br>101<br>378<br>533<br>533<br>728 | 196<br>74<br>61<br>64<br>25<br>25   | 665<br>153<br>65<br>56<br>9<br>081                                  | Cameron County<br>Breare County<br>Breare County<br>Diseres County<br>Diserve | area termination of the second of the second of the second soll causes of the second soll causes of the second four second to the second county intege for the second county intege second seco  | enzeg   |
| \$02   | ¥TT /8   |  | -                                | -                  | т6   | 53  | 5   | Beaver County Municipal Authority   | Est Mochester-Monece Toll Bridge  | sinsvivents.  |
| 158<br>0T4<br>3T8  | ι<br>τ   | -  | <u>98</u><br>हर<br>१             | -                  | 689<br>925<br>TTE                                      | <u>то/</u><br>8 <b>т5</b><br>£9т  | 52<br>577<br>778<br>739   | Vesco Courty<br>Vesco Courty  | The Delles Bridge<br>Umstilla Bridge<br>Totel   | nogerio   |
| <u>568</u>   | OE   | -  | στ                               | -                  | 558  | ಜ   | 869   | Reseau County Bridge Authority  | espire Beech Bridge   | New York  |
| <u>606'3</u><br>ETS  | щ <u> </u>   |  | <u>19</u>                        | -                  | 5 <sup>5</sup> 231<br>210                              |   | 5 <sup>4</sup> 151<br>731   | (are builded commission   | Lots]<br>(sbs 1900 Connet gridges<br>Jsoond-Salmars Bridges   | _   |
| 96L°T  | π  | -  | t19                              |                    | T?T  |   | 5°28#   | noistimmo) cohing timon noistinud   | Burlington-Bristol Bridge   | New Jersey  |
| 358<br>27<br>79<br>79<br>20  | -  | 50<br>9<br>75<br>75                          |                                  | -                  | 80 <u>6</u><br>84<br>87<br>82                          | <u>ाधा</u><br>६५<br>९९<br>ठर  | 5<br>2<br>78<br>6   | Burt County Britung Authority<br>Borth County Britung Authority<br>Bortherdeon County Ferings Authority   | Burt County Missouri River Bridge (Becstur)<br>Mormon Fionser Nemorial Bridge, Douglas County<br>Riub Sridal  | alastos<br>Bebrasica  |
| 53   | στ   | -  | -                                | -                  | ध्य  | -   | 50  | settmuol srebas & LerentM   | St. Hefts Forty 7   | sastadi   |
| 977<br>26<br>29<br>29<br>25<br>25<br>25<br>20<br>25                                      | <u>661</u><br>66τ /9   | 6  | <u>*</u> *                       | -                  | 250<br>50<br>335<br>30<br>20                           | - <u>569</u><br>9<br>5##<br>6<br>70<br>70   | <u>тзт</u><br>10<br>24<br>3<br>1<br>3<br>17                         | άτριμος<br>Γιατός δουπέγ<br>Γιατός δουπέγ<br>Μεγλαμά Βρεσίαλ Roed District  | Molantila Bridge<br>Molantila Bridge<br>Fintte Namortal (Misai) Bridge<br>5t. Francistile Bridge<br>Total   | Missouri  |
| 546'   | στ   | 335  | τ9                               | -                  | 245  | 526°T   | <b>454</b>  | Marten County   | Vicksburg Bridge  | İqqississiM   |
| <u>रू</u><br>61<br>६६  | 13<br>11<br>5  | <u>9</u><br>9                                | -                                | -                  | <u>ธร</u><br>8<br>ระชุ                                 | -   | ot  | Charleviox County Road Commission<br>Charleviox County Road Commission  | BOCHT<br>ILONGOU BAILÀ<br>DLAMMOIN [RETRY BOLLÀ   | ung ta th   |
| Etts   | -  | -  | στ                               | -                  | 233  | 330   | LZT   | Wittente County Revenue Authority   | Bear Creek Bridges  | buaryland   |
| <u>3°562</u><br>TLO<br>TLL<br>5°538  | 7 <u>*565</u><br>57 75<br>5<br>7<br>71777                    |  | 5<br>5<br>841                    | <u>06</u><br>06_/E | <u>048°T</u><br>98<br>54T<br>659*T                     | 269'4<br>89<br>695'4  | <u>क्षेभूरु</u><br>दक्षा<br>6<br>151                                | Greeter New Orleans Kryressvery Commission<br>38. Junes Frish, Louisiana-Jefferson County, Texas<br>Cameron Farish, Louisiana-Jefferson County, Texas   | Total<br>Babirs take Bridge and Causever<br>Diverser Passers Brits<br>Trobar Passers Brits<br>Diverser Basers<br>Diverser Basers<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Di<br>Diverser<br>Diverser<br>Diverser<br>Diverser<br>Div | analainoi   |
| ορτ  | 5  | -  | -                                | -                  | 8LT  | -   | 55  | white County Bridge Commission  | New Bermony Bridge  | stonilli  |
| <u>ERT"T</u><br>049<br>ETE   | 52<br>T2<br>†  | -  | -                                |                    | <u>851'1</u><br>648<br>60E                             | <u>८८५</u><br>५२५<br>८२१  | <u>293</u><br>161<br>1/2  | ))costal Highway District<br>)costal Highway District   | Trustor St. Simon Bridge and Causevery<br>Servanch Niver Toll Bridge and Causevery<br>(Fugaus Thistoffe Namorial Toll Bridge)   | algroe0   |
| 690' <u>6</u><br>556'E<br>705<br>706<br>551  | 9<br>9   | -  | <u>ос</u><br>81<br>т<br>9<br>5   | 516"E<br>516"E     | 7*118<br>TOT<br>698<br>875                             |   | 5 <u>54</u><br>6<br>604<br>L  | Lee County<br>Volueis County and Bade County Fort Authority<br>Place County<br>Placings County  | Locat and the state of the second state of the  | abi rofi  |
| 2'598  | -  | · _  | 844                              | -                  | 038'4  | 004*6   | 819'6   | Colden Gate Bridge and Highway District   | αθύτης αταρίου  | aimrolilað  |
| 562  | sτ   | -  | -                                | 59 /E              | 5TC  | •   | τs  | Worlds County   | sgbirf basisi aidquel   | AmodalA   |
| SLATSIOSI<br>TVLOL   | HECKILLS<br>IVHEORE<br>MISCHT-                               | HEMINI'S<br>VMD<br>SIGMS<br>COMCER-          | THCOME<br>MEML<br>THAISH-<br>MEL | SCEEDOS&<br>CRIDE  | TGELES<br>CROSSING<br>ND<br>ROAD                       | BERAICE<br>DERL<br>LOE<br>RESERAES  | RLC*<br>CHEEVLICH*<br>LICH<br>CONSTRUC-<br>FOR<br>FOR<br>FOR<br>FOR | TTDROETUA DRITARIHO   | ILTICUS OB AVCITULL   | elvis   |
|  |  |  |                                  |                    |  |   | BROTHNING CL  |   |   |   |

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| <b>JUDT 41H2NWO</b> | JRSEMENIS BY |
|---------------------|--------------|

| Ments, l | table gives the disbursements for publicly-owned facilitit<br>cost road and bridge districts, and specially created auti<br>mitial motes of tables LF-1 and LF-32.  | tes operated by                | and for county an                        | gidanwoj bu<br>noijam                                   | TT officer<br>3/1 officer<br>3/1   | / You is to the second of the second | ficksburg Bridge,                             | Mississippi war for general             | a transferred to (                              | i Sindembir 10 Utt   | at to usil a  |
|----------|---|--------------------------------|--|---|--|---|---|---|---|--|---|
|          | DEALD TOTAL   | 612'E                          | 565'5                                    | 5,205   | LLS'S  | 95 <b>1'</b> 9T   | 857.6   | 5992                                    | 50'#90  | 68 <b>4 1</b> 81   | £09°02  |
|          | Totes Island -Anderson Island Ferry<br>Fuget Island -Anderson Island Ferry<br>Fuget Island Perry  | <u>191</u>                     | 191<br>19<br>02                          | - <u>-</u> -  | ÷  | <u>3#2</u><br>9<br>50   |   | ÷                                       | <u>546</u><br>49<br>02                          |  |   |
| uo13     | Marstens Island Forry Foint Ferry   | 49T<br>-                       | 0L<br>LZ                                 | -   | -  | 4£2<br>1.2  | -   | -                                       | 53#<br>51                                       | -  | -   |
|          | Loter<br>Commit Commit Life State<br>Instantion Commit Loff Bridge<br>Bott Vienness Loff Comments-Mineces Commit<br>Green Lespent Loff Comments-Lifecter Commit<br>Green Lespent Joint Comments-Commit Commit<br>State State State State State State State State State<br>State State State State State State State State<br>State State State State State State State State<br>State State State State State State State<br>State State State State State State State State<br>State State State State State State State State<br>State State State State State State State State State<br>State State S | 601<br>J<br>96<br>J<br>95<br>6 | <u>тее</u><br>Т.<br>14<br>16<br>Е9<br>Е5 | 26<br>1<br>06<br>68<br>17                               | 892<br>89<br>ττ<br>ττ<br>95<br>το  | 108<br>191<br>401<br>621<br>961<br>291  | - <u>65</u><br>-<br>-<br>-<br>-<br>-<br>-<br> | <u>ξο</u> 2<br>ξότ<br>οτ<br>-<br>-<br>- | <u>1'099</u><br>32#<br>17#<br>505<br>505<br>505 | 202<br>522<br>51<br>51<br>51<br>51<br>74<br>79<br>79                                     | 9 <u>14</u><br>19<br>156<br>156<br>29<br>29<br>29<br>29<br>29 |
| atnaví   | East Rochester-Monace Toll Bridge   | 50                             | 50                                       | -   | ΟΕΤ  | 0/τ   | 09  | -                                       | 530   | -  | -   |
|          | ablafa afitam<br>Tram<br>Tayor  | <u>5</u><br>Σ<br>τ2            | <u>158</u><br>30<br>35                   | 22<br>32<br>08  | 91<br>219<br>705   | 200<br>562<br>502   | <u>. 192</u><br>T9<br>T54                     | ÷                                       | 9 <u>92</u><br>926<br>326                       | 530<br>753<br>701  | 661<br>855<br>TOS   |
| A's      | eghter Beach Bridge   | π                              | 79£                                      | τ9  | τ6   | 055   | ££T   | -                                       | 683   | 605  | -   |
|          | Tacony-Falmyra Bridges<br>Cape May County Bridges<br>Total  | 9 <u>86</u><br>66 (            | <u>1,026</u><br>200                      | 9 <u>79</u><br>SL                                       | 32   | <u>519'7</u><br>604   | <u>λητ</u><br>Δητ                             | ÷                                       | <u>5, 762</u><br>556                            | <u>5*302</u><br>737  | 991<br>997  |
| 196 J    | egbraf lofstra-motgantrug   | 288 (                          | 856                                      | £₩5   | -  | 5,206   | -   | -                                       | 5,206   | \$ <sup>5</sup> 7.1/f  | -   |
| च्य      | Burt County Missouri River Bridge, Douglas County<br>Mormon Fionsen Memorial Bridge, Douglas County<br>Bulo Total   | -<br>-<br>-                    | <u>сі</u><br>тт<br>96<br>53              | 982<br>T<br>ST<br>OT                                    | <u>5ाट</u><br>टा<br>6टा<br>भूर   | 370<br>52<br>795<br>201<br>201  | 1 <u>2</u><br>12<br>-<br>-                    |   | 97 <u>3</u><br>15<br>797<br>207                 | <u>יז</u><br>ד<br>ז<br>ז   | 021<br>ΫΫ<br>59<br>ΤΤ   |
|          | St. Regis Terry 5/  | -                              | 64                                       | -   | -  | En  | •   | -                                       | En  | -  | -   |
| μ        | tager and the second se  |                                | <u>Ц</u><br>9<br>25<br>6<br>07           |   | 530<br>τ<br>507<br>8<br>70   | 218<br>57<br>592<br>87<br>28  | 540<br>- 1<br>- 50<br>- 50                    |   | <u>595</u><br>4T<br>E92<br>Th2<br>L4            | <u>क्षा</u><br>ऽग<br>अ   | 0 <u>46</u><br>426<br>6                                       |
| tqq ti   | Stokeburg Brudsholv   | -                              | 536                                      | 6 <b>4</b> T  | 75   | <b>#55</b>  | E6E   | 9≤                                      | TL9   | 06 <b>4</b>  | 5°073   |
| CR       | Tronton Ferry<br>Ironton Ferry<br>Branning Leland Ferry   | ÷                              | 08<br>61<br>19                           | 5   |  | <u>29</u><br>6τ<br>ε9   |   | -                                       | <u>28</u><br>6र<br>६९                           |  |   |
| P        | Bear Creek Bridges  | ۹T                             | 94T                                      | 62  | <b>1</b> 81  | 604   | Οητ   | •                                       | 6 <del>4</del> 5                                | 90T  | 548   |
| -        | Total States and Concerns Total Concerns of Concerns Total Concerns To<br>Total Concerns Total Conc                                     | 811<br>85<br>96                | 9 <u>25</u><br>52<br>98<br>504           | 121<br>21<br>11<br>56                                   | τ <u>1925</u><br>2π<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 5 <sup>9</sup> 647<br>246<br>202<br>2,399   | 265<br>29<br>18<br>544                        | ÷<br>•                                  | <u>31540</u><br>513<br>183<br>5184              | 9 <u>28</u><br>τ30<br>ε<br>852   | <u>199'4</u><br>21<br>565'4                                   |
|          | Sev Bridge  | τ                              | 750                                      | 85  | -  | 6LT   | -   | -                                       | 6LT   | 53   | -   |
|          | (Sugere Telemedge Nemorial Toll Bridge)<br>Total  | <u> </u>                       | <u></u>                                  | <u>65</u>   | TES  | <u>tsi</u>  | <u>961 _</u>                                  | ÷                                       | <u>188</u>                                      | <u>58</u> £  | 928   |
| ,        | Brunswick-St. Simon Bridge and Causever   | τ (                            | 66<br>19                                 | 53<br>36  | 924<br>55  | £65<br>95т  | 9£T   | -                                       | 265<br>967                                      | 513<br>0/1   | 089<br>BMT  |
|          | Port Orange Toll Bridge and Causevay<br>Samabal-Captive Toll Bridge and Causevay<br>Total   | 9 <u>€1'1</u><br>9€1'1         | <u>#11</u><br>53                         | 531<br>576  | <u>τ69</u><br>02τ<br>9τ  | 5'#12<br>7'255  | <u>162</u>                                    | ÷                                       | 5 <u>2112</u><br>7255                           | <u>5'130</u><br>5'17   |   |
| 1        | Belleatr Toll Causevery and Venetian Causeverys<br>Biscorne Moll Builderer) and Venetian Causeverys<br>Der Causevery Moll Builder   |                                | LŠE<br>TE                                | ្ធ<br>-   | 854<br>54  | τ <del>η</del><br>9€8<br>9L   | 242<br>50                                     | -                                       | έος τ<br>96                                     | 305<br>17  | 99T<br>00E<br>\$0E  |
| aim      | dolden dete Bridge  | 472.                           | 484'T                                    | 609   | <b>6</b> 25  | 669'E   | τ*500   | -                                       | 668'1   | <b>T64'6</b>   | <del>9</del> 56°6   |
| 1        | sabirā kuslal atrāgusū  | -                              | 94                                       | <i>L</i> τ  | τL/¥   | ψET   | S4T /4  | -                                       | 6LZ   | 89   | -   |
| 9Ľ       | TILLONE OF PARTICLE   | CAPTEAL                        | MALIFERANCE<br>AND<br>OPERATION          | ALMURITETATION<br>AND<br>MISCELLANEOUS<br>MISCELLANEOUS | Interest<br>on<br>Deligations<br>2/  | DIBBRISHERINGEIG<br>CREERIN<br>PLOTED   | THEMETHICATION<br>OF<br>CHILIDATIONS          | /Ē<br>Sastasieval<br>Dinja              | TABMESHORSIG                                    | RTC.<br>OPERATION,<br>POR<br>POR<br>POR<br>POR<br>POR<br>POR<br>POR<br>POR<br>POR<br>POR | SIEKAICE<br>DREL<br>LOE<br>HEBERAR                            |
|          |   |                                |  |   |  |   |   |   |   | ALANCES AT   | CINE SHT<br>Fast  |

## RECEIPTS FOR LOCAL MUNICIPAL TOLL FACILITIES-19621

Compiled for various fiscal years withorities

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| <b>#96T 8</b> | CHEN CHEN CHEN |
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| ag-32         | A.DHAT         |

|       | YOUR LINE |
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| 36-31 | D STRING  |
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| local road and br | be is concerned with the receipts for publicly-owned<br>tides districts, and specially created authorized. Fo  | facilities operated by or for municipality<br>or additional information on local highway   | ***   | applicable  | te the ferry at the formation of the for | e not evallable.       |  |   |  |   |
|-------------------|--|--|---|---|--|------------------------|--|---|--|---|
|                   | CHANED TOTAL   |  | £∠t*8≤t   | <b>62</b> ,053  | 198°15   | <b>EST'E</b>           | 594*5  | ₩60 <sup>4</sup> T                      | T2°5ę6                                     | 5#8,58  |
| ainiyil jash      | Dunber City Bridge<br>Pertersebut Bridge<br>Pertent Bridge<br>Total  | Dunder City Bridge Commission<br>(13) of Pertersburg<br>City of Delimont   | 90<br>9<br>9T<br>17T  | <u>162</u><br>69<br>15τ<br>15   | 230<br>548<br>548<br>508   |                        | τ<br>τ<br>-  | τ<br>τ                                  |  | 235<br>12<br>5#8<br>508   |
| eaxoT             | egbird ianoitarredui off led<br>egbird ianoitarredui errietar erreitar erreitar<br>egbird ianoitarretu lerrei overia overia-oberai<br>egbird liof ianoitarretui nalfae<br>tianit   | City of Del Hio<br>City of Megie Pass<br>City of Medie Pass<br>City of Medilen   | 115<br>357<br>570<br>24<br>714  | <u>ЕСи</u><br>Тит<br>9LT<br>24<br>45  | 55%<br>55%<br>485<br>787<br>917  |                        | <u>£ट</u><br>१<br>१<br>१<br>१<br>१   | <u>51</u><br>29<br>2<br>τ<br>τ          | ε<br>-<br>ε                                | <u>7°900</u><br>259<br>909<br>593<br>593                          |
| nogen0            | Casoads Locks Bridge<br>Hood River, Cregon-White Salmon Bridge, Washington<br>Total  | Fort of Cascade Locks Commission<br>Fort of Hood Niver Commission  | 9 <u>5</u><br>95  | <u></u>   | <u>515</u><br>502<br>9   | <u>056</u><br>056      | <u>6</u><br>-  |   | <u>ι</u><br>τ                              | <u>7*556</u><br>508<br>7*078                                      |
| TOT YOU'          | Triboration and The Sector Sec | City of New York<br>and Tunnel Authority   | <u>8/4*94T</u><br>8/4*94T   | <u>666"τη</u><br>Ε9τ"οη<br>922"τ  | <b>#1`#</b> 1 <u>3</u><br>36'3#8<br>5'06#  | <u>еет</u>             | <u>4/0°5</u><br>7T0°5<br>09  | <u>#15</u><br>5<br>#10                  | <u>75°651</u><br>9\30<br>3\_77°831         | 00°310<br>42°032<br>72°554  |
| aieerdel          | applie arrelie   | Dellevue Bridge Commission   | τ   | Lτ  | 53   |                        | -  | -                                       | -  | 53  |
| f TUQER IN        | subbrd Vaubaord<br>subtrd Tudythoan<br>Layor   | City of Kanses City<br>City of St. Louis   | <u>1°132</u><br>209<br>259  | <u>889</u>  | <u>оелет</u><br>460°т<br>969   | -                      | <u>0£</u><br>0£  | ±                                       | <u>530</u><br>30<br>3\ 500                 | <u>5'003</u><br>μετ'τ<br>998                                      |
| iqqiasissiM       | Greenville-Leke Village Bridge   | City of Greenville   | 342   | 90T   | -  | -                      | στ   | 6 <b>5</b> T                            | t  | ELT   |
| Afossanth         | egbird Lanottauretui revis valad-estebuad  | Village of Bandwice  | στ  | 33  | 8  | -                      | -  | 9                                       | ŧτ   | 8L  |
| atteaudossam      | Summer Vehicular Traific Tunnel 6/   | not Boston   | -   | 75°355  | -  | -                      | -  | -                                       | 3\ 350                                     | 350   |
| esecol            | eghraf Latanstaet drownersel   | Leavenworth Bridge Commission  | 54  | ŧ≤τ   | £6T  | -                      | 9  | L                                       | -  | 506   |
|                   | and stides (The Gatewey Bridge)<br>Muscetine Bridge<br>Total   | )<br>molesimet egits altroaum  | <u>516</u><br>57  | 096   | 512<br>515   | :                      | <u>5</u>   | <u>~</u>                                | - 53                                       | 5 <sup>1</sup> 695<br>575   |
| avol              | Burlington Bridge<br>Inverlington Bridge<br>Isobuk Municipal Bridge<br>Bridge  | )Citry of Burilagroa<br>Devenort Bridge Commission<br>Citry of Beolnuk<br>(Citry Commission)   | 767<br>9<br>729<br>08   | 51#<br>101<br>#55<br>193  | 7°056<br>535<br>972<br>366   | -                      | -<br>-<br>т  | -<br>#L<br>E                            | - 7<br>- 55<br>-                           | тео"т<br>90е<br>Ең <i>L</i><br>004                                |
| stoatiii          | Stoke Stroke Yoll Hidde<br>Chestor for Rock Filds (Kings Highwey)<br>Chestor Policy (Missistics)<br>(Societor Policy (Stoke)<br>Multingy Bridge<br>Moti Island Contennial Bridge<br>Vetens Mesorial Bridge<br>Vetens   | uty of Chaster<br>City of Neater<br>City o | 21202<br>217305<br>217305<br>2173<br>2173<br>21730<br>21730<br>21730<br>21730<br>21730<br>21730<br>21730<br>21730 | 12112<br>17217<br>17217<br>1968<br>19717<br>1987<br>1987<br>197<br>197<br>197<br>197<br>197<br>197<br>197<br>197<br>197<br>19 | 252<br>7<br>552<br>7<br>525<br>7<br>542<br>542<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5   |                        | 21<br>24<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25 | 582<br>-<br>593<br>-<br>1<br>2          | 9 <b>114'T</b><br>-<br>-<br>-<br>9714'T /S | 67146<br>69247<br>98347<br>298347<br>298347<br>2989<br>259<br>259 |
| abiroli           | lotet<br>Leerne Teten Concert<br>Distances for Bilde<br>Brog Concerts  | Town of Bay Marbor Lalada<br>(155 of Clearwater<br>bundel surgeous (150 021)   | <u>€₩</u> τ<br>€6<br>0≲   | 257<br>   | 269<br>ELZ<br>6TH  | <u>Οίπ'Τ</u><br>0.1η'Τ |  | -                                       | <u>π</u><br>τ /ε<br>ετ /ε                  | 5,200<br>675<br>674,20<br>674,20<br>244,20                        |
| Colorado          | Pittes Peer Toll Highway   | City of Colorado Springs   | 98  | •   | SIS  | -                      | -  | -                                       | -  | SIS   |
| atmroitis)        | L trial failed langer langer   | tos yestes Harbor Department   | -   | -   | 513  | -                      | -  | -                                       | 3\ 57 <i>1</i>                             | 064   |
| amadaiA           | Leany beding   | City of Mobile   | 5*532   | 68 <b>4 '</b> T   | 6 <b>TT</b> 'T   | -                      | 811  | S                                       | . <del>1</del> 6€ /Ē                       | 9£9'T   |
| aivis             | LEVILOVA AD ENVE   | TTROFILE ONTEASFIC   | BLG*<br>OBREWLICH<br>LICH<br>CONSLENCC-<br>NOS<br>NOS<br>NOS<br>NOS   | Siekaice<br>Deck<br>Lok<br>Hesiekaics   | Roko<br>Troilis<br>Silice<br>Silice  | SUBBLOSE<br>BOBD       | IMCOMI<br>IMCOMI<br>MAIENT<br>MEL  | STULIES-<br>SILONS<br>CONCES-<br>CONCES | Slatecom<br>Socanyi<br>~Tecsin             | SLITEOSH<br>TVLOL   |
|                   |  |  | BEGINNING ON  |   |  |                        |  |   |  |   |

Y Includes \$465,000 perking receives from Battery and Hew York Collecting Garages. Y Includes \$465,000 perking receives from Battery and Hew York Collecting Retring Garages.

Toget from the find with the second structure of the loss matrixed. For exact funder the interaction of the second ingute (the second sector 
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Highway Finance

## DISBURSMENTS FOR LOCAL MUNICIPAL TOLL FACILITIES-19621

|               | e and local authorities   |  |   | <u> </u>   | <u> </u>   | <u> </u>   |  |  |   | BALANCES AT  |   |
|---------------|---|--|---|--|--|--|--|--|---|--|---|
| STATE         | HAKE OF PACILITY  | CAPITAL<br>OUTLAY                              | MAINTE-<br>MANCE<br>AND<br>OPERATION<br><u>2</u> /          | ADMINIS-<br>TRATION<br>AND<br>MISCRI-<br>LANDOUS | INTEREST<br>ON<br>OBLIGA-<br>TIONS<br>3/                     | SUPTOTAL,<br>CURRENT<br>DISPURSE-<br>MENTS                           | RETIRE-<br>MENT OF<br>OFLIGA-<br>TIONS                     | Fund<br>Transfers                      | TOTAL<br>DISBURSE-<br>MENTS   | RESERVES<br>FOR<br>CONSTRUCTION,<br>OPERATION,<br>ETC.         | RESERVES<br>FOR<br>DEPT<br>SERVICE                        |
| Alabama       | Bankhead Tunnel   | 155  | 178   | 15   | 600  | 948  | 350  | -                                      | 1,298   | 2,563  | 1,499   |
| California    | San Pedro-Terminal Island Ferry   | -  | 490   | -  | •  | 490  | -  | -                                      | 490   | -  | -   |
| Colorado      | Pikes Peak Toll Highway   | 50   | 81.   | 34   | •  | 165  | -  | -                                      | 165   | 141  | -   |
| Florida       | Broad Canseway<br>Clearwater Toll Bridge<br>Treasure Island Canseway<br>Total   | 1,212  | 152<br>-<br>- <u>110</u><br>-262                            | 11<br>-<br>-<br>11                               | 57<br>82<br><u>46</u><br>185                                 | 220<br>1,294<br><u>156</u><br>1,670                                  | 266<br>-<br>- 20<br>- 286                                  | <u>4/ 164</u><br>164                   | 486<br>1,294<br>  | 50<br>170<br><u>32</u><br>252                                  | 217<br>15<br><u>157</u><br>389                            |
| Illinois      | Chicago Skyway Toll Bridge<br>Chain of Rocks Bridge (Kings Highway)<br>Chester Bridge (Kings Highway)<br>Greater Rockford Bridge<br>McKinley Bridge<br>Rock Island Centennial Bridge<br>Veterans Mamorial Bridge<br>Total | 8<br>13<br>14<br>5/ 740<br><u>603</u><br>1,602 | 416<br>266<br>70<br>44<br>293<br>192<br><u>428</u><br>1,709 | 259<br>-<br>-<br>-<br>81<br>6/ <u>11</u><br>351  | 3,539<br>17<br>54<br>23<br>810<br>197<br><u>460</u><br>5,100 | 4,214<br>291<br>137<br>81<br>1,327<br>1,210<br><u>1,502</u><br>8,762 | -<br>115<br>78<br>108<br>166<br>81<br><u>-629</u><br>1,177 | -<br>100<br>76<br>-<br>3<br>13<br>     | 4,214<br>506<br>291<br>1,89<br>1,196<br>1,304<br><u>2,361</u><br>10,361 | 79<br>2,586<br>237<br>136<br>508<br>397<br><u>713</u><br>4,676 | 51<br>162<br>168<br>1,190<br>447<br><u>1,188</u><br>3,206 |
| Iova          | Burlington Bridge<br>Ious-Illinois Memorial Bridge<br>Eschuk-Municipal Bridge<br>Lyons-Tulton Bridge<br>Ber South Bridge (The Gateway Bridge)<br>Muscatine Bridge   | -<br>-<br>-<br>-                               | 128<br>220<br>85<br>127<br>46                               | -<br>10<br>13<br>24<br>24                        | 18<br>167<br>5<br>170  | 146<br>397<br>109<br>321<br>215                                      | 40<br>100<br>40<br>747                                     | 239<br>149<br>-                        | 425<br>497<br><b>298</b><br>1,068<br>215                                | 35<br>839<br>59<br>205<br>18                                   | 183<br>450<br>56<br>223                                   |
|               | Total   | <u> </u>                                       | - <u>46</u><br>606  | <del>22</del><br>69                              | <u> </u>   | 1,188  | 927  | 388                                    | 2,503   | 1,156  | 912   |
| Kansas        | Leavenworth Centennial Bridge   | 3  | 18  | 28   | 97   | 146  | 45   | ·                                      | 191   | 50   | 164   |
| Massachusetts | Summer Vehicular Traffic Tunnel   | -  | -   | · .  | 207  | 207  | 535  | -                                      | 742   | •  | 11,900  |
| Minnesota.    | Baudette-Rainy River International Bridge   | 2  | 41  |  | 56   | 99   | -  |  | 99  | 10   | 12  |
| Mississippi   | Greenville-Lake Village Bridge  | -  | 15  | 29   | 12   | 56   | 111  | -                                      | 167   | 353  | 103   |
| Missouri      | Broadway Bridge<br>MacArthur Bridge<br>Total  | 38<br><u>385</u><br>423                        | 60<br><u>218</u><br>278                                     | - <u>19</u><br>- <u>19</u>                       | 348<br>  | 465<br><u>639</u><br>1,104   | 342<br>  | -<br>- <u>876</u><br>- 876             | 807<br><u>1.515</u><br>2,322  | 553<br>229<br>762  | 722   |
| Hebraska      | Bellevus Bridge   | -  | 18  | 6  | -  | 24   | -  | -                                      | 24  | -  | 17  |
| New York      | Battery-Staten Island Ferry 7/<br>Triborough Bridges and Tunnels<br>Total   | 6,000<br><u>74,919</u><br>80,919               | 7,202<br><u>8,088</u><br>15,290                             | 40<br>49<br>89                                   | 331<br><u>11,486</u><br>11,817                               | 13,573<br><u>94,542</u><br>108,115                                   | 1,677<br><u>31,237</u><br>32,914                           | -<br>                                  | 15,250<br><u>125,779</u><br>141,029                                     | <u>72,696</u><br>72,696  | 1,750<br><u>33,261</u><br>35,011                          |
| Oregon        | Cascade Locks Bridge<br>Hood River, Oregon-White Salmon Bridge, Washington<br>Total   | 895<br>1<br>896                                | 8<br>- <u>22</u><br>  | 11<br>30<br>41                                   | 16<br>44<br>60   | 930<br><u>97</u><br>1,027  | -<br>- 64<br>- 64  | <u>4/ 76</u><br>76                     | 930<br>   | 22<br>8<br>30  | 66<br><u>103</u><br>169                                   |
| Texas         | Del Rio International Bridge<br>Bagle Pass-Piedras Hegras International Bridge<br>Laredo-Huevo Laredo International Bridge<br>McAllen International Toll Bridge<br>Total  | -<br>-<br>- <u>-90</u><br>-97                  | 23<br>49<br>85<br><u>70</u><br>227                          | 10<br>25<br>29<br><u>45</u><br>109               | 18<br>1<br>11<br><u>98</u><br>128                            | 51<br>75<br>132<br><u>303</u><br>561                                 | 15<br>27<br>65<br><u>15</u><br>122                         | 100<br>196<br>344<br><u>169</u><br>809 | 166<br>298<br>541<br><u>487</u><br>1,492                                | 127<br>87<br>275<br><u>306</u><br>795                          | 58<br>37<br>178<br><u>195</u><br>468                      |
| West Virginia | Dunbar City Bridge<br>Parkersburg Bridge<br>Faimont Bridge<br>Total   | - 4<br>  | 31<br>39<br><u>28</u><br>98                                 | 18<br>44<br>                                     | 195<br>155<br><u>- 34</u><br>                                | 244<br>242<br><u>62</u><br>548                                       | :  | :                                      | 244<br>242<br><u>62</u><br>548  | 11<br>19<br><u>19</u><br>49                                    | 5<br>160<br><u>- 63</u><br>228                            |
|               | GRAND TOTAL   | 85,500   | 19,341  | 863  | 19,406   | 125,110  | 36,873   | 2,735                                  | 164,718   | 83,553   | 54,800  |

perating authorities and to LF-1 for additional info 2/ Includes cost of toll collection 3/ Includes small charges for debt administration.

b/ Includes \$11,000 for
 J/ Partially estimated.

Highway Statistics, 1963

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## HIGHWAY STATISTICS FOR THE COMMONWEALTH OF PUERTO RICO-19631

|   | MC  | DTOR FUEL  | , MOTOR V              | EHICLE AN  | ND HIGHWA  | Y FINANCE   |   |  |  |
|---|---|--|------------------------|--|--|---|---|--|--|
| MOTOR FUEL  |   |  |                        | HIG  | ENAY FINANCE .   |   |   | CONNERT-<br>WEALTH GO  | LOCAL  |
| I Motor-fuel consumption  |   |  |                        |  |  | and other receipt   | s applicable  | (Thousands   | of dollar  |
| A. Tax rate per gallon (e<br>1. Gasoline  | excluding Federal   | .):  | 84                     | to hi<br>A.  | ghways<br>Highway-usar re  | venues:   |   |  |  |
| 2. Special<br>B. Het gallons taxed  |   |  | 44<br>265,045,247      |  | 1. Notor-fue<br>2. Notor-veh   | l texes<br>icle and carrier t   | -800# S   | 18,584<br>9,354  | :  |
| C. Motor fuel - gallons u<br>1. Highway   | sed:  |  | 229,881,272            | в.   | 3. Total.<br>Property taxes  |   |   | 27,938   | 2,250  |
| 2. Nonhighway   |   | 2/   | 35,163,975             | C.<br>D.   | General fund ap  | propriation<br>Bureau of Public   | Poole   | 92<br>6,798  | 1,877  |
| I Motor-fuel tax receipts   |   |  | Ann 100 000            | E.   | Transfers  |   |   | 2.183  | 1,220<br>3,888   |
| A. Gross receipts<br>B. Less:   |   |  | \$19,418,983           | F.<br>G.   | Proceeds from b<br>Other State tax   | 26 5  |   | 10,550<br>6,775  | -  |
| <ol> <li>Refunds paid</li> <li>Tax on svistion</li> </ol>   | gasoline  |  | 131,636<br>703,280     | H.<br>I.   | Miscellaneous r<br>Total receipts  | eceipts<br>7/   |   | 54,341   | 9,253  |
| 3. Tax on watercrait<br>C. Het receipts   |   |  | \$18,584,067           | VIT Diebe  | respects from hi   |   | a and other   |  |  |
| MOTOR VEHICLE   |   |  | +, ,, ,,               | recei  | pts applicable t<br>Capital outlay   |   |   | of 107   | 5,247  |
|   | -1  |  |                        | в.   | Maintenance  |   |   | 28,197<br>4,963  | 2,108  |
| [ Motor-vehicle registrations<br>A. Automobiles   | <i>¥</i>  |  | 179,698                | с.<br>D.   | Administration<br>Highway police   | and safety  |   | 3,576  | -  |
| B. Trucks<br>C. Buses   |   |  | 4/ 42,952<br>5/ 11,729 | E.<br>7.   | Transfers<br>Bond interest   |   |   | 1,220<br>3,331   | 821<br>507   |
| D. Total<br>E. Trailers   |   |  | 234,379                |  | Bond retirement<br>Total disburses   |   |   | 3,331<br>3,646<br>46,238   | <u>1,245</u><br>9,92   |
| F. Motorcycles  |   |  | 5,718<br>6/ 4,307      | VIII Fund  |  | 4   |   |  | • • • •  |
| Notor-vehicle tax receipts  |   |  | \$0 2% col-            | A.   | Beginning of ye  | ar  |   | 12,631   | 4,555  |
| A. Registration fees<br>B. Operators' licenses  |   |  | \$9,376,224<br>398,831 |  | End of year<br>Net change  |   |   | <u>20,734</u><br>+8,103  | <u>3,880</u><br>-675   |
| C. Motor carriers<br>D. Other   |   | _  | 19,988<br>265,520      | IX Bonds   | d indebtedness   |   |   |  |  |
| E. Total  |   |  | \$10,080,563           | A.<br>B.   | Amount outstand<br>Obligations iss   | ued (par value)   |   | 82,234<br>10,371<br>3,646  | 10,568<br>3,888  |
| DISPOSITION OF CONNORMEALS  | NI HIGHWAY FUNDS  |  |                        | C.   | <b>Obligations</b> red   | semed (par value)   |   | 3,646<br>88,999  | 1,258  |
| Disposition of receipts from<br>A. Net total receipts (I  | a imposts on high   | way-users  |                        |  | -  | -   |   | ~,777  | للايدون.<br>الاندون.   |
| B. Adjustments  |   |  | \$28,664,630           | A.   | Primary  | te and local syste  | <b></b>   | 7,480  | -  |
| C. Receipts available for<br>D. For collection and ads  | inistration   |  | 28,664,630<br>726,213  | с.   | Secondary<br>Municipal   |   |   | 11,280<br>6,802  | 2  |
| E. Het funds distributed:<br>1. For highway pury  | 00905   |  | 27,938,417             | D.<br>E.   | Other roads<br>Local roads and   | streets   |   | 993  | 5.247  |
| 2. For nonhighway ]   | purposes  |  |                        | <u>.</u>   | Total  |   |   | 1.642<br>28,197  | 5,247<br>5,247   |
| 1   | ROAD AND  | STREET N   | IILEAGE CL             | ASSIFIED   | BY ADMINIS   | STRATIVE SYS  | STEMS   |  |  |
|   |   | RURAL  | MILEAGE                |  |  | NUNICIPAL M   | ILEAGE  |  |  |
| SURFACE TYPES 8/  | UNDER (   | CONTROL OF   |                        |  | UNDER CO   |   | LOCAL   |  | RURAL A  |
| LANES, AND<br>TRAFFIC VOLUMES   |   |  | LOCAL                  | TOTAL<br>RURAL   | EXTENSIONS   | EXTERSIONS  | CONTROL<br>CITY AND   | TOTAL<br>MUNICIPAL   | MILEA  |
|   | PRIMARY<br>STREAM   | ROADS  | CONTROL                | MILEAGE  | OF PRIMARY<br>SYSTEM   | OF SECOND-<br>ARY ROADS   | VICINAL<br>STREETS  | NILEAGE  | 2/   |
|   |   |  | MIL                    | AGE BUILT  |  |   |   |  |  |
| aded and drained  | -   | -  | -                      | -  | I -  | -   | -   | -  | I .  |
| rfaced:<br>D, E   | 25<br>1   | 1  | 216                    | 152<br>4   | 8  | 15  | :   | 23   | 17   |
| F, G-1, H-1<br>G-2, H-2, I  | - 24  | 39<br>71   | 14                     | 53<br>95   | -6   | 1   | :   | 1 20   | 1 1  |
| J   | 25  | in   | 16                     | -  | 2  | -   | -   | 2  | 1  |
| Total Mileage Built   | 20  | <u>ш</u>   |                        | 152<br>TING MILEAG   | 8<br>3F  | 15  | -   | 23   | 17   |
| surfaced  | 1   | 181  | 520                    | 703  | Γ.   | 13  | 75  | 88   | 79   |
| faced:<br>D, E  | 372   | 2,593<br>123   | 269<br>148             | 3,234  | 140  | 13<br>248<br>16   | 1,105   | 1,493<br>68  | 4,72   |
| F, G-1, H-1<br>G-2, H-2, I  | 58<br>278   | 2,244<br>225   | 121                    | 2,423  | 18   | 146<br>49   | 616   | 780  | 3,20   |
| J   | 35  | 1 1  | -                      | 503<br>36  | 95<br>27   | 37<br>261   | 437   | 144<br>501   | 64<br>53   |
| Total Existing Mileage  | 373   | 2,774  | SUPEACED               | 3,936<br>MILEAGE B   | 140<br>(WIDTH  | 261   | 1,180   | 1,581  | 5,51   |
| s than 20 feet  | 155   | 2,475  |                        | 0 MILEAGE B  | 1 12   | 132   | -   | 144  | 2,77   |
| - গ্র<br>- 23   | 57  | 51   | :                      | 108  | 14<br>15   | 34  | -   | 48<br>37   | 15   |
| - 26<br>- 35  | 31<br>81<br>27  | 20<br>41   | -                      | 122  | 21   | 34  | :   | 37<br>55<br>40   | 17   |
| - 35<br>- 43<br>- 47  | 1   | -  |                        | 31   | 22<br>13   | 18<br>7   | :   | 20   | 2  |
| and over  | -<br>20   | - 2  |                        | 22   | 2<br>41  | -   |   | 2<br>42  | 6  |
| lassified by width<br>Total Surfaced Mileage  | - 372   | 2,593  | 269<br>269             | 269<br>3,234   | 140  | 248   | 1,105<br>1,105  | 1,105<br>1,493   | 1,37   |
| -   |   |  | MILEAGE B              |  |  | NTROL   |   | -9-9-0   | 4,72   |
| sties   | 353   |  | 1 •                    | 353  | 88   | -   | -   | 88   | 44   |
|   | :   | -  | -                      |  | .5   |   |   | 5  | -  |
| anes<br>way streets   |   |  |                        | •  | 15   | - 1   | -   | 15   | 1  |
| anes<br>way streets<br>ivided 4 or more lanes<br>ided 4 or more lanes:  | -   | -  |                        | -  |  |   |   | 12   | 2  |
| anes<br>vay streets<br>ivided 4 or more lanes<br>ided 4 or more lanes:<br>No access control<br>Partial access control   | -<br>12<br>7  | -  | :                      | 12<br>7  | 12<br>17   | :   | :   | 17   | 6  |
| anes<br>vay streets<br>ivided 4 or more lanes<br>ided 4 or more lanes:<br>No access control<br>Partial access control<br>Pull access control  | -<br>12<br>7<br>-   | 2.593  | -                      | 2,862  | 12   | -   | -   | 17<br>3<br>1.353   | 1 1  |
| anes<br>way streets<br>ivided 4 or more lanes<br>ided 4 or more lanes:<br>Ho access control<br>Partial access control<br>Pull access control  | -<br>7<br>-<br>372  | 2,593  | 269                    | 7<br>2,862<br>3,234  | 12<br>17<br>3<br>140   | 248   | 1,105<br>1,105  |  | 4,21   |
| anes<br>vay streets<br>inided 4 or more lanes:<br>ided 4 or more lanes:<br>ide 4 or more lanes:<br>ide 4 or more lanes<br>lattil access control<br>lattified by lanes<br>Total surfaced mileage   | -<br>7<br>-<br>372  | 2,593  | 269                    | 7<br>2,862<br>3,234  | 12<br>17<br>3  | 248   | 1.105   | 1,353 <sup>3</sup>   | 4,21   |
| anse<br>vry streets<br>trided to rame lanes<br>ided to rame lanes;<br>Ho access control<br>Partial access control<br>Tall access control<br>lassified by lanes<br>Total surfaced mileage<br>icles per day<br>s than 400   | -<br>12<br>7<br>-<br>372<br>5   | 2,593<br>SURFACED M<br>1,207   | 269                    | 7<br>2,862<br>3,234<br>VERAGE DAI  | 12<br>17<br>3<br>140<br>LY TRAFFIC V   | OLUMES<br>97  | 1.105   | 3<br>1,353<br>1,493<br>97  | 4,21<br>4,72<br>1,31   |
| ances<br>trided 4 or more lances<br>ided 4 or more lances<br>No access control<br>Partial access control<br>Partial access control<br>lassified by lances<br>Yotal surfaced mileage<br>icles per day<br>s than &OO<br>&OO - 1,999   | -<br>12<br>7<br>-<br>372<br>5<br>7  | 2,593<br>SURFACED M<br>1,207<br>775  | 269                    | 7<br>2,862<br>3,234<br>VERAGE DAI<br>1,214<br>809<br>521   | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3  | 248<br>OLUMES<br>97<br>26<br>54   | 1.105   | 3<br>1,353<br>1,493<br>97<br>27  | 4,21<br>4,72<br>1,31<br>83   |
| anse<br>very streets<br>irided 4 or more lanes<br>ided 4 or more lanes<br>Ho access control<br>Pull access control<br>Pull access control<br>Basified by lanes<br>Total surfaced mileage<br>inles per day<br>s than koo<br>koo<br>00 - 1,999<br>000 - 2,999<br>000 - 2,999  | -<br>12<br>7<br>-<br>372<br>53<br>53  | 2,593<br>SURFACED M<br>1,207<br>775<br>149<br>85   | 269                    | 7<br>2,862<br>3,234<br>VERAGE DAI<br>1,214<br>809<br>521   | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>8   | 248<br>OLUMES<br>97<br>25   | 1.105   | 3<br>1,353<br>1,493<br>97<br>27<br>57<br>33  | 4,21<br>4,72<br>1,31<br>83<br>57   |
| anse<br>very streets<br>irided 4 or more lanes<br>ided 4 or more lanes<br>Ho access control<br>Pull access control<br>Pull access control<br>lassified by lanes<br>Total surfaced mileage<br>icles per day<br>s than 400<br>400 - 999<br>200 - 1,999<br>200 - 1,999<br>200 - 2,999<br>200 | -<br>12<br>7<br>-<br>372<br>53<br>53  | 2,593<br>SURFACED M<br>1,207<br>775<br>449<br>85<br>47<br>15   | 269                    | 7<br>2,662<br>3,234<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70  | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>8<br>10   | 248<br>OLUMES<br>97<br>26<br>54<br>25<br>13<br>10   | 1.105   | 3<br>1,353<br>1,493<br>97<br>27<br>57<br>33  | 4,21<br>4,72<br>1,31<br>83<br>57   |
| ames<br>ivided 4 or more lanes<br>ided 4 or more lanes<br>No access control<br>Putila access control<br>Putila access control<br>Putila access control<br>lassified by lanes<br>Zotal surfaced mileage<br>icles per day<br>is than k00<br>400 - 999<br>000 - 1,999<br>000 - 3,999<br>000 - 3,999<br>000 - 9,999<br>000 - 3,999  | -<br>12<br>7<br>-<br>372<br>7<br>34<br>72<br>7<br>34<br>72<br>7<br>34<br>72<br>7<br>55<br>96<br>96                      | 2,593<br>SURFACED M<br>1,207<br>775<br>449<br>85<br>47<br>15<br>15<br>-  | 269                    | 7<br>2,862<br>3,234<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>111<br>126                            | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>8<br>10<br>15<br>36   | 248<br>OLUMES<br>97<br>25<br>25<br>13<br>10<br>19<br>3  | 1.105   | 3<br>1,353<br>1,493<br>27<br>27<br>33<br>23<br>25<br>57<br>19  | 4,21<br>4,72<br>1,31<br>83<br>57   |
| Lanes<br>very streets<br>livided 4 or more lanes<br>ided 4 or more lanes<br>No access control<br>Purils access control<br>Purils access control<br>lassified by lanes<br>Total surfaced milesge<br>licles per day<br>is than 400<br>400 - 999<br>000 - 1,999<br>000 - 2,999<br>000 - 3,999<br>000 - 3,9  | -<br>12<br>7<br>-<br>372<br>7<br>34<br>7<br>22<br>55<br>56<br>56<br>16<br>16  | 2,593<br>SURFACED M<br>1,207<br>7775<br>449<br>85<br>47<br>15<br>15<br>15<br>-   | 269                    | 7<br>2,862<br>3,234<br>WERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>70<br>111                             | 12<br>17<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>10<br>15<br>36<br>16<br>8<br>16  | 248<br>OLUMES<br>97<br>25<br>25<br>13<br>10<br>19   | 1,105   | 3<br>1,353<br>1,493<br>27<br>27<br>57<br>33<br>23<br>25<br>57  | 4,21<br>4,72<br>1,31<br>83<br>57   |
| ames<br>very streets<br>triide 4 or more lanses<br>ided 4 or more lanses<br>No access control<br>Putila access control<br>Putila access control<br>lassified by lanse<br>Total surfaced milesge<br>dicles per day<br>is than 400<br>400 - 999<br>000 - 1,999<br>000 - 2,999<br>000 - 3,999<br>000 - 3,9  | -<br>12<br>7<br>-<br>372<br>7<br>33<br>72<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55 | 2,593<br>SURFACED M<br>1,207<br>775<br>449<br>85<br>47<br>15<br>15<br>-  | 269                    | 7<br>2,862<br>3,234<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>111<br>16<br>16                       | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>15<br>15<br>16<br>16<br>18<br>18  | 248<br>OLUMES<br>97<br>25<br>25<br>13<br>10<br>19<br>3  | 1,105   | 3<br>1,353<br>1,493<br>27<br>27<br>33<br>23<br>25<br>57<br>19<br>19<br>12  | 4,21<br>4,72<br>1,31<br>83<br>57   |
| anse<br>very streets<br>triddel 4 or more lanes<br>ided 4 or more lanes<br>No access control<br>Puil access control<br>Puil access control<br>lastified by lanes<br>Total surfaced milesge<br>doles per day<br>s than 400<br>400 - 999<br>000 - 1,999<br>000 - 1,999<br>000 - 1,999<br>000 - 1,999<br>000 - 1,999<br>000 - 1,999<br>000 - 39,999<br>000 - 39,999<br>000 - 39,999<br>000 - 39,999<br>000 - 39,999<br>000 - 39,999  | -<br>12<br>7<br>-<br>372<br>53<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55                  | 2,593<br>SURFACED M<br>1,207<br>775<br>499<br>85<br>47<br>15<br>15<br>-<br>-<br>-<br>-<br>-<br>-                             | 269                    | 7<br>2,862<br>2,234<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>111<br>16<br>16<br>1<br>16<br>1<br>16 | 12<br>17<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>10<br>15<br>36<br>16<br>8<br>16  | 248<br>OLUMES<br>97<br>25<br>25<br>13<br>10<br>19<br>3<br>1<br>-  | 1,105   | 3<br>1,353<br>1,493<br>97<br>27<br>77<br>33<br>25<br>25<br>25<br>19<br>9<br>18<br>19<br>19<br>18<br>12<br>11   | 4,21<br>4,72<br>1,31<br>83<br>57<br>17<br>96<br>32<br>24<br>14<br>1  |
| anse<br>very streets<br>iridad 4 or more lanes:<br>Hade 4 or more lanes:<br>Ho access control<br>Putial access control<br>Putial access control<br>lassified by lanes<br>Total surfaced mileage<br>dulas per day<br>is than hoo<br>hoo - 1,999<br>000 - 1,999<br>000 - 2,999<br>000 - 2,999<br>000 - 2,999<br>000 - 13,999<br>000 - 13,999<br>000 - 39,999<br>000 - 39,99                       | -<br>12<br>7<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-   | 2,593<br>URFACED M<br>1,207<br>1,207<br>449<br>85<br>47<br>15<br>15<br>-<br>-<br>-<br>-<br>2,593<br>bave been mede           | ILEAGE BY A            | 7<br>2,862<br>3,224<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>1111<br>16<br>1<br>2,965              | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>10<br>15<br>15<br>16<br>16<br>18<br>18<br>12<br>12<br>11<br>11<br>300   | 248<br>OLUMES<br>97<br>54<br>25<br>13<br>10<br>19<br>3<br>1<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -,105<br>1,105<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 3<br>1,3533<br>1,493<br>97<br>27<br>57<br>33<br>23<br>25<br>57<br>77<br>19<br>20<br>23<br>25<br>57<br>77<br>19<br>20<br>20<br>21<br>20<br>21<br>20<br>21<br>20<br>21<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20 | 4, <u>21</u><br>4,72<br>83<br>83<br>57<br>177<br>177<br>9<br>9<br>16<br>3<br>3<br>3<br>3,35  |
| anses<br>very streets<br>tridde 4 or more lances<br>ided 4 or more lances<br>No access control<br>Puil access control<br>Puil access control<br>lascified by lance<br>Total surfaced milesge<br>delse per day<br>s than 400<br>Auto - 999<br>000 - 1,999<br>000 - 2,999<br>000 - 3,999<br>000 - 3,999    | - 12 7 372 7 34 72 53 22 55 56 16 1 372 10 10 1 1   | 2,593<br>URFACED M<br>1,207<br>775<br>449<br>85<br>47<br>15<br>15<br>-<br>-<br>-<br>2,593<br>bave been made<br>a information | 269<br>ILEAGE BY A     | 7<br>2,862<br>3,224<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>1111<br>16<br>1<br>2,965              | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>8<br>10<br>15<br>16<br>15<br>16<br>16<br>12<br>16<br>16<br>12<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>17<br>7<br>8<br>10<br>15<br>16<br>16<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17 | 248<br>OLUMES<br>97<br>54<br>25<br>13<br>10<br>3<br>1<br>-<br>-<br>-<br>-<br>288<br>Inset member of stat<br>scotts                | 1,105<br>1,105<br>  | 3<br>1,353<br>1,493<br>97<br>97<br>97<br>87<br>97<br>19<br>9<br>18<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12   | 4, <u>21</u><br>4,72<br>83<br>83<br>57<br>177<br>177<br>9<br>9<br>16<br>3<br>3<br>3<br>3,35  |
| anse<br>very streets<br>iridad 4 or more lanes:<br>Hade 4 or more lanes:<br>Ho access control<br>Partial access control<br>Partial access control<br>lassified by lanes<br>Total surfaced mileage<br>icles per day<br>is than hoo<br>hoo - 1,999<br>000 - 1,999<br>000 - 2,999<br>000 - 2,999<br>000 - 2,999<br>000 - 13,999<br>000 - 13,999<br>000 - 39,999<br>000 - 39,999<br>000 - 39,999<br>000 and over<br>Total hurfaced Mileage<br>1/ Data is preligingary and   | - 12 7  | 2,593<br>URFACED M<br>1,207<br>775<br>449<br>85<br>47<br>15<br>15<br>-<br>-<br>-<br>2,593<br>bave been made<br>a information | 269<br>ILEAGE BY A     | 7<br>2,862<br>3,224<br>VERAGE DAI<br>1,214<br>809<br>521<br>138<br>69<br>70<br>1111<br>16<br>1<br>2,965              | 12<br>17<br>3<br>140<br>LY TRAFFIC V<br>-<br>1<br>3<br>8<br>10<br>15<br>36<br>16<br>8<br>16<br>18<br>12<br>11<br>11<br>10<br>5/ An undeterm<br>Bose sotorb<br>Bose sotorb<br>Bose sotorb   | 248<br>OLUMES<br>97<br>54<br>54<br>13<br>10<br>19<br>3<br>1<br>-<br>-<br>-<br>-<br>248  | 1,105<br>1,105<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 3<br>1,353<br>1,493<br>97<br>97<br>27<br>57<br>57<br>57<br>19<br>9<br>9<br>18<br>12<br>12<br>12<br>11<br>388<br>388  | 4,21<br>4,72<br>1,31<br>17,<br>3,35<br>3,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>10,35<br>1 |

| TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT 1962 |
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| 55,040         86,488         1,605         7,446           15,902         25,533         -         -         -           15,902         35,533         57,333         -         -         -           15,902         35,533         91,735         -         -         -         -           15,902         55,933         91,736         -         -         -         -         -           11,992         11,993         91,736         -         -         -         -         -         -         -           11,992         91,736         11,341         -   |   | 4,4,2,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4,4  |  |  |  | 176,302<br>38,907<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,308<br>1121,3   | 89,21<br>89,21<br>89,25  | L  |  |
| 28, 109         26, 139         75, 351         71, 350 <t< td=""><td></td><td>6, 59<br/>6, 59<br/>6, 50<br/>6, /td><td></td><td></td><td></td><td>951.754<br/>112,731<br/>112,736<br/>135,736<br/>34,903<br/>34,903<br/>24,803<br/>195,880</td><td>02T'T</td><td>83,983<br/>11,11<br/>126,089<br/>112,211<br/>126,089</td><td>Alabene<br/>Alaska<br/>Arizone<br/>Arkenses</td></t<> |   | 6, 59<br>6, 59<br>6, 50<br>6,   |  |  |  | 951.754<br>112,731<br>112,736<br>135,736<br>34,903<br>34,903<br>24,803<br>195,880   | 02T'T  | 83,983<br>11,11<br>126,089<br>112,211<br>126,089     | Alabene<br>Alaska<br>Arizone<br>Arkenses                 |
| Hr, Lie         Lie, Geo         -         813           7,590         13,773         5, 215         -         12,113           7,590         13,173         5, 215         -         12,113           7,590         13,173         5, 215         -         12,113           7,590         13,113         5, 215         -         -         13,113           75,503         13,144,201         -         20,956         -         -           86,513         26,076         -         -         28,956         -         -           75,676         -         -         28,956         -         -         -         -           75,676         70,038         79,596         70,034         79,596         -         -         -           75,956         70,145         99,488         - <td></td> <td>2 1, 75<br/>1, 75<br/>1, 7, 75</td> <td></td> <td></td> <td></td> <td>271,203<br/>195,880</td> <td>55, 558<br/>102, 430<br/>47, 754</td> <td>1,007,312<br/>112,731<br/>258,226<br/>82,657</td> <td>Colifornia<br/>Colorado<br/>Connecticut<br/>Delaware</td>  |   | 2 1, 75<br>1, 75<br>1, 7, 75   |  |  |  | 271,203<br>195,880  | 55, 558<br>102, 430<br>47, 754   | 1,007,312<br>112,731<br>258,226<br>82,657            | Colifornia<br>Colorado<br>Connecticut<br>Delaware        |
| Lig, 835         254, 774         -  |   | 7,083<br>15,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699<br>6,699 |  | <u>↓                                     </u>  |  | 35,861<br>66,658  | 145,876<br>76,623<br>474   | 417,079<br>272,503<br>35,861<br>67,132<br>67,132     | Florida<br>Georgia<br>Hawaii<br>Idaho                    |
| %,038         88,386         -   |   | 1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138<br>1,138  |  |  |  | 561,489<br>251,219<br>219,019<br>161,388  | 35,803<br>265<br>8,219<br>13,548   | 603,292<br>251,504<br>251,238<br>20,816              | Illinois<br>Indiana<br>Lova<br>Kanaas                    |
| M6, 145         99, 488         -         -         -         -         -         -         -         -         -         -         8         -         -         -         8         -         -         8         -         -         8         -         -         8         -         -         8         -         -         8         -         -         8         -         -         13, 214         -         13, 214         -         -         8         -         -         8         -         -         8         -         -         8         -         13, 214         -         13, 214         -         -         -         8         -         13, 214         -         -         -         13, 214         -         -         -         13, 214         -         -         13, 214         -         -         13, 214         -  |   | 6,929<br>5,929<br>5,596<br>6,598<br>6,598<br>1,009<br>1,009  |  | ł  | ₽°   | 179,865<br>228,542<br>75,741<br>175,675   | 28,083<br>46,788<br>509<br>509<br>509<br>509<br>509<br>509<br>509<br>509<br>509<br>509   | 208,948<br>275,330<br>26,718<br>276,718              | Kentucky<br>Louistana<br>Máine<br>Maryland               |
| 80.121         125,772         13,284           31,786         33,650         -         13,284           31,786         35,650         -         13,284           35,959         35,959         -         1,397           35,959         35,956         -         1,397           35,959         35,956         -         1,937           35,956         -         -         1,937           35,956         -         -         1,937           35,956         -         -         1,937           35,956         -         -         1,937           35,760         33,366         -         -           35,780         33,366         -         -           35,780         33,366         -         -           35,780         -         -         -           35,780         -         -         -           35,780         -         -         -           35,780         -         -         -           35,780         -         -         -           35,780         -         -         -           35,180         -         -   |   | 4, 384   |  | ,≒<br>2888<br>2888<br>2888<br>288  | - 4,440<br>- 5,476<br>- 5,476<br>- 4,843 4,097<br>- 1,309  | 246,050<br>406,907<br>239,437<br>130,676  | 208,969<br>100,561<br>13,995<br>1,995<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1,199<br>1 | 455,039<br>507,468<br>253,032<br>243,094             | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| 14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,350         14,351         15,351         15,352         14,357<  |   | 2,956<br>2,956   | 20,20,20<br>20,20,20<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,1<br>20,20,20,20,20,20,20,20,20,20,20,20,20,2  | 974<br>474<br>647<br>847<br>847<br>847<br>847<br>847<br>847<br>847<br>847<br>847<br>8  | 2,377 1,080<br>970 376<br>1,402 371<br>174 80  | 259,100<br>25,00,01<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,02<br>25,00,000,000,000,000,000,000,000,000,00   | н<br>575<br>792, 1<br>793<br>793<br>793  | ઈટ જુરાં છે.<br>જી છે જે છે છે.<br>જે છે જે છે છે છે | Mi saouri<br>Montana<br>Nebraika<br>Nevada               |
| 37,637     136,271       135,210     23,366       131,400     23,366       131,400     87,568       131,400     87,568       131,400     87,568       131,400     87,568       131,400     87,568       131,400     87,568       131,400     87,568       131,400     87,568       133,108     -   | 36,781 3,548<br>179,224 69,579<br>63,222 -<br>532,141 151,468   | 14, 530<br>66, 074<br>6670<br>132, 543   | 1,595<br>6,620<br>87,276   | 2,886<br>401<br>8,325  | - 22,468   | 33,53<br>33,53<br>33,56<br>33,56<br>33,56<br>33,56<br>33,55<br>33,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,55<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,555<br>34,5555<br>34,5555<br>34,5555<br>34,5555<br>34,5555<br>34,55555<br>34,5555555555   | 52,042<br>52,042<br>4,288<br>162,323   | 75,893<br>382,719<br>382,719<br>382,719<br>1,096,744 | New Nampahire<br>New Jersey<br>New Mexico<br>New York    |
| 57,653 67,202  | 176,356 59<br>38,476 -<br>317,898 22,194<br>1118,948 22,194   | 20,258<br>3,159<br>9,017<br>21,464   | 4,606<br>13,974<br>15,446<br>6,388   | 2,466<br>25<br>25,25<br>3,51<br>3,51<br>3,51<br>3,51<br>3,51<br>3,51<br>3,51<br>3,5  | - 4,388<br>1,373 4,388<br>5,898 9,541<br>3,567 2,24  | 86,583<br>56,581<br>56,581<br>56,788<br>73<br>73<br>73<br>73<br>73<br>73<br>73<br>73<br>73<br>73<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74  | 1,265<br>5,246<br>23,818<br>23,818<br>12,872   | 207,768<br>62,457<br>636,338<br>179,585              | North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       |
| ~~ 10r ~~  | 124,855 1,246<br>436,698 55,473<br>32,872 1,183<br>93,348 -   | н, 763<br>41, 7763<br>7, 929<br>6, 736   | 7,796<br>23,178<br>23,178<br>1,012   | 1,256<br>8,445<br>170<br>4,71  | 103 22,286<br>135 17,607<br>- 1461<br>- 1464<br>- 178  | 169,305<br>855,564<br>102,345   | 202<br>10,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,012<br>20,010<br>20,010<br>20,010<br>20,0000000000   | 192,010<br>625,693<br>104,559                        | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| Tennessee         B.1.90         1.0.021         5         4,551         1355         253           Tennessee         B.1.91         11.062         57         4,551         1355         1255  | 52,142<br>195,824<br>423,622 6,169<br>56,180 -  | 7,772<br>1,484<br>19,809<br>10,003   | 13,720<br>11,947<br>102,050<br>930   | 1,331<br>3,897<br>1,71<br>1,71<br>1,71<br>1,71<br>1,71<br>1,71<br>1,71<br>1,   | 3,290<br>93<br>293<br>293<br>293<br>293<br>194<br>194  | 78.622<br>214,510<br>606,4135<br>68,071   | 16,794<br>(5,794<br>(5,394<br>(5,794)  | 79,278<br>231,304<br>675,831<br>68,071               | South Dakota<br>Tennessee<br>Texas<br>Utah               |
| Warmaart         24, 831         13, 057         -         -         42, 6           Warmaart         24, 93         121, 044         300         5, 963         221, 5           Warmaart         64, 560         100, 045         -         -         105, 105           Warmaart         64, 560         100, 045         -         105, 105         105, 105           Warmaart         13, 953         60, 393         -         105, 105         105, 105           Warmaart         13, 953         60, 393         -         105, 105         105, 105           Warmaart         13, 953         60, 393         -         105, 105         105, 105  | 42,888 -<br>211,402 20,094<br>165,465 14,870<br>79,731 4,953  | 3,453<br>16,813<br>15,963<br>10,706  | 3,763<br>2,155<br>2,155<br>745   | 1, 742<br>2, 533<br>2, 533<br>1, 742<br>2, 533<br>1, 742<br>1, | 146 48<br>107 11,120<br>611 484  | 8,355<br>8,255<br>8,20<br>8,20<br>8,20<br>8,20<br>8,20<br>8,20<br>8,20<br>8,20  | 3,310<br>3,940<br>3,946<br>3,000   | 53,623<br>263,300<br>251,676<br>101,972              | Vermont<br>Virginia<br>Washington<br>West Virginia       |
| Nacconstan 50,615 116,099 166,1<br>Norming 30,831 16,020 - 690 47,5<br>Dist. of Col. 20,659 20,173 40,5  | 166, 714<br>47, 541<br>40, 862  | 57,960<br>6,914<br>307   | 6,141<br>590<br>-  | д 88<br>88<br>89<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86   | 117 2,857<br>5,538 873<br>- 477  | 233,805<br>61,676<br>42,241   | 19,614<br>1,050<br>13,750  | 253,419<br>62,726<br>55,991                          | Wisconsin<br>Wyoming<br>Dist. of Col.                    |
| Undistruction by 21,010 - 21,0   | - 51,010  | 50,998   | •  |  | - 10,395   | 82,403  | ı  | 82,403   | Undistributed by<br>States                               |
| Total 2,893,674 5,154,760 8,856 67,036 8,124,5   | 8,124,326 553,972   | 976,114  | 924,068 6  | 63, 596 103, 037   | 037 275,732  | 11,020,845  | 1,536,187  | 12,557,032   | Total  |

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## Highway Statistics, 1963

# TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT-19621

|  |                                     |  |                              |                                      |                          |                                     |                                 |  | (In thous                                | ands of doll                         | ars)                                 |                                     |                          |  |                                     |                                    | _                                   |  | α                                   | TABLE Y-2<br>TOBER 1964                   |
|--|-------------------------------------|--|------------------------------|--------------------------------------|--------------------------|-------------------------------------|---------------------------------|--|--|--------------------------------------|--------------------------------------|-------------------------------------|--------------------------|--|-------------------------------------|------------------------------------|-------------------------------------|--|-------------------------------------|---|
|  |                                     |  |                              | CA                                   | PITAL OUTL               | AY                                  |                                 |  |  |                                      |                                      | MAINTERANCE                         |                          |  |                                     |                                    |                                     |  |                                     |   |
| STATE  |                                     | inistered<br>Mays                      |                              | L RURAL<br>DADS                      |                          | UNICIPAL<br>EETS                    | FEDERAL                         | SUMA   | RY                                       | STATE                                | LOCAL                                | LOCAL                               | FEDERAL<br>ROADS         |  | ADMINIS-<br>TRATICN<br>AND          | HIGHWAY<br>POLICE                  | BOND                                | TOTAL                                    | BORD<br>REDENCE-                    | TOTAL<br>DISBURSE-                        |
|  | RIGHT-<br>OF-WAY<br>ONLY            | TOTAL<br>CAPITAL<br>OUTLAY             | RIGHT-<br>OF-WAY<br>ORLY     | TOTAL<br>CAPITAL<br>OUTLAY           | RIGHT-<br>OF-WAY<br>ORLY | TOTAL<br>CAPITAL<br>OUTLAY          | AND<br>UNCLASS-<br>IFTED        | RIGHT-<br>OF-WAY<br>ONLY                     | TOTAL<br>CAPITAL<br>OUTLAY               | ADMIN-<br>ISTERSO<br>HIGHNAYS        | ROADS                                | MUNICIPAL<br>STREETS                | AND<br>UNCLASS-<br>IFIED | TOTAL                                  | MISCRL-<br>LANEOUS                  | AND<br>Safety                      | INTERSET                            | EXPENDI-<br>TURES                        | TIONS<br>(PAR VALUE)                | MENTS                                     |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 10,400<br>472<br>3,682<br>4,937     | 57,215<br>22,635<br>60,959<br>61,430   | 160<br>-<br>176<br>12        | 32,500<br>10,274<br>2,102            | 69<br>82<br>1421<br>-    | 14,600<br>1,731<br>12,670<br>2,063  | 809<br>3,514<br>14,569<br>1,013 | 10,629<br>554<br>4,279<br>4,949              | 105,124<br>27,880<br>98,472<br>66,608    | 11,355<br>8,169<br>7,031<br>12,488   | 23,660<br>5,085<br>12,900            | 10,345<br>1,042<br>4,192<br>5,785   | 14<br>110<br>976<br>37   | 45,374<br>9,321<br>17,284<br>31,210    | 5,442<br>2,746<br>5,306<br>7,348    | 3,664<br>235<br>3,505<br>2,123     | 7,466<br>250<br>973<br>2,587        | 167,070<br>40,432<br>125,540<br>109,876  | 17,623<br>906<br>3,469<br>6,801     | 184,693<br>41,338<br>129,009<br>116,677   |
| California<br>Colorado<br>Connecticut<br>Delavare        | 151,482<br>4,807<br>43,941<br>4,360 | 557,751<br>47,326<br>109,680<br>29,091 | 7,284<br>356<br>-            | 81,555<br>9,065<br>1,781<br>6        | 11,874<br>31<br>21<br>1  | 83,905<br>3,787<br>7,406<br>1,087   | 9,939<br>2,961<br>57<br>99      | 170,640<br>5,194<br>43,962<br>4,361          | 733,150<br>63,139<br>118,924<br>30,283   | 49,795<br>10,381<br>23,175<br>5,158  | 40,391<br>12,550<br>3,810            | 70,506<br>8,266<br>21,999<br>551    | 1,182<br>375<br>-        | 161,874<br>31,572<br>48,984<br>5,709   | 51,463<br>6,201<br>9,236<br>1,662   | 37,737<br>4,947<br>7,273<br>1,946  | 14,211<br>1,088<br>20,801<br>4,244  | 998,435<br>106,947<br>205,218<br>43,844  | 18,965<br>3,327<br>2,528<br>8,344   | 1,017,400<br>110,274<br>207,746<br>52,188 |
| Florida<br>Georgia<br>Havaii<br>Idaho                    | 35,906<br>8,204<br>4,872<br>1,496   | 167,389<br>137,999<br>13,531<br>33,127 | 813<br>354<br>5<br>100       | 7,860<br>38,972<br>862<br>5,643      | 1,801<br>1,293<br>3,467  | 16,822<br>8,878<br>5,615<br>1,522   | 655<br>1,014<br>2,410<br>4,559  | 38, 520<br>9,851<br>8,344<br>1,596           | 192,726<br>186,863<br>22,418<br>44,851   | 20,636<br>13,263<br>2,801<br>6,347   | 27,878<br>18,065<br>2,376<br>8,834   | 17,727<br>9,186<br>2,641<br>2,868   | 93<br>42<br>75<br>107    | 66,334<br>40,556<br>7,893<br>18,156    | 7,372<br>5,937<br>3,165<br>3,414    | 10,586<br>6,660<br>970<br>1,569    | 24,580<br>6,593<br>2,554<br>160     | 301,598<br>246,609<br>37,000<br>68,150   | 19,036<br>12,002<br>2,089<br>712    | 320,634<br>258,611<br>39,089<br>68,862    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 25,903<br>10,772<br>8,281<br>6,059  | 252,564<br>101,781<br>59,728<br>51,426 | 1,198<br>143<br>1,289<br>167 | 50,513<br>24,127<br>42,936<br>20,957 | 4,592<br>71<br>881<br>12 | 48,859<br>9,991<br>21,095<br>14,274 | 12<br>-<br>145<br>1,042         | 31,693<br>10,986<br>10,451<br>6,238          | 351,948<br>135,899<br>123,904<br>87,699  | 41,800<br>29,644<br>16,250<br>19,972 | 45,273<br>22,729<br>38,740<br>28,838 | 47,967<br>11,889<br>15,177<br>7,618 | -<br>-<br>1              | 135,040<br>64,262<br>70,171<br>56,429  | 26,935<br>13,641<br>11,982<br>8,219 | 24,146<br>5,820<br>3,269<br>3,960  | 32,465<br>9,941<br>1,492<br>8,837   | 570,534<br>229,563<br>210,818<br>165,144 | 30,948<br>5,103<br>7,157<br>13,394  | 601,482<br>234,666<br>217,975<br>178,538  |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 21,523<br>15,003<br>1,584<br>16,654 | 175,834<br>123,951<br>33,666<br>90,867 | -<br>65<br>- 8               | 344<br>11,704<br>1,089<br>23,685     | 315<br>372<br>-          | 3,380<br>16,538<br>1,070<br>16,211  | 3,875<br>112<br>36<br>375       | 21,838<br>15,440<br>1, <b>58</b> 4<br>16,662 | 183,433<br>152,305<br>35,861<br>131,138  | 28,468<br>22,896<br>18,379<br>12,568 | 12,250<br>19,398<br>3,218<br>16,803  | 6,193<br>8,885<br>7,576<br>11,512   | 103<br>2<br>55<br>161    | 47,014<br>51,181<br>29,228<br>41,044   | 9,465<br>16,290<br>2,816<br>8,430   | 5,246<br>6,010<br>1,712<br>8,784   | 13,611<br>13,768<br>4,249<br>15,017 | 258,769<br>239,554<br>73,866<br>204,413  | 7,431<br>21,158<br>4,362<br>27,624  | 266,200<br>260,712<br>78,228<br>232,037   |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 34,650<br>46,627<br>18,748<br>2,999 | 133,890<br>235,192<br>84,612<br>48,876 | 47<br>1,195<br>2             | 6,378<br>42,690<br>36,566<br>15,648  | 129<br>1,561<br>294      | 22,467<br>29,702<br>22,890<br>5,775 | 437<br>2<br>365<br>435          | 34,826<br>48,188<br>20,237<br>3,001          | 163,172<br>307,586<br>144,433<br>70,734  | 31,950<br>26,780<br>18,440<br>10,912 | 7,524<br>42,927<br>35,082<br>32,239  | 45,866<br>33,107<br>19,668<br>6,803 | 4<br>15<br>106<br>247    | 85,344<br>102,829<br>73,296<br>50,201  | 15,150<br>25,586<br>8,322<br>3,558  | 9,327<br>31,810<br>5,522<br>2,891  | 33,102<br>26,201<br>3,426<br>4,310  | 306,095<br>494,012<br>234,999<br>131,694 | 35,955<br>31,400<br>9,644<br>12,989 | 342,050<br>525,412<br>244,643<br>144,683  |
| Missouri<br>Montana<br>Hebraska<br>Nevada                | 23,426<br>4,421<br>7,123<br>1,483   | 133,035<br>19,126<br>56,035<br>24,260  | 747<br>1<br>46<br>5          | 6,681<br>937<br>13,602<br>535        | 1,870<br>- 2<br>209      | 9,678<br>1,108<br>10,385<br>1,425   | 647<br>9,854<br>175<br>969      | 26,043<br>4,422<br>7,171<br>1,697            | 150,041<br>61,325<br>80,197<br>27,209    | 32,864<br>6,258<br>9,720<br>4,550    | 18,351<br>8,181<br>18,707<br>2,073   | 18,356<br>2,770<br>6,350<br>1,057   | 7<br>621<br>175<br>133   | 69,578<br>17,830<br>34,952<br>7,813    | 10,061<br>2,790<br>3,069<br>2,475   | 6,849<br>1,461<br>2,211<br>581     | 3,227<br>779<br>1,112<br>126        | 239,756<br>84,185<br>121,541<br>38,204   | 7,217<br>1,541<br>3,584<br>564      | 246,973<br>85,726<br>125,125<br>38,768    |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 1,783<br>25,523<br>3,925<br>72,725  | 25,847<br>126,455<br>39,004<br>590,761 | -<br>-<br>722                | 1,889<br>4,051<br>413<br>53,207      | 498<br>2,432             | 1,308<br>19,398<br>7,577<br>46,233  | 638<br>-<br>2,883<br>1,076      | 1,783<br>26,021<br>3,925<br>75,879           | 29,682<br>149,904<br>49,877<br>691,277   | 10,001<br>35,345<br>12,453<br>94,879 | 3,503<br>17,642<br>3,206<br>72,094   | 6,303<br>48,188<br>2,752<br>99,558  | -<br>8<br>501<br>20      | 19,807<br>101,183<br>18,912<br>266,551 | 2,849<br>13,836<br>2,407<br>31,261  | 1,207<br>9,257<br>1,904<br>37,977  | 1,478<br>27,380<br>780<br>60,490    | 55,023<br>301,560<br>73,880<br>1,087,556 | 4,608<br>25,975<br>5,396<br>85,956  | 59,631<br>327,535<br>79,276<br>1,173,512  |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 10,222<br>1,529<br>78,359<br>9,518  | 109,234<br>21,851<br>311,712<br>75,809 | -<br>83<br>132<br>2,001      | 10,166<br>18,435<br>15,411           | 1,451<br>293<br>4,044    | 10,928<br>4,953<br>36,180<br>8,066  | 3,350<br>325<br>333<br>19,247   | 11,673<br>1,612<br>78,784<br>15,563          | 123, 512<br>37,295<br>366,660<br>118,533 | 53,418<br>5,022<br>41,837<br>15,287  | 6,136<br>75,165<br>25,956            | 9,315<br>2,494<br>43,592<br>7,551   | 427<br>159<br>1<br>226   | 63,160<br>13,811<br>160,595<br>49,020  | 10,058<br>2,375<br>23,690<br>5,451  | 10,840<br>1,182<br>10,773<br>2,737 | 3,125<br>1,247<br>28,418<br>7,600   | 210,695<br>55,910<br>590,136<br>183,341  | 15,940<br>2,642<br>69,759<br>4,832  | 226,635<br>58,552<br>659,895<br>188,173   |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 9,063<br>48,740<br>7,675<br>5,701   | 67,145<br>313,347<br>26,428<br>54,913  | 1,109<br>311<br>-            | 19,626<br>19,839<br>386<br>1,157     | 104<br>453<br>-<br>3     | 6,757<br>18,521<br>3,566<br>518     | 18,769<br>799<br>1,326          | 10,276<br>49,504<br>7,675<br>5,704           | 112,297<br>352,506<br>30,380<br>57,914   | 15,218<br>90,518<br>5,782<br>16,480  | 13,018<br>28,734<br>167<br>6,517     | 4,233<br>48,473<br>5,577<br>2,655   | 1,215<br>96<br>-<br>18   | 33,684<br>167,821<br>11,526<br>25,670  | 9,339<br>33,116<br>2,798<br>4,454   | 4,010<br>18,318<br>1,395<br>4,152  | 2,852<br>23,697<br>1,817<br>851     | 162,182<br>595,458<br>47,916<br>93,041   | 9,487<br>44,264<br>3,062<br>5,312   | 171,665<br>639,722<br>50,976<br>98,353    |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 1,414<br>19,879<br>61,384<br>7,480  | 36,361<br>120,936<br>315,028<br>43,736 | -<br>500<br>1,816<br>27      | 13,215<br>28,866<br>25,051<br>2,439  | -<br>6,084<br>5          | 3,350<br>11,695<br>53,450<br>681    | 2,832<br>1,123<br>253<br>3,475  | 1,414<br>21,063<br>69,284<br>7,512           | 55,758<br>162,620<br>393,782<br>50,331   | 6,135<br>13,583<br>63,609<br>6,512   | 8,049<br>24,402<br>44,904<br>3,719   | 2,716<br>9,346<br>28,505<br>1,133   | 328<br>271<br>136<br>307 | 17,228<br>47,602<br>137,154<br>11,671  | 4,616<br>7,059<br>25,502<br>4,688   | 994<br>4,251<br>34,499<br>2,672    | 62<br>4,704<br>19,417<br>49         | 78,658<br>226,236<br>610,354<br>69,411   | 257<br>8,150<br>38,899<br>194       | 78,915<br>234,386<br>649,253<br>69,605    |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 1,817<br>25,361<br>19,433<br>4,900  | 31,729<br>185,022<br>100,264<br>56,220 | 16<br>48<br>-                | 5,602<br>477<br>20,320               | -<br>127<br>-            | 491<br>8,912<br>10,224<br>592       | 28<br>11,132<br>4,577<br>436    | 1,833<br>25,536<br>19,433<br>4,900           | 37,850<br>205,543<br>135,385<br>57,248   | 6,282<br>44,152<br>20,971<br>23,938  | 4,953<br>973<br>22,998               | 1,985<br>11,562<br>11,537<br>4,545  | 873<br>716<br>2          | 13,220<br>57,560<br>56,222<br>28,485   | 1,192<br>14,220<br>5,345<br>3,789   | 721<br>10,160<br>12,408<br>1,511   | 57<br>18,071<br>8,482<br>4,925      | 53,040<br>305,554<br>217,842<br>95,958   | 4,197<br>6,693<br>11,388<br>7,389   | 57,237<br>312,247<br>229,230<br>103,347   |
| Wisconsin<br>Wyoming<br>Dist. of Col.                    | 11,916<br>813<br>-                  | 93,293<br>40,229                       | - 8                          | 27,791<br>2,838<br>-                 | - 2                      | 27,373<br>1,431<br>44,275           | 398<br>3,866<br>133             | 11,916<br>823<br>-                           | 148,855<br>48,364<br>44,408              | 20,178<br>4,862<br>-                 | 43,964<br>1,982<br>-                 | 21,818<br>1,518<br>4,595            | 46<br>879<br>174         | 86,006<br>9,241<br>4,769               | 11,896<br>2,982<br>1,317            | 5,023<br>875<br>5,874              | 2,197<br>40<br>430                  | 253,977<br>61,502<br>56,798              | 9,143<br>100<br>53                  | 263,120<br>61,604<br>56,851               |
| Undistributed<br>by States                               | -                                   | -                                      | -                            | -                                    | -                        | -                                   | 29,198                          | -  | 29,198                                   | -                                    | -                                    | -                                   | 18,000                   | 18,000                                 | 35,205                              | -                                  | -                                   | 82,403                                   | -                                   | 82,403                                    |
| Total  | 948,975                             | 5,738,600                              | 20,946                       | 760,191                              | 45,548                   | 721,413                             | 166,297                         | 1,015,469                                    | 7,386,501                                | 1,108,512                            | 915,964                              | 785,853                             | 29,048                   | 2,839,377                              | 537,526                             | 383,554                            | 475,339                             | 11,622,297                               | 679,569                             | 12,301,866                                |

Highway Finance

# MILEAGE OF PUBLIC ROADS AND STREETS

This section presents data on highway construction during 1963 and statistics of public roads and streets existing in the United States as of December 31, 1963.

## **Contracts Awarded and Mileage Built**

Table CA-3 shows the numbers, dollar value, and miles covered by highway construction contracts awarded and by force account authorizations made by State agencies during 1963 for both State and Federal-aid road projects. Although many of these contracts and force account projects were completed during the year, this was not necessarily the case, particularly for the larger undertakings. Except for contracts financed in part with Federal-aid funds, data on construction contracted for or performed by counties and other local governments have not been included in the CA-3 table.

The miles of construction and reconstruction completed during 1963 on roads and streets in the State highway systems are shown in table SMB-2. Table OMB supplements the information in table SMB-2 by showing the miles of construction and reconstruction on local roads by the State and by county, town, and township governments, and the miles of construction and reconstruction on Federal domain roads which were not an integral part of the State highway systems. Except for construction on municipal extensions of State systems shown in table SMB-2, mileage constructed in municipalities has not been included in the mileagebuilt tables.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways, such as surfacing of roads not previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient highways having greater traffic and loadbearing capacities.

#### **Existing Mileage of Roads and Streets**

The SM tables present the mileage data for Stateadministered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information on the width of roadways, number of lanes, access control, and traffic volumes. The remaining mileage of public roads and streets, under control of the Federal and local governments, is reported in table OM.

In tables M-1, -2, -3, and -21, all mileage under State, local, and Federal jurisdictions has been combined to show the total existing mileage of roads and streets in the United States, classified by system and surface type. Table M-21 shows the extent to which State, local, and other roads comprise the Federal-aid systems.

Attention is called to the fact that the designation of a road or street as part of a Federal-aid system does not alter its status as a State or county road or city street. Inclusion of a highway in a Federalaid system simply means that, because of its service value and importance, it has been made eligible for Federal construction funds.

## Surface Types

The classification used in the mileage tables identifies only the visible surface types on existing streets and roadways. These tables do not give information concerning the base course and subbase materials. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No practical way exists for presenting useful data on their vertical composition.

### State Highway Systems

The term "State primary system" as used in this bulletin refers to highways that have been officially designated by States as the "primary system," the "State highway system," or some similar term. Because the criteria for selecting these highway's have varied greatly among the States, these highway systems differ in scope. However, they do encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, have absorbed the responsibility for constructing and maintaing specified county roads, and these have been shown as "county roads under State control."

## **Municipalities**

A "municipality" has been defined by the Bureau of the Census as a political subdivision within which a municipal corporation has been established to provide general local government for a specific population concentration in a defined area. Political units so identified are those incorporated as cities, boroughs, towns, and villages. All such incorporated places, regardless of population, have been classed here as municipalities, except as noted in the following statements.

Towns in the six New England States and New York are minor civil subdivisions similar to townships in other States. Some of these towns and certain incorporated townships in New Jersey and Pennsylvania have been classified as municipalities on the basis of population. In addition to town and township governments in these States, certain counties have been classified as municipalities in a number of States, where the area of the county is coextensive, or virtually so, with the area of one or more municipal corporations or where the county is urban in fact. Additional information concerning the municipal definition has been included in the "Highway Finance" section of this bulletin.

#### **Municipal Extensions of State Systems**

The term "municipal extensions" is used exclusively here to identify the extensions of State highway systems into or through municipalities as defined in the preceding paragraphs.

## **Local City Streets**

The term "municipal extensions" is used exclusand streets other than municipal extensions of State systems in the areas defined as follows: (1) Municipalities; (2) delimited unincorporated places having an estimated population of 1,000 or more; (3) the unincorporated fringe around cities of 50,000 population or more, defined as urbanized areas by the Bureau of the Census in the latest enumeration or as determined by the State highway departments. HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS<sup>1</sup>

JANUARY-DECEMBER 1963

(In thousands of dollars)

| H P  |                                 | STUN                 | 8,58,3   | 55 E 8  | 1,635<br>1796<br>211  | 1,084<br>353<br>1,320<br>1,022   | 1,700<br>1350<br>109<br>109  | 304<br>959<br>1,173<br>1,173                                       | 1,084<br>695<br>1,004<br>192  | £#82#  | 888 1 m   | 24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>24<br>2                 | 1,465<br>888<br>3,449<br>1.189   | ୫ୁଟ୍ଟିଶ୍ଚ <u>ି</u> ଛି  | 85<br>85<br>85<br>95  | 33,812                 | 38,277              | report),<br>thor-   |
|--|---------------------------------|----------------------|--|---|---|--|--|--|---|--|---|---|--|--|---|------------------------|---------------------|---|
| TOTAL, ALL<br>CONTRACTS                                    | ┣—                              | 158                  | 86,913<br>41,843<br>42,180<br>51,578   | 29,370<br>28,992<br>126,054<br>121,731  | 157,959 1<br>93,818<br>13,069<br>23,741   |  | 87,754<br>133,794<br>23,107<br>27,229  | 101,477<br>101,895<br>95,322<br>79,182                             | 133,329<br>417,084<br>28,509<br>21,882<br>21,882<br>21,882                      | 26,236<br>70,102<br>34,643<br>217,993                  | 56, 538<br>34, 573<br>85, 404<br>76, 876  | 98,292<br>192,050<br>19,561<br>29,512   | 64,997<br>1113,936<br>279,999<br>59,300  | 11,963<br>135,378<br>81,213<br>50,058  | 63,769<br>52,078<br>22,578  | 4,347,342 33           | 4,294,245 36        |   |
|  |                                 | 871DX                | • <sup>#36</sup><br>-<br>(2 <sup>/)</sup>  | ន្តនគង  | 1,229<br>358<br>43  | 84 I 1 28  | 1,552<br>1,552<br>9<br>67<br>67  | 231<br>28<br>28<br>28<br>28  | 454 -<br>117 -  | 8<br>19<br>25  | 89<br>1 2 2 X   | 342<br>342<br>\$73  | 473<br>297<br>245<br>245   | 2<br>365<br>697  | 83<br>241<br>242  | 13,159 4,              | 18,654 4,           | ocrrect JanHov. Ca-3<br>Turnpike \$2,423,000;<br>are the force account a<br>Minnesota \$1,917,000,  |
|  | TODAT                           | COBI                 | 12,893<br>1,448<br>1,448   | 50,895<br>3,188<br>24,447<br>4,917  | 58,322<br>8,929<br>223  | 18,643<br>72<br>8,419<br>8,419   | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200   | 13,928<br>4,020<br>819<br>9,531                                    | 20,628<br>3,900<br>15   | 1,785<br>7,993<br>3,542<br>31,459                      | 5,356<br>32<br>1,434<br>5,003   | 44,516<br>44,516<br>6,192<br>6,192  | 6,455<br>6,455<br>40,143<br>2,708  | 292<br>6, 339<br>4, 360<br>9, 756  | 12,563<br>4,148<br>-  | 544,590                | 968,058             | ted to corr<br>term Turn<br>thed, are 1<br>1,000, Mim   |
| PUNDS  |                                 | NUMBER<br>OF<br>CON- | 227<br>-<br>1  | %жд°°   | 249<br>- 116<br>6   | eff. 156   | 1<br>201<br>201<br>201<br>201<br>201<br>201<br>201<br>201<br>201<br>20   | <u>ឌ</u> ័មទដ្   | ຮ່ ຈໍ   | ଖ୍ୟ କ୍ଷ  | ନ <sup>୍</sup> ସଞ୍ଚ   | 경국다양  | 46<br>47<br>268<br>268   | 7<br>150 651   | ₫ <sup>8</sup> ,  | 5,029                  | 6,633 5             | durden State Ferkny #1,906,000 (figure adjurted to<br>activides Crossing #155,000; Oklahome, Southewstern T<br>000;<br>statistors, bur to fanilude 1xth occursts swerded, s<br>as follows: Illinais #5,172,000, Dailana #334,000;<br>, South Dakota #376,000; Misconsin #394,000;   |
| T FEDERAL  | TITTES                          | ST DA                |  |   |   |  | رو<br>(2)، دو  |  | • • • •   | (3/)<br>(3/)   |   |   |  |  |   | 76                     | te3t                | 5,000 (fi<br>5,000 (fi<br>7,000 (fi<br>with com<br>23,000, D<br>23,000, D   |
| CONTRACTS FINANCED WITHOUT FEDERAL FUNDS                   | TOLL PACILITIES                 | COGI                 |  | 3/ 4,681  |   |  | 3/ 5,902<br>3/ 3,625   |  |   | 3/ 4,6TT<br>3/ 165                                     | -<br>3/ 2,423   | 3/ 5,893<br>-   |  |  |   | 21,366                 | 327,489             | State Farking \$4,306<br>Se Crossing \$165,000;<br>se but not included<br>lows: Illinois \$572,72<br>heater \$578,000, Wil  |
| CTS FINAN  | count                           | NA<br>E              | 281<br>91.   |   |   | <br>   | 1,398<br>  | ®  |   |  |   | • • • •   |  |  | <sup>8</sup> ,,   | <b>1,616</b>           | 456                 | ttate Pari<br>Crossing<br>, but not<br>ws: 111  |
| CONTRA   | FORCE ACCOUNT                   | 1600                 | 6,762  |   |   | 1,913<br>-<br>-  | 19,955<br>-<br>-   | ۳<br>۱۰۰   |   |  |   |   |  |  | -<br>-<br>581   | L#6°62                 | 18,570              | derden St<br>terturidge<br>3,000.<br>mitsetions<br>mitsetions<br>0, South 1   |
|  | CONTRACT                        | STIDA                | ₹, <sup>3</sup> %  | 35<br>27<br>23<br>23<br>23  | 1,229<br>358<br>835<br>1,239  | 847 - F88  | ቘ፞፞ዿ፟፞ዾዸ   | ኯ፝፝፝ዿ፝፝ቘዄ፝   | \$, <sup>1</sup>  | 8410148<br>251   | ቘ፝፞፞፞፞፞፞፞፞፞፞፞ጜ  | ୫.୫ <sub>-</sub> ନ୍   | 473<br>897<br>1,645  | 596<br>392<br>2  | 1987 -  | 734,LL                 | 17,237              | v Jersey,<br>r York, Out<br>lie \$5,893,<br>aunt authoo<br>tte system<br>\$1,007,000  |
|  | CONT                            | COBI                 | 6,131<br>559<br>46   | 50,895<br>3,188<br>24,447<br>236  | 8,32<br>8,98<br>8,98  | 16, 730<br>14, 470<br>8, 419   | 3,164<br>24,037<br>1,638<br>17,377   | 888,51<br>889,4<br>819<br>819<br>819<br>819                        | 20,628<br>3,900<br>15   | 1,785<br>3,316<br>3,542<br>31,894                      | 5,356<br>32<br>1,434<br>2,580   | 38,68<br>38,68<br>6,112<br>6,122<br>122<br>122<br>132<br>132<br>132<br>132<br>132<br>132<br>132 | 6,455<br>11,142<br>40,143<br>2,708   | 6, 339<br>6, 339<br>9, 756   | 12,138<br>841,4   | 112,184                | 666'TH9             | 625,000; Nev 1<br>71,000; Nev 1<br>ania Turnpile<br>i force account<br>b Interstate<br>), Missouri fi   |
|  |                                 | STU                  | \$223  | 33<br>75<br>7<br>1<br>9<br>1<br>2<br>7  | 8<br>8<br>8<br>6<br>7<br>8<br>6<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7  | ense   | 鴙쏙 <i>녹</i> 궒  | 67<br>1,007<br>650   | 8882  | <u>ଖ</u> ନ୍ଧ୍ୟୁର୍                                      | 8888<br>8888<br>88  | <u>ଝ</u> ୍ଝ୍ ଝ୍ଲ୍ ଝ୍ଲ୍ ଝ୍   | 8889<br>8888   | <i>ଷ ୪</i> ୪୪୯୮  | 9.5°  | 20,653                 | 19,623              | arey \$3,625,<br>mythe \$371,0<br>Permsylvaria<br>ded with for<br>ork on the D<br>,162,000, ML  |
|  | 1                               | SCHUT<br>TANDIAT     | 88,88<br>99,86<br>97,87<br>97,87<br>97,87<br>97,87<br>97,87<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,97<br>97,970 | 187,440<br>33,881<br>3,764<br>3,764   | 74,663<br>66,868<br>8,442<br>914 2  | 52<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86 | 8,738<br>73,739<br>8,728   | 58,83<br>2,68,93<br>2,65,64  | ૹૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ<br>ૡૢૢૢૢૢૢૢ                                    | 8,216<br>39,931<br>39,931<br>39,931                    | 20, 128<br>244, 22<br>781, 63<br>781, 63  | 70,466<br>13,790<br>13,790<br>11,017  | 4,85<br>28,33<br>46,52<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,53<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,555<br>28,5555<br>28,5555<br>28,5555<br>28,5555<br>28,55555<br>28,555555<br>28,5555555555 | 6<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88  | 34,728<br>41,351<br>17,108  | 2,843,368              | 2,458,403           | eastarn Expressery \$3,625,000; Nev Jersey, G.<br>Bev Jersey Yurnyla, \$371,000; Nev Jersey, Odes<br>Bernayivania, Furnarylae \$5,953,006<br>W. Drainded rith force account atthori-<br>stations for work on the Interarties arylesa a<br>Masistori Al, JiCe,000, Missouri \$1,007,000,   |
|  | THIOL                           | 500                  | 74,020<br>41,843<br>40,732<br>530  | 248, 475<br>55, 404<br>55, 404<br>6, 814  | 89,669<br>13,869<br>13,869<br>13,869<br>13,869<br>13,869<br>13,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,869<br>14,86914,869<br>14,869<br>14,869<br>14,86914,869<br>14,869<br>14,86914,869<br>14,869<br>14,86914,869<br>14,86914,869<br>14,86914,869<br>14,86914,869<br>14  | 202,631<br>100,134<br>78,978<br>64,550   | £15912<br>8912   | 87,549<br>103,875<br>94,503<br>69,651                              | 112,701<br>47,084<br>21,669<br>47,086<br>7,867<br>87,984                        | 24,451<br>23,109<br>23,101<br>266,534                  | 24, 182<br>24, 541<br>83,970<br>73,970<br>73,970  | 4,604<br>147,534<br>19,430<br>19,430  | 942,85<br>407,901<br>87,95<br>87,95<br>87,95<br>87,95  | цц, бл<br>18, 63<br>18, 853<br>18, 853   | 2,278<br>1924<br>2924<br>2924<br>2924<br>2924<br>2924<br>2924<br>2924 | 3,802,752              | 3,306,187           |   |
| SCIE   |                                 | NUMBER<br>OF<br>CON- | <sup>3</sup> 4 E 원   | ដីទូនដ  | ଝଞ୍ଚିଇଉ   | 8887   | 2228   | ፚፚ፝፞፞፞ቔ  | និភិន្តុត   | <u>፝</u> ዹ፝ኇ፝፞ኇቖ                                       | ኯ፝፞፞፞ቛ፞፞፞ዿ፝፞፞፞፞   | 절루누렴  | <u> </u>   | <u>ଛଞ୍</u> ଟୁ ଛ  | <sup>2</sup> 65   | 7,616                  | 7,684               | ू<br>इ. न्यू  |
| PT IATER   |                                 | 87100                | ଞ୍ <u>କ</u> -  | • • • •   | ,   | સું હું  | . ب <sup>ر</sup> گار .   | ' ' 🔊  | , <b>۽</b> اُور   | ' <sup>(</sup> 3)                                      | , & , ,   | (3)   | \$P2   |  | ង្កី · ·  | 8 <u>8</u>             | <b>8</b>            | Federal-<br>ent for<br>or performed<br>acky Turnpik<br>Mand, Morth  |
| ELX VIELE Y  | FORCE ACCOUNT                   | FUEDS                | 1,626<br>1,105<br>1,205  |   |   | 5,188<br>265<br>285<br>203   |  | <sup>52</sup>  | 88 <b>, 3</b> 8 ,   | °  | о <sup>дт</sup>   | 379   | 374<br>83  |  | 1,615<br>-<br>-   | 16,655                 | E#T*डा              | ncluding Federal-<br>1 Government for<br>stracted or performed<br>(eky, Kentucky Turnpike<br>(2000; Marriand, Korth-  |
| CONTRACTS FIGARCED FARTALLY OR ENTIRELY MITE FEDERAL FUELS | LOR                             | COBI                 | 3,282  |   |   | <u>لا ج</u>  | <sup></sup> .  | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-                | ±/ 1,007<br>908   | , 13<br>81<br>18                                       | . <sup>&amp;</sup>  | 865   |  |  | <u>4</u> / 3,017<br>-   | 22,965                 | 18,910              | highways, 1<br>the Federa<br>nly when co<br>,000; Kentu<br>sion \$4,369   |
| PARTAL   | e                               | STIDA                | 744<br>98<br>98<br>98<br>98  | 发쿤ᅾ片  | E%®E  | <u> </u>   | នដឹងដ  | 4,E%,S   | ¥7882   | ¥ 원륨 8   | <i>똡쫋첧쩛</i>   | 뾠빒뉭풬  | દુર્જુર્જુ વ   | ይቘ፝ጜ፝ጜ   | 257   | 116,91                 | 36,426              | cies for<br>amount by<br>ncluded o<br>he \$4,681<br>the \$4,681   |
| IS FINANCE   | OTHER FEDERAL-AID<br>CONTRACTS  | FEDERAL              | 17, 388<br>38, 535<br>19, 269<br>19, 269<br>19, 269  | 11,180<br>15,472<br>6,381<br>2,983<br>2,983   | 17,895<br>13,585<br>8,986<br>8,986<br>8,288<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,588<br>8,5888<br>8,588<br>8,588<br>8,588<br>8,588<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,5888<br>8,58888<br>8,5888<br>8,5888<br>8,5888<br>8,58888<br>8,58888<br>8,5888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,58888<br>8,5888888<br>8,58888<br>8,58888888<br>8,58888<br>8,58888888<br>8,588888888 | 88,83<br>88,83<br>88,83<br>89,44   | 15,989<br>13,988<br>2,811<br>2,831<br>2,831<br>2,831<br>2,831<br>2,831<br>2,831<br>2,831<br>2,831<br>2,831<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,933<br>2,93 | 8,612<br>30,507<br>39,507<br>9,938<br>9,938<br>9,938               | ซูะรูล์ล์<br>ชูซูะรูล์ล์  | 5,291<br>9,362<br>9,869<br>1,941                       | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2   | 11,013<br>21,032<br>23,652<br>23,653  | 15,409<br>15,800<br>1138<br>1138<br>1138<br>1138<br>1138<br>1138<br>1138<br>1  | 3,558888<br>3,558888   | 266°2<br>3,955<br>3,975   | 902,490                | 778,416             | State agen<br>d a small<br>reets is 1<br>are furnyd<br>ucky furnyd  |
| CONTRACT   | 97.1963<br>1963                 | COG                  | 35,957<br>40,673<br>25,424<br>25,424   | цв, 533<br>23,371<br>5,897  | 36,504<br>25,687<br>25,687<br>25,687  | 5,03<br>8,03<br>8,03<br>8,03<br>8,03<br>8,03<br>8,03<br>8,03<br>8                | 37,336<br>26,011<br>28,88<br>28,011<br>29,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,396<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,397<br>20,   | 11,135<br>61,850<br>34,677<br>34,677                               | 82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>82<br>8 | ро,<br>39,007<br>12,12<br>8,17,11                      | 8,41<br>19,41<br>19,01<br>19,01   | 35,706<br>35,182<br>9,244<br>27,061   | 86,889<br>128,097<br>128,198<br>198<br>198<br>198<br>198<br>198<br>198<br>198<br>198<br>198  | 6,898<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,087<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,070<br>9,0000000000  | 25, 148<br>24, 649<br>7, 967  | 1,641,891              | 1,436,007           | thorized by<br>the work, an<br>oads and st<br>as.<br>. West Kent  |
|  |                                 | SPTDU                | ತ್ತೆತೆಹ  | ૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ   | <u> </u>  | 8238   | ጽጽ <del>ዳ</del> ଷ  | 공격역관   | ಕಸ್ಟೇಶ  | ଌୢ୷ଌୣ୷   | <sup>ଉ</sup> ଷ୍ଟ <u>କ</u> ୍ଷ ମ  | 5874  | ននរ្លទ   | ាង្កូតត  | 84821   | 3,088                  | 2,509               | vork sut<br>cooperati<br>n local r<br>wed.<br>le in adl<br>es: Dela   |
|  | LINTEROTATE STOTEM<br>CONTRACTS | SOBD.I<br>TVARGELI   | 31,267<br>287,599<br>1987,61   | 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88,239<br>73,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,411<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,4110<br>76,41100000000000000000000000000000000000  | 73,150<br>86,028<br>30,078   | 80,218<br>80,05<br>941,11   | 1,924,823              |                     | orce account<br>State-local<br>etc. Work o<br>la are invol<br>not measurab<br>not measurab  |
|  | LINTERST                        | COGE                 | 34,781<br>24,048<br>21,906   | 246,921<br>246,933<br>246,486<br>247  | 63,133<br>59,202<br>79,802<br>11,570  | 4<br>4<br>33,923<br>33,923<br>33,923<br>33,923<br>33,923                         | 27,336<br>81,716<br>16,042<br>26,391   | 10°<br>10°<br>10°<br>10°<br>10°<br>10°<br>10°<br>10°<br>10°<br>10° | L≪ 71,335<br>25,235<br>25,403<br>16,042   | 48948<br>78948<br>78948                                | 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| 888<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88<br>88                     | ₹<br>127,572<br>127,572<br>127,558<br>13,664<br>13,664   | 219,7<br>292,8<br>292,8<br>292,8<br>292,9<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>204,8<br>20,8<br>20,8<br>20,8<br>20,8<br>20,8<br>20,8<br>20,8<br>20 | ±√ 23,041<br>33,275<br>14,611   | 2,137,896              | 1,851,270 1,657,844 | a avarded and f<br>tre-local, and<br>forest roads,<br>en Federal fun<br>one mile, or 1<br>avarded for for<br>tucky Turnude  |
|  |                                 | 1                    | Alabama<br>Alaska<br>Artsona<br>Artansas   | California<br>Colorrado<br>Connecticut<br>Delaware  | Florida<br>Georgia<br>Hawaii<br>Idabo   | Tllinois<br>Indiana<br>Iona<br>Kanaas  | Kentucky<br>Louisiana<br>Maine<br>Maryland   | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi              | Missouri<br>Montana<br>Rebraska<br>Berada                                       | New Nampahire<br>New Jerracy<br>New Narico<br>New York | Horth Caroline<br>Horth Dakota<br>Okiaboma  | Oregon<br>Fennsylvania<br>Rhode Ialand<br>South Carolina  | South Dakota<br>Tennessee<br>Texas<br>Utah   | Vermont<br>Virginia<br>Washington<br>West Virginia   | Wisconsin<br>Wronding<br>Dist. of Col.                                | Total:<br>JanDec. 1963 | JanDec. 1962        | Y Contracts swarted and force account work anthorized by State agencies for Middawys, including Federal-States-Jossal, and force account work anthorized by State agencies for Middawys, including Federal-States-Jossal, and States-Jossal, States |

TABLE CA-3

MILEAGE BUILT ON ROADS NOT ON THE STATE HIGHWAY SYSTEMS-1963

Compiled for calendar year from reports of State authorities

CLASSIFIED BY TYPE OF SURFACE

TABLE ONE ECENERE 1964

| STATE   | LOCAL ROAD  | S BUTLE 1  | SY THE S  | TATE HIG  | LOCAL ROADS BUTLE BY THE STATE RIGHMAY DEPARTMENTS 1/                            | Dearts 1/   |   | LOCAL BOADS BUTLIN BY LOCAL AIPERDELETTES 2/                                 | De witter                                 | TAT TOCAL                       | ATTEND  | 141 B3 141  | F  | POADS BUT   | and at a   | POADS BUTTON IN THE PARTY OF AN ON ON AN AND AND |   |  | ACC ACC   | 2/  | INCINAT OF  | ATTA ATTA ATTA ATTA ATTA  |   | r        |
|---|---|--|---|---|--|---|---|--|---|---------------------------------|---------|---|--|---|--|---|---|--|---|---|---|---|---|----------|
|   |   |  |   |   |  |   |   |  |   |                                 |         | -   |  |   |  | COUNT COTOS   | 10 .V14   |  |   |   |   |   |   | Т        |
| , <b>6</b>  | MTLEAGE<br>GRADED<br>AND<br>DRATHED<br>E  |  |   | *1 5<br>Market (9,9,0)  | TOTAL<br>NULLAGE<br>SURFACED   |   | NTLZAGE<br>GRADED<br>AND<br>DRALTHED  | AM   | H-1-1-                                    | T G-5 J G-5 J G-5 J H-2 J H-2 J |         | TOTAL<br>NULLAGE<br>SURPACED 2  | TOTAL<br>MILLAGE<br>GRADIED<br>AND<br>SURFACED   | ALLEAGE<br>GRADIED<br>AND<br>DRATHED  | <b>6</b> M   |   | MULEAGE SURFACED 4/   | 31   | TOTAL<br>NULZAGE<br>SUBGRACED   | TOTAL<br>MELEAGE<br>GRADED<br>AND<br>SURFACED | GRADED<br>AND<br>DRATHED  | SURFACED  | TOTAL   |          |
| Alabean<br>Alasha<br>Artsona<br>Arthuses  | \$  | 60 1,122<br>5<br>5   |   | ،،،،<br>۳, ۵  | 1,188<br>1,188<br>1,188  | 1,231   | 'œă'  | ., <sup>8</sup> 8  | , , <sup>(58</sup>                        | ۰.%،                            |         | 319<br>276<br>379   |  | 3°  |  | 37 - 1  | 5   |  | <sub>មស</sub>   | aga   | 43<br>63<br>233<br>233  | 1,188<br>   | 1,<br>66<br>69<br>83<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80        | T        |
| California<br>Colorado<br>Comecticut<br>Delaware  |   | 1  | 1   |   |  |   |   | , <sup>88</sup> °,   |   | ଅଧ                              |         | - <sup>354</sup>  | , <mark>4</mark> 89  | 82  | 9 <b>9</b><br>1.,,   | 5   |   | ••••   | s   | \$8   | <b>49</b> 2 , , ,   | 35<br>15<br>15<br>15<br>15<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16<br>16                    | 훱작된   | 1        |
| Florida<br>Georgia<br>Haveii<br>Idaho   | 991-1   | 158 1,20   | 1,207   | ····<br>8명  | 8,8<br>1, 1,<br>8,8<br>1, 1  | 8 E , ,   | 8. , 8  | 80°, 1.9%  | æ''æ                                      | 5.98                            | 8       | 1,091<br>-<br>19<br>726   | 1,330<br>954<br>954  | · · . "   |  | ۰., <sup>∞</sup>  |   |  |   | %   | 246<br>246<br>217<br>217<br>217<br>217<br>217<br>217<br>217<br>217<br>217<br>217        | 1,181<br>1,586<br>19<br>19  | 84<br>84<br>84<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86              | T        |
| Illinois<br>Indiana<br>Iona<br>Kansas   |   | 239 23<br>239 23<br>239 23   | 28 FB - 67  | 75 75<br>338 144<br>3   | 5 220<br>- 1,172<br>- 516  | 1,243<br>636  | 9   | ' <sup>22</sup> 82 '   | , <sup>2</sup> , 2                        | ୍ <sup>ଝ</sup> ୍ଟ୍ ୍            | . a.    | , % % ,   | ૾ૡૢૢૢૢૢૡૢ  |   |  |   |   |  |   |   | ' <sub>°6</sub> 83  | 2,163<br>2,163<br>516   | 834<br>535<br>535<br>53<br>53<br>53<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5                     | <u> </u> |
| Kentucky<br>Louisiana<br>Maine<br>Maryland  | 8<br>8  | 62   | 155   | •••••   | 58 . , 58<br>54  | 352   |   | ۍ<br>۱۱۱   | <sup>3</sup>                              |                                 |         | , , , <sup>‡</sup>  | <sup>8</sup> 8   | •   |  |   |   |  |   |   | 132<br>-<br>1   | 8 <del>.</del>  | 352   | T        |
| Masachusetts<br>Michigan<br>Mimesota<br>Mississippi   | 22<br>  | 1.99 ¥   | 12 8 16 -   | 8.역탄.<br>1. 15 - 1  | 1,265 -  | 1,707   | ٦ <sup>,</sup> ڰ,   | 1,388<br>133<br>133<br>133<br>133<br>133<br>133<br>133<br>133<br>133         | ୯୬<br>୧୫୬                                 | ¥×8,                            | ' % ¤ ' | 4,155<br>1,877<br>1,877   | 4,155<br>1,9075<br>641   |   |  |   |   |  |   |   | к <sup>л</sup> л  | 4, 643<br>4, 643<br>3, 142<br>641   | 3,65<br>5,65<br>5,05<br>5,05<br>5,05<br>5,05<br>5,05<br>5,05<br>5   | 1        |
| KLasouri<br>Montana<br>Nebreaita<br>Nevada  |   | , , <sup>85</sup> ,<br>, , <sup>100</sup> ,  | * • • • •   | ••••  |  | · . ấ .   | .º  | -<br>357<br>3,333  | , <sup>z,</sup> & .                       | ۰.۴,                            | 15 .    | 3692<br>3,692   | 3,692  |   | , <sup>24</sup>  |   |   |  | , st  | ·*· '   | ' 1 <u>8</u> ' '  | 426<br>3,983  | _<br>487<br>3,983   | T        |
| New Hampshire<br>New Jersey<br>New Nexico<br>New York   | ••••  |  |   | ۰،،»<br>۱,۰,۳   | · · · <sup>92</sup>  |   | °°,,,,  | 8  | <sup>191</sup>                            | °,,,,                           |         | <sup>258</sup>  | ×  |   |  | ۰.''  |   |  | ۰   | ۰   | ©<br>   | 267<br>-<br>-<br>76   | 215<br>76   | 1        |
| Worth Carolina<br>Worth Dakota<br>Ohio<br>Oklahoma  |   |  | <br>138   |   | <br>163  | -<br>-<br>163   | ., 18   | 1,673  | - <sup>2</sup> 611,1                      | 2,200 2,13                      | - ' ja  | -<br>3,634<br>1,997   | - 4<br>3,635<br>2,047  |   | • • • •  | · · · · ·   |   |  |   |   | <sup>8</sup> ' '  | ,<br>3,634<br>2,160   | - +<br>3,635<br>2,210   | т        |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina  | 83<br>1   | 247  |   | <br>80.03   | 137<br>20<br>8<br>8<br>8<br>8<br>8   | <u>ន</u> ្លត <sup>្</sup> ព   | <sub>፼</sub> ፠፞፞ <sub>ዾ</sub>   | 504 -  | ਸ਼ੋ <sup>1</sup> , 28 ਲ                   | ଞ୍ଚିଞ୍ଚିକ୍ଷ ,                   | ۰۳۰۰    | 385<br>92<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93<br>93 | 1,04<br>8,4<br>8,8<br>8,8<br>8,8   | §   | 1,143<br>  | ະລາ   | 5   |  | 1,205<br>-<br>-   | 1,895<br>-<br>-                               | щж - <sub>с</sub>   | 1,727<br>1,066<br>855<br>855  | 2,558<br>1,095<br>95<br>95  | 1        |
| South Dekota<br>Tennessee<br>Texas<br>Utah  | H   | 159<br>9<br>159<br>159   |   | 42 TO   | 253<br>  | <sup>226</sup>  | -<br>1,057  | - 2,668  | , <sup>885</sup> ,                        | ° 8.4                           | ، ۵، ۱  | 1, 279<br>1, 200<br>3, 558  | 1,201<br>1,201<br>1,615  | , ∾ , ,   | . ۳۰   | <u>ه</u> ۲.,  |   |  | ສສຸ.  | ສະ  | -<br>3<br>1,057   | 725<br>1,232<br>3,558   | 1,235<br>4,615  | T        |
| Vermont<br>Virginia<br>Washington<br>West Virginia  |   | , <sup>, ,</sup> ,   | - <sup>- 5</sup>  | ົ.ເ.<br>ຄຸເຊັ   | 8, <sup>8</sup> ,  | 8<br>87<br>-  |   | 8, 8, ,<br>, , ,   | <sup>⊀</sup> ~8                           | ,¤%,                            |         | <sup>었</sup> 억큝 .   | 819 <u>8</u>   |   | • • • •  |   |   |  |   | · · · '                                       | وره<br>۱۱   | 110<br>21<br>12<br>12<br>12   | 835 12 0<br>835 12 0  | T        |
| •   |   |  |   |   | 462T   | 129<br>129  | 153   | <del>ц</del> .   | 1,001                                     | <u>و</u> ,                      | ক ।     | 2,136<br>-  | 2,289  |   | •••  | • •   |   |  |   |   | 165   | 2,530<br>129  | 2,695<br>129  | Т        |
|   | 1,155 2,593   | 93 <b>4,</b> 307   | 7 1,547   | #1 260  | 8,709  | <b>1</b> 98 <b>6</b>  | 5,116   | : 6TT*¶T   | 911,01                                    | 6,297                           | Ę       | 31,005  | 33,121   | 1,601   | 1,310  | 151   | 65  | •  | 1,529   | 3,130   | 4,872   | 41,243  | 46,115  | T        |
| Y Includes mileage of local roads and streets on the Pokarlack secondary system which are built<br>State highmy departments or by local authorities when financed partially or entreby by Peteral Indus.<br>2) Includes allange built by commanies.<br>A mandinghal governments.<br>3) Does not include allange built on roads in Bational parts, forests, and reservations which are a<br>integrably Does not include allange built on roads in Estimal parts, forests, and reservations which are a<br>forget of part of system system and reported in table SDB. parts, forests, and reservations which are a<br>source types inductions in reported to these onlines are as follows: D, soll-surfaceed B, slag,<br>or stone; F, bituminous surface treated; G-1, sized bituminous, and E-1, bituminous paratration hering a | leage of l<br>ments or by<br>leage built<br>leage built<br>dictpal go<br>clude miles<br>tate system<br>to indicate<br>bus sufficate | local road<br>by local a<br>lit by coum<br>lovernments<br>eage built<br>eage built<br>ted by sym<br>ted by sym | is and sutheriti<br>atthes, to<br>the road<br>outed is<br>bols in<br>i G-l, s | treets o<br>fes when<br>owns, an<br>da in Na<br>da in Na<br>table i<br>these of<br>these of | n the Fede<br>financed<br>d township<br>tional par<br>SBB-2.<br>SBB-2.<br>Sub-2. | streets on the Pederul-aid secondary system which are built by the<br>tits when finance, partially or entities? by Petern frunds.<br>Formanys, but does not include or anotiruction in<br>definition in the secondary such reservations which are an<br>in these SHB-2. A solution: D, soll-entitions which are an<br>in these columns are as follows: D, soll-entition hering a<br>sized bituminous, and E-1, bituminous penaturation hering a | dary system<br>entirely by<br>of include o<br>und reservat<br>D, soil-sur<br>minous penet | Which are<br>Federal f<br>constructi<br>ions which<br>faced; B,<br>ration he | built by<br>muds.<br>A are an<br>alac, gr | by the m                        |         |   | combined thick<br>and B-2, bitum<br>and B-2, bitum<br>cond-bearing or<br>un without pur<br>our without or<br>un solution<br>was classified | mess of su<br>dinous perse<br>apacity wi<br>tland ceme<br>han one in<br>apacity is<br>as G-1 an | tration but<br>tration but<br>ith or with<br>int concret<br>of in composition<br>of H-1. | on having a com<br>on having a com<br>without portla<br>norete base; an<br>compacted this,<br>wiftorm for all.  | then 7 ir<br>bined thi<br>ad cement<br>ad J, court<br>kness.<br>States. | cches and<br>climess of<br>concrete<br>cland cent<br>egregatic<br>Mhere no | or low low-bearing<br>aurrace and base 7<br>there and 1 bits<br>there is bearing<br>the concrete with or<br>an of 0 and H surrace<br>segregation was re |   | capacity; G<br>inches or m<br>concrete m<br>without bit<br>is according<br>ported for t | G-2, miled bitumin<br>more and/or a high<br>and aber anjumit<br>and there anjumit<br>them, the mileage<br>them, the mileage | wired bituminous,<br>end/or a high<br>hiber arphait with<br>our wearing<br>thichness and<br>, the wileage | ·····    |

MILEAGE BUILT ON STATE HIGHWAYS-1963

|                        |                    | STATE   | Alabeme.<br>Alaska<br>Arizona<br>Arizansas                                       | California<br>Colorado<br>Connecticut<br>Delaware | Florida<br>Georgia<br>Hawaii<br>Idaho                                   | 1111no15<br>Indiana<br>Iowa<br>Kanses   | Kentucky<br>Louisiana<br>Maine<br>Maryland  | Massachusetts<br>Michigan<br>Minne sota<br>Mississippi | Missouri<br>Montana<br>Nebraska<br>Nevada  | New Rampahire<br>New Jersey<br>New Maxico<br>New York | Morth Caroline.<br>Morth Dakota<br>Chio<br>Ckiahoma                              | Oregon<br>Fennsylvania<br>Rhode Island<br>South Carolina   | South Dakota<br>Tennessee<br>Texas<br>Utah  | Vermont<br>Virginia<br>Washington<br>West Virginia | Wisconsin<br>Wyoming   |         |
|------------------------|--------------------|---|--|---|---|---|---|--|--|---|--|--|---|--|--|---------|
|                        |                    | ND<br>ND<br>NC  | 4444<br>39 7 F   | 9 2 2 2 6 6 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6         | 126 F10<br>2558 Geo<br>8 Ide  | 24758<br>2428   | 112 20 12<br>12 20 12<br>12 20 12           | 848.2%   | So.3                                       | He Ke   | 81 Norti<br>15 Norti<br>153 Obto<br>41 Okla                                      | 28 1 3 2<br>29 1 3 2<br>29 1 4 2<br>29 1 1 4 2<br>29 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 35 73 14<br>35 73 14<br>36 15 80  | 58 4 4 4 4   | NA<br>NA   |         |
|                        |                    | TOTAL<br>RELEACE<br>GRADED<br>SURFACED<br>SURFACED                              |  |   |   |   |   |  |  |   |  |  |   | a + 0 5  |  | -       |
|                        |                    | TOPAL   | 84 1F  | 8220  | ፝፞፞፞፞፞፞፞፞፞፞፞፞፞፝፞፞፝፞፞፝፞፞   | 24738   | ៜ៹៹៵ឩ                                       | K9,27  | <sup>%~8</sup> ,                           | መንቋ ዋይ<br>መን  | ងរដ្ឋា   | ទក្ខភន   | 북탄 <sup>3</sup><br>방  | <sub>የ</sub> ትያይ                                   | <u>م</u> م   |         |
| SHOT SHE               |                    | ALS<br>RECON-<br>STRUC-<br>FION OR<br>RESUR-                                    |  | <u>କ୍ଷ</u> ୍ୟୁତ୍ଦ ,                               | 158°,   | 5385  | <sup>&amp;∞∞</sup> '                        | ងខុងដ  | ا <sup>م مع</sup>                          | - 28 '  | ស <mark>្</mark> ដង្   | <u>ំក្</u> នុងស្   | <u> ಇಇಸಿ</u> ಜ  | <sup>∞</sup> ≵ዿ፞ጜ                                  | 8-   |         |
| - MUNICIPAL EXTENSIONS | vcaorī∕            | SURFACING R<br>SURFACING R<br>OK EARTH<br>ROADS TI<br>ROADS TI                  | 8.41   | షిటలెల  | ងង.។  | gwan  | 음경-4 너                                      | ଅଶ୍ୟଅ  | ຄູ, <b>≁</b> ,                             | မ ဆို စု  | 3 88 e   | ≁ഉ∾∾   | ' 883-4   | מסי ה  | 91   | •       |
|                        | MILEAGE SURFACED   | 5   | 15.8 <sup>°</sup> 6  | 4-2-  | ~~ I I  | ନ <b>ଦ</b> ୁ *  | มุส   | ' %ä~  | ส.ร.                                       | 14°   | ት እያ ነ ነ ບ   | - n n -  | ۰ 6 <sup>13</sup> 6   | <sup>0+</sup> 11                                   | <del>а</del> ,   |         |
| IT STATE HIGHNAYS      | Ĩ                  | 1 5<br>1 5<br>1   | ຮູຕຮ   | 25 <b>2</b> 2 2                                   | as. °   | 2344  | 8334  | 썷큟퀂닁   | -10 <sup>th</sup>                          | ~ % ភ្ល ជ   | ଅ <sub>ନ୍</sub> ୟୁ%  | 84 <u>1</u> 40   | 7388°   | <sub>ው</sub> ፝፝፝፝፝፝፝፝፝፝፝                           | \$°  |         |
| PRIMARY                |                    | ∎-1<br>1-8  |  | r"  | <b>.</b> ~  | ۳ <b>، ۱</b> ۵  |   | 1,044  | »'۲'                                       |   | ۳,۵۵   | ۰ <i>۳</i> ۰۶  | <sup>ᅅᢁ</sup> ᄐᢁ  |  | 4  |         |
|                        |                    | AM  |  |   |   |   |   |  |  | • • • •   | , ∾ , ,  |  |   |  |  |         |
|                        |                    | MILEAGE<br>GRADIED<br>AND<br>DRAIDED  | ~ ~ ~ ~ ~ ~  |   |   |   | • • • •                                     |  |  |   |  |  |   |  |  |         |
|                        |                    | TOTAL<br>MULEAGE<br>GRADED<br>AND<br>SURFACED                                   | 99<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13 | 552<br>488<br>15                                  | 282<br>282<br>282<br>285  | 38<br>16<br>38<br>86<br>233<br>233<br>233<br>233<br>233<br>233<br>233<br>233<br>233<br>23 | 1,935<br>249<br>110<br>57                   | <u>ኇቜ፟፟ፙ፝</u> ቜ፟                                       | <u>ጙ፟፟</u> ጜ፝፼፝፞፞፠                         | 335<br>65<br>718                                      | 1.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2.<br>2. | ៥៥ឧដី  | 3,097<br>3,097<br>2467<br>2467  | 989 <u>9</u>                                       | 484<br>910   | 3       |
|                        |                    | TOTAL<br>MILEAGE<br>SURTACED  | 췮 <u></u> 속 있었   | 888<br>878<br>7                                   | ៥៩<br>ដ   | 864<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86<br>86         | 126'T                                       | <u>ኇ</u> ፞፟ኇ፝፞ኇ፝፟ቜ                                     | <b>ዸ፟</b> ፟ጜ፝ቜ፝፞፞፞፠                        | 718<br>333<br>652                                     | 42558<br>4258  | ៥៥១៨   | 3065 29 498<br>3065 29 498  | 102 F 202  | 484<br>184   | 3       |
|                        |                    | ALS<br>FIECOR-<br>STRUC-<br>TION OR<br>RESUR-<br>RACTION                        | <u>ૹૢ</u> ૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ  | 395<br>1<br>9                                     | 744<br>1,636<br>6<br>193  | ¥87.88  | با<br>183<br>183<br>183                     | 곀됳곀둾   | 352<br>115<br>65                           | 523 3 F2  | 336<br>1,359<br>177  | យង្ក<br>ជាង  | 468<br>875<br>2,453<br>157  | 11<br>201<br>164<br>131                            | 12<br>12<br>8<br>20<br>8<br>20   | 2       |
| IRIAYS - RURAL         | ACED 1/            | SURFACTING RUSTONALS<br>SURFACTING RUSTON<br>CON EARCTE<br>RAADS<br>RAADS<br>TT | <b>సి</b> లళిద్  | 88,00   | es ége  | ድፍ<br>ተ   | ર્સેહ્રસ્થ                                  | សន្មន  | ម្មនេដ្ឋជ                                  | ð   | 87887  | ଝଦ୍ୟଞ  | ଞ୍ଜୁମ୍ପର  | <u>ន</u> ាភ ខេ                                     | <b>.</b> 88  | 4       |
| PRIMARY STATE HIGHANS  | NULEAGE SURFACED 1 | I<br>   |  | \$ <del>3</del> ,°                                | - <sup>38</sup>   | ន្តន្តត្តន  | 8ª'~  | , స్తే సితి  | <b>8</b> °≌,                               | 4 <u>8</u>  | 8388   | 98 A   | 385°  | 나라o寸   | 8"   |         |
| PRIMARY                | ğ                  | 1 5<br>1 5<br>1 5<br>2 5  | #17<br>955<br>355  | 435<br>1<br>1<br>1<br>2<br>2<br>2                 | 589<br>869<br>869<br>869<br>869<br>869<br>869<br>869<br>869<br>869<br>8 | 82888888888888888888888888888888888888  | 1<br>788<br>89<br>88<br>88<br>88            | <u>୫</u> ୫୫୪   | ह्य हू 58                                  | 85 ° ° 46   | 334<br>1,291<br>110  | MAR R R  | 218<br>603<br>1,135<br>234  | 103<br>527<br>148                                  | 1<br>1<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 2       |
|                        |                    | F<br>11<br>11   | <i>용썲</i> 忠 <sup>볓</sup>   | <sup>&amp;</sup>                                  | 88.24   | កនពន្ម  | ଛୁ , <sup>ମ୍</sup> ,                        | . 8 <sup>88</sup> 8                                    | 167<br>17<br>328                           | ۲ at .  | ଖ୍ୟୁନ୍ଦ୍ର  | *% [F  | 148<br>277<br>1,854<br>2  | ាងដុខ  | 88   |         |
|                        |                    | . AM  |  |   | <sup>م</sup> ، ، ، <sup>م</sup>   | a'\$'-  | 167<br>-<br>-                               | - 1 88 t   | . 4F.                                      |   | 158<br>158<br>5  | ∾ , , ,  | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | • • • •  | ۲ų   | 2       |
|                        |                    | MILZAGE<br>GRADED<br>AND<br>DRAIMED   | ۳٤٠,   |   | ••••  |   | <b>ส</b> าว 1                               |  |  | · · ° ·   |  |  | ۰ <i>۱</i> %۰   |  | • •  |         |
|                        |                    | STATES .  | Alabama<br>Alaska<br>Arisona<br>Arisonas   | California<br>Colorado<br>Connecticut<br>Delaware | Florida<br>Georgia<br>Esvaii<br>Idaho                                   | filinois<br>Indiana<br>Iova<br>Kansas   | Kentucky<br>Loui siana<br>Maine<br>Maryland | Massachusetts<br>Michigan<br>Minnesota<br>Niississippi | Mi ssouri<br>Montana<br>Nebraska<br>Nevada | New Hampshire<br>New Jersey<br>New Mexico<br>New York | Morth Carolina<br>North Dakota<br>Ohio<br>Okiahoma                               | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina   | South Dakota<br>Tennessee<br>Texas<br>Utah  | Vermont<br>Virginia<br>Washington<br>West Virginia | Wisconsin<br>Wooding   | ALVER A |

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#### Highway Statistics, 1963

#### MILEAGE BUILT ON STATE HIGHWAYS-1963

#### CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

### Compiled for calendar year from reports of State authorities

|  | 1                        |        |                 | SECONDAR          | ry roads u | NDER STATE CO  | NTROL - RUR                                     | L                            |                                      |                          |        | SECO            | DARY ROADS      | UNDER STA | ATE CONTROL -   | MUNICIPAL B                                     | XTENSIONS                    |                                      |  |
|--|--------------------------|--------|-----------------|-------------------|------------|--|---|------------------------------|--------------------------------------|--------------------------|--------|-----------------|-----------------|-----------|---|---|------------------------------|--------------------------------------|--|
|  |                          |        |                 | . M               | LEAGE SUR  | FACED 1/   |   |                              |                                      |                          |        |                 | M               | LEAGE SUR | FACED 1/  |   |                              |                                      |  |
|  | MILIBAGE                 |        |                 |                   |            | SUBTO  | TALS  |                              | TOTAL                                | MILEAGE                  |        |                 |                 | 1         | SUBT  | TALS  | 1                            | TOTAL                                |  |
| STATE  | GRADED<br>AND<br>DRAINED | D<br>E | F<br>G-1<br>H-1 | 0-2<br>R-2<br>I   | J          | SURPACING<br>ON EARTH<br>ROADS<br>OR NEW<br>LOCATION | RECON-<br>STRUC-<br>TION OR<br>RESUR-<br>FACING | total<br>Mileage<br>Surfaced | MILEAGE<br>GRADED<br>AND<br>SURFACED | GRADED<br>AND<br>DRAINED | D<br>E | F<br>G-1<br>H-1 | G-2<br>H-2<br>I | J         | SURFACTING<br>ON EARTH<br>ROADS<br>OR NEW<br>LOCATION | RECON-<br>STRUC-<br>TION OR<br>RESUR-<br>FACING | Total<br>Milrage<br>Surfaced | MILEAGR<br>GRADED<br>AND<br>SURPACED | STATE  |
|  |                          |        |                 |                   |            |  |   | SEC                          | ONDARY S                             | TATE HIGH                | IWAYS  |                 |                 |           |   |   |                              |                                      |  |
| Connecticut  | -                        | -      | 1               | 3                 | -          | •  | 4   | 4                            | 4                                    | -                        | -      | -               | 12              | -         | 3   | 9   | 12                           | 12                                   | Connecticut  |
| Delaware   | -                        | -      | 4               | ш                 | -          | •  | 15  | 15                           | 15                                   | -                        | -      | -               | -               | 1         | -   | 1   | 1                            | 1                                    | Delaware   |
| Florida  | 16                       | -      | 232             | 206               | -          | 287  | 151   | 438                          | 454                                  | -                        | -      | 9               | 10              | - 1       | 10  | 9   | 19                           | 19                                   | Florida  |
| Hawali   | -                        | • "    | -               | 2                 | -          | -  | 2   | 2                            | 2                                    | -                        | -      | -               | -               | -         | -   | -   | - 1                          | -                                    | Hawaii   |
| Louisiana:<br>Secondary<br>Farm-to-market<br>Total | :                        | :      | :               | 104<br>242<br>346 | :          | 45<br>2<br>47  | 59<br>240<br>299                                | 104<br>242<br>346            | 104<br>242<br>346                    | -                        | -      | -               | 1<br>10<br>11   | - 2 2     | -   | 1<br>12<br>13                                   | 1<br><u>12</u><br>13         | 1<br>12<br>13                        | Louisiana:<br>Secondary<br>Farm-to-markst<br>Total |
| Maine  | -                        | 16     | 88              | 29                | -          | 8  | 125   | 133                          | 133                                  | -                        | -      | 1               | 2               | -         | -   | 3   | 3                            | 3                                    | Maine  |
| Maryland   | -                        | -      | 4               | 52                | -          | 5  | 51  | 56                           | 56                                   | -                        | -      | -               | 3               | -         | -   | 3   | 3                            | 3                                    | Maryland   |
| Missouri   | -                        | 316    | 1,143           | 9                 | 8          | 50   | 1,426   | 1,476                        | 1,476                                | -                        | 3      | ш               | 6               | 2         | - 4   | 18  | 22                           | 22                                   | Missouri   |
| Nontana  | -                        | 49     | 5               | 129               | -          | 46   | 137   | 183                          | 183                                  | -                        | -      | -               | 4               | -         | 1   | 3   | 4                            | 4                                    | Montana  |
| Nevada.  | -                        | -      | -               | 94                | -          | 3  | 91  | 94                           | 94                                   | -                        | -      | -               | -               | -         | -   | -   | -                            | -                                    | Nevada   |
| New Hampshire                                      | •                        | 1      | 21              | 2                 | -          | 3  | 21  | 24                           | 24                                   | -                        | -      | -               | -               | -         | -   | -   | -                            | -                                    | New Hampshire                                      |
| Oregon   | -                        | -      | n               | 39                | -          | 10   | 40  | 50                           | 50                                   | •                        | -      | •               | 1               | -         |   | 1   | 1                            | 1                                    | Oregon   |
| Pennsylvania                                       | -                        | 59     | 178             | 558               | 6          | 29   | 772   | 801                          | 801                                  | -                        | 1      | 10              | 89              | 10        | 12  | 98  | סננ                          | 011                                  | Pennsylvania                                       |
| South Carolina                                     | -                        | -      | 1,238           | 9                 | -          | 944  | 303   | 1,247                        | 1,247                                | ·                        | -      | 154             | 3               | -         | 107   | 50  | 157                          | 157                                  | South Carolina                                     |
| Washington   | -                        | -      | u u             | 21                | -          | 5  | 27  | 32                           | 32                                   | <u> </u>                 | •      | -               | 7               | -         | -   | 7   | 7                            | 7                                    | Washington   |
| Total  | 16                       | 441    | 2,936           | 1,510             | 14         | 1,437  | 3,464   | 4,901                        | 4,917                                | <u> </u>                 | 4      | 185             | 148             | 15        | 137   | 215   | 352                          | 352                                  | Total  |
|  |                          |        |                 |                   |            |  |   | COUNTY                       | ROADS UN                             | IDER STAT                | E CON  | TROL 2          |                 |           |   |   |                              |                                      |  |
| Alabama  | -                        | 13     | 72              | -                 | -          | 13   | . 72  | 85                           | 85                                   | - 1                      | •      | -               | 1               | -         | 1   | -   | 1                            | 1                                    | Alabama  |
| Delsware   | - 1                      | 1      | 47              | 5                 | -          | 18   | 35  | 53                           | 53                                   | -                        | -      | -               | 29              | •         | 4   | 25  | 29                           | 29                                   | Delaware   |
| Nevada   | -                        | •      | -               | 34                | -          | -  | 34  | 34                           | 34                                   | -                        | -      | -               | 5               | -         | -   | 5   | 5                            | 5                                    | Nevada.  |
| North Carolina                                     | 43                       | 586    | 675             | 333               | 1          | 391  | 1,204   | 1,595                        | 1,638                                | 1                        | 2      | 8               | 48              | 1         | 8   | 51  | 59                           | 60                                   | North Carolina                                     |
| Virginia   | -                        | 882    | 641             | 122               | -          | 83   | 1,562   | 1,645                        | 1,645                                | -                        | 2      | 19              | 6               | -         | 3   | 24  | 27                           | 27                                   | Virginia   |
| West Virginia                                      | -                        | 178    | 118             | 300               | 4          | 76   | 524   | 600                          | 600                                  | -                        | 1      | -               | ш               | -         | 1   | ш   | 12                           | 12                                   | West Virginia                                      |
| Total  | 43                       | 1,660  | 1,553           | 794               | 5          | 581.   | 3,431   | 4,012                        | 4,055                                | 1                        | 5      | 27              | 100             | 1         | 17  | 116   | 133                          | 134                                  | Total  |
|  |                          |        |                 |                   |            |  |   | ALL                          | SECONDA                              | RY STATE                 | ROAD   | Ś               |                 |           |   |   |                              |                                      |  |
| Total  | 59                       | 2,101  | 4,489           | 2,304             | 19         | 2,018  | 6,895   | 8,913                        | 8,972                                | 1                        | 9      | 212             | 248             | 16        | 154   | 331   | 485                          | 486                                  | Total  |

1/ Surface types indicated by symbols in these columns are as follows: D, soil surfaced; E, slag, grawni, or stone; F, bituminous surface treated; G-1, mixed bituminous, and E-1, bituminous penetration having a combined thickness of surface and hase less than 7 inches and/or low load-bearing capacity; G-2 mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cament concrete base; and J, portland cament concrete

with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1. 2/ County reads are under State control as follows: all counties in Belavare, North Carolina, and West Wirginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Newada.

TABLE SMB-2 SHRET 2 OF 2

DECEMBER 1964

# EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-SUMMARY-1963

#### CLASSIFIED BY SYSTEM

# Compiled for end of calendar year from reports of State authorities

|  |                                     |                                |  |                                     | TOTAL M                      | LEAGE                   |                              |                                      |                             |  |                                     |                                |  |                                     | SURFACE                      | D MILLEAGE              |                              |  |                                  |  |
|--|-------------------------------------|--------------------------------|--|-------------------------------------|------------------------------|-------------------------|------------------------------|--------------------------------------|-----------------------------|--|-------------------------------------|--------------------------------|--|-------------------------------------|------------------------------|-------------------------|------------------------------|--|----------------------------------|--|
|  |                                     | RURAL I                        | NOAD6  |                                     | MUNICIE                      | AL EXTENSI              | oms <u>1</u> ∕               |                                      |                             |  |                                     | RURAL                          | ROADS  |                                     | MUNICIP                      | AL EXTENSI              | ดแรบ/                        |  |                                  | TOTAL  |
| -  |                                     | SECONDARY                      | ROADS  |                                     |                              |                         |                              | TOTAL                                | OTHER                       | TOTAL<br>STATE                               |                                     | SECONDAR                       | Y ROADS                                      |                                     |                              |                         |                              | TOTAL                                  | OTHER                            | STATE  |
| STATE  | State<br>Primary<br>System          | State<br>Secondary<br>System   | County<br>Roads<br>Under<br>State<br>Control | TOTAL                               | State<br>Primary<br>System   | SECOND-<br>ARY<br>ROADS | TOTAL                        | PRIMARY<br>AND<br>SECONDARY<br>ROADS | STATE<br>ROADS              | ADMINIS-<br>TERED<br>ROADG<br>AND<br>STREETS | STATE<br>PRIMARY<br>SYSTEM          | STATE<br>SECONDARY<br>SYSTEM   | COUNTY<br>ROADS<br>UNDER<br>STATE<br>CONTROL | TODAL                               | state<br>Primary<br>System   | SECOND-<br>ARY<br>ROADS | TOTAL                        | SURFACED<br>ON<br>STATE<br>SYSTEMS     | STATE<br>ROADS<br>SURFACED<br>2/ | TERED<br>ROADS<br>AND<br>STREETS<br>SURFACED |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 8,089<br>3/3,240<br>4,963<br>11,335 |                                | 9,156<br>-<br>-                              | 17,245<br>3,240<br>4,963<br>11,335  | 1,355<br>68<br>255<br>857    | -<br>-<br>-             | 1,419<br>68<br>255<br>857    | 18,664<br>3,308<br>5,218<br>12,192   | 627<br>941<br>-             | 19,291<br>4,249<br>5,218<br>12,192           | 8,089<br>2,082<br>4,816<br>11,276   | -                              | 7,644<br>-<br>-                              | 15,733<br>2,082<br>4,816<br>11,276  | 1,355<br>62<br>255<br>857    | - 64<br>-<br>-          | 1,419<br>62<br>255<br>857    | 17,152<br>2,144<br>5,071<br>12,133     | 627<br>269<br>-<br>-             | 17,779<br>2,413<br>5,071<br>12,133           |
| California<br>Colorado<br>Connecticut<br>Delavare        | 12,344<br>7,992<br>329<br>437       | -<br>969<br>1,288              | -<br>-<br>1,711                              | 12,344<br>7,992<br>1,298<br>3,436   | 1,829<br>424<br>899<br>176   | -<br>1,240<br>656       | 1,829<br>424<br>2,139<br>832 | 14,173<br>8,416<br>3,437<br>4,268    | 2,494<br>17<br>198          | 16,667<br>8,433<br>3,635<br>4,268            | 12,287<br>7,942<br>329<br>437       | -<br>969<br>1,285              | -<br>-<br>1,488                              | 12,287<br>7,942<br>1,298<br>3,210   | 1,829<br>424<br>899<br>176   | -<br>1,240<br>655       | 1,829<br>424<br>2,139<br>831 | 14,116<br>8,366<br>3,437<br>4,041      | 1,165<br>17<br>187<br>-          | 15,281<br>8,383<br>3,624<br>4,041            |
| Florida<br>Georgia<br>Havaii<br>Idaho                    | 9,329<br>14,714<br>458<br>4,610     | 5,229<br>588                   | -  | 14,558<br>14,714<br>1,046<br>4,610  | 1,517<br>2,075<br>49<br>272  | 388<br>-<br>-<br>-      | 1,905<br>2,075<br>71<br>272  | 16,463<br>16,789<br>1,117<br>4,882   | 266<br>55<br>2<br>48        | 16,729<br>16,844<br>1,119<br>4,930           | 9,321<br>14,374<br>456<br>4,489     | 5,184<br>516                   | -  | 14,505<br>14,374<br>972<br>4,489    | 1,517<br>2,069<br>49<br>272  | 388<br>-<br>-<br>-      | 1,905<br>2,069<br>71<br>272  | 16,410<br>16,443<br>1,043<br>4,761     | 266<br>48<br>2<br>10             | 16,676<br>16,491<br>1,045<br>4,771           |
| Illinois<br>Indiana<br>Iova<br>Kansas                    | 12,906<br>9,899<br>8,764<br>9,691   | -                              | -  | 12,906<br>9,899<br>8,764<br>9,691   | 3,030<br>998<br>1,137<br>603 | :                       | 3,030<br>998<br>1,137<br>603 | 15,936<br>10,897<br>9,901<br>10,294  | -<br>157<br>207<br>237      | 15,936<br>11,054<br>10,108<br>10,531         | 12,891<br>9,899<br>8,764<br>9,691   | -                              |  | 12,891<br>9,899<br>8,764<br>9,691   | 3,030<br>998<br>1,137<br>603 | -                       | 3,030<br>998<br>1,137<br>603 | 15,921<br>10,897<br>9,901<br>10,294    | -<br>157<br>207<br>237           | 15,921<br>11,054<br>10,108<br>10,531         |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 20,207<br>3,709<br>3,293<br>1,774   | 4/ 10,307<br>5/ 7,361<br>2,811 | -  | 20,207<br>14,016<br>10,654<br>4,585 | 932<br>663<br>344<br>126     | ¥/ 697<br>2/ 329<br>166 | 932<br>1,360<br>673<br>292   | 21,139<br>15,376<br>11,327<br>4,877  | 109<br>32<br>235<br>72      | 21,248<br>15,408<br>11,562<br>4,949          | 20,179<br>3,709<br>3,293<br>1,774   | 4/ 10,307<br>5/ 7,322<br>2,811 | -  | 20,179<br>14,016<br>10,615<br>4,585 | 931<br>663<br>344<br>126     | 1/ 697<br>5/ 329<br>166 | 931<br>1,360<br>673<br>292   | 21,110<br>15,376<br>11,288<br>4,877    | 108<br>32<br>211<br>72           | 21,218<br>15,408<br>11,499<br>4,949          |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 1,837<br>8,041<br>10,200<br>9,827   | -                              | -  | 1,837<br>8,041<br>10,200<br>9,827   | 649<br>1,166<br>1,730<br>856 | :                       | 649<br>1,166<br>1,730<br>856 | 2,486<br>9,207<br>11,930<br>10,683   | 297<br>1,103                | 2,783<br>9,207<br>13,033<br>10,683           | 1,837<br>8,041<br>10,200<br>9,811   |                                | -  | 1,837<br>8,041<br>10,200<br>9,811   | 649<br>1,166<br>1,730<br>856 |                         | 649<br>1,166<br>1,730<br>856 | 2,486<br>9,207<br>11,930<br>10,667     | 297<br>-<br>384<br>-             | 2,783<br>9,207<br>12,314<br>10,667           |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 7,790<br>5,764<br>8,999<br>2,014    | 21,950<br>5,515<br>3,652       |  | 29,740<br>11,279<br>8,999<br>6,241  | 963<br>169<br>398<br>76      | 619<br>63<br>-<br>69    | 1,582<br>232<br>398<br>. 145 | 31,322<br>11,511<br>9,397<br>6,386   | 2<br>19<br>206<br>-         | 31,324<br>11,530<br>9,603<br>6,386           | 7,790<br>5,724<br>8,955<br>2,011    | 21,950<br>4,753<br>3,232       | -<br>-<br>-<br>499                           | 29,740<br>10,477<br>8,955<br>5,742  | 963<br>167<br>398<br>76      | 619<br>62<br>-<br>66    | 1,582<br>229<br>398<br>142   | 31, 322<br>10, 706<br>9, 353<br>5, 884 | 2<br>19<br>90<br>-               | 31,324<br>10,725<br>9,443<br>5,884           |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 1,658<br>924<br>11,380<br>12,422    | 2,174                          | -  | 3,832<br>924<br>11,380<br>12,422    | 212<br>1,006<br>672<br>1,165 | 136<br>-<br>-<br>-      | 348<br>1,006<br>672<br>1,165 | 4,180<br>1,930<br>12,052<br>13,587   | 36<br>794<br>6<br>1,324     | 4,216<br>2,724<br>12,058<br>14,911           | 1,658<br>924<br>9,688<br>12,417     | 2,172<br>-<br>-<br>-           | -  | 3,830<br>924<br>9,688<br>12,417     | 212<br>1,006<br>656<br>1,162 | 136<br>-<br>-<br>-      | 348<br>1,006<br>656<br>1,162 | 4,178<br>1,930<br>10,344<br>13,579     | 35<br>717<br>1,286               | 4,213<br>2,647<br>10,345<br>14,865           |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 11,559<br>6,092<br>15,685<br>10,864 | -                              | 57,539                                       | 69,098<br>6,092<br>15,685<br>10,864 | 1,428<br>233<br>2,778<br>984 | 1,717<br>-<br>-<br>-    | 3,145<br>233<br>2,778<br>984 | 72,243<br>6,325<br>18,463<br>11,848  | 188<br>25<br>241<br>308     | 72,431<br>6,350<br>18,704<br>12,156          | 11,558<br>6,092<br>15,685<br>10,801 | · -                            | 48,896<br>-<br>-                             | 60,454<br>6,092<br>15,685<br>10,801 | 1,427<br>233<br>2,778<br>981 | 1,637<br>-<br>-         | 3,064<br>233<br>2,778<br>981 | 63,518<br>6,325<br>18,463<br>11,782    | 102<br>24<br>241<br>291          | 63,620<br>6,349<br>18,704<br>12,073          |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 4,479<br>12,536<br>674<br>8,424     | 2,556<br>25,277<br>18,769      | -  | 7,035<br>37,813<br>674<br>27,193    | 327<br>2,484<br>286<br>925   | 170<br>2,312<br>2,816   | 497<br>4,796<br>286<br>3,741 | 7,532<br>42,609<br>960<br>30,934     | 1,429<br>4,673<br>65<br>137 | 8,961<br>47,282<br>1,025<br>31,071           | 4,479<br>12,536<br>674<br>8,424     | 2,549<br>25,113<br>16,090      | -  | 7,028<br>37,649<br>674<br>24,514    | 327<br>2,483<br>286<br>925   | 170<br>2,302<br>2,658   | 497<br>4,785<br>286<br>3,583 | 7,525<br>42,434<br>960<br>28,097       | 552<br>977<br>49<br>88           | 8,077<br>43,411<br>1,009<br>28,185           |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 7,637<br>7,793<br>56,122<br>5,026   | -                              | -  | 7,637<br>7,793<br>56,122<br>5,026   | 226<br>977<br>4,893<br>642   |                         | 226<br>977<br>4,893<br>642   | 7,863<br>8,770<br>61,015<br>5,668    | 166<br>360<br>30<br>-       | 8,029<br>9,130<br>61,045<br>5,668            | 7,436<br>7,793<br>56,080<br>4,872   | -                              | -  | 7,436<br>7,793<br>56,080<br>4,872   | 226<br>977<br>4,892<br>642   | :                       | 226<br>977<br>4,892<br>642   | 7,662<br>8,770<br>60,972<br>5,514      | 112<br>308<br>30<br>-            | 7,774<br>9,078<br>61,002<br>5,514            |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 2,048<br>7,529<br>3,812<br>4,620    | 2,256                          | 40,894<br>26,170                             | 2,048<br>48,423<br>6,068<br>30,790  | 198<br>1,134<br>394<br>492   | 628<br>183<br>156       | 198<br>1,762<br>577<br>648   | 2,246<br>50,185<br>6,645<br>31,438   | 60<br>73<br>3,613<br>230    | 2,306<br>50,258<br>10,258<br>31,668          | 2,048<br>7,529<br>3,812<br>4,617    | 2,256                          | 40,164<br>16,008                             | 2,048<br>47,693<br>6,068<br>20,625  | 198<br>1,134<br>394<br>492   | 621<br>183<br>153       | 198<br>1,755<br>577<br>645   | 2,246<br>49,448<br>6,645<br>21,270     | 58<br>73<br>3,091<br>180         | 2,304<br>49,521<br>9,736<br>21,450           |
| Wisconsin<br>Wyoming                                     | 10,133<br>5,368                     | :                              | :  | 10,133<br>5,368                     | 1,545<br>140                 | :                       | 1,545<br>140                 | 11,678<br>5,508                      | 406                         | 12,084<br>5,508                              | 10,133<br>5,354                     | -                              | -  | 10,133<br>5,354                     | 1,545<br>140                 | -                       | 1,545<br>140                 | 11,678<br>5,494                        | 247<br>-                         | 11,925<br>5,494                              |
| Total  | 409,340                             | 110,702                        | 136,045                                      | 656,087                             | 46,757                       | 12,431                  | 59,188                       | 715,275                              | 21,488                      | 736,763                                      | 405,077                             | 106,509                        | 114,699                                      | 626,285                             | 46,717                       | 12,168                  | 58,885                       | 685,170                                | 12,689                           | 698,039                                      |

1/ May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route within a city or town. 2/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. 3/ Excludes 671 miles of ferry routes.

b/ Includes 6,423 miles rural and 403 miles municipal designated as a farm-to-market system, all of which are surfaced. 5/ State-aid system.

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#### EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-1963

#### CLASSIFIED BY TYPE OF SURFACE

DECEMBER TOOP TARLE SM-2

selfrontes of State authorities Combiled for end of calendar year

| £9L*9EL  | <i>L</i> το <b>'</b> ε | τ62"τ           | <b>7°55</b> 9      | T24'8T                                  | <b>5</b> 858                                 | 560               | τ*525               | 9 <b>4</b> 7 <b>'</b> 7                             | <b>#9</b> T*L              | 6 <b>T</b> 9 <b>*</b> 8    | 512°571 /S                                       | 0LT°589  | 6 <b>7°5</b> 66   | <b>586,39</b> 4                            | 560 <b>° 114</b> 7                             | <b>#6E'T</b> 6  | SOLOE                       | Totel  |
|--|------------------------|-----------------|--------------------|---|--|-------------------|---------------------|---|----------------------------|----------------------------|--|--|---|--|--|---|-----------------------------|--|
| 5,508<br>12,084                                    | -                      | -               | -                  | -<br>904                                | -<br>Гфг                                     | -<br>4            | £6 <sup>-</sup>     | 53  | <br>12π                    | 65τ                        | 905*5<br>919*ττ                                  | <del>161</del> 45<br>8194тт  | 57<br>5*8#3   | <u>ዚ</u> ኪቲ<br>008'9                       | ττ6<br><b>ψτ6</b> ′τ                           | 92<br>57  | ¥Γ -                        | Wisconsin<br>Wisconsin   |
| 37°968<br>70°528<br>50°528<br>5°306                | י‡י<br>א9י             | 98<br>σ         | -<br>-<br>म्म<br>T | нт<br>Ет9"Е<br>6т<br>65                 | <del>1</del> 6<br>760 <b>"</b> Е<br>67<br>25 | -<br>5T           | 94<br>9<br>1<br>E   | ۲<br>٤۲   | 84<br>2TO*E<br>4           | 20<br>255<br>5             | 37°#38<br>9°9#2<br>50°782<br>5°7849              | 57°510<br>9°9°778<br>5°549<br>5°549  | 995<br>548<br>725<br>54   | 8°5#T<br>T*87T<br>6,012<br>T,430           | 3, 363<br>7, 807<br>73, 807<br>735<br>735      | 090*6<br>98<br>90*61<br>25  | 137.<br>137<br>891.01       | tromrev<br>sintgitv<br>notgandasw<br>sintgitv fasw                 |
| 899'5<br>540'T9<br>0ET'6<br>620'8                  | <br>0€                 | 0E              |                    | -<br>-<br>99Т                           | -<br>-<br>308<br>775                         | -<br>-<br>-<br>88 | -<br>-<br>          | ย_<br>-   | -<br>-<br>-<br>-<br>-<br>- | -<br>ट<br>इंट्र            | 899'S<br>Sto't9<br>OLL'8<br>E98'L                | \$*214<br>09<br>011,8<br>206,03<br>011,8<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>206,7<br>20 | کت<br>5°۲۵3<br>892<br>ک <del>ا</del> رک                               | t92°4<br>624°9t<br>954°9<br>91E°4          | 6/4<br>992*24<br>7*895<br>7*278                | сол<br>Эн<br>24<br>31<br>292  | 12t<br>5t<br>501<br>501     | South Dekota<br>Tennessee<br>Texas<br>Texa                         |
| 37°017<br>5052<br>7°052<br>7052<br>8°057<br>8°067  | -<br>214               | 214             | -                  | 737<br>65<br>1, 201<br>1, 429<br>1, 429 | 88<br>64<br>505<br>255                       | -<br>τ<br>ετ      | 1<br>9<br>193<br>86 | 85<br>54<br>78                                      | 5<br>78<br>558<br>1400     | 64<br>9T<br>969*E<br>LL8   | 166'0E<br>096<br>609'31<br>865'L                 | 58°097<br>960<br>142,434<br>7,525  | 816<br>111<br>112<br>112<br>112<br>112                                | 5°658<br>265<br>52°821<br>2°627            | 54°5215<br>761<br>8°543<br>7°022               | 789<br>789<br>700<br>501  | 258,53<br>775<br>Γ          | South Carolina<br>Fennsylvania<br>South Carolina<br>South Carolina |
| 95T'ZT<br>40L'8T<br>05E'9<br>TE4'ZL                | 14<br>тңг<br>-         | דד<br>שלים<br>- | £9т<br>-           | 13#<br><br>52<br>788                    | 771<br>-<br>5#<br>705                        | -<br>-<br>T<br>-  | -<br>τ<br>8         | 95<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br> | 55<br>61<br>55             | 2τ<br>-<br>τ<br>98         | 77`818<br>78`163<br>9`352<br>15`513              | 291'TT<br>E94'8T<br>S2E'9<br>8TS'E9  | τ`294<br>1029<br>1029<br>1029<br>1029<br>1029<br>1029<br>1029<br>1029 | 4004<br>72,588<br>108,5<br>28,20<br>26,829 | 4°405<br>1°572<br>1°333<br>54°732              | 269<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 99<br>-<br>52L'8            | North Caroling<br>North Dekote<br>Ohio<br>Ohishowa                 |
| тр°діт<br>т5°028<br>5°15¢<br>г`15¢                 | 2330<br>330            | रार<br>१९       | 51<br>519<br>519   | 521<br>9<br>11911<br>9E                 | 189<br>I<br>185<br>SE                        | 725<br>T          | 519<br>50<br>3      | 715<br>र<br>१९६७<br>इर                              | भगर<br>96र<br>८र           | 86<br>5<br>11<br>T         | 295'ET /5<br>250'2T<br>0E6'T /5<br>081'4         | 615'ET<br>44E'OT<br>0E6'T<br>8LT'4   | 2724<br>5ετ<br>2904τ<br>99τ   | 879'9<br>185'5<br>848<br>855               | 3°207<br>9°246<br>3°408                        | Еңт<br>969"т<br>тс  | τ <u>1</u> 08<br>5<br>5     | Nen Kolk<br>Nen Verico<br>Nen Verico<br>Nen Verico                 |
| 982 '9<br>60 20 20<br>97 230<br>97 25 4<br>77 25   | -<br>-<br>-<br>5       |                 | -<br>-<br>-<br>5   | -<br>908<br>61<br>-                     | -<br>06<br>61<br>-                           | -                 | 5                   | L -   | -<br>£9<br>ητ<br>-         | 9TT                        | 986'9<br>6'334<br>715'71<br>325'15               | 188'S<br>6'323<br>90L'0T<br>90L'10<br>3T'355   | -<br>583<br>32<br>3228  | 3*863<br>881<br>54725<br>2*740<br>2,240    | 262<br>27445<br>29252<br>29352<br>20252        | 7°559<br>79°17<br>5°949<br>1°142  | 205<br>111<br>902           | Masouri<br>Mertana<br>Meraska<br>Abavek                            |
| 70°683<br>73°033<br>6°501<br>5°183                 | -<br>-<br>-<br>751     |                 | -<br>-<br>Γ<br>Γ   | εοτ'τ<br>οιτ                            | 38#<br>38#                                   |                   | -<br>-<br>0/T       | ۶<br>-  | τ9£<br>-                   | 6TL<br>-                   | 70'983<br>77'930<br>5'501<br>5' <b>1</b> 89      | 70°990<br>77°930<br>6°501<br>5°789   | 5°789<br>3°789<br>5°724<br>5242                                       | τ°854<br>29639<br>99763<br>99763<br>99763  | 2'059<br>1'951<br>5'813<br>555                 | τε9'τ<br><del>1</del> 6τ<br>-   | 9T<br>-<br>-<br>-           | sttsechusetts<br>Michigan<br>Minnesta<br>Minnestat                 |
| 6464<br>JT'205<br>J2'408<br>ST'548                 | 15<br>71#<br>35<br>-   | 64<br>25        | 63<br>ηπ           | -<br><br>                               | _<br>26_<br>90т                              | -                 | -<br>-<br>42        | 67<br>05<br>-                                       | ц<br>ц<br>с                | ן<br>קיי<br>ז              | 118'4<br>17'321<br>912'51<br>2\51'13             | #*84<br>998<br>918*316<br>51*110   | τ*τ30<br>59<br>τ2η*τ<br>608   | 3*330<br>5*315<br>75*01#<br>70*050         | тоң<br>т96°L<br>59L°9                          | 0T<br>660<br>1989<br>7`675  | -<br>62<br>53               | Mertucky<br>Louisiana<br>Maine<br>Kentucky                         |
| τες 'οτ<br>90τ 'οτ<br><del>1</del> 50'ττ<br>9ε6'ςτ | 531<br>721             | 09<br>25T       | μτ<br>-<br>-       | 705<br>-                                | 705<br>-                                     | 9T<br>-           |                     |   | 132                        |                            | TO'53#<br>6'80T<br>50'984<br>2\ T2'839           | 10°56<br>6°60<br>10°964<br>10°955  | 042°T<br>4789<br>10428<br>10427<br>10427                              | 925'E<br>257'4<br>986'8<br>986'8           | 949'S<br>899<br>984<br>945                     | ង ១<br>ស  | -<br>-<br>                  | afoniili<br>amaibai<br>avoi<br>amamañ                              |
| р*930<br>7*773<br>7*844<br>76*854                  | -<br>-<br>5992         |                 | -<br>-<br>992      | 84<br>2<br>55 -                         | 01<br>इ<br>श्रम                              | -                 | -<br>5<br>-         | 5<br>-<br>भट<br>-                                   | ς<br>6τ                    | ۲<br>عو                    | 898'4<br>LTT'T<br>69L'9T / <u>S</u><br>69L'9T /S | T9L'4<br>E40'T<br>E44'9T<br>OT4'9T   | 53<br>90#<br>36#  | 5°553<br>990<br>77°234<br>8°400            | τ°≥67<br>148<br>3°868<br>3°868<br>2°20<br>2°25 | 545<br>32<br>32<br>96   | 151<br>१८<br>११६<br>६५      | abtrol¶<br>atgrosD<br>flavaH<br>odabI                              |
| <b>р' 5</b> 98<br>3*932<br>8*#33<br>79*992         | -<br><br>9             | -<br><br>9      | -                  | 798<br>5°#88                            | 281<br>651 <b>1</b> 1                        | τ<br>τ<br>τ       | τ_<br>τ_<br>τςτ     | 74<br>785<br>785                                    | 1/1<br>528                 | ττ<br>63ε'τ                | 895'4<br>Let'e /S<br>974'8<br>Lt'tt              | τησ'η<br>Δεη'ε<br>99ε'8<br>9ττ'ητ  | и50<br>989<br>32#<br>7°999  | 950'T<br>T20'Z<br>L24'L<br>6'02T           | 5°T#5<br>280<br>580<br>5°378                   | τ <del>εη</del><br>-<br>955<br>τ90 <b>1</b> τ   | -<br>-<br>-<br>-<br>-<br>-  | Celtfornia<br>Connecticut<br>Connecticut<br>Delaware               |
| 75°735<br>2°578<br>4°543<br>76°537                 | -                      | -               | -                  | T#6<br>129                              | -<br>-<br>692<br>L29                         | -                 |                     |   | ।<br>२९२<br>२९२            | -<br>672<br>-              | 15°135<br>2°578<br>3°308<br>19°994               | 75°733<br>5047<br>5°7 <del>44</del><br>71°725  | 292<br>95<br>599<br>599   | т64 *5<br>Tlo*E<br>4L<br>SE8*9             | 3°99'E<br>942'T<br>562'T<br>97358              | 5°361<br>165<br>111<br>111<br>111   | 65<br>Lat<br>19T'T<br>7TS'T | amadain<br>asiasin<br>agosina<br>asanain                           |
| STREETS<br>AND<br>ROADS                            | SHLITIONI<br>LOIT      | r               | I<br>H-5<br>C-5    | ROADS<br>STATS<br>STATS                 | NUTEVER<br>SELVCED<br>LOLVT                  | r                 | I<br>H-S<br>0-S     | T-H<br>T-D  | a<br>D                     | 3/<br>MITEVGE<br>2016.VCED | SECONDE<br>SECONDVEX<br>VND                      | EDVETIN<br>CEDVEDS<br>LOLVT  | r   | I<br>H-5<br>C-5                            | T-H<br>T-D                                     | a<br>D  | 3/<br>MITEVCE<br>SOMAVCED   |  |
| TREED<br>VDMDI-                                    | TVIOL                  | / ana           | N CEEDVARING       | TVIOL                                   |  | / <b>\</b>        | CRD HEITEN          |   | 1                          | - NON-                     | TATAL  |  | ـــــــــــــــــــــــــــــــــــــ                                 | ADASLIN GEOR                               |  | 1   | -NON                        | atats  |
| TVIOL  | 5                      | PACILITIES      | TIOL               |   | L  | /ī sa             | INON STATE          | NEELO   |                            |                            |  | L ,  | DARY ROADS  | BA VIID SECON                              | STATE PRIM                                     |   |                             |  |

1. State park, forest, reservation, institutional, and other roads under State control.
2. Toll feullities which are not a part of the State system.
3. Moneurfaced allage includes and other roads under State solution.
3. Moneurfaced allage thriative and a part of the State solutions. Disolation provide under solutions and the state outware are as follows: D, soll-surfaced; E, slag, for arrange and base less than 7 inches and/or low low.
3. Solutions and H-2, bituations practivation having a combine thread bituations, and H-1, bituations practivation having a complete of the state of the stat

concrete and sheet supplet with or without portland comment concrete base; and J, portland commut concrete such and the surfaces arguing the surface and load-bearing expective is not uniform for all Segregation of 6 and H surfaces seconding to thickness and load-bearing expective is not uniform for all States. Where no segregation was reported for them, the mileage was classified as 0-1 and H-L. Toil States. Phore no segregation was reported for them, the mileage was classified as 0-1 and H-L. Toil States. Phore no segregation was reported for them, the mileage was classified as 0-1 and H-L. Toil States. Phore no segregation was reported for them, the mileage was classified as 0-1 and H-L. Toil S/ Toil facilities not toir to the phore of the surface as included as follows: Connecticut 194 miles; Flow fort 26 miles. Total, 59 miles on State systems.

**EXISTING MILEAGE OF STATE HIGHWAYS-1963** 

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

| from reports of State authorities                        |                           |                              |   |   |  |  |   |                           |                      |   |  |   |                                       |                                  |                    |  |                                     |  |
|--|---------------------------|------------------------------|---|---|--|--|---|---------------------------|----------------------|---|--|---|---------------------------------------|----------------------------------|--------------------|--|-------------------------------------|--|
|  |                           |                              | PRIMARY ST  | PRIMARY STATE HIGHAYS                     | <u>ys - Rural</u>  |  |   |                           | YRADARY              | RY STATE HIGHWAYS   |  | - MUNICIPAL EXT   | EXTERISIONS 3/                        |                                  |                    |  |                                     |  |
| GINA MIR.  | -NON-                     |                              | SURCEA  | SURPACED MILEAGE                          | s <u>3</u> /   |  |   | NOR-                      |                      | SURGA   | SURFACED MILLEAGE 3/   | s ع/  |                                       |                                  |                    | TOTAL  | TOTAL                               | SPIDA THE  |
|  | SURFACED<br>MILEAGE<br>2/ | <u>.</u>                     | ▶김류   | н 55<br>1455                              | ь<br>-   | TOTAL<br>SURFACED<br>MILLEAGE            | TOPAL   | SURFACED<br>NULLAGE<br>2/ | <u>А</u> 14          | ₩15<br>11   | ач<br>Н<br>С<br>С<br>Н<br>С<br>Н   | ь   | TOTAL<br>SURFACED<br>MILLEAGE         | TOPAL                            | SURPACED           | NULZAGE  | FRIMARY<br>SYSTEM                   |  |
| Alabama<br>Alaska<br>Arizons<br>Arizons                  | 1,158<br>147<br>59        | 16<br>751<br>2,388           | 2,213<br>1,269<br>3,578<br>3,578  | 5,636<br>62<br>4,908                      | <sup>4</sup> ស ន្ទុ នន្ទ្  | 8,089<br>2,082<br>3,816<br>3,816<br>7,75 | ы 8,089<br>ы 3,240<br>ц,963<br>Ш,335            | ، ، ۵،                    | 18i1o                | ផ្ទន៨ថ្ន  | 51<br>21<br>22<br>22<br>25<br>25<br>25<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26 | લે <del>ન</del> લે છે   | 1,355<br>62<br>255<br>857             | 1,355<br>68<br>255<br>857        | 1,164<br>147<br>59 | 41,6<br>41,6<br>E0,5<br>E1,5<br>E1,5<br>E1,5<br>E1,5<br>E1,5<br>E1,5<br>E1,5<br>E1 | 4/ 3, <b>308</b><br>5,218<br>12,192 | Alabeum<br>Alaska<br>Arisona<br>Arkenses                 |
| California<br>Colorado<br>Connecticut<br>Delaware        | ۲. <sup>۲</sup> ۳         | т, отт<br>551<br>С           | 2,27<br>2,27<br>472,2   | 7,863<br>7,043<br>803<br>877              | 50'1<br>815<br>821<br>821  | 1,946<br>249<br>71,946                   | 626<br>626<br>1,999<br>म्मह, ध्रा               |                           | <b></b> ^ * •        | ≇'%⊢  | 1,188<br>384<br>414<br>91  | 56<br>35<br>26<br>35  | 1, 829<br>428<br>939<br>176<br>839    | 1,829<br>12,829<br>1769<br>1769  | ۲8.'               | 14,116<br>8,366<br>1,228<br>613  | 14,173<br>8,416<br>1,228<br>1,228   | California<br>Colorado<br>Connecticut<br>Delaware        |
| Florida<br>Georgia<br>Eswaii<br>Idabo                    | 8<br>340<br>121           | 25<br>233<br>241             | 2,946<br>3,654<br>3,510   | 6,135<br>9,892<br>4,20<br>2,716           | 85<br>82   | 9,321<br>14,374<br>456<br>4,489          | 9,329<br>14,714<br>458<br>4,610                 | ۰۰ و.                     | <b>،</b> *،۳         | 25<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 1,153<br>1,642<br>1,642<br>207<br>207  | 143<br>209<br>7   | 1,517<br>2,069<br>49<br>272           | 1,517<br>2,075<br>49<br>272      | 8<br>346<br>121    | 10,838<br>16,443<br>505<br>4,761   | 10,846<br>16,789<br>4,882           | Florida<br>Georgia<br>Hawaii<br>Idabo                    |
| Illinois<br>Indiana<br>Iowa<br>Kanaas                    |                           | 801<br>22<br>25              | 905 "S<br>965<br>6L1<br>164   | 6,218<br>8,152<br>3,759<br>3,141          | 6,152<br>1,258<br>4,158<br>1,010   | 169'6<br>168'5<br>169'6                  | 169'6<br>192'8<br>906'a1                        |                           | ، <sup>ر</sup> ر ، ۵ | 55<br>67<br>138   | 1,912<br>774<br>398<br>235   | 1,061<br>217<br>666<br>230  | 3,030<br>998<br>1,137<br>603          | 3,030<br>998<br>1,137<br>603     | 15<br>             | 15,921<br>10,897<br>9,901<br>10,294  | 15,936<br>10,897<br>9,901<br>10,294 | Illinois<br>Indiana<br>Iowa<br>Kansas                    |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | <sup>%</sup>              | 2,907<br>8<br>25<br>25<br>25 | 6,652<br>1,468<br>25  | 9,932<br>2,888<br>1,762<br>1,263          | 888.<br>2894   | 20,179<br>3,709<br>3,293<br>1,774        | 8,807<br>3,709<br>3,293<br>1,774                |                           | ۰                    | ਜ਼. <sub>ਲ</sub> .  | 201<br>521<br>1001   | ដ្ឋន្លឹងន   | 1560<br>1981<br>1981                  | 888¥X                            | <sup>&amp;</sup>   | 21,110<br>4,372<br>3,637<br>1,900  | 21,139<br>4,372<br>3,637<br>1,900   | Kentucky<br>Louistana<br>Maine<br>Maryland               |
| Massachusetts<br>Michigan<br>Minnesota<br>Miasissippi    | , , , <sup>91</sup>       | -<br>191<br>1,619            | 2,749<br>2,749<br>1,375<br>4,726  | 1,585<br>2,964<br>6,011<br>1,578          | 46<br>2,328<br>2,623<br>1,888  | 1,837<br>8,041<br>10,200<br>9,811        | 1,837<br>8,041<br>10,200<br>9,827               |                           | <sup>~</sup> 위       | 30 24 00<br>24 0 00   | 603<br>610<br>546<br>636<br>603  | 89875 60<br>2987 60<br>2987 60  | 649<br>1,166<br>1,730<br>856          | 1,166<br>1,166<br>1,730<br>1,730 |                    | 2,486<br>9,207<br>11,930<br>10,667   | 2,486<br>9,207<br>11,930<br>10,683  | Masaachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| ML securi<br>Montene<br>Nebraska<br>Nevada               | , <b>3</b> ≇∞             | 14<br>64<br>1,660            | 3,295<br>1,623<br>5,282   | 1,846<br>4,010<br>799<br>2,011            | 2,635<br>27<br>1,214   | 7,790<br>5,724<br>8,955<br>2,011         | 7,790<br>5,764<br>8,999<br>2,014                | .∾                        | · • Ħ •              | 156<br>28<br>136  | 28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>2                                      | 85<br>1691 -  | 963<br>167<br>398<br>76               | 963<br>398<br>76                 | ¦∄≇∞               | 8,753<br>5,891<br>9,353<br>2,087   | 8,753<br>5,933<br>9,397<br>2,090    | ML ascurf.<br>Montana<br>Ne braaka<br>Ne vada            |
| Mew Hampshire<br>Mew Jersey<br>New Mexico<br>New York    | -<br>-<br>1,692           | -<br>1,614<br>134            | 1,161<br>2,717<br>3,308   | 363<br>366<br>5,057<br>5,991              | 134<br>598<br>100<br>2,984   | 1,658<br>924<br>924<br>12,417            | 1,658<br>11,380<br>12,422                       | 9ī °                      | 1,80                 | <b>୮</b> - ଡ଼ିଶ   | 117<br>530<br>687<br>687   | 33<br>35<br>33<br>33  | 212<br>1,006<br>1,162                 | 212<br>1,006<br>672<br>1,165     | -<br>1,708<br>8    | 1,870<br>1,930<br>10,344<br>13,579   | 1,870<br>1,930<br>12,052<br>13,587  | New Haumpahire<br>New Jersey<br>New Mazico<br>New York   |
| North Caroline<br>North Dakota<br>Chio<br>Ckiahoma       | 63<br>1                   | 88<br>788<br>816<br>816      | 3,827<br>1,307<br>1,158<br>4,335  | 6,637<br>3,643<br>13,309<br>3,585         | 1,012<br>360<br>1,213<br>2,065   | 11,558<br>6,092<br>15,685<br>10,801      | 11,559<br>6,092<br>15,685<br>10,864             | ч,,«                      | -ч'ð                 | 81<br>88<br>87<br>87  | 999<br>158<br>158<br>419   | 888<br>89<br>89<br>89<br>89<br>89<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80 | 1,427<br>233<br>2,778<br>2,778<br>981 | 1,428<br>233<br>2,778<br>984     | °''8               | 12,985<br>6,325<br>18,463<br>11,782  | 12,987<br>6,325<br>18,463<br>11,848 | Morth Carolina<br>Morth Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |                           | 64<br>LZT 6                  | 845'S<br>621<br>091'1<br>255  | 3,881<br>8,454<br>2,039<br>2,039<br>2,039 | 2517,2<br>2717,2<br>2121   | भटन '8<br>925 'टा<br>614 '4              | भूटम् 8<br>१८२<br>१८२ दता<br>१८४ <sup>4</sup> भ | ۰ <sup>۰</sup> ۰۰         |                      | 21 E 21 E   | 1, 776<br>1, 776<br>1, 776   | ସହୁ <u>କ</u> ୍ଷ ଖୁ  | 227<br>2866<br>985<br>985             | 286<br>286<br>286                | , , , ,<br>, , , , | 4,806<br>15,019<br>960<br>9,349  | 4,806<br>15,020<br>960<br>9,349     | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| South Dakota<br>Temessee<br>Texas<br>Utah                | ត្ត , ¥ក្ន                | ц<br>88<br>ж¥8               | 1,467<br>1,796<br>4,0885<br>398   | 4,196<br>5,684<br>3,885<br>3,760          | ب<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,2 | 7,436<br>7,793<br>4,872                  | 7,637<br>7,793<br>56,122<br>5,026               |                           | ۳. ۲ <sup>.</sup>    | ୳ୢ<br>୳ୡୖୖ୕ <del>ଽ</del> ଷ  | ৠ৾৾ৼ৾৾ঀৢ৾য়  | ጵጃጅ <del></del> ¥   | %85.43<br>%85.43                      | <u>8</u> E & 3                   | 연 ' <sub>춘</sub> 각 | 7,662<br>8,770<br>5,972<br>5,972   | 7,863<br>8,770<br>61,015<br>5,668   | South Dakota.<br>Tennessee<br>Texas<br>Utah              |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | · · · "                   | 8882                         | 20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>2 | 1,268<br>4,365<br>1,241<br>4,121          | 4 88 4 E   | 2,048<br>7,529<br>3,812<br>4,617         | 2,048<br>7,529<br>3,812<br>4,620                |                           |                      | 8<br>8<br>8<br>8<br>7<br>8<br>8<br>7  | 1962<br>1965<br>1967   | 01.<br>881<br>987<br>87   | 198<br>1,134<br>394<br>492            | 1,136<br>1364<br>1394            | <sup>®</sup>       | 2,246<br>8,663<br>4,206<br>5,109   | 2,246<br>8,663<br>4,206<br>5,112    | Vermont<br>Virginia<br>Waahington<br>West Virginia       |
| W1sconsin<br>Wyoming                                     | . <del>*</del>            | สะอ                          | 1,792<br>1,792  | 395° <b>1</b><br>196'5                    | 2,359<br>14  | 10,133<br>5,354                          | 10,133<br>5,368                                 |                           | ، <sup>م</sup>       | ह्यू <b>9</b> 1   | 839<br>777   | 584<br>7  | 041<br>245 °T                         | 1,545                            | -<br>¶T            | ц, 678<br>5, 494 2   | 11,678<br>5,508                     | Wisconsin<br>Wyoming                                     |
| Total  | 4,263                     | 18,385                       | 131,783   | 208,439                                   | 140,470  | 110°5011                                 | 046,904   | 9                         | द्यम                 | 5,596   | 29,574   | ц,375   | 1+C,71-7                              | 46,757                           | 4 <b>, 3</b> 03    | 462°534  | #56°097                             | fotal  |

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#### Highway Statistics, 1963

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#### EXISTING MILEAGE OF STATE HIGHWAYS-1963

#### CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

#### Compiled for end of calendar year from reports of State authorities

| 760-78 |  |
|--------|--|
| 80-    |  |
| 65     |  |
|        |  |

|  |                            | SECO                         | MDARY ROADS     | UNDER STAT              | te control -            | RURAL                        |                          | SE                        | CONDARY R             | ads under st    | NTE CONTROL -            | MINICIPAL        | EXTENSIONS ]                 | /                  |                     |                                 |                                 |   |
|--|----------------------------|------------------------------|-----------------|-------------------------|-------------------------|------------------------------|--------------------------|---------------------------|-----------------------|-----------------|--------------------------|------------------|------------------------------|--------------------|---------------------|---------------------------------|---------------------------------|---|
|  | NOR-                       |                              | SURT            | ACED MILEAG             | æ <u>3</u> /            |                              |                          | NON-                      |                       | SURG            | ACED NILEAGE             | 3/               |                              |                    | TOTAL<br>NON-       | TOTAL                           | TOTAL<br>STATE                  | STATE   |
| STATE  | SURFACED<br>MILLEAGE<br>2/ | D<br>E                       | )<br>G-1<br>H-1 | G-2<br>H-2<br>I         | J                       | TOTAL<br>SURFACED<br>MILEAGE | total<br>Rural           | SURFACED<br>MOLEAGE<br>2/ | D<br>E                | 7<br>G-1<br>H-1 | G-2<br>H-2<br>I          | J                | TOTAL<br>SURPACED<br>MILEAGE | TOTAL<br>MUNICIPAL | SURFACED<br>MILEAGE | MILEAGE                         | SECONDARY<br>ROADS              | SIRIS   |
|  |                            |                              |                 |                         |                         |                              |                          | SECONDA                   | RY STAT               | E HIGHWA        | YS                       |                  |                              |                    |                     |                                 |                                 |   |
| Connecticut  | -                          | -                            | 267             | 646                     | 56                      | 969                          | 969                      | -                         | •                     | 292             | 758                      | 190              | 1,240                        | 1,240              | -                   | 2,209                           | 2,209                           | Connecticut                                       |
| Delaware   | 3                          | 13                           | 915             | 195                     | 162                     | 1,285                        | 1,288                    | -                         | •                     | 58              | 82                       | 37               | 177                          | 177                | 3                   | 1,462                           | 1,465                           | Delaware  |
| Florida  | 45                         | ш                            | 4,109           | 1,062                   | 2                       | 5,184                        | 5,229                    | -                         | -                     | 5ph             | 140                      | ł,               | 388                          | 388                | 45                  | 5,572                           | 5,617                           | Florida   |
| Bavaii   | 72                         | 35                           | ш               | 370                     | -                       | 516                          | 588                      | -                         | •                     | -               | 22                       | -                | 22                           | 22                 | 72                  | 538                             | 610                             | Havaii  |
| Louisiana:<br>Secondary<br>Farm-to-market<br>Total | -                          | 174<br><u>1,677</u><br>1,851 | -               | 3,515<br>4,655<br>8,170 | 195<br><u>91</u><br>286 | 3,884<br>6,423<br>10,307     | 3,884<br>6,423<br>10,307 |                           | ∾ 8 <mark>1</mark> 83 | -               | 231<br><u>328</u><br>559 | 61.<br>55<br>116 | 294<br>403<br>697            | 294<br>403<br>691  |                     | 4,178<br><u>6,826</u><br>11,004 | 4,178<br><u>6,826</u><br>11,004 | Louisiana:<br>Secondary<br>Farm-to-marke<br>Total |
| Maine 5/   | 39                         | 864                          | 6,221           | 231                     | 6                       | 7,322                        | 7,361                    | -                         | 1                     | 217             | 102                      | 9                | 329                          | 329                | 39                  | 7,651                           | 7,690                           | Maine 5/  |
| Maryland   | -                          | 8                            | 373             | 1,847                   | 583                     | 2,811                        | 2,811                    | -                         | -                     | 3               | 126                      | 37               | 166                          | 166                | -                   | 2,977                           | 2,977                           | Maryland  |
| Missouri   | -                          | 7,696                        | 13,885          | 118                     | 251                     | 21,950                       | 21,950                   | -                         | 35                    | ¥43             | 49                       | 92               | 619                          | 619                |                     | 22,569                          | 22,569                          | Missouri  |
| Montana  | 762                        | 2,574                        | 609             | 1,570                   | -                       | 4,753                        | 5,515                    | 1                         | 8                     | 23              | 30                       | 1                | 62                           | 63                 | 763                 | 4,815                           | 5,578                           | Montena.  |
| Hevada.  | 420                        | 1,223                        | 648             | 1,361                   | -                       | 3,232                        | 3,652                    | -                         | 2                     | 10              | 29                       | -                | 41                           | 41                 | 420                 | 3,273                           | 3,693                           | Nevada.   |
| New Hampshire                                      | 2                          | 51                           | 2,077           | 40                      | 4                       | 2,172                        | 2,174                    | •                         | -                     | 99              | 33                       | 4                | 136                          | 136                | 2                   | 2,308                           | 2,310                           | New Hampshire                                     |
| Oregon   | 7                          | 157                          | 665             | 1,692                   | 35                      | 2,549                        | 2,556                    | -                         | 1                     | ย               | 124                      | 24               | 170                          | 170                | 7                   | 2,719                           | 2,726                           | Oregon  |
| Pennsylvania                                       | 164                        | 3,887                        | 6,513           | 14,280                  | 433                     | 25,113                       | 25,277                   | 10                        | 83                    | 413             | 1,547                    | 259              | 2,302                        | 2,312              | 174                 | 27,415                          | 27,589                          | Pennsylvania                                      |
| South Carolina                                     | 2,679                      | 167                          | 15,811          | 78                      | 34                      | 16,090                       | 18,769                   | 158                       | 13                    | 2,500           | 121                      | 24               | 2,658                        | 2,816              | 2,837               | 18,748                          | 21,585                          | South Carolina                                    |
| Washington   | -                          | 53                           | 1,688           | 347                     | 168                     | 2,256                        | 2,256                    | •                         | -                     | 49              | 87                       | 47               | 183                          | 183                | -                   | 2,439                           | 2,439                           | Washington  |
| Total  | 4,193                      | 18,590                       | 53,892          | 32,007                  | 2,020                   | 106,509                      | 110,702                  | 169                       | 165                   | 4,372           | 3,809                    | 8 <b>h</b> 4     | 9,190                        | 9,359              | 4,362               | 115,699                         | 120,061                         | Total   |
|  |                            |                              |                 |                         |                         |                              | COUN                     | TY ROADS                  | UNDER                 | STATE CO        | ITROL 6                  |                  |                              |                    |                     |                                 |                                 |   |
| Alabama  | 1,512                      | 4,685                        | 2,902           | 57                      | •                       | 7,644                        | 9,156                    | -                         | 2                     | 52              | 10                       | -                | 64                           | 64                 | 1,512               | 7,708                           | 9,220                           | Alabama   |
| Delaware   | 223                        | 401                          | 1,047           | 34                      | 6                       | 1,488                        | 1,711                    | 1                         | 7                     | 103             | 359                      | 9                | 478                          | 479                | 224                 | 1,966                           | 2,190                           | Delaware  |
| Nevada   | 76                         | 1                            | 135             | 363                     | -                       | 499                          | 575                      | 3                         | -                     | 5               | 23                       | -                | 25                           | 28                 | 79                  | 524                             | 603                             | Nevada  |
| North Carolina                                     | 8,643                      | 20,707                       | 19,338          | 8,589                   | 262                     | 48,896                       | 57,539                   | 80                        | 140                   | 831             | 604                      | 62               | 1,637                        | 1,717              | 8,723               | 50,533                          | 59,256                          | North Carolins                                    |
| Virginia   | 730                        | 19,038                       | 20,321          | 788                     | 17                      | 40,164                       | 40,894                   | 7                         | 57                    | 532             | 25                       | 7                | 621                          | 628                | 737                 | 40,785                          | 41,522                          | Virginia  |
| West Virginia                                      | 10,162                     | 9,030                        | 3,165           | 3,614                   | 199                     | 16,008                       | 26,170                   | 3                         | 14                    | 22              | 99                       | 18               | 153                          | 156                | 10,165              | 16,161                          | 26,326                          | West Virginia                                     |
| Total  | 21,346                     | 53,862                       | 46,908          | 13,445                  | 484                     | 114,699                      | 136,045                  | 94                        | 220                   | 1,542           | 1,120                    | 96               | 2,978                        | 3,072              | 21,440              | 117,677                         | 139,117                         | Total   |
|  |                            |                              |                 |                         |                         |                              |                          | ALL SECO                  | NDARY S               | TATE ROA        | DS                       |                  |                              |                    |                     |                                 |                                 |   |
| Total  | 25,539                     | 72,452                       | 100,800         | 45,452                  | 2,504                   | 221,208                      | 246,747                  | 263                       | 385                   | 5,914           | 4,929                    | 940              | 12,168                       | 12,431             | 25,802              | 233,376                         | 259,178                         | Total   |

TABLE SH-3 SHEET 2 OF 2

DECEMBER 1964

1/ May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route within a city or town. 2/ Honsurfaced mileage includes primitive, unimproved, and graded and drained roads. 3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mimed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base or more and/or a high load-bearing capacity with or without portland cement concrete base; J, bituminous concrete and

sheet asphalt with or without portland comment concrete base; and J, portland comment concrete with or without biuminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-l and H-l. 4/ Excludes 671 miles of ferry routes. 5/ State-aid system. 6/ County roads are under State control as follows: All counties in Delsware, North Carolina, and

5. State-aid System. 5. State-aid System. 5. County roads are under State control as follows: All counties in Delsware, Horth Carolins, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Newsda.

EXISTING SURFACED MILEAGE OF STATE PRIMARY-RURAL-1963

Highway Statistics, 1963

#### Highway Mileage

# EXISTING SURFACED MILEAGE STATE PRIMARY SYSTEM – MUNICIPAL EXTENSIONS–1963

#### CLASSIFIED BY WIDTH

Compiled for end of calendar year from reports of State authorities

|                |                    |       |       | WIDTH | IN FRET      |       |               |                   | TOTAL                            |                |
|----------------|--------------------|-------|-------|-------|--------------|-------|---------------|-------------------|----------------------------------|----------------|
| STATE          | LESS<br>THAN<br>20 | 20-21 | 22-23 | 24-26 | 27-35        | 36-43 | <b>44-</b> 47 | 48<br>AND<br>OVER | NUNICIPAL<br>SURFACED<br>NILEAGE | STATE          |
| Alabama        | 47                 | 405   | 107   | 172   | 75           | 120   | 107           | 322               | 1,355                            | Alabama        |
| Alaska         | 11                 | 10    | 4     | 25    | 2            | 5     | 2             | 3                 | 62                               | Alaska         |
| Arizona        | 1                  | 3     | 14    | 96    | -            | 10    | 2             | 129               | 255                              | Arizona        |
| Arkansas       | 161                | 197   | 97    | 145   | 75           | 74    | 14            | 94                | 857                              | Arkansas       |
| California     | 28                 | 103   | 88    | 76    | 73           | 130   | 114           | 1,217             | 1,829                            | California     |
| Colorado       | 8                  | 24    | 61    | 66    | 18           | 26    | 11            | 210               | 424                              | Colorado       |
| Connecticut    | 42                 | 178   | 125   | 99    | 52           | 33    | 32            | 338               | 899                              | Connecticut    |
| Delaware       | 5                  | 10    | 18    | 22    | 16           | 22    | 13            | 70                | 176                              | Delaware       |
| Florida        | 83                 | 179   | 98    | 295   | 123          | 183   | 68            | 488               | 1,517                            | Florida        |
| Georgia        | 186                | 452   | 143   | 485   | 180          | 300   | 77            | 246               | 2,069                            | Georgia        |
| Havaii         | -                  | 5     | 1     | 4     | 3            | 5     | 9             | 22                | 49                               | Havali         |
| Idaho          | 26                 | 27    | 29    | 43    | 30           | 30    | 12            | 75                | 272                              | Idaho          |
| Illinois       | 484                | 315   | 236   | 218   | 182          | 800   | 125           | 670               | 3,030                            | Illinois       |
| Indiana        | 63                 | 87    | 88    | 119   | 161          | 254   | 63            | 163               | 998                              | Indiana        |
| Iowa           | 139                | 102   | 88    | 322   | 98           | 85    | 90            | 213               | 1,137                            | Iowa           |
| Kansas         | 4                  | 14    | 32    | 108   | 66           | 91    | 51            | 237               | 603                              | Kansas         |
| Kentucky       | 239                | 105   | 57    | 63    | 148          | 198   | 30            | 91                | 931                              | Kentucky       |
| Louisiana      | 55                 | 75    | 23    | 222   | 32           | 90    | 31            | 135               | 663                              | Louisiana      |
| Maine          | 20                 | 70    | 27    | 52    | 27           | 53    | 40            | 55                | 344                              | Maine          |
| Maryland       | 2                  | 2     | 7     | 24    | 17           | 16    | 4             | 54                | 126                              | Maryland       |
| Massachusetts  | 8                  | 6     | 5     | 77    | 116          | 122   | 46            | 269               | 649                              | Massachusetts  |
| Michigan       | 14                 | 132   | 112   | 55    | 66           | 181   | 168           | 438               | 1,166                            | Michigan       |
| Minnesota      | 8                  | 185   | 104   | 598   | 91           | 113   | 134           | 497               | 1,730                            | Minnesota      |
| Mississippi    | 79                 | 405   | 54    | 59    | 46           | 74    | 20            | 119               | 856                              | Mississippi    |
| Missouri       | 65                 | 237   | 101   | 156   | 21           | 110   | 28            | 245               | 963                              | Missouri       |
| Montana        | 4                  | 26    | 14    | 37    | 16           | 15    | 7             | 48                | 167                              | Montana        |
| Nebraska       | 4                  | 32    | 41    | 97    | 58           | 60    | 14            | 92                | 398                              | Nebraska       |
| Nevada         | -                  | 5     | 1     | 14    | 1            | 2     | 4             | 49                | 76                               | Nevada         |
| New Hampshire  | 19                 | 37    | 9     | 62    | 26           | 18    | 5             | 36                | 212                              | New Hampshire  |
| New Jersey     | 34                 | 212   | 7     | 16    | 92           | 159   | 80            | 406               | 1,006                            | New Jersey     |
| New Mexico     | 13                 | 126   | 31    | 87    | 57           | 67    | 27            | 248               | 656                              | New Mexico     |
| New York       | 194                | 213   | 100   | 168   | 168          | 134   | 42            | 143               | 1,162                            | New York       |
| North Carolina | 161                | 214   | 182   | 204   | 181          | 179   | 80            | 226               | 1,427                            | North Carolina |
| North Dakota   | -                  | 8     | 16    | 163   | 13           | 9     | 3             | 21                | 233                              | North Dakota   |
| Ohio           | 259                | 358   | 92    | 343   | 450          | 514   | 101           | 661               | 2,778                            | Ohio           |
| Oklahoma       | 70                 | 167   | 111   | 156   | 50           | 109   | 38            | 280               | 981                              | Oklahoma       |
| Oregon         | 16                 | 40    | 30    | 35    | 12           | 32    | 21            | 141               | 327                              | Oregon         |
| Pennsylvania   | 488                | 184   | 255   | 251   | 514          | 363   | 120           | 308               | 2,483                            | Pennsylvania   |
| Rhode Island   | 43                 | 30    | 5     | 12    | 52           | 99    | 14            | 31                | 286                              | Rhode Island   |
| South Carolina | 64                 | 132   | 74    | 169   | 82           | 188   | 47            | 169               | 925                              | South Carolina |
| South Dakota   | -                  | 27    | 14    | 91    | 9            | 18    | 4             | 63                | 226                              | South Dakota   |
| Tennessee      | 85                 | 90    | 147   | 143   | 69           | 108   | 59            | 276               | 977                              | Tennessee      |
| Texas          | 394                | 617   | 228   | 1,037 | 252          | 354   | 306           | 1,704             | 4,892                            | Texas          |
| Utah           | 53                 | 75    | 61    | 190   | 46           | 34    | 20            | 163               | 642                              | Utah           |
| Vermont        | 39                 | 36    | 24    | 30    | 27           | 18    | 7             | 17                | 198                              | Vermont        |
| Virginia       | 115                | 171   | 70    | 52    | 144          | 254   | 99            | 229               | 1,134                            | Virginia       |
| Washington     | 18                 | 68    | 41    | 39    | 10           | 48    | 29            | 141               | 394                              | Washington     |
| West Virginia  | 98                 | 78    | 48    | 49    | 96           | 69    | 12            | 42                | 492                              | West Virginia  |
| Wisconsin      | 52                 | 196   | 314   | 179   | 1 <b>4</b> 9 | 189   | 161           | 305               | 1,545                            | Wisconsin      |
| Wyoming        | 4                  | 18    | 14    | 24    | 22           | 12    | 12            | 34                | 140                              | Wyoming        |
| Total          | 4,005              | 6,488 | 3,648 | 7,249 | 4,314        | 6,177 | 2,603         | 12,233            | 46,717                           | Total          |

TABLE SM-9 DECEMBER 1964 CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM-1963

Compiled for and of calendar year from reports of State authorities

STATE

|                   |   |  | מ                        |                |            |      |                |                |        |          |             |             |           |          |              |
|-------------------|---|--|--------------------------|----------------|------------|------|----------------|----------------|--------|----------|-------------|-------------|-----------|----------|--------------|
| 1157-151 <b>1</b> |   |  | TOTAL                    |                | 1,355      | 8    | 255            | 857            | 1.800  | 101      | <b>6</b> 68 | <b>3</b> 76 | 1,517     | 2,069    | æé           |
|                   |   | TIC LANES                                  |                          | TOTAL          | 280        | 0    | 6 <del>1</del> | 57             | 800    | 8        | 351         | 8           | ଝ         | 138      | 5            |
|                   | SHOTSHELX   | DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES | ACCESS CONTROL 2/        | LULL.          | •          |      | 18             | <b>9</b> 4     | 510    | 8        | 90<br>80    | 7           | 8         | <u>9</u> | ٥٥           |
|                   | STATE FRIMARY HIGHMAY SYSTEM - MUNICIPAL EXTENSIONS | HIGHWAYS - 4                               | DEGREE OF ACCES          | PARTIAL        | ଛ          | 5    | 3              | N              | 83     | 8        | 8           | 1           | 15        | •        | 01 F         |
|                   | MAY SYSTEM  | GIGIAIC                                    | Ř                        | NONE           | S6         |      | 8              | 15             | Ş,     | 5        | 4           | 8           | 8         | 8        | 54           |
|                   | PRIMARY HIGH  |  | OR NORE                  | (TSI(TAT(III)) | 158        | •    | 8              | 6 <del>4</del> | 351    | 3        | ß           | 23          | 255       | •        | 22           |
|                   | STATE   |  | STREETS                  | 귀              | ч          | ,    | •              | 9              | ຂ      | 2        | •           | 4           | <b>16</b> | •        | <b>،</b> ۲   |
|                   |   |  | 3-LANES                  |                | •          | •    | •              | 8              | 41     |          | •           | -           | 7         |          | ~            |
|                   |   |  | 2-LANKS                  |                | 916        | 8    | 17             | 743            | 518    | 254      | <b>1</b> 95 | 8           | 910       | 1,931    | ₽ģ           |
|                   |   |  | TOTAL                    |                | 69069      | 2080 | 4°816          | л,276          | 12.287 | 7,942    | <u>8</u>    | 437         | 9,321     | 14,374   | 22<br>4<br>4 |
|                   |   | FIC LANES                                  |                          | TOTAL          | 607        | •    | Ř              | 8              | 1,745  | 191      | 8           | 911         | 8         | æ        | <u>କ୍</u>    |
|                   |   | OR MORE TRAFT                              | s contract 2/            | TILL           | ŧ          | •    | 317            | 8              | 798    | 269      | <b>'</b>    | 9           | 231       | 207      | ¢۴           |
|                   | SYSTEM - RURAL                                      | HIGHWAYS - 4 OR NORE TRAFFIC LANKS         | DEGREE OF ACCESS CONTROL | PARTIAL        | 513        | •    | ส              | £              | 722    | 131      | -1          | •           | Ħ         | •        | 4 1          |
|                   |   | DIVIDED                                    | DBC                      | NONE           | <b>394</b> | ,    | R              | 9              | 225    | 61       | 7           | סדו         | 744       | 175      | ð «          |
|                   | STATE PRIMARY HIGHWAY                               | h_T Amer                                   | OR MORE                  |                | ţ;         | •    | Ř              | T              | 135    | 8        | m           | 4           | ę         | •        | ۰.۴          |
|                   |   | AAU_STRA                                   | STREETS                  | ĥ              | •          |      | •              | ,              | •      | н        | •           | •           | 4         | •        |              |
|                   |   |  | 3-LANES                  |                | •          | ,    | 9              | •              | 76     | ,        | •           | 2           | Q         | •        | ۰.           |
|                   |   |  | 2-LANES                  |                | 7,439      | 80   | 166.4          | 11,180         | 10,391 | 3/ 7,451 | 8           | 318         | 8,255     | 86.<br>R | 417 1.256    |
| : 1               |   |  |                          |                |            | -    | -              |                | h      |          |             | _           | -         |          |              |

Alabeum Alaska Arisona Arisona Arisona California Colorado Colorado Connecticut

Highway Statistics, 1963

21,110 4,372 4,372 2,466 2,466 2,466 11,900 667 10,667 2,007 2

|  |   |  |   |   | -   |                      |   |   |                                     |   |                      | -  | -  | -  | -  |   | :                                       |  | ,  |
|--|---|--|---|---|---|----------------------|---|---|-------------------------------------|---|----------------------|--|--|--|--|---|---|--|--|
| Florida<br>Georgia<br>Baveii<br>Idaho  | 8,255<br>13,992<br>417<br>4,1,256   | - 7 -  | a.,,  | 70<br>33<br>37  | 744<br>175<br>16<br>2<br>2  | ਸ <mark>,</mark> * ਸ | 531<br>502<br>111   | ፠፝<br>ቔ   | 9,321<br>14,374<br>456<br>4,456     | 1,980<br>1,980<br>2011<br>2021  | r a .                | ۵٬۰۵   | रू . <sub>य छ</sub>  | %%5 <sup>**</sup>  | یا <sup>م</sup> ۲  | ଖ୍ୟୁତ୍ତ                                     | ፚ፝ዄ፝ዄ                                   | 2,517<br>2,069<br>49<br>272<br>272   | 10,838<br>16,443<br>761<br>761   |
| Illinois<br>Iodiana<br>Ioea<br>Kansas  | 11,704<br>9,210<br>8,466<br>9,371   | ۳<br>• • • •   | 1.01  | 92<br>53<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19  | 86, 369   | 3 <u>1</u> 6<br>87 8 | 85<br>25<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26<br>26  | 58888   | 12,891<br>9,899<br>8,764            | 1<br>22<br>28<br>28<br>29<br>29<br>29<br>29<br>29<br>29<br>29<br>29<br>29<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20 | ×                    | - 355 F  | ନ୍ଦ୍ର<br>ଜୁଝୁରୁ ଝ  | ទី៥ 'ខ   | 3,%~   | <u> ខ</u> ្លានដ                             | ର୍ଷ ଅଞ୍ଚ ୫                              | 3,030<br>1,137<br>603<br>603<br>603  | 15,921<br>9,901<br>29,901  |
| Kentucky<br>Louisiana<br>Maryland  | 19,778<br>3,415<br>3,181<br>1,150   | ຮູເວັ  |   | ងខុខ៥   | 138<br>138<br>286   | 2°-3                 | 14<br>14<br>16<br>172   | 345<br>27<br>29<br>29<br>29<br>29<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20 | 20,179<br>3,709<br>3,293<br>1,774   | E958  | α, ≓<br>, , ,        | , <sup>9</sup> 11,   | ¥88<br>88888   | N\$ ~ N  | °a, r  | ឹងខ្លួង                                     | ጽሟኳጽ                                    | 탄원북성   | 21,110<br>4,372<br>3,637<br>1,900  |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi  | 972<br>6,370<br>9,534<br>9,534  | 418<br>011<br>-  |   | 209<br>183<br>8 1   | 48<br>276<br>24   | 18<br>323<br>323     | 176<br>11<br>160<br>160   | 238<br>1,378<br>1,23<br>269<br>269  | 1,837<br>8,041<br>10,200<br>9,811   | 98<br>314<br>1,315<br>745   | ۲۹۲۲                 | ، ۱۵،  | 22<br>22<br>22<br>23<br>21<br>23<br>21<br>23   | ୫ଞ୍ଚ '   | 4484   | <u>ភ</u> ស្តីភ ។<br>ព                       | K 22 65 6                               | 1,166<br>1,166<br>1,730<br>856   | 2,486<br>9,207<br>11,930<br>10,667   |
| Missouri<br>Montana<br>Bebraska<br>Bevada  | 7,043<br>5,627<br>8,770<br>1,851  | °-'3   |   | ቘ፝፞ፚ፞ዿፚ   | ð<br>1987<br>19   | 257<br>8<br>1        | 55<br>1421<br>128   | 676<br>96<br>141  | 7,790<br>5,724<br>8,955<br>2,011    | 33 II 23  | ដ                    | ، مرمه ا   | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   | 24 82 Z  | ۴ , ۶  | 80.4 €0<br>1 − 1                            | র্তু ৯ র                                | 38<br>19<br>7<br>8<br>8<br>7<br>8<br>8<br>7<br>8   | 8,753<br>5,891<br>2,353<br>2,353<br>2,091  |
| New Hampehire<br>New Jersey<br>New York<br>New York  | 1,522<br>715<br>9,113<br>9,664  | 19<br>3<br>697   |   | 1<br>44<br>341<br>341   | , 128<br>229 -  | 2<br>37<br>515       | ۲۲<br>185 -   | 515<br>515  | 1,658<br>924<br>9,688<br>12,417     | 1997<br>1997<br>1998<br>1998  | 25<br>147            | ۹,۴,   | *******  | ାଇ<br>ଅନ୍ୟୁ<br>ଅନ୍ୟୁ   | %  | 5 <b>4</b> 8,                               | ១ងិសីខ                                  | 215<br>215<br>626<br>61<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1  | 1,870<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,930<br>1,9300<br>1,930<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,9300<br>1,930                   |
| North Carolina<br>North Dekota<br>Ohio<br>Oklaboma   | 10,740<br>5,849<br>14,567<br>10,382   | 77<br>-<br>14  | ۰ <sup>. ۳</sup> .  | ጽግሄኳ  | 242<br>3<br>217<br>143  | 역 역 <sup>클</sup> 8   | 365<br>365<br>195   | 1,029<br>1,029<br>386   | L, 558<br>6,092<br>15,685<br>10,801 | 1,803<br>1,696<br>768<br>768  | 8.,~                 | 1151   | ጽଅଞ୍ଚ <del>ୟ</del>   | ૡઌૡૢૹ  | 5052   | ፝<br>ጞኯፚ፝ጞ፞፞፞ጜ                              | 741<br>41<br>904<br>861                 | 2, 12<br>2, 12<br>2, 13<br>2, 12<br>2, 12, | 11,785<br>6,325<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,785<br>11,   |
| Cregon<br>Pennsylvania<br>Rhode Island<br>South Carolina   | 4,014<br>11,051<br>590<br>7,812   | 697<br>-   | °,,,,   | ខ្មី៥៩୫   | 245<br>215<br>21<br>22  | 854<br>26            | 307<br>243<br>265   | ፠ <sub>ዸ፝</sub> ፝ቚ  | 4,479<br>12,536<br>674<br>8,424     | 1,285<br>1,285<br>1,285<br>1,45   |                      | 8.4.   | ៩ផ្ទន្តដ   | 2848   | 87200  | %៥៦។  | <u></u><br>ጽጅ፟፟፝፝፝፝፝፝                   | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2  | 4,806<br>15,019<br>960<br>9,349  |
| South Dakota<br>Temessee<br>Utah   | 7,228<br>7,225<br>33,650<br>4,667   | , <sup>유</sup> 국 ,   | <del>X</del> .  | 波뛍둸횧  | 9189<br>978<br>5  | x '8±x               | 8338  | 126<br>349<br>2,062<br>121  | 7,436<br>7,793<br>56,080<br>4,872   | 178<br>496<br>163<br>430  | 67<br>67             | ، 8°، ۵  | 340<br>340<br>155<br>269<br>269  | <sup>4</sup> Sz  | ° ,×1  | .1533 °                                     | 1,105<br>105<br>77                      | <u>8</u> E & 3   | 8,770<br>8,770<br>5,514  |
| Vermont<br>Virginia<br>Washington<br>West Virginia   | 1,983<br>6,328<br>6,328<br>7,555  | · 8  | ۰   | 2<br>183<br>148<br>7  | -161<br>41  | - <sup>-</sup>       | <u>ଖ</u> ଞ୍ଚିଝ ୟ  | 66<br>309<br>65   | 2,048<br>7,529<br>3,812<br>4,617    | 981<br>176<br>176<br>176  | ، <sub>، 8</sub> . ، | · & · X  | 188<br>188<br>177  | 176<br>-<br>23   | ' <i>s</i> ~'  | ₽8%8⊲                                       | 334584                                  | 52 1.<br>20 1:<br>20 1:  | 2,246<br>5,2663<br>5,109<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,206<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200<br>5,200 |
| Wisconsin<br>Wyoming   | 9,601<br>5,101  | ۶.   | • •   | 67<br>20  | 107<br>16   | ដីន                  | 195<br>195  | 415<br>233  | 10,133<br>5,354                     | 82.8X   | . 18 <u>3</u>        | ۰,   | ត្ថន   | ន្តន   | <del>ر</del> 35  | õw  | <b>5</b> %                              | 1,545  | 11,678<br>5,494  |
| Total  | 377,593   | 2,783  | 4   | 3,347   | 6,59 <b>4</b>   | h,682                | 10,034  | 21,310  | 110'501                             | 30,379  | 1,208                | 343  | 6,956  | 3,923  | 1,151  | 2,757                                       | 7,831                                   | 46,717   | 461°164  |
| $\frac{1}{2}$ The minage of one-way streets given here is the average length of the route.<br>Next an controlThe State has legal authority to yrohibit access and some degree to dany roussings at greads or purise durinewy connections. Full o access is exertised to give preference to through traffic by providing access to public roads and streets only and by prohibiting crossings at greads or direct p | leage of one-<br>l control-The<br>leny crossings<br>led to give p<br>l streets only | my streets<br>State has<br>a grade<br>meference<br>' and by pr | s given her<br>a legal aut<br>or private<br>to through<br>thibiting | The mileage of one-way streets given here is the average length of the<br>Partial controlThe State has legal authority to yrohibit access and<br>se to day constains at grade or pirate dirively constitue. Null c<br>e to the day of the preference to through traffic by providing access of<br>adds and streets only and by prohibiting crossings at grade or direct p | rage length<br>bhibit acces<br>mections.<br>providing ac<br>grade or di | <b>6</b> 00M         | <ul> <li>two roadways serving a single<br/>exercises this authority to<br/>controlAuthority to control<br/>connections with selected<br/>private driveway connections.</li> </ul> | ing a single<br>bority to<br>to control<br>lected<br>meetions.  |                                     |   |                      | Includes 41 mi<br>Includes 41 mi<br>Includes 58 mi<br>Includes 107 m<br>Includes 8 mil | M miles with partial control of access<br>dials with partial control of access<br>M miles with partial control of access<br>LOT miles with partial control of access<br>B miles with partial control of access | tial control<br>tial control<br>tial control<br>rtial control<br>ial control | t of access.<br>t of access a<br>t of access a<br>of access of access of | and 26 miles<br>and 135 mile<br>and 45 mile | vith full o<br>vith full o<br>vith atta | partial control of access.<br>Purtial control of access and 50 miles with full control of access.<br>Purtial control of access and 135 miles with full control of access.<br>I partial control of access and 45 miles with full control.   | cess.  |

1,650 13,779 13,779 13,779 13,779 13,779 13,779 13,779 13,779 13,779 13,779 13,779 13,779 14,779 14,779 14,470 5,109

110

TABLE SM-11 DBCEMBER 1964

TOTAL SURFACED MILLEAGE

9,444 2,144 5,071 5,071 1,233 1,238 1,228 1,228 1,228

10,838 16,443 765 765 765 765 765

15,921 9,991 19,291

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM-1963

Compiled for end of calendar year from reports of State authorities

#### CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15 SHEET 1 OF 2 DECEMBER 1964

|  |                                   |                                  |                                |                                  |                              | STATE                      | PRIMARY HIG                  | EMAY SYSTEM -          | RURAL                 |                     | · · · · · · · · · · · · · · · · · · · |                        | ·····                  |                                     |  |
|--|-----------------------------------|----------------------------------|--------------------------------|----------------------------------|------------------------------|----------------------------|------------------------------|------------------------|-----------------------|---------------------|---------------------------------------|------------------------|------------------------|-------------------------------------|--|
|  |                                   |                                  | •·····                         |                                  |                              | AVERAGE                    | DAILY TRAFFI                 | C VOLUMES              |                       |                     | <u> </u>                              | ·········              |                        | TOTAL                               |  |
| STATE  | LESS<br>THAN<br>400               | 400-<br>999                      | 1,000<br>1,999                 | 2,000-<br>2,999                  | 3,000-<br>3,999              | 4,000-<br>4,999            | 5,000-<br>9,999              | 10,000-<br>14,999      | 15,000-<br>19,999     | 20,000-<br>29,999   | 30,000-<br>39,999                     | 40,000<br>AND<br>OVISR | UN-<br>CLASSI-<br>FIED | RURAL<br>SURFACED<br>MILEAGE        | STATE  |
| Alabama<br>Alaska<br>Arisona<br>Arkansas                 | 1,263<br>1,647<br>995<br>4,234    | 2,721<br>268<br>1,313<br>3,064   | 2,054<br>87<br>953<br>1,983    | 991<br>62<br>456<br>1,010        | 409<br>8<br>305<br>372       | 216<br>2<br>333<br>303     | 377<br>3<br>424<br>291       | 43<br>5<br>34<br>17    | 14<br>3<br>-          | 1<br>-<br>2         | -                                     |                        | -<br>-<br>-<br>-       | 8,089<br>2,082<br>4,816<br>11,276   | Alabama<br>Alaska<br>Arizona<br>Arkansas                 |
| California<br>Colorado<br>Connecticut<br>Delaware        | 1,523<br>2,429<br>-<br>1          | 2,608<br>2,058<br>5<br>62        | 2,263<br>1,771<br>40<br>82     | 1,437<br>876<br>77<br>75         | 1,111<br>256<br>49<br>53     | 577<br>151<br>21<br>31     | 1,400<br>268<br>93<br>79     | 494<br>108<br>27<br>26 | 380<br>15<br>15<br>17 | 327<br>6<br>2<br>10 | 87<br>4<br>-                          | 80<br>-<br>-<br>1      | -                      | 12,287<br>7,942<br>329<br>437       | California<br>Colorado<br>Connecticut<br>Delaware        |
| Florida<br>Georgia<br>Havali<br>Idaho                    | 1,192<br>4,319<br>116<br>1,290    | 2,144<br>3,162<br>50<br>1,505    | 1,920<br>3,578<br>96<br>987    | 1,175<br>1,495<br>80<br>294      | 707<br>641<br>36<br>179      | 627<br>344<br>15<br>113    | 1,088<br>673<br>27<br>119    | 289<br>131<br>10<br>-  | 93<br>19<br>9<br>1    | 64<br>11<br>12<br>1 | 16<br>1<br>4<br>-                     | 6<br>-<br>1<br>-       | -                      | 9,321<br>14,374<br>456<br>4,489     | Florida<br>Georgia<br>Hawaii<br>Idaho                    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 1,013<br>184<br>771<br>1,680      | 2,111<br>558<br>2,405<br>3,327   | 3,937<br>864<br>3,096<br>2,741 | 2,290<br>1,320<br>1,345<br>1,140 | 1,254<br>1,856<br>696<br>506 | 759<br>2,186<br>290<br>130 | 1,139<br>2,117<br>157<br>137 | 238<br>581<br>3<br>23  | 88<br>233<br>1<br>6   | 48<br>-<br>1        | 12                                    | 2<br>-<br>-            | -                      | 12,891<br>9,899<br>8,764<br>9,691   | Illinois<br>Indiana<br>Iowa<br>Kansas                    |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 10,099<br>75<br>534<br>24         | 4,441<br>433<br>1,006<br>84      | 2,791<br>1,187<br>973<br>202   | 1,227<br>694<br>386<br>231       | 546<br>448<br>175<br>197     | 378<br>285<br>131<br>152   | 578<br>519<br>85<br>364      | 86<br>67<br>3<br>221   | 10<br>-<br>-<br>99    | 23<br>1<br>116      |                                       | -<br>-<br>18           | -                      | 20,179<br>3,709<br>3,293<br>1,774   | Kentucky<br>Louisiana<br>Maine<br>Maryland               |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 22<br>339<br>1,497<br>3,098       | 158<br>1,568<br>3,573<br>2,790   | 355<br>2,077<br>2,944<br>2,078 | 239<br>1,083<br>1,256<br>766     | 181<br>827<br>520<br>541     | 116<br>543<br>192<br>319   | 503<br>1,125<br>190<br>201   | 144<br>335<br>24<br>13 | 88<br>67<br>-         | 28<br>45<br>1<br>5  | 3<br>18<br>3                          | 14<br>-                |                        | 1,837<br>8,041<br>10,200<br>9,811   | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 560<br>1,719<br>3,400<br>606      | 1,911<br>2,011<br>2,771<br>649   | 1,918<br>1,646<br>1,494<br>179 | 1,349<br>245<br>728<br>338       | 768<br>36<br>265<br>103      | 470<br>27<br>202<br>36     | 643<br>38<br>77<br>92        | 90<br>2<br>10<br>3     | 42<br>-<br>5<br>5     | 39<br>-<br>-<br>-   |                                       | -                      | -                      | 7,790<br>5,724<br>8,955<br>2,011    | Missouri<br>Montana<br>Nebraska<br>Nevada                |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 152<br>3<br>5,126<br>731          | 300<br>16<br>1,994<br>2,826      | 709<br>47<br>1,431<br>2,934    | 257<br>94<br>394<br>1,740        | 122<br>108<br>291<br>1,240   | 30<br>118<br>278<br>862    | 72<br>328<br>174<br>1,459    | 16<br>118<br>311       | -43<br>248            | -<br>30<br>-<br>60  | 13<br>6                               | 2                      | -<br>4<br>-            | 1,658<br>924<br>9,688<br>12,417     | New Hampshire<br>New Jersey<br>New Mexico<br>New York    |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 843<br>2,394<br>3,577<br>1,520    | 3,376<br>2,326<br>3,471<br>2,856 | 3,202<br>926<br>3,478<br>2,855 | 1,780<br>251<br>2,011<br>1,752   | 978<br>131<br>1,012<br>789   | 479<br>45<br>624<br>439    | 734<br>14<br>1,277<br>543    | 139<br>5<br>191<br>39  | 19<br>-<br>35<br>8    | - 8<br>- 8          | -                                     | -                      |                        | 11,558<br>6,092<br>15,685<br>10,801 | North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 946<br>1,535<br>66<br>1,044       | 950<br>2,667<br>136<br>2,588     | 1,031<br>2,938<br>168<br>2,269 | 622<br>1,755<br>74<br>1,074      | 256<br>1,006<br>61<br>581    | 227<br>638<br>46<br>357    | 342<br>1,458<br>101<br>436   | 73<br>388<br>22<br>50  | 25<br>100<br>-<br>17  | 48<br>7             | 2<br>2<br>-<br>1                      | 1                      | -                      | 4,479<br>12,536<br>674<br>8,424     | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| South Dakota.<br>Tennessee<br>Texas<br>Utah              | 3,151<br>1,110<br>27,448<br>2,310 | 2,417<br>2,428<br>13,159<br>899  | 1,528<br>1,638<br>8,492<br>709 | 234<br>1,014<br>3,132<br>595     | 85<br>561<br>1,489<br>139    | 9<br>416<br>996<br>47      | 5<br>504<br>1,109<br>97      | 7<br>82<br>101<br>46   | -<br>25<br>19<br>19   | -<br>15<br>11<br>10 | -<br>-<br>4<br>1                      | , -<br>, -             | -<br>-<br>120          | 7,436<br>7,793<br>56,080<br>4,872   | South Dakota<br>Tennessee<br>Texas<br>Utah               |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 364<br>336<br>374<br><b>387</b>   | 698<br>1,491<br>780<br>1,398     | 525<br>1,919<br>1,055<br>1,335 | 219<br>1,276<br>621<br>749       | 176<br>681<br>260<br>330     | 40<br>516<br>195<br>162    | 26<br>950<br>286<br>228      | -<br>147<br>152<br>16  | -<br>84<br>32<br>10   | -<br>33<br>36<br>2  | -<br>10<br>16<br>-                    | -<br>-<br>5<br>-       | 86<br>-                | 2,048<br>7,529<br>3,812<br>4,617    | Vermont<br>Virginia<br>Washington<br>West Virginia       |
| Wisconsin<br>Wyoming                                     | 1,470<br>2,015                    | 3,235<br>2,027                   | 2,827<br>750                   | 1,040<br>435                     | 601<br>91                    | 445<br>23                  | 456<br>12                    | 32<br>1                | 26<br>-               | - 1                 | :                                     | :                      | :                      | 10,133<br>5,354                     | Wisconsin<br>Wyoming                                     |
| Total  | 101,532                           | 100,794                          | 87,062                         | 43,784                           | 24,033                       | 15,941                     | 23,418                       | 4,963                  | 1,920                 | 1,020               | 270                                   | 130                    | 210                    | 405,077                             | Total  |

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM-1963

#### CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

#### Compiled for end of calendar year from reports of State authorities

| from reports of Stat                                     |                       |                        |                         |                         |                               | of the second | PRIMARY STO              | EWAY SYSTEM -                |                       |                       |                     |                       |                        |   | DECEMBER 1964  |
|--|-----------------------|------------------------|-------------------------|-------------------------|-------------------------------|---|--------------------------|------------------------------|-----------------------|-----------------------|---------------------|-----------------------|------------------------|---|--|
|  |                       | <u></u>                |                         |                         |                               |   | DAILY TRAFFT             |                              | MURICIPAL SA          |                       |                     |                       |                        | 1   |  |
| STATE  | LIESS<br>THAN<br>400  | 400-<br>999            | 1,000-<br>1,999         | 2,000-<br>2,999         | 3,000-<br>3,999               | 4,000-  | 5,000-<br>9,999          | 10,000-<br>14,999            | 15,000-<br>19,999     | 20,000-<br>29,999     | 30,000-<br>39,999   | 40,000<br>And<br>over | un-<br>Classi-<br>Fied | TOTAL<br>MUNICIPAL<br>SURFACED<br>MILEAGE | STATE  |
| Alabama<br>Alaska<br>Arisona<br>Arkansas                 | 30<br>15<br>1<br>36   | 145<br>17<br>6<br>79   | 309<br>6<br>23<br>145   | 260<br>6<br>16<br>141   | 127<br>1<br>27<br>78          | 83<br>6<br>20<br>72   | 207<br>6<br>69<br>192    | 93<br>1<br>38<br>75          | 65<br>4<br>33<br>25   | 35<br>-<br>19<br>13   | 1                   |                       | -                      | 1,355<br>62<br>255<br>857                 | Alabama<br>Alaska<br>Arisona<br>Arkansas                 |
| California<br>Colorado<br>Connecticut<br>Delaware        | 3<br>8<br>-<br>-      | 8<br>38<br>8<br>-      | 34<br>60<br>19<br>5     | 49<br>44<br>64<br>11    | 42<br>41<br>52<br>13          | 38<br>25<br>74<br>13  | 262<br>97<br>290<br>42   | 240<br>55<br>146<br>40       | 216<br>23<br>72<br>29 | 398<br>21<br>88<br>14 | 188<br>6<br>31<br>4 | 351<br>6<br>48<br>5   | -                      | 1,829<br>424<br>899<br>176                | California<br>Colorado<br>Connecticut<br>Delaware        |
| Florida<br>Georgia<br>Havali<br>Idaho                    | 15<br>207<br>-<br>8   | 77<br>252<br>-<br>36   | 138<br>446<br>-<br>59   | 138<br>287<br>-<br>41   | 114<br>165<br>1<br>28         | 102<br>130<br>-<br>25   | 394<br>313<br>6<br>58    | 244<br>153<br>9<br>15        | 138<br>54<br>7<br>2   | 116<br>36<br>11<br>-  | 29<br>19<br>8<br>-  | 12<br>7<br>7<br>-     | · -                    | 1,517<br>2,069<br>49<br>272               | Florida<br>Georgia<br>Havaii<br>Idaho                    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 54<br>8<br>34<br>3    | 138<br>30<br>145<br>65 | 298<br>43<br>204<br>97  | 282<br>71<br>171<br>91  | 226<br>115<br>150<br>63       | 199<br>263<br>93<br>53  | 715<br>218<br>231<br>130 | 422<br>169<br>69<br>55       | 295<br>81<br>24<br>25 | 249<br>-<br>15<br>18  | 56<br>-<br>1<br>2   | 96<br>-<br>-<br>1     | -                      | 3,030<br>998<br>1,137<br>603              | Illinois<br>Indiana<br>Iowa<br>Kansas                    |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 68<br>2<br>2<br>-     | 98<br>14<br>10<br>3    | 113<br>105<br>47<br>6   | 99<br>72<br>66<br>13    | 90<br>63<br>34<br>14          | 77<br>54<br>34<br>14  | 195<br>179<br>105<br>27  | 89<br>67<br>35<br>15         | 44<br>27<br>8<br>10   | 32<br>51<br>3<br>15   | 18<br>21<br>-<br>3  | 8<br>8<br>-<br>6      | -                      | 931<br>663<br>344<br>126                  | Kentucky<br>Louisiana<br>Maine<br>Maryland               |
| Massachusetts<br>Michigan<br>Ninnesota<br>Nississippi    | 2<br>10<br>21<br>38   | 4<br>16<br>218<br>111  | 21<br>92<br>351<br>160  | 28<br>107<br>254<br>149 | 30<br>93<br>210<br>91         | 43<br>93<br>114<br>78   | 191<br>273<br>258<br>150 | 110<br>124<br>130<br>52      | 58<br>89<br>91<br>20  | 88<br>114<br>66<br>7  | 25<br>56<br>15<br>- | 49<br>99<br>2<br>-    | -                      | 649<br>1,166<br>1,730<br>856              | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| Nissouri<br>Montana<br>Nebraska<br>Nevada                | -<br>5<br>20<br>-     | -<br>19<br>93<br>1     | -<br>43<br>84<br>4      | 104<br>28<br>51<br>7    | 251<br>14<br>31<br>4          | 288<br>8<br>28<br>3   | 229<br>39<br>50<br>21    | 60<br>7<br>15<br>8           | 31<br>4<br>14<br>16   | -<br>-<br>-<br>9      | -<br>-<br>1<br>21   | 1                     |                        | 963<br>167<br>398<br>76                   | Nissousi<br>Montana<br>Nebraska<br>Nevada                |
| New Hampshire<br>New Jersey<br>New Nexico<br>New York    | 25<br>1<br>66<br>11   | 5<br>1<br>84<br>133    | 22<br>4<br>117<br>196   | 44<br>24<br>72<br>159   | 31<br>30<br>67<br>131         | 24<br>38<br>30<br>107   | 50<br>216<br>146<br>249  | 9<br>233<br>61<br>96         | 2<br>135<br>5<br>44   | -<br>109<br>6<br>30   | -<br>63<br>2<br>4   | 121<br>2              | -<br>31<br>-           | 212<br>1,006<br>656<br>1,162              | New Hampshire<br>New Jersey<br>New Mexico<br>New York    |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 8<br>42<br>34<br>34   | 87<br>70<br>144<br>62  | 209<br>59<br>306<br>151 | 208<br>27<br>284<br>111 | 177<br>12<br>221<br>115       | 136<br>3<br>193<br>80   | 411<br>14<br>797<br>233  | 120<br>6<br><b>389</b><br>89 | 44<br>-<br>199<br>78  | 26<br>-<br>142<br>25  | 1<br>-<br>33<br>3   | 36                    | -                      | 1,427<br>233<br>2,778<br>981              | North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 4<br>93<br>3<br>11    | 13<br>127<br>3<br>93   | 23<br>256<br>37<br>174  | 33<br>228<br>28<br>154  | 28<br>219<br>14<br>103        | 22<br>167<br>29<br>89   | 97<br>622<br>77<br>203   | 40<br>361<br>61<br>65        | 24<br>183<br>16<br>25 | 26<br>169<br>14<br>7  | 11<br>42<br>3<br>1  | 6<br>16<br>1<br>-     | -                      | 327<br>2,483<br>286<br>925                | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 19<br>18<br>111<br>88 | 36<br>74<br>465<br>107 | 68<br>128<br>661<br>108 | 30<br>107<br>559<br>60  | 13<br>104<br><b>540</b><br>50 | 11<br>103<br>350<br>43  | 34<br>227<br>1,110<br>62 | 9<br>79<br>554<br>38         | 4<br>59<br>299<br>34  | 2<br>67<br>171<br>39  | -<br>11<br>49<br>13 | -<br>23<br>-          |                        | 226<br>977<br>4,892<br>642                | South Dakota<br>Tennessee<br>Texas<br>Utah               |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 1<br>2<br>-<br>2      | 30<br>41<br>-<br>23    | 40<br>111<br>1<br>65    | 34<br>114<br>66         | 24<br>93<br>64                | 21<br>92<br>1<br>40   | 43<br>317<br>10<br>129   | 5<br>157<br>10<br>60         | -<br>96<br>4<br>24    | -<br>88<br>10<br>15   | -<br>10<br>3<br>3   | -<br>3<br>2<br>1      | -<br>10<br>353<br>-    | 198<br>1,134<br>394<br>492                | Vermont<br>Virginia<br>Washington<br>West Virginia       |
| Wisconsin<br>Wyoming                                     | 30<br>7               | 180<br>22              | 293<br>33               | 182<br>9                | 149<br>16                     | 113<br>16   | 340<br>31                | 142<br>6                     | 42<br>-               | - 63<br>-             | 6<br>-              | 5 -                   | :                      | 1,545<br>140                              | Wisconsin<br>Wyoming                                     |
| Total  | 1,200                 | 3,431                  | 5,974                   | 5,183                   | 4,369                         | 3,738   | 10,365                   | 5,126                        | 2,822                 | 2,438                 | 745                 | 925                   | 401                    | 46,717                                    | Total  |

Highway Statistics, 1963

TABLE SM-15 SHEET 2 OF 2 DECEMBER 1964

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS-SUMMARY-1963

#### CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

# Compiled for end of calendar year from reports of State authorities

|  |  |   |   |  |  | PRIMAR  | y state h  | IGHWAY SYST  | tem - Rurai                                       | 6   |                                   |                          |  |   |
|--|--|---|---|--|--|---|--|--|---|---|-----------------------------------|--------------------------|--|---|
| SURFACE WIDTH AND  |  |   |   |  |  | VERAGE D  | AILY TRAFT   | TC VOLUMES   | 3   |   |                                   |                          |  | TOTAL   |
| DEGREE OF ACCESS CONTROL   | LESS<br>THAN<br>400  | 400-<br>999   | 1,000-<br>1,999   | 2,000-<br>2,999  | 3,000-<br>3,999  | 4,000-<br>4,999   | 5,000-<br>9,999  | 10,000-<br>14,999                                    | 15,000-<br>19,999                                 | 20,000-<br>29,999                         | 30,000-<br>39,999                 | 40,000<br>AND<br>OVER    | UN-<br>CLASSI-<br>FIED                   | RURAL<br>SURFACED<br>MILEAGE  |
| Undivided:<br>Under 20 feet<br>20-21<br>22-23<br>24-26<br>27-35<br>36-43<br>44-47<br>48 and over | 39,420<br>34,881<br>9,847<br>14,699<br>2,433<br>166<br>9<br>77 | 24,279<br>31,827<br>17,399<br>23,821<br>2,891<br>260<br>86<br>231 | 15,403<br>25,098<br>16,556<br>26,069<br>2,029<br>594<br>130 | 4,715<br>9,928<br>9,490<br>15,915<br>1,019<br>489<br>89<br>160 | 1,873<br>4,836<br>4,686<br>8,974<br>737<br>325<br>62<br>60 | 1,035<br>2,898<br>2,655<br>5,590<br>516<br>254<br>75<br>127 | 817<br>2,770<br>2,849<br>6,151<br>1,751<br>743<br>253<br>141 | 103<br>336<br>318<br>395<br>338<br>350<br>185<br>274 | 12<br>174<br>11<br>118<br>112<br>208<br>74<br>107 | 8<br>6<br>3<br>12<br>13<br>91<br>41<br>87 | 1<br>2<br>3<br>-<br>12<br>9<br>12 |                          | 58<br>18<br>49<br>3<br>18<br>1<br>1<br>- | 87,724<br>112,774<br>63,866<br>101,747<br>11,867<br>3,493<br>1,020<br>1,276 |
| Total Undivided 1/   | 101,532  | 100,794   | 85,879  | 41,805   | 21,553   | 13,150  | 15,475   | 2,299  | 816   | 261                                       | 39                                | 16                       | 148                                      | 383,767   |
| Divided:<br>No access control:<br>Less than 44<br>44-47<br>48 and over<br>Subtotal               | **   | **<br>**<br>**  | 46<br>38<br><u>175</u><br>259                               | 18<br>102<br>420<br>540  | 54<br>139<br>  | 63<br>212<br>536<br>811                                     | 148<br>606<br>1,704<br>2,458                                 | 75<br>278<br><u>640</u><br>993                       | 33<br>90<br><u>236</u><br>359                     | 37<br>42<br><u>214</u><br>293             | 2<br>-4<br>-82<br>-88             | 1<br>1<br><u>8</u><br>10 | -  | 477<br>1,512<br><u>4,605</u><br>-6,594                                      |
| Partial access control: 2/<br>Less than 44<br>44-47<br>48 and over<br>Subtotal                   | **   | **  | 4<br>19<br><u></u>  | 2<br>53<br>233<br>288  | - 8<br>34<br><u>342</u><br>384                             | 13<br>87<br><u>-584</u><br>684                              | 49<br>311<br>1,765<br>2,125                                  | 22<br>75<br><u>557</u><br>654                        | 7<br>73<br><u>215</u><br>295                      | 9<br>57<br><u>101</u><br>167              | 2<br>3<br>18<br>23                | -<br>-<br>-<br>4         | -<br>-<br>15<br>15                       | 116<br>712<br>3,854<br>4,682  |
| Full access control: 2/<br>Less than 44<br>44-47<br>48 and over<br>Subtotal                      | **<br>**<br>**   | **<br>**<br>**  | 2<br>- 879<br>- 881   | 5<br><u>1,146</u><br>1,151                                     | 4<br>1.308<br>1,313  | 5<br>4<br><u>1,287</u><br>1,296                             | 2<br>12<br><u>3,346</u><br>3,360                             | 2<br>29<br>986<br>1,017                              | -<br>22<br>428<br>450                             | 1<br>3<br><u>295</u><br>299               | -<br>118<br>120                   | -<br>-<br>100<br>100     | -<br>-<br>-<br>47<br>                    | 21<br>73<br><u>9,940</u><br>10,034  |
| Total Divided  | **   | **  | 1,183   | 1,979  | 2,480  | 2,791   | 7,943  | 2,664  | 1,104   | 759                                       | 231                               | 114                      | 62                                       | 21,310  |
| Total Surfaced Mileage   | 101,532  | 100,794   | 87,062  | 43,784   | 24,033   | 15,941  | 23,418   | 4,963  | 1,920   | 1,020                                     | 270                               | 130                      | 3/ 210                                   | 405,077   |

SHEET 1 OF 2 DECEMBER 1964

TABLE SM-110

# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS-SUMMARY-1963

#### CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled for end of calendar year from reports of State authorities

|                            |                     |                    |                   |                  | PRIM              | ARY STATE         | HIGHNAY S               | BYSTEM – M        | UNICIPAL E                    | XTENSIONS         |                   |                       |                        |                                  |
|----------------------------|---------------------|--------------------|-------------------|------------------|-------------------|-------------------|-------------------------|-------------------|-------------------------------|-------------------|-------------------|-----------------------|------------------------|----------------------------------|
| SURFACE WIDTH AND          |                     |                    |                   |                  |                   | AVERAGE D         | AILY TRAFT              | TC VOLUMES        | 5                             |                   |                   |                       |                        | TOTAL                            |
| DEGREE OF ACCESS CONTROL   | LESS<br>THAN<br>400 | <b>400-</b><br>999 | 1,000-<br>1,999   | 2,000-<br>2,999  | 3,000-<br>3,999   | 4,000-<br>4,999   | 5,000-<br>9,999         | 10,000-<br>14,999 | 15,000-<br>19,999             | 20,000-<br>29,999 | 30,000-<br>39,999 | 40,000<br>AND<br>OVER | UN-<br>CLASSI-<br>FIED | NUNICIPAL<br>SURFACED<br>MILEAGE |
| Undivided:                 |                     |                    |                   |                  |                   |                   |                         |                   |                               |                   |                   |                       |                        | ۰                                |
| Under 20 feet              | 420                 | 803                | 1,070             | 714              | 351               | 223               | 329                     | 58                | 13                            | 1 1               | - 1               | 1 1                   | 22                     | 4,005                            |
| 20-21                      | 302                 | 891                | 1,513             | 1,131            | 828               | 529               | 329<br>945<br>689       | 212               | 13<br>56<br>45                | 15<br>6           | -                 | -                     | 66                     | 6,488<br>3,648                   |
| 22-23<br>24-26             | 99                  | 436                | 721               | 608              | 477               | 341               | 689                     | 189               | 45                            | 6                 | - 1               | 2                     | 35<br>44               | 3,648                            |
| 24-26                      | 207                 | 685                | 1,252             | 1,116<br>440     | 959<br>447        | 804               | 1,628                   | 390               | 115                           | 46                | 3                 | -                     | հե                     | 7,249                            |
| 27-35                      | 51                  | 201                | 419               | <b>440</b>       | 447               | 493               | 1,390                   | 578               | 193<br>576                    | 69                | 8                 | 3                     | 22                     | 4,314                            |
| 36-43                      | 55                  | 172                | 394               | 440              | 440               | 537               | 1,707                   | 1,115             | 576                           | 322<br>142        | 57                | l 11                  | 50                     | 5,876                            |
| 44-47                      | 14                  | 60                 | 127               | 163              | 192               | 148               | 492                     | 334               | 203                           | 142               | 18                | 6                     | 32                     | 1,931                            |
| 48 and over                | 52                  | 183                | 198               | 321              | 301               | 309               | 1,270                   | 925               | 745                           | 675               | 182               | 90                    | 124                    | 5,375                            |
| Total Undivided 4/         | 1,200               | 3,431              | 5,694             | 4,933            | 3,995             | 3,384             | 8,450                   | 3,801             | 1,946                         | 1,276             | 268               | 113                   | 395                    | 38,886                           |
| Divided:                   |                     |                    |                   |                  |                   |                   |                         |                   |                               |                   |                   |                       |                        |                                  |
| No access control:         |                     |                    |                   |                  | 1                 |                   |                         | 1                 |                               |                   |                   | 1                     | 1                      |                                  |
| Less than 44               | **                  | **                 | 14                | 6                | 15                | 12                | 43                      | 71                | 35                            | 48                | 15                | 7                     | 1 -                    | 266                              |
| 44-47                      | **                  | **                 | 15                | 13               | 20                | 29                | 134                     | 118               | 89                            | 85                | 28                | 8                     | -                      | 539                              |
| 48 and over                | **                  | **                 | 123               | 105              | 159               | 144               | 759                     | 538               | 380                           | 489               | 214<br>257        | 207                   | -                      | 3,118                            |
| Subtotal                   | **                  | **                 | <u>123</u><br>152 | 124              | <u> </u>          | 29<br>144<br>185  | <u> </u>                | <u> </u>          | 35<br>89<br><u>380</u><br>504 | 622               | 257               | 222                   | -                      | <u>3,118</u><br>3,923            |
| Partial access control: 2/ |                     |                    |                   |                  |                   |                   |                         |                   |                               |                   |                   |                       |                        |                                  |
| Less than 44               | **                  | **                 | 1                 | -                | 4                 | 1                 | 6                       | 2                 | 3                             | 2                 | 3                 | -                     | -                      | 22                               |
| 44-47                      | **                  | **                 | 2                 | 2                | 3                 | 2                 | 33                      | 29                | 19                            | 18                | 2                 | -                     | -                      | 110                              |
| 48 and over                | **                  | **                 | 34                | <u>50</u>        | 3<br>- 58<br>- 65 | 42                | 33<br><u>368</u><br>407 | <u>198</u><br>229 | <u>119</u><br>141             | <u>124</u><br>144 | 20                | -6                    | -                      | <u>1,019</u><br>1,151            |
| Subtotal                   | **                  | **                 | 37                | 52               | - 65              | 45                | 407                     | 229               | 141                           | 144               | 25                | 6                     | -                      | 1,151                            |
| Full access control: 2/    |                     |                    |                   |                  |                   |                   |                         |                   |                               |                   |                   |                       |                        |                                  |
| Less than 44               | **                  | **                 | 2                 | 2                | 2                 | -                 | 2                       | 1 1               | -                             | 2                 | -                 | 1 1                   | 1                      | 13                               |
| 44-47                      | **                  | **                 | -                 | -                | 1 1               | -                 | 26                      | 1 1               | 5                             | 7                 | 3                 | -                     | -                      | 23                               |
| 48 and over                | **                  | **                 | $\frac{89}{-91}$  | $-\frac{72}{74}$ | -112              | $\frac{124}{124}$ | <u> </u>                | <u> </u>          | 226                           | <u></u>           | <u>192</u><br>195 | <u>583</u><br>584     |                        | 2,721                            |
| Subtotal                   | **                  | **                 | 91                | 74               | -115              | 124               | 572                     | 369               | 231                           | 396               | 195               | 584                   | 6                      | 2,721<br>2,757                   |
| Total Divided              | **                  | **                 | 280               | 250              | 374               | 354               | 1,915                   | 1,325             | 876                           | 1,162             | 477               | 812                   | 6                      | 7,831                            |
| Total Surfaced Mileage     | 1,200               | 3,431              | 5,974             | 5,183            | 4,369             | 3,738             | 10,365                  | 5,126             | 2,822                         | 2,438             | 745               | 925                   | 3/ 401                 | 46,717                           |

Includes 247 miles with partial control of access and 206 miles with full control of access. See footnotes 3, 4, 5 and 6 on table SM-11. Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway

뉤 connections. Full control -- Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.

3/ States not reporting average daily traffic volume data are listed in table SM-15.

Includes 8 miles with partial control of access. See footnote 7 on table SM-11.

TABLE SM-110

SHEET 2 OF 2 DECEMBER 1964

#### RURAL COUNTY, TOWN, AND TOWNSHIP ROADS, AND ROADS UNDER FEDERAL JURISDICTION SUCH AS THOSE IN PARKS, FOREST, AND RESERVATIONS-1963

#### Compiled for end of calendar year ute of State suthautties

#### MILEAGE CLASSIFIED BY TYPE OF SURFACE

|   |                                     |                                      | UNIDER                             | LOCAL CONTR                  | NOL 1/                     |                                      |                                       |                             |                           | UNDER                 | FEDERAL CONT        | ROL               |                              |  | TOTAL                                       |   |
|---|-------------------------------------|--------------------------------------|------------------------------------|------------------------------|----------------------------|--------------------------------------|---------------------------------------|-----------------------------|---------------------------|-----------------------|---------------------|-------------------|------------------------------|--|---|---|
|   | BOB-                                |                                      | SURF                               | ACED MILEAGE                 | 3/                         |                                      | TOTAL                                 | JHCHI-                      |                           | SURF                  | ACED MILBAGE        | ¥                 |                              | TOTAL                                  | LOCAL                                       |   |
| State   | SURPACED<br>MILEAGE<br>2/           | D<br>B                               | 7<br>G-1<br>H-1                    | G-2<br>E-2<br>I              | Ł                          | total<br>Surfaced<br>Milzage         | LOCAL<br>RURAL<br>MILEAGE             | BURGFACTED<br>MILEAGE<br>2/ | D                         | 7<br>G-1<br>H-1       | 0-2<br>H-2<br>I     | J                 | total<br>Surfaced<br>Mileage | NILEAGE<br>UNDER<br>FEDERAL<br>CONTROL | AND<br>FEDERAL<br>MILEAGE                   | STATE   |
| labama<br>laska<br>rizona<br>rkansas                  | 8,308<br>1,556<br>9,979<br>27,793   | 22,102<br>64<br>3,465<br>30,480      | 17,015<br>1<br>2,066<br>1,478      | 739<br>-<br>722<br>323       | 115<br>-<br>111<br>54      | 39,971<br>65<br>6,364<br>32,335      | 48,279<br>1,621<br>16,343<br>60,128   | -<br>13<br>10,095<br>649    | -<br>87<br>1,087<br>1,298 | -<br>-<br>596<br>43   | -<br>326<br>21      |                   | -<br>87<br>2,009<br>1,365    | 100<br>12,104<br>2,014                 | 48,279<br>1,721<br>28,447<br>62,142         | Alabama<br>Alaska<br>Arizona<br>Arkansas                |
| alifornia<br>olorado<br>onnecticut<br>elaware         | 18,331<br>33,860<br>85<br>-         | 19,051<br>26,984<br>519              | 31,519<br>127<br>2,715<br>-        | 9,034<br>4,005<br>321        | 650<br>53<br>-             | 60,254<br>31,169<br>3,555<br>-       | 78,585<br>65,029<br>3,640<br>-        | 22,900<br>278<br>-<br>-     | 520<br>39<br>-            | 529<br>-<br>-<br>-    | 582<br>1<br>-<br>-  | 21<br>-<br>-<br>- | 1,658<br>40<br>-             | 24,558<br>318<br>-                     | 103,143<br>65,347<br>3,640                  | California<br>Colorado<br>Connecticut<br>Delaware       |
| lorida<br>eorgia<br>avaii<br>daho                     | 21,944<br>34,414<br>112<br>7,532    | 7,382<br>18,579<br>275<br>13,949     | 9,517<br>13,584<br>95<br>5,233     | 2,644<br>1,263<br>788<br>321 | 219<br>73<br>2<br>4        | 19,762<br>33,499<br>1,160<br>19,507  | 41,706<br>67,913<br>1,272<br>27,039   | 21<br>1<br>7,364            | -<br>2<br>471             | -<br>-<br>12<br>&     | -<br>5<br>54<br>-   | -<br>-<br>-       | -<br>66<br>533               | -<br>28<br>67<br>7,897                 | 41,706<br>67,941<br>1,339<br>34,936         | Florida<br>Georgia<br>Hawaii<br>Idaho                   |
| llinois<br>máisna<br>coma<br>lansas                   | 7,793<br>7,163<br>9,032<br>44,835   | 67,271<br>45,778<br>74,285<br>60,823 | 14,004<br>18,902<br>1,222<br>7,747 | 117<br>5,933<br>5,065<br>316 | 248<br>748<br>1,010<br>213 | 81,640<br>71,361<br>81,582<br>69,099 | 89,433<br>78,524<br>90,614<br>113,934 | -                           | -                         | -<br>-<br>8           | -                   | -                 |                              | -<br>-<br>-<br>8                       | 89,433<br>78,524<br>90,614<br>113,942       | Illinois<br>Indiana<br>Iowa<br>Kansas                   |
| ientucky<br>ouisiana<br>jaine<br>jaryland             | 15,506<br>6,136<br>2,240<br>44      | 23,412<br>17,839<br>3,887<br>3,577   | 5,040<br>2<br>1,660<br>4,977       | 214<br>2,167<br>28<br>5,642  | 62<br>78<br>3<br>171       | 28,728<br>20,086<br>5,578<br>14,367  | 44,234<br>26,222<br>7,818<br>14,411   | 47<br>26<br>-               | 198<br>-<br>-<br>-        | 7<br>-12<br>-         | 9<br>-<br>53<br>-   | 3<br>-<br>-<br>-  | 217<br><br>                  | 264<br>141                             | 44,498<br>26,222<br>7,959<br>14,4 <u>11</u> | Kentucky<br>Louisiana<br>Maine<br>Maryland              |
| inssachusetts<br>lichigan<br>linnesota<br>lississippi | 1,449<br>19,134<br>12,810<br>3,787  | 7,400<br>42,931<br>72,031<br>37,223  | 4,085<br>22,486<br>7,387<br>8,048  | 1,699<br>1,076<br>4,834<br>5 | 19<br>1,127<br>105<br>120  | 13,203<br>67,620<br>84,357<br>45,396 | 14,652<br>86,754<br>97,167<br>49,183  | -<br>541<br>1               | -<br>-<br>857<br>14       |                       | -<br>-<br>18<br>167 |                   | -<br>875<br>191              | -<br>1,416<br>192                      | 14,652<br>86,754<br>98,583<br>49,375        | Massachusett<br>Michigan<br>Minnesota<br>Mississippi    |
| lissouri<br>jontana<br>Jebraska<br>Jevada             | 9,629<br>34,973<br>36,497<br>31,130 | 56,363<br>17,706<br>49,050<br>6,602  | 2,673<br>117<br>1,522<br>304       | 248<br>562<br>88<br>85       | 538<br>11<br>166<br>1      | 59,822<br>18,396<br>50,826<br>6,992  | 69,451<br>53,369<br>87,323<br>38,122  | -<br>5,015<br>195<br>-      | 598<br>2,262<br>84<br>12  | -<br>52<br>6<br>1     | - 223<br>-          | :                 | 598<br>2,537<br>91<br>13     | 598<br>7,552<br>286<br>13              | 70,049<br>60,921<br>87,609<br>38,135        | Nissouri<br>Nontana<br>Nebraska<br>Nevada               |
| lew Haupshire<br>lew Jersey<br>lew Mexico<br>lew York | 2,740<br>2,200<br>41,476<br>9,100   | 2,896<br>4,528<br>3,332<br>16,151    | 3,129<br>8,600<br>227<br>23,617    | 8<br>3,200<br>116<br>19,952  | 19<br>799<br>1,307         | 6,052<br>17,127<br>3,675<br>61,027   | 8,792<br>19,327<br>45,151<br>70,127   | 9<br>4,005                  | 68<br>1,012               | 14<br>66              | -<br>-<br>10<br>10  | -                 | 82<br>1,088<br>10            | 91<br>-<br>5,093<br>10                 | 8,883<br>19,327<br>50,244<br>70,137         | New Hampshir<br>New Jersey<br>New Mexico<br>New York    |
| iorth Carolina<br>Iorth Dakota<br>Mio<br>Klahoma      | 42,297<br>1,717<br>34,047           | 51,777<br>27,773<br>42,209           | 468<br>17,856<br>5,642             | -<br>358<br>20,445<br>240    | 21<br>409<br>471           | 92,624<br>66,483<br>48,562           | 94,921<br>68,200<br>82,609            | 705<br>11<br>-              | 5599<br>507<br>-          | 125<br>25<br>-        | 7                   | -                 | 684<br>539<br>-              | 1,389<br>550<br>-                      | 1,389<br>95,471<br>68,200<br>82,609         | North Carolin<br>North Dakota<br>Ohio<br>Oklahoma       |
| regon<br>ennsylvania<br>hode Island<br>couth Carolina | 10,135<br>16,031<br>85<br>19,541    | 15,363<br>16,969<br>295<br>804       | 4,808<br>                          | 3,737<br>12,452<br>16<br>24  | 91<br>435<br>-<br>-        | 23,999<br>29,856<br>518<br>5,083     | 34,134<br>45,887<br>603<br>24,624     | 18,672<br>230<br>-<br>-     | 11,298<br>4<br>-          | 90<br>30<br>-         | 256<br>44<br>-<br>- | :                 | 11,644<br>78<br>-            | 30,316<br>308<br>-<br>-                | 64,450<br>46,195<br>603<br>24,624           | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolin |
| iouth Dakota<br>Wannessee<br>Wanne<br>Nah             | 34,728<br>1,802<br>70,243<br>9,359  | 39,287<br>37,335<br>55,383<br>7,891  | 2,391<br>17,014<br>13,296<br>1,808 | 621<br>1,841<br>382<br>293   | 51<br>83<br>301<br>10      | 42,350<br>56,273<br>69,362<br>10,002 | 77,078<br>58,075<br>139,605<br>19,361 | 984<br>12<br>6,085          | 582<br>497<br>640         | 48<br>258<br>891      | 9<br>64<br>197      | 15<br>18          | 639<br>834<br>1,746          | 1,623<br>846<br>7,831                  | 78,701<br>58,921<br>139,605<br>27,192       | South Dakota<br>Tennessee<br>Texas<br>Utah              |
| ermont<br>Trginia<br>ashington<br>test Virginia       | 1,986<br>5,327                      | 6,974<br>6<br>17,163                 | 1,743<br>646<br>13,745<br>-        | 34<br>57<br>2,383<br>-       | 2<br>-<br>563              | 8,753<br>709<br>33,854               | 10,739<br>709<br>39,181<br>-          | 5<br>301<br>5,190<br>776    | 14<br>357<br>4,321<br>126 | 5<br>100<br>1426<br>- | 323<br>1            |                   | 19<br>780<br>4,747<br>127    | 24<br>1,081<br>9,937<br>903            | 10,763<br>1,790<br>49,118<br>903            | Vermont<br>Virginia<br>Washington<br>West Virgini       |
| lisconsin<br>Tyoming                                  | 6,506<br>51,736                     | 36,308<br>5,294                      | 25,791<br>853                      | 7,449<br>369                 | 313<br>-                   | 69,861<br>6,516                      | 76,367<br>58,252                      | 50<br>3,128                 | 17<br>575                 |                       | -<br>50             | -                 | 17<br>669                    | 67<br>3,797                            | 76,434<br>62,049                            | Wisconsin<br>Wyoming                                    |
| Total   | 767,128                             | 1,116,766                            | 329,622                            | 122,216                      | 10,776                     | 1,579,380                            | 2,346,508                             | 87,309                      | 28,156                    | 3,455                 | 2,430               | 72                | 34,113                       | 121,422                                | 2,467,930                                   | Total   |

Does not include county roads under State control as follows: all counties in Delaware, North

Does not include county roads under State control as follows: all counties in Delaware, Borth Carolina, and West Virginia; and counties in Alabama; all but 2 counties in Virginia; and some county milasge in Newada. See table SM-3 for details of this milasge.
 2/ Includes primitive, unimproved, and graded and drained roads.
 3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, grawel or stome; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and Base [ess than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches

or more and/or a high load-bearing capacity with or without portland comment concrete base; I, bituminous concrete and sheet asphalt with or without portland comment concrete base; and J, portland comment concrete with or without bituminous wearing surface less than one inch in compacted thickness. Begregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1. The mileages for some States may differ substantially from those reported in former years, because

of reinventory, transfer between systems, or reclassification from rural to municipal.

TABLE ON

DECTO

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1963 CLASSIFIED BY SYSTEM

116

Highway Statistics, 1963

# TOTAL ROAD AND STREET MILAGE IN THE UNITED STATES-1963

#### CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State and local authorities

|  |   | THE SURFACED                                 |   |  | SURFAC                                       | ED MILEAGE                                | : 2/                                  |  | TOTAL  |
|--|---|--|---|--|--|---|---------------------------------------|--|--|
| System   | A<br>B  | c  | TOTAL                                   | D<br>E   | Р<br>G-1<br>H-1                              | І<br>8-5<br>6-5                           | J                                     | TOTAL<br>SURFACED<br>MILEAGE                       | EXISTING<br>MILEAGE                                |
| Rural Mileage:<br>Under State control:<br>State primary systems<br>Secondary roads under State control:<br>State secondary systems 3/<br>County roads under State control 4/ | 684<br>3,149<br>12,501                        | 3, <i>5</i> 79<br>1,044<br>8,845             | 4,263<br>4,193<br>21,346                | 18,385<br>18,590<br>53,862                       | 131,783<br>53,892<br>46,908<br>232,583       | 208,439<br>32,007<br>13,445               | 46,470<br>2,020<br>484                | 405,077<br>106,509<br><u>114,699</u><br>626,285    | 409,340<br>110,702<br>136,045                      |
| Subtotal<br>State park, forests, and reservations, etc. 5/<br>Total  | 12,501<br>16,334<br>2,203<br>18,537           | 13,468<br>6,416<br>19,884                    | 29,802<br>8,619<br>38,421               | 90,837<br>                                       | 232,583<br><u>1,146</u><br>233,729           | 253,891<br>2,478<br>256,369               | 48,974<br>2,081<br>51,055             | 626,285<br>12,869<br>639,154                       | <u>- 656,087</u><br><u>- 21,488</u><br>- 677,575   |
| Under local control:<br>County roads<br>Town and township roads<br>Other local roads<br>Total  | 266,227<br>78,879<br><u>51,654</u><br>396,760 | 297,179<br>64,153<br><u>9,036</u><br>370,368 | 563,406<br>143,032<br>60,690<br>767,128 | 819,961<br>286,584<br><u>10,221</u><br>1,116,766 | 261,801<br>64,445<br><u>3,376</u><br>329,622 | 82,795<br>39,161<br><u>260</u><br>122,216 | 8,718<br>2,022<br><u>36</u><br>10,776 | 1,173,275<br>392,212<br><u>13,893</u><br>1,579,380 | 1,736,681<br>535,244<br><u>74,583</u><br>2,346,508 |
| Under Federal control:<br>National parks, forests, reservations, etc. 5/   | 42,218  | 45,091                                       | 87,309                                  | 28,156   | 3,455  | 2,430                                     | 72                                    | 34,113   | 121,422  |
| Total Rural Mileage  | 457,515                                       | 435,343                                      | 892,858                                 | 1,242,923  | 566,806                                      | 381,015                                   | 61,903                                | 2,252,647  | 3,145,505  |
| Municipal Mileage:<br>Under State control:<br>Extensions of State primary systems<br>Extensions of secondary roads under State control 3/ 4/<br>Total                        | 7<br>   | 33<br>                                       | 40<br><u></u>                           | 172<br><u>385</u><br>557                         | 5,596<br><u>5,914</u><br>11,510              | 29,574<br>4,929<br>34,503                 | 11,375<br>940<br>12,315               | 46,717<br>12,168<br>58,885                         | 46,757<br><u>12,431</u><br>59,188                  |
| Under local control:<br>Local city streets   | 6,680   | 27,583                                       | 34,263                                  | 82,400   | 137,319                                      | 122,202                                   | 39,580                                | 381,501  | 415,764  |
| Total Municipal Mileage  | 6,887   | 27,679                                       | 34,566                                  | 82,957   | 148,829                                      | 1 <b>5</b> 6,705                          | 51,895                                | 440,386  | 474,952  |
| TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES   | 464,402                                       | 463,022                                      | 927,424                                 | 1,325,880  | 715,635                                      | 537,720                                   | 113,798                               | 2,693,033  | 3,620,457  |

Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

1/ Nonsurfaced includes A and B, primitive and unimproved, and C, graded and uralned roads.
2/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1,
3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-l, and H-l.

Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

3/ Includes mileage designated as farm-to-market in Louisiana and as State-alu in malue. 4/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

5/ State and national park, forest, reservation, toll, and other roads that are not a part of the State system.

Highway Mileage

TABLE M-2

DECEMBER 1964

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1963

#### CLASSIFIED BY TYPE OF SURFACE1

#### Compiled for end of calendar year from reports of State and local authorities

|                                      | T                                  |                                    |                                   | RURAL MILEA                        | GE                |                                     |   |                                   |                              | MU                            | NICIPAL MI                   | EAGE                    |                                  |                                  |                                    | 1                                   | moment                              |  |
|--------------------------------------|------------------------------------|------------------------------------|-----------------------------------|------------------------------------|-------------------|-------------------------------------|---|-----------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------|----------------------------------|----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|--|
|                                      | -                                  | · · · · ·                          | SUR                               | PACED MILIBAG                      | ·                 |                                     | TOTAL                                   |                                   | I                            | SURF                          | ACED MILEA                   | BE <u>3</u> /           |                                  |                                  | TOTAL<br>NON-                      | TOTAL                               | TOTAL<br>EXISTING<br>MILEAGE        |  |
| STATE                                | NON-<br>SURFACED<br>MILEAGE<br>2/  | D<br>E                             | F<br>G-1<br>H-1                   | G-2<br>H-2<br>I                    | J                 | TOTAL<br>SURFACED<br>MILEAGE        | RURAL                                   | NON-<br>Surfaced<br>Mileage<br>2/ | DE                           | F<br>G-1<br>H-1               | G-2<br>H-2<br>I              | J                       | TOTAL<br>SURFACED<br>MILEAGE     | TOTAL<br>MUNICIPAL<br>MILEAGE    | SURFACED<br>MILEAGE                | SURFACED<br>MILEAGE                 | IN THE<br>UNITED<br>STATES          | STATE                                    |
| Labama<br>Laska<br>rizona<br>rkansas | 9,820<br>3,399<br>20,221<br>28,501 | 27,375<br>1,171<br>4,744<br>34,166 | 22,185<br>1,270<br>4,387<br>5,079 | 6,432<br>62<br>3,927<br>5,252      | 339<br>131<br>479 | 56,331<br>2,503<br>13,189<br>44,976 | 66,151<br>5,902<br>33,410<br>73,477     | -<br>6<br>845<br>559              | 2,863<br>280<br>811<br>1,922 | 821<br>26<br>3,156<br>2,337   | 6,343<br>12<br>584<br>1,428  | 387<br>4<br>114<br>645  | 10,414<br>322<br>4,665<br>6,332  | 10,414<br>328<br>5,510<br>6,891  | 9,820<br>3,405<br>21,066<br>29,060 | 66,745<br>2,825<br>17,854<br>51,308 | 76,565<br>6,230<br>38,920<br>80,368 | Alabama<br>Alaska<br>Arizona<br>Arkansas |
| lifornia                             | 42,617                             | 21,473                             | 34,504                            | 17,630                             | 1,757             | 75,364                              | 117,981                                 | 1,605                             | 3,750                        | 16,450                        | 10,926                       | 3,807                   | 34,933                           | 36,538                           | 44,222                             | 110,297                             | 154,519                             | California                               |
| lorado                               | 34,188                             | 27,574                             | 156                               | 11,049                             | 389               | 39,168                              | 73,356                                  | 439                               | 1,198                        | 23                            | 4,016                        | 85                      | 5,322                            | 5,761                            | 34,627                             | 44,490                              | 79,117                              | Colorado                                 |
| nnecticut                            | 96                                 | 690                                | 3,002                             | 1,171                              | 177               | 5,040                               | 5,136                                   | 72                                | 532                          | 7,257                         | 3,539                        | 738                     | 12,066                           | 12,138                           | 168                                | 17,106                              | 17,274                              | Connecticut                              |
| laware                               | 226                                | 414                                | 1,974                             | 526                                | 296               | 3,210                               | 3,436                                   | 10                                | 102                          | 373                           | 681                          | 141                     | 1,297                            | 1,307                            | 236                                | 4,507                               | 4,743                               | Delavare                                 |
| lorida<br>eorgia<br>avaii<br>iaho    | 21,997<br>34,782<br>187<br>15,055  | 7,418<br>18,833<br>310<br>14,666   | 16,568<br>17,262<br>254<br>6,810  | 10,111<br>11,165<br>1,634<br>3,037 | 436<br>668<br>26  | 34,533<br>47,928<br>2,200<br>24,539 | 56, 530<br>82, 710<br>2, 387<br>39, 594 | 2,670<br>3,516<br>73              | 1,748<br>2,248<br>4<br>850   | 5,559<br>4,007<br>55<br>1,416 | 2,499<br>3,164<br>722<br>243 | 5,177<br>615<br>16<br>7 | 14,983<br>10,034<br>797<br>2,516 | 17,653<br>13,550<br>797<br>2,589 | 24,667<br>38,298<br>187<br>15,128  | 49,516<br>57,962<br>2,997<br>27,055 | 74,183<br>96,260<br>3,184<br>42,183 | Florida<br>Georgia<br>Havaii<br>Idaho    |
| llinois                              | 7,808                              | 67,301                             | 14,495                            | 6,335                              | 6,400             | 94,531                              | 102,339                                 | 1,900                             | 8,001                        | 2,313                         | 11,335                       | 1,170                   | 22,819                           | 24,719                           | 9,708                              | 117,350                             | 127,058                             | Illinois                                 |
| ndiana                               | 7,163                              | 45,788                             | 19,381                            | 14,085                             | 2,163             | 81,417                              | 88,580                                  | 339                               | 2,001                        | 5,920                         | 1,691                        | 7,446                   | 17,058                           | 17,397                           | 7,502                              | 98,475                              | 105,977                             | Indiana                                  |
| DWR                                  | 9,032                              | 74,668                             | 1,875                             | 8,824                              | 5,186             | 90,553                              | 99,585                                  | 1,021                             | 4,128                        | 2,892                         | 398                          | 4,005                   | 11,423                           | 12,444                           | 10,053                             | 101,976                             | 112,029                             | Iowa                                     |
| ansas                                | 44,835                             | 60,855                             | 13,263                            | 3,634                              | 1,283             | 79,035                              | 123,870                                 | 312                               | 2,800                        | 2,341                         | 1,632                        | 1,868                   | 8,641                            | 8,953                            | 45,147                             | 87,676                              | 132,823                             | Kansas                                   |
| entucky                              | 15,582                             | 26,522                             | 11,778                            | 10,179                             | 753               | 49,232                              | 64,814                                  | 175                               | 871                          | 1,463                         | 1,482                        | 743                     | 4,559                            | 4,734                            | 15,757                             | 53,791                              | 69,548                              | Kentucky                                 |
| ouisiana                             | 6,136                              | 19,698                             | 2                                 | 13,225                             | 1,209             | 34,134                              | 40,270                                  | 322                               | 2,090                        | 100                           | 4,961                        | 1,443                   | 8,594                            | 8,916                            | 6,458                              | 42,728                              | 49,186                              | Louisiana                                |
| aine                                 | 2,329                              | 4,903                              | 9,381                             | 2,188                              | 47.               | 16,519                              | 18,848                                  | 20                                | 134                          | 1,452                         | 470                          | 28                      | 2,084                            | 2,104                            | 2,349                              | 18,603                              | 20,952                              | Maine                                    |
| aryland                              | 44                                 | 3,587                              | 5,375                             | 8,781                              | 1,281             | 19,024                              | 19,068                                  | 13                                | 182                          | 527                           | 2,130                        | 879                     | 3,718                            | 3,731                            | 57                                 | 22,742                              | 22,799                              | Maryland                                 |
| assachusetts                         | 1,449                              | 7,400                              | <b>4,291</b>                      | 3,581                              | 65                | 15,337                              | 16,786                                  | 213                               | 2,903                        | 1,412                         | 5,236                        | 253                     | 9,804                            | 10,017                           | 1,662                              | 25,141                              | 26,803                              | Massachuset                              |
| ichigan                              | 19,134                             | 42,931                             | 25,235                            | 4,040                              | 3,455             | 75,661                              | 94,795                                  | 693                               | 2,452                        | 6,370                         | 4,409                        | 3,732                   | 16,963                           | 17,656                           | 19,827                             | 92,624                              | 112,451                             | Michigan                                 |
| innesota                             | 14,070                             | 73,460                             | 8,765                             | 10,863                             | 2,728             | 95,816                              | 109,886                                 | 527                               | 4,111                        | 7,340                         | 1,783                        | 1,078                   | 14,312                           | 14,839                           | 14,597                             | 110,128                             | 124,725                             | Minnesota                                |
| ississippi                           | 3,804                              | 38,856                             | 12,779                            | 1,750                              | 2,013             | 55,398                              | 59,202                                  | 114                               | 1,438                        | 3,075                         | 486                          | 628                     | 5,627                            | 5,741                            | 3,918                              | 61,025                              | 64,943                              | Mississippi                              |
| issouri                              | 9,629                              | 64,671                             | 19,853                            | 2,214                              | 3,424             | 90,162                              | 99,791                                  | 3,618                             | 159                          | 3,862                         | 5,606                        | 796                     | 10,423                           | 14,041                           | 13,247                             | 100,585                             | 113,832                             | Missouri                                 |
| ontana                               | 40,790                             | 22,620                             | 2,401                             | 6,370                              | 38                | 31,429                              | 72,219                                  | 187                               | 479                          | 356                           | 793                          | 32                      | 1,660                            | 1,847                            | 40,977                             | 33,089                              | 74,066                              | Montana                                  |
| ebraska                              | 36,852                             | 50,877                             | 6,817                             | 887                                | 1,381             | 59,962                              | 96,814                                  | 510                               | 2,230                        | 522                           | 1,141                        | 1,444                   | 5,337                            | 5,847                            | 37,362                             | 65,299                              | 102,661                             | Nebraska                                 |
| evada                                | 31,629                             | 7,838                              | 1,088                             | 3,820                              | 1                 | 12,747                              | 44,376                                  | 92                                | 123                          | 876                           | 130                          | 2                       | 1,131                            | 1,223                            | 31,721                             | 13,878                              | 45,599                              | Nevada                                   |
| ew Hampshire                         | 2,752                              | 3,032                              | 6,396                             | 414                                | 157               | 9,999                               | 12,751                                  | 15                                | 95                           | 1,116                         | 252                          | 48                      | 1,511                            | 1,526                            | 2,767                              | 11,510                              | 14,277                              | New Hampsh:                              |
| ew Jersey                            | 2,277                              | 4,726                              | 8,738                             | 3,892                              | 1,412             | 18,768                              | 21,045                                  | 423                               | 1,500                        | 4,300                         | 4,482                        | 624                     | 10,906                           | 11,329                           | 2,700                              | 29,674                              | 32,374                              | New Jersey                               |
| ew Mexico                            | 47,178                             | 6,158                              | 3,011                             | 5,183                              | 100               | 14,452                              | 61,630                                  | 636                               | 806                          | 490                           | 1,344                        | 62                      | 2,702                            | 3,338                            | 47,814                             | 17,154                              | 64,968                              | New Mexico                               |
| ew York                              | 9,143                              | 16,429                             | 27,037                            | 26,259                             | 5,015             | 74,740                              | 83,883                                  | 1,056                             | 1,580                        | 6,716                         | 7,702                        | 333                     | 16,331                           | 17,387                           | 10,199                             | 91,071                              | 101,270                             | New York                                 |
| orth Carolina                        | 9,435                              | 21,403                             | 23,329                            | 15,234                             | 1,274             | 61,240                              | 70,675                                  | 1,070                             | 1,606                        | 1,030                         | 7,996                        | 290                     | 10,922                           | 11,992                           | 10,505                             | 72,162                              | 82,667                              | North Carol                              |
| orth Dakota                          | 42,309                             | 53,085                             | 1,803                             | 4,009                              | 382               | 59,279                              | 101,588                                 | 298                               | 1,440                        | 366                           | 683                          | 185                     | 2,674                            | 2,972                            | 42,607                             | 61,953                              | 104,560                             | North Dakot                              |
| nio                                  | 1,717                              | 27,778                             | 19,014                            | 33,754                             | 1,863             | 82,409                              | 84,126                                  | 96                                | 1,868                        | 6,038                         | 9,534                        | 4,087                   | 21,527                           | 21,623                           | 1,813                              | 103,936                             | 105,749                             | Ohio                                     |
| Klahoma                              | 34,127                             | 43,080                             | 10,039                            | 3,988                              | 2,547             | 59,654                              | 93,781                                  | 1,497                             | 3,633                        | 4,857                         | 620                          | 515                     | 9,625                            | 11,122                           | 35,624                             | 69,279                              | 104,903                             | Oklahoma                                 |
| regon                                | 29,691                             | 27,273                             | 5,968                             | 9,664                              | 318               | 43,223                              | 72,914                                  | 506                               | 1,417                        | 163                           | 3,581                        | 97                      | 5,258                            | 5,764                            | 30,197                             | 48,481                              | 78,678                              | Oregon                                   |
| mnsylvania                           | 20,121                             | 21,215                             | 7,723                             | 35,494                             | 4,128             | 68,560                              | 88,681                                  | 1,691                             | 2,023                        | 550                           | 14,229                       | 3,054                   | 19,856                           | 21,547                           | 21,812                             | 88,416                              | 110,228                             | Pennsylvani                              |
| mode Island                          | 101                                | 313                                | 410                               | 390                                | 128               | 1,241                               | 1,342                                   | 215                               | 293                          | 1,550                         | 1,020                        | 72                      | 2,935                            | 3,150                            | 316                                | 4,176                               | 4,492                               | Rhođe Islan                              |
| outh Carolina                        | 22,269                             | 982                                | 25,730                            | 2,145                              | 828               | 29,685                              | 51,954                                  | 840                               | 13                           | 3,679                         | 814                          | 150                     | 4,656                            | 5,496                            | 23,109                             | 34,341                              | 57,450                              | South Carol                              |
| outh Dakota                          | 35,967                             | 41,156                             | 3,926                             | 4,848                              | 607               | 50,537                              | 86,504                                  | 213                               | 1,370                        | 819                           | 118                          | 253                     | 2,560                            | 2,773                            | 36,180                             | 53,097                              | 89,277                              | South Dako                               |
| mnessee                              | 1,866                              | 38,096                             | 19,141                            | 7,596                              | 375               | 65,208                              | 67,074                                  | 187                               | 1,277                        | 4,674                         | 1,977                        | 382                     | 8,310                            | 8,497                            | 2,053                              | 73,518                              | 75,571                              | Tennessee                                |
| xas                                  | 70,285                             | 55,417                             | 54,121                            | 14,197                             | 1,737             | 125,472                             | 195,757                                 | <b>4,57</b> 4                     | 7,907                        | 18,941                        | 8,498                        | 787                     | 36,133                           | 40,707                           | 74,859                             | 161,605                             | 236,464                             | Texas                                    |
| ah                                   | 15,598                             | 9,218                              | 3,097                             | 4,250                              | 55                | 16,620                              | 32,218                                  | 83                                | 1,003                        | 2,085                         | 807                          | 64                      | 3,959                            | 4,042                            | 15,681                             | 20,579                              | 36,260                              | Utah                                     |
| ermont                               | 1,993                              | 7,092                              | 2,464                             | 1,306                              | 16                | 10,878                              | 12,871                                  | 4                                 | 130                          | 529                           | 214                          | 31                      | 904                              | 908                              | 1,997                              | 11,782                              | 13,779                              | Vermont                                  |
| Irginia                              | 1,031                              | 19,414                             | 23,893                            | 5,577                              | 371               | 49,255                              | 50,286                                  | 7                                 | 58                           | 945                           | 5,960                        | 180                     | 7,143                            | 7,150                            | 1,038                              | 56,398                              | 57,436                              | Virginia                                 |
| Ishington                            | 11,039                             | 24,582                             | 17,984                            | 3,977                              | 1,217             | 47,760                              | 58,799                                  | 587                               | 1,730                        | 1,980                         | 3,487                        | 315                     | 7,512                            | 8,099                            | 11,626                             | 55,272                              | 66,898                              | Washington                               |
| Ist Virginia                         | 10,991                             | 9,240                              | 3,354                             | 7,782                              | 556               | 20,932                              | 31,923                                  | 311                               | 743                          | 426                           | 893                          | 665                     | 2,727                            | 3,038                            | 11,302                             | 23,659                              | 34,961                              | West Virgi:                              |
| sconsin<br>roming<br>st. of Col.     | 6,715<br>54,878                    | 36,473<br>5,952                    | 27,606<br>1,792                   | 13,503<br>4,781                    | 2,676<br>14<br>-  | 80,258<br>12,539                    | 86,973<br>67,417                        | 255<br>140<br>11                  | 1,806<br>249<br>-            | 4,491<br>545<br>238           | 3,725<br>180<br>749          | 2,170<br>7<br>241       | 12,192<br>981<br>1,228           | 12,447<br>1,121<br>1,239         | 6,970<br>55,018<br>11              | 92,450<br>13,520<br>1,228           | 99,420<br>68,538<br>1,239           | Wisconsin<br>Wyoming<br>Dist. of Co      |

1/ For more detail of surface types by systems, see the SM table series and table CM. 2/ Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads. 3/ Surface types indicated by symbols in these columns are as follows: D. Soil-surfaced; E. slag, grawnl, or stone; P. bituminous surface treated; G-1, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base

7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

#### Highway Mileage

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1963

# CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

| STATE OR LOCAL<br>ROAD SYSTEM                                   | FEDERAL-                               | eled way<br>aid primary<br>ay system<br>1/ | SECO     | ed way<br>Al-Aid<br>Mary<br>Eway<br>Strem | NOT ON<br>FEDERAL-AID<br>SYSTEMS | TOTAL.   |
|---|--|--|----------|---|----------------------------------|----------|
|   | RURAL                                  | URBAN                                      | RURAL    | URBAN                                     |                                  |          |
| State primary highway system:                                   |  | . •  |          |   |                                  |          |
| Rural   | 204,120                                | 4,082                                      | 170,465  | 1,064                                     | 29,609                           | 409,340  |
| Municipal 5,000 and over  | 954                                    | 17,664                                     | 178      | 4,386                                     | 3,478                            | 26,660   |
| Municipal under 5,000   | 11,337                                 | 491  | 6,975    | 105                                       | 1,189                            | 20,097   |
| Subtotal  | 216,411                                | 22,237                                     | 177,618  | 5,555                                     | 34,276                           | 456,097  |
| State secondary highway system:                                 |  |  |          |   |                                  |          |
| Rural   | 965                                    | 59   | · 69,248 | 399                                       | 40,031                           | 110,702  |
| Municipal 5,000 and over  | 102                                    | 302  | 395      | 1,294                                     | 2,979                            | 5,072    |
| Municipal under 5,000   | 70                                     | 2  | 1,652    | 15  | 2,548                            | 4,28     |
| Subtotal  | 1,137                                  | 363  | 71,295   | 1,708                                     | 45,558                           | 120,061  |
| County roads under State control:                               | ······································ |  |          |   |                                  |          |
| Rural   | 112                                    | 1  | 44,435   | 38  | 91,459                           | 136,04   |
| Municipal 5,000 and over  | -                                      | 40   | -        | 326                                       | 821                              | 1,187    |
| Municipal under 5,000   | 2                                      | -  | 623      | -   | 1,260                            | 1,885    |
| Subtotal  | 114                                    | 41   | 45,058   | 364                                       | 93,540                           | 139,117  |
| Total State highways  | 217,662                                | 22,641                                     | 293,971  | 7,627                                     | 173,374                          | 715,27   |
| County roads  | 694                                    | 85   | 292,861  | 3,679                                     | 1,439,362                        | 1,736,68 |
| Town, township and other  | 164                                    | 80   | 6,314    | 254                                       | 603,015                          | 609,82   |
| City streets 2/   | 25                                     | 1,280                                      | 6,118    | 5,960                                     | 402,381                          | 415,76   |
| Roads not overlapping State,<br>county, or other local systems: |  |  |          |   |                                  |          |
| State park, forest, and reservation roads                       | 122                                    | 273  | 21       | 9   | 18,046                           | 18,47    |
| National park, forest,<br>and reservation roads                 | 236                                    | 20   | 110      | -   | 121,056                          | 121,42   |
| Toll facilities   | 1,737                                  | 461  | 4        | -   | 815                              | 3,01     |
| TOTAL EXISTING MILEAGE 3/                                       | 220,640                                | 24,840                                     | 599,399  | 17,529                                    | 2,758,049                        | 3,620,45 |

Mileage of Interstate System included.
 Municipal extensions of county, town, and township roads included.
 Does not include mileage in Puerto Rico.

# TABLE M-21

# FEDERAL AID

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary and secondary systems.

In the use of Federal aid for highway construction, the States determine the systems to be improved, the projects to be built, and the design and construction standards to be used. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Bureau of Public Roads, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABC funds, are proportionally divided among the States by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 50–50 by the States, but the Federal share is proportionally increased for States in which public lands are in excess of 5 percent of their area.

The National System of Interstate and Defense Highways, now a dominant feature of the Federalaid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Congressional acts of 1956 and 1961 provided for completion of the system by 1972, on a 90-percent Federal, 10-percent State matching basis.

#### Federal-Aid Financing

Pursuant to Congressional authorization, apportionment to the States of \$3,611 million for the fiscal year 1965 was made during 1963. Of this amount, \$958 million was for the ABC program and \$2,653 million was for the Interstate System. Also during 1963, \$33 million of 1965 forest highway funds were apportioned.

Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although an apportionment of Federal-aid funds is for 1 year, a 2-year grace period in expending the funds is permitted to allow the States time for orderly planning, budgeting, and execution of their highway programs.

Payments to contractors for work done on Federal-aid projects are made initially from State funds or sometimes from funds transferred to the State by cities, counties, or other local governments. The Federal share is paid as reimbursement to the States as work progresses; final payment is made after completion of the project.

To prevent the possibility of a deficit in the Federal Highway Trust Fund, the Bureau of Public Roads put into effect, beginning with the fiscal year 1960, a plan that provides for the orderly scheduling of Federal-aid fund obligations (and thus contract lettings) so as to phase the reimbursement requests of the States with revenues available in the Trust Fund. Any States that wish to proceed at a more rapid rate of contract letting may do so if they choose, with the understanding that Federal reimbursement for the additional work will be delayed. Some States have done so.

The major factors of Federal-aid financing for the fiscal years 1963-65 are as follows:

|  | (In mi   | llions of d | ollars)             |
|--|----------|-------------|---------------------|
| Authorizations:  | 1963     | 1964        | 1965                |
| Interstate funds                                       | \$2, 400 | \$2,600     | \$2, 700            |
| ABC funds  | 925      | 950         | 975                 |
| Total  | 3, 325   | 3, 550      | 3, 675              |
| Apportionments to States (I                            |          |             |                     |
| and ABC)   | 3, 283   | 3, 506      | 3, 611              |
| Reimbursable obligation sched-                         | F 700    | 4 000       | 1 1 000             |
| ule, Interstate and ABC<br>Net receipts of the Highway | 5, 788   | 4, 299      | <sup>1</sup> 1, 900 |
| Trust Fund   | 3, 293   | 3, 539      | ² 3, 655            |
| Highway Trust Fund expendi-<br>tures                   | 3, 017   | 3, 645      | ² 4, 200            |
| <sup>1</sup> First 2-quarter advances ava              | ilable.  |             |                     |

<sup>2</sup> Estimated.

The expenditure of Federal funds administered by the Bureau of Public Roads during the calendar year 1963, shown in table FA-3, totaled \$3,545 million, of which \$3,460 million was charged to the Federal Highway Trust Fund and \$85 million of other funds were expended. Table FA-5 shows the receipts and disbursements for highways of all Federal agencies.

#### Federal-Aid System Mileage

The mileages of the Federal-aid systems shown in the tables of this section are not additive to the State and local mileages presented in the "Mileage" section, but they are the segments of those mileages that are eligible for improvement with Federal aid. Table M-21 shows the extent to which the Federal-aid systems are superimposed on the State and local systems. All highways in the Federalaid systems are selected by the State and local governments, subject to the approval of the Bureau of Public Roads.

#### Federal-aid primary system

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to 7 percent of the rural road mileage existing in the State at the time the 1921 act was passed but, under specified conditions, this proportion can be increased and has been in some States.

#### Interstate System

The National System of Interstate and Defense Highways was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of the system and, as subsequently amended, provided for funds for its completion by 1972. The system is limited by law to a total of not more than 41,000 miles. The law also provides that the Interstate System shall be included in the Federal-aid primary system.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance. The map of the United States included here shows the location and status of improvement of the Interstate System as of September 30, 1964.

#### Federal-aid secondary system

In 1944, Congress also approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads linking farms, distribution outlets, and smaller communities with the Federal-aid primary system.

#### Urban extensions of Federal-aid systems

The term "urban extensions" is used exclusively here to identify the portions of Federal-aid routes in urban areas. Although reference to extensions continues in the law and originated because for many years the use of Federal aid was restricted to rural roads, the urban portions of Federal-aid routes are now considered to be integral and important parts of the systems. An urban area as defined in Federal-aid legislation is an area, including and adjacent to a municipality or other urban place, that has a population of 5,000 or more. The boundaries are fixed by the State highway departments and approved by the Bureau of Public Roads. The term "urban" is not synonymous with the term "municipal" as used in this bulletin.

#### Traveled way versus designated mileage

Some segments of the Interstate System and some mileage of the other Federal-aid systems are either under construction or are to be constructed on new locations. Pending completion of these segments (projected routes), existing routes are continued in use. These existing routes plus the officially designated routes that are completed and open to traffic comprise what is called the "traveled way" of a Federal-aid system.

As construction progresses, the traveled way and the officially designated system will ultimately be the same. Meanwhile, the traveled way is a useful indicator of the progress made in improving or completing the officially designated Federal-aid systems.

#### Construction data and mileage characteristics

The Federal-aid mileages are classified according to system and types of surface in the FM and INT tables. Additional information such as the width of roadways, number of lanes, access control, and traffic volume data for the Federal-aid primary system appear in tables FM-8, -9, -11, -15, and -110. Similar information for the Interstate System is given in the INT tables bearing the same numbers.

Table FB-2 data show the total mileage improved during 1963 on the Federal-aid primary (including Interstate) and secondary systems. Information on projects financed by the States without Federal participation has been included in this table, as well as on work accomplished with Federal aid. In this respect, table FB-2 differs from tables FA-1 and -2 of this section, which show information only on mileage improvements that were financed, at least in part, with Federal funds.

#### Highway Statistics, 1963

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

# MILEAGE CLASSIFIED BY SYSTEM

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE FM-1 DECEMBER 1964

| State highway dep                                    | 1                    |                      |                          |                                     |                         | FEDERAL-AI                             |                                    | SYSTEMS                  | . <u></u>                          |                                    |  |
|--|----------------------|----------------------|--------------------------|-------------------------------------|-------------------------|--|------------------------------------|--------------------------|------------------------------------|------------------------------------|--|
| STATE  | INTERSTA             | TE HIGHWA            | Y SYSTEM                 | FEDERA<br>HIGHW                     | L-AID PRI<br>AY SYSTEM  | DMARY                                  |                                    | AL-AID SEC<br>IGHWAY SYS |                                    | TOTAL<br>FEDERAL-                  | STATE  |
|  | RURAL                | URBAN                | TOTAL                    | RURAL                               | URBAN                   | TOTAL                                  | RURAL                              | URBAN                    | TOTAL                              | AID<br>SYSTEMS                     |  |
| Alabama<br>Alaska<br>Arizona<br>Arkansas             | 731<br>1,122<br>453  | 118<br>-<br>71<br>69 | 849<br>-<br>1,193<br>522 | 5,248<br>2/ 1,568<br>2,575<br>3,259 | 616<br>33<br>104<br>248 | 2/ 5,864<br>2/ 1,601<br>2,679<br>3,507 | 23,439<br>1,692<br>3,685<br>13,460 | 457<br>15<br>360<br>214  | 23,896<br>1,707<br>4,045<br>13,674 | 29,760<br>3,308<br>6,724<br>17,181 | Alabama<br>Alaska<br>Arizona<br>Arkansas             |
| California   | 1,543                | 609                  | 2,152                    | 7,527                               | 1,476                   | 9,003                                  | 11,472                             | 1,165                    | 12,637                             | 21,640                             | California   |
| Colorado   | 857                  | 91                   | 948                      | 3,799                               | 368                     | 4,167                                  | 4,089                              | 60                       | 4,149                              | 8,316                              | Colorado   |
| Connecticut  | 150                  | 124                  | 274                      | 817                                 | 361                     | 1,178                                  | 1,036                              | 199                      | 1,235                              | 2,413                              | Connecticut  |
| Delaware   | 6                    | 31                   | 37                       | 466                                 | 147                     | 613                                    | 1,335                              | 130                      | 1,465                              | 2,078                              | Delaware   |
| Florida  | 959                  | 228                  | 1,187                    | 4,008                               | 649                     | 4,657                                  | 12,821                             | 553                      | 13,374                             | 18,031                             | Florida  |
| Georgia  | 958                  | 167                  | 1,125                    | 7,104                               | 631                     | 7,735                                  | 19,157                             | 437                      | 19,594                             | 27,329                             | Georgia  |
| Havai1   | 27                   | 23                   | 50                       | 458                                 | 49                      | 507                                    | 588                                | 22                       | 610                                | 1,117                              | Hawaii   |
| Idaho  | 592                  | 31                   | 623                      | 3,152                               | 87                      | 3,239                                  | 5,401                              | 51                       | 5,452                              | 8,691                              | Idaho  |
| Illinois   | 1,301                | 302                  | 1,603                    | 9,476                               | 1,446                   | 10,922                                 | 13,777                             | 344                      | 14,121                             | 25,043                             | Illinois   |
| Indiana  | 938                  | 191                  | 1,129                    | 4,389                               | 598                     | 4,987                                  | 18,035                             | 273                      | 18,308                             | 23,295                             | Indiana  |
| Iowa   | 633                  | 58                   | 691                      | 9,148                               | 536                     | 9,684                                  | 32,989                             | 229                      | 33,218                             | 42,902                             | Iowa   |
| Kansas   | 689                  | 115                  | 804                      | 7,157                               | 455                     | 7,612                                  | 23,880                             | 172                      | 24,052                             | 31,664                             | Kansas   |
| Kentucky   | 579                  | 101                  | 680                      | 3,659                               | 348                     | 4,007                                  | 14,722                             | 220                      | 14,942                             | 18,949                             | Kentucky   |
| Louisiana  | 570                  | 134                  | 704                      | 2,446                               | 340                     | 2,786                                  | 8,522                              | 192                      | 8,714                              | 11,500                             | Louisiana  |
| Maine  | 286                  | 37                   | 323                      | 1,763                               | 145                     | 1,908                                  | 2,101                              | 65                       | 2,166                              | 4,074                              | Maine  |
| Maryland   | 185                  | 146                  | 331                      | 1,582                               | 442                     | 2,024                                  | 6,940                              | 554                      | 7,494                              | 9,518                              | Maryland   |
| Massachusetts  | 219                  | 138                  | 357                      | 1,430                               | 786                     | 2,216                                  | 1,686                              | 582                      | 2,268                              | 4,484                              | Massachusetts  |
| Michigan   | 902                  | 188                  | 1,090                    | 6,051                               | 691                     | 6,742                                  | 25,530                             | 495                      | 26,025                             | 32,767                             | Michigan   |
| Minnesota  | 751                  | 181                  | 932                      | 7,090                               | 723                     | 7,813                                  | 30,265                             | 363                      | 30,628                             | 38,441                             | Minnesota  |
| Mississippi  | 559                  | 123                  | 682                      | 5,596                               | 390                     | 5,986                                  | 15,964                             | 221                      | 16,185                             | 22,171                             | Mississippi  |
| Missouri   | 945                  | 156                  | 1,101                    | 7,937                               | 588                     | 8,525                                  | 22,984                             | 182                      | 23,166                             | 31,691                             | Missouri   |
| Montana  | 1,206                | 26                   | 1,232                    | 5,838                               | 95                      | 5,933                                  | 5,556                              | 22                       | 5,578                              | 11,511                             | Montana  |
| Nebraska   | 480                  | 14                   | 494                      | 5,462                               | 169                     | 5,631                                  | 17,390                             | 50                       | 17,440                             | 23,071                             | Nebraska   |
| Nevada   | 520                  | 19                   | 539                      | 2,144                               | 57                      | 2,201                                  | 2,908                              | 56                       | 2,964                              | 5,165                              | Nevada   |
| New Hampshire  | 180                  | 22                   | 202                      | 1,108                               | 118                     | 1,226                                  | 1,594                              | 56                       | 1,650                              | 2,876                              | New Hampshire  |
| New Jersey   | 145                  | 188                  | 333                      | 1,121                               | 699                     | 1,820                                  | 1,590                              | 580                      | 2,170                              | 3,990                              | New Jersey   |
| New Mexico   | 9 <b>3</b> 6         | 66                   | 1,002                    | 3,712                               | 211                     | 3,923                                  | 5,531                              | 85                       | 5,616                              | 9,539                              | New Mexico   |
| New York   | 799                  | 432                  | 1,231                    | 8,853                               | 2,071                   | 10,924                                 | 16,974                             | 1,737                    | 18,711                             | 29,635                             | New York   |
| North Carolina                                       | 736                  | 74                   | 810                      | 3,910                               | 419                     | 4,329                                  | 28,357                             | 629                      | 28,986                             | 33,315                             | North Carolina                                       |
| North Dakota   | 562                  | 21                   | 583                      | 4,566                               | 73                      | 4,639                                  | 13,094                             | 20                       | 13,114                             | 17,753                             | North Dakota   |
| Ohio   | 1,031                | 407                  | 1,438                    | 6,482                               | 1,462                   | 7,944                                  | 17,269                             | 1,321                    | 18,590                             | 26,534                             | Ohio   |
| Oklahoma   | 649                  | 157                  | 806                      | 7,176                               | 580                     | 7,756                                  | 12,611                             | 484                      | 13,095                             | 20,851                             | Oklahoma   |
| Oregon   | 640                  | 51                   | 691                      | 3,725                               | 220                     | 3,945                                  | 7,799                              | 119                      | 7,918                              | 11,863                             | Oregon   |
| Pennsylvania   | 1,299                | 347                  | 1,646                    | 6,339                               | 1,348                   | 7,687                                  | 12,141                             | 1,292                    | 13,433                             | 21,120                             | Pennsylvania   |
| Rhode Island   | 28                   | 43                   | 71                       | 282                                 | 207                     | 489                                    | 357                                | 156                      | 513                                | 1,002                              | Rhode Island   |
| South Carolina                                       | 677                  | 43                   | 720                      | 4,430                               | 385                     | 4,815                                  | 18,665                             | 223                      | 18,888                             | 23,703                             | South Carolina                                       |
| South Dakota   | 706                  | 15                   | 721                      | 5,469                               | 90                      | 5,559                                  | 12,583                             | 25                       | 12,608                             | 18,167                             | South Dakota   |
| Tennessee  | 943                  | 146                  | 1,089                    | 5,394                               | 466                     | 5,860                                  | 11,038                             | 131                      | 11,169                             | 17,029                             | Tennessee  |
| Texas  | 2,403                | 608                  | 3,011                    | 14,360                              | 1,861                   | 16,221                                 | 32,630                             | 790                      | 33,420                             | 49,641                             | Texas  |
| Utah   | 835                  | 72                   | 907                      | 2,161                               | 129                     | 2,290                                  | 3,638                              | 120                      | 3,758                              | 6,048                              | Utah   |
| Vermont  | 313                  | 31                   | 344                      | 1,223                               | 82                      | 1,305                                  | 1,858                              | 21                       | 1,879                              | 3,184                              | Vermont  |
| Virginia   | 907                  | 175                  | 1,082                    | 4,314                               | 572                     | 4,886                                  | 18,132                             | 538                      | 18,670                             | 23,556                             | Virginia   |
| Washington   | 595                  | 139                  | 734                      | 3,437                               | 350                     | 3,787                                  | 10,842                             | 378                      | 11,220                             | 15,007                             | Washington   |
| West Virginia  | 527                  | 79                   | 606                      | 2,313                               | 210                     | 2,523                                  | 10,631                             | 111                      | 10,742                             | 13,265                             | West Virginia  |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico | 413<br>918<br>-<br>- | եկ<br>26<br>19<br>-  | 457<br>944<br>19<br>-    | 5,585<br>3,531<br>                  | 522<br>59<br>128<br>120 | 6,107<br>3,590<br>128<br>499           | 18,158<br>2,483<br>1,064           | 897<br>13<br>120<br>49   | 19,055<br>2,496<br>120<br>1,113    | 25,162<br>6,086<br>248<br>1,612    | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico |
| Total  | 34,403               | 6,696                | 41,099                   | 221,019                             | 24,960                  | 245,979                                | 600,463                            | 17,578                   | 618,041                            | 864,020                            | Total  |
| <u>l</u> / Mileage                                   | of Interst           | ate Syste            | m included               | 1.                                  |                         | 2/                                     | Excludes                           | 671 miles                | of ferry                           | routes.                            |  |

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

#### MILEAGE CLASSIFIED BY TYPE OF SURFACE

# Compiled in cooperation with State highway departments

760-788 O - 65 - 9

Data as of December 31, 1963

|  |                     | J                    | EDERAL-AID P                | RIMARY HIGH                      | IAY SYSTEM - H                | URAL.                             |   |                           | FE               | DERAL-AID PR        | IMARY HEGHWAY             | SYSTEM - U               | RBAN   |                            |                     | /                                 |                                     |
|--|---------------------|----------------------|-----------------------------|----------------------------------|-------------------------------|-----------------------------------|---|---------------------------|------------------|---------------------|---------------------------|--------------------------|--|----------------------------|---------------------|-----------------------------------|-------------------------------------|
| STATE  | NON-                |                      | SURF                        | ACED MILEAG                      | s <u>2/</u>                   |                                   |   | NON-                      |                  | SUR                 | ACED MILEAGE              | 2/                       | and a first the state of the st |                            | TOTAL<br>NON-       | TOTAL                             | TOTAL<br>FEDERAL-                   |
|  | SURFACED<br>MILEAGE | D<br>B               | F<br>G-1<br>H-1             | G-2<br>H-2<br>I                  | J                             | TOTAL<br>SURFACED<br>MILEAGE      | TOTAL<br>RURAL                          | SURFACED<br>MILEAGE<br>1/ | D<br>E           | F<br>G-1<br>H-1     | G-2<br>H-2<br>I           | J                        | TOTAL<br>SURFACED<br>MILEAGE   | total<br>Urban             | SURFACED<br>MILEAGE | SURPACED<br>MILEAGE               | AID<br>FRIMARY<br>SYSTEM            |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | 333<br>2            | -<br>18<br>-<br>6    | 688<br>1,166<br>588<br>108  | 4,378<br>51<br>1,958<br>2,774    | 182<br>-<br>29<br>369         | 5,248<br>1,235<br>2,575<br>3,257  | 5,248<br>3/1,568<br>2,575<br>3,259      | 3                         | -                | 12<br>20<br>1<br>1  | 570<br>8<br>70<br>162     | 34<br>2<br>33<br>85      | 616<br>30<br>104<br>248  | 616<br>33<br>104<br>248    | 336<br>2            | 5,864<br>1,265<br>2,679<br>3,505  | 5,864<br>3/ 1,601<br>2,679<br>3,507 |
| California<br>Colorado<br>Connecticut<br>Delaware        | -                   | 141<br>-<br>-<br>-   | 965<br>-<br>14<br>14        | 5,602<br>3,519<br>410<br>317     | 819<br>280<br>393<br>135      | 7,527<br>3,799<br>817<br>466      | 7,527<br>3,799<br>817<br>466            |                           | -<br>9<br>-      | 3<br>11<br>5        | 842<br>310<br>149<br>71   | 631<br>49<br>201<br>71   | 1,476<br>368<br>361<br>147   | 1,476<br>368<br>361<br>147 |                     | 9,003<br>4,167<br>1,178<br>613    | 9,003<br>4,167<br>1,178<br>613      |
| Florida<br>Georgia<br>Hawaii<br>Idaho                    | -<br>19<br>2<br>28  | -<br>13<br>24.       | 406<br>330<br>36<br>807     | 3,443<br>6,221<br>420<br>2,266   | 159<br>521<br>-<br>27         | 4,008<br>7,085<br>456<br>3,124    | 4,008<br>7,104<br>458<br>3,152          | -<br>4<br>-               | <br>             | 22<br>12<br>1<br>4  | 515<br>490<br>48<br>81    | 112<br>124<br>-<br>2     | 649<br>627<br>49<br>87   | 649<br>631<br>49<br>87     | -<br>23<br>2<br>28  | 4,657<br>7,712<br>505<br>3,211    | 4,657<br>7,735<br>507<br>3,239      |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 4<br>-<br>-         | 91<br>231<br>-       | 418<br>6<br>648<br>3,187    | 5,097<br>3,442<br>3,946<br>2,985 | 3,866<br>941<br>4,323<br>985  | 9,472<br>4,389<br>9,148<br>7,157  | 9,476<br>4,389<br>9,148<br>7,157        |                           | 5<br>-<br>-<br>- | 10<br>-<br>5<br>22  | 870<br>387<br>160<br>171  | 561<br>211<br>371<br>262 | 1,446<br>598<br>536<br>455   | 1,446<br>598<br>536<br>455 | 4<br>-<br>-<br>-    | 10,918<br>4,987<br>9,684<br>7,612 | 10,922<br>4,987<br>9,684<br>7,612   |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | :                   |                      | 73<br>-<br>391<br>17        | 3,078<br>1,853<br>1,343<br>1,186 | 508<br>593<br>29<br>379       | 3,659<br>2,446<br>1,763<br>1,582  | 3,659<br>2,446<br>1,763<br>1,582        |                           |                  | 2<br>-<br>5<br>5    | 259<br>204<br>137<br>248  | 87<br>136<br>3<br>189    | 348<br>340<br>145<br>442   | 348<br>340<br>145<br>442   |                     | 4,007<br>2,786<br>1,908<br>2,024  | 4,007<br>2,786<br>1,908<br>2,024    |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | =                   | 108                  | 86<br>1,060<br>497<br>2,121 | 1,310<br>2,769<br>3,758<br>1,497 | 34<br>2,222<br>2,835<br>1,870 | 1,430<br>6,051<br>7,090<br>5,596  | 1,430<br>6,051<br>7,090<br>5,596        |                           | -                | 14<br>7<br>64<br>50 | 719<br>389<br>377<br>129  | 53<br>295<br>282<br>211  | 786<br>691<br>723<br>390   | 786<br>691<br>723<br>390   |                     | 2,216<br>6,742<br>7,813<br>5,986  | 2,216<br>6,742<br>7,813<br>5,986    |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 41<br>80            | 4<br>64<br>196<br>-  | 3,258<br>1,637<br>3,267     | 1,930<br>4,068<br>786<br>2,064   | 2,745<br>28<br>1,213<br>-     | 7,937<br>5,797<br>5,462<br>2,064  | 7,937<br>5,838<br>5,462<br>2,144        | -<br>3<br>-<br>3          |                  | 16<br>13<br>7<br>-  | 146<br>73<br>64<br>54     | 426<br>98<br>-           | 588<br>92<br>169<br>54   | 588<br>95<br>169<br>57     | 44<br>83            | 8,525<br>5,889<br>5,631<br>2,118  | 8,525<br>5,933<br>5,631<br>2,201    |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | -<br>16<br>-        | -<br>-<br>70         | 702<br>1<br>457<br>1,923    | 298<br>452<br>3,133<br>4,320     | 108<br>668<br>105<br>2,540    | 1,108<br>1,121<br>3,696<br>8,853  | 1,108<br>1,121<br>3,712<br>8,853        |                           | -<br>-<br>2<br>3 | 30<br>-<br>82       | 69<br>355<br>190<br>1,247 | 19<br>344<br>19<br>731   | 118<br>699<br>211<br>2,063   | 118<br>699<br>211<br>2,071 | -<br>16<br>8        | 1,226<br>1,820<br>3,907<br>10,916 | 1,226<br>1,820<br>3,923<br>10,924   |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | -<br>-<br>-<br>26   | -<br>198<br>97       | 410<br>614<br>2<br>2,021    | 2,778<br>3,393<br>5,142<br>2,943 | 722<br>361<br>1,338<br>2,089  | 3,910<br>4,566<br>6,482<br>7,150  | 3,910<br>4,566<br>6,482<br>7,176        |                           |                  | 19<br>2<br>1<br>16  | 276<br>36<br>1,105<br>285 | 124<br>35<br>356<br>271  | 419<br>73<br>1,462<br>578  | 419<br>73<br>1,462<br>580  |                     | 4,329<br>4,639<br>7,944<br>7,728  | 4,329<br>4,639<br>7,944<br>7,756    |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |                     | 2<br>-<br>9          | 239<br>85<br>2<br>1,927     | 3,303<br>4,127<br>167<br>1,843   | 181<br>2,123<br>113<br>648    | 3,725<br>6,339<br>282<br>4,427    | 3,725<br>6,339<br>282<br>4,4 <b>3</b> 0 | -                         | -                | -<br>19<br>1<br>55  | 152<br>774<br>170<br>280  | 68<br>555<br>36<br>50    | 220<br>1,348<br>207<br>385   | 220<br>1,348<br>207<br>385 |                     | 3,945<br>7,687<br>489<br>4,812    | 3,945<br>7,687<br>489<br>4,815      |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 8<br>40<br>-        | 204<br>23<br>15<br>7 | 930<br>650<br>3,279<br>48   | 3,770<br>4,444<br>9,992<br>2,089 | 557<br>277<br>1,034<br>17     | 5,461<br>5,394<br>14,320<br>2,161 | 5,469<br>5,394<br>14,360<br>2,161       | -                         | :                | 3<br>7<br>74<br>3   | 27<br>382<br>1,286<br>118 | 60<br>77<br>501<br>8     | 90<br>466<br>1,861<br>129  | 90<br>466<br>1,861<br>129  | 8<br>-<br>40<br>-   | 5,551<br>5,860<br>16,181<br>2,290 | 5,559<br>5,860<br>16,221<br>2,290   |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | -                   | -<br>19              | 173<br>619<br>1,741<br>12   | 1,035<br>3,373<br>1,221<br>1,990 | 15<br>322<br>456<br>311       | 1,223<br>4,314<br>3,437<br>2,313  | 1,223<br>4,314<br>3,437<br>2,313        | -                         | -                | 3<br>14<br>16<br>2  | 74<br>409<br>192<br>154   | 5<br>149<br>142<br>54    | 82<br>572<br>350<br>210  | 82<br>572<br>350<br>210    | -                   | 1,305<br>4,886<br>3,787<br>2,523  | 1,305<br>4,886<br>3,787<br>2,523    |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     | -<br>1<br>1         | 14<br>-<br>1         | 201<br>465<br>-<br>60       | 3,202<br>3,053<br>280            | 2,168<br>12<br>-<br>37        | 5,585<br>3,530<br>378             | 5,585<br>3,531<br>-<br>379              |                           | 1<br>-<br>-      | 3<br>2<br>13        | 247<br>50<br>98<br>81     | 271<br>9<br>28<br>26     | 522<br>59<br>128<br>120  | 522<br>59<br>128<br>120    | - 1 - 1             | 6,107<br>3,589<br>128<br>498      | 6,107<br>3,590<br>128<br>499        |
| Total  | 604                 | 1,560                | 38,349                      | 138,819                          | 41,687                        | 220,415                           | 221,019                                 | 23                        | 27               | 677                 | 15,760                    | 8,473                    | 24,937   | 24,960                     | 627                 | 245,352                           | 245,979                             |

# Federal Aid

TABLE FM-2 SHEET 1 OF 2 DECEMBER 1964

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# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

#### MILEAGE CLASSIFIED BY TYPE OF SURFACE

# Compiled in cooperation with State highway departments

Data as of December 31, 1963

| TABLE    | <b>7M-</b> 2 |
|----------|--------------|
| SHEET 2  | 077 2        |
| DECEMBER | 1964         |

|  |                           |                                    | EDERAL-AID                        | SECONDARY                        | HIGHWAY SYS                | TEM - RURAL                          | L                       |                                      |                           | 1                   | EDERAL-AID              | SECONDARY                 | HIGHWAY S             | YSTEM - URB                  | A.M                     |                            |                           |                                      |                      |                                      |
|--|---------------------------|------------------------------------|-----------------------------------|----------------------------------|----------------------------|--------------------------------------|-------------------------|--------------------------------------|---------------------------|---------------------|-------------------------|---------------------------|-----------------------|------------------------------|-------------------------|----------------------------|---------------------------|--------------------------------------|----------------------|--------------------------------------|
|  | NON-                      |                                    | SUR                               | ACED MILEA                       | on: 2/                     |                                      | SURFACE                 |                                      | NON-                      |                     | SURFA                   | CED MILEA                 | ie 2/                 |                              | SURFACE                 |                            | TOTAL<br>NON-             | TOTAL                                | SURFACE<br>TYPE      | TOTAL<br>FEDERAL-                    |
| STATE  | SURFACED<br>MILEAGE       | D<br>E                             | F<br>G-1<br>H-1                   | G-2<br>H-2<br>I                  | J                          | TOTAL<br>SURFACED<br>MILEAGE         | TYPE<br>NOT<br>REPORTED | TOTAL<br>RURAL                       | SURFACED<br>MILEAGE<br>1/ | D<br>E              | F<br>G-1<br>H-1         | G-2<br>H-2<br>I           | J                     | TOTAL<br>SURFACED<br>MILEAGE | TYPE<br>NOT<br>REPORTED | TOTAL<br>URBAN             | SURPACED<br>MILEAGE       | SURFACED<br>MILEAGE                  | NOT<br>REPORTED      | AID<br>SECONDARY<br>SYSTEM           |
| Alabama<br>Alaska<br>Arisona<br>Arkansas                 | 344<br>828<br>318<br>227  | 4,611<br>751<br>415<br>6,143       | 16,232<br>102<br>1,716<br>4,398   | 2,151<br>11<br>1,167<br>2,579    | 101<br>-<br>69<br>113      | 23,095<br>864<br>3,367<br>13,233     | -                       | 23,439<br>1,692<br>3,685<br>13,460   | 6<br>-<br>4<br>-          | 10<br>2<br>-<br>18  | 276<br>8<br>69<br>45    | 128<br>4<br>274<br>130    | 37<br>1<br>13<br>21   | 451<br>15<br>356<br>214      | -                       | 457<br>15<br>360<br>214    | 350<br>828<br>322<br>227  | 23,546<br>879<br>3,723<br>13,447     | -                    | 23,896<br>1,707<br>4,045<br>13,674   |
| California<br>Colorado<br>Connecticut<br>Delaware        | 130<br>49<br>-<br>3       | 2,073<br>521<br>-<br>13            | 5,219<br>23<br>186<br>931         | 3,436<br>3,477<br>767<br>213     | 614<br>19<br>83<br>175     | 11,342<br>4,040<br>1,036<br>1,332    | · -                     | 11,472<br>4,089<br>1,036<br>1,335    | ц<br>-<br>-               | 206<br>-<br>-       | 532<br>30<br>42         | 344<br>58<br>114<br>64    | 72<br>2<br>55<br>24   | 1,154<br>60<br>199<br>130    | -                       | 1,165<br>60<br>199<br>130  | 141<br>_49<br>            | 12,496<br>4,100<br>1,235<br>1,462    | -                    | 12,637<br>4,149<br>1,235<br>1,465    |
| Florida<br>Georgia<br>Hawaii<br>Idaho                    | 45<br>2,246<br>72<br>272  | 36<br>1,666<br>35<br>1,695         | 6,259<br>10,044<br>111<br>2,082   | 3,715<br>5,041<br>370<br>1,352   | 30<br>160<br>-             | 10,040<br>16,911<br>516<br>5,129     | 2,736<br>-<br>-         | 12,821<br>19,157<br>588<br>5,401     | -<br>8<br>-               | - 5                 | 103<br>104<br>-<br>36   | 350<br>282<br>22<br>15    | 7<br>38<br>-          | 460<br>429<br>22<br>51       | 93<br>-<br>-            | 553<br>437<br>22<br>51     | 45<br>2,254<br>72<br>272  | 10,500<br>17,340<br>538<br>5,180     | 2,829<br>-<br>-<br>- | 13,374<br>19,594<br>610<br>5,452     |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 43<br>-<br>350<br>488     | 4,617<br>3,610<br>25,606<br>14,129 | 7,283<br>7,684<br>1,173<br>8,633  | 601<br>6,198<br>4,988<br>496     | 1,233<br>543<br>872<br>134 | 13,734<br>18,035<br>32,639<br>23,392 | :                       | 13,777<br>18,035<br>32,989<br>23,880 | -                         | 10<br>18<br>83<br>8 | 98<br>38<br>59<br>65    | 131<br>142<br>37<br>55    | 105<br>75<br>50<br>43 | 344<br>273<br>229<br>171     | -                       | 344<br>273<br>229<br>172   | 43<br>-<br>350<br>489     | 14,078<br>18,308<br>32,868<br>23,563 | -                    | 14,121<br>18,308<br>33,218<br>24,052 |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 219<br>9<br>-<br>2        | 2,521<br>996<br>1<br>803           | 6,157<br>1,394<br>2,416           | 5,697<br>6,973<br>694<br>3,145   | 128<br>544<br>12<br>574    | 14,503<br>8,513<br>2,101<br>6,938    | -                       | 14,722<br>8,522<br>2,101<br>6,940    | -                         | 1<br>-<br>-<br>5    | 199<br>-<br>21<br>70    | 152<br>133<br>42<br>430   | 18<br>59<br>2<br>49   | 220<br>192<br>65<br>554      | -                       | 220<br>192<br>65<br>554    | 219<br>9<br>-<br>2        | 14,723<br>8,705<br>2,166<br>7,492    | -                    | 14,942<br>8,714<br>2,166<br>7,494    |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | -<br>465<br>426<br>158    | 6,521<br>14,470<br>7,853           | 911<br>15,853<br>7,511<br>7,641   | 771<br>1,831<br>7,780<br>186     | 4<br>860<br>78<br>126      | 1,686<br>25,065<br>29,839<br>15,806  | =                       | 1,686<br>25,530<br>30,265<br>15,964  | -                         | -<br>20<br>3<br>6   | 156<br>66<br>250<br>153 | 410<br>302<br>80<br>12    | 16<br>107<br>30<br>50 | 582<br>495<br>363<br>221     | -                       | 582<br>495<br>363<br>221   | -<br>465<br>426<br>158    | 2,268<br>25,560<br>30,202<br>16,027  | •                    | 2,268<br>26,025<br>30,628<br>16,185  |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 29<br>762<br>1,471<br>110 | 8,245<br>2,581<br>12,392<br>413    | 14,341<br>621<br>3,269<br>749     | 115<br>1,592<br>65<br>1,636      | 254<br>-<br>193<br>-       | 22,955<br>4,794<br>15,919<br>2,798   |                         | 22,984<br>5,556<br>17,390<br>2,908   | -<br>1<br>1<br>5          | 1<br>1<br>8<br>-    | 76<br>11<br>4<br>27     | 42<br>8<br>15<br>24       | 63<br>1<br>22<br>-    | 182<br>21<br>49<br>51        |                         | 182<br>22<br>50<br>56      | 29<br>763<br>1,472<br>115 | 23,137<br>4,815<br>15,968<br>2,849   | -                    | 23,166<br>5,578<br>17,440<br>2,964   |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 1<br>-<br>799<br>5        | 16<br>-<br>699<br>97               | 1,464<br>44<br>2,110<br>1,557     | 86<br>1,524<br>1,922<br>1,505    | 27<br>22<br>1<br>521       | 1,593<br>1,590<br>4,732<br>3,680     | 13,289                  | 1,594<br>1,590<br>5,531<br>16,974    | -<br>-<br>2<br>-          |                     | 28<br>15<br>12<br>91    | 22<br>547<br>68<br>113    | 6<br>* 18<br>3<br>105 | 56<br>580<br>83<br>311       | -<br>1,426              | 56<br>580<br>85<br>1,737   | 1<br>-801<br>5            | 1,649<br>2,170<br>4,815<br>3,991     | 14,715               | 1,650<br>2,170<br>5,616<br>18,711    |
| North Carolina<br>North Dakota<br>Chio<br>Oklahoma       | 556<br>617<br>7<br>819    | 2,372<br>10,751<br>805<br>5,453    | 15,314<br>1,075<br>3,174<br>5,086 | 9,573<br>645<br>13,107<br>1,092  | 542<br>6<br>176<br>161     | 27,801<br>12,477<br>17,262<br>11,792 | -                       | 28,357<br>13,094<br>17,269<br>12,611 | -<br>-<br>26              | 3<br>1<br>7<br>75   | 170<br>6<br>100<br>136  | 393<br>11<br>1,024<br>205 | 63<br>2<br>189<br>42  | 629<br>20<br>1,320<br>458    | -                       | 629<br>20<br>1,321<br>484  | 556<br>617<br>8<br>845    | 28,430<br>12,497<br>18,582<br>12,250 | -                    | 28,986<br>13,114<br>18,590<br>13,095 |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 94<br>25<br>2,187         | 1,480<br>136<br>8<br>185           | 1,706<br>2,387<br>137<br>15,756   | 4,442<br>8,567<br>207<br>312     | 77<br>1,026<br>5<br>225    | 7,705<br>12,116<br>357<br>16,478     | -                       | 7,799<br>12,141<br>357<br>18,665     | -<br>3<br>1               | -<br>2<br>-         | 11<br>197<br>31<br>135  | 92<br>830<br>120<br>76    | 16<br>260<br>5<br>11  | 119<br>1,289<br>156<br>222   | -                       | 119<br>1,292<br>156<br>223 | 94<br>28<br>2,188         | 7,824<br>13,405<br>513<br>16,700     | -                    | 7,918<br>13,433<br>513<br>18,888     |
| South Dakota<br>Temessee<br>Texas<br>Utah                | 794<br>8<br>2<br>86       | 8,174<br>2,346<br>742              | 2,558<br>6,579<br>28,167<br>742   | 1,052<br>2,062<br>4,069<br>2,039 | 5<br>43<br>392<br>29       | 11,789<br>11,030<br>32,628<br>3,552  |                         | 12,583<br>11,038<br>32,630<br>3,638  | -                         | 2<br>-<br>-<br>-    | 8<br>49<br>316<br>25    | 7<br>77<br>371<br>91      | 8<br>5<br>103<br>4    | 25<br>131<br>790<br>120      | -                       | 25<br>131<br>790<br>120    | 794<br>8<br>2<br>86       | 11,814<br>11,161<br>33,418<br>3,672  | -                    | 12,608<br>11,169<br>33,420<br>3,758  |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | -<br>21<br>96<br>786      | 236<br>2,139<br>1,438<br>2,321     | 1,248<br>14,199<br>7,301<br>2,162 | 370<br>1,746<br>1,432<br>5,120   | 4<br>27<br>575<br>212      | 1,858<br>18,111<br>10,746<br>9,815   | -<br>-<br>-<br>30       | 1,858<br>18,132<br>10,842<br>10,631  |                           | - 36                | 9<br>267<br>154<br>3    | 8<br>259<br>154<br>64     | 4<br>12<br>67<br>11   | 21<br>538<br>378<br>84       | -<br>-<br>-<br>27       | 21<br>538<br>378<br>111    | -<br>21<br>96<br>786      | 1,879<br>18,649<br>11,124<br>9,899   | - 57                 | 1,879<br>18,670<br>11,220<br>10,742  |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     | -<br>242<br>-<br>7        | 286<br>-<br>13                     | 1,696<br>525<br>858               | 3,278<br>1,430<br>184            | 438<br>-<br>-<br>2         | 5,418<br>2,241<br>1,057              | 12,740                  | 18,158<br>2,483<br>1,064             | -                         | 1<br>1<br>-         | 13<br>4<br>7<br>18      | 65<br>7<br>71<br>27       | 56<br>1<br>42<br>4    | 135<br>13<br>120<br>49       | 762<br>-<br>-<br>-      | 897<br>13<br>120<br>49     | 242                       | 5,553<br>2,254<br>120<br>1,106       | 13,502               | 19,055<br>2,496<br>120<br>1,113      |
| Total  | 16,218                    | 162,420                            | 248,784                           | 132,811                          | 11,435                     | 555,450                              | 28,795                  | 600,463                              | 70                        | 508                 | 4,193                   | 8,502                     | 1,997                 | 15,200                       | 2,308                   | 17,578                     | 16,288                    | 570,650                              | 31,103               | 618,041                              |

1/ Honsurfaced mileage includes primitive and unimproved, and graded and drained roads. 2/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland camant concrete base; I, bituminous

concrete and sheet asphalt with or without portland comment concrete base; and J, portland comment concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness of load-bearing capacity is not uniform for all States. Where no segregation was reported, the mileage was classified as G-1 and H-1. 3/ Excludes 671 miles ferry routes.

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SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

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| TARLE PA-8<br>DECEMBER 1964   |         | TOBAL            | SURFACED<br>MILLEAGE     | 5,248<br>1,235<br>2,575<br>3,257                | 3,729<br>807<br>801  | 4,008<br>1,085<br>3,124   | 9,472<br>4,389<br>9,148<br>7,157                                   | 897<br>897<br>897<br>897<br>897<br>897<br>897<br>897<br>897<br>897              | 1,430<br>5,931<br>5,990<br>5,990  | 7,937<br>5,797<br>5,466<br>2,064   | 4<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2   | 3,910<br>6,482<br>7,130                           | 3,725<br>6,339<br>882<br>4,427   | 5,461<br>5,394<br>2,161<br>2,161  | 14 6 8<br>8 4 5 8<br>8 6 6 8                       | 5,585<br>3,530<br>378  | 220, k15        | coment   |
|---|---------|------------------|--------------------------|---|--|---|--|---|---|--|--|---|--|---|--|--|-----------------|--|
| AL LA   |         |                  | INIOL                    | 4,560<br>1,967<br>3,143                         | 24 66 55 #2<br>9 2 2 6 6 7 1<br>9 2 2 6 6 7 1<br>9 2 6 7 1<br>9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 3,602<br>6,742<br>6,742<br>2,293  | 8,963<br>8,263<br>3,263<br>3,265<br>3,265<br>3,363                 | 3,586<br>2,446<br>1,372<br>2,555  | 1, 344<br>4, 991<br>6, 593<br>3, 367  | 4, 675<br>4, 096<br>1, 999<br>2,064  | 1,120<br>3,238<br>6,836  | 3,500<br>3,754<br>6,480<br>5,032                  | 3,484<br>6,386<br>191<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,4918,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,491<br>8,4 | 4, 327<br>11, 026<br>2, 106   | 896<br>1998<br>1998                                | 5,370<br>3,065<br>_<br>317   | 180,483         | portland o   |
|   |         |                  | 84<br>Oversion<br>States | 8,99  | ଅନୁଷ୍ପୁ<br>ଅନୁଷ୍ପୁ   | ¥£%&  | 8 <b>5</b> 83  | ጟፚጟ፠  | 1,197<br>1,197<br>280<br>280  | 88883  | ବଟିଥିନ୍ତି  | 606<br>8<br>1,123<br>1,85                         | 7E23   | 239<br>178<br>2,005   | ଝଞ୍ଜୁଞ୍ଚଞ  | 1252 -<br>1287 -   | 20,589          | 19   |
|   |         |                  | 45                       | баг., <sup>с</sup>                              | ង្គ័នសេខ   | 28~z  | ፠ኇኇ  | ଌୢୣଝୄୢୄୄୄୄୄୄୄୄୄ   | ቘቘ፝ዿ፝፞፞፞፞   | 105<br>105<br>8<br>8   | ዾቘ፞፞፞፞ቜ፟፟፟፟፟፟  | ଛ <b>.</b> ୫୮                                     | ጽፏልጸ   | ዾዾጜ፝፞፞፞፞  | .83,   | <sup>%~</sup> .,   | 3,298           | sheet asphalt,   |
|   |         | 2                | Å.                       | ຊ່ປະ  | 278 F  | ଞ୍ଚୁ∾ଞ୍ଚ  | ፠ኇኇ፠   | 역복덕才  | ዿ፟ቘ፝፞፝፝፝፝፝፝፝፝፝፝፝  | <b>ล</b> ิส <i>ร</i> า   | ዝዿ፟፟፟፟፟፝፞፞፝፝፞፞፝፞   | <sub>ጀ~</sub> ፚ፝፞፞፞፞                              | <u> </u>   | ឧទ្ទន្ឋដ្ឋ  | <b>័</b> ត្តូ <b>ង</b> %                           | °, 84  | 3,792           | concrete, sh   |
|   |         | PE SURGACE       | 27-<br>35                | ×.,*  | <u></u> 84 ት   | ននងដី   | 3888   | ₽₽⊐₽  | <del>ន</del> ្ត ភូនី ជ  | ងខ្លួន«  | តកដន្ថ   | ៥ព <u>ត្ត</u> ន                                   | Ř <sup>4</sup> ¥∞ k  | °.≇6°.8°<br>8   | ኯ፝ዿ፝፝፝፝፝፞፞ૠ  | jà 'w  | 414.6           |  |
|   |         | HIGH-LIFE        | **                       | 11<br>35<br>358<br>358                          | ቘ<br>፝ጟ፟ፚኯ፝  | 4.5<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25 | 102<br>112<br>112<br>112<br>112<br>112<br>112<br>112<br>112<br>112 | 883<br>883<br>883   | 87 6 9 F  | 1,2,2,1<br>7,9,9,1,1<br>8,9,1,1  | 81<br>86<br>86<br>86<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87 | 3,304<br>2,300<br>1,897                           | ¥8 <sup>,1</sup> 1   | 3,58<br>5,58<br>5,58<br>5,58<br>5,58<br>5,58<br>5,58<br>5,58  | 89 <b>5</b> 88                                     | 94<br>1,150  | 686"39          | bituminous<br>J).  |
|   |         |                  | ង់ឆ                      | 897 A 11  | 1,2%<br>1,3%<br>1,3%<br>1,3%<br>1,3%<br>1,0%<br>1,0%<br>1,0%<br>1,0%<br>1,0%<br>1,0%<br>1,0%<br>1,0  | <u>8</u> 484  | 838<br>838<br>838<br>89<br>89<br>89                                | ኇ፝፞፞ቖ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟   | 1<br>88<br>89<br>89<br>89<br>89<br>89<br>89<br>89<br>89<br>89<br>89<br>89<br>89 | <u>r</u> ft  | 9<br>1<br>662<br>662   | 1,027<br>382<br>610<br>1,108                      | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8  | 163<br>1,635<br>1,635<br>203<br>203   | <u>88888</u>                                       | 1,093<br>1,094<br>294<br>294<br>294<br>294<br>294<br>294<br>294<br>294<br>294<br>2 | 32,936          | s penetration, 1<br>H-2, I, and J)   |
| LACE  |         |                  | ส์ส                      | 2,200<br>109<br>397                             | 488F   | 1, 648<br>858<br>12 85  | 8E48   | ន្លភន្តន៍ស្ថិ   | 47<br>896<br>2,585  | 4<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8 | 1,731<br>1,731   | 524<br>1,312<br>1,348                             | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2  | 1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.035<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0355<br>1.0 | <u>୫</u> ୁଟ୍ଟହ                                     | 23,52<br>23,52<br>23,52  | 34,801          | dnous per<br>G=2, H-2,   |
| UF SUR  |         |                  | 88 <b>1</b> 8            | នុងខ្ល  | 88582  | ዻዿ፝፞፞፞፞ቜቜ   | 3,025<br>1,948<br>89   | 1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1 | សងង្គ   | ጟ፝ቚፚቘ  | 1,297<br>1,297<br>1,297  | 847 - 9059<br>862 - 9059                          | ଅନ୍ତ୍ର<br>ଜୁନ୍   | ซึ่งชีวง  | ૹૢૡૢૹૢૢૹૢ  | <sup>ଷ</sup> ୍ଷ ୁ  | 15,664          | of bitu  |
| CLASSIFIEU BY WIUTH AND ITTE OF SURFACE<br>Deta as of December 31, 1963 |         |                  | TNEOL                    | 88 % 8<br>88 % 88<br>80                         | 28 <sup>4</sup> 1  | ዿ፟፟፟፟ቘ፝፠፟፟፟፟፟   | 418<br>648<br>3,187  | е <sup>-</sup> <sup>щ</sup> н   | 8.99 <sup>1</sup><br>1988<br>191  | 3,258<br>1,637<br>3,267  | 702<br>1,947<br>1,947  | 410<br>614<br>2,021<br>2,021                      | 239<br>86<br>1,927   | 868.89<br>873<br>873<br>873<br>873<br>873<br>873<br>873<br>873<br>873<br>873  | 51<br>619<br>147,1<br>147,1                        | 201<br>465<br>60   | 38,372          | Consists of bitum<br>surfaces (types   |
| H ANU<br>3  | BURDACE |                  | 84 <b>6</b> 8            | a . Ma  | ۰  | ۳.,۹  | ۲°،  |   | , ~ ~ ~ ~   | ، ۵۰٬  | 8.44   | ۳., *   | 8  | 58 F  | ۰ <sub>۵0</sub> ,                                  | ۰۰ ۱۰  | 325             | 3/ C<br>concrete   |
| 31, 1963  | TIPE OF |                  | 45                       | •••••   |  |   | at , , N   |   |   | 1 <sup>-#</sup> N 1  |  | ∾   | ۳ <b>۰۰</b> ۳  | <b>، £</b> , ۲  | · · · ·  |  | ដ               |  |
|   | 1       | SURTINCE 2       | ×#                       | 4 <b>%</b> "                                    | <b>-</b>   | ğ, nu   | <b>⊿</b> • ∞ थ   | •••••   | 4.0 mid   | 1-01   | ዳ <b>ነ</b> ሜ ቋ   | ۳°۲   | ۲.°'   | ₽ <u>6</u> 8.   | ، ۵۰٬  | ۱ <sup>∞</sup> ۱۱  | 16 <del>1</del> |  |
| SSIFIEU<br>as of Dece   | 1914    |                  | 35-                      | *   | 3. <sub>04</sub>   | ۴. <sup>2</sup>   | a°, ⊓  |   | ۰۶۹۵  | r 63   | °,,9   | ۰۰۰ <sub>8</sub>                                  | , °, °   | . او م  | н ман н<br>  | <sub>ञ</sub> ह   | 2,008           |  |
|   | RIGIN   | IIII-IIVIONOIUI  | 48                       | <u>ኇ</u> ቘጞኇ፝፞፝                                 | ×  | 8 <sup>2</sup> 2, 8   | ព <b>ា</b> ភ្លំ<br>ខេត្តស្ត្                                       |   | ጟቘ፟ጜ፝፝ዿ፝፞፞  | 88% ·  | ور<br>تعليم<br>ا   | 1, 558<br>1,006                                   | ۳ <u>۵</u><br>۳۳   | 588 <sup>1</sup> 4  | ซาะ .  | 88 °   | 12,402          |  |
| IILEAG  |         | THI              | ង់ន                      | 8 4 <b>8</b> <del>2</del>                       | 121<br>- 2   | ¥548  | 5.95   | • • •   | ~ રૂ % જી   | 52 88 -<br>-   | ន នក្  | °9, 6   | <sup>&amp;</sup> , <sup>®</sup>  | àĕ&.  | 24£.   |  | 8,048           | ÷  |
| SURFACED MILEAGE  |         |                  | สิ่ส                     | ፟<br>ຊີເ <del>ເ</del> ິນສ                       | ¥,∾≓   | ጟ፝ዿ፟፟፟፟ቘፚ፝  | ផ្ទុកស្ត   | - <sup>-</sup> 8-   | 1,305 B   | , <sup>1</sup> , 1   | 73485  | 241<br>7<br>7<br>7<br>806                         | 818  | ន្មដ្ <u>ន</u> ្ធិដ   | ፝<br>ጜፘ፟፟ዾ፝፟፟፟፟፟                                   | а, <sup>гог</sup> я  | 12,05B          | nd E).<br>, and E-1).  |
| SUKF  |         |                  | S INI                    | ۲. ۳.   | 99.°.  | nde d   | ۵°   | ឌ ផ្ទុង   | 8%*#  |  |  | ы.  | \$%HN  | ተ <u>ቆ</u> %ኳ   | ឹฐំឡិដ   | -13 ,3   | 2,945           | ypes D and<br>S F, G-1,  |
|   |         |                  | TAZOL                    | °, ۶,   | <b>A</b>   | , <sup>ភ</sup> ុះ   | ឌ. <u>ឌ</u> .  |   | 8   | *3×,   | ۹ <sup>۳</sup> ۱۰  | .ଟୁ.<br>ଜୁ.                                       | 0.# 0<br>•   | \$855r  | ۰, <sup>۹</sup> ,                                  | <b>*</b> ,,"   | 1,560           | rfaces (t<br>ces (type   |
|   |         |                  | 87 BL                    |   | • • • •  | 1*11  |  |   | • • • •   |  | • • • •  |   | • • • •  | • • • •   | 1 1 1 1  |  | ព               | surfa  |
|   |         |                  | 45                       |   | • • • •  | • • • •   |  |   |   |  | • • • •  |   |  | 40h   |  | ۴,   | £               | L or et  |
|   |         |                  | -96<br>E                 |   | • • • •  |   | ••••   |   |   |  |  |   |  | 9   |  | ۲  | 81              | grave)<br>ed bits  |
|   |         | LON-TIPE SURVACE | 35.25                    |   |  |   | ۲,۵,   | • • • •   |   |  | 1111   |   |  | 8   | • • • •  | • • • •  | 146             |  |
|   |         | E-101            | <b>*</b> *               | ۰۰ ۲۰   | •••••  | 1,  | <sup>*</sup> • \\[   |   |   | រសិភី រ  | ••"•   | •ដ<br>•   | ° • • •  | • • • •   | • • • •  |  | 397             | ed sol.  |
|   |         |                  | ង៉ន                      | ۰°۰۰  | <b>~</b>   | •••   | °,Б,   |   | ••••  | 1.8.   | • • • •  | 8، °،   |  | <b>ដ</b> ន  | •••  |  | 251             | abilia<br>un tre   |
| 같<br>다  |         |                  | <b>ន</b> ំត              | ۰۳۰۰  | 8  | • • • •   | ភ  | • • • •   |   | * • 8 •  | •••  |   |  | 8   | • • • •  | ••••   | 266             | te at<br>the state   |
| urtion<br>erteen  |         |                  | S IN S                   | ••••  | 8  | •   | <u>، ۳</u> .   | • • • •   |   | • • • •  |  | •••*  | 1.4 1 1  | °,*,°   | 1,19,1   |  | <b>1</b> 58     | 199  |
| Compiled in cooperation with<br>State highmay departments               |         |                  |                          | Allaberen<br>Allasken<br>Aritsonne<br>Aritsonne | California<br>Colorrado<br>Commetiout<br>Delaware  | Plorida<br>Georgia<br>Esemii<br>Idabo   | Illinois<br>Indiana<br>Iowa<br>Kausaa                              | Kentuciy<br>Louisiana<br>Maryland<br>Maryland                                   | Massachusetts<br>Michigan<br>Minnesota<br>Mississiyyi                           | Missouri<br>Montana<br>Nebraaka<br>Kervada   | New Hampshire<br>New Jursey<br>New Harico<br>New York  | Morth Carolina<br>Morth Dakota<br>Chio<br>Chiboma | Oregon<br>Permsylvania<br>Rhode Island<br>South Carolina   | South Dakota<br>Temessee<br>Texas<br>Utah   | Vermont<br>Virginia<br>Washington<br>West Virginia | Wisconsin<br>Wroming<br>Dist. of Col.<br>Puerto Rico                               | Total           | $\underline{V}$ Construct of slag, stabilised soil, and gravel or stone surfaces (types $\overline{Z}$ Constste of bitmainous treated and mixed bitmainous surfaces (types $F_{s}$ |

Federal Aid

#### Highway Statistics, 1963

# TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM - URBAN-1963

#### SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE FM-9 DECEMBER 1964

| State highway depar                                  | 1                  |                      |                      |                       |                      | sr 31, 1903            | -                    |                          | <b></b>                               | DECEMBER 1904  |
|--|--------------------|----------------------|----------------------|-----------------------|----------------------|------------------------|----------------------|--------------------------|---------------------------------------|--|
| STATE  | LESS<br>THAN<br>20 | 20-21                | 22-23                | WIDTH 1<br>24-26      | 27-35                | 36-43                  | <u>44_47</u>         | 48<br>AND<br>OVER        | TOTAL<br>URBAN<br>SURFACED<br>MILEAGE | STATE  |
| Alabama  | 9                  | 76                   | 46                   | 112                   | 39                   | 58                     | 49                   | 227                      | 616                                   | Alabama  |
| Alaska   | -                  | 3                    | 5                    | 10                    | 5                    | 3                      | 2                    | 2                        | 30                                    | Alaska   |
| Arizona  | -                  | -                    | 1                    | 9                     | -                    | 5                      | 3                    | 86                       | 104                                   | Arizona  |
| Arkansas   | 16                 | 24                   | 13                   | 57                    | 27                   | 37                     | 6                    | 68                       | 248                                   | Arkansas   |
| California   | 10                 | 44                   | 39                   | 40                    | 43                   | 86                     | 84                   | 1,130                    | 1,476                                 | California   |
| Colorado   | 3                  | 7                    | 10                   | 66                    | 14                   | 16                     | 9                    | 243                      | 368                                   | Colorado   |
| Connecticut  | 7                  | 41                   | 23                   | 14                    | 29                   | 55                     | 26                   | 166                      | 361                                   | Connecticut  |
| Delaware   | 3                  | 7                    | 13                   | 17                    | 11                   | 18                     | 12                   | 66                       | 147                                   | Delaware   |
| Florida  | 2                  | 21                   | 29                   | 70                    | 27                   | 68                     | 41                   | 391                      | 649                                   | Florida  |
| Georgia  | 10                 | 56                   | 23                   | 126                   | 53                   | 106                    | 34                   | 219                      | 627                                   | Georgia  |
| Hawaii   | -                  | 5                    | 1                    | 4                     | 3                    | 5                      | 9                    | 22                       | 49                                    | Havali   |
| Idaho  | -                  | 2                    | 2                    | 19                    | 5                    | 16                     | 2                    | 41                       | 87                                    | Idaho  |
| Illinois<br>Indiana<br>Iowa<br>Kansas                | 64<br>3 9<br>12    | 75<br>10<br>35<br>11 | 62<br>58<br>15<br>33 | 77<br>81<br>132<br>66 | 79<br>72<br>44<br>19 | 385<br>151<br>45<br>50 | 94<br>54<br>54<br>40 | 610<br>169<br>171<br>224 | 1,446<br>598<br>536<br>455            | Illinois<br>Indiana<br>Iowa<br>Kansas                |
| Kentucky   | 20                 | 25                   | 36                   | 14                    | 37                   | 98                     | 24                   | 94                       | 348                                   | Kentucky   |
| Louisiana  | 12                 | 6                    | 10                   | 86                    | 20                   | 62                     | 24                   | 120                      | 340                                   | Louisiana  |
| Maine  | -                  | 7                    | 5                    | 19                    | 23                   | 35                     | 12                   | 44                       | 145                                   | Maine  |
| Maryland   | -                  | 22                   | 9                    | 34                    | 26                   | 40                     | 25                   | 286                      | 442                                   | Maryland   |
| Massachusetts  | 7                  | 14                   | 1                    | 72                    | 128                  | 177                    | 59                   | 328                      | 786                                   | Massachusetts  |
| Michigan   | -                  | 27                   | 38                   | 19                    | 29                   | 110                    | 105                  | 363                      | 691                                   | Michigan   |
| Minnesota  | 2                  | 45                   | 27                   | 107                   | 46                   | 74                     | 61                   | 361                      | 723                                   | Minnesota  |
| Mississippi  | 4                  | 125                  | 22                   | 41                    | 15                   | 36                     | 17                   | 130                      | 390                                   | Mississippi  |
| Missouri   | 30                 | 64                   | 29                   | 79                    | 26                   | 99                     | 24                   | 237                      | 588                                   | Missouri   |
| Montana  | -                  | 7                    | 6                    | 18                    | 8                    | 7                      | 4                    | 42                       | 92                                    | Montana  |
| Nebraska   | 9                  | 9                    | 3                    | 24                    | 21                   | 22                     | 7                    | 74                       | 169                                   | Nebraska   |
| Nevada   | -                  | 5                    | -                    | 4                     | -                    | 1                      | 5                    | 39                       | 54                                    | Nevada   |
| New Hampshire  | 8                  | 10                   | 4                    | 34                    | 17                   | 11                     | 3                    | 31                       | 118                                   | New Hampshire  |
| New Jersey   | 8                  | 83                   | 3                    | 11                    | 48                   | 123                    | 55                   | 368                      | 699                                   | New Jersey   |
| New Mexico   | -                  | 12                   | 4                    | 29                    | 6                    | 18                     | 8                    | 134                      | 211                                   | New Mexico   |
| New York   | 41                 | 152                  | 111                  | 187                   | 211                  | 294                    | 195                  | 872                      | 2,063                                 | New York   |
| North Carolina                                       | 9                  | 14                   | 35                   | 54                    | 48                   | 69                     | 25                   | 165                      | 419                                   | North Carolina                                       |
| North Dakota   | -                  | 3                    | -                    | 41                    | 7                    | 3                      | 1                    | 18                       | 73                                    | North Dakota   |
| Ohio   | 17                 | 80                   | 33                   | 133                   | 227                  | 302                    | 70                   | 600                      | 1,462                                 | Ohio   |
| Oklahoma   | 43                 | 37                   | 35                   | 83                    | 21                   | 70                     | 19                   | 270                      | 578                                   | Oklahoma   |
| Oregon   | 1                  | 7                    | 6                    | 18                    | 10                   | 25                     | 25                   | 128                      | 220                                   | Oregon   |
| Pennsylvania   | 48                 | 37                   | 102                  | 107                   | 272                  | 228                    | 114                  | 440                      | 1,348                                 | Pennsylvania   |
| Rhode Island   | 9                  | 17                   | 3                    | 3                     | 31                   | 83                     | 20                   | 41                       | 207                                   | Rhode Island   |
| South Carolina                                       | 16                 | 12                   | 15                   | 73                    | 38                   | 82                     | 30                   | 119                      | 385                                   | South Carolina                                       |
| South Dakota   | -                  | 17                   | 1                    | 6                     | 5                    | 10                     | -                    | 51                       | 90                                    | South Dakota   |
| Tennessee  | 9                  | 12                   | 29                   | 44                    | 34                   | 71                     | 43                   | 224                      | 466                                   | Tennessee  |
| Texas  | 6                  | 34                   | 49                   | 258                   | 67                   | 152                    | 195                  | 1,100                    | 1,861                                 | Texas  |
| Utah   | 1                  | 1                    | 1                    | 15                    | 5                    | 14                     | 12                   | 80                       | 129                                   | Utah   |
| Vermont  | 14                 | 10                   | 4                    | 5                     | 13                   | 12                     | 5                    | 19                       | 82                                    | Vermont  |
| Virginia   | 18                 | 37                   | 23                   | 16                    | 68                   | 121                    | 68                   | 221                      | 572                                   | Virginia   |
| Washington   | 18                 | 34                   | 21                   | 38                    | 7                    | 45                     | 40                   | 147                      | 350                                   | Washington   |
| West Virginia  | 12                 | 27                   | 14                   | 22                    | 45                   | 41                     | 15                   | 34                       | 210                                   | West Virginia  |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico | 7<br>-<br>-<br>10  | 24<br>3<br>-<br>13   | 43<br>-<br>12        | 27<br>2<br>-<br>17    | 71<br>11<br>7<br>15  | 87<br>4<br>16<br>10    | 67<br>3<br>10<br>5   | 196<br>36<br>95<br>38    | 522<br>59<br>128<br>120               | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico |
| Total  | 558                | 1,449                | 1,107                | 2,640                 | 2,133                | 3,756                  | 1,914                | 11,380                   | 24,937                                | Total  |

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SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

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|--|--|--|--|---|--|---|---|---|--|-------------------------|--|---|--|--------------------|--|--|--|---|
| 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  | -  |  |  | DIVIDED RICHMAYS  | - 4 08   | MORE TRAFFIC  | TAURS   |   |  |                         |  |   | 1 - SIVERIE DE CERTAIO   | g                  | MORE TRAFFIC                                     | IC LARES   |  | INTOT   |
| Alabama 1, 341<br>Atatata 1, 235<br>Atatata 2, 1235<br>Atatata 2, 1235<br>Atatata 2, 1235<br>Atatata 2, 1297<br>Calibratia 3, 5, 897<br>Calibratia 3, 5, 897<br>Calibratia 3, 5, 897<br>Atatata 3, 5, 128<br>Atatata a 3, 5, 128<br>Atatatata 3, 5, 128<br>Atatatatatatata 3, 5, 5, 128<br>Atatatatatatatatatatatatatatatatatatata  | 3-LANES  | STREETS  | OR NORE  | DEGREE OF ACCE  | ACCERS CONTROL 2/  | t. 2/   | momet   | TOTAL   | 2-LANES  | 3-LANES                 | STHERE'S   | OR NORE   | DEGREE OF  | ACCESS CONTROL 2/  | 01. 2/   | TANAN  | TOTAL  | NILENGE   |
|  |  |  |  | NONE  | PARTAL   | TIDA  |   |   |  |                         | <br>7  |   | NORE   | PARTIAL            | TIM  |  |  |   |
| <u>гі пі</u>   | '' <sub>84</sub>   |  | * <sup>4</sup> 5   | \$, <u>\$</u> ,   | ដ្ឋ .<br>ពុ  | <sup>28</sup>   | 84  | 5, 248<br>1, 235<br>2, 575<br>3, 257  | <b>ន្ថ</b> នជន្ម   | •                       | ' م  | \$<br>\$  | ¥'× <sub>ی</sub>   | 8<br>0<br>0<br>1   | , <sup>,</sup> , , , , , , , , , , , , , , , , , | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8  | 99<br>56<br>56<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99<br>99   | 5,679<br>3,5679<br>3,5679   |
|  | ۶., ۵  | ۰ <sup>۳</sup> ۰۰  | ន្តភន។   | ន្លិតខត្ត   | 88 % ~ .   | କ୍ଷି କୁ ମୁ<br>ଜୁ କୁ ମୁ<br>ନ   | 98<br>88<br>58<br>58<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55                              | 3,799<br>88.7<br>68.7   | )<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | ۶ <sub>1</sub>          | ñvu4   | <u>ş</u> 228.87   | প্পতনন্দ্র   | هتي، ا             | និនខឹង   | ፟፟፟፝፞፞ጜ፝ፚ፝ፚ  | 1,<br>758.4<br>758.4<br>7  | 9,003<br>4,167<br>1,178<br>1,178  |
|  | 6  |  | 3,   | ទិដិដ   | · , * Ħ  | 영학 e 문  | ዿ፝ዾ፝፠፠፝   | 4,008<br>7,085<br>3,124   | <u> 홍</u> 루ㅋ%  | -# , « ,                | ~``~   | <del>प्र</del> े'मश   | 353<br>11<br>12<br>14  | 9,∾⊳               | ጟ፟ዸ፝ዾ๏   | ង្គ័ង្គសង  | ¥??z£  | 4,657<br>7,712<br>3,211   |
|  |  | • • • •  | មិនិង<br>ខ្ល   | 5×  | କ୍ଷ <mark>ଅ</mark> କ୍ଷ   | <b>ష 1</b>  | 82.62.82 55<br>82.62 55<br>82.62 55   | 9,472<br>4,389<br>9,148<br>9,148  | ଟିଛିଲିଶି   | ¥۰۰۰                    | <b>ສ</b> ສຸ,   | \$ <del>1</del> 878   | <del>ຮ</del> ື່ະ   | ន'នដ               | ዿዸጜ፠   | ዿ፝፝፝፝፞፞፞ዿ፝፞፞፞ቘጟ፟   | 1<br>3887  | 10,918<br>4,987<br>9,684<br>7,612   |
| Kentucky 3,363<br>Louistana 2,142<br>Maine 1,595<br>Maryland 1,146   | ຊ່ະວສ  |  | ୖ<br>ୡ <del>ଽ</del> ୰ୡ   | 8344  | ~ <del>`</del> \$,8  | खे छ छी म   | 56556   | 50<br>11,25<br>12,25<br>12,25<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>12,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14,55<br>14, | នទទីភ្នំ   |                         | ıđŗ,   | 684æ  | 83 82 4 83<br>83 82 4 83   |                    | នេសត្ត   | <u> </u>   | 348<br>145<br>145<br>145<br>145<br>145<br>145<br>145<br>145<br>145<br>145  | 4,007<br>2,786<br>1,908<br>2,024  |
| Massachumetts 607<br>Michigan 4,289<br>Minnesota 6,622<br>Misselasippi 5,360   | 386<br>133<br>861 - 1  |  | 79<br>88<br>8<br>8<br>9<br>7<br>9<br>7   | r 487   | 345<br>345<br>385  | 24<br>24<br>143<br>143<br>143<br>143<br>143<br>143<br>143<br>143<br>143<br>14               | ដដ្ដី<br>ភូមិដំ   | 1, 430<br>6, 051<br>7, 090<br>7, 090  | දී ශී සිට  | <u>ж</u> ч,             | ۰ ، ۰ ،  | a e a   | ፠ጟଛ,   | ¥828               | ዾ፟፟፟፟፟፟ቜ፝፞፞ቜ፠                                    | 988 83 87<br>988 83 87   | ፟ቘዿ፼፠  | 5,415<br>883<br>9863<br>9863  |
| Mi asouri (7,149<br>Nontana (5,705<br>Setraska (1,869<br>Nevada 1,869  | ₩, ,   |  | ଝ୍ଦ୍ଧ୍ୟୁ   | ጀመው እን  | ₩××~ - 1   | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8 | <b>\$</b> 8555  | 7,937<br>5,797<br>5,462<br>2,064  | ត្តនត្តន   | a                       | , <sup>co vo</sup> ,                                     | জুপ্নরর   | ≇∞⊢8   | ¥ <sup>mo</sup> .  | g <sup>m®</sup> ,                                | ន្អ-វាតន   | ቘ፝፠ፚ፝፞፝፞፞፞፞  | 8,53<br>9,939<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1,131<br>1 |
| New Neuropatrice 1,006<br>New Jersey 786<br>New Monitoo 3,115<br>New York 7,367  | 91<br>11<br>542  |  | ' % ដ X  | , 25<br>540<br>1  | 37<br>367  | 83<br>61<br>417<br>417  | 8<br>26<br>26<br>26<br>26<br>26<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36 | 1,121<br>1,121<br>3,696<br>8,853  | 88<br>28 7<br>28 7   | 15<br>199               | ۰.°°   | 9<br>11<br>19<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10                     | , <sup>2</sup> , <sup>2</sup> , 1  | 144<br>-<br>-      | តស្ពុភន្ត  | 55<br>107<br>58  | 8<br>8<br>8<br>1<br>8<br>1<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>8<br>1<br>8<br>9<br>18<br>9<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>19<br>1 | 1,226<br>1,820<br>3,907<br>10,916   |
| Morth Carolina 3,160<br>Morth Dakota 1/ 4,326<br>Okio 5,187<br>Otiahoma 6,580  | ४ <sub>-</sub> न   | •••  | 38<br>38<br>38   | 88<br>596<br>190  | 82 % <mark>1</mark> 1<br>82 %  | 360<br>340<br>340   | 656<br>235<br>1,169<br>518  | 3,910<br>1,566<br>6,482<br>6,482<br>7,150   | 8/ 41<br>8/ 41<br>327  | ୦, , ମ                  |  | ដង <b>ទី</b> ដ  | 3 . S . S  | 8468               | 38∿&E  | ₽<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E<br>E   | 419<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,  | 4, 329<br>4, 639<br>7, 944<br>7, 728  |
| Oregon 3,250<br>Fenneylvenia 1,648<br>Rhode Island 167<br>South Caroline 3,857   | · 6  | ۰۰۰ م  | 1288<br>1288<br>1288<br>1288<br>1288<br>1288<br>1288<br>1288                   | 218<br>28<br>28   | 88891  | 202<br>202<br>202<br>202  | 358<br>844<br>53<br>497   | 3, 725<br>6, 339<br>282<br>4, 427   | 67<br>642<br>104<br>249  | 237<br>                 | 8, 4,  | % ଔଷ୍ଟ  | 18<br>15<br>15<br>19   | 10<br>35<br>1      | ନ<br>ମୁମ୍ମ ≈                                     | ድୁ<br>ଜୁନ୍ନୁ<br>ନ୍ନୁ   | 1, 348<br>220<br>207<br>385  | 3,945<br>7,687<br>4.89<br>4.812   |
| South Bakota 5,237<br>Temessee 4,702<br>Temassee 11,985<br>Utah 1,930  | , 101 -<br>86 -  |  | 8 28 82 25   | 198<br>914<br>2   | 1933<br>39   | ନୁର୍ଯ୍<br>ଜୁନୁନୁନୁ  | 204<br>358<br>1,993<br>127  | 5,461<br>5,394<br>14,320<br>2,161   | ያ<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት<br>የት                  | । क्रै <sub>में</sub> । | ° , 81 ,   | 249<br>249<br>315   | ។ ៩ផ្ទំ ខ  | 6 .<br>011<br>7    | ર્ <sup>સ્</sup> ગુરુ                            | 8588A  | 8,35,45<br>19,1<br>19,1<br>19,1<br>19,1<br>19,1<br>19,1<br>19,1<br>19,   | 5,551<br>16,181<br>2,860<br>181<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2,800<br>2 |
| Vermont 1,157<br>Virginia 3,110<br>Wahington 2,977<br>West Virginia 2,2247   | . 55   | ۰  | 4<br>188<br>165  | 472<br>1<br>1   | - 1<br>215<br>-  | ៨ <b>ឆ្នឺ</b> ឱ៥  | 885<br>895<br>895   | 1,223<br>4,314<br>3,437<br>2,313  | ୫ଟ୍ଟ ମସ୍ତ୍ର<br>କୁଲ୍ଲ ଅକ୍ଷ  |                         | , E ' 8  | 4<br>165<br>165   | , <del>1</del> 7, %  | , <sup>ភុន</sup> . | ୶ୢୣୢୖଌୄୢୄୡ୰୰                                     | ^রুস্ত#  | 86<br>330<br>330<br>215<br>215<br>215<br>215<br>215<br>215<br>215<br>215<br>215<br>215   | 1, 305<br>1, 886<br>3, 787<br>2, 523  |
| Visconain 4,953<br>Vyoning 3,277<br>Darto Col. 5.<br>Puerto Rico 367   | <br>8 <sup>3</sup>   |  | g%   | ភ្នុង . 🕇   | н<br>1<br>1<br>1<br>1<br>1   | 1.1 1925  | <u>ដ</u> ីស្ល <sup>1</sup> ដ  | 5,585<br>3,530<br>378   | <b>ថ្ម</b> ១សខ   | 8.",                    | <u>ه</u> ۰ م   | ¥3∞&¤   | K384   | ¥8 1               | 2425°  | አ<br>ም<br>ይ  | %<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%<br>%  | 6,107<br>3,589<br>128<br>498  |
| Total 192,623  | 2,527  | 8  | 3,292  | 6,313   | 4,437  | 11,195  | 21,945 2  | 220,415   | 9,620  | 980<br>0                | 맯  | 5,583   | 3,490  | 1,601              | 3,392  | 8,483  | 24,937   | 245,352   |
| 1/ The mileage of com-way streets given here is the average length of the two readearys serving a single role of a comparison of the street of the street of a single and threaty to product so come degree to deary creating at grade or at private dirivency connections. Pull control-whilerly to control scenes is exarcised to give preference to through traffic by providing access connections with meller public roads and street only and by producting constants at grade or directed public creating a first of access.  | treets give<br>te has lega<br>or at priv<br>o through to<br>ng crossing<br>ill control | n here is the<br>l suthority t<br>ate driveray<br>raffic by pro<br>s at grade or<br>of access. | average leng<br>to prohibit ac<br>commetions.<br>viding access<br>direct priva | th of the two<br>cess and exe<br>Full control<br>commections<br>te driveway | o roadways st<br>rcises this a<br>1Authority<br>with selects<br>commections. | urving a sin<br>urthority to<br>to control<br>d public ro                                   | single route.<br>• to some<br>ol. access<br>• roeds   |   |  | DICTURE                 | Includes<br>Includes<br>Includes<br>Includes<br>Includes | 2 miles with 1<br>41 miles with 1<br>58 miles with 1<br>108 miles with 1<br>6 miles with 10<br>81 miles with 10 | ill contral opertial opertial opertial of writel of writ | •                  | s and 26 m<br>s and 125 m<br>see and 45          | ocess.<br>or access and 26 miles with full control of a<br>of access and 15 miles with full control of<br>of access and 15 miles with full control of<br>f access. | 11 control<br>vil control<br>vil control   | of access.<br>L of access.<br>L of access.  |

760-788 O - 65 - 10

# EBOL-MATOF THE FEDERAL-AID PRIMARY SYSTEM-1963

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#### SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

ST-MAISTERS

| LatoT  | 520'#72                                    | τ*052                  | Lų                                    | 155               | 869   | τζή,                       | 5°027                      | 55'599                            | 0τσ'ητ   | 5 <b>7</b> ° <b>7</b> 58            | 760 <b>,</b> 8£                         | € <b>5</b> ,095  | τ60'τη                                    | 15°967                            | LatoT  |
|--|--|------------------------|---------------------------------------|-------------------|---|----------------------------|----------------------------|-----------------------------------|--|-------------------------------------|---|--|---|-----------------------------------|--|
| Misconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico             | 915<br>2,530<br>378                        |                        |                                       | -                 |   | די<br>-<br>אפ              | 9T<br>-<br>-<br>94         | <sup>- 55</sup><br>- то<br>17     | - 26<br>388<br>388   | 52<br>61<br>92                      | 22<br>#32<br>T <sup>*</sup> 005         | دی.<br>۲۲5<br>۲۲5  | 32<br>τ'998<br>135                        | L<br>LTS<br>81                    | Wisconsin<br>Wyoming<br>Plat. of Col.<br>Puerto Rico             |
| Vermont<br>Virginia<br>Weshington<br>Weshington                  | 5'333<br>264'6<br>4TE'4<br>5 <b>35'</b> T  | 9TT<br>2<br>-          | -                                     | οτ<br>οτ<br>-     | -<br>58<br>35<br>-  | -<br>51<br>89<br>-         | 75<br>181<br>720<br>7      | 547<br>212<br>016<br>62           | 55T<br>18T<br>ETS<br>04  | 328<br>588<br>809<br>790            | 213<br>619<br>510'T<br>558              | 699<br>7°035<br>611<br>7°29                              | 587<br>543<br>751<br>272                  | 18<br>513<br>5<br>38              | Vermont<br>Virginia<br>Weshington<br>Meshington<br>Mesh Virginia |
| atolet dines<br>seesemet<br>saxet<br>datu                        | 5'191<br>74'350<br>2'304<br>2'497<br>2'497 | -<br>618<br>-          |                                       |                   | 9<br>1<br>61  | 9<br>51<br>92              | 64<br>09<br>18<br>9        | ד <b>6</b><br>2≤6<br>זיז≤<br>8    | Т <del>1</del><br>126<br>151<br>ST   | τητ<br>062°τ<br>465<br>63           | 269<br>5°260<br>1°077<br>305            | 579<br><b>†66'</b> †<br>858 <b>'</b> T<br>665 <b>'</b> T | ртр<br>5°рре<br>5°рре<br>5°т20            | 530<br>533<br>505<br>505<br>τ°51∂ | atožaŭ diruoS<br>Tennessec<br>Sexef<br>dajU                      |
| Penneylvenie<br>Penneylvenie<br>Bouth Ceroline<br>South Ceroline | r <b>, f</b> 282<br>282<br>392<br>3,725    |                        | -                                     | -                 | -<br>-<br>5<br>5  | 8<br>55<br>61              | 15<br>25<br>919<br>51      | 544<br>28<br>60е ° т<br>төе       | 346<br>27<br>228<br>234  | ™<br>15<br>551<br>698               | 8£6<br>9£<br>\$90 <b>'</b> τ<br>909     | т44'т<br>98<br>684'т<br>686                              | 979<br>                                   | 52<br>T<br>07<br>18               | Oregon<br>Fennsylvania<br>Foods Island<br>Foultons Caultons      |
| Morth Caroline<br>Morth Dakota<br>Ohio<br>Oklahoma               | 05712<br>98419<br>99514<br>97612           | -                      |                                       | τ<br>-            | E<br>L  | -<br>-<br>-<br>-<br>-<br>- | 6<br>589<br>153            | <i>L2</i> 9<br>TOE'T<br>TT<br>SE9 | 085<br>615<br>24<br>518  | 611<br>914<br>132<br>132            | т'928<br>7'229<br>528<br>110'т          | 5°099<br>T`25#<br>395<br>L23                             | T <sup>*</sup> 521<br>520<br>5*700<br>788 | 53<br>τ<br>τ<br>τ<br>τ<br>τ<br>ε  | Morth Caroline<br>North Jakots<br>Ohio<br>Ohioana                |
| New York<br>New Mexico<br>New Yorkey<br>New York                 | 858'8<br>969'E<br>127'T<br>801'T           | -<br>-<br>•<br>•       | 5<br>-<br>1<br>-                      | τ<br>-<br>6τ      | 0€<br>Ett   | ช<br>ก                     | דגב<br>אר<br>בי            | 5t2't<br>L9t<br>6t4<br>EL         | 54L<br>985<br>127<br>88  | 996<br>196<br>170<br>100            | T <sup>*</sup> 33T<br>338<br>80<br>552  | 5'702<br>7'728<br>38<br>290<br>290                       | 7°295<br>7°332<br>9<br>772                | 1766<br>558<br>57<br>57<br>57     | Mew Mexico<br>Mew Mexico<br>Mew Jersey                           |
| Lungeli<br>Mortens<br>Sissifo<br>Sissifo                         | 5'00'2<br>294'5<br>294'5<br>294'5          |                        |                                       | -                 | י<br>66   | 9<br>2<br>75               | €<br>9                     | 15#<br>20<br>30<br>175            | 38<br>513<br>06<br>161   | 709<br>587<br>75<br>889             | Эне<br>851<br>597<br>265°т              | 581<br>544'T<br>589'T<br>196'T                           | 920<br>5°752<br>5°051<br>7°960            | 909<br>6†5<br>इर्ट्स<br>655       | ruosaM<br>anstrow<br>sissrea<br>abrya                            |
| sjjengenerge<br>Maging<br>Minnesota<br>Minnesota<br>Minnesota    | 965'5<br>060'L<br>T50'9<br>0E4'T           |                        | ST                                    | -<br>-<br>Στ<br>ε | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>-<br>99<br>601        | T<br>52<br>628<br>734      | 36τ<br>55#<br>7°738<br>208        | 82<br>92<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95<br>95 | 285<br>T†9<br>JSL<br>63T            | Етв<br>66 <b>Е'т</b><br>1796<br>45т     | 919,15<br>2,950<br>1,469<br>190                          | 998 <b>5'T</b><br>TE4'T<br>T99<br>ES      | 308<br>781<br>35<br>-             | Messechnsetts<br>Michigan<br>Wimseote<br>Wimseote                |
| Kentucky<br>Louisiana<br>Maine<br>Maryland                       | т` 295<br>т' 103<br>5°нн9<br>3°926         | 6E<br>-<br>-           | -                                     | -                 | <u>сн</u><br>т<br>, 9   | 24<br>-<br>8               | 181<br>21<br>69<br>01      | 528<br>ThT<br>TTS<br>OTS          | T35<br>T##<br>535<br>395   | 503<br>783<br>765<br>710            | ड्सू<br>228<br>328<br>351<br>351<br>351 | 552<br>965<br>τ89<br>τ9τ 'τ                              | 61<br>ЕОЕ<br>19<br>ТST                    | ג<br>95<br>ז<br>-                 | Kentucky<br>Louisiane<br>Maine<br>Maine                          |
| stontill<br>anstâni<br>svoi<br>saaas                             | LST'L<br>877'6<br>686'7<br>2L7'6           |                        | -<br>-<br>τ                           | -<br>-<br>4       | -<br>*<br>  | -<br>85T<br>84             | 5T<br>T<br>265<br>65T      | 05τ<br>06τ<br>110°τ<br>600°τ      | 756<br>350<br>914<br>173   | 255<br>011<br>671<br>8 <b>08</b> 'T | T'541<br>T'425<br>276<br>5'725          | 5°210<br>3°540<br>3°051                                  | 5° 181<br>54<br>591<br>591<br>626         | 332<br>899<br>71<br>181           | anathi<br>Indiana<br>Swoi<br>Sanas                               |
| abroru<br>sigroed<br>iisval<br>odabi                             | 477'E<br>954<br>580'L<br>800'4             | -                      | -<br>T<br>-                           | -<br>11<br>-      | -<br>75<br>9<br>1   | -<br>6<br>6<br>717         | -<br>то<br>54<br>518       | тгт<br>Lz<br>L49<br>460'т         | 06T<br>ST<br>T46<br>884  | 808<br>99<br>149<br>1415            | <b>584</b><br>80<br>80<br>820<br>820    | 652<br>69<br>5°948<br>115                                | т90'т<br>0≦<br>698<br>98                  | 56E<br>9TT<br>14E<br>-            | sbrof<br>stgroed<br>tisvañ<br>deho                               |
| Celtfornts<br>Colorado<br>Connecticut<br>Delevare                | 994<br>178<br>661*E<br>125*1               | -                      | т<br>5<br>9т                          | -<br>6<br>-<br>94 | 00<br>9<br>   | 11<br>011<br>2<br>356      | 58<br>18<br>18<br>18<br>18 | 82<br>512<br>500<br>τ° 505        | 9E<br>11<br>SET<br>S64   | 288<br>227<br>883<br>883            | ε8<br>εετ<br>ττ8<br><i>L</i> εο'τ       | 58<br>89<br>584'T<br>0T4'T                               | 29<br>το<br>183<br>ττ'ττ                  | т<br>-<br>579<br>579              | Celifornie<br>Colorado<br>Comecticut<br>Delevare                 |
| amadalA<br>siaslA<br>anozitA<br>ssanaitA                         | 3°521<br>5°222<br>7°532<br>2°548           | -                      | -                                     | -                 | 5<br>-<br>-   | י<br>י<br>זג               | 8T<br>TE<br>               | ηт£<br>62η<br>T -<br>ТОη          | 302<br>333<br>52†  | 85E<br>90E<br>7<br>677              | T06<br>88E<br>59<br>E56                 | 0то'т<br>0ЕЛ<br>т9<br>9 <del>5</del> Г'т                 | 37¢<br>300<br>788<br>7*509                | 5E<br>75<br>9T6<br>0LT            | amedalA<br>sissla<br>anosita<br>sasaaita                         |
| atais  | TOTAL<br>HURAL<br>BURFACED<br>MILEAGE      | LIED<br>CIVESI-<br>OM- | VEXAO<br>UNIV<br>OOO <sup>4</sup> Ott | 666*6E<br>000*0E  | 566°63<br>50°000  | 666'6T<br>-000'ST          | 666 <b>'</b> ητ<br>-000'0τ | 666°6<br>-000°≦                   | 666 °↑<br>-000 °↑  | 666'E<br>~000'E                     | 5'666<br>5'000-                         | 666'τ<br>-000'τ  | 666<br>~001                               | 007<br>NVHL<br>SSETI              | TATS   |
|  |  |                        |                                       |                   |   | (14)(A) - 1400             | C AOLUMES                  | INAMENA ULA-                      | · · · · ·  |                                     |   |  | · · · · · · · · · · · · · · · · · · ·     |                                   |  |
| tigate the table   | L  |                        |                                       |                   |   |                            | CHIMAN SYST                |                                   |  |                                     |   |  |   | stuemt.                           | State highway depar  |
| SHEET LOF 2  | · · ·                                      |                        |                                       |                   |   |                            |                            |                                   |  |                                     |   |  |   |                                   | Compiled in coopers  |

# TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM-1963

# SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15 SHRET 2 OF 2 DECEMBER 1964

#### Compiled in cooperation with State highway departments

| State highway dep  | <u> </u>            |                   |                      |                      |                       | FEDERA                | L-AID PRIMAR             | HIGHWAY SYS             | TEM - URBAN            | •                      |                       |                       |                          |                              |   |
|--|---------------------|-------------------|----------------------|----------------------|-----------------------|-----------------------|--------------------------|-------------------------|------------------------|------------------------|-----------------------|-----------------------|--------------------------|------------------------------|---|
|  |                     |                   |                      |                      |                       | AVERAGE               | DAILY TRAFF.             | IC VOLUMES              |                        |                        |                       |                       |                          | TOTAL                        | STATE   |
| STATE  | LESS<br>THAN<br>400 | 400-<br>999       | 1,000-<br>1,999      | 2,000-<br>2,999      | 3,000-<br>3,999       | 4,000-<br>4,999       | 5,000-<br>9,999          | 10,000-<br>14,999       | 15,000-<br>19,999      | 20,000-<br>29,999      | 30,000-<br>39,999     | 40,000<br>AND<br>OVER | un -<br>Classi -<br>Fied | URBAN<br>SURFACED<br>MILEAGE | SIRIE   |
| labam<br>laska<br>rizona<br>urkansas                     |                     | 10<br>-<br>-      | 72<br>-<br>-<br>1    | 65<br>6<br>1<br>12   | 64<br>4<br>-<br>14    | 48<br>10<br>7<br>20   | 187<br>4<br>16<br>109    | 89<br>3<br>29<br>56     | 50<br>3<br>30<br>22    | 30<br>-<br>18<br>11    | 1<br>-<br>-<br>1      | - 3                   | -                        | 616<br>30<br>104<br>248      | Alabama<br>Alaska<br>Arizona<br>Arkansas                |
| alifornia<br>colorado<br>connecticut<br>celavare         | -<br>9<br>-         | 1<br>2<br>-       | 1<br>4<br>1<br>2     | 5<br>14<br>6<br>3    | 13<br>21<br>10<br>7   | 10<br>23<br>6<br>8    | 135<br>127<br>104<br>37  | 190<br>90<br>81<br>38   | 151<br>34<br>56<br>`29 | 360<br>28<br>34<br>14  | 211<br>10<br>15<br>4  | 399<br>6<br>43<br>5   | 5                        | 1,476<br>368<br>361<br>147   | California<br>Colorado<br>Connecticut<br>Delaware       |
| lorida<br>Forgia<br>Isvali<br>Idaho                      | 14                  | 1<br>6<br>-       | 5<br>38<br>-<br>2    | 7<br>57<br>-<br>3    | 22<br>45<br>1<br>7    | 17<br>52<br>-<br>8    | 146<br>193<br>6<br>48    | 174<br>110<br>9<br>15   | 102<br>51<br>7<br>3    | 122<br>39<br>11<br>1   | 40<br>15<br>8<br>-    | 13<br>7<br>7          | -                        | 649<br>627<br>49<br>87       | Florida<br>Georgia<br>Hawaii<br>Idaho                   |
| Illinois<br>Indiana<br>Iova<br>Gansas                    | 62                  | 1<br>9<br>8<br>4  | 16<br>13<br>31<br>15 | 39<br>27<br>60<br>56 | 58<br>50<br>59<br>53  | 78<br>117<br>62<br>51 | 390<br>119<br>193<br>157 | 288<br>178<br>71<br>65  | 205<br>83<br>26<br>30  | 210<br>-<br>15<br>21   | 53<br>-<br>1<br>2     | 102                   | -                        | 1,446<br>598<br>536<br>455   | Illinois<br>Indiana<br>Iowa<br>Kansas                   |
| Kentucky<br>Louisiana<br>Maine<br>Marylani               | -<br>2<br>-<br>3    | 1<br>8<br>-<br>-  | 4<br>4<br>4<br>2     | 18<br>10<br>11<br>6  | 17<br>14<br>9<br>9    | 27<br>23<br>13<br>12  | 116<br>114<br>71<br>56   | 64<br>64<br>27<br>84    | 38<br>24<br>7<br>71    | 38<br>49<br>3<br>79    | 17<br>21<br>-<br>88   | 8<br>7<br>-<br>89     | - 3                      | 348<br>340<br>145<br>442     | Kentucky<br>Louisiana<br>Maine<br>Maryland              |
| fassachusetts<br>fichigan<br>finnesota<br>fississippi    |                     | 1<br>-<br>1<br>2  | 1<br>6<br>24<br>16   | 18<br>14<br>49<br>41 | 9<br>20<br>68<br>38   | 34<br>36<br>60<br>54  | 236<br>170<br>209<br>144 | 183<br>105<br>130<br>63 | 102<br>73<br>93<br>20  | 109<br>110<br>69<br>12 | 36<br>59<br>18<br>-   | 57<br>98<br>2<br>-    | -                        | 786<br>691<br>723<br>390     | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi   |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | -<br>30<br>-        | 3                 | -<br>8<br>5<br>-     | 1<br>10<br>14<br>1   | 66<br>9<br>12<br>1    | 115<br>5<br>17<br>1   | 177<br>44<br>45<br>12    | 63<br>9<br>20<br>11     | 26<br>4<br>14<br>16    | 70<br>-<br>11<br>9     | 44<br>-<br>1<br>2     | 26<br>-<br>-<br>1     |                          | 588<br>92<br>169<br>54       | Missouri<br>Montana<br>Nebraska<br>Nevada               |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 1<br>-<br>2<br>2    | 2<br>-<br>3<br>57 | 3<br>1<br>20<br>61   | 11<br>4<br>14<br>119 | 21<br>13<br>24<br>183 | 25<br>9<br>9<br>153   | 36<br>80<br>86<br>587    | 16<br>155<br>41<br>365  | 3<br>95<br>4<br>247    | -<br>105<br>6<br>147   | -<br>61<br>2<br>76    | 155<br>66             | -<br>21<br>-             | 118<br>699<br>211<br>2,063   | New Rampshire<br>New Jersey<br>New Mexico<br>New York   |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       |                     | -<br>1<br>1<br>3  | 3<br>10<br>5<br>26   | 18<br>20<br>28<br>28 | 27<br>12<br>63<br>40  | 45<br>6<br>85<br>43   | 181<br>18<br>566<br>224  | 80<br>6<br>328<br>100   | 40<br>-<br>191<br>79   | 24<br>-<br>128<br>25   | 1<br>-<br>-<br>30<br> | -<br>37               | -                        | 419<br>73<br>1,462<br>578    | North Carolin<br>North Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | -                   |                   | 2<br>9<br>2<br>11    | 5<br>24<br>5<br>39   | 6<br>51<br>6<br>40    | 8<br>57<br>17<br>47   | 65<br>383<br>50<br>132   | 48<br>367<br>63<br>70   | 31<br>181<br>30<br>30  | 35<br>209<br>28<br>14  | 14<br>52<br>5<br>-1   | 6<br>15<br>1<br>-     |                          | 220<br>1,348<br>207<br>385   | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolin |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | Ë                   | 2<br>-<br>-<br>3  | 12<br>10<br>5<br>1   | 18<br>16<br>9<br>4   | 9<br>34<br>6<br>5     | 7<br>44<br>12<br>6    | 29<br>162<br>65<br>16    | 8<br>64<br>36<br>20     | 3<br>60<br>4<br>28     | 2<br>65<br>7<br>37     | -<br>11<br>4<br>9     |                       | 1,713                    | 90<br>466<br>1,861<br>129    | South Dakota<br>Tennessee<br>Texas<br>Utah              |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 1                   | 24                | 5<br>8<br>3<br>3     | 11<br>17<br>3<br>9   | 11<br>19<br>-<br>21   | 12<br>23<br>-<br>17   | 35<br>176<br>13<br>65    | 5<br>130<br>22<br>52    | -<br>96<br>12<br>22    | -<br>78<br>9<br>18     | -<br>9<br>2<br>3      | -<br>12<br>2<br>-     | 284                      | 82<br>572<br>350<br>210      | Vermont<br>Virginia<br>Washington<br>West Virginia      |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     | :                   | 1                 | 16<br>2<br>-<br>3    | 25<br>4<br>-<br>5    | 35<br>7<br>-<br>6     | 39<br>8<br>1<br>9     | 192<br>31<br>14<br>34    | 124<br>6<br>16<br>14    | 33<br>20<br>7          | 45<br>-<br>45<br>19    | 6<br>-<br>19<br>11    | 6<br>-<br>13<br>12    | -                        | 522<br>59<br>128<br>120      | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico    |
| Total  | 81                  | 139               | 496                  | 990                  | 1,339                 | 1,596                 | 6,605                    | 4,445                   | 2,586                  | 2,519                  | 966                   | 1,149                 | 2,026                    | 24,937                       | Total   |

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic and those existing routes that will be replaced eventually by a new road.

684 18911 54618 202 (5 202 (5 202 (5 505 9'339 3'125 TURATABUUA LenneyLenne 7°3#8 550 0⊊ Ēŧ 5 τετ τ'135 ττ£ 5#3 53 11080.10 1Z 003930 τ 765 -95L°L 446°L 689°4 689°4 9LT\*L 284\*9 995\*4 0T6\*E 118'9 \$62'9 995'1 668'E 095 294'τ εί 045 444 'Т ЕД 09τ 99τ VECTODE τ# 91 6ετ -56 : . OTUC --OTTO BOTCh Dekota Borth Dekota BOTCh Carolina 614 L -33 ลัย π MOTTO CATOR το' 65# 3' 653 ד'399 דדכ 206 907 848'8 3'172 121'1 SEN 9`ז≥<del>ו</del> 3`⊥ז־5 1`100 New York New Nexico New Jersey AST TOT'S 2,071 <del>89</del>£ -Thh . 258 -New Mexico चा . New Jersey 5 T'950 669 8ττ 67 L 99 5 ήE 9τ ε 80T'T ٥L REOT STANDER TO BELLE 8 5, 144 5, 658 7, 658 7, 938 7, 938 WDRYON OF S'SOT کړ -64 -εστ 5'0#7 SPRYSALS. 294'S 858'S 4TL'L Rebracka aslaard off τ£9'ς εε6'ς 69τ ≤6 56 0ητ 56 BUBLUOM TUPAUCH -573 464 LINOSSIM LINOSSI 525'9 88₹ З στ στ **5**8 -965°5 060°2 965'5 190'L 150'9 602'T Iquitasies M 2°686 נדפ*י*ג 360 253 330 -Mestesing 689 T69 stosennik 32 6 \_ stosenall 2 MLCh16m 6°145 5°570 τ69 98L τ50'9 0۠'τ -MChigan 9E 86 9110010099966 715 **†**9 -694 -223 -\$1198100398896 00€ 523 τ'295 Σ91,163 puetting 5°05# 7°308 244 54T 048 848 <u>1</u>τ 6 0⊆ ⊆⊆ 5 556 **σσε**"τ MATTANG 29 T E٩ τ ourse 202'T autun 5°166 5°##2 5'FTF sustatuol ž 9TE 84E 35 analaluo.I З Anonauoy . ~ -Kentucky ---\_ 279'L 6'68# #'984 70'955 554 985 865 624 925 715 915'T LST'L 84T'6 68E'4 9L4'6 896'9 147'6 652'4 228'6 **5**6 SPREEN -69τ . **STREET** --TANT στ TOWN ۹\_ LZ οετ anstbul anathal alonilli 944 T 65 6 SηT stonilli ŧ 3\*536 3\*725 **3⁺7**20 odebl 78 18 odebi -2 -954 401'L 900'4 LOS SEL'L LS9'7 64 TE9 649 954 050'L 566'E HAVELL . 64 665 HEVART'S 35 -48 NUTSOLA L στ 632 23 π π FLOT TAL -Deleware 819 911'1 191'<del>1</del> 800'6 LAT L4T E43 89E 9L4'T 994 849 661.1E Delevare 994 LT8 т9Е 89Е 924'Т JUSTJOBINO τ6 99T Justreamol 9τ π τ З 261.4E Colorado `-Colorado alujolila) . . -**JS#** --\_ EOHL storollis) 5#8 70# 33 3°526 5°212 SOSTIGATION 7.507E -5#8 70# 33 3\*526 SSSCOTTS -• 5°242 5°242 7°268 7°268 SUCETIN б19'г т °еот σ£ VILLEOUW . -₩2'5 842'5 Alaska -VIVER ALabama 198'≤ 979 055 ε ALabema 99 τs Æ /₹ Æ T NELEAS XVMEDIH ROADS BOVDS /₹ NUTCICS NELEIS SVERV ISENOA ROONDARY SISSING SA2DIA TOROST SISDUR TOWN' ON BOADS **JIHSNMOL** RADIU LEUWER **LEINER** TVHOM PARK AND TOWN, OR CITY LARK AND ITI0 RECONDER TVIOL TVIOL SIVIS STATE STATE TWEEDELL ONV OR FOCYT 'ALMOOD STATE ON POCYT COUNTY, SIVIE TVERIGER ONV LEDWEX SIVIS 120 180 STATE NI 180 IN STATE 10 120 DIV-TWENDLA 180 TOTOL A NUMBER - NELEXS XVMEDIN XXVMINA CIV-TVERCEA T TVERY - MELENE AVMHOLE ANYWERE OLV-TVERGEN 196T HERE Data as of December 31, 1963 State Dighan departments Compiled in cooperation with E AD T JEERS TABLE FM-21 MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

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# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

#### MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

| State highway de  | partments                         |   |  |                             |   |                                      | of December 3                    |   |  |                             |   |                                    | Г   |  |
|---|-----------------------------------|---|--|-----------------------------|---|--------------------------------------|----------------------------------|---|--|-----------------------------|---|------------------------------------|---|--|
|   |                                   | FEDERAL-AIL                             | SECONDARY HI                                   | Genay System                | - RURAL 1/  |                                      |                                  | FEDERAL-AT                                      | D SECONDARY H                                  | CHWAY SYSTEM                | - URBAN 1/  |                                    | TOTAL `   |  |
| STATE   | on<br>State<br>Primary<br>System  | ON<br>STATE<br>SECONDARY<br>ROADS<br>2/ | ON<br>COUNTY,<br>TOWN, OR<br>TOWNSHIP<br>ROADS | on local<br>City<br>Streets | IN STATE<br>AND FEDERAL<br>PARK AND<br>FOREST AREAS<br>3/ | total<br>Rural                       | on<br>State<br>Primary<br>System | ON<br>STATE<br>SECONDARY<br>ROADS<br><u>2</u> / | ON<br>COUNTY,<br>TOWN, OR<br>TOWNSHIP<br>ROADS | ON LOCAL<br>CITY<br>STREETS | IN STATE<br>AND FEDERAL<br>PARK AND<br>FOREST AREAS<br>3/ | total<br>Urban                     | FEDERAL-AID<br>SECONDARY<br>HIGHDAY<br>SYSTEM<br><u>1</u> / | STATE  |
| labama<br>laska<br>Arizona<br>Arkansas                  | 3,380<br>1,692<br>1,989<br>8,292  | 1,975<br>-<br>-                         | 17,699<br>1,672<br>5,039                       | 385<br>-<br>24<br>59        |   | 23,439<br>1,692<br>3,685<br>13,460   | 100<br>15<br>22<br>135           | 18<br>-<br>-                                    | - 3<br>- 3                                     | 339<br>-<br>335<br>79       |   | 457<br>15<br>360<br>214            | 23,896<br>1,707<br>4,045<br>13,674                          | - Alabama<br>Alaska<br>Arizona<br>Arkansas             |
| alifornia<br>olorado<br>onnecticut<br>elaware           | 3,307<br>4,089<br>115             | -<br>881<br>1,335                       | 7,919<br>5<br>-                                | 240<br>-<br>35<br>-         | 6<br>-<br>-   | 11,472<br>4,089<br>1,036<br>1,335    | 201<br>60<br>47                  | -<br>-<br>128<br>130                            | 349<br>-<br>-                                  | 615<br>-<br>19              | -<br>-<br>1   | 1,165<br>60<br>199<br>1 <b>3</b> 0 | 12,637<br>4,149<br>1,235<br>1,465                           | California<br>Colorado<br>Connecticut<br>Delaware      |
| 'lorida<br>eorgia<br>kavaii<br>daho                     | 5,526<br>8,333<br>1,617           | 4,559<br>-<br>588<br>-                  | 2,736<br>10,824<br>3,706                       | -<br>-<br>74                | -<br>-<br>-<br>4  | 12,821<br>19,157<br>588<br>5,401     | 352<br>198<br>-<br>11            | 108<br>-<br>-<br>-                              | 239  | 93<br>-<br>40               | -   | 553<br>437<br>22<br>51             | 13,374<br>19,594<br>610<br>5,452                            | Florida<br>Georgia<br>Hawaii<br>Idaho                  |
| llinois<br>Indiana<br>Iowa<br>Tansas                    | 1,740<br>5,757<br>2,811           | -                                       | 11,587<br>11,794<br>32,311<br>20,799           | 450<br>484<br>678<br>270    | -   | 13,777<br>18,035<br>32,989<br>23,880 | 151<br>172<br>13                 | -   | 38<br>39<br>58<br>70                           | 155<br>62<br>171<br>89      | -   | 344<br>273<br>229<br>172           | 14,121<br>18,308<br>33,218<br>24,052                        | Illinois<br>Indiana<br>Iowa<br>Kansas                  |
| entucky<br>ouisiana<br>iaine<br>iaryland                | 11,378<br>1,563<br>1,288<br>208   | 6,878<br>812<br>2,082                   | 3,324<br>80<br>1<br>4,603                      | 20<br>1<br>-<br>47          | -   | 14,722<br>8,522<br>2,101<br>6,940    | 159<br>65<br>40<br>53            | -<br>125<br>25<br>158                           | 37<br>-<br>261                                 | 24<br>2<br>-<br>82          |   | 220<br>192<br>65<br>554            | 14,942<br>8,714<br>2,166<br>7,494                           | Kentucky<br>Louisiana<br>Maine<br>Maryland             |
| hssachusetts<br>Hichigan<br>Hinnesota<br>Hississippi    | 460<br>2,358<br>4,075<br>4,532    | -                                       | 1,226<br>22,637<br>25,075<br>11,279            | -<br>535<br>1,115<br>153    | -   | 1,686<br>25,530<br>30,265<br>15,964  | 119<br>62<br>28<br>75            | -   | 238<br>-<br>15<br>53                           | 217<br>433<br>320<br>93     | 8<br>-<br>-<br>-  | 582<br>495<br>363<br>221           | 2,268<br>26,025<br>30,628<br>16,185                         | Massachusett<br>Michigan<br>Minnesota<br>Mississippi   |
| Missouri<br>Montana<br>Nebraska<br>Nevada               | 305<br>3,787                      | 21,966<br>5,556<br>2,621                | 685<br>13,404<br>285                           | 28<br>-<br>163<br>2         | -<br>36<br>-  | 22,984<br>5,556<br>17,390<br>2,908   | - 8<br>- 8<br>-                  | 137<br>22<br>-<br>29                            | - 3  | 37<br>-<br>39<br>27         |   | 182<br>22<br>50<br>56              | 23,166<br>5,578<br>17,440<br>2,964                          | Missouri<br>Montana<br>Nebraska<br>Nevada              |
| Wew Hampshire<br>Wew Jersey<br>Wew Mexico<br>Wew York   | 567<br>35<br>5,360<br>3,685       | 990<br>-<br>-                           | 30<br>1,529<br>170<br>13,282                   | 3<br>22<br>1<br>-           | 4<br>4<br>-<br>7  | 1,594<br>1,590<br>5,531<br>16,974    | 16<br>12<br>83<br>311            | 37  | 539  | 3<br>29<br>2<br>206         | -   | 56<br>580<br>85<br>1,737           | 1,650<br>2,170<br>5,616<br>18,711                           | New Hampshir<br>New Jersey<br>New Mexico<br>New York   |
| iorth Carolina<br>Iorth Dakota<br>Nhio<br>Nklahoma      | 8,231<br>1,681<br>9,215<br>3,971  | 20,122                                  | 11,213<br>7,798<br>8,169                       | 4<br>200<br>256<br>471      |   | 28,357<br>13,094<br>17,269<br>12,611 | 259<br>3<br>423<br>105           | 293<br>-<br>-<br>-                              | -<br>-<br>232<br>358                           | 77<br>17<br>666<br>21       | -   | 629<br>20<br>1,321<br>484          | 28,986<br>13,114<br>18,590<br>13,095                        | North Caroli<br>North Dakots<br>Ohio<br>Oklahoma       |
| Pregon<br>Pennsylvania<br>Node Island<br>South Carolina | 863<br>5,885<br>279<br>4,386      | 2,590<br>6,132<br>12,740                | 4,275<br>124<br>78<br>1,534                    | 71<br>-<br>-<br>5           |   | 7,799<br>12,141<br>357<br>18,665     | 16<br>686<br>89<br>110           | 37<br>570<br>108                                | 5<br>-<br>-                                    | 61<br>36<br>67<br>5         | -   | 119<br>1,292<br>156<br>223         | 7,918<br>13,433<br>513<br>18,888                            | Oregon<br>Pennsylvania<br>Rhode Island<br>South Caroli |
| outh Dakota<br>ennessee<br>exas<br>tah                  | 1,899<br>2,771<br>32,630<br>2,689 | -                                       | 10,683<br>8,267<br>848                         |                             | 1   | 12,583<br>11,038<br>32,630<br>3,638  | 9<br>70<br>790<br>85             | :   | 2<br>61<br>-<br>11                             | 14<br>-<br>-<br>24          | =   | 25<br>131<br>790<br>120            | 12,608<br>11,169<br>33,420<br>3,758                         | South Dakots<br>Tennessee<br>Texas<br>Utah             |
| Yermont<br>Yirginia<br>Washington<br>West Virginia      | 918<br>3,496<br>539<br>2,579      | 14,462<br>2,042<br>8,022                | 910<br>153<br>8,123<br>-                       | 30<br>21<br>138<br>30       | -   | 1,858<br>18,132<br>10,842<br>10,631  | 9<br>178<br>16<br>46             | -<br>87<br>38                                   | -<br>98<br>-                                   | 12<br>360<br>177<br>27      | -   | 21<br>538<br>378<br>111            | 1,879<br>18,670<br>11,220<br>10,742                         | Vermont<br>Virginia<br>Washington<br>West Virgini      |
| Visconsin<br>Nyoming<br>Dist. of Col.<br>Puerto Rico    | 5,419<br>1,918<br>-<br>-          | 1,064                                   | 12,736<br>563<br>-                             | - 2                         | 3<br>-<br>-   | 18,158<br>2,483<br>1,064             | 134<br>11<br>-                   | -<br>-<br>49                                    |  | 763<br>2<br>120<br>-        | :   | 897<br>13<br>120<br>49             | 19,055<br>2,496<br>120<br>1,113                             | Wisconsin<br>Wyoming<br>Dist. of Col<br>Puerto Rico    |
| Total   | 177,618                           | 117,417                                 | 299,175  | 6,118                       | 135   | 600,463                              | 5,555                            | 2,121   | 3,933  | 5,960                       | 9   | 17,578                             | 618,041   | Total  |

TABLE FM-21

131

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS-1963

#### MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

DECEMBER 1964 SHEEL 3 OL 3 LVERE LM-ST

132

Data as of December 31, 1963

Compiled in cooperation with

|   |   |  | SRAMSAS .   | VANNETTH OTA-L   | R NOT ON FEDERA  |  | rs of Decemper                        | <u> </u>  | Adwards - NAR      | IL COLON I VILLANDE -            | OVALIBATI AVALLU  | TH UTA-IASTRETST               |  | tete highway depar   |
|---|---|--|---|--|--|--|---------------------------------------|---|--------------------|----------------------------------|---|--------------------------------|--|--|
| livis   | Total<br>Pedenal-Land<br>Pedenal-Land<br>Mandal<br>Mandal<br>Mandal<br>Mandal             | TATOT<br>BDASIDN<br>HOT ON<br>HOT ON<br>HOT ON<br>SMETCY S   | STATE<br>STATE NI<br>STATE NI<br>SARTA TESNOT<br>SARTA TESNOT | SIJEDILS<br>CILL<br>ON FOCYT   | RONIS<br>TOWNSHILP<br>TOWN, OR<br>COUNTY, OR<br>ON       | ALLERN<br>STRCONDARY<br>ROADS<br>22/<br>22/  | NELLEX S<br>XVINI MI<br>SLVILS<br>NO  | LOTAL<br>TYPE<br>CIANT-ALD<br>ON<br>TATA<br>TOTAL | THANKE - TARK      | SLEENLLS<br>LLLD<br>TVOOT NO     | RONIE<br>TOWNERITP<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY,<br>COUNTY | ECONDREY<br>STORES             | NELLEX S<br>LEYNOLLA<br>ELIVLS<br>NO   | alvis  |
| AmedalA<br>sisalA<br>anositA<br>assasitA          | 995 *08<br>085 *95<br>995 *92   | - 63,1287<br>92,126<br>252,282<br>26,805<br>16,805   | 446'T<br>420'ZT<br>T40'T<br>239                               | 2'996<br>#'996<br>\$505<br>8'505   | 690'55<br>999'4T<br>T29'T<br>625'06                      |  | 528<br>228<br>530                     | 71,161<br>6,724<br>3,308<br>29,760<br>29,760      | 01<br>02<br>-      | 961<br>656<br>661                | 6€0'S<br>SL9'τ<br>osL'Lτ  | <u>-</u><br>ε66 <sup>4</sup> τ | 77°634<br>4°690<br>3°308<br>6°554  | ausdal<br>aisel<br>anos in<br>asanain                            |
| Celtfornie<br>Coloredo<br>Comecticu               | E4L <sup>4</sup> 4<br>4L2 <sup>4</sup> LT<br>LTT <sup>6</sup> 6L-<br>6T5 <del>4</del> 45T | 599'7<br>798'17<br>708'01<br>735'816   | -<br>776<br>332<br>58°355                                     | 514<br>126*6<br>1EE*5<br>458*EE  | 9°59<br>620'59<br>2TE '02                                | 5°760<br>6#3<br>-  | -<br>5Lτ<br>00τ<br>98L <sup>6</sup> τ | 5°048<br>5°173<br>8°376<br>51°840                 | 5<br>              | ی<br>عد<br>۶۲8                   | 8,268<br>-<br>-   | 1°462<br>1°566<br>-            | ЕТ9<br>ЕSO'T<br>9TE'8<br>LgE'ZT  | slifornis<br>olorado<br>onnecticut<br>elaware                    |
| abirofi<br>Acorgia<br>Liswal<br>Idaho             | EgT'34<br>48T'E<br>092'96<br>EgT'4L   | 231,492<br>2,067<br>2,053<br>2,033<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,032<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,042<br>2,00 | т46°2<br>69<br>Ев<br>Етг                                      | 5°503<br>159<br>17°412<br>12°948   | 53 <sup>2</sup> 337<br>7,572<br>467734<br>36,959         | -<br>-<br>626  | LT<br>6E9<br>E04                      | 169'8<br>171'T<br>52'355<br>18'03T                | τη<br>Ες           | ήττ<br>-<br>-<br>οοτ             | 802. E<br>671,11<br>747.2   | 079<br>989 <b>'</b> †          | 598'4<br>Los<br>Ost'9t<br>Emtot  | abiroi<br>a 13ros<br>1 Iana<br>ciaño                             |
| stontini<br>amatbal<br>aroi<br>asanal             | 528'251<br>775'053<br>706'501<br>750'287  | 101°128<br>69°152<br>85°685<br>105°012   | 05<br>Loz<br>-  | 166'L<br>10'###<br>12'823<br>51'051  | 590*E6<br>547*85<br>T69*99<br>459*11                     |  | 23<br>TE3<br>8ET<br>04E*E             | 37°007<br>p5°305<br>53°532<br>52°0#3              | 56T<br>25T         | 65E<br>E98<br>9 <b>45</b><br>899 | 698'02<br>35'366<br>519'11<br>611'11  | -                              | то`5#7<br>6`640<br>то`426<br>т5`276  | atontif<br>anatbu<br>ava<br>ava<br>ava<br>avana                  |
| Maryland<br>Maine<br>Kentucky                     | 55,759<br>20,952<br>64,546<br>66,546  | 13°581<br>16°842<br>31°686<br>20°233   | 2<br>375<br>30<br>313   | 152'E<br>064'T<br>855'L<br>851'E   | 545'6<br>LT8'L<br>247'92<br>EL8'04                       | 594<br>058*9<br>L76*E<br>-   | 6E<br>694<br>HT<br>56545              | 875'6<br>420'4<br>005'7T<br>646'8T                | 19<br>19<br>2<br>- | टाट<br>र<br>१<br>१५              | 998 <b>*</b> #<br>T<br>08<br>T9E <b>*</b> E   | 5°275<br>840<br>1°021<br>-     | <b>ए98'र</b><br>89 <b>र'</b> €<br>85€'भ<br>म4≤'Sर  | erre<br>arre<br>outstane<br>erreck                               |
| esuicesen<br>Michigan<br>Stossun<br>Mississin     | 64649<br>1754°1522<br>1754°275<br>56°903  | #5,777<br>86,284<br>79,684<br>22,319<br>22,319   | 765<br>5*276<br>722   | 689 <b>'</b> 4<br>249 <b>'</b> TT<br>225 <b>'</b> ST<br>466 <b>'</b> 8             | T58'LE<br>990'2L<br>LTT' <del>1</del> 9<br>T00'ET        | -  | 60<br>بر<br>کی<br>کی                  | 121°22<br>144°88<br>292°28<br>484°4               | -<br>-<br>-<br>745 | 942<br>L94 'T<br>896<br>464      | 77,332<br>25,101<br>22,637<br>22,637<br>2,652   | -                              | 10,593<br>11,6873<br>9,162<br>2,257  | sttenchusetts<br>Lohigan<br>Lonesota<br>Losissippi<br>Lasissippi |
| ruoselii<br>sastach<br>Siserden<br>siserden       | 665 '54<br>799'20T<br>990'4L<br>258'835   | 464 °04<br>65 °22<br>777 747<br>85 °747  | ЕТ<br>954<br>TLS*L<br>865                                     | τ'0#8<br>2'518<br>1'672<br>15'305  | 258,75<br>919,45<br>957,85<br>997,88                     | 555'T<br>-<br>543  | -<br>-<br>-<br>535                    | \$97'5<br>120'62<br>775'77<br>769'78              | -<br>39<br>5       | 62<br>TE2<br>LST                 | 585<br>704 - ET<br>   | 5°197<br>2°218<br>55°356       | 5,090<br>5,933<br>5,933<br>8,521   | tasouri<br>ontene<br>ebreska<br>eveda                            |
| New York<br>New Jersey<br>New Jersey              | 0L2*TOT<br>896*19<br>1L2*2E<br>LL2*4T   | 17,635<br>55,429<br>28,384<br>28,384<br>11,401   | тул<br>660°с<br>521<br>тгт                                    | 72°948<br>5°993<br>70°543<br>7°792   | 292,367<br>186,444<br>27,222<br>267<br>267<br>267<br>267 | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 597<br>5999<br>289<br>Трт<br>Трт      | 53°632<br>6°236<br>5°846<br>5°846<br>5°846        | 69<br>983          | ₩ <u>1</u> 5<br>Е<br>08<br>Ет    | 092 <b>*</b> #T<br>020<br>50068<br>30   | -<br>-<br>-<br>-               | 8T4'ET<br>99E'6<br>E4L'T<br>LZL'T  | ew Mexico<br>ew Mexico<br>ew York                                |
| North Carr<br>North Dake<br>Ohio<br>Anio          | 704,903<br>705,749<br>204,560<br>82,667   | 84°025<br>572<br>96,907<br>792,352   | <del>η</del> Ετ<br>5Ε<br>515<br>1154                          | 6 <sup>4</sup> 0<br>5 <sup>4</sup> 253<br>5 <sup>4</sup> 255<br>8 <sup>4</sup> 269 | 216'EL<br>0L1'09<br>90L'E8<br>-                          | 767,8£   | 322<br>29047<br>5<br>576              | 50°827<br>50°23#<br>52°23#<br>572°23<br>372°23    | 714<br>506         | 765<br>355<br>571<br>88          | 8'695<br>8'030<br>77'573  | 50*#20                         | тт <sup>•</sup> н63<br>т1 <sup>•</sup> 329<br>т5 <sup>•</sup> 168<br>т5 <sup>•</sup> 168 | orth Caroline<br>Orth Dekote<br>Alahome<br>Alahome               |
| South Card<br>Pennsylvar<br>Rhode Isle<br>Oregon  | 054,17<br>852,011<br>852,011<br>870,87<br>870,87  | 747.255<br>004.45<br>801.408<br>218.268<br>218.269   | LET<br>59<br>029'4<br>54L'TE                                  | 542"T<br>442"Z<br>219"9T<br>457"S  | 53°000<br>252<br>52'44<br>50'82#                         | 57248<br>575408<br>64  | 09<br>9≤τ<br>8¥≦ 'τ<br>8€             | 53°103 ·<br>7°005<br>57°750<br>77°863             | т9£                | 70<br>750<br>64<br>733           | T <sup>2</sup> 23#<br>9L<br>950<br>7590   | 75,870<br>1,076<br>2,677       | 692'6<br>408<br>8L4'ET<br>ELL'4  | Preson<br>Prote Island<br>Mode Island<br>Pouth Carolins          |
| South Dake<br>Texnessee<br>Texns<br>Texn          | 30,260<br>236,464<br>75,577<br>89,277   | 30°515<br>190°953<br>28°215<br>11°110  | 6τg1<br>0€<br>9021τ<br>9491τ                                  | 32542<br>32597#<br>15572<br>57253  | 78° 205<br>738° 205<br>738° 205<br>76° 333               |  | 979<br>112 <b>*</b> TT<br>96<br>815   | 840'9<br>T49'64<br>620'LT<br>L9T'8T               | 21<br>-<br>E91     | ्र<br>-<br>अप                    | 658<br>942'8<br>589'0τ  | -                              | 250'5<br>T49'64<br>429'8<br>T2E'L  | outh Dekota<br>emessee<br>exes<br>fah                            |
| Jnowrev<br>Aintgriv<br>Aingridaew<br>Aitgriv Jaew | 196'भू£<br>968'99<br>964'15<br>611'ET   | 51°696<br>21°897<br>33°880<br>36°52<br>70°292  | <u>८</u> ₩0 <sup>4</sup> Т<br>055°€Т<br>990°Т<br>€8           | EEE'z<br>L6T'L<br>966't<br>L99   | 096'0E<br>955<br>488'6                                   | 78°599<br>728<br>54°090<br>-   | 20<br>52<br>590<br>51                 | 73°502<br>72°001<br>53°220<br>3°784               | 98_<br>89<br>T     | ન્ટ<br>રકદ<br>છદ<br>દમ           | 722'8<br>521<br>516   | 8'000<br>5'580<br>7#*#62<br>-  | 2°005<br>#°707<br>5°552<br>5°552   | trours<br>ataiyi<br>nofyatias<br>ataiyiti te                     |
| Misconsin<br>Wyoming<br>Dist. of C                | LTS'S<br>662'T<br>965'89<br>024'66  | 37905<br>991<br>765<br>765<br>765<br>765<br>765<br>765<br>765<br>765<br>765<br>765   | -<br>TLL*E<br>694   | 7*790<br>667<br>226<br>975'758   | 689 4 14<br>689 4 14<br>TE9 4 E9                         | τ'655<br>-<br>-<br>-   | ητ<br>5τ<br>06                        | T*015<br>5#8<br>0*080<br>52*705                   | -<br>-<br>52<br>#  | F 38<br>F 38                     | -<br>263<br>75°136  | εττ'τ<br>-<br>-                | 664<br>Е64'S<br>849'TT   | teconsin<br>yourne<br>ist. of Col.<br>Nerto Rico                 |
| LefoT   | \$1653948   | \$°161,954   | LT6'6ET   | T95°€04  | 5'0#3'766  | 7#7*050  | 34*500                                | 864,020   | 5 <b>°</b> 633     | <b>εθε,ε</b> τ                   | TET " HOE   | £6 <b>1 *1</b> 51              | <b>#55</b> ,320  | LetoT  |

Highway Statistics, 1963

Jorden La County and and a county of the state of the sta

 $\frac{1}{2}$  Excludes alloage in parts and forests that is reported in the columns under State or local systems. Includes foll modes of farry routes.

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TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1963

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with

TABLE FM-110 SHEET 1 OF 2 DECEMBER 1964

| Compiled in cooperation with<br>State highway departments   |   |   |   |   | As of 1  | As of December 31, 1963  | 31, 1963  |  |                            |                                   |                      |                       |                        | DECEMBER 1964   |
|---|---|---|---|---|--|--|---|--|----------------------------|-----------------------------------|----------------------|-----------------------|------------------------|---|
|   |   |   |   |   |  | FEDERAL-AID  | NIDIA GIV-  | PRIMARY HIGHMAY                          | - NELEIS :                 | RURAL                             |                      |                       |                        |   |
| SURFACE WIDTH AND   |   |   |   |   |  | AVERAGE  | DAILY TRAI  | AVERAGE DAILY TRAFFIC VOLUMES            | g2                         |                                   |                      |                       |                        | TOTAL   |
| DREATER OF ACCESS CONTROL   | LESS<br>THAN<br>400   | +00 <del>1</del>  | 1,000-<br>1,999   | 2,000-<br>2,999   | 3,000-<br>3,999  | 4,000-<br>4,999  | 5 <b>,000-</b><br>9,999   | 10,000 <del>-</del><br>14,999            | 15 <b>,000-</b><br>19,999  | 20,000-<br>29,999                 | 30,000-<br>39,999    | 140,000<br>AND<br>AND | UN-<br>CLASSI-<br>FTED | RURAL<br>SURFACED<br>MILEAGE  |
| Undivided:<br>Under 20 feet<br>20-21<br>22-23<br>22-23<br>21-35<br>21-35<br>36-43<br>44-47<br>48 and over | 1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1,<br>1 | 4,594<br>10,803<br>9,180<br>1,549<br>1,549<br>1,549<br>1,41 | 1,854<br>1,763<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,776<br>1,777<br>1,776<br>1,777<br>1,776<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777<br>1,777 | 3,068<br>8,042<br>8,356<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,013<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008<br>1,008 | 1,160<br>1,160<br>1,057<br>1,057<br>8,451<br>1,460<br>1,460<br>1,460<br>1,460<br>1,460<br>1,460<br>1,460<br>1,160<br>1,160<br>1,173<br>1,173 | 23<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25 | 2, 1148<br>2, 1148<br>2, 1148<br>2, 113<br>2, 1148<br>2, 1148 | 22555555555555555555555555555555555555   | ግ ጽ ቆ ጽ ዶ ቯ <del>3</del> 8 | 14 HØ 19 88                       |                      |                       | ¥%E <b>&amp;</b> ≵%E%  | 1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125<br>1,125 |
| Total Undivided 1/  | 168,21  | 160'11  | 60,791  | 35,992  | 18,978   | 11,526   | 6/1,41  | 1,635                                    | 435                        | 135                               | 15                   | 3                     | 662                    | 198,470   |
| Divided:<br>No access control:<br>Less than 44<br>48 and over<br>Bubtotal                                 | ****  | ****  | 37<br>235<br>235<br>235   | 41 100<br>1002<br>1002  | 8 3 <b>5</b> 6   | 8888   | 147<br>2,408<br>2,416<br>2,416  | 48 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 88 T 8                     | 1 <b>3</b> 8 £33                  | r-∞888               | - , 9 <b>H</b>        | *<br>*                 | ста<br>250<br>250<br>250<br>200<br>200<br>200<br>200<br>200<br>200<br>200   |
| Pertial access control: 2/<br>Less than 44<br>44-47<br>148 and over<br>Subtotal                           | * * * *   | * * * *   | 8<br>240<br>242<br>242  | 15<br>45<br>246<br>305  | 11<br>37<br>343<br>391   | Я <u>6</u> .3<br><u>9</u>  | 37<br>344<br>1,396<br>1,777   | 6<br>453<br>537                          | 2222<br>2222<br>2222       | 8 77 8                            | <sup>ភ ល</sup> ស្ត្រ | ╻╷╛╡╛                 | ~ 않는                   | 112<br>112<br>113<br>112<br>113<br>112  |
| Full access control: 2/<br>Less than hi<br>hi-ly<br>48 and over<br>Subtotal                               | * * * *   | * * * *   | 2<br>1<br>197   | 2<br>1<br>1,278   | 1<br>3<br>1,200 ±  | -<br>1,112<br>1,112  | -<br>17<br>3,894  | 2<br>29<br>1,908                         | -<br>173<br>173            | н н <mark>19</mark><br>242<br>242 | 다<br>다<br>다          | ା ଖ୍ୟାର               |                        | 8<br>74<br>11,113<br>11,195   |
| Total Myided  |   | *   | 1,304   | 2,105   | 2,450  | 2,684  | 8,087   | 3,392                                    | 986                        | 855                               | Lot                  | भग                    | 558                    | 5#6"12  |
| Total Surfaced Mileage  | 12,891  | 160 <i>4</i> .14  | 62,095  | 38,097  | 21,428   | . 012,41   | 22,266  | 5,027                                    | 1,421                      | 693                               | 755                  | 47                    | 3/ 1,027               | 220,415   |

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# TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM-SUMMARY-1963

#### SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with State highway departments

#### As of December 31, 1963

TABLE FM-110 SHEET 2 OF 2 DECEMBER 1964

|  | * FEDERAL-AID PRIMARY EIGHNAY SYSTEM - URBAN |                                      |   |  |   |   |  |   |   |   |                                     |                                    |  |  |
|--|--|--------------------------------------|---|--|---|---|--|---|---|---|-------------------------------------|------------------------------------|--|--|
| SURFACE WIDTH AND  | AVERAGE DAILY TRAFFIC VOLUMES                |                                      |   |  |   |   |  |   |   |   |                                     |                                    |  | TOTAL  |
| DEGREE OF ACCESS CONTROL   | LESS<br>THAN<br>400                          | 400-<br>999                          | 1,000-<br>1,999                               | 2,000-<br>2,999                                | 3,000-<br>3,999                                   | 4,000-<br>4,999                                     | 5,000-<br>9,999  | 10,000-<br>14,999   | 15,000-<br>19,999                               | 20,000-<br>29,999                           | 30,000-<br>39,999                   | 40,000<br>AND<br>OVER              | un-<br>Classi-<br>Fied                             | URBAN<br>SURFACED<br>MILLEAGE                                      |
| Undivided:<br>Under 20 feet<br>20-21<br>22-23<br>24-26<br>27-35<br>36-43<br>44-47<br>48 and over | 11 9 ° 15 13 ° 26                            | 7 22 7 22 7<br>4 78 3 3 6 2 4<br>1 4 | 49<br>100<br>61<br>142<br>32<br>26<br>21<br>- | 68<br>171<br>89<br>295<br>78<br>65<br>52<br>42 | 91<br>208<br>140<br>289<br>129<br>113<br>98<br>73 | 102<br>200<br>128<br>322<br>188<br>212<br>52<br>152 | 163<br>496<br>400<br>922<br>933<br>1,051<br>279<br>815 | 31<br>128<br>124<br>272<br>459<br>908<br>307<br>790   | 7<br>40<br>42<br>58<br>159<br>550<br>185<br>590 | 1<br>8<br>3<br>9<br>61<br>300<br>121<br>689 | -<br>-<br>1<br>7<br>46<br>26<br>187 | 6<br>1<br>3<br>4<br>10<br>2<br>106 | 22<br>66<br>68<br>274<br>67<br>115<br>133<br>* 398 | 558<br>1,449<br>1,107<br>2,640<br>2,133<br>3,405<br>1,280<br>3,882 |
| Total Undivided 4/   | 81   | 139                                  | 431   | 860  | 1,141   | 1,356   | 5,059  | 3,019   | 1,631   | 1,192                                       | 267                                 | 135                                | 1,143  | 16,454   |
| Divided:<br>No access control:<br>Less than 44<br>44-47<br>48 and over<br>Subtotal.              | **   | **<br>**<br>**                       | 1<br>3<br><u>14</u><br>18                     | 1<br>4<br><u>28</u><br>33                      | 6<br>7<br><u>75</u><br>88                         | 5<br>7<br><u>72</u><br>84                           | 21<br>79<br><u>483</u><br>583                          | 62<br>94<br><u>461</u><br>617   | 22<br>72<br><u>-344</u><br>438                  | 55<br>72<br><u>549</u><br>676               | 8<br>25<br><u>243</u><br>276        | 5<br>8<br><u>204</u><br>217        | 81.<br>55<br><u>324</u><br>460                     | 267<br>426<br><u>2,197</u><br>3,490                                |
| Partial access control: 2/<br>Less than 44<br>44-47<br>48 and over<br>Subtotal                   | **   | **<br>**<br>**                       | 1<br>1<br><u>14</u><br>16                     | -<br>-<br>-<br>25                              | 1<br>-<br>-<br>41<br>-<br>42                      | 1<br>2<br><u>-50</u><br>53                          | 43<br>33<br><u>368</u><br>444                          | 22<br>43<br><u>265</u><br>330   | 3<br>27<br><u>207</u><br>237                    | 3<br>21<br><u>193</u><br>217                | 3<br>31<br><u>59</u><br>93          | -<br>-<br>- <u>48</u><br>- 48      | -<br>10<br>- <u>86</u><br>- 96                     | 77<br>168<br><u>1,356</u><br>1,601                                 |
| Full access control: 2/<br>Less than 44<br>44-47<br>48 and over<br>Subtotal                      | **   | **<br>**<br>**<br>**                 | -<br>-<br>-<br>31<br>31                       | -<br>-<br>-<br>72                              | -<br>-<br>-<br>-<br>68                            | -<br>-<br>-<br>103                                  | 2<br>8<br>509<br>519                                   | -<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | -<br>4<br>- <u>276</u><br>- 280                 | 3<br>4<br><u>427</u><br>434                 | -<br>7<br><u>-323</u><br>330        | 2<br>1<br><u>746</u><br>749        | -<br>15<br><u>312</u><br>327                       | 7<br>40<br><u>3,345</u><br>3,392                                   |
| Total Divided  | **   | **                                   | 65  | 130  | 198   | 240   | 1,546  | 1,426   | 955   | 1,327                                       | 699                                 | 1,014                              | 883  | 8,483  |
| Total Surfaced Mileage   | 81   | 139                                  | 496   | 990  | 1,339   | 1,596   | 6,605  | 4,445   | 2,586   | 2,519                                       | 966                                 | 1,149                              | 3/ 2,026   | 24,937   |

Includes 207 miles with partial control of access and 317 miles with full control of access. See footnotes 3, 5, 6, 7 and 9 on table FM-11. Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private 1/ Includes 207 miles with partial control of access and 317 miles with full control of access. See footnotes 3, 5, 6, 7 and 9 on table FM-11. 2/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.

States not reporting average daily traffic volume data are listed in table FM-15. 3/ 4/

Includes 6 miles with partial control of access and 2 miles with full control of access. See footnotes 4 and 8 on table FM-11.

|                                    |                    | STATE   |   | Alabern<br>Alaska<br>Artsona<br>Artansas                  | California<br>Colorado<br>Connecticut<br>Delemerre | Florida<br>Georgia<br>Have 11<br>Idabo        | Tilifacia<br>Indiana<br>Iowa<br>Kanasa     | Kentucky<br>Louisiana<br>Maine<br>Maryland  | Massachusetta<br>Michigan<br>Minnesota<br>Mississippi | Missouri<br>Montana<br>Jebraska<br>Jerada   | New Nampshire<br>New Jersey<br>New Narico<br>New York | Morth Carolina<br>Morth Dakota<br>Chio<br>Ckiaboma | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | South Dakota<br>Temessee<br>Terns<br>Utah | Vermeent<br>Virginia<br>Maahington<br>West Virginia | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico | Total  |                     |      |                   |      |
|------------------------------------|--------------------|---|---|---|--|---|--|---|---|---|---|--|--|---|---|--|--------|---------------------|------|-------------------|------|
|                                    |                    | TOTAL<br>TOTAL<br>ALD<br>B<br>BUURVOED<br>B<br>BUURVOED<br>B<br>BUURVOED<br>D |   | TOTAL<br>NULLAGE<br>GRADED<br>AND<br>BURFACED<br>BURFACED |  | TOTAL<br>NULLAGE<br>GRADED<br>AND<br>BURFACED |  | ង់ដង  | 84 vo   | %E'~  | ****  | ¥882   | ង្គនេង   | စ္ကစ္မွ ဘူ အ                              | 4886  | ፠ <sup>៳</sup> ឩ៷                                    | ๛๚๛๚   | 7<br>02<br>178<br>7 | ⊭∞≇ৠ | <sup>ور</sup> ' 8 | 1.45 |
|                                    |                    |   | TOTAL<br>MILEAGE<br>SURTACED                          | ·관· 너 &   | 84°~0  | 8£'~  | 2223                                       | ¥n ವ∞ ನ   | ងធង   | စ္ကဆုဒ္ကဆု  | ግጅዓጅ  | ፠ <sup>ຓ</sup> ៩ស                                  | ዾቒዾቜ   | ۲8 <sup>۲</sup> ۲                         | r∞38  | °°, %  | 1.49   |                     |      |                   |      |
| ( - URBAU                          |                    | PALS  | RECOMPTENC-<br>TICH OR<br>RESUR-<br>FACING            | 87,3  | 8440   | a%,~  | 8041                                       | พพพงง   | 2823  | 800-4   | ጟኇኇ   | ដ្ឋភាលង  | ∾¤ง⊢   | ~ & & ~                                   | ۳o <sup>w</sup>                                     | <sup>مه</sup> , ۴                                    | 100-1  |                     |      |                   |      |
| FEDERAL-AID PRIMARY HIGHMAY SYSTEM | NILEAGE SURFACED 2 | SUBTOTALS   | SURFACTING<br>ON KARTE<br>ROADS<br>OR NEW<br>LOCATION | 81 '4 N   | おはっト   | ۰۰ م  | ៴៳៳៷                                       | สสั๛ม   | 3833  | ۲.°°,   | ' o 4 K   | بر 8° ب  | ഷപ്പസ  | , 89. <b>5</b> ° ,                        | ∾ຸ <b>໑</b> ຓ                                       | ۲۲ ° ۰   | 451    |                     |      |                   |      |
| PROMARY 1                          | ILLEAGE SI         |   | <del>ت</del>  | ۳.<br>۳   | 22 - r<br>23                                       | <sup>ma</sup> , ,                             | ដី១០៕                                      | <u>ส</u> ม <sub>0</sub>   | . 8.8 4   | g.∽,  | ¦ ጋጣች   | F 2  | -12.1  | ~ኳጽ י                                     | ۰ ، ۳۳  | ដ~   | 3      |                     |      |                   |      |
| CLAL-AD                            |                    |   | 2 라<br>9 년<br>9                                       | ን የግሮ   | ୢୢୢୣ୵ୄୣଊ୷୶୶  | 54.0  | 4 <i>%</i> ∞2                              | မ္လာစည  | <u>ଅ</u> ଷ ଅ∞   | ส่๛๛๛   | ⊐8°∄  | ្ណ∾⊀ឥ  | <i>፞</i> - ୫୫ ୦୦ ଧି                                      | 4 F 61<br>- L 34                          | ନବ୍ୟର୍ଷ   | <del>ب</del> د م، م                                  | ş      |                     |      |                   |      |
|                                    |                    |   | ▶╏⊒   |   |  |   |  |   | • • • *   |   |   | • • • •  |  | ۰ ، ۰ ,                                   |   |  | 4      |                     |      |                   |      |
|                                    |                    |   | <b>A</b> M  |   |  |   | • • • •                                    |   |   |   |   |  | 3-1-1-1  |   |   |  | -      |                     |      |                   |      |
|                                    |                    | MILKAGE   | GRADIED<br>AND<br>BRATHED<br>BRATHED                  |   |  |   |  |   |   | • • • •   | 1111  |  |  |   |   |  | -      |                     |      |                   |      |
|                                    |                    | TOTAL   | GRADED<br>AND<br>BURFACED                             | ፝ <del>ዿ</del> ዸኯ፼ፙ                                       | 340<br>253<br>15                                   | ទី៥ ៧ ដ                                       | 8 8 9 E                                    | <u>፝</u> နီမ်ီးလုန  | ୷ୄୄୄୄୄୢୄୄୢୄୄୄୄୄୄୄ                                     | <b>ኇ፝፞፞፞</b> ፝ቜ፟ዀ፝ዾ   | 똜本븻롽  | ፚ፝ቚ፞፞፞፞፝ኇ  | ጟ፠፞፞፞፞ቔ  | ¥388                                      | ዾዿዸ፝፞፞፞ዿ  | ଟ୍ଟିକ୍ର<br>ଅନ୍ତ୍ର                                    | 13.573 |                     |      |                   |      |
|                                    |                    |   | TOTAL<br>MILLAGE<br>BURFACED                          | Scie K  | 340<br>253<br>15                                   | ទី <u>ទី</u> ទី៨ ស្មី                         | 83 85 83 EZ                                | 3<br>8<br>5<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8 | 18,8833 A   | 844 856<br>84 856   | 35<br>115<br>105<br>105                               | £  | ଅକ୍ଷ କି  | ¥3%£                                      | 6858  | ଝୁଟ<br>ଜୁନ୍ମ<br>*                                    | 13.517 |                     |      |                   |      |
| RURAL                              |                    | EALS  | ANDONNETHUC-<br>TION OR<br>ANSUR-<br>PASUR-           | xxx<br>xxx  | ¥\$10  | ૹૢ૿ઙૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ                           | ዾኇ፝ቘ፠                                      | 62345   | 8 <u>8</u> 89   | ક્રે ને નિંજ  | ૰ૡ૿ૹૻ૽૽૽  | 213 <u>85</u> 87                                   | ૱ૢૢૢૢૢૢૢૢ૽૾ૢૢૢૢૢૢૢૢ                                      | క్లిష <u>ే</u> కొళ్ల                      | ፚ፠ዸ፟፟፟ቒ   | होत्र 'स   | 10.8%6 |                     |      |                   |      |
| •                                  | t ag               | SUBTOTALS   | SURFACTING<br>OR EARTH<br>ROADS<br>OR NEW<br>LOCATION | *្ដុំ ទន  | ଅଡ ୍ ୬   | \$\$\$%<br>\$                                 | \$<br>5<br>7<br>8<br>6<br>8<br>6<br>8<br>6 | <b>3</b> 8849   | ងខ្មុភខ   | ងខង្ល   | x = = *   | 뚇긝둗쳃   | ¥" 28  | 썲꿇莡꿇                                      | ស្ល <u>ស្ល</u> ល                                    | 86' <sub>2</sub>                                     | 2.671  |                     |      |                   |      |
| DARY HIGH                          | NILEAGE SURPACED 1 |   | 5   | ۰. ، <sup>۹</sup>   | <u>ห</u> %่ง                                       | <br>. 7                                       | នង្កស្ត័ស្ត                                | କ୍ଷ , ଖ   | ,ಷ್<br>೫೫   | 64.1<br>  | ុ <i>⊐</i> ≇៩   | 6348   | 86'3   | 888                                       | 191.91  | &~,,   | 1,965  |                     |      |                   |      |
| FEDERAL-AID PRIMARY BIGHHAN SYSTEM |                    |   | 99 H  | ۳<br>۳  | 212<br>10<br>10                                    | <b>ݞ</b> ⋭ <sub>ਸ਼</sub> ਸ਼                   | <sup>ଷ</sup> ୁଷ୍ଟ ଅଖି                      | ቜ፝፞፞፞፞፞፞፞፞፞፞፞፞፠ዾዹ   | ዾዻ፝ቒ፟፟፟፟፟፟፟፟፟፟  | <u> </u>  | ೫೫೮ತ್ತೆ   | ዾ፝፞፞፞፞፞፞ቜፚ፝፝፞፞፞፞                                   | <b>କି% ୍</b> ଶି  | tit të p                                  | F5288   | ୟୁନ୍<br>ହ  | 121.01 |                     |      |                   |      |
| Ë                                  |                    |   | ₽<br>0-1<br>8-1                                       | 37 168  | 8 <sup>7</sup>                                     | 8° م  | ห ่ <i>ม</i> ะ                             |   | ¦\$⊧%   | ы<br>12<br>13<br>13<br>13<br>14<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15<br>15 | е, , ,  | °, 78, 7   |  | <u>دی</u>                                 | 8   | . <sup>ຊ</sup>                                       | 1,230  |                     |      |                   |      |
|                                    |                    |   | A M   | <b></b>   |  | ••••  | · .a.                                      |   | • • • •   | . #¤.   | 1.4.1.1   | .8.,   | ∾  | ۵۵،۱                                      | • • • •   | ۳, ، ۷   | 50T    |                     |      |                   |      |
|                                    |                    | DULLAGE   | GRADED<br>AND<br>DRATHED                              | ోజి.,   |  |   |  |   | ••••  |   |   | • • • • •  |  | & .                                       |   |  | 8      |                     |      |                   |      |
|                                    |                    |   |   | Aliabaan<br>Alaaita<br>Artsona<br>Artsona                 | California<br>Colorado<br>Comecticut<br>Delaware   | Florida<br>Georgia<br>Hamaii<br>Idabo         | Tilthots<br>Tiblisma<br>Town<br>Down       | Kentucky<br>Louistana<br>Maryland   | Massachmetts<br>Michigan<br>Minnesota<br>Nississippi  | Missouri<br>Montana<br>Nebraska<br>Nevada   | New Haupshire<br>New Jersey<br>New Nexico<br>New York | Morth Carolina<br>Morth Dakota<br>Chio<br>Chio     | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | South Dakota<br>Texnas<br>Texnas<br>Utah  | Vermont<br>Virginia<br>Washington<br>West Virginia  | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico | Total  |                     |      |                   |      |

# MILEAGE BUILT ON FEDERAL-AID SYSTEMS-1963

Federal Aid

135

# MILEAGE BUILT ON FEDERAL-AID SYSTEMS-1963

#### CLASSIFIED BY TYPE OF SURFACE

#### Compiled for calendar year ities

|  |                                     |                       |                          | DERAL-ATD ST             | CONDARY FT         | GENAY SYSTEM   | - RURAL                                    |                              |                                       | FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN |        |                  |                    |                   |  |  |                              |                                       |  |
|--|-------------------------------------|-----------------------|--------------------------|--------------------------|--------------------|--|--|------------------------------|---------------------------------------|--|--------|------------------|--------------------|-------------------|--|--|------------------------------|---------------------------------------|--|
|  |                                     |                       |                          |                          | RAGE SURFA         | 1  | MILEAGE SURFACED 1/                        |                              |                                       |  |        |                  |                    |                   |  |  |                              |                                       |  |
|  |                                     |                       | Ē                        |                          |                    | <b></b>  | TALS                                       | 1                            | TOTAL                                 | MILEAGE<br>GRADED<br>AND<br>DRAINED          | _      | 1                | 1                  |                   | SUBTOTALS  |  | 1                            | TOTAL                                 |  |
| STATE  | MTLEAGE<br>GRADED<br>AND<br>DRAINED | D<br>B                | F<br>G-1<br>H-1          | G-2<br>H-2<br>I          | J                  | SURPACING<br>ON EARTH<br>ROADS<br>OR MEW<br>LOCATION | RECONSTRUC-<br>TION OR<br>RESUR-<br>PACING | TOTAL<br>MILEAGE<br>SURFACED | MILEAGE<br>GRADIED<br>AND<br>SURFACED |  | D<br>E | 7<br>G-1<br>H-1  | G-2<br>H-2<br>I    | J                 | SURFACING<br>ON EARTH<br>ROADS<br>OR NEW<br>LOCATION | RECORPTRUC-<br>TION OR<br>RESUR-<br>FACING | TOTAL<br>NILEAGE<br>SURFACED | NILLEAGE<br>GRADED<br>AND<br>SURFACED | State  |
| labema<br>Laska<br>rizona<br>rkansas                 | 73<br>56<br>-                       | 62<br>-<br>3<br>63    | 1,103<br>20<br>50<br>348 | 126<br>9<br>70<br>159    | 1<br>-<br>-        | 665<br>9<br>31<br>31                                 | 627<br>20<br>92<br>539                     | 1,292<br>29<br>123<br>570    | 1,365<br>85<br>123<br>570             | -  | :      | 3<br>1<br>3<br>1 | 11<br>-<br>3<br>9  | -<br>-<br>1       | 3  | 11<br>1<br>6<br>9                          | 14<br>1<br>6<br>11           | 14<br>1<br>6<br>11                    | Alab <b>ama</b><br>Alaska<br>Arizona<br>Arkansas   |
| lifornia<br>olorado<br>minecticut<br>lamre           | -                                   | -<br>12<br>:          | 24<br>-<br>-<br>4        | 111<br>206<br>7<br>11    | -                  | 9<br>17<br>3<br>-                                    | 126<br>201<br>4<br>15                      | 135<br>218<br>7<br>15        | 135<br>218<br>7<br>15                 | -  | -      | :                | 15<br>6<br>3<br>-  | -<br>-<br>1       | -  | 15<br>6<br>3<br>1                          | 15<br>6<br>3<br>1            | 15<br>6<br>3<br>1                     | California<br>Colorado<br>Connecticut<br>Delaware  |
| orida<br>orgia<br>amii<br>aho                        | 6<br>47<br>-6                       | -<br>13<br>12         | 259<br>433<br>51         | 590<br>693<br>2<br>109   | -<br>1<br>-        | 207<br>271<br>                                       | 642<br>869<br>2<br>141                     | 849<br>1,140<br>2<br>172     | 855<br>1,187<br>2<br>178              | -  | -      | -                | 58<br>9<br>-<br>1  | -                 | 19<br>-<br>-<br>-                                    | 39<br>9<br>-                               | 58<br>9<br>-<br>1            | 58<br>9<br>-<br>1                     | Florida<br>Georgia<br>Hawaii<br>Idaho              |
| llinois<br>Idiana<br>Ma<br>Insas                     | -<br>7<br>119                       | -<br>-<br>646<br>260  | -<br>20<br>12<br>343     | 419<br>578<br>27         | -<br>5<br>147<br>- | -<br>35<br>8   | -<br>444<br>1,348<br>622                   | -<br>444<br>1,383<br>630     | -<br>444<br>1,390<br>749              | -  | 1      | -                | -<br>8<br>4<br>1   | - 5               | -<br>5<br>2<br>-                                     | -<br>8<br>3<br>1                           | -<br>13<br>5<br>1            | 13<br>5<br>1                          | Illinois<br>Indiana<br>Iowa<br>Kansas              |
| entucky<br>puisiana<br>Line<br>Lryland               | 7                                   | 59<br>-<br>-          | 127<br>-<br>11<br>4      | 752<br>310<br>40<br>42   | 2<br>-<br>-<br>-   | 11<br>7<br>7<br>1                                    | 929<br>303<br>44<br>45                     | 940<br>310<br>51<br>46       | 947<br>310<br>51<br>46                | -  | -      |                  | 16<br>2<br>1<br>6  | 4<br>2<br>-<br>-  |  | 19<br>4<br>2<br>6                          | 20<br>4<br>2<br>6            | 20<br>4<br>2<br>6                     | Kentucky<br>Louisiana<br>Maine<br>Maryland         |
| assachusetts<br>ichigan<br>innesota<br>ississippi    | -<br>1<br>15<br>-                   | -<br>61<br>691<br>190 | 1<br>1412<br>232<br>568  | 24<br>79<br>785<br>12    | -<br>27<br>-       | 261<br>13<br>37                                      | 25<br>348<br>1,695<br>733                  | 25<br>609<br>1,708<br>770    | 25<br>610<br>1,723<br>770             | -  | -      | -<br>2<br>-      | 17<br>7<br>2<br>1  | -<br>2<br>2<br>-  | 2  | 15<br>11<br>4<br>1                         | 17<br>11<br>4<br>1           | 17<br>11<br>4<br>1                    | Massachuse<br>Michigan<br>Minnesota<br>Mississipp  |
| lissouri<br>ontana<br>obraska<br>evada               | 3                                   | 315<br>49<br>508<br>- | 978<br>6<br>443<br>1     | 3<br>132<br>1<br>121     | 8<br>-<br>2<br>-   | 34<br>46<br>399<br>3                                 | 1,270<br>141<br>555<br>119                 | 1,304<br>187<br>954<br>122   | 1,304<br>187<br>957<br>122            | -  | -      |                  | 2<br>-<br>-<br>2   | 2<br>-<br>1<br>-  | 1  | 4<br>-<br>1<br>2                           | 5<br>-<br>1<br>2             | 5<br>-<br>1<br>2                      | Missouri<br>Montana<br>Nebraska<br>Nevada          |
| ev Hampshire<br>ev Jersey<br>ev Mexico<br>ev York    |                                     |                       | 16<br>-<br>87<br>-       | 8<br>8<br>80<br>180      | -<br>-<br>12       | 6<br>2<br>61<br>9                                    | 18<br>6<br>106<br>183                      | 24<br>8<br>167<br>192        | 24<br>8<br>167<br>192                 | -  | -      | -                | 1<br>2<br>2<br>2   | ;<br>;<br>1       | 1<br>-<br>2<br>-                                     | 2  | 1<br>2<br>2<br>3             | 1<br>2<br>2<br>3                      | New Hampsh<br>New Jersey<br>New Mexico<br>New York |
| orth Carolina<br>orth Dakota<br>hio<br>klaboma       | 3<br>33<br>-                        | 93<br>262<br>8<br>40  | 159<br>149<br>207<br>277 | 386<br>15<br>1,379<br>41 | 2<br>-<br>5<br>1   | 52<br>67<br>21<br>149                                | 588<br>359<br>1,578<br>210                 | 640<br>426<br>1,599<br>.359  | 643<br>459<br>1,599<br>359            |  |        |                  | 32<br>1<br>40<br>4 | -<br>-<br>3<br>1  | -<br>1<br>1<br>3                                     | 32<br>-<br>42<br>14                        | 32<br>1<br>43<br>17          | 32<br>1<br>43<br>17                   | North Caro<br>North Dako<br>Ohio<br>Oklahoma       |
| regon<br>ennsylvania<br>mode Island<br>outh Carolina | 9<br>-<br>-<br>-                    | 28<br>-<br>-<br>-     | 63<br>40<br>             | 151<br>467<br>12<br>26   | -<br>13<br>-       | 34<br>14<br>565                                      | 208<br>506<br>12<br>349                    | 242<br>520<br>12<br>914      | 251<br>520<br>12<br>914               | -  | -      | -<br>2<br>-<br>8 | 3<br>46<br>7<br>-  | -<br>3<br>-       | 1  | 2<br>51<br>7<br>7                          | 3<br>51<br>7<br>8            | 3<br>51<br>7<br>8                     | Oregon<br>Pennsylvan<br>Rhode Isla<br>South Caro   |
| outh Dakota<br>nnessee<br>xas<br>tah                 | -<br>-<br>2<br>8                    | 273<br>120<br>-<br>-  | 427<br>446<br>1,270      | 86<br>207<br>345<br>97   | 1<br>-<br>1<br>-   | 64<br>19<br>355<br>35                                | 723<br>754<br>1,261<br>62                  | 787<br>773<br>1,616<br>97    | 787<br>773<br>1,618<br>105            | -  | -      |                  | -<br>28<br>1       | 3<br>-<br>12<br>- |  | 3<br>-<br>50<br>-                          | 3<br>-<br>51<br>1            | 3<br>-<br>51<br>1                     | South Dako<br>Tennessee<br>Texas<br>Utah           |
| ermont<br>Lrginia<br>Shington<br>est Virginia        | -1                                  | -<br>119<br>10<br>77  | 11<br>315<br>140<br>104  | 32<br>363<br>67<br>414   | 4 0                | 3<br>4<br>77<br>26                                   | 40<br>793<br>144<br>571                    | 43<br>797<br>221<br>597      | 43<br>797<br>222<br>597               | -  | -      | -<br>11<br>-     | 1<br>5<br>4<br>5   | -<br>3<br>-       | -  | 1<br>5<br>-<br>5                           | 1<br>5<br>18<br>5            | 1<br>5<br>18<br>5                     | Vermont<br>Virginia<br>Washington<br>West Virgi    |
| sconsin<br>Toming<br>st. of Col.<br>merto Rico       | -                                   | -<br>25<br>-          | 100<br>9<br>-            | 164<br>97<br>-<br>39     | 4<br>-<br>-        | 5<br>7<br>-<br>10                                    | 263<br>124<br>-<br>29                      | 268<br>131<br>-<br>39        | 268<br>131<br>-<br>39                 |  | -      | -<br>1<br>-      | 1<br>-<br>2<br>5   | 5<br>-<br>-       | -  | 6<br>1<br>2<br>4                           | 6<br>1<br>2<br>5             | 6<br>1<br>2<br>5                      | Wisconsin<br>Wyoming<br>Dist. of, C<br>Puerto Ric  |

Highway Statistics, 1963

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2 bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland

cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one isoth in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing expacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

# MILEAGE COMPLETED DURING CALENDAR YEAR 1963 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

E961 'T-AT 3.181AT

|   |                   | ·····        |                      |                       |              |                 |                  |                 | T            | · · · · · · · · · · · · · · · · · · · | ·····               | otalls may not   |                        |
|---|-------------------|--------------|----------------------|-----------------------|--------------|-----------------|------------------|-----------------|--------------|---------------------------------------|---------------------|------------------|------------------------|
| LatoT   | 7.52L             | 45.7         | 5'359'7              | 8.659.6               | 5*#8         | <b>4*666'</b> E | £•619 <b>*</b> * | 8 <b>*99*</b> 8 | ٤٠69         | 9°065'LT                              | L·026'τ             | £°195'6T         | LetoT                  |
| Plerto Ricol.   | τ.<br>ε.          | -            | 9"T<br>*             | 2•5<br>7•6            | -            | -               | £•41             | -               | -            | 57*5<br>5*6                           | -<br>6 <sup>.</sup> | 57°5<br>3°2      | t. of Col.<br>Tto Rico |
| Average   | έ•τ               | -            | τ•ς                  | -                     | -            | 9*502           | 6•4              | -               | - 1          | 516.9                                 | 5.9.9               | 8.8#S            | Ձարա                   |
| Alsconsin   | 5.2               | -            | 8.411                | <b>τ*</b> ττ          | -            | 3#2*S           | -                | 9*8LT           | -            | 6*484                                 | 151.2               | τ•909            | utenco                 |
| West Virginia   | 0°τ               | -            | 5.                   | 8.8<br>8.8            | -            | -               | -                | -               | :            | 0*0τ                                  | 9°0T                | 50.6             | siniguty :             |
| ALALATIA<br>Washington  | 5.0<br>5.5        | -            | 0°6<br>6°0€          | 5°02<br>Ο*ψψΤ         | 2.2<br>4.4   |                 | £•6TT<br>0*8≷    | 5°33<br>5°54    | -            | 540°3<br>592°7                        | £•££                | 9*E12<br>8*E5E   | atat;<br>notyati       |
| THORY   | 5.                | -            | -                    | 4.94                  |              |                 | ě.2              | 1               | -            | T*592<br>T*55                         | 8.8                 | 6.19             | <b>3</b> 100           |
| Utah  | τ•                | -            | •                    | -                     | -            | 5.76            | -                | +               | -            | ε·19<br>6·19ε'τ                       | 4.8<br>4.8          | T.2T             | ·····                  |
| Texas<br>Texas  | 9•9τ<br>≦•5       | -            | र∙ऽध्र<br>9•रऽ       | 388.4<br>109.5        | -            | -<br>Z*9        | 7.7L28<br>0.455  | τ•<br>9*98τ     | -<br>8*E     | 6°29ε"τ<br>6'8ε9                      | 5.16<br>2.16        | 8°T44'T<br>T°9EL | 1<br>58866             |
| South Dekote  | 2.                |              | 4°8T                 | -                     | -            | 2•9<br>≤•62τ    | 2.583.7          | \$0¢*           | -            | 1.989                                 | 51.2<br>36.3        | 125.0            | a Dekota               |
| South Carolin   | 8*1               | -            | 6•6                  | 2.752                 | -            | -               | ≤•814            | -               | -            | 4°0€L                                 | 6.75                | ٤.86٢            | antioral d             |
| Rhode Island  | ۍ.<br>۲۰۲         | -            | 2•≤<br>8•≤€τ         | 75°#<br>00°5          | 0 <u>.</u>   | -               | -                | -               | -            | 18•3<br>59•3                          | 9°.<br>1°           | 5.81<br>234.8    | s Island<br>Sylvania   |
| Oregon  | 9*4               | 0*ετ         | 8.05                 | 96.2<br>93.2          | Ľ٠še         | -               | 35*3             | <b>Δ</b> •π     | -            | 577-3                                 | 5.9.2               | 540.5            | uc                     |
| emontatial0   | 5.5               |              | 9*#6<br>6*26         | 9*8L<br>L*εττ         | -            | -               | 8*89T            | 52*5            | -            | T.98E                                 | 7.581               | ¥"255            | 1988.01                |
| North Dakota<br>Ohio  | 9°4<br>9°         | -            | 55°26<br>52°2        | 2.511                 | -            | -<br>9*\$6      | -<br>те5*6       | -<br>6•66τ      |              | 510.8                                 | 7.9<br>127.2        | 212.7<br>511.7   | atožali i              |
| North Carolin   | τ•г               | -            | L.69                 | J#5*0                 | -            | ς•τ             | 5.15             | -               | -            | 8*9484<br>8*948                       | 28.0                | 8.475            | aniforal (             |
| New York  | ካ°ካ<br>ሬ•ፒ        | 7.8          | 84.3<br>39.2         | 0*161                 | 9*8          | 9°5<br>2°75     | 7.8              | -               | -            | 596.3                                 | 5°F                 | 7.862            | ork                    |
| New Mexico  | 2•τ<br>2•τ        | -            | 3°55<br>¶*9T         | L•95<br>τ•0€          | -            | 6.6             | τ•₩5             | -               | -            | 503°#                                 | 6°6E<br>¶°          | 543.3<br>58.5    | extco<br>ersey         |
| New NewDeptte   | Ē٠                | -            | -                    | 8.85                  | -            | 8.              | -                | -               | -            | t•85<br>6•62                          | ' -                 | 6.62             | anidadire              |
| Meveda  | ٤٠                | -            | -                    | -                     | -            | 0.061           | -                | -               | -            | £•06T                                 | -                   | £*06T            | . 4                    |
| anatnoM<br>niasrósli  | 2°0<br>7°1        | <u></u> . ٤٠ | τ•ο <u>λ</u><br>≤•≤τ | 7.81                  |              | 556.5<br>472.7  | 5°02<br>5°τ      | 7.055<br>7.055  | :            | 8-863<br>2-652<br>8-863               | 9.8E                | **176<br>2.922   |                        |
| IT. Second  | 4.7               | <b>75</b> °9 | 2.9TT                | 6 <b>•</b> 9€         | -            | <b>*</b> •≤τ`   | 56.2             | 7.812           | -            | 6.EET                                 | £•9£                | 1.0LT            | Ţ.IW                   |
| tqq1ss2ss1M   | 5.5               | -            | 6.86<br>5.86         | 55°#                  | -            | 9.65            | 4°68E            | 9°08T<br>L°4ET  | 5.2          | 0*669                                 | 9*887               | 9°358<br>633°7   | 1qq 1 aa               |
| Minnesota   | 0°T<br>2°4        | 0.01         | 2*26<br>723*5        | 9*1<br>T*91T          | -            | T*125<br>S*948  | 9°24<br>9°24     | 2°461<br>6°68   | 0°T#<br>£*5  | 0*##8<br>5*518                        | τ•≤6<br>8•9τ        | 1.958            | atos:<br>nega          |
| Massechasetts   | 5.0               | -            | -                    | 4°25                  | -            | - 71-           |                  |                 | -            | <b>η • η</b> Ε                        | 8.91<br>7.4         | τ.6ξ             | atteaudo               |
| Maryland  | ₩°T<br>6°         | -            | 0°0T                 | 9°8°<br>98°9<br>769°3 | 5η•3         | -               | 8.5              | 5.2             |              | 5•87<br>8•70<br>26•5                  | <b>4</b> * <b>4</b> | 6°28<br>9°56     | pare                   |
| Anthe | 6.6               | -            | 4°2<br>7°#           | 9*89<br>£*69T         | -            | ο·τ<br>-        | τ.8<br>τ.53      | 8.41            | -            | 8*56<br>1*092                         | <u>د</u> .          | 8°26<br>507°0    | acet:                  |
| Kentucky  | ₩°Ē               |              | £•92                 | 6.011                 | -            | -               |                  | t.05            | -            | 7.01S                                 | <b>95</b> .6        | š•šíž            | ic jr A                |
| resuer  | ۲.4               | -            | 3.85<br>1.752        | 58.9                  |              | 354.5           | T00.2            | 513.0           | -            | 0*69L<br>5*0E6                        | £*£63               | т*062.3          | 51                     |
| anatbrī<br>svoī   | 5°0<br>5°2<br>6°2 | -<br>7.5     | L*#0T                | 708°7<br>559°3        | -            | 352°8<br>#1°5   | 0.86             | 726.8<br>2.0    |              | 8.976                                 | 2.7<br>7.2          | 0.785<br>0.000   | 900                    |
| stontIII  | ڕ6                | ۹.           | 756•2                | 0.611                 | -            | 6.59            | 757.2            | 9°LTT           | -            | 8.919                                 | <b>3•2</b> τ        | £•689            | 8 <b>7</b> 01          |
| itawali<br>odabi  | ۹.                | -            | -                    | -<br>5*0              | -            | <b>≤∙0€τ</b>    | 50°#             | 12.7            | -            | 0°49T                                 | ۲۰۶                 | t*69t            |                        |
| Stgroed   | £•£               | -            | 2-65                 | 5°0<br>τε2°3          |              | -               | τιτςτ            |                 |              | 0°3<br>123°#                          | -<br>72*5           | 368.6            | T<br>Te                |
| Florida   | 5.5               | -            | 33° 1<br>5° 2        | 6*86T                 | -            | -               | 6°09T            | 5.2             | -            | 0.065                                 | <u>s</u> .s         | 9*89E<br>5*56E   | wD,                    |
| Delaware  | <br>              | -            | 6·C                  | <b>*</b> *            | -            | -               | -                | -               | -            | η.<br>                                |                     | <b>*</b> *       | WI.C                   |
| Colorado  | ۳.<br>۲.5         | -            | 2*6<br>5#*0          | ₩*8<br>6*£τ           |              | 579.6           | +· -             | 6.5             | 0°T          | 7#°1<br>562°3                         | ۶8.0<br>ع8.0        | 3*#T<br>500*3    | obe<br>Jusido          |
| California  | 8.9               | -            | 6 <b>H</b> •5        | 8.8                   | -            | 0° <b>16</b> T  | ડ•οτ             | -               | Š.           | 8.785                                 | S2.0                | 375-8            | sturo.                 |
| ALTENDES<br>ATANAS  | E*#<br>E*         | -            | 5.2                  | 0"\tt                 | -            |                 | 9°40E            | 25.9            | -            | 0*82#<br>€*#≥                         | 6°TE                | 6°605            | 8481                   |
| adaalA<br>adozita   | ς.<br>ζ.          |              | 5*3                  | 7.8<br>-              | :            | 9.64            | 80.2             | <b>5°</b> ۲     | -            | ≿*મ્ક<br>મ*6Ω                         | - 95.5              | E*#5<br>6*TST    | 900                    |
| AMAGALA   | <del>د</del> .4   | -            | <b>4°6</b> T         | 0-88                  | <b>4</b> .2  | 9°9T            | 6°TSE            | 8.7             | <b>5•</b> 27 | т°68<br>L°664                         | <b>1 6</b> 9        | τ.682            | 1000                   |
|   |                   |              | CONCRETE             | TIANTEA<br>TIANTEA    | PERFERENCE . | SOUTHOLIS       | THEVIED          | SHORE           | CELOVADADS   | CEDVADIOS                             | and the second      | BURGEVCED        |                        |
| THOTIPHET   | BRIDDES           | COMBINATION  | PORTLAID             | CONCRETE              | SUCHEMOTIS   | CEXTRA CEXTRA   | SURFACE-         | CRAVEL<br>SC    | -TIOS        | TATOT<br>EDAELIN                      | ARO<br>CENTLARIC    | CERVIED          | AD<br>THOTTHR          |
| STATE   |                   | ]            |                      | BITTUMINOUS           |              |                 | Compare Martin   | 76774 675       |              | 4786/14                               | CHANNED             | TOALTON          | TATE                   |
| 1   |                   | •            |                      | ·····                 | CEDARACED    | ·····           | · · · · · ·      |                 | *****        |                                       | MILENGE             | TATOT            |                        |

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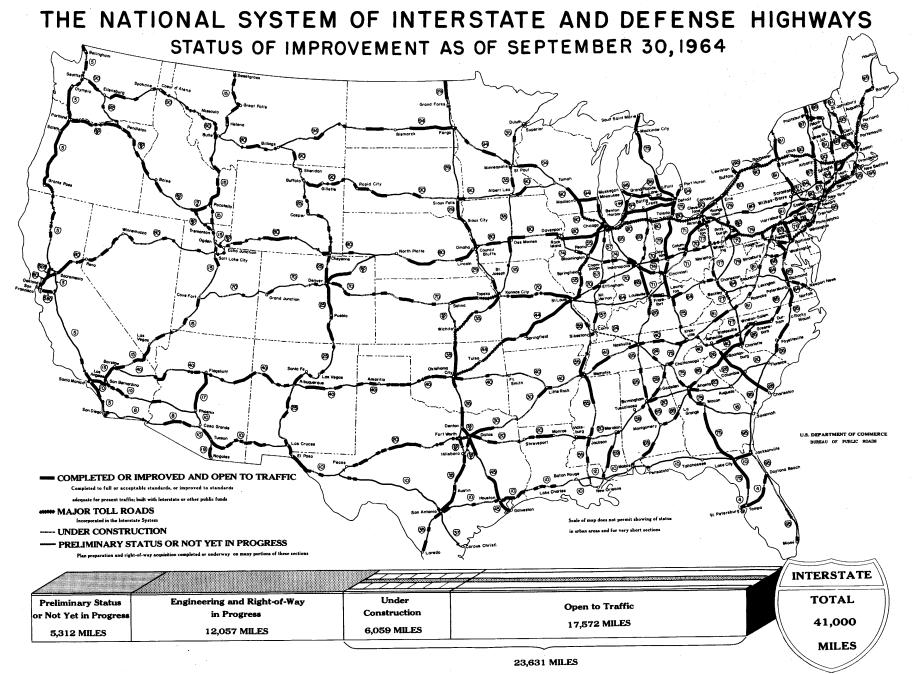
### FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1963

| STATE  |                                       |                                       |                                  |                                      |                                   | FEDERAL-AI                      | D PROJECTS                           |  |                              |  |  |                                    |                                | FOREST HIGHNA                  | <b>v</b>                    | STATE  |
|--|---------------------------------------|---------------------------------------|----------------------------------|--------------------------------------|-----------------------------------|---------------------------------|--------------------------------------|--|------------------------------|--|--|------------------------------------|--------------------------------|--------------------------------|-----------------------------|--|
| OR   | PRI                                   | ary system f                          | RURAL                            | SECO                                 | dary system                       | RURAL                           |                                      | URBAN AREAS                            | •                            | T                                      | OTAL FEDERAL                           | AID                                |                                | TRUCTION PROJ                  |                             | OR   |
|  | TOTAL<br>COST                         | FEDERAL<br>FUNDS                      | MILES                            | TOTAL<br>COST                        | FEDERAL<br>FUNDS                  | MILES                           | TOTAL<br>COST                        | FEDERAL<br>FUNDS                       | MILLES                       | TOTAL<br>COST                          | FEDERAL<br>FUNDS                       | MILES                              | TOTAL<br>COST                  | FEDERAL<br>FUNDS               | NTLES                       |  |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | \$26,285<br>16,612<br>8,953<br>24,066 | \$19,859<br>15,474<br>7,622<br>15,177 | 129.4<br>96.0<br>42.2<br>163.1   | \$13,289<br>12,619<br>94<br>14,863   | \$6,662<br>11,707<br>74<br>7,369  | 442.4<br>55.3<br>338.5          | \$7,134<br>1,699<br>7,574<br>5,299   | \$4,661<br>1,512<br>6,283<br>4,250     | 17.4<br>.6<br>12.1<br>8.4    | \$46,708<br>30,930<br>16,621<br>44,228 | \$31,182<br>28,693<br>13,979<br>26,796 | 589.2<br>151.9<br>54.3<br>510.0    | \$106<br>4,370<br>3,034<br>680 | \$106<br>4,370<br>3,034<br>340 | 3.6<br>28.3<br>41.7<br>16.2 | Alabama<br>Alaska<br>Arizona<br>Arkansas                 |
| California<br>Colorado<br>Connecticut<br>Delaware        | 81,986<br>28,308<br>17,664<br>435     | 62,221<br>22,609<br>14,716<br>262     | 82.4<br>158.3<br>12.0<br>-       | 14,818<br>6,766<br>85<br>255         | 8,175<br>3,826<br>42<br>127       | 161.2<br>110.6<br>-4            | 157,115<br>11,440<br>11,366<br>124   | 117,785<br>8,188<br>8,784<br>63        | 69.2<br>21.3<br>2.7<br>-     | 253,919<br>46,514<br>29,115<br>814     | 188,181<br>34,623<br>23,542<br>452     | 312.8<br>290.2<br>14.7<br>.4       | 1,505<br>3,350<br>-            | 1,505<br>3,350<br>-            | 22.1<br>20.3<br>-           | California<br>Colorado<br>Connecticut<br>Delaware        |
| Florida<br>Georgia<br>Hawaii<br>Idaho                    | 41,633<br>50,126<br>3,008<br>7,776    | 32,513<br>36,345<br>1,626<br>6,083    | 163.5<br>179.7<br>1.8<br>88.8    | 12,311<br>9,577<br>268<br>3,296      | 6,015<br>4,811<br>134<br>2,089    | 207.1<br>163.7<br>-<br>70.9     | 26,948<br>23,459<br>4,993<br>755     | 21,286<br>17,148<br>3,618<br>485       | 24.9<br>25.2<br>.2<br>9.4    | 80,892<br>83,162<br>8,269<br>11,827    | 59,814<br>58,304<br>5,378<br>8,657     | 395.5<br>368.6<br>2.0<br>169.1     | 439<br>-<br>2,978              | 439<br>-<br>2,978              | 5.6<br>-<br>51.9            | Florida<br>Georgia<br>Hawaii<br>Idaho                    |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 94,689<br>66,897<br>42,359<br>29,621  | 75,252<br>50,503<br>29,303<br>17,684  | 224.6<br>263.3<br>382.2<br>388.2 | 15,599<br>10,999<br>14,851<br>11,140 | 7,509<br>5,666<br>7,424<br>5,606  | 357.7<br>97.8<br>591.3<br>667.6 | 120,644<br>33,099<br>14,444<br>8,087 | 94,747<br>24,362<br>10,183<br>6,264    | 46.9<br>25.9<br>17.2<br>6.7  | 230,932<br>110,995<br>71,654<br>48,848 | 177,508<br>80,531<br>46,910<br>29,554  | 629.2<br>387.0<br>990.7<br>1,062.5 | 109<br>-<br>-<br>-             | 55<br>-<br>-<br>-              | 1.8<br>-<br>-<br>-          | Illinois<br>Indiana<br>Iowa<br>Kansas                    |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 73,404<br>54,155<br>24,427<br>11,564  | 57,939<br>44,277<br>19,548<br>6,160   | 164.3<br>151.9<br>58.1<br>25.9   | 7,672<br>6,385<br>3,393<br>1,052     | 3,229<br>3,095<br>1,688<br>532    | 93.4<br>86.7<br>30.4<br>36.7    | 29,937<br>22,711<br>2,803<br>32,470  | 23,433<br>18,458<br>1,414<br>24,904    | 15.5<br>22.5<br>7.3<br>20.3  | 111,013<br>83,251<br>30,623<br>45,086  | 84,601<br>65,830<br>22,650<br>31,596   | 273.2<br>261.1<br>95.8<br>82.9     |                                | -                              | -<br>-<br>-                 | Kentucky<br>Louisiana<br>Maine<br>Maryland               |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 21,819<br>102,024<br>32,712<br>39,063 | 16,529<br>83,386<br>23,641<br>30,179  | 20.4<br>235.6<br>324.0<br>222.3  | 1,517<br>16,620<br>9,456<br>18,595   | 760<br>8,356<br>4,595<br>8,198    | 5.4<br>561.9<br>589.7<br>584.7  | 24,456<br>46,800<br>25,775<br>9,412  | 16,318<br>32,700<br>19,865<br>7,171    | 13.3<br>34.9<br>25.4<br>25.5 | 47,792<br>165,444<br>67,943<br>67,070  | 33,607<br>124,442<br>48,101<br>45,548  | 39.1<br>832.4<br>939.1<br>832.5    | -<br>855<br>463<br>288         | -<br>825<br>455<br>144         | -<br>22.0<br>5.5<br>6.8     | Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 70,637<br>39,572<br>30,965<br>13,632  | 57,247<br>30,739<br>23,363<br>12,679  | 187.4<br>348.4<br>219.3<br>89.3  | 14,421<br>8,961<br>14,222<br>4,950   | 7,284<br>5,384<br>7,139<br>4,437  | 562.2<br>166.3<br>452.6<br>99.8 | 26,538<br>10,015<br>16,209<br>749    | 21,452<br>7,788<br>13,928<br>631       | 20.7<br>14.7<br>5.4<br>1.3   | 111,596<br>58,548<br>61,396<br>19,331  | 85,983<br>43,911<br>44,430<br>17,747   | 770.3<br>529.4<br>677.3<br>190.4   | 630<br>1,680<br>155            | 368<br>1,680<br>-<br>155       | 38.1<br>23.3<br>-           | Missouri<br>Montana<br>Nebraska<br>Nevada                |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 17,866<br>19,114<br>31,382<br>70,295  | 14,787<br>13,437<br>28,294<br>46,415  | 23.1<br>27.3<br>126.0<br>140.0   | 1,585<br>550<br>7,048<br>20,737      | 793<br>261<br>4,584<br>9,305      | 5.9<br>12.6<br>100.6<br>101.4   | 1,205<br>37,163<br>15,305<br>128,434 | 598<br>28,441<br>13,065<br>86,889      | .9<br>18.5<br>16.6<br>57.2   | 20,656<br>56,827<br>53,735<br>219,466  | 16,178<br>42,139<br>45,943<br>142,609  | 29.9<br>58.4<br>243.2<br>298.6     | 4<br>2,646                     | 4<br>2,646                     | 20.6                        | New Hampshire<br>New Jersey<br>New Mexico<br>New York    |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 38,965<br>14,600<br>77,005<br>31,375  | 26,829<br>11,044<br>54,772<br>19,718  | 130.2<br>227.5<br>103.3<br>203.0 | 13,367<br>6,039<br>15,784<br>11,464  | 6,786<br>3,008<br>8,270<br>5,725  | 130.6<br>382.8<br>67.3<br>328.4 | 8,757<br>1,207<br>93,749<br>5,566    | 4,540<br>863<br>70,582<br>3,073        | 14.0<br>1.3<br>42.0<br>21.2  | 61,089<br>21,846<br>186,538<br>48,405  | 38,155<br>14,915<br>133,624<br>28,516  | 274.8<br>611.6<br>212.6<br>552.6   | 579<br>-<br>57<br>23           | 289<br>-<br>57<br>22           | 10.0                        | North Carolina<br>North Dakota<br>Ohio c<br>Oklahoma     |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 48,501<br>118,134<br>2,576<br>37,595  | 37,831<br>88,600<br>1,503<br>27,116   | 146.9<br>154.4<br>6.3<br>219.8   | 6,738<br>8,243<br>2,184<br>9,324     | 4,219<br>4,108<br>1,092<br>4,728  | 83.1<br>38.8<br>8.9<br>518.7    | 35,917<br>73,210<br>6,099<br>10,778  | 31, 581<br>49, 897<br>4, 567<br>6, 959 | 10.4<br>41.4<br>3.7<br>29.7  | 91,156<br>199,587<br>10,859<br>57,697  | 73,631<br>142,605<br>7,162<br>38,803   | 240.4<br>234.6<br>18.9<br>768.2    | 4,192<br>-<br>400              | 4,192<br>-<br>-<br>201         | 50.1<br>-<br>16.9           | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 21,174<br>61,640<br>83,287<br>8,639   | 16,075<br>47,175<br>60,786<br>7,538   | 238.8<br>268.9<br>495.0<br>39.4  | 7,483<br>13,821<br>31,756<br>1,754   | 4,208<br>6,906<br>15,891<br>1,360 | 482.6<br>441.6<br>847.9<br>36.3 | 3,080<br>27,796<br>142,727<br>1,481  | 2,192<br>22,291<br>114,940<br>1,412    | 3.6<br>25.8<br>99.1          | 31,737<br>103,257<br>257,770<br>11,874 | 22,475<br>76,372<br>191,617<br>10,310  | 725.0<br>736.2<br>1,442.0<br>75.7  | -<br>337<br>2,206              | -<br>-<br>169<br>2,206         | -<br>13.5<br>21.9           | South Dakota<br>Tennessee<br>Texas<br>Utah               |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 16,780<br>101,622<br>18,212<br>8,274  | 14,269<br>84,349<br>12,553<br>6,911   | 34.0<br>212.7<br>87.0<br>10.4    | 2,939<br>12,062<br>7,938<br>4,340    | 1,459<br>6,405<br>4,260<br>2,309  | 30.7<br>130.0<br>169.0<br>5.1   | 3,304<br>8,219<br>49,578<br>434      | 2,328<br>4,322<br>40,803<br>217        | 7.2<br>11.0<br>17.6<br>5.1   | 23,023<br>121,903<br>75,728<br>13,048  | 18,056<br>95,076<br>57,616<br>9,437    | 61.9<br>353.7<br>273.6<br>20.6     | -<br>3<br>1,260<br>596         | -<br>3<br>1,260<br>592         | -<br>11.9<br>10.6           | Vermont<br>Virginia<br>Washington<br>West Virginia       |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     | 41,772<br>28,351<br>3,043             | 30,678<br>24,358<br>1,471             | 263.4<br>165.5<br>5.2            | 17,133<br>4,119<br>3,076             | 8,523<br>2,729<br>1,420           | 315.5<br>75.3<br>14.4           | 27,677<br>2,823<br>10,336<br>843     | 21,311<br>2,334<br>6,368<br>388        | 27.2<br>6.1<br>3.4<br>1.6    | 86,582<br>35,293<br>10,336<br>6,962    | 60,512<br>29,421<br>6,368<br>3,279     | 606.1<br>246.9<br>3.4<br>21.2      | 2,006<br>15                    | 2,006<br>-<br>15               | 31.3                        | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     |
| Total  | 1,954,594                             | 1,489,439                             | 7,750.1                          | 457,556                              | 240,283                           | 10,851.6                        | 1,377,743                            | 1,037,639                              | 959.5                        | 3,789,893                              | 2,767,361                              | 19,561.2                           | 34,970                         | 33,469                         | 475.5                       | Total  |
| <u>l</u> / Column t                                      | otals may no                          | ot add due to                         | rounding.                        |                                      |                                   |                                 |                                      |  |                              |  |  |                                    |                                |                                |                             |  |

Highway Statistics, 1963

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TABLE FA-2, 1963



### Federal Aid

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Traveled way of the national system of interstate and defense highways $-1963^1$ 

TABLE DRT-2 DECEMBER 1964 Morth Carolina Morth Dakota Ohio Oklahoma Oregon Pennaylvania Rhode Island South Carolina Mev Hempshire Mev Jersey Nev Mexico Nev York STATE Bouth Dakota Temessee Texas Utah Vermont Virginia Washington West Virginia Wyoming Dist. of Col. Massachusetti California Colorado Connecticut Delaware Minnesota Mississippi Total Kentucky Louisiana Maine Maryland Wisconsin Montena Nebraska Nevada Tilinois Indiana Iowa Kansas and base Alebene Alaska Arizona Arkanses Michigan Missourf Florida Georgia Hawaii Idaho d thickness of surface ut portland cement conc 648 <sup>, 11</sup> 561 <sup>, 1</sup> 1,090 932 682 TOTAL INTER-STATE STATE ង្គ័រ័ន ស្ត្ ន៍ភ្នំខ្មុន 1,002 1,002 1,002 988**4**9 ដ& ភូមិ ភូមិ ភូមិ 4848 란복 S 660°T† 87 N N N TOTAL SURPACIED MULTRACK 2,152 948 274 37 648 - 11 668 - 11 863 - 11 1,101 1,232 1,232 1,232 1,232 988.4**0** 237 237 248 248 41,052 58558 業왕ᢏS 87 N N ዸ፝ጜ፟፟፟፟፟፟፟ ងឡ ់ mired bituminous, and H-2, bituminous penetration having a combined 7 inches or more and/or a high load-bearing capacity with or without ន្ទី ខង្គ 띧칹띛뛍 ស្តូង។ 13,456 E ដូ ខ្លួ ខ ዾዸ፝፞፞፞፞፞፞ቘዿ፟ 8888 k ዾ፝፝፝ቘ ಸೆದ್ದಕ್ಕೆ £78 ፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟፟ ዾ፝፞፞፞፞፞፞፞፞ቘ IOTAL INTERSTATE MILEAGE SURFACED MILLEAGE 3/ 5 4 8583 829 88 88 88 88 25,886 8E89 \$6238 \$6238 £2.88 233 85 88838 848£ **\***888 984£ 888 m3 г°вд 3<u>3</u>⊦ . ۳ - <del>-</del> 6 ኢን ወ .<sup>%</sup>8∾ ຮ່ວະ . ' % ч គ្នុ %ព କ୍ଷ୍ର 135 - 2 ឌ.ដ្ដ . 1927 1927 £, Ъ,70 10 325 ▶김몹 A M . . . . . . . . . . . . ... . . . . . . . . . . . . . NON-SURFACED MILLAGE ہ , 13 4 . . . ዾ፝ዿ፟<sub>ፚ</sub>፝፝ጟ 3, rs 闫单문쿪 6,696 **INTAL** ខ្លិតក្នុំក <u>ซ</u>ุรัยส ន្លនឹងដី <u>ក្តី</u> ខេង **៩**៧ទ្ធភ្ន **ዳጅ**ሜ恐 2388 ងក្ខន្តខ 4%S TOTAL SURPACED MILEAGE ន្តនងខ 8g द्व क्यू स ዾ፝ዿ<sub>ፚ</sub>፟፟፟፟፟፟ 눤켯욚は 6,695 9,¢\$ %្លូឡ្ហ នាក 덕복받켰 ស្តន៍ដីរី *ព*នីខ ដ្ **៩៩ភ្**ភ្ន ጜ፟፟፝ቜ፞፞፞፞፞ቜቜ ដក្ខន្តទ ∄%S INTERSTATE HIGHMAY SYSTEM - URBAN Data as of December 31, 1963 SURFACED NILLEAGE 3/ ភុុុភ្គ 33.' 8838 ad ore នន្ត្លឹង 563 3,053 ង្កូតខ្នង 45-6 ግጽይቋ 81 10 10 4 N 8 4 ფაო - F25 F 5 ភ្នំ ទ 3,584 មិទីដូដ 8°559 ត្តឧងភ ភ្នំ<u>ក</u>្នុំនុ 8888 ស្វី៥៩ស <u>କ୍ଷ ଅ</u>ନ୍ଦ୍ର **አ**ୱ ድ ଅ 먹쿡 문덕 . ସ୍ଥ୍ୟଙ୍କ នក្នុភខ ងខង SH H g  $\underline{1}$ . These are mileages of routes that are serving interstate traffic at the present time. Included a completed sections of that interstate system locations operators that will be represented eventions where the number of sections of the interstate traffic, and those existing routes that will be represented events. We have no the number of the nu ۰ . <sup>۳</sup>۹ \* . -. -°' i i i . ~ . . ° , ° ..... 8..ñ ·\* · <sup>\_\_</sup> . --. ጽ ⊾ĩ≣ . . . . . . . . . . . AM ... . . . . . . . . NON-SURFACED MILEAGE 2/ . . . . . . 1.4.1 . . . . . . . . . . . н . . 1,122 1,122 1,5<sup>43</sup> 1,55 55 657 288 8888 8988 8885 8885 89 38,8E 34,403 \*\*\* ££%%% 83%£ TOTAL đ £88 2228 918 918 TOTAL SURFACED MULEAGE ធ ំដំដ 1,5<sup>4</sup>3 150 657 38,88F 34,357 88828 6689 ૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢૢ 84.88 86 arer 8388 2688 513 21 INTERSTATE BIGHNAY SYSTEM - RURAL 8 <sup>8</sup>7 4*°8%* ۲. <mark>ک</mark>وع 10,403 ៥ ភ្ល ខ្ល ខ្ល 5883 ស្ព័*ង្ហ* អ 늭즼췋촳 ត្ត សិស្ត្ សម្លឹងអ 4 2 5 5 F ф С £8888 <u>ម្ព</u>ន្តន្តភ SURFACED MILEAGE 3/ 5 22,302 1,045 149 149 149 ଞ୍ଚି **ଛ**ଞ୍ଚ នទន្លត្ត \$\$**%**3 ន្លខ្លួងត្ថ <del>ጞ</del>ቘ፝ቘ፝ቔ ዾ፝ጜ፝ዿ፝ቘ 83.23 <u>፝</u>፝ኇ፝፞፞፞፞፞፞፝ቘ 888°∄ สฐาช ፠፝ቘ፠፝ቚ ኇ፝ጜ ЗËн ¥.~¥ ,88 ∽ . -. <sup>س</sup> <u></u>ອະຕຸ∽ ។ ភ្ន 1,652 4 -1 ፝ጜ፞፞፞፞፞ኯ 4 ''% ãã∄. 8 8 <sup>គ</sup>ុភ្លឹ° នងស្ត \_\$ ▶김温 . . . . AN .... .... . . . . . . . . . . . 1 . . . . .... Compiled in cooperation with State highway departments BOR-SURFACED MILEAGE 2/ ¥ **، ،**₽ ۳, . . . . . . . . . . . . . . . Oregon Pennsylvania Rhode Island South Carolina Massachusetts Michigan Minnesota Mississippi New Hampshire New Jersey New Maxico New York North Carolina North Dakota Vermont Virginia Washington West Virginia South Dakota Tennessee Texas Utah Wisconsin Wyoming Dist. of Col. California Colorado Connecticut Delaware Total STATE Kentucky Louisiana Alebema Alaska Arizona Arkanses Illinois Indiana Iowa Kanses Maine Maryland Ohio Oklahomma Montana Nebraska Nevada Mi seour 1 Florida Georgia Hawaii Idaho

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### Highway Statistics, 1963

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-RURAL-1963<sup>1</sup>

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| State highery departments                                |                        |                     |                     |                     |                          |          |         | NT BLATN                      |                     |                | A SURPACE          |                   |                               |                     |                   |                   |                       |   |   |   |
|--|------------------------|---------------------|---------------------|---------------------|--------------------------|----------|---------|-------------------------------|---------------------|----------------|--------------------|-------------------|-------------------------------|---------------------|-------------------|-------------------|-----------------------|---|---|---|
|  |                        |                     | Ä                   | TERMENTAL           | INTERMEDIATE-TYPE SURVEY | RUMCE 2/ |         |                               |                     |                |                    |                   | HECHINI                       | HIGHAY-TYPE SURFACE | REACE 3/          | -                 |                       |   | TOBAL   | Į   |
|  | LIBSS<br>THAN<br>2011  | 50-51<br>50-51      | 87-83<br>83         | 2 <b>4-</b> 26      | 21-35                    | 36-43    | 74-44   | 99 <b>8</b> 8                 | TOTAL               | LESS<br>TEAN   | 50-51<br>50        | ନ<br>ଅ            | 24-26                         | 27-35               | 36-43             | 74-44             | 99 <b>8</b> 88        | TOINT   | SURFACED<br>NGLEAGE   |   |
| Alabern<br>Alastr<br>Artsons<br>Artaness                 |                        | ·<br>• • • •        |                     | י י <sup>ז</sup> ני |                          | ۰۰۰،     |         | X N                           | .,8 <u>8</u> ∾      | ៨ភ             | ¥,\$"              | ខ <b>ុ</b> ដង     | 20 - 20<br>20 - 20<br>20 - 20 | <sup>9</sup> ,,*    | ~ , ងង            | ۳                 | <u>8</u> 85           | E SS  | 731.<br>1,122   | Alaberra<br>Alastra<br>Artsons<br>Arteness              |
| California<br>Colorado<br>Commecticut<br>Delamare        |                        | ۳                   |                     | ۳                   |                          |          |         |                               | *, <sup>-1</sup> ', |                | 18 <sup>2</sup> 8. | <b>та"</b> .      | 38° - '                       | \$°, °,             | 47.1              | 141<br>25 2 -     | <u>૬</u> %2~          | 1, 539<br>149<br>149<br>641   | 1,543<br>857<br>150<br>66   | California<br>Colorado<br>Commecticut<br>Delaware       |
| Florida<br>Georgia<br>Bawaii<br>Idabo                    | · · · - "              |                     | a ' n '             | <sup>00</sup> ، بھ  |                          | r., ۲    |         | <del>ہ</del> , , <del>،</del> | ส <i>ิ</i> ~ช       | 8ייך           | នដ«»               | ୫ଞ୍ ଶ             | 316<br>316 - 13               | ₩~~88               | พษาษ              | 84 v 4            | ស្នូរដ្ឋ <b>ភ្</b> នុ | 8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8 | 959<br>979<br>27<br>28  | Florida<br>Georgia<br>Hamii<br>Idaho                    |
| Tilitaois<br>Indiana<br>Iom<br>Kanaas                    |                        |                     | &                   | <b>۳</b> ۰۰%        | • • • ដ                  |          |         |                               | * , ,%              | ឡ . ភ្ .       | 8 35               | ඡ් දී ් දී        | 10<br>10<br>10<br>10<br>10    | 98° n 1             | ঀ৾৾ড়৾৾ড়৾৾৵      | \$.5 <u>1</u> ~~0 | F8884                 | 1,297<br>938<br>633<br>603  | 1,301<br>938<br>633<br>693  | Tilinois<br>Indiana<br>Iona<br>Kausas                   |
| Kentucky<br>Louisiane<br>Matue<br>Maryland               | ∾.                     |                     |                     |                     |                          |          |         | ۰                             | 3.1                 | <sup>ж</sup> ∞ | ፠፠ዹ∾               | ଞ୍ଚଳ<br>ଅଂନ୍ୟ     | 200<br>84<br>85<br>84<br>85   | o ' uœ              | %०५२              | NQ15              | <u>ድ</u> ጅጅጅ          | £6688   | ££884   | Kentucky<br>Louisiana<br>Maine<br>Maryland              |
| Massachusetts<br>Michigan<br>Minnesota<br>Minsissippi    |                        | · ~ · *             | , <sup>co</sup> , , | 2                   |                          | ••••     | • • • • |                               | ่ มีสม              |                | , E-3 8            | ់។៥៥              | ละสูล                         | <u>๙๛</u> ป๛        | ~~~~~             | <u>ଅଛ</u> ନ୍      | <u> 8</u> 848         | 3 <b>5</b> 2%   | 9858  | Massachusetta<br>Michigan<br>Minnesota<br>Mississippi   |
| Missouri<br>Montaus<br>Pebrasha<br>Perada                | .я                     | สะ                  | 1,78,88,1           | - 48 ·              | . 8                      |          |         | ، <sup>یو</sup> ، ،           | 1981<br>1991        | ងដ             | ጟ፟ፘ፠ײ              | ଞ୍ଜୁଙ୍କ୍ଷ         | 9253 FC<br>332 FC             | , <sup>817</sup>    | ี<br>ผาสามาศ      | ጽ                 | <b>8</b> 82838        | 1,017<br>365<br>365   | 1, 26, 54, 54, 54, 54, 54, 54, 54, 54, 54, 54                                       | Missouri<br>Mentana<br>Bebraska<br>Berada               |
| New Haupshire<br>New Jersey<br>New Maxico<br>New York    | ۰                      | ង.ដ.                | ۹                   | \$                  |                          | ۰ . ۳ .  |         | ស.ង.                          | 8'8'                | '4'5           | ~ងភ្នុទ            | ۲. <sup>۲</sup>   | 815                           | ×₄ ' ۲              | 4000              | ់ ដន្ទ 🛓          | 2.8985                | 48<br>241<br>7990<br>7990   | 1995<br>1995<br>1996<br>1996  | New Hempshire<br>New Jersey<br>New Mexico<br>New York   |
| Morth Caroline<br>Morth Dakota<br>Chio<br>Chio           | 8                      | ο, γο               | - a                 | లచి ' '             |                          |          |         | ۰                             | ە <sup>-</sup> 25   | 8              | ¥∞® <b>‡</b>       | yr.yr             | ይ <u>፝</u> ኇ፟ፘ፝፞፞፞            | 4181                | ~~ <b>4</b> 8     | 5,85              | 366 3395              | 1988<br>888<br>1988<br>1989<br>1980   | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200                  | Morth Caroline<br>Morth Dakota<br>Obio<br>Okio          |
| Gregon<br>Fennsylvania<br>Rhode Island<br>South Carolina |                        | %                   | 1.1.57              |                     |                          | • • • •  |         | ••••                          | .  .  .  ส          | -18° - w       | ¥85~5              | នង្ខឹ ំដ          | 389 . ba                      | នង ខ                | 8 <b>8</b> .2     | പന്നം പ           | ጃጅ <sub>ሥ</sub> ጿ     | 1,288<br>288<br>288<br>288<br>288<br>289<br>289<br>289<br>289<br>289                        | 288<br>588<br>1<br>588<br>1<br>588<br>1<br>588<br>1<br>588<br>1<br>5<br>5<br>5<br>5 | Oregon<br>Pennsylvania<br>Rhode Island<br>Bouth Carolin |
| South Dakota<br>Temessee<br>Teme                         | , , <del>, , ,</del> 0 | - • 10 <sup>1</sup> | ۲.<br>ور            | ង ខ្មើង             |                          |          | · · m · | 1 1 <del>4</del> 7            | 81 416<br>919       | , <b>ភ</b> កន  | <b>4</b> 4ea       | ድኇያን              | 58°23                         | ຸ <b>ສ</b> % ສ      | - 842             | ~ ន% ជ            | E8883                 | 2,048<br>86,043<br>86,09  | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200                  | Bouth Dakota<br>Thumasee<br>Thumasee<br>Utah            |
| Vermont<br>Virginia<br>Heathington<br>Hest Virginia      |                        | 33x ·               | \$"£,               | « ' <sup>"</sup> '  |                          |          | •••     |                               | <u></u>             | 84.8           | 142<br>44<br>65    | <u>ଞ୍</u> ଷ୍ୟ ଝ ଛ | ೫ನನ್ನೆ                        | ье<br>В «В          | • 8<br>• 8<br>• % | '£&_              | ୰ୢୢୄୡୄୄୄୡୢୄୡ          | ድቋ <sub>ኞ</sub> ጅ   |   | Vermont<br>Virginia<br>Waahington<br>Weet Virginia      |
| Wisconsin<br>Nyoming                                     | ۳.                     | 15                  | 'ø                  | •-                  | - 17                     | • •      | ••      | - ~                           | _ <b>6</b> ¥        | • •            | 25                 |                   | 354 B                         | 1 <sup>4</sup>      | 25<br>15          | 80 64             | 205<br>210            | 413<br>868  | 614<br>917  | Wisconsin<br>Wyoming                                    |
| Total  | 8                      | 358                 | 326                 | 8                   | 8                        | 27       | 5       | 346                           | 1,692               | 181            | 2,966              | 3,105             | 9,539                         | 1,192               | <b>%</b>          | 1,041             | 13,217                | 32,705  | 34,357  | 13,217 32,705 34,357 Total                              |

### TRAVELED WAY

### NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-URBAN-1963 <sup>1</sup>

### SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with State highway departments

Data as of December 31, 1963

TABLE INT-9 DECEMBER 1964

| State highway der  | Mar Calentis       |                   | · · · · · · · · · · · · · · · · · · · | Dava as i          | of December        | , ., .,             |                     |                        |                                       | DECEMBER 1964   |
|--|--------------------|-------------------|---------------------------------------|--------------------|--------------------|---------------------|---------------------|------------------------|---------------------------------------|---|
|  |                    |                   |                                       | WIDTH :            | in feet            |                     |                     |                        |                                       |   |
| STATE  | LESS<br>THAN<br>20 | 20-21             | 22-23                                 | 24-26              | 27-35              | 36-43               | 44-47               | 48<br>AND<br>OVER      | TOTAL<br>URBAN<br>SURFACED<br>MILEAGE | STATE   |
| Alabama<br>Alaska  | -                  | 2                 | 5                                     | 13                 | 2                  | 7                   | 12                  | 77                     | 118                                   | Alabama<br>Alaska                                       |
| Alaska<br>Arizona<br>Arkansas                            |                    | -                 |                                       | -<br>1<br>17       | - 8                | -<br>5<br>4         | 1                   | 64<br>37               | 71<br>69                              | Arizona<br>Arkansas                                     |
| California<br>Colorado<br>Connecticut                    | -<br>-<br>1        | 7                 | 2<br>-<br>3                           | 9<br>2<br>4        | 2<br>1             | 36<br>2<br>5        | 43<br>-<br>3        | 510<br>86<br>95        | 609<br>91<br>124                      | California<br>Colorado<br>Connnecticut                  |
| elaware  | -                  | -                 | -                                     | -                  | -                  | 3                   | 36                  | 22                     | 31                                    | Delaware  |
| Florida<br>Georgia<br>Gawaii<br>Idaho                    |                    | 1<br>-<br>2<br>1  | ц<br>5<br>-<br>-                      | 19<br>30<br>1<br>9 | 9<br>12<br>-<br>-  | 17<br>15<br>1<br>3  | 9<br>7<br>8<br>-    | 169<br>97<br>11<br>18  | 228<br>166<br>23<br>31                | Florida<br>Georgia<br>Hawaii<br>Idaho                   |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 1<br>-<br>1<br>-   | 13<br>-<br>-      | 6<br>12<br>-<br>6                     | 12<br>16<br>9<br>6 | 7<br>8<br>2<br>-   | 36<br>38<br>3<br>7  | 17<br>27<br>3<br>10 | 210<br>90<br>34<br>86  | 302<br>191<br>58<br>115               | Illinois<br>Indiana<br>Iowa<br>Kansas                   |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | -<br>2<br>-<br>-   | 2<br>1<br>1<br>-  | 3<br>6<br>1<br>-                      | 4<br>26<br>3<br>3  | 4<br>7<br>3<br>-   | 29<br>32<br>6<br>3  | 5<br>11<br>1<br>8   | 54<br>49<br>22<br>132  | 101<br>134<br>37<br>146               | Kentucky<br>Louisiana<br>Maine<br>Maryland              |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | -<br>1<br>-        | -<br>2<br>1<br>13 | -<br>2<br>4<br>2                      | 3<br>-<br>13<br>11 | 6<br>4<br>12<br>-  | 17<br>14<br>15<br>9 | 15<br>7<br>12<br>3  | 97<br>159<br>123<br>85 | 138<br>188<br>181<br>123              | Massachusetts<br>Michigan<br>Ninnesota<br>Mississippi   |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | -                  | 3<br>1<br>-<br>-  | 1<br>3<br>-<br>-                      | 4<br>7<br>2<br>1   | -<br>1<br>-        | 24<br>1<br>1<br>-   | 1<br>-<br>-         | 123<br>13<br>11<br>18  | 156<br>26<br>14<br>19                 | Missouri<br>Montana<br>Nebraska<br>Nevada               |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 2                  | -<br>2<br>1<br>-  | 1<br>-<br>-                           | 2<br>1<br>12<br>-  | 1<br>1<br>16       | -<br>10<br>4<br>64  | -<br>4<br>1<br>19   | 17<br>169<br>48<br>333 | 22<br>188<br>66<br>432                | New Hampshire<br>New Jersey<br>New Mexico<br>New York   |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | -<br>-<br>2<br>-   | -<br>1<br>15<br>- | 2<br>-<br>-<br>-                      | 3<br>13<br>13<br>3 | 5<br>-<br>28<br>1  | 7<br>-<br>62<br>13  | 2<br>-<br>17<br>2   | 55<br>7<br>270<br>138  | 74<br>21<br>407<br>157                | North Carolin<br>North Dakota<br>Ohio<br>Oklahoma       |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | -<br>7<br>-<br>5   | 3<br>4<br>8<br>-  | 1<br>10<br>-<br>1                     | 3<br>25<br>-<br>-  | -<br>50<br>1<br>1  | 4<br>37<br>12<br>13 | 1<br>18<br>5<br>4   | 39<br>196<br>17<br>19  | 51<br>347<br>43<br>43                 | Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolin |
| South Dakota<br>Tennessee<br>Texas<br>Jtah               |                    | 4<br>-<br>2<br>1  | -<br>7<br>-                           | -<br>7<br>28<br>4  | -<br>7<br>2<br>3   | -<br>13<br>37<br>8  | -<br>8<br>38<br>5   | 11<br>104<br>501<br>50 | 15<br>146<br>608<br>72                | South Dakota<br>Tennessee<br>Texas<br>Utah              |
| Vermont<br>Virginia<br>Vashington<br>Vest Virginia       | 7<br>-<br>-<br>2   | 3<br>1<br>4<br>3  | 1<br>4<br>6<br>6                      | 2<br>7<br>17<br>8  | 5<br>25<br>2<br>17 | 2<br>39<br>7<br>16  | -<br>19<br>18<br>11 | 11<br>80<br>85<br>16   | 31<br>175<br>139<br>79                | Vermont<br>Virginia<br>Washington<br>West Virginia      |
| Visconsin<br>Nyoming<br>Dist. of Col.<br>Puerto Rico     |                    |                   | 6<br>-<br>-<br>-                      | -<br>1<br>-        | 6<br>6<br>1<br>-   | 3<br>-<br>-         | 5<br>2<br>1<br>-    | 24<br>16<br>17<br>-    | 44<br>26<br>19                        | Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico    |
| Total  | 33                 | 123               | 111                                   | 374                | 266                | 684                 | 389                 | 4,715                  | 6,695                                 | <u>_</u>  |

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

### TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-19631

### SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

| ompiled in coop<br>tate highway de |                       |          |         |            |             |                |                   | Data as           | of Recember    | 31, 1963  |         |                    |                    |            |                |                |                      | DECE             | DEER 1964             |
|------------------------------------|-----------------------|----------|---------|------------|-------------|----------------|-------------------|-------------------|----------------|-----------|---------|--------------------|--------------------|------------|----------------|----------------|----------------------|------------------|-----------------------|
|                                    |                       |          |         | INTERSTATE | HIGHWAY SYS | tem - Rural    |                   |                   |                |           |         |                    | INTERSTATE         | HIGHNAY SY | FTEM - URBAN   |                |                      |                  |                       |
| STATE                              |                       |          | ONE-WAY | 4-LANES    | DIVIDED N   | IGENAYS - 4 OF | NORE TRAFFI       | C LANES           |                |           |         |                    |                    | DIVIDED    | TIGHNAYS - 4 O | r More Traff   | IC LANES             |                  | TOTAL                 |
| SINIB                              | 2-LANES               | 3-LANES  | STREETS | OR MORE    | DEGREE      | OF ACCESS COM  | ROL 3/            |                   | TOTAL<br>RURAL | 2-LANKS   | 3-LANES | ONE-WAY<br>STREETS | 4-LANES<br>OR MORE | DEGREE     | OF ACCESS COR  | TROL 3/        |                      | TOTAL            | SURFACED<br>MILEAGE   |
|                                    |                       |          | 2/      | UNDIVIDED  | NONE        | PARTIAL        | FULL              | TOTAL             |                |           |         | 2/                 | UNDIVIDED          | NONE       | PARTIAL        | FULL           | TOTAL                |                  | 1                     |
| Labama                             | 379                   | -        | -       | 4          | 135         | 213            | -                 | 348               | 731            | -         | -       | 1                  | 42                 | 56         | 19             | -              | 75                   | 118              | 849                   |
| laska<br>risona                    | -<br>711<br>364       | 3        | -       | 35         | 43          | - 13           | 317               | 373               | 1,122          | 7         | -       | -                  | 27                 | 18         | -              | 18             | 37                   | n n              | 1,193                 |
| kansas                             |                       | 1        | -       | 1          | 6           | -              | 81                | 87                | 453            | 25        | •       | 1                  | 11                 | 4          | -              | 28             | 32                   | 69               | 522                   |
| lifornia<br>lorado                 | 724<br><u>4</u> / 553 | :        | -       | 20         | 29<br>18    | 343<br>43      | 427<br>240        | 799<br>301        | 1,543<br>857   | 27<br>5/5 | -       | 4                  | 103<br>5           | 116<br>15  | 16<br>14       | 343<br>50      | 475<br>79            | 609<br>91<br>124 | 2,152<br>948          |
| nnecticut<br>Laware                | - 39                  | :        | -       | :          | - 7         | - 1            | 103               | 111               | 150<br>6       | 22<br>1   | -       | - 2                | 11<br>10           | 17         | -              | 50<br>89<br>11 | 91<br>18             | 124<br>31        | 274<br>37             |
| orida                              | 488                   | 2        | 1       | 5          | 278         |                | 185               | 463               | 959            | 42        | 1       | 1                  | 42                 | 105        | 7              | 30             | 142                  | 228              | 1,187                 |
| orgia<br>Wali                      | 713<br>10             | - 2      | -       | :          | 51<br>12    | :              | 189               | 240<br>15         | 953<br>27      | 83        | -       | :                  | - 5                | 28<br>13   | - 1            | - 55           | 83<br>14             | 166<br>23        | 1,119                 |
| aho                                | <u>6/</u> 383         | -        | -       | 17         | 1           | 15             | 176               | 192               | <b>59</b> 2    | 13        | -       | -                  | 5                  | -          | 5              | 8              | 13                   | 31               | 623                   |
| lincis<br>diana                    | 704<br>425            | _3       | -       | 44<br>74   | 19<br>126   | 228            | 303<br>313        | 550<br>439        | 1,301 938      | 58<br>29  | 1       | 777                | 84<br>65           | 16<br>40   | 14             | 122<br>50      | 152<br>90            | 302<br>191       | 1,603<br>1,129        |
| W8.<br>11585                       | 402<br>335            | :        | -       | 2          | - 15        | 1              | 313<br>228<br>338 | 229<br>353        | 633<br>689     | 22<br>23  | -       |                    | 7<br>12            | - 4.       | 3              | 26<br>74       | 29<br>80             | 58<br>115        | 691<br>804            |
| ntucky                             | 377                   | 7        | -       | 7          | 31          |                | 157               | 188               | 579            | 30        | -       | -                  | 21                 | 12         |                | 38             |                      | 101              | 680                   |
| uisiana<br>ine                     | 337                   | <u> </u> | -       | 10         | 115         | 15             | 93<br>128         | 223<br>128        | 570            | 42<br>14  | -       | -                  | 26                 | 40         | 4              | 20<br>19       | 50<br>64<br>20       | 134              | 704                   |
| ryland                             | 158<br>46             | 4        | -       | 9          | 1           | 29             | 96                | 126               | 185            | . 11      | -       | -                  | 3<br>13            | 23         | -              | 99             | 122                  | 37<br>146        | 323<br>331            |
| ssachusetts<br>chigan              | 16<br>124             | 26       | -       | 17<br>20   | 9<br>54     | 7              | 168               | 184               | 219            | - 4       | 12      | -                  | 25                 | 32         | -              | 65             | 97                   | 138<br>188       | 357                   |
| nnesota<br>ssissippi               | 620<br>403            | -        | -       | 1          | 5           | 52             | 693<br>73         | 752               | 902<br>751     | 4         | -       | -                  | 47<br>32           | 53<br>10   | 50             | 71<br>45       | 131<br>105           | 181              | 1,090<br>932<br>682   |
|                                    |                       |          | -       |            | -           | 13             | 143               | 156               | 559<br>ohr     | 29        | -       | -                  | 3                  | -          | 53             | 38             | 91                   | 123              |                       |
| ssouri<br>ntana                    | 370<br>]/ 1,123       | -        | :       | 21         | 175         | - 5            | 379<br>78         | 554<br>83<br>149  | 945<br>1,206   | 9<br>12   | - `     | :                  | 39<br>8            | 24<br>-    | 2              | 84             | 10 <del>8</del><br>6 | 156<br>26        | 1,101<br>1,232<br>494 |
| ebraska<br>evada                   | 331<br>363            | :        | -       | - 5        | -<br>11     | - 1            | 148<br>141        | 149<br>152        | 480<br>520     | 6 2       | -       | -                  | - 10               | - 7        | -              | - 7            | 77                   | 14<br>19         | 494<br>539            |
| w Hampshire                        | 100                   | •        | -       | -          | -           | -              | 80                | 80                | 180            | 5         | -       | -                  | -                  | -          | -              | 17             | 17                   | 22               | 202                   |
| w Jersey<br>w Mexico               | 48<br>511             |          | -       | 2          | 61<br>102   | 37             | 36<br>284         | 97<br>423         | 145<br>936     | 16<br>13  | :       | -                  | 7                  | 75<br>32   | -              | 90<br>13       | 165                  | 188<br>66        | 333                   |
| ew York                            | 203                   | 18       | -       | 2          | •           | -              | 576               | 576               | 799            | 22        | -       | -                  | 34                 | -          | 20             | 356            | 376                  | 432              | 1,231                 |
| orth Carolina<br>orth Dakota       | 306<br>8/356          | 10       | :       | 4          | - 76        | 42             | 298<br>206        | 41.6<br>206       | 736<br>562     | 78        | 5 -     | :                  | 6                  | 32         | 19<br>-        | -34            | 56<br>7              | 74<br>21         | 810<br>583            |
| hio<br>Klahoma                     | 515<br>232            | :        | 1       | 20<br>6    | 32<br>40    | 109<br>36      | 354<br>335        | 495<br>411        | 1,031 649      | 80<br>18  | -4      | 10<br>-            | 89<br>7            | 76<br>25   | 18<br>35       | 134<br>68      | 228<br>128           | 407<br>157       | 1,438<br>806          |
| regon                              | 316                   | -        | -       | 18         | 4           | 3              | 299               | 306<br>601        | 640            | 10        | -       | 3                  | 6                  | 6          | •              | 26             |                      |                  | 691                   |
| ennsylvania<br>hode Island         | 510                   | 146      | -       | 42         | 59<br>4     | 5              | 537               | 601<br>19         | 1,299<br>28    | 108       | 45      | -                  | 38<br>14           | 26<br>7    | 22<br>-        | 108<br>8       | 32<br>156<br>15      | 51<br>347<br>43  | 1,646                 |
| uth Carolina                       | 356                   | -        | -       | 28         | 59          | 7              | 227               | 293               | 677            | 8         | -       | -                  | 16                 | 17         | 1              | 1              | 19                   | 43               | 720                   |
| outh Dakots.                       | 531<br>598            | 12       | -       | 275        | - 98        | - 8            | 165<br>160        | 173<br>258        | 706<br>943     | 4<br>14   | -7      | :                  | 2<br>69            | - 22       | -              | 9<br>34        | 9<br>56              | 15<br>146        | 721                   |
| inas<br>Lah                        | 1,293<br>774          | n n      | 7       | 75<br>48   | 197         | 216<br>-       | 591<br>60         | 1,004             | 2,363<br>835   | 70        | i<br>-  | 7                  | 17                 | 95<br>16   | 75             | 283            | 453                  | 608<br>72        | 2,971                 |
| rmont                              | 137                   | -        | -       | 63         |             | 27             | 86                |                   | 313            | 22        | -       | -                  | •                  | -          | •              | 9              | 9                    | 31               | 344                   |
| rginia<br>shington                 | 300<br>276            | 202      | :       | 81         | 138         | 3<br>141       | 183<br>78         | 113<br>324<br>219 | 907<br>595     | 43<br>31  | 11      | 3                  | 27<br>69           | 46         | 2              | 43             | 91<br>39             | 175<br>139       | 1,082                 |
| st Virginia                        | 2/ 467                | -        | -       | 2          | - 5         | -              | 53                | 219<br>58         | 527            | 19<br>19  | -       | -5                 | 2                  | <br>21     | -              | 2              | 23                   | 139              | 734<br>606            |
| sconsin                            | 194<br>697            | :        | 5       | 4<br>16    | 5<br>11     | - 6            | 205<br>187        | 210<br>204        | 413<br>917     | 11<br>8   | 4       | -                  | 4                  | 8          | -              | 17             | 25<br>16             | 44<br>26         | 457<br>943            |
| Lst. of Col.                       |                       | -        | -       | -          | -           | -              | -                 | -                 | *              | ů         | -       | -                  | 12                 | 2          | -              | i i            | 6                    | 20<br>19         | 943                   |
| Total                              | 19,222                | 429      | 15      | 814        | 2,032       | 1,633          | 10,212            | 13,877            | 34,357         | 1,137     | 96      | 54                 | 1,193              | 1,107      | 439            | 2,669          | 4,215                | 6,695            | 41,052                |

1/ These are mileages of routes that are serving interstate traffic at the present time. Included are completed sections on final interstate system locations open to and serving interstate traffic, and those existing routes that will be replaced eventually by a new road.
2/ The mileage of one-way streets given here is the average length of the two roadways serving a single

route

3/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with

760-788 O - 65 - 11

selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.

Includes 40 miles with full control of access.

Includes 40 miles with full control of access. Includes 41 miles with partial control of access and 26 miles with full control of access. Includes 45 miles with partial control of access and 135 miles with full control of access. Includes 45 miles with full control of access.

Includes 81 miles with full control of access.

Federal Aid

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-1963<sup>1</sup> SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES.

TABLE INT-15 SUBBT 1 OF 2 DECEMBER 1964 Morth Carolina Morth Dakota Chio Chlahoma Oregon PennayiYania Roda Island South Carolina South Dakota Tennassee Tennassee Tenna New Hampahire New Jersey New Maxico New York Vermont Virginia Washington West Virginia Visconsin Nyuming Dist. of Col. STATE California Colorado Comecticut Delaware Massachusett Michigan Minnesota Mississippi Kentucky Louisiane Maine Maryland Missouri Montana Nebraska Nevada Tilinois Indiana Iowa Kansas Alabera Alaska Artzona Arkanasa Florida Georgia Heesii Idaho 98 88 88 85 85 85 TOTAL RURAL BURPACIED MILLEAGE \*\*\*\* ឝ*ុ*ង្ម័ន្ធ 545 729 97 83.86 <u>፝</u>ଝଝୁଞ୍ଚି ଽଽୡୄୡୄ 32 2222 CILASSI-. . . . . . . . - ក្មេ -· 129 · 35 . . . .... . . . 00 (M) 00 Я,<del>\*</del>, ۰. . . . . . ۰**۳** , ۹ . 30,000-39,999 ສ. ^ . \*... . . \* . . . . . ''''' ..... . <sup>m</sup>g . . . . . . . . . . . . . . . . 8,999-29,999-<u>`</u> • • • . • • • °° , , ۲**.** , ۲ . . . 88... ۳ ، ۳ ' % ' <del>4</del> . . ~ . . 1-40 · 28 · . . . 15,000-<sub>ا</sub> ۳۵ م P- 09 --1 **ጽ**ሄ . . - . . g P.N. . 8.8. -19 - T 8.44 . 5. -8.. • ଅଅ° .82. INTERSTATE HIGHAY SYSTEM - RURAL as of December 31, 1963 AVERAGE DAILY TRAFFIC VOLUMES ື.. 10,000-14,999 អ**់**ដដ∣សី្‱ <u>д</u>8- . <del>ب</del>ه ۳5 **အအ**႕& 3 ဋိဘ္ရ ∯\_\*m ភភ**ុ**ស្ត ଝ ୶ ଷ୍ଣ ୮~ 2,843 ឌ% ដ ኯ፠፠孕 'နမ္ပီ္ 9,999 550°2 2864 | 63824 | 82288 | 2855 | 8 ' 48 | 84 23 ዾ፝ጜ፝ፚቒ 8.36. 44.8. ィ병복경 ૾૾ઙ૾૾ૡૻૹ - 30 Deta 38°6 84223 3822 3288 3 35 86,4 눈 \$ 1 164 . ୫ଞ୍ଚଧ୍ୟ 88. 8~42 ፚፚ፝፝፝ቘ፝ፚ ፚ፝፝፝፞፞፞ዿ፝፝፞፞፞ 88 38.4 88%<u>8</u> 38, 8 . g 2 . <sup>°</sup>F33 8980 ' ହାର୍ଥ ସାହାର ងឌងខ្ល 4,876 38° 87,574 ₽8҉.. ጽይፍ. ጜጟዸ፟፟፟፟ 8 82 898 83 6 488 \*\*\*\* 458Q -18 -98°-1 ₽ ₹. 지단88 월 · 법왕 논원왕교 | 역타 · 전 전등북량 â... 'ĕ. ' 81.Ę `ጄ록⊣ 4,576 8833 .ສ. . . <sup>A</sup> . ø .s.. 4 ° , K ₽.~. нч ä . ® . ុ & ុ ៨ ននស្អន \$8 . % % . ଣ୍ଡ୍ର ନନ .đ. . . . . . . . **\*** . . • • • • ..... . ~~. ន. ។ . ' - ' w a~.. 8... .∾. 1 1 1 7 . . . . .... . . . . Compiled in ecoperation with State highway departments Morth Carolina North Dakota Ohio Oklahoma STATE Oregon Pennsylvania Rhode Island Bouth Carolina Massachusetts Michigan Minnesota Mississippi New Hampshire New Jersey New Maxico New York Vermont Virginia Washington West Virginia Wisconsin Wycming Dist. of Col. Bouth Dakota Tennessee Texna Utah California Colorado Commeticut Delaware Kentucky Louisiana Maine Maryland Illinois Indiana Iowa Kanasa Missouri Montana Nebraska Nevada Alabers Alasta Arisons Arisons Florida Georgia Havaii Idaho

### Highway Statistics, 1963

Total

34,357

8

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4,270

5,762

1,200

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Total

### TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-19631

### SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

| <b>†96</b> T | DECEMBER |
|--------------|----------|
| OL 5         | S TERES  |
| 57-11        | TARKS I  |

| TetoT                  | <b>£69'</b> 9    | 919     | 15#       | 60≦             | 646             | 948             | T12'T                | T*5T#          | ₩6T        | 9 <b>4</b> T | tOf     | o≲             | 9      | 9                                     | TetoT                  |
|------------------------|------------------|---------|-----------|-----------------|-----------------|-----------------|----------------------|----------------|------------|--------------|---------|----------------|--------|---------------------------------------|------------------------|
|                        |                  | -       |           | 5               |                 | τ               |                      | τ              |            |              |         | -              |        |                                       | ** of Col.             |
| Nyoming                | 76<br>92         | -       | 9         | - )             | 9               | -               | S                    | 6              | s          | S I          | τ       | τ              | -      | -                                     | Sat                    |
| Alsconsta              | **               | -       | 5         | τ               | st              | s               | S                    | π              | -          | 5            |         | -              | •      | · · · · · · · · · · · · · · · · · · · | u1900                  |
| Mest Virgin            | 6L<br>6ET        | 66      | 1         | 3               | ព               | 8               | 55<br>70             | 57<br>8        | ٤          | <u>۱</u> _   | 3       | -<br>٤         | :      | :                                     | ainiguite<br>Virginie  |
| Atabatty               | slτ              | -       | i i       | 9<br>E          | 5<br>59         | ΨĒ              | 11                   | ទំ។<br>ជ       | 8          | -            | τ       | ۲ (            | -      | -                                     | ata                    |
| Versiont               | τ£               | -       |           | -               | • •             | . •             | 5                    | £T             | <u>۲</u>   | LL           | 3       | τ              | -      |                                       |                        |
| uran<br>Secol          | 5L<br>809        | 055     | :         | ` 8 <u>_</u>    | 98              | 76<br>5         | 9<br>91              | \$             | τ          | T<br>T       | 5<br>#  | s              | 5      | :                                     |                        |
| Tempessee              | 9ητ<br>5τ        | -       | -         | L               | ÉE              | šτ              | 5#                   | ង              | 1          | 6            | -       | -              | -      | -                                     |                        |
| stolal fitnos          | sτ               | -       | •         | -               | -               |                 | -                    | ٤              | τ          | τ            | 9       | 5              | 5      |                                       | atolat .               |
| Rhode Island           | 64<br>64         | :       | τ         | s               | 1.<br>4Γ        | 8               | 75                   | 8<br>TT        | 55         | 3            | ٤_      | - 5            | -      | :                                     | bualal (<br>autiona) ( |
| Leuns ATABUTS          | 14E<br>TS        | -       | 9         | 57              | <b>1</b> 9      | 9 <b>4</b><br>5 | δοτ                  | 6L             | Ğ          | 8            | Ś       | 3              | •      | -                                     | TIMETTE                |
| Oregon                 | ឋ                | •       | 4         | 8               | 1               | \$              | 9                    | 9τ             | τ          | τ            | 5       | τ              |        |                                       |                        |
| Opto<br>Milaboue       | LST              | :       | -<br>#E   | ε<br>9τ         | 50<br>20        | 4E<br>T9        | 64<br>90T            | 95<br>66       | τ<br>9     | -<br>τ       | τ -     |                | :      | :                                     |                        |
| stokel dirots          | 104<br>57        | -       | 1         | -               | 19              | 18              | 5                    | 5              | τ          | στ           | *       | τ              | :      | :                                     | Caroline<br>Dekote     |
| North Caroli           | ŧL               | -       | •         |                 | L               | 6               | 33                   |                | 5          | 5            | τ       |                |        |                                       |                        |
| HEA LOLK               | रहभ<br>99        | :       | <b>56</b> | 36              | 94<br>5         | ¥5<br>E         | 757<br>70            | 69<br>zî       | 8          | 7<br>5       | T<br>S  | 9              | τ      | :                                     | 001X8<br>720           |
| Hew Jersey             | 38T              | 9T      | 48        | sž              | õe              | Ϊτ              | 8                    | -              | 5          | -            | Ĕ       | τ              | •      | -                                     | steel<br>mbeyrte       |
| aldegent wet           | 55               | -       | -         |                 | -               |                 | 5                    | στ             | 9          | 4            |         |                |        |                                       |                        |
| Mebrada.               | бт<br>¥Т         | τ       | 5         | E<br>T          | 8               | ъ<br>т          | ε-<br>-              | •              | -<br>τ     | 5            | -       | τ              | :      | -                                     | भ<br>स्वा              |
| AGATAON                | 50               | -       | -         | -               | -               | -               | E                    | ÍT             | τ          | -            | ε       | 5              | -      | -                                     | an<br>Lu               |
| i'nossin               | <b>9€</b> τ      | -       | 57        | <b>, भ</b> र    | 52              | 23              | 57                   | 53             | τ          |              | -       |                |        |                                       |                        |
| AJOSSAATH              | 753<br>781       |         | -         | -<br>•T         | टा<br>१६        | 9T<br>23        | 7E<br>95             | Th<br>Lan      | 0τ<br>8    | 6            | τ       | :              | :      | :                                     | atos<br>Iquiss         |
| Michigan               | 1980<br>1380     | -       | 65        | т<br>86<br>9    | 5#<br>30        | 8<br>57         | 76<br>96<br>81<br>86 | μ<br>57<br>21  | JΣ         | ŝ            | :       | 3              | :      | :                                     | streendo<br>nag        |
| itteendosseek          |                  |         | 57        |                 |                 |                 |                      |                |            |              |         |                |        |                                       | baa                    |
| MerAjeng               | 94T<br>1£        | ٤<br>-  | 57        | 64              | 73<br>5         | 53<br>7         | <u></u><br>Σ         | 2T<br>21       | s          | 2            | ε       | 5              | -      | <u>۽</u>                              |                        |
| Louisiane<br>Kentucky  | 73#              |         | L         | 8<br><i>L</i> τ | 52              | 8<br>≤τ         | 59<br>55             | 94<br>5#       | L          | 5            | 5<br>T  | :              | τ<br>- | 5                                     | (ទាទ<br>ស្ត្រ          |
|                        | TOT              |         | 8         |                 | ¥T              |                 |                      |                |            |              |         |                |        |                                       |                        |
| Lanses<br>Low          | 5ττ<br>85        | -       | τ         | τ               | <u>≤</u><br>  † | 77<br>5         | 57                   | 39<br>55<br>51 | 79<br>75   | 9<br>L       | 8t<br>S | τ <u>-</u>     | -      | -                                     |                        |
| alouilli<br>anaibní    | 76T<br>305       |         | - 99      | -<br>57         | τų              | 14<br>E4        | SOT<br>LS            | 22             | 6          | 8            | s       | τ              |        | :                                     | 970<br>970             |
|                        |                  |         |           |                 | τ               | τ               | 5                    | 9T             |            |              | 5       | -              | -      | -                                     |                        |
| tiswali<br>odabi       | 37<br>53         | -       | 8         | 9               | ε (             | SS              |                      | τ              | <u>9</u> _ | -            | -       | -              | -      | -                                     | 1<br>1                 |
| Georgia<br>Ploride     | 799<br>558       | -       | 2         | ήτ<br>9τ        | 50              | 52<br>173       | 9E<br>112            | τη<br>58       | 6          | 9            | 1       | · τ            | -      | -                                     |                        |
| Delaware               | TE               | -       | 5         |                 | 9               | 4               | ςτ                   | -              | -          | -            | -       | -              | -      | -                                     | 11.6                   |
| Juside tieut           | 42T<br>T6        | 5       | 9E        | 15              | 8               | gτ              | 8                    | 32             | -          | Ţ            | -       | τ              | :      |                                       | deo<br>troit:          |
| Colorado<br>California | τ6<br>609        | -       | 9<br>66τ  | 1 156           | ετ<br>42τ       | πos             | 96<br>TE             | 6<br>62        | ττ         | 3            | ٤<br>-  | -              | -      | -                                     | aim                    |
| ananan'n'              |                  | -       | · .       | -               | 5               | .9              | 61                   | 33             | τ          | τ            | ε       | -              | -      | τ                                     |                        |
| VLIZOUV                | 69<br>12         | -       | 8         | -               | 97              | sè              | ST                   | ŝ              | :          | :            | :       | -              | :      |                                       |                        |
| Alaska<br>Alaska       | gTT              | -       | -         | τ               | 52              | 51              | 57                   | ST             | S          | S            | 6       | 4              | -      | -                                     |                        |
|                        | SOVETIN          | CELA    | BEAD      | 666*68          | 666*62          | 666'6τ          | 666 <sup>4</sup> 4T  | 666*6          | 666'1      | 666'E        | 5*666   | 666 <b>'</b> T | 666    | 004                                   |                        |
|                        | <b>GROVANIOS</b> | CIVERI- | 000 01    | -000-05         | 50,000-         | 12000 ST        | -000°T               | -000*5         | -000'#     | -000'E       | 5,000-  | -000'T         | -004   | SSE'I                                 |                        |
| SIVIS                  | TATOT<br>RABIU   |         | U         |                 |                 |                 |                      |                |            | L            |         | L              |        |                                       | 21W18                  |
|                        |                  |         |           |                 |                 |                 | SUMPLY A             | TART TILAG BO  |            |              |         |                |        |                                       |                        |

### Highway Statistics, 1963

**TRAVELED WAY** 

## NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-SUMMARY-1963

### SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

| Compiled in cooperation with<br>State highway departments   |   |                  |   |  | Data as (  | of Decemb  | Data as of December 31, 1963   | 23  |                      |  |                       |                       | TABE<br>SHE<br>DBCE                           | TABLE INT-110<br>SHEET 1 OF 2<br>DECEMBER 1964   |
|---|---|------------------|---|--|--|--|--|---|----------------------|--|-----------------------|-----------------------|---|--|
|   | -   |                  |   |  |  | н  | NTERSTATE  | INTERSTATE HIGHNAY SYSTEM - RURAL         | YSTEM - RU           | al.                                    |                       |                       |   |  |
| SURFACE WIDTH AND   |   |                  |   |  | AI   | AVERAGE DA   | DAILY TRAFF  | TRAFFIC VOLUMES                           |                      |  |                       |                       |   | TOTAL  |
| DREFER OF ACCESS CONTROL  | LESS<br>THAN<br>400                                       | -00 <del>1</del> | 1,000 <del>-</del><br>1,999   | 2,000 <del>-</del><br>2,999  | 3,000-<br>3,999  | 4,000-<br>4,999  | 5 <b>,000-</b><br>9,999  | 10,000-<br>14,999                         | 15,000-<br>19,999    | 20,000-<br>29,999                      | 30,000-<br>39,999     | 40,000<br>AND<br>OVER | UN-<br>Classi-<br>Fied                        | RURAL<br>SURFACED<br>MILEAGE   |
| Undivided:<br>Under 20 feet<br>20-21<br>22-23<br>24-26<br>24-26<br>26-43<br>36-43<br>44-47<br>48 and over | がい。<br>ない。<br>ない。<br>ない。<br>ない。<br>ない。<br>ない。<br>ない。<br>な | 5853\$<br>5853\$ | 2,669<br>2,669<br>1,71<br>2,668<br>2,669<br>1,71  | 2,188<br>2,188<br>2,288<br>2,288<br>1,1<br>1,1<br>1,1<br>1,1<br>1,1<br>1,1<br>1,1<br>1,1<br>1,1<br>1 | 8753555<br>153555<br>1   | 22<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>1<br>2<br>1<br>2<br>1<br>2<br>1<br>2<br>1 | 1, 668<br>1, 668<br>1, 668<br>1, 668<br>1, 78<br>232<br>232<br>232<br>37 | ት ፳៩፭ ዶ೯୬ <mark>,</mark>                  | י₄ ' ኢ¥&¥ä           | ۰۰۰' موليم                             | 1111100-4             |                       | <b>,</b> ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | ዾዀጛ፟ጚ<br>፝፝ቖ፝፝፝፝፝ቚ፝ጟ፟ዿ፟፟፟፟ቒ፟ፘፚ፝ቘ   |
| Totel Undivided 1/  | 811   | 1,280            | 3,853   | 4,578  | 3,476  | 2,779  | 3,715  | 121                                       | 133                  | 35                                     | 13                    | ۵                     | 82  | 20,481   |
| DY vided:<br>No access control:<br>Less than 44<br>44-47<br>48 and over<br>Subtotal                       | ****  | * * * *          | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | or == 840  | 21<br>11<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | 80 H H SO  | 3 % <del>3</del> 8   | <sup>ស</sup> ស្ត្រីស្ត្រី<br>ស្ត្រីស្ត្រី | ମ ନ <b>୍ଦି ହ</b>     | 2<br>2<br>5<br>5<br>7<br>7<br>8        | 2 <mark>18</mark> 770 | ୍                     | -101-   | 50<br>13<br>17<br>10<br>32<br>17<br>10<br>20<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 |
| Fartial access control: 2/<br>Less than 44<br>14-47<br>48 and over<br>Subtotal                            | * * * *   | * * * *          | 200<br>243<br>243   | 1 2 2 2 2  | - ~ 8<br>8<br>8<br>8<br>8  | 13<br>13<br>191  | 95 6<br>623<br>623   | . <sup>ଅ</sup> କ୍ଲିକି                     | ۳ <del>.</del><br>۲  | ᅇᅜ <i>ᆑ</i>                            |                       |                       | 켜려  | 253<br>1,735<br>1,733  |
| Full access control: 2/<br>Less than 44<br>14-47<br>48 and over<br>Bubtotal                               | * * * *   | * * * *          | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 |  | <br><br><br>041,140  | -<br>-<br>1,095  | -<br>1<br>3,853<br>3,853   | -<br>1,700<br>1,700                       | ' <sub>ଅ</sub> ଷ୍ଟ୍ର | ц <u>т</u><br>195<br>104<br>107<br>107 | • • XIX               | %1%                   | <del>11</del> 1                               | - 2000<br>001<br>001   |
| Total Myided  | *   | *                | 723   | 1,184  | 1,400  | 1,491  | 5,407  | 23,422                                    | 653                  | 329                                    | 63                    | Ж                     | 168   | 13,876   |
| Total Burfaced Mileage  | 811   | 1,280            | 4,576   | 5,762  | 4,876  | 4,270  | 9,122  | 2, <sup>843</sup>                         | 984                  | Ŕ                                      | æ                     | 38                    | 3/ 246  | 34,357   |

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS-SUMMARY-1963 **TRAVELED WAY** 

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with

TABLE INT. 4 SHEET 2 OF 2 DECEMBER 1964

| compiled in cooperation with<br>State highway departments  |   |  |  |  | Dete as c  | of Decemb   | of December 31, 1963  | 53  |  |                                |  |  | DBCI  | DECEMBER 1964   |
|--|---|--|--|--|--|---|---|---|--|--------------------------------|--|--|---|---|
|  |   |  |  |  |  | H   | NTERSTATE   | INTERSTATE HIGHWAY SYSTEM                         | rstem - Urban  | BAK                            |  |  |   |   |
| SURFACE WIDTH AND  |   |  |  |  | A  | VIERAGE DA  | ILY TRAFF   | AVERAGE DAILY TRAFFIC VOLUMES                     |  |                                |  |  |   | TOTAL   |
| DEGREE OF ACCESS CONTROL   | ILESSS<br>ITELAND   | -00 <del>1</del><br>666                                      | 1,000-<br>1,999                        | 2,000-<br>2,999  | 3,000-<br>3,999  | 4,000-<br>4,9999  | 5,000-<br>9,999   | 10,000-<br>14,999                                 | 15,000-<br>19,999  | జ,య-<br>జ,999                  | 30,000-<br>39,999  | 40,000<br>AND<br>AND                     | UN-<br>CLASSI-<br>FTED                              | URBAN<br>SURFACED<br>MILEAGE  |
| Unditvided:<br>Under 20 feet<br>20-21<br>22-23<br>24-36<br>24-35<br>36-43<br>44-47<br>44-47<br>44 and over   | * • • • • • • • • • • •   | , , , , , , , , , , , , , , , , , , ,                        | ************************************** | ๛๛๛ฃ๛๚๚  | <b>⊢∾</b> ฮืฬ๙₄ฯผี   | ~3384431~~  | <b>ㅋ</b> 역 % 중 당 당 고 운  | ዻዾኯፘዸፘዿ፝፞ኇጟ፟                                      | • ដ <sub>∞</sub> ដងខ្លី%ខ្លឹ   | <b>13・</b> ユびを88数              | 8444   | <sub>444</sub> .8                        | ,<br>, , , , , , , , , , , , , , , , , , ,          | 888<br>37<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   |
| Total Undivided 4/   | 9   | و  | ស                                      | 97   | 8  | 87  | 419   | 561   | 336  | 60E                            | 811  | 92                                       | 83  | 2,480   |
| Dirided:<br>No access centrol:<br>Less than 44<br>44.47<br>48 and over<br>Bubtotal   | * * * *   | · ****   | <b>, ~ , </b> ~                        | 3 10. 1. 1   | • « ដាជ  | ۳×۲¢  | 10<br>15<br>15<br>15  | 33 <mark>8</mark> 73 B                            | 2 8 8 4 F  | <u>ଝ</u> ଝ ଝ୍ <mark>ଞ</mark> ଝ | 4<br>11<br>130   | - 9 8 <b>8</b> 8                         | 0<br>0<br>111<br>111                                | Lot"t<br>016<br>141<br>95   |
| Partial access control: 2/<br>Iess than 44<br>44-47<br>48 and over<br>Bubtotal   | ****  | ****   | 1190                                   | 1.00   | · · ۲  | 777   | - <sup>81</sup> 81  | 4<br>8<br><u>33</u><br>105                        | ៳ង <b>ង</b> ដ  | ∾98 <mark>7</mark> 2           | न <b>० व</b> स   | <b>, ,</b> 背市                            | -<br>-<br>-   | 10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10  |
| Full access control: 2/<br>Less than 14<br>14.47<br>148 and over<br>Subtotal   | ****  | ****   |  | <u>-</u> 55  | • • 8 <mark>8</mark> 8   | <mark></mark><br>85   | -300<br>-300<br>-302  | 17<br>1<br>                                       |  | • - 214                        | - <mark>200</mark>   |  | 312<br>312  | 5,660<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,690<br>2,600<br>2,690<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600<br>2,600 |
| Total Divided  | *   | **   | 62                                     | <del>1</del> 19  | 78   | Tot   | 600   | orL   | 210  | 0469                           | 391  | 632                                      | h5µ   | 4 <b>,21</b> 5  |
| Total Burfaced Mileage   | 6   | 6  | 50                                     | lot  | 341  | 194   | 1,214   | 1,271   | 846  | 646                            | 509  | 724                                      | 3/ 676  | 6,695   |
| 1/ Includes 99 miles with partial control of acces<br>2/ Fartial controlThe State has legal authority<br>driveway connections. Full controlAuthority to contro<br>selected public roads and streets only and prohibiting c<br>3/ States not reporting average daily traffic volu<br>4/ Includes 2 miles with full control of access. | n partial<br>State has<br>ntrolAu<br>sta only (<br>sverage du<br>full con | control<br>legal s<br>thority<br>and proh<br>trai<br>trol of |  | is and 327 miles with full cont<br>to prohibit access and exercis<br>il access is exercised to give<br>prossings at grade or direct pr<br>me data are listed in table INT-11<br>See footnote 5 on table INT-11 | miles with :<br>it access and<br>is exercised<br>at grade or<br>is listed in<br>ote 5 on tab | wiles with full control o<br>It access and exercises th<br>Is exercised to give prefe<br>at grade or direct private<br>re listed in table IMT-15.<br>Ove 5 on table IMT-11. | control of<br>rcises this<br>ive prefers<br>t private<br>i private<br>i Pri-15. | access.<br>s authorit<br>ence to th<br>iriveway c | See footmotes 4,<br>v to some degree<br>rrough traffic by<br>comections. |                                | 6, 7, 8 and 9 on table INT-11.<br>to dany crossings at grade or private<br>providing access connections with | ) on table<br>tings at gr<br>cess connec | table IWT-11.<br>at grade or pr<br>connections with | <b>ivate</b><br>h   |

Federal Aid

### EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

**DURING CALENDAR YEAR 19631** 

TABLE FA-3, 1963 FEBRUARY 1964

|  |  |  |   |   |  |   |   |  | FEBRUARY 1964  |
|--|--|--|---|---|--|---|---|--|--|
|  | F  | EDERAL-AID HIG                                       | HWAY FUNDS - PA                                   | AID FROM HIGHWAY                                      | TRUST FUND                             | 2/  | FOREST ROAD                                     | OTHER  |  |
| STATE  | PRIMARY  | SECONDARY  | URBAN   | INTERSTATE  | other<br><u>3</u> /                    | FEDERAL-AID<br>TOTAL                                    | FUNDS<br><u>4</u> /                             | FUNDS<br>5/                                    | TOTAL  |
| Alabama<br>Alaska<br>Arizona<br>Arkansas                 | \$ 6,492,796<br>25,896,580<br>5,766,700<br>9,427,457 | \$ 7,159,716<br>13,655,328<br>3,968,938<br>6,848,328 | \$ 2,628,134<br>25,586<br>664,646<br>2,167,913    | \$ 27,443,400<br>33,445,102<br>32,720,485             | \$-3,975,266<br>1,500,000              | \$ 39,748,780<br>39,577,494<br>45,345,386<br>51,164,183 | \$ 102,267<br>4,025,801<br>1,057,847<br>436,260 | \$ 266,023<br>369,477<br>399,987<br>240,063    | \$ 40,117,070<br>43,972,772<br>46,803,220<br>51,840,506      |
| California<br>Colorado<br>Connecticut<br>Delaware        | 21,833,564<br>7,001,366<br>804,875<br>2,189,683      | 8,384,612<br>4,214,435<br>1,276,826<br>613,799       | 24,154,773<br>3,045,983<br>2,126,782<br>380,924   | 207,573,727<br>27,303,160<br>31,880,473<br>10,872,502 | 243,359<br>-<br>17,360<br>96,987       | 262,190,035<br>41,564,944<br>36,106,316<br>14,153,895   | 5,129,734<br>2,574,292<br>-<br>-                | 3,315,210<br>1,121,081<br>11,033<br>-          | 270,634,979<br>45,260,317<br>36,117,349<br>14,153,895        |
| Florida<br>Georgia<br>Hawaii<br>Idaho                    | 8,289,039<br>10,511,558<br>2,621,751<br>6,509,469    | 5,600,804<br>8,094,109<br>534,245<br>3,550,754       | 3,591,593<br>4,187,500<br>1,154,484<br>414,233    | 62,373,385<br>64,587,929<br>1,432,936<br>14,100,128   | 159,330<br>2,982<br>291,559<br>296,736 | 80,014,151<br>87,384,078<br>6,034,975<br>24,871,320     | 244,598<br>277,831<br>3,782,372                 | 942,968<br>1,601,697<br>84,162<br>702,015      | 81,201,717<br>89,263,606<br>6,119,137<br>29,355,707          |
| Illinois<br>Indiana<br>Iowa<br>Kansas                    | 15,316,064<br>7,146,315<br>12,399,845<br>10,053,742  | 10,413,820<br>3,009,662<br>7,622,348<br>5,895,814    | 22,423,467<br>5,761,400<br>2,485,103<br>1,251,001 | 122,497,137<br>56,559,499<br>20,447,835<br>21,640,018 | -<br>181,250<br>-                      | 170,650,488<br>72,476,876<br>43,136,381<br>38,840,575   | 104,524<br>2,514<br>-<br>-                      | 1,470,169<br>197,505<br>294,079<br>284,282     | 172,225,181<br>72,676,895<br>43,430,460<br>39,124,857        |
| Kentucky<br>Louisiana<br>Maine<br>Maryland               | 8,980,921<br>7,542,642<br>3,030,484<br>3,590,685     | 7,174,521<br>4,481,147<br>2,307,420<br>939,643       | 4,780,679<br>3,783,104<br>1,628,577<br>2,888,064  | 57,174,392<br>70,874,985<br>16,689,683<br>33,040,505  | 20,918<br>108,522<br>-<br>77,417       | 78,131,431<br>86,790,400<br>23,656,164<br>40,536,314    | 159,231<br>104,640<br>25,000<br>-               | 1,013,408<br>312,670<br>779,270<br>417,567     | 79,304,070<br>87,207,710<br>24,460,434<br>40,953,881         |
| Massachusetts<br>Michigan<br>Minnesota<br>Mississippi    | 5,556,147<br>13,525,253<br>11,623,785<br>6,655,524   | 883,811<br>9,132,215<br>7,558,611<br>8,180,480       | 7,111,460<br>20,423,104<br>2,831,855<br>1,714,961 | 53,120,619<br>117,217,090<br>58,082,126<br>27,152,911 | -<br>164,373                           | 66,672,037<br>160,297,662<br>80,096,377<br>43,868,249   | -<br>564,762<br>609,507<br>541,492              | 11,503<br>492,132<br>440,416<br>539,731        | 66,683,540<br>161,354,556<br>81,146,300<br>44,949,472        |
| Missouri<br>Montana<br>Nebraska<br>Nevada                | 13,622,566<br>9,081,144<br>8,807,487<br>4,315,879    | 6,685,535<br>7,278,675<br>4,869,059<br>4,455,269     | 7,003,223<br>942,252<br>1,100,047<br>503,621      | 57,782,328<br>30,028,644<br>25,124,134<br>16,398,996  | -<br>551,511<br>36,154<br>-            | 85,093,652<br>47,882,226<br>39,936,881<br>25,673,765    | 254,958<br>2,902,251<br>28,559<br>413,239       | 5,220,950<br>1,173,897<br>2,023,679<br>976,714 | 90,569,560<br>51,958,374<br>41,989,119<br>27,063,718         |
| New Hampshire<br>New Jersey<br>New Mexico<br>New York    | 2,618,648<br>2,935,614<br>6,834,614<br>20,638,682    | 1,919,725<br>3,135,804<br>4,440,210<br>7,247,810     | 948,810<br>9,540,366<br>859,243<br>32,428,428     | 12,914,774<br>65,136,616<br>28,834,315<br>113,822,323 | 61,475<br>21,719<br>-<br>-             | 18,463,432<br>80,770,119<br>40,968,382<br>174,137,243   | 79,005<br>1,639,193                             | 551,737<br>97,533<br>1,040,989<br>244,779      | 19,094,174<br>80,867,652<br>43,648,564<br>174,382,022        |
| North Carolina<br>North Dakota<br>Ohio<br>Oklahoma       | 10,036,292<br>6,060,377<br>18,297,072<br>9,806,958   | 11,014,876<br>5,290,749<br>6,400,474<br>6,584,651    | 3,515,132<br>753,678<br>16,107,927<br>5,260,757   | 19,044,673<br>15,894,061<br>175,713,284<br>20,317,074 | 33,673<br>-<br>166,115                 | 43,644,646<br>27,998,865<br>216,518,757<br>42,135,555   | 225,337<br>337<br>11,435                        | 391,911<br>696,261<br>770,063<br>38,194        | 44,261,894<br>28,695,463<br>217,288,820<br>42,185,184        |
| Oregon<br>Pennsylvania<br>Rhode Island<br>South Carolina | 7,245,994<br>23,752,541<br>2,070,328<br>5,333,335    | 3,976,277<br>11,591,973<br>1,439,271<br>4,668,763    | 3,024,734<br>16,423,392<br>1,588,628<br>1,821,869 | 44,250,775<br>86,391,289<br>13,565,638<br>17,141,244  | 14,670<br>-<br>-<br>-                  | 58,512,450<br>138,159,195<br>18,663,865<br>28,965,211   | 5,391,251<br>119,559<br>84,500                  | 6,913,467<br>53,044<br>8,324<br>312,400        | 70,817,168<br>138,331,798<br>18,672,189<br>29,362,111        |
| South Dakota<br>Tennessee<br>Texas<br>Utah               | 5,670,066<br>10,821,295<br>24,182,088<br>4,647,488   | 4,487,278<br>6,934,311<br>15,098,789<br>3,542,885    | 650,148<br>4,605,559<br>15,962,830<br>422,170     | 14,986,400<br>78,254,402<br>118,410,408<br>31,049,900 | 9,938<br>559,615<br>44,400<br>-        | 25,803,830<br>101,175,182<br>173,698,515<br>39,662,443  | 65,667<br>3,359<br>96,500<br>555,438            | 770,212<br>497,438<br>32,219<br>538,042        | 26,639,709<br>101,675,979<br>173,827,234<br>40,755,923       |
| Vermont<br>Virginia<br>Washington<br>West Virginia       | 1,762,810<br>8,932,189<br>6,191,241<br>1,296,801     | 1,242,343<br>4,922,820<br>4,767,107<br>2,540,371     | 499,268<br>3,705,189<br>4,461,152<br>1,214,465    | 17,331,273<br>89,957,282<br>49,667,536<br>17,469,636  | -<br>1,149,120<br>61,747<br>1,440      | 20,835,694<br>108,666,600<br>65,148,783<br>22,522,713   | 88,373<br>237,286<br>3,122,261<br>100,196       | 23,564<br>2,035,072<br>1,211,601<br>911,969    | 20,947,631<br>110,938,958<br>69,482,645<br>23,534,878        |
| Wisconsin<br>Wyoming<br>Dist. of Col.<br>Puerto Rico     | 9,196,811<br>4,464,716<br>2,252,992<br>2,795,847     | 8,864,021<br>3,870,095<br>2,231,178<br>1,668,734     | 4,256,761<br>691,258<br>1,321,507<br>1,571,556    | 43,846,010<br>27,713,510<br>30,681,203<br>-           |  | 66,163,603<br>36,739,579<br>36,486,880<br>6,036,137     | 169,311<br>1,078,112<br>-<br>34                 | 445,192<br>973,350<br>117,302<br>4,026         | 66,778,106<br>38,791,041<br>3 <b>6</b> ,604,182<br>6,040,197 |
| Total  | 446,438,120  | 282,670,439  | 262,809,296                                       | 2,429,957,755   | 1,897,104                              | 3,423,772,714   | 36,408,833                                      | 43,380,377                                     | 3,503,561,924  |
| Undistributed 6/   |  |  |   |   |  | 36,634,671  | 1,598,908                                       | 3,110,561                                      | 41,344,140   |
| Grand Total  | 446,438,120  | 282,670,439  | 262,809,296                                       | 2,429,957,755   | 1,897,104                              | 3 <b>,460,407,3</b> 85                                  | 38,007,741                                      | 46,490,938                                     | 3,544,906,064  |

 $\frac{1}{\text{Exclusion}}$ Excludes foreign programs, and the costs of national park and parkway projects supervised by the Bureau but paid by the National

Park Service.
2/ Remainder of "D" and "L" funds included with primary, secondary, and urban funds.
3/ Includes expenditures for emergency relief, dam and bridge design, a \$4,000,000 cash repayment in Alabama, a cash advance in Arigona, and construction and maintenance of the Pentagon road network in Virginiz.
4/ Includes forest highway funds administered directly by the Bureau, and expenditure of funds for forest roads and trails transferred to the Bureau by the U. S. Forest Service.
5/ Includes public lands highway funds administered directly by the Bureau, and expenditure of funds transferred to the Bureau by the Bartana Park Service, Department of Defense, Bureau of Land Management, Bureau of Indian Affairs, and others.
6/ Includes expenditures for administration and research, and \$1,839,624 for Parkways and Park Roads and Trails that cannot be assigned to States.

to States.

### Federal Aid

### APPORTIONMENTS OF FEDERAL-AID HIGHWAY FUNDS AND ALLOCATION OF OTHER FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

### FOR FISCAL YEAR 1965

| Alabama Alabama Alaska 2<br>Alaska 2<br>Arizona Arkansas 2<br>California 2<br>Colorado Connecticut Delaware 7<br>Florida Georgia 1<br>Rawaii I<br>Idaho 1<br>Illinois 1<br>Indiana 1<br>Iowa Kansas 1<br>Kentucky Louisiana Maine Maryland 1<br>Massachusetts Michigan 1<br>Minnesota 1<br>Mississippi 1<br>Missouri 1<br>Missouri 1<br>Missouri 1<br>Missouri 2<br>Missouri 1<br>Missouri 1<br>Missouri 1   | PRIMARY<br>48, 301, 240<br>23, 358, 823<br>6, 329, 753<br>6, 228, 179<br>22, 069, 229<br>7, 201, 181<br>3, 245, 927<br>2, 155, 359<br>4, 811, 663<br>16, 343, 528<br>9, 767, 212<br>9, 761, 222<br>9, 761, 928<br>9, 663, 438<br>7, 051, 209<br>6, 487, 751<br>3, 215, 806<br>4, 336, 729 | ABC FUN<br>SECONDARY<br>\$6,342,952<br>15,676,296<br>4,104,035<br>4,957,595<br>10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831<br>4,666,757 | URBAN<br>43,255,671<br>159,001<br>1,810,394<br>1,319,578<br>26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826<br>2,376,288 | TOTAL<br>\$17,899,863<br>39,194,120<br>12,244,182<br>12,505,352<br>58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748<br>19,657,522 | INTER-<br>STATE<br>1/<br>\$55, 415, 947<br>37, 615, 995<br>28, 039, 568<br>256, 149, 540<br>35, 520, 323<br>37, 828, 215<br>9, 974, 340<br>55, 575, 112<br>49, 367, 677<br>21, 036, 308<br>12, 574, 035<br>139, 746, 870 | TOTAL<br>FEDERAL-<br>AID<br>FUNDS<br>\$73,315,810<br>39,194,120<br>49,860,177<br>40,544,920<br>314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447<br>21,351,213 | FOREST<br>HIGHNAY<br>FUNDS<br>2/<br>\$94,496<br>2,876,474<br>1,857,456<br>448,606<br>4,726,004<br>2,369,837<br>-<br>191,697<br>116,261<br>3,359,886 | PUBLIC<br>IAND<br>FUNDS<br>\$400,000<br>260,000<br>470,000<br>785,000<br>- |
|--|---|--|--|---|--|--|---|--|
| Alabama Alabama Alaska 2<br>Alaska 2<br>Arizona Arkansas 2<br>California 2<br>Colorado Connecticut Delaware 7<br>Florida Georgia 1<br>Rawaii I<br>Idaho 1<br>Illinois 1<br>Indiana 1<br>Iowa Kansas 1<br>Kentucky Louisiana Maine Maryland 1<br>Massachusetts Michigan 1<br>Minnesota 1<br>Mississippi 1<br>Missouri 1<br>Missouri 1<br>Missouri 1<br>Missouri 2<br>Missouri 1<br>Missouri 1<br>Missouri 1   | *8, 301, 240<br>23, 358, 823<br>6, 329, 753<br>6, 228, 179<br>22, 069, 229<br>7, 201, 181<br>3, 245, 927<br>2, 155, 359<br>7, 991, 577<br>11, 124, 571<br>2, 155, 359<br>4, 811, 663<br>9, 767, 212<br>9, 781, 928<br>9, 663, 438<br>7, 051, 209<br>6, 487, 751<br>3, 215, 806            | \$6,342,952<br>15,676,296<br>4,104,035<br>4,957,595<br>10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | \$3,255,671<br>159,001<br>1,810,394<br>1,319,578<br>26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826                      | \$17,899,863<br>39,194,120<br>12,244,182<br>12,505,352<br>58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748                        | \$55,415,947<br>37,615,995<br>28,039,568<br>256,149,540<br>35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | \$73,315,810<br>39,194,120<br>49,860,177<br>40,544,920<br>314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447  | 2,876,474<br>1,857,456<br>448,606<br>4,726,004<br>2,369,837<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 260,000<br>470,000<br>785,000<br>-   |
| Alaska 2<br>Arizona Arkansas 2<br>California 2<br>Colorado Connecticut 2<br>Delaware 2<br>Florida Georgia 1<br>Hawaii I<br>Idaho 2<br>Illinois 1<br>Indiana 1<br>Indiana 1<br>Indiana 1<br>Iowa Kansas 2<br>Kentucky Louisiana 2<br>Maryland 2<br>Massachusetts 2<br>Michigan 1<br>Minesota 1<br>Minesota 1<br>Minesota 1<br>Mississippi 2<br>Missouri 1<br>Missouri 1<br>Montana 2<br>Nevada 2<br>New Hampahire 2   | 23,358,823<br>6,329,753<br>6,228,179<br>22,069,229<br>7,201,181<br>3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 15,676,296<br>4,104,035<br>4,957,595<br>10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>3,46,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 159,001<br>1,810,394<br>1,319,578<br>26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826                                     | 39,194,120<br>12,244,182<br>12,505,352<br>58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 37,615,995<br>28,039,568<br>256,149,540<br>35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | 39,194,120<br>49,860,177<br>40,544,920<br>314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447  | 2,876,474<br>1,857,456<br>448,606<br>4,726,004<br>2,369,837<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-  | 260,000<br>470,000<br>785,000<br>-   |
| Arizona<br>Arkansas<br>California 2<br>Colorado<br>Connecticut<br>Delaware<br>Florida<br>Georgia 1<br>Indiana<br>Iova<br>Kansas<br>Kentucky<br>Louisiana<br>Maine<br>Maryland<br>Michigan 1<br>Michigan 1<br>Mississippi<br>Missouri 1<br>Missouri 1<br>Montana<br>Nebraska<br>Nevada  | 6,329,753<br>6,228,179<br>22,069,229<br>7,201,181<br>3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 4,104,035<br>4,957,595<br>10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 1,810,394<br>1,319,578<br>26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 12,244,182<br>12,505,352<br>58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,7777,178<br>40,854,139<br>22,268,748   | 28,039,568<br>256,149,540<br>35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | 49,860,177<br>40,544,920<br>314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447  | 1,857,456<br>448,606<br>4,726,004<br>2,369,837<br>-<br>191,697<br>116,261   | 260,000<br>470,000<br>785,000<br>-   |
| Arkansas     2       California     2       Colorado     2       Connecticut     2       Delaware     2       Florida     2       Beorgia     1       Idaho     1       Idaho     1       Indiana     1       Cova     2       Cansas     2       Kentucky     2       Coulsiana     4       faine     4       Karyland     1       Hississippi     1       Kissouri     1       Kontana     1       Jebraska     1       Kevada     1   | 6,228,179<br>22,069,229<br>7,201,181<br>3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806   | 4,957,595<br>10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 1,319,578<br>26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826   | 12,505,352<br>58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 28,039,568<br>256,149,540<br>35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | 40,544,920<br>314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447  | 448,606<br>4,726,004<br>2,369,837<br>-<br>191,697<br>116,261  | 260,00<br>470,00<br>785,00   |
| California 2<br>Colorado<br>Conrecticut<br>Delaware<br>Florida<br>Beorgia 1<br>Hawaii<br>Idaho<br>Cillinois 1<br>Indiana<br>Iowa<br>Kansas<br>Kentucky<br>Louisiana<br>Waryland<br>Massachusetts<br>Wichigan 1<br>Wississippi<br>Wissouri 1<br>Wissouri 1<br>Wissouri 1<br>Wissoka<br>Nevada   | 22,069,229<br>7,201,181<br>3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 10,198,330<br>4,670,607<br>1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 26,214,680<br>2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 58,482,239<br>14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 256,149,540<br>35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | 314,631,779<br>49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447  | 4,726,004<br>2,369,837<br>-<br>191,697<br>116,261   | 470,00<br>785,00<br>-  |
| Colorado<br>Connecticut<br>Delaware<br>Florida<br>Heorgia 1<br>Havaii<br>Idaho<br>Illinois 1<br>Indiana<br>Iowa<br>Kansas<br>Kentucky<br>Louisiana<br>Wassachusetts<br>Hichigan 1<br>Hinesota 1<br>Hississippi<br>Wissouri 1<br>Wontana<br>Nebraska<br>Nevada  | 7,201,181<br>3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 4,670,607<br>1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 2,465,603<br>4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 14,337,391<br>9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 35,520,323<br>37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035  | 49,857,714<br>47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447   | 2,369,837<br>-<br>191,697<br>116,261  | 785,00   |
| Connecticut<br>Delaware<br>Florida<br>Deorgia 1<br>Iawaii<br>Idaho<br>Cllinois 1<br>Indiana<br>Cowa<br>Kansas<br>Kentucky<br>Couisiana<br>Waine<br>Waryland<br>Waryland<br>Wichigan 1<br>Wichigan 1<br>Wichigan 1<br>Wississippi<br>Wissouri 1<br>Wontana<br>Nebraska<br>Nevada  | 3,245,927<br>2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806   | 1,782,485<br>1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 4,678,235<br>555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826   | 9,706,647<br>4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 37,828,215<br>9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035  | 47,534,862<br>14,122,562<br>75,325,943<br>72,778,446<br>25,527,447   | 191,697<br>116,261  | -  |
| Delaware       Plorida       ieorgia       lawaii       Iawaii       Idaho       Illinois       lindiana       Cova       Gansas       Centucky       Jouisiana       faine       faryland       fassachusetts       fichigan       fississippi       fissouri       fissouri       levada   | 2,155,359<br>7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,763,438<br>7,051,209<br>6,487,751<br>3,215,806  | 1,436,906<br>4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 555,957<br>6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 4,148,222<br>19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748   | 9,974,340<br>55,575,112<br>49,367,677<br>21,036,308<br>12,574,035  | 14,122,562<br>75,325,943<br>72,778,446<br>25,527,447   | 116,261   | 400,00   |
| florida<br>ieorgia 1<br>iawaii (daho<br>(llinois 1<br>indiana (owa (ansas))<br>(owa (ansas))<br>(entucky (ouisiana (ansas))<br>(entucky (ouisiana (ansas))<br>(ine sota 1)<br>(ine sota 1)<br>(ine sota 1)<br>(issouri 1)<br>(ontana (ebraska (evada))<br>(ev Hamoshire (ansas))   | 7,991,577<br>11,124,571<br>2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806   | 4,949,675<br>8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 6,809,579<br>3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826   | 19,750,831<br>23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 55,575,112<br>49,367,677<br>21,036,308<br>12,574,035   | 75,325,943<br>72,778,446<br>25,527,447   | 116,261   | 400,00   |
| <pre>ieorgia   1 [awaii [awaii [awaii [awaii [alama [ansas [ansas [amaas] [amaas] [amaas] [amaas] [amaas] [amaas] [amaas] [amaas] [amaa] [amaa</pre>   | 11,124,571<br>2,155,359<br>4,811,663<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 8,361,975<br>1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 3,924,223<br>898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 23,410,769<br>4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 49,367,677<br>21,036,308<br>12,574,035   | 72,778,446<br>25,527,447   | 116,261   | 400,00   |
| avaii<br>daho<br>illinois 1<br>indiana<br>indiana<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iansas<br>iine<br>ississispi<br>iissouri<br>issouri<br>iansas<br>ievaas<br>ievaas<br>ievaas<br>iissouri<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ievaas<br>ieva | 2,155,359<br>4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 1,436,906<br>3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 898,874<br>511,897<br>15,550,670<br>5,434,024<br>2,588,826   | 4,491,139<br>8,777,178<br>40,854,139<br>22,268,748  | 21,036,308<br>12,574,035   | 25,527,447   | -   | 400,00   |
| idaho       illinois       indiana       iova       iova       iansas       iova       iansas       iane       ianesota       iinesota       iissouri       iontana       iebraska       ievada   | 4,811,663<br>16,343,528<br>9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806   | 3,453,618<br>8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 511,897<br>15,550,670<br>5,434,024<br>2,588,826  | 8,777,178<br>40,854,139<br>22,268,748   | 12, 574, 035   |  | 3 350 99/   | 1 · · •  |
| Illinois     1       Indiana     Iova       Cova     Iova       Cansas     Iova       Cansas     Iova       Cansas     Iova       Cansas     Iova       Sana     Iova  | 16, 343, 528<br>9, 767, 212<br>9, 781, 928<br>9, 663, 438<br>7, 051, 209<br>6, 487, 751<br>3, 215, 806  | 8,959,941<br>7,067,512<br>7,286,768<br>6,751,036<br>5,985,831  | 15,550,670<br>5,434,024<br>2,588,826   | 40,854,139<br>22,268,748  |  |  | I 4.450.000   | 400,00   |
| indiana<br>iova<br>iansas<br>lentucky<br>ouisiana<br>jaine<br>jaryland<br>lassachusetts<br>tichigan<br>limesota<br>limesota<br>lississippi<br>tissouri<br>lissouri<br>lebraska<br>levada<br>lev Hampshire  | 9,767,212<br>9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 7,067,512<br>7,286,768<br>6,751,036<br>5,985,831   | 5,434,024<br>2,588,826   | 22,268,748  | 139.746.870  |  | 3,377,000   |  |
| Lova<br>Kansas<br>Kentucky<br>Louisiana<br>Maryland<br>Massachusetts<br>Michigan 1<br>Minesota 1<br>Mississippi<br>Missouri 1<br>Montana<br>Nebraska<br>Nevada   | 9,781,928<br>9,663,438<br>7,051,209<br>6,487,751<br>3,215,806   | 7,286,768<br>6,751,036<br>5,985,831  | 2,588,826  |   |  | 180,601,009  | 38,033  | -  |
| Kansas<br>Kentucky<br>Louisiana<br>Maine<br>Maryland<br>Massachusetts<br>Michigan 1<br>Minnesota 1<br>Mississippi<br>Missouri 1<br>Montana<br>Nebraska<br>Nevada   | 9,663,438<br>7,051,209<br>6,487,751<br>3,215,806  | 6,751,036<br>5,985,831   | 2,376,288  | 1 10 667 500  | 66,345,277   | 88,614,025   | 22,121  | -  |
| Kentucky<br>Louisiana<br>Maine<br>Maryland<br>Massachusetts<br>Michigan 1<br>Minesota 1<br>Mississippi<br>Missouri 1<br>Montana<br>Mebraska<br>Mevada  | 7,051,209<br>6,487,751<br>3,215,806   | 5,985,831  | 2,310,200  | 19,657,522  | 33,902,145<br>20,771,033   | 53,559,667<br>39,561,795   | 1,070   | 1 -  |
| Louisiana<br>Maryland<br>Massachusetts<br>Michigan 1<br>Minnesota 1<br>Mississippi<br>Missouri 1<br>Montana<br>Nebraska<br>Nevada  | 6,487,751<br>3,215,806  |  |  |   |  | (2) (20) (20)  |   | <u> </u>   |
| faine<br>faryland<br>fassachusetts<br>fichigan 1<br>finesota 1<br>fississippi<br>fissouri 1<br>fontana<br>lebraska<br>levada   | 3,215,806   | · 4,666.757  | 2,417,655  | 15,454,695  | 54,646,650   | 70,101,345   | 67,835  | -  |
| Aryland<br>Assachusetts<br>Aichigan 1<br>Ainesota 1<br>Aississippi<br>Aissouri 1<br>Aontana<br>Nebraska<br>Nevada<br>Nevada  | 3,215,806<br>4,336,729  |  | 3,790,610  | 14,945,118  | 77,380,717   | 92,325,835   | 76,147  | -  |
| Wassachusetts<br>Wichigan 1<br>Minesota 1<br>Wississippi<br>Wissouri 1<br>Montana<br>Nebraska<br>Nevada  | -12201127   | 2,441,926<br>2,721,129   | 821,817<br>4,379,023   | 6,479,549<br>11,436,881   | 12,653,618<br>49,075,875   | 19,133,167<br>60,512,756   | 12,359  | ]  |
| Michigan 1<br>Minesota 1<br>Mississippi<br>Missouri 1<br>Montana<br>Nebraska<br>Nevada   |   |  |  | <u> </u>  |  |  |   | <u> </u>   |
| Minnesota 1<br>Mississippi 1<br>Montana Nebraska<br>Nevada 1<br>New Hampshire 1  | 5,526,164   | 2,450,867  | 8,356,723  | 16,333,754  | 57,405,510   | 73,739,264   | -   | -  |
| Mississippi<br>Missouri l<br>Montana<br>Nebraska<br>Nevada   | 13,455,600  | 8,450,090  | 10,982,539   | 32,888,229  | 104,385,712<br>69,289,830  | 137,273,941<br>91,859,431  | 354,108   | -  |
| Missouri l<br>Montana<br>Nebraska<br>Nevada  | 10,908,664<br>6,862,504   | 7,690,713<br>5,748,796   | 3,970,224  | 22,569,601<br>14,033,559  | 32,549,243   | 46,582,802   | 456,367<br>155,671  | 300,00   |
| fontana<br>febraska<br>fevada<br>fev Hampsbire   |   |  |  |   |  |  |   |  |
| Nebraska<br>Nevada<br>Nev Hamoshire  | 11,538,731  | 7,899,262  | 5,381,537  | 24,819,530  | 68,520,532   | 93,340,062   | 168,659   | 1,200,000  |
| Nevada<br>Nev Hampshire  | 7,919,845<br>7,810,572  | 5,496,019<br>5,566,900   | 554,397<br>1,396,529   | 13,970,261<br>14,774,001  | 25,068,488<br>15,651,225   | 39,038,749<br>30,425,226   | 2,630,481<br>30,805   | 430,00   |
| Nev Hampshire  | 4,972,303   | 3,307,069  | 365,358  | 8,644,730   | 13,502,498   | 22,147,228   | 591,970   | 500,00   |
| New Hampshire  |   |  |  | 1 000 060   | 10.02(.050   | 2 ( also 900   | 17( ab)   |  |
|  | 2,155,359<br>6,166,540  | · 1,436,906<br>2,140,434   | 640,597<br>10,405,791  | <b>4,232,862</b><br>18,712,765  | 12,016,958<br>69,846,907   | 16,249,820<br>88,559,672   | 176,341   | ]  |
| New Mexico   | 6,636,731   | 4,478,465  | 1,170,758  | 12,285,954  | 26,739,720   | 39,025,674   | 1,322,331   |  |
| New York 1   | 19,661,949  | 8,564,267  | 27,892,396   | 56,118,612  | 126,934,087  | 183,052,699  | -   | -  |
|  |   |  |  | <b>.</b>  | 01.011.015   | hh 079 090   | 002.016   | 250.00   |
| North Carolina   1<br>North Dakota   | 10,125,584<br>5,477,956   | 9,064,420<br>4,016,700   | 3,176,561<br>425,440   | 22,366,565<br>9,920,096   | 21,911,715<br>11,831,265   | 44,278,280<br>21,751,361   | 203,316<br>117  | 350,00   |
|  | 15,223,183  | 9,500,093  | 13,685,343   | 38,408,619  | 182,827,530  | 221,236,149  | 18,072  | 200,00   |
| Oklahoma   | 8,648,436   | 6,020,767  | 2,671,371  | 17,340,574  | 32,230,913   | 49,571,487   | 22,759  | 500,00   |
| <b>^</b>   | 6 610 180   | h 600 010  | 0.002.2149   | 12 OFF Sho  | 16 500 035   | 59,784,784   | 4,545,904   | 460,00   |
|  | 6,610,189<br>15,830,657   | 4,622,012  | 2,023,348<br>15,413,240  | 13,255,549<br>41,390,805  | 46,529,235   | 161,215,522  | 88,074  |  |
|  | 2,155,359   | 1,436,906  | 1,456,084  | 5,048,349   | 9,868,230  | 14,916,579   | -   | -  |
|  | 5,534,859   | 4,833,370  | 1,734,402  | 12,102,631  | 23,131,980   | 35,234,611   | 108,179   | -  |
| outh Dakota  | 5,995,198   | 4,342,345  | 440,295  | 10,777,838  | 17,587,733   | 28,365,571   | 258,535   | 215,00   |
| Cennessee  | 8,603,714   | 6,775,076  | 3,449,712  | 18,828,502  | 67,512,487   | 86,340,989   | 110,622   | 350,00   |
|  | 26,170,074  | 16,530,605   | 13,458,816   | 56,159,495  | 121,204,147  | 177,363,642  | 104,462   | -  |
|  | 4,712,990   | 3,056,898  | 1,263,261  | 9,033,149   | 38,783,205   | 47,816,354   | 1,095,914   | 800,00   |
| /ermont  | 2,155,359   | 1,436,906  | 336,631  | 3,928,896   | 18,489,668   | 22,418,564   | 59,044  | -  |
| /irginia   | 8,586,623   | 6,658,157  | 4,198,616  | 19,443,396  | 81,412,897   | 100,856,293  | 214,589   | -  |
|  | 6,877,692   | 4,648,662  | 3,622,722  | 15,149,076  | 55,840,387   | 70,989,463   | 2,293,608   | 500,00   |
| lest Virginia  | 4,324,071   | 3,869,416  | 1,274,562  | 9,468,049   | 40,321,800   | 49,789,849   | 130,226   | 1,000,00   |
| lisconsin  | 9,592,323   | 6,770,585  | 4,685,560  | 21,048,468  | 23,689,058   | 44,737,526   | 184,545   | -  |
| lyoming  | 4,901,466   | 3,335,193  | 285,748  | 8,522,407   | 25,705,148   | 34,227,555   | 1,407,712   | 500,00   |
| Dist. of Col.  |   | 1,436,906  | 1,520,230  | 5,112,495   | 38,517,930   | 43,630,425   |   | -  |
| Puerto Rico  | 2,155,359   | 2,397,257  | 1,860,720  | 6,413,336   | -  | 6,413,336  | 9,307   | ļ  |
| Total 43   | 2,155,359   | 287,381,250  | 239,484,375  | 957,937,500   | 2,652,750,000  | 3,610,687,500  | 33,000,000  | 8,900,00   |

TABLE FA-4

### RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES, SUMMARY 1963 <sup>JJ</sup>

|  |         |                     |          |            | (       | In millions of                   | dollars)                 |             |                      |            |                      |                       |                        |        |                  |       | BER 1964          |
|--|---------|---------------------|----------|------------|---------|----------------------------------|--------------------------|-------------|----------------------|------------|----------------------|-----------------------|------------------------|--------|------------------|-------|-------------------|
|  | T       |                     | RECEIPTS | · ··· ·    |         |                                  |                          |             |                      | EXPENDITOR | BS FOR HI            | GHWA YS               |                        |        |                  |       |                   |
|  |         |                     |          |            |         | PAYNERTS 1                       | O STATES &               | D.C.        |                      |            |                      | DIRECT                | EXPENDIT               | JRES . |                  |       |                   |
| AGENCY AND FUND                        | AUTO-   | GENERAL<br>FUND     | TIMBER   | ~          | TOTAL   | FEDERAL-AID                      | FOR                      |             | PAYMENTS<br>TO LOCAL | ADMINIS-   |                      | CAPITAL               | OUTLAY                 |        |                  |       | GRAND<br>TOTAL    |
|  | MOTIVE  | APPRO-<br>PRIATIONS | SALES    | oteer      | TOTAL   | AND OTHER<br>REIMBURSE-<br>MENTS | RETURN<br>TO<br>COUNTIES | total<br>2/ | GOVERN-<br>MENTS     | TRATION &  | RIGHT-<br>OF-<br>WAY | ENGI-<br>NEER-<br>ING | CON-<br>STRUC-<br>TION | TOTAL  | MAIN-<br>TENANCE | TOTAL | EXPENDI-<br>TURES |
| Bureau of Public Roads:                |         |                     |          |            |         |                                  |                          |             |                      |            |                      | 1                     |                        |        |                  |       |                   |
| Highway Trust Fund                     | 3,411.4 | -                   | -        | 3/ 18.2    | 3,429.6 | ¥/ 3,416.3                       | -                        | 3,416.3     | 5/ 6.0               | 36.6       | -                    | 0.1                   | 1.2                    | 1.3    | 0.2              | 38.1  | 3,460.4           |
| Forest Highway Funds                   | -       | 36.6                | -        | -          | 36.6    | 4_0                              | -                        | 4.0         | -                    | 1.6        | 0.4                  | 5.3                   | 25.3                   | 32.0   | -                | 32.6  | 36.6              |
| Public Lands Funds                     | -       | 3.5                 | -        | -          | 3.5     | 2.4                              | -                        | 2.4         | -                    |            | -                    | 0.2                   | 0.9                    | 1.1    | -                | 1.1   | 3.5               |
| Access Road Funds                      | -       | 0.7                 | -        | -          | 0.7     | 0.5                              | -                        | 0.5         | -                    | -          | -                    | -                     | 0.2                    | 0.2    | -                | 0.2   | 0.7               |
| Outdoor Advertising Bonus Funds        | -       | 0.2                 | -        | -          | 0.2     | 0.2                              | -                        | 0.2         | -                    | -          | -                    | -                     | -                      | -      | - 1              | -     | 0.2               |
| Funds transferred from other agencies: |         |                     |          |            |         |                                  |                          |             |                      |            |                      |                       |                        |        |                  |       |                   |
| Forest Service                         | -       | 1.4                 | -        | -          | 1.4     | -                                | -                        | -           | -                    | -          | -                    | 0.1                   | 1.3                    | 1.4    | -                | 1.4   | 1.4               |
| Park Service                           | -       | 4.1                 | -        | -          | 4.1     | -                                | -                        | -           | -                    | 0.9        | -                    | 3.1                   | 0.1                    | 3.2    | -                | 4.1   | 4.1               |
| Bureau of Land Management              | -       | -                   | 5.3      | -          | 5.3     | · -                              | -                        | -           | -                    | 0,2        | -                    | 0.8                   | 3.6                    | 4.4    | 0.7              | 5.3   | 5.3               |
| Bureau of Indian Affairs               | -       | 0.1                 | -        | -          | 0.1     | -                                | -                        | -           | -                    | - I        | -                    | 0.1                   | -                      | 0.1    | -                | 0.1   | 0.1               |
| Dept. of Defense                       | -       | 18.5                | -        | -          | 18.5    | 13.3                             | -                        | 13.3        | -                    | 0.1        | 0.3                  | 1.3                   | 3.4                    | 5.0    | 0.1              | 5.2   | 18.5              |
| Public Works Acceleration (ARA etc.)   | -       | 11.9                | -        | -          | 11.9    | 7.1                              |                          | 7.1         | -                    | -          | -                    | 0.3                   | 4.5                    | 4.8    | -                | 4.8   | 11.9              |
| Other 6/                               | -       | 2.2                 | -        | -          | 2.2     | 1.2                              | -                        | 1.2         | -                    | 0.1        | 0.1                  | 0.1                   |                        | 0.9    | -                | 1.0   | 2.2               |
| Total Transferred Funds                |         | 38.2                | 5.3      | · <u>-</u> | 43.5    | 21.6                             | -                        | 21.6        | -                    | 1.3        | 0.4                  | 5.8                   | _13.6                  | 19.8   | 0.8              | 21.9  | 43.5              |
| Total Funds Administered by BPR        | 3,411.4 | 79.2                | 5.3      | 18.2       | 3,514.1 | 3,445.0                          | -                        | 3,445.0     | 6.0                  | 39.5       | 0.8                  | 11.4                  | 41.2                   | 53.4   | 1.0              | 93.9  | 3,544.9           |
| Forest Service                         | -       | 4.7                 | 18.2     | -          | 22.9    | -                                | 18.2                     | 18.2        | -                    | -          | -                    | -                     | 1/ 4.7                 | 4.7    | -                | 4.7   | 22.9              |
| National Park Service                  | -       | 36.1                | -        | -          | 36.1    | -                                | -                        |             | -                    | -          | -                    | -                     | 27.8                   | 27.8   | 8.3              | 36.1  | 36.1              |
| Bureau of Indian Affairs               | -       | 21.0                | -        | -          | 21.0    | -                                | -                        | -           | -                    | -          | -                    | -                     | 18.2                   | 18.2   | 2.8              | 21.0  | 21.0              |
| Bureau of Reclamation                  | -       | 8.4                 | -        | -          | 8.4     | 4.2                              | -                        | 4.2         | 0.3                  | -          | •                    |                       | 3.9                    | 3.9    | -                | 3.9   | 8.4               |
| U. S. Corps of Engineers               | -       | 101.6               | -        | -          | 101.6   | 29.0                             | 0.2                      | 29.2        | 1.9                  | -          | -                    | -                     | 70.5                   | 70.5   | -                | 70.5  | 101.6             |
| Bureau of Land Management              | -       | -                   | 6.0      | 8/ 8.2     | 14.2    | 6.4                              | 1.6                      | 8.0         | 5.1                  | -          | -                    | -                     | 1.1                    | 1.1    | -                | 1.1   | 14.2              |
| Dept. of Defense                       | -       | 21.0                | -        |            | 21.0    | -                                | -                        | -           | -                    |            | -                    | -                     | 3.0                    | 3.0    | 18.0             | 21.0  | 21.0              |
| Area Redsvelopment Administration      | -       | 24.7                | ••       | -          | 24.7    | -                                | -                        | -           | 2/ 24.7              | -          | -                    | -                     | 12.0                   | 12.0   | -                | 12.0  | 24.7              |
| All others 10/                         | -       | 6.9                 | -        | 1.5        | 8.4     | 0.2                              | 0.6                      | 0.8         | 5.1                  |            | -                    | -                     | 2.5                    | 2.5    | •                | 2.5   | 8.4               |
| Grand total, All Funds                 | 3,411.4 | 303.6               | 29.5     | 27.9       | 3,772.4 | 3,484.8                          | 20.6                     | 3,505.4     | 31.1                 | 39.5       | 0.8                  | 11.4                  | 184.9                  | 197.1  | 30.1             | 266.7 | 3,803.2           |

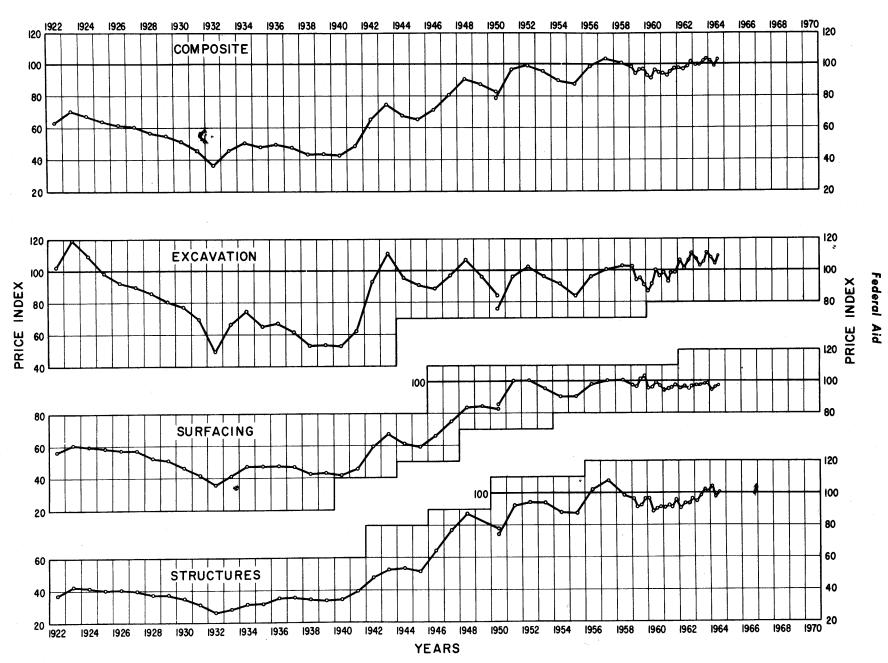
Bureau of Public Roads funds, and payments to States by other agencies are for calendar year.

1/ Bureau of Public Roads funds, and payments to States by other agencies are for calendar year. All other expenditures by other agencies are for 1963 fiscal year. 2/ Differences between amounts in this column and those shown on table SF-1 are due to funds in transit.

Income from Trust Fund investments. Includes \$30.2 million paid to States for research and planning. Fayments to Puerto Rico. 3 Y Y

6/ CIA, HAGA, ANC, HEF, FAA, etc.
 7/ Represents 10 precent of Forest Development Roads and Trails program considered to be for public highways. Remaining 90 percent considered to be for timber access and forest management trails not providing an unrestricted public facility, and hence omitted.
 8/ Income from cil and mineral royalties; graxing fees on public lands.
 9/ Includes §2.0 million paid to Puerto Ricco.
 10/ Civil Defense, Fish & Wild Life Service, FAA, TVA, HHFA, etc.

### PRICE TRENDS FOR FEDERAL - AID HIGHWAY CONSTRUCTION 1957-1959=100



### PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959 BASE 1

|  |                                      |   |  |                                       | SURFACING                            |                                      |                                      |   |                                      |   | STRUCTURES                             |   |   |  | · ·                                  |
|--|--------------------------------------|---|--|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---|--------------------------------------|---|--|---|---|--|--------------------------------------|
| YEAR   | CON                                  | MON<br>ATION                              | PORTLAND                               | CEMENT                                | BITU<br>CON                          | MINOUS<br>CRETE                      | SURFACING                            |   | ORCING<br>EEL                        | STRUC                                   |  | STRUC                                       | FURAL<br>RETE                             | STRUC-                                   | COM-<br>POSITE                       |
|  | BID<br>PRICE<br>(CU. YD.)            | INDEX                                     | BID<br>PRICE<br>(SQ. YD.)              | INDEX                                 | BID<br>PRICE<br>(TON)                | INDEX                                | INDEX                                | BID<br>PRICE<br>(LB.)                   | INDEX                                | BID<br>PRICE<br>(LB.)                   | INDEX                                  | BID<br>PRICE<br>(CU. YD.)                   | INDEX                                     | TURES                                    | INDE                                 |
|  | •                                    |   | ,                                      | INDEXES                               | CONVERT                              | ED MATHE                             | MATICALLY F                          | ROM 1925                                | -29 BASE                             | TO 1957-5                               | 9 BASE <sup>2</sup>                    |   |   |  |                                      |
| 1922<br>1923<br>1924<br>1925<br>1926                   | \$0.40<br>.47<br>.43<br>.39<br>.36   | 102.5<br>119.3<br>109.4<br>98.5<br>92.8   | \$2.28<br>2.43<br>2.40<br>2.36<br>2.29 | 56.9<br>60.6<br>59.9<br>58.9<br>57.1  |                                      |                                      | 56.9<br>60.6<br>59.9<br>58.9<br>57.1 | \$0.050<br>.057<br>.057<br>.056<br>.053 | 38.1<br>43.4<br>43.4<br>42.6<br>40.3 | \$0.074<br>.078<br>.077<br>.067<br>.074 | 37.8<br>39.4<br>38.8<br>33.8<br>37.3   | \$20.18<br>23.37<br>22.91<br>22.53<br>22.76 | 36.6<br>42.4<br>41.6<br>40.9<br>41.3      | 37.2<br>42.5<br>41.9<br>40.6<br>40.6     | 63.2<br>70.1<br>67.4<br>64.2<br>61.4 |
| 1927<br>1928<br>1929<br>1930                           | .35<br>.34<br>.32<br>.30             | 89.8<br>85.9<br>80.6<br>77.3              | 2.29<br>2.10<br>2.05<br>1.86           | 67.1<br>52.4<br>51.1<br>46.4          | -                                    | -                                    | 57.1<br>52.4<br>51.1<br>46.4         | .051<br>.049<br>.048<br>.045            | 38.8<br>37.3<br>36.5<br>34.2         | .071<br>.067*<br>.059<br>.061           | 35.8<br>33.8<br>29.8<br>30.8           | 22.65<br>21.22<br>21.58<br>20.08            | 41.1<br>38.5<br>39.2<br>36.4              | 39.7<br>37.6<br>37.2<br>35.0             | 60.<br>56.<br>55.<br>51.             |
| 1931<br>1932<br>1933<br>1934                           | .27<br>.18<br>.26<br>.29             | 69.5<br>49.2<br>66.2<br>74.6              | 1.68<br>1.44<br>1.67<br>1.90           | 41.9<br>35.9<br>41.6<br>47.4          | -                                    | -                                    | 41.9<br>35.9<br>41.6<br>47.4         | .040<br>.034<br>.038<br>.043            | 30.4<br>25.9<br>28.9<br>32.7         | .054<br>.046<br>.046<br>.053            | 27.2<br>23.2<br>23.2<br>26.7           | 18.02<br>15.33<br>16.15<br>17.73            | 32.7<br>27.8<br>29.3<br>32.2              | 31.3<br>26.6<br>28.2<br>31.6             | 45.<br>36.<br>45.<br>50.             |
| 1935<br>1936<br>1937<br>1938                           | .26<br>.26<br>.24<br>·.21            | 65.6<br>67.0<br>61.8<br>53.5              | 1.90<br>1.91<br>1.89<br>1.72           | 47.4<br>47.6<br>47.1<br>42.9          | -                                    |                                      | 47.4<br>47.6<br>47.1<br>42.9         | .044<br>.046<br>.048<br>.045            | 33.5<br>35.0<br>36.5<br>34.2         | .052<br>.060<br>.066<br>.063            | 26.2<br>30.3<br>33.3<br>31.8           | 17.78<br>20.25<br>19.76<br>19.06            | 32.3<br>36.8<br>35.9<br>34.6              | 31.9<br>35.2<br>35.8<br>34.1             | 48.<br>49.<br>47.<br>43.             |
| 1939<br>1940<br>1941<br>1942                           | .21<br>.21<br>.24<br>.37             | 53.5<br>53.0<br>62.0<br>93.2              | 1.73<br>1.68<br>1.87<br>2.39           | 43.1<br>41.9<br>46.6<br>59.6          | -                                    | -                                    | <b>43.1</b><br>41.9<br>46.6<br>59.6  | .044<br>.045<br>.054<br>.065            | 33.5<br>34.2<br>41.1<br>49.5         | .059<br>.063<br>.076<br>.090            | 29.8<br>31.8<br>38.3<br>45.4           | 19.13<br>19.17<br>21.44<br>26.16            | 34.7<br>34.8<br>38.9<br>47.5              | 33.6<br>34.3<br>39.4<br>47.8             | 43<br>42<br>48<br>65                 |
| 1943<br>1944<br>1945<br>1946                           | .44<br>.37<br>.36<br>.35             | 111.0<br>95.4<br>91.0<br>88.7             | 2.71<br>2.45<br>2.38<br>2.65           | 67.6<br>61.1<br>59.4<br>66.1          | -                                    | -                                    | 67.6<br>61.1<br>59.4<br>66.1         | .067<br>.064<br>.062<br>.075            | 51.0<br>48.7<br>47.2<br>57.1         | .095<br>.089<br>.077<br>.113            | 47.9<br>44.9<br>38.8<br>57.0           | 30.19<br>31.94<br>31.62<br>38.79            | 54.8<br>58.0<br>57.4<br>70.4              | 52.6<br>53.4<br>51.8<br>64.4             | 74.<br>67.<br>65.<br>71.             |
| 1947<br>1948<br>1949<br>1950                           | .38<br>.42<br>.38<br>.33             | 97.0<br>106.8<br>96.2<br>84.6             | 3.01<br>3.37<br>3.40<br>3.32           | 75.1<br>84.0<br>84.8<br>82.8          | -                                    | -                                    | 75.1<br>84.0<br>84.8<br>82.8         | .093<br>.108<br>.104<br>.104            | 70.8<br>82.2<br>79.1<br>76.1         | .132<br>.158<br>.146<br>.139            | 66.6<br>79.7<br>73.7<br>70.1           | 45.84<br>51.00<br>47.36<br>44.62            | 83.2<br>92.6<br>86.0<br>81.0              | 77.0<br>87.6<br>82.3<br>78.0             | 80.<br>90.<br>87.<br>82.             |
|  |                                      |   |  | IND                                   | EXES CON                             | IPUTED FR                            | OM 1957-59                           | 9 BASE QUA                              | ANTITIES A                           | ND PRICES                               | 3                                      |   |   |  |                                      |
| 1950<br>1951<br>1952<br>1953                           | .32<br>.40<br>.43<br>.40             | 75.7<br>96.2<br>102.4<br>96.2             | 3.62<br>3.92<br>4.19<br>4.07           | 82.7<br>89.6<br>95.7<br>93.0          | 5.89<br>7.33<br>6.98<br>6.53         | 88.5<br>110.1<br>104.8<br>98.1       | 85.7<br>100.3<br>100.5<br>95.6       | .099<br>.119<br>.119<br>.121            | 76.2<br>92.0<br>92.4<br>93.8         | .129<br>.176<br>.178<br>.172            | 66.1<br>90.4<br>91.3<br>88.6           | 42.62<br>50.72<br>52.24<br>52.82            | 78.7<br>93.6<br>96.4<br>97.5              | 74.2<br>92.3<br>94.1<br>94.0             | 78.<br>96.<br>98.<br>95.             |
| 1954<br>1955<br>1956<br>1957                           | .38<br>.35<br>.40<br>.42             | 91.4<br>84.0<br>96.0<br>100.7             | 3.98<br>3.96<br>4.26<br>4.34           | 90.9<br>90.5<br>97.3<br>99.2          | 5.97<br>6.07<br>6.58<br>6.75         | 89.7<br>91.2<br>98.8<br>101.4        | 90.3<br>90.8<br>98.1<br>100.3        | .112<br>.110<br>.127<br>.134            | 86.7<br>85.2<br>97.9<br>104.0        | .159<br>.157<br>.212<br>.228            | 81.5<br>80.9<br>108.9<br>117.0         | 50.15<br>50.01<br>53.74<br>55.98            | 92.6<br>92.3<br>99.2<br>103.3             | 88.0<br>87.4<br>192.0<br>107.8           | 89.<br>87.<br>98.<br>103.            |
| 1958<br>1959<br>1960<br>1961                           | .43<br>.40<br>.39<br>.41             | 102.9<br>95.7<br>93.8<br>96.7             | 4.41<br>4.40<br>4.33<br>4.20           | 100.8<br>100.5<br>98.9<br>96.0        | 6.67<br>6.58<br>6.37<br>6.35         | 100.2<br>98.8<br>95.7<br>95.4        | 100.5<br>99.6<br>97.2<br>95.7        | .129<br>.126<br>.119<br>.115            | 99.9<br>97.2<br>92.1<br>88.9         | .186<br>.169<br>.167<br>.165            | 95.7<br>86.8<br>85.6<br>84.8           | 54.10<br>53.00<br>51.72<br>53.38            | 99.9<br>97.8<br>95.5<br>98.5              | 98.5<br>94.2<br>91.7<br>92.4             | 100.<br>96.<br>94.<br>94.            |
| 1962<br>lst Qtr.<br>2nd "<br>3rd "<br>4th "<br>Average | .45<br>.42<br>.45<br>.47<br>.45      | 106.2<br>101.0<br>106.2<br>110.7<br>106.2 | 4.28<br>4.23<br>4.16<br>4.42<br>4.28   | 97.8<br>96.6<br>95.0<br>101.0<br>97.8 | 6.20<br>6.42<br>6.37<br>6.16<br>6.28 | 93.1<br>96.4<br>95.7<br>92.5<br>94.3 | 95.3<br>96.5<br>95.4<br>96.6<br>96.0 | .111<br>.114<br>.113<br>.112<br>.112    | 86.2<br>88.2<br>87.6<br>86.5<br>87.1 | .161<br>.168<br>.165<br>.172<br>.166    | 82.7<br>86.2<br>84.6<br>88.3<br>85.5   | 52.66<br>54.28<br>54.79<br>56.65<br>54.62   | 97.2<br>100.2<br>101.1<br>104.6<br>100.8  | 90.6<br>93.6<br>93.4<br>96.1<br>93.5     | 97.<br>97.<br>98.<br>101.<br>98.     |
| 1963<br>1st Qtr.<br>2nd "<br>3rd "<br>4th "<br>Average | . 45<br>. 43<br>. 44<br>. 47<br>. 45 | 106.7<br>102.6<br>105.0<br>111.7<br>106.4 | 4.29<br>4.22<br>4.39<br>4.36<br>4.32   | 98.0<br>96.3<br>100.3<br>99.6<br>98.6 | 6.47<br>6.57<br>6.37<br>6.43<br>6.45 | 97.2<br>98.6<br>95.6<br>96.5<br>96.9 | 97.6<br>97.6<br>97.9<br>98.0<br>97.7 | .112<br>.113<br>.116<br>.113<br>.113    | 86.8<br>87.6<br>89.6<br>87.3<br>87.8 | .171<br>.181<br>.196<br>.182<br>.181    | 87.9<br>93.1<br>100.7<br>93.5<br>93.2  | 55.08<br>57.47<br>58.24<br>59.29<br>57.44   | 101.7<br>106.1<br>107.5<br>109.4<br>106.0 | 94.6<br>98.6<br>102.1<br>100.4<br>98.6   | 99<br>99<br>101<br>103<br>101        |
| 1964<br>lst Qtr.<br>2nd "<br>3rd "<br>4th "<br>Average | . 45<br>. 44<br>. 46<br>. 48<br>. 46 | 108.1<br>104.3<br>109.0<br>114.5<br>109.0 | 4.26<br>4.34<br>4.22<br>4.15<br>4.25   | 97.4<br>99.2<br>96.4<br>94.8<br>97.0  | 6.05<br>6.19<br>6.50<br>6.31<br>6.24 | 90.9<br>93.0<br>97.6<br>94.8<br>93.8 | 94.0<br>96.0<br>97.0<br>94.8<br>95.3 | .113<br>.111<br>.110<br>.114<br>.112    | 87.5<br>85.8<br>85.1<br>87.8<br>86.7 | .201<br>.180<br>.196<br>.192<br>.193    | 103.0<br>92.3<br>100.5<br>98.7<br>98.9 | 59.82<br>57.01<br>57.70<br>58.51<br>58.32   | 110.4<br>105.2<br>106.5<br>108.0<br>107.6 | 103.9<br>97.6<br>100.7<br>101.4<br>101.1 | 102.<br>99.<br>102.<br>103.<br>103.  |
| Average<br>7-59 Base                                   | .46<br>0.42                          | 109.0<br>100.0                            | 4.25<br>4.38                           | 97.0<br>100.0                         | 6.24<br>6.66                         | 93.8<br>100.0                        | 95.3<br>100.0                        | .112<br>0.129                           | 86.7<br>100.0                        | .193<br>0.195                           | 98.9<br>100.0                          | 58.32<br>54.18                              | 107.6<br>100.0                            | 101.1                                    | 1                                    |

figures for each year by the average of the figures for 1957, 1958, and 1959. 3/ Prices for portland cement concrete surfacing reflect adjustments to base period thicknesses in each State and do not include costs for reinforcing steel and joints.

### Highway Statistics, 1963

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2/ Derived from the previously computed figures, using 1925-29 base quantities and prices, and dividing the

PERCENTAGE DISTRIBUTION OF THE COSTS OF MAJOR HIGHWAY CONSTRUCTION ITEMS

# HIGHWAT CUNSTRUCTS AWARDED DURING CALENDAR YEAR 1963 TABLE PT-2, 1963 ISSUED 1964

| INTERSTATE           RUFAL         INTERSTATE           FURAL         URBAN           Fercent         Percent           8.0         19.0           9.5         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.8         0.1           0.9         0.0           0.1         0.0           0.1         11.5           1.15         23.1           1.15         23.1           1.16         1.14           1.15         23.1           1.15         24.1           1.16         1.14           1.16         1.14 |  | INTERSTATE       INTERSTATE       INTERSTATE       URBAN     TOTAL       URBAN     TOTAL       D0.8     9.1       5.6     6.0       9.5     15.2       0.1     0.7       0.1     0.7       0.1     0.7       0.1     0.1       27.1     31.7       23.1     15.5       11.5     1.5       23.1     1.6       11.5     1.5       11.5     1.5       23.1     1.6       11.5     1.5       11.5     1.5       11.5     1.5       12.6     1.6       0.0     0.0       11.5     1.55       12.6     1.16       23.1     1.6       14.0     1.00.0       100.0     1000.0       100.0     1000.0       65.4     69.2 | INTERSTATE       INTERSTATE       INTERSTATE       URBAN     TOTAL       URBAN     TOTAL       D0.8     9.1       5.6     15.2       0.7     0.7       0.8     9.1       5.6     15.2       0.1     0.3       0.1     0.4       0.1     0.4       0.1     0.1       27.1     31.7       23.1     1.6       1.6     1.6       1.6     0.1       23.1     1.6       1.6     0.1       1.6     0.1       23.1     1.6       1.6     1.1       1.6     0.1       1.6     0.1       1.6     0.1       23.1     1.6       1.6     0.0       1.6     1.1       1.6     1.1       1.6     34.1       1.6     34.2       1.6     34.2       1.6     1.0       1.6     1.0       1.6     0.2       1.1     1.1       1.6     1.1       1.6     34.2       1.6     1.0       1.6     1.0       1.6     1.0   <   | INTERSIATE         FEDERAL-AL           INTERSIATE         NON-           INTERSIATE         NON-           URBAN         TOTAL         RURAL           URBAN         TOTAL         RURAL           INTERSIATE         Percent         Percent           5.6         5.6         6.0           5.6         6.0         6.9           9.5         15.2         15.1           0.7         0.7         1.3           0.1         0.2         0.1           0.1         0.2         0.1           0.1         0.1         1.4           1.5         1.5         1.7           27.1         31.7         30.3           27.1         31.7         30.3           27.1         1.5         1.0           0.6         0.1         0.4           0.0         0.3         1.0           1.5         1.4         0.3           27.1         1.5         1.0           1.5         1.4         0.4           0.6         0.1         0.1           1.6         1.4         1.4           23.3         3.1.1   | FEDERRAL-ALD PRIMARY SYSTEM           INTERAL-ALD PRIMARY SYSTEM           INTERSTATE         NON-LIVERSEQUES           URBAN         TOTAL         RUNAL         RUNAL           PERCent         Percent         Percent         Percent         Percent           Percent         Percent         Percent         Percent         Percent         Percent           D0.8         9.1         6.2         6.9         6.5         7.4           5.6         6.0         0.1         0.2         0.1         10.9           9.1         6.1         6.5         7.4         6.5         7.4           9.7         0.5         11.9         13.9         17.7         11.9         13.9         17.7           0.1         0.2         0.1         0.2         0.1         0.2         0.1         17.7           0.1         0.1         0.1         0.1         0.1         0.2         0.1         17.7           1.5         1.5         1.7         1.9         1.9         1.6         2.6         7.4           0.1         0.1         0.1         0.1         0.1         1.1         1.1           1.5 |
|---|--|--|---|---|---|
| ВРАНИ<br>В В В В В В В В В В В В В В В В В В В  |  | TOTAL         TOTAL           Percent         Percent           Percent         156.0           10.0         0.170           34.12         31.12           34.12         31.12           34.12         31.12           100.0         0.3           55.7         11.11           100.0         11.02  | TOTAL         TOTAL           Percent         Percent           Percent         15.0           10.0         31.7           11.1         15.5           11.1         11.1           11.1         11.1           11.1         11.1           11.1         11.1           11.1         11.1           100.0         11.1           100.0         11.1  | FEDERAL-AID         FRIMARY           TOTAL         NON-LINTERSTATE           TOTAL         RURAL         URBAN           Percent         Fercent         Percent           9.1         6.0         6.9         4.7           9.1         6.2         5.9         4.7           15.2         15.1         11.9         11.9           0.7         1.3         0.4         0.7           1.5         1.1         30.3         24.9           1.9         1.0         0.1         0.2           0.1         0.3         1.0         0.1           1.9         1.0         0.1         0.1           1.9         1.0         0.1         0.2           1.9         1.0         0.1         0.1           1.9         1.0         0.1         0.1           1.9         1.0         0.1         0.1           1.9         1.0         1.0         1.0           1.9         1.0         1.0         1.0           1.9         1.0         1.0         1.0           1.0         1.0         1.0         1.0           1.1         1.0         < | FEIDERAL-ALTD FRIMARY SYSTEM           TOTAL         NON-LIVERSTATE           TOTAL         NON-LIVERSTATE           TOTAL         RURAL         URBAN           TOTAL         RURAL         URBAN           FETCENT         FETCENT         FETCENT           FETCENT         RURAL         URBAN         TOTAL           RURAL         URBAN         TOTAL         RURAL           FETCENT         FETCENT         FETCENT         FETCENT           Percent         Fercent         Fercent         Fercent           9.1         6.0         6.9         4.7         0.9         17.0           0.7         0.1         0.1         0.9         0.9         10.0         10.0           0.7         0.1         0.1         0.1         0.9         0.1         10.0         0.1           1.9         1.0         0.1         0.0         2.4         5.4         5.4         5.4           1.9         1.0         0.1         0.0         1.0         0.2         0.1         0.0         0.0           1.9         1.1         1.1         0.1         0.2         0.1         0.1         0.1          |
|   | TOTAL         TOTAL           ITOTAL         ITOTAL           ITOTAL |  |   | FEDERAL-ALD         PRIMARY           NON-INTERSTATE         NON-INTERSTATE           RURAL         URBAN           FURAL         URBAN           Fercent         Percent           6.2         ° 6.9           6.2         ° 1.0           15.1         11.9           15.1         11.9           15.3         0.4           0.1         0.2           1.3         0.4           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.0         1.9           1.1         1.19           1.1         1.19           1.1         1.19           1.1         1.19           1.1         1.19           1.1         1.19           1.1         1.10           1.1         1.19           1.1         1.19           1.1         1.19           1.1         1.10           1   | FEURIAL-AID         FRIMARY         SYSTEM           RURAL         URBAN         TOTAL         RURAL           RURAL         URBAN         TOTAL         RURAL           Fercent         Percent         Percent         Percent           Fercent         Percent         Percent         Percent           Forcent         Percent         Percent         Percent           1:3         0.4         0.9         0.17           1:3         0.4         0.9         0.17           1:3         0.4         0.9         0.17           1:3         0.4         0.9         0.17           1:3         0.4         0.5         0.4           0.1         0.2         0.3         24.9         5.7           1:0         1.9         1.8         1.6         1.7           1:0         2.3         24.9         28.3         3.4           1:0         1.19         0.1         0.2         0.2           1:0         2.3         24.9         28.3         3.4           1:0         2.3         24.9         28.3         3.4           1:0         2.3         2.4         0.5                                |
|   | RURAL         RURAL           100.0         23.1.57         11.0.4           100.0         11.0         11.55           100.0         11.0         11.55   | RURAL         RURAL           100.0         23.1.57         11.0.4           100.0         11.0         11.55           100.0         11.0         11.55   | ALL FRIMARY           ALL FRIMARY           RURAL         URBAN           RURAL         URBAN           Fercent         Percent           7.4         9.6           6.5         1.0           17.7         0.6           1.0         0.6           0.2         0.1           0.4         0.6           0.4         0.6           0.4         0.6           0.4         0.1           0.4         0.5           0.4         0.1           0.4         0.5           0.4         0.5           0.4         0.5           0.1         1.9           0.1         0.1           0.1         1.19           0.1         1.10           0.1         1.10           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1         1.1           1.1 | L         PRIMARY           URBAN         URBAN           Percent         0.6           9.6         0.1           9.6         0.1           9.6         0.1           10.0         0.1           20.1         0.1           20.6         0.1           11.9         0.6           20.6         0.1           20.6         0.1           11.9         0.1           11.9         1.9           20.6         1.0           11.9         1.0           11.0         1.0           11.9         1.0   |   |

Federal Aid

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### PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,

LABOR, EQUIPMENT OWNERSHIP, OVERHEAD AND PROFIT

FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED DURING CALENDAR YEAR 1963

TABLE PT-2A ISSUED 1964

|   |         |            | ]       | FEDERAL-AII | PRIMARY S   | SYSTEM       |         |            |         |
|---|---------|------------|---------|-------------|-------------|--------------|---------|------------|---------|
|   |         | INTERSTATI | C       | NC          | DNINTERSTAT | Œ            | I       | LL PRIMARY |         |
| ELEMENTS                                    | RURAL   | URBAN      | TOTAL   | RURAL       | URBAN       | TOTAL        | RURAL   | URBAN      | TOTAL   |
|   | Percent | Percent    | Percent | Percent     | Percent     | Percent      | Percent | Percent    | Percent |
| Cement 1/                                   | 6.8     | 3.2        | 5.3     | 5.2         | 4.0         | 4.7          | 6.2     | 3.6        | 5.1     |
| Aggregates Purchased 2/                     | 9.3     | 4.4        | 7.3     | 10.4        | 6.6         | 8.8          | 9.7     | 5.3        | 7.9     |
| Bitumens 3/                                 | 1.8     | 0.3        | 1.2     | 3.0         | 0.7         | 2.0          | 2.3     | 0.5        | 1.5     |
| Lumber                                      | 0.6     | 0.9        | 0.7     | 0.4         | 0.7         | 0.6          | 0.5     | 0.9        | 0.7     |
| Timber Piling                               | 0.1     | 0.1        | 0.1     | 0.1         | 0.2         | 0.1          | 0.1     | 0.1        | 0.1     |
| Corrugated Steel Culvert Pipe               | 1.0     | 0.4        | 0.7     | 1.2         | 0.6         | 1.0          | 1.1     | 0.5        | -0.8    |
| Reinforcing Steel 4/                        | 4.6     | 6.4        | 5.4     | 2.9         | 4.4         | 3.5          | 3.9     | 5.6        | 4.6     |
| Structural Steel                            | 4.2     | 8.8        | 6.1     | 2.4         | 6.4         | 4.1          | 3.5     | 7.9        | 5.3     |
| Ready-mix Concrete                          | 3.4     | 7.6        | 5.1     | 2.6         | 6.4         | 4.2          | 3.1     | 7.1        | 4.7     |
| Premixed Bituminous Paving                  | _       |            |         |             |             |              |         |            |         |
| Materials                                   | 2.8     | 1.6        | 2.3     | 4.6         | 3.6         | 4.2          | 3.5     | 2.4        | 3.1     |
| Concrete Culvert Pipe                       | 1.1     | 1.3        | 1.2     | 1.5         | 2.5         | 1.9          | 1.2     | 1.8        | 1.5     |
| Clay Pipe                                   | 0.1     | 0.1        | 0.1     | 0.2         | 0.2         | 0.2          | 0.1     | 0.1        | 0.1     |
| Miscellaneous Steel                         | 1.4     | 1.9        | 1.6     | 0.8         | 1.3         | 1.0          | 1.1     | 1.7        | 1.4     |
| Materials not reported                      | 9.9     | 14.6       | 11.8    | 10.1        | 13.2        | 11.3         | 10.0    | 13.9       | 11.6    |
| Petroleum Products                          | 5.0     | 2.3        | 3.9     | 5.4         | 2.9         | 4.4          | 5.2     | 2.5        | 4.1     |
| Explosives                                  | 1.2     | 0.2        | • 0.8   | 0.9         | 0.3         | 0.6          | 1.1     | 0.2        | 0.7     |
| Total Materials and Supplies                | 53.3    | 54.1       | 53.6    | 51.7        | 54.0        | <b>52.</b> 6 | 52.6    | 54.1       | 53.2    |
| Labor                                       | 25.0    | 25.5       | 25.2    | 25.3        | 26.7        | 25.9         | 25.1    | 26.0       | 25.5    |
| Equipment ownership,<br>overhead and profit | 21.7    | 20.4       | 21.2    | 23.0        | 19.3        | 21.5         | 22.3    | 19.9       | 21.3    |
| TOTAL                                       | 100.0   | 100.0      | 100.0   | 100.0       | 100.0       | 100.0        | 100.0   | 100.0      | 100.0   |

1/ Does not include cement in ready-mix concrete or in concrete culvert pipe.
2/ Does not include aggregates in ready-mix concrete, pre-mixed bituminous paving materials or concrete culvert pipe. The cost of producing aggregates by contractors in addition to "aggregates purchased" is distributed in "petroleum products," "labor" and "equipment, overhead, and profit."

3/ Does not include bitumens in pre-mixed bituminous paving materials.

Does not include reinforcing steel in concrete culvert pipe.

### Federal Aid

### AVERAGE BID PRICES OF MAJOR ITEMS ON FEDERAL-AID PRIMARY HIGHWAY CONSTRUCTION CONTRACTS AWARDED DURING CALENDAR YEAR 1963

TABLE PT-3ISSUED 1964

| · · · · · · · · · · · · · · · · · · ·   | · · · · · · · · · · · · · · · · · · ·                                  |  | 1000000 1904  |
|---|--|--|---|
| major item <u>1</u> /   |  | TOTAL BID<br>QUANTITY<br>REPORTED<br>(THOUSANDS)                       | WEIGHTED<br>AVERAGE<br>UNIT PRICE   |
| Roadway Excavation:<br>Borrow<br>Common<br>Unclassified<br>Solid rock   | · · ·  | CUBIC YARDS<br>260,641<br>294,676<br>596,298<br>13,235                 | DOLLARS<br>\$ 0.70<br>.46<br>.55<br>1.36                                  |
| Steel:<br>Pavement reinforcement<br>Structural reinforcement<br>Structural steel<br>Steel H-piling<br>Prestressing steel  |  | POUNDS<br>367,171<br>1,014,662 2/<br>1,018,061<br>199,469<br>21,247    | $\begin{array}{c} 0.103 \\ .114 \\ .182 \\ .121 \\ .684 3 \end{array}$    |
| Bases:<br>Gravel and clay gravel<br>Macadam or stone<br>Bituminous concrete<br>Portland cement concrete   | WEIGHTED<br>AVERAGE<br>THICKNESS<br>9.18"<br>. 9.72"<br>5.71"<br>8.23" | SQUARE YARDS<br>149,556<br>91,256<br>33,939<br>3,927                   | 0.71<br>1.15<br>1.54<br>5.37 <u>4</u> /                                   |
| Surfaces:<br>Bituminous surface treatment<br>Bituminous road-mix<br>Bituminous plant mix-medium<br>Bituminous penetration<br>Bituminous concrete<br>Portland cement concrete  | 0.45"<br>2.75"<br>3.19<br>2.31"<br>2.83"<br>8.96"                      | SQUARE YARDS<br>48,046<br>1,040<br>55,179<br>1,447<br>97,150<br>73,103 | 0.23<br>.73<br>.98<br>.79<br>1.09<br>4.31 <u>4</u> /                      |
| Pipe:<br>Clay<br>Reinforced concrete<br>Corrugated steel  | DIAMETER<br>6.00"<br>24.00"<br>24.00"                                  | LINEAR FEET<br>2,208<br>1,368<br>472                                   | 1.58<br>7.22<br>7.26  |
| Structural Concrete:<br>Superstructures<br>Substructures<br>Foundations and footings<br>Prestressed concrete  |  | CUBIC YARDS<br>2,826<br>2,528<br>555<br>229                            | 61.95 <u>5/</u><br>53.18 <u>5/</u><br>52.54 <u>5/</u><br>62.61 <b>6</b> / |
| <ul> <li>1/ Total cost of major items is 69</li> <li>2/ Includes 22,522,000 pounds in p.</li> <li>3/ Cost of prestressing operations</li> <li>4/ Excludes costs of reinforcement</li> <li>5/ Reinforcement cost excluded.</li> <li>6/ Excludes costs of reinforcing an operations. (Estimated)</li> </ul> | restressed concrete<br>included. (Estima<br>and joints.                | e.<br>ted)   | estressing  |

operations. (Estimated)

### Highway Statistics, 1963

### **USAGE FACTORS FOR** MAJOR HIGHWAY CONSTRUCTION MATERIALS<sup>1</sup>

### (U. S. WEIGHTED AVERAGES FOR FEDERAL-AID PROJECTS REPORTED AS COMPLETED DURING CALENDAR YEARS 1961, 1962, AND 1963)

TABLE PT-4

|   |                              | ISSUED 1964   |
|---|------------------------------|---|
| MATERIAL  | UNIT                         | NUMBER OF UNITS<br>PER MILLION<br>DOLLARS OF<br>CONSTRUCTION COST<br>2/ |
| Cement (excludes cement in concrete pipe)   | Barrels                      | 13,400  |
| Bituminous material   | Tons                         | 1,240   |
| Aggregates 3/<br>Purchased (by contractors)<br>Produced (by contractors)  | Tons<br>Tons                 | 53,000<br>49,000  |
| <pre>Steel Structural (shapes, plates, H and sheet piling) Reinforcing (pavement and structural reinforcement) Culvert pipe (corrugated metal and structural         plate, pipe arches and arches) Miscellaneous (guardrail, fences, tubular         piling, etc.)</pre> | Tons<br>Tons<br>Tons<br>Tons | 189<br>210<br>36<br>44  |
| Concrete pipe (plain and reinforced)  | Tons                         | 494   |
| Clay pipe and tile  | Tons                         | 13  |
| Lumber (all lumber products except timber piling)   | Board feet                   | 60,000  |
| Timber piling (reported in linear feet and converted)   | Board feet                   | 10,000  |
| Petroleum products (all fuel and lubricants) 4/   | Gallons                      | 149,000   |
| Explosives (excludes weights of caps and fuses)   | Pounds                       | 25,000  |

1/ For comparable standards of design, the usage of materials on Federal-aid work is not appreciably different from the usage of materials on nonfederal work. The data in this table obtained from form PR-47.

2/ Right-of-way, preliminary engineering and construction engineering costs excluded. 3/ Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.

Grease converted to gallons on basis of 8 pounds per gallon. 4/

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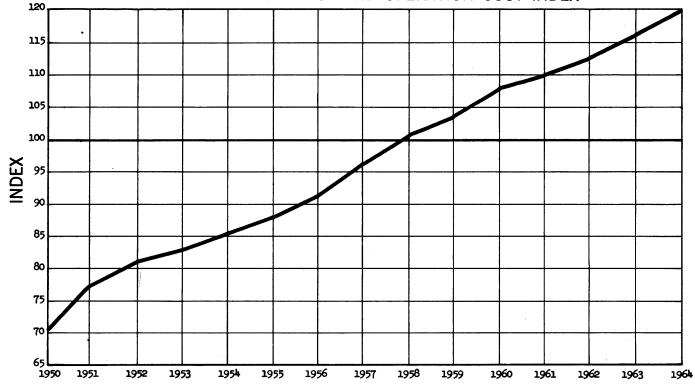
### **COST TRENDS**

### HIGHWAY MAINTENANCE AND OPERATIONS 1

|      |        | 1957 - 59 = | BASE PERIOD    |          | TABLE PT-5<br>JANUARY 1965 |
|------|--------|-------------|----------------|----------|----------------------------|
| YEAR | LABOR  | MATERIAL    | EQUIPMENT      | OVERHEAD | TOTAL                      |
| 1950 | 66.44  | 81.15       | 72 <b>.7</b> 7 | 70.95    | 70.49                      |
| 1951 | 72.82  | 88.27       | 81.20          | 77.36    | 77.50                      |
| 1952 | 77.99  | 89.27       | 84.38          | 80.87    | 81.44                      |
| 1953 | 79.28  | 89.87       | 86.78          | 81.72    | 82.89                      |
| 1954 | 83.69  | 90.90       | 88.85          | 82.57    | 85.94                      |
| 1955 | 85.30  | 90.15       | 93.69          | 84.18    | 88.05                      |
| 1956 | 89.50  | 94.63       | 93.47          | 87.71    | 91.10                      |
| 1957 | 96.36  | 98.93       | 95.48          | 97.25    | 96.56                      |
| 1958 | 100.24 | 100.46      | 99.58          | 100.96   | 100.16                     |
| 1959 | 103.40 | 100.61      | 104.94         | 101.79   | 103.28                     |
| 1960 | 108.28 | 103.09      | 109.77         | 104.66   | 107.65                     |
| 1961 | 111.68 | 103.63      | 110.03         | 105.77   | 109.66                     |
| 1962 | 115.97 | 105.24      | 112.02         | 107.50   | 112.79                     |
| 1963 | 121.15 | 105.47      | 112.63         | 109.46   | 115.85                     |
| 1964 | 124.70 | 106.14      | 115.16         | 111.86   | 118.64                     |

1/ These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control.

### HIGHWAY MAINTENANCE AND OPERATION COST INDEX





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