HIGHWAY STATISTICS 1952

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



HIGHWAY STATISTICS

1952

U. S. DEPARTMENT OF COMMERCE SINCLAIR WEEKS, Secretary

BUREAU OF PUBLIC ROADS FRANCIS V. du PONT, Commissioner



PREFACE

This pamphlet, the eighth of an annual series, presents the 1952 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

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Cover: Hollywood Freeway, Calif.

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MOTOR FUEL

In 1952, 40.6 billion gallons of motor fuel were used on the highways—an increase of 6.4 percent over 1951. The average use per registered motor vehicle in 1952 was 762 gallons, as compared with 734 in 1951. This resulted in an average motor-fuel tax payment of approximately \$37 per vehicle in 1952.

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. The "special fuels" include diesel oil (by far the most widely used), liquified petroleum gases, and those known by such names as "tractor" and "power" fuel when they are used to operate vehicles on the highways. The use of liquified petroleum gases is increasing, and in some States considerable amounts are consumed. All States except Nebraska and Vermont taxed special fuels during 1952, and Nebraska enacted a gallonage tax on special fuels, effective May 10, 1953. Some States (including Nebraska and Vermont) levied additional fees, in the form of higher registration or "equalization" fees, on vehicles using these fuels.

Motor-fuel gallonage taxed, exempted, and refunded in 1952, without regard to the use to which the fuel was put, is shown in table G-2, which is intended primarily to give data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through 24. These do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to show gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made intables G-21 through 24 to allow for losses from evaporation, spillage, etc.

Table G-25 gives the highway use of special fuels by months for 45 States and the District of Columbia (Nebraska and Vermont did not levy a gallonage tax on special fuels during 1952; Wisconsin taxes special fuels at the same rate as gasoline, and cannot make a segregation). Gallonage of special fuels taxed increased 18.4 percent in 1952 over 1951, probably in part as the result of increased effectiveness of the State authorities who administer the taxes. Special fuels constitute less than 2 percent of total motor-fuel consumption.

The word "exemption" applies where the State purposely does not collect the tax; "refund" applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government, or in allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is now the only State that grants general tax exemptions for such fuel. In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that allow neither exemptions nor refunds, the gasoline used for nonhighway purposes as shown in the tables has been estimated by the Bureau of Public Roads on the basis of reports of adjoining States with similar economic characteristics. Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is refunded or exempted for alleged nonhighway use.

The motor-fuel tax collections of all States are given in table G-1. The last figure column of the table gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Some States retain all or part of the tax on fuel used by boats, and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last figure column of that table.

Tables G-101, 103, and 105 summarize the more important State provisions, effective January 1, 1954, for administering gasoline taxes. Tables G-107, 108, and 109 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel as of January 1, 1954. Table G-205 gives the gasoline tax rates in effect for each year since 1933.

Disposition of motor-fuel tax revenues is given in table G-3, in the highway taxation section of this book.

Total

Compiled for calendar year

| | TAX RATE ON DECEM | PER GALLON BER 31 | | | | | | NET AMOUNT | TAXED | | AMOUNT | CHANGE I | URING 1952 | |
|--|---------------------------|--------------------------------|---|---|---|---|--|---|------------------------------|---------------------------|---|--|---------------------------------|---|
| STA TE | GASOLINE | SPECIAL FUELS (DIESEL. | GROSS AMOUNT REPORTED | AMOUNT EXEMPTED FROM PAIMENT | GROSS AMOUNT ASSESSED FOR | AMOUNT SUBJECT TO REFUND OF ENTIRE | TOTAL | AT PREVAILING | AT OTHER RA | TES 5/ | TAXED AT PREVAILING RATE DURING | AMOUNT | | STATE |
| | | BUTANE, ETC.) 2/ | 3/ | OF TAX | TAXATION | TAX | IOIAL | RATE | RATE PER GALLON | AMOUNT | 1951 | AMOUNT. | PERCENTAGE | |
| | Cents | Cents | l,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallone | 1,000 Gallons | 1,000 Gallons | Cents | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | | |
| llabama krisona krkansas California | 6 5 6.5 4.5 | 6 5 6.5 4.5 | 695,678 323,586 453,100 4,092,394 | 11,918 2,911 11,308 37,218 | 683,730 320,6կ5 հևլ,792 և,055,1կ6 | 30,795 301,249 | 683,730 289,850 441,792 3,753,897 | 677,814 289,850 408,931 3,753,897 | l Various | 5,916 32,861 | 630,609 253,078 390,323 3,500,994 | 47,205 36,772 18,608 252,903 | 7.5 14.5 4.8 7.2 | Alabama Arisona Arkensas California |
| Colorado Connecticut Celaware Florida | 6 4 5 7 | 6 4 5 7 | 540,659 582,565 117,326 1,072,381 | 46,221 17,185 1,862 104,395 | 494,438 565,380 115,464 967,986 | 65,908 8,029 9,353 | 428,530 557,351 106,111 967,986 | 428,530 557,351 106,111 967,986 | = | : | 399,589 522,736 97,209 868,102 | 28,941 34,615 8,902 99,884 | 7.2 6.6 9.2 11.5 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | . 6 6 4 4 | 6 No Tax L L | 942,819 227,122 2,604,806 1,408,265 | 8,402 1,586 39,072 55,687 | 934,417 225,536 2,565,734 1,352,578 | 25,236 341,778 125,696 | 934,417 200,300 2,223,958 1,226,882 | 906,109 197,898 2,223,958 1,226,882 | 1 2.5 - - | 28,308 2,402 - | 824,740 185,260 2,175,860 1,160,113 | 81,369 12,638 48,098 66,769 | 9.9 6.8 2.2 5.8 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | ¥ 5 7 1/7 | 14 5 7 1/7 | 1,029,077 842,100 661,153 659,001 | 20,936 30,181 20,686 40,734 | 1,008,141 811,919 640,467 618,267 | 219,891 205,099 4,051 24,567 | 788,250 606,820 636,416 593,700 | 788,250 606,820 617,867 584,539 | - (<u>6/</u>) | - 18,549 9,161 | 759,647 576,548 577,526 542,132 | 28,603 30,272 40,341 42,407 | 3.8 5.3 7.0 7.8 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 6 5 4.3 4.5 | 6 5 4.3 * 4.5-6 | 254,807 650,357 1,045,215 2,141,862 | 1,717 12,765 14,028 182,620 | 253,090 637,592 1,031,187 1,959,242 | 42,430 21,415 139,935 | 253,090 595,162 1,009,772 1,819,307 | 240,591 595,162 1,009,772 1,803,561 | l and 4 Various | 12,499 15,746 | 229,384 540,874 972,545 1,740,912 | 11,207 54,288 37,227 62,649 | 4.9 10.0 3.8 3.6 | Maine Maryland Massachusetts Michigan |
| finnesota Hississippi Hissouri Hontana | y 3 1/3 6 | * 8 1/3 6 | 1,011,394 506,100 1,377,651 262,017 | 20,808 9,175 54,920 3,845 | 990,586 496,925 1,322,731 258,172 | 169,716 97,317 53,145 | 820,870 496,925 1,225,414 204,727 | 808,675 460,973 1,225,4114 200,983 | Various 1 and 8 - 1 | 12,195 35,952 3,714 | 748,468 438,339 1,146,001 194,378 | 60,207 22,634 79,413 6,605 | 8.0 5.2 6.9 3.4 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 5 4•5 5 3 | No Tax * 5.5 5 | 513,202 105,817 144,251 1,520,159 | 11,544 3,967 1,862 85,780 | 501,658 101,850 142,389 1,434,379 | 123 6,553 3,484 92,798 | 501,535 95,297 138,905 1,341,581 | 1,2,157 83,409 138,628 1,341,581 | 1 and 2.5 5.5 4 | 59,378 11,388 277 | 428,871 74,272 133,439 1,260,669 | 13,286 9,637 5,189 80,912 | 3.1 13.0 3.9 6.4 | Nebraska Nevada New Hampshire New Jersey |
| iew Mexico iew York iorth Carolina iorth Dakota | 6 4 7 5 | 6 * 4-6 7 5 | 295,265 2,989,405 1,111,003 284,417 | 9,401 194,553 51,516 5,130 | 285,864 2,794,852 1,059,487 279,287 | 24,438 98,845 132,323 | 261;426 2,696,007 1,059,487 146,964 | 261,426 2,648,550 1,018,446 146,964 | - 6 2 - | 47,457 41,041 | 232,961 2,538,177 955,670 146,317 | 28,465 110,373 62,776 647 | 12.2 4.3 6.6 0.4 | New Mexico New York North Carolina North Dakota |
| Dhio Iklahoma Dregon Pennsylvania | 4 6.5 6 5 | 4 6.5 6 5 | 2,507,780 805,606 587,235 2,501,641 | 76,747 31,247 13,450 | 2,431,033 774,359 587,235 2,488,191 | 141,887 56,226 | 2,289,146 774,359 531,009 2,488,191 | 2,289,146 651,376 522,868 2,485,691 | 2 1 2.5 | 122,983 8,141 2,500 | 2,163,843 604,227 498,340 2,350,941 | 125,303 47,149 24,528 134,750 | 5.8 7.8 4.9 5.7 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 14 7 5 7 | 4 7 5 7 | 185,476 586,110 299,382 807,777 | 6,284 25,694 4,929 33,179 | 179,192 560,416 294,453 774,598 | 759 27 117,190 15,749 | 178,433 560,389 177,263 758,849 | 178,433 542,176 177,263 736,232 | 1 and 2 | 18,213 22,617 | 166,075 489,486 208,876 688,233 | 12,358 52,690 -31,613 47,999 | 7.4 10.8 8/ -15.1 7.0 | Rhole Island South Carolina South Dakota Tennessee |
| exas Itah Iermont Iirginia | 4556 | # 4-6 5 No Tax 6 | 3,996,712 251,776 106,886 993,206 | 925,482 11,451 111 32,214 | 3,071,230 240,325 106,475 960,992 | 372,363 - 68,503 | 2,698,867 240,325 106,475 892,489 | 2,676,015 234,297 106,475 890,847 | 6 4 | 22,852 6,028 1,642 | 2,477,275 222,150 100,281 827,080 | 198,740 12,147 6,194 63,767 | 8.0 5.5 6.2 7.7 | Texas Utah Vermont Virginia |
| Vashington Vest Virginia Sisconsin Symming Nist. of Col. | 6.5 5 4 5 7/5 | 6.5 5 4 * 4-5 2/ 5 | 779,813 405,604 1,084,253 156,691 214,731 | 32,633 4,825 33,457 1,350 9,461 | 747,180 400,779 1,050,796 155,341 205,270 | 42,411 9,791 127,548 1,437 | 704, 769 390, 988 923, 248 155, 341 203, 833 | 704,769 390,988 923,248 145,105 203,833 | - | 10,236 | 670,367 377,906 871,334 141,384 200,857 | 34,402 13,082 51,914 3,721 2,976 | 5.1 3.5 6.0 2.6 1.5 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |

^{1/} This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. In nearly all States the tax on special fuels is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuels sold, the nonhighway portion of these special fuels has been excluded. An analysis of motor-fuel usage will be published in tables G-Z1 through G-Z5.

2,356,837

Щ,378,796

46,735,633

9/ 4.83

40,628,347

3,198,363 41,180,433

2,323,949

38,304,398

552,086

^{2/} In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline differs from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Nebraska and Vermont, and a mileage tax in Idaho, are in lieu of gallonage taxes on

^{3/} Export sales and other amounts not representing consumption in State have been excluded wherever

i/ Includes allowances for evaporation and other losses, Federal use, other public use, and nonhighway use, where initial exemptions rather than refunds are made.

^{5/} In some States gasoline used for specific purposes, and/or special fuels, are taxed or refunded at rates other than the prevailing rate for gasoline.

Tax on gasoline for agricultural use was refunded at 90% of taxes paid; for aviation use, at 95%. Tax rates changed as follows during 1952: Louisiana 9 to 7 cents, September 1; Missouri 2 to 3 cents, July 29; District of Columbia h to 5 cents, July 1.

8/ Decrease may be due in part to fluctuation in refund

9/ Weighted average rate.

Decrease may be due in part to fluctuation in refund payments.

ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1952 L/

Table G-21, 1952 Issued July 1953

| | PRIVAT | E AND COMMERCIAL | USE | T | | PUBLIC USE | | | | SUMMARY OF | TOTAL USAGE | | LOSSES | | |
|---------------------|---------------------|-----------------------|---------------------|---|------------------|------------------|------------------|------------------------|---------------------|---|-------------------|----------------------|--|-------------------------------------|--|
| j j | | | | FEDERAL | STATE, | COUNTY, AND MU | NICIPAL | | HIGH | WAY | | | ALLOWED FOR | TOTAL | |
| STATE | HIGHWAY 2/ | MOH- HIGHWAY 2/ | TOTAL | (HICHWAY CIVILIAN USE ONLY) 3/ | HIGHWAY | NON- HIGHWAY | TOTAL | Total Public USE | TRUCHA | GALLONS PER REGISTERED MOTOR VEHICLE 4/ | -NON YAWHDIH | TOTAL | EVAPO- RATION, HANDLING, ETC. 2/ | QUANTITY CONSUMED IN STATE | STATE |
| | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | |
| Alabama | 626,072 | 39,183 | 665,255 | 1,294 | 13,856 | 4,619 | 18,475 | 19,769 | 641,222 | 825 | 43,802 | 685,024 | 3,524 | 688,548 | Alabama |
| Arizona | 281,760 | 31,056 | 312,816 | 2,644 | 5,464 | 1,821 | 7,285 | 9,929 | 289,868 | 878 | 32,877 | 322,745 | 3,110 | 325,855 | Arizona |
| Arkansas | 399,951 | 31,761 | 431,712 | 786 | 9,719 | 3,240 | 12,959 | 13,745 | 410,456 | 812 | 35,001 | 445,457 | 5,859 | 451,316 | Arkansas |
| California | 3,698,253 | 304,642 | 4,002,895 | 6,198 | 44,727 | 14,909 | 59,636 | 65,834 | 3,749,178 | 727 | 319,551 | 4,068,729 | 20,709 | 4,089,438 | California |
| Colorado | 425,853 | 78,992 | 504,845 | 2,670 | 7,055 | 3,891 | 10,946 | 13,616 | 435,578 | 701 | 82,883 | 518,461 | 5,162 | 523,623 | Colorado |
| Connecticut | 551,121 | 22,223 | 573,344 | 528 | 6,126 | 1,796 | 7,922 | 8,450 | 557,775 | 707 | 24,019 | 581,794 | 5,711 | 587,505 | Connecticut |
| Delaware | 106,071 | 7,957 | 114,028 | 122 | 1,077 | 359 | 1,436 | 1,558 | 107,270 | 878 | 8,316 | 115,586 | 983 | 116,569 | Delaware |
| Florida | 892,489 | 128,656 | 1,021,145 | 1,311 | 20,551 | 6,850 | 27,401 | 28,712 | 914,351 | 776 | 135,506 | 1,049,857 | 15,723 | 1,065,580 | Florida |
| Georgia | 863,695 | 54,934 | 918,629 | 1,594 | 11,841 | 3,947 | 15,788 | 17,382 | 877,130 | 858 | 58,881 | 936,011 | 3,486 | 939,497 | Georgia |
| Idaho | 191,253 | 29,137 | 220,390 | 1,375 | 4,018 | 1,339 | 5,357 | 6,732 | 196,646 | 677 | 30,476 | 227,122 | 2,227 | 229,349 | Idaho |
| Illinois | 2,198,662 | 339,824 | 2,538,486 | 2,989 | 20,436 | 6,812 | 27,248 | 30,237 | 2,222,087 | 782 | 346,636 | 2,568,723 | 39,072 | 2,607,795 | Illinois |
| Indiana | 1,219,206 | 145,010 | 1,364,216 | 685 | 10,056 | 3,352 | 13,408 | 14,293 | 1,230,147 | 804 | 148,362 | 1,378,509 | 20,366 | 1,398,875 | Indiana |
| Iowa | 776,563 | 219,847 | 996,410 | 743 | 11,820 | 3,940 | 15,760 | 16,503 | 789,126 | 724 | 223,787 | 1,012,913 | 15,436 | 1,028,349 | Iowa |
| Kansas | 599,435 | 198,903 | 798,338 | 759 | 11,705 | 3,902 | 15,607 | 16,366 | 611,899 | 664 | 202,805 | 814,704 | 12,162 | 826,866 | Kansas |
| Kentucky | 605,338 | 24,692 | 630,030 | 1,570 | 7,828 | 2,609 | 10,437 | 12,007 | 614,736 | 718 | 27,301 | 642,037 | 8,045 | 650,082 | Kentucky |
| Louisiana | 568,710 | 36,866 | 605,576 | 896 | 10,217 | 3,406 | 13,623 | 14,519 | 579,823 | 767 | 40,272 | 620,095 | 9,161 | 629,256 | Louisiana |
| Maine | 236,553 | 12,197 | 248,750 | 308 | 3,255 | 1,085 | 4,340 | 4,648 | 240,116 | 835 | 13,282 | 253,398 | 2,552 | 255,950 | Maine |
| Maryland | 587,035 | 33,703 | 620,738 | 1,197 | 7,871 | 2,624 | 10,495 | 11,692 | 596,103 | 765 | 36,327 | 632,430 | 6,503 | 638,933 | Maryland |
| Massachusetts | 1,001,764 | 15,608 | 1,017,372 | 1,572 | 10,533 | 3,511 | 14,044 | 15,616 | 1,013,869 | 737 | 19,119 | 1,032,988 | 10,531 | 1,043,519 | Massachusetts |
| Michigan | 1,799,549 | 268,101 | 2,067,650 | 1,501 | 28,583 | 9,528 | 38,111 | 39,612 | 1,829,633 | 713 | 277,629 | 2,107,262 | 29,649 | 2,136,911 | Michigan |
| Minnesota | 793,714 | 184,108 | 977,822 | 1,272 | 10,371 | 3,457 | 13,828 | 15,100 | 805,357 | 662 | 187,565 | 992,922 | 15,031 | 1,007,953 | Minnesota |
| Mississippi | 456,309 | 27,327 | 483,636 | 842 | 9,335 | 3,112 | 12,447 | 13,289 | 466,486 | 890 | 30,439 | 496,925 | 7,464 | 504,389 | Mississippi |
| Missouri | 1,203,928 | 133,372 | 1,337,300 | 1,565 | 10,051 | 3,350 | 13,401 | 14,966 | 1,215,544 | 912 | 136,722 | 1,352,266 | 19,871 | 1,372,137 | Missouri |
| Montana | 195,127 | 56,313 | 251,440 | 1,853 | 3,659 | 1,220 | 4,879 | 6,732 | 200,639 | 710 | 57,533 | 258,172 | 3,845 | 262,017 | Montana |
| Nebraska | 429,921 | 64,241 | 194,162 | 931 | 5,615 | 1,872 | 7,487 | 8,418 | 436,467 | 704 | 66,113 | 502,580 | 7,766 | 510,346 | Nebraska |
| Nevada | 92,425 | 9,842 | 102,267 | 881 | 1,314 | 438 | 1,752 | 2,633 | 94,620 | 1,005 | 10,280 | 104,900 | 917 | 105,817 | Nevada |
| New Hampshire | 136,142 | 2,379 | 138,521 | 197 | 2,901 | 967 | 3,868 | 4,065 | 139,240 | 767 | 3,346 | 142,586 | 1,212 | 143,798 | New Hampshire |
| New Jersey | 1,376,957 | 42,344 | 1,419,301 | 1,172 | 11,522 | 3,840 | 15,362 | 16,534 | 1,389,651 | 796 | 46,184 | 1,435,835 | 14,980 | 1,450,815 | New Jersey |
| New Mexico | 258,095 | 24,839 | 282,934 | 2,503 | 2,195 | 732 | 2,927 | 5,430 | 262,793 | 967 | 25,571 | 288,364 | 4,449 | 292,813 | New Mexico |
| New York | 2,691,882 | 207,979 | 2,899,861 | 4,431 | 51,580 | 17,193 | 68,773 | 73,204 | 2,747,893 | 690 | 225,172 | 2,973,065 | 27,747 | 3,000,812 | New York |
| North Carolina | 992,646 | 67,509 | 1,060,155 | 952 | 25,092 | 8,364 | 33,456 | 34,408 | 1,018,690 | 870 | 75,873 | 1,094,563 | 10,956 | 1,105,519 | North Carolina |
| North Dakota | 149,877 | 125,909 | 275,786 | 736 | 1,883 | 1,618 | 3,501 | 4,237 | 152,496 | 535 | 127,527 | 280,023 | 4,010 | 284,033 | North Dakota |
| Ohio | 2,263,706 | 150,125 | 2,413,831 | 2,110 | 26,831 | 8,944 | 35,775 | 37,885 | 2,292,647 | 759 | 159,069 | 2,451,716 | 37,021 | 2,488,737 | Ohio |
| Oklahoma | 635,954 | 119,012 | 754,966 | 1,298 | 14,545 | 4,848 | 19,393 | 20,691 | 651,797 | 731 | 123,860 | 775,657 | 7,597 | 783,254 | Oklahoma |
| Oregon | 513,590 | 59,065 | 572,655 | 1,570 | 9,048 | 3,016 | 12,064 | 13,634 | 524,208 | 736 | 62,081 | 586,289 | 5,610 | 591,899 | Oregon |
| Pennsylvania | 2,353,265 | 101,505 | 2,454,770 | 2,546 | 25,066 | 8,355 | 33,421 | 35,967 | 2,380,877 | 729 | 109,860 | 2,490,737 | 18,643 | 2,509,380 | Pennsylvania |
| Rhode Island | 174,099 | 700 | 174,799 | 172 | 3,187 | 1,062 | 4,249 | 4,421 | 177,458 | 655 | 1,762 | 179,220 | 1,879 | 181,099 | Rhode Island |
| South Carolina | 507,545 | 34,530 | 542,075 | 2,752 | 15,023 | 5,008 | 20,031 | 22,783 | 525,320 | 765 | 39,538 | 564,858 | 2,464 | 567,322 | South Carolina |
| South Dakota | 173,684 | 116,680 | 290,364 | 1,045 | 3,067 | 1,022 | 4,089 | 5,134 | 177,796 | 593 | 117,702 | 295,498 | 2,967 | 298,465 | South Dakota |
| Tennessee | 723,757 | 43,367 | 767,124 | 4,241 | 17,306 | 5,769 | 23,075 | 27,316 | 745,304 | 798 | 49,136 | 794,440 | 8,052 | 802,492 | Tennessee |
| Texas | 2,649,328 | 353,673 | 3,003,001 | 3,763 | 49,539 | 6,856 | 56,395 | 60,158 | 2,702,630 | 857 | 360,529 | 3,063,159 | 27,253 | 3,090,412 | Texas |
| Utah | 204,388 | 31,136 | 235,524 | 1,038 | 3,601 | 1,200 | 4,801 | 5,839 | 209,027 | 765 | 32,336 | 241,363 | 3,460 | 244,823 | Utah |
| Vermont | 101,217 | 3,954 | 105,171 | 154 | 978 | 326 | 1,304 | 1,458 | 102,349 | 813 | 4,280 | 106,629 | 1,080 | 107,709 | Vermont |
| Virginia | 880,370 | 58,106 | 938,476 | 1,687 | 12,164 | 4,055 | 16,219 | 17,906 | 894,221 | 865 | 62,161 | 956,382 | 9,826 | 966,208 | Virginia |
| Washington | 675,517 | 58,147 | 733,664 | 5,590 | 18,177 | 6,059 | 24,236 | 29,826 | 699,284 | 707 | 64,206 | 763,490 | 1,822 | 765,312 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| West Virginia | 385,143 | 7,364 | 392,507 | 510 | 6,078 | 2,026 | 8,104 | 8,614 | 391,731 | 788 | 9,390 | 401,121 | 4,315 | 405,436 | |
| Wisconsin | 908,196 | 135,599 | 1,043,795 | 1,029 | 15,052 | 5,017 | 20,069 | 21,098 | 924,277 | 740 | 140,616 | 1,064,893 | 15,986 | 1,080,879 | |
| Wyoming | 138,210 | 14,399 | 152,609 | 1,032 | 2,049 | 683 | 2,732 | 3,764 | 141,291 | 905 | 15,082 | 156,373 | 1,511 | 157,884 | |
| Dist. of Col. | 203,820 | 1,450 | 205,270 | 1,831 | 1,773 | 591 | 2,364 | 4,195 | 207,424 | 1,071 | 2,041 | 209,465 | 863 | 210,328 | |
| Total Percentage | 39,898,145 88.58 | 4,258,266 9.46 | 44,156,411 98.04 | 80,645 0.18 | 605,740 1.35 | 194,540 0.43 | 800,280 1.78 | 880,925 1.96 | 40,584,530 90.11 | 762 | 4,452,806 9.89 | 45,037,336 100.00 | 488,568 | 45,525,904 | Total 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.

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 from onhighway use were based on

exemptions, and rerunds. Satismates for others that report no exemptions or rerunds 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 betained by dividing total highway fuel consumption by total motor-vehicle registrations (Table M-1, 1952). 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.

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 gallomage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in this analysis to cover losse in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1952 L

| STATE | | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New 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 Gol. | Total | eported in the |
|-----------|------------------|--|--|--|---|--|---|---|--|--|---|--|--|------------|---|
| TOTAL | 1,000 Gallons | 638,548 325,855 451,316 4,089,438 | 523,623 587,505 116,569 1,065,580 | 939,497 229,349 2,607,795 1,398,875 | 1,028,349 826,866 650,082 629,256 | 255,950 638,933 1,043,519 2,136,911 | 1,007,953 504,389 1,372,137 262,017 | 510,346 105,817 143,798 1,450,815 | 292,813 3,000,812 1,105,519 284,033 | 2,488,737 783,254 591,899 2,509,380 | 181,099 567,322 298,465 802,492 | 3,090,412 244,823 107,709 966,208 | 765,312 405,436 1,080,879 157,884 210,328 | 45,525,904 | 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. |
| DECEMBER | 1,000 Gallons | 61,017 30,616 36,938 348,368 | 38,458 50,686 9,688 101,774 | 82,004 15,340 220,127 110,630 | 69,269 62,065 54,163 56,717 | 19,982 54,520 91,707 181,822 | 70,924 38,332 111,838 16,995 | 35,942 8,207 11,154 123,996 | 24,778 252,779 94,445 16,104 | 206,272 65,318 43,972 212,449 | 15,716 49,888 19,292 76,226 | 270,514 18,456 8,064 84,470 | 61,403 35,338 82,703 10,947 18,219 | 3,780,632 | months of the to |
| NOVEMBER | 1,000 Gallons | 55,751 26,363 35,392 338,615 | 37,265 47,524 8,938 86,106 | 75,641 17,046 201,254 109,295 | 73,499 55,796 50,730 51,171 | 19,877 50,293 32,275 167,900 | 71,230 40,882 103,773 17,648 | 36,133 8,160 10,553 113,450 | 23,663 235,132 85,480 17,522 | 200,967 57,704 45,548 200,207 | 14,343 46,064 22,434 63,643 | 240,233 19,447 8,272 74,204 | 60,544 34,291 76,914 10,827 16,716 | 3,546,715 | segregation by losses allowed f |
| OCTOBER | 1,000 Galions | 60,369 27,824 40,808 359,878 | 44,913 52,289 10,506 83,244 | 82,007 21,326 242,329 130,700 | 99,379 69,805 57,248 59,399 | 23,460 57,894 93,506 194,883 | 98,095 42,523 124,051 21,155 | ⁴⁶ ,595 9,920 13,058 126,305 | 25,231 274,561 103,344 24,699 | 225,650 65,462 51,757 227,142 | 16,397 50,045 28,412 64,396 | 265,498 22,421 9,896 87,197 | 67,637 36,667 99,207 14,390 17,917 | 4,071,335 | le G-22 gives a, and includes |
| SEPTEMBER | 1,000 Gallons | 57,588 26,191 40,110 354,352 | 48,576 50,291 10,116 78,021 | 77,084 23,156 226,762 121,882 | 89,557 74,036 55,022 53,541 | 23,906 55,223 89,770 184,629 | 96,187 45,089 118,040 24,017 | 45,201 10,290 12,782 121,499 | 24,896 257,744 96,452 33,420 | 216,337 66,865 55,799 217,767 | 15,377 47,316 29,792 68,679 | 254,485 23,453 9,971 83,974 | 68,207 34,573 98,923 15,093 16,792 | 3,948,833 | notes to Table G-21). Table final column of Table G-21, highway and nombighway uses |
| AUGUST | 1,000 Gallons | 57,560 26,722 36,661 373,555 | 74,936 10,584 82,138 | 79,372 25,356 225,383 118,590 | 85,576 75,025 57,436 52,955 | 28,810 57,732 98,213 202,405 | 104,570 43,542 117,547 30,919 | 45,618 11,368 16,358 135,968 | 26,829 289,796 90,125 36,692 | 214,561 69,903 59,700 228,829 | 17,210 49,115 34,657 63,876 | 254,691 24,164 12,027 85,516 | 74,437 37,167 106,434 19,436 17,411 | 14,121,861 | notes to Tai final column |
| JULY | 1,000 Gallons | 57,929 28,496 39,594 362,084 | 56,265 55,032 11,053 84,449 | 80,384 24,116 230,666 127,562 | 102,568 83,054 58,259 52,671 | 29,020 58,945 99,906 199,155 | 103,847 43,165 120,489 31,972 | 56,916 11,473 16,105 135,544 | 27,482 291,500 92,056 32,546 | 227,452 69,816 60,575 229,617 | 17,321 50,031 32,811 71,446 | 272,549 24,934 12,100 88,438 | 74,982 36,631 114,880 19,133 16,999 | 4,224,130 | ble le see |
| JUNE | 1,000 Gallons | 56,117 27,142 40,157 346,354 | 47,049 50,437 10,324 82,230 | 77,253 21,406 231,476 124,246 | 95,191 87,689 53,986 50,320 | 23,315 54,687 90,124 177,969 | 91,263 41,734 121,877 26,063 | 47,610 10,445 12,925 122,231 | 25,826 260,483 94,431 26,526 | 212,954 77,979 53,44,5 215,073 | 15,534 47,367 31,527 68,599 | 267,148 22,181 10,079 82,025 | 67,174 33,912 94,945 14,994 17,592 | 3,961,448 | onswaption. Ta by months, Tab els by months (|
| MAY | 1,000 Gallons | 60,039 26,852 38,480 347,435 | 44,982 51,235 10,630 65,742 | 81,561 21,030 246,032 129,896 | 114,992 79,473 60,675 55,00 | 22,230 56,986 88,350 183,486 | 105,891 43,899 129,752 25,029 | 51,095 8,967 12,508 125,791 | 23,992 263,556 93,197 32,211 | 219,626 70,746 52,220 222,885 | 15,961 48,042 30,427 57,667 | 270,164 20,112 9,360 83,247 | 66, 434 36,028 104, 728 12, 454 19,371 | 4,070,608 | of motor-fuel c ves highway use e of special fu |
| APRIL | 1,000 Gallons | 50,277 27,401 38,658 339,717 | 43,881 46,440 9,682 92,729 | 80,764 20,579 231,201 124,327 | 100,314 65,105 53,748 51,678 | 17,848 51,904 82,490 186,117 | 80,659 43,743 120,673 24,308 | 46,633 8,121 10,073 116,887 | 23,625 234,314 97,247 30,380 | 206,447 64,497 49,525 206,649 | 14, 392 47, 445 20,694 69,840 | 261,379 20,755 7,595 31,079 | 64,576 28,505 89,984 12,306 17,844 | 3,828,236 | ng an analysis , Table G-23 gi |
| MARCH | 1,000 Gallons | 56,070 25,395 35,717 305,918 | 33,597 43,734 8,465 98,480 | 77,516 14,522 188,311 102,022 | 64, 166 52, 689 78, 687 78, 687 854, 84 | 15,892 46,118 80,277 149,744 | 60,010 43,504 100,593 14,251 | 31,552 °,854 9,376 104,593 | 22,289 221,167 91,025 11,764 | 192,238 60,415 42,927 186,999 | 13,413 45,381 15,780 65,085 | 252,355 14,991 6,822 74,551 | 58,048 30,779 67,879 8,939 17,577 | 3,370,105 | rough G-25) givi i nonhighway use |
| FEBRUARY | L,000 Gallons | 52,203 25,881 32,506 309,907 | 38,461 42,785 8,128 97,332 | 71,622 13,225 183,591 107,724 | 67,160 61,581 18,463 16,564 16,564 | 15,217 45,814 72,654 151,121 | 62,323 39,943 101,506 15,219 | 32,727 6,377 9,113 112,958 | 21,869 208,703 82,045 11,412 | 179,368 57,351 36,320 180,142 | 12,574 42,665 16,669 16,669 59,195 | 238,971 17,591 6,707 69,825 | 51,925 32,057 70,831 10,007 16,695 | 3,297,233 | series (G-21 thr ween highway and |
| JANUARY | 1,000 Gallons | 53,628 26,972 36,095 303,255 | 35,240 42,646 8,455 93,305 | 73,989 12,247 180,663 92,001 | 66,678 57,547 50,465 50,770 | 16,393 46,817 74,247 157,674 | 62,954 37,983 101,998 14,441 | 34,324 5,635 9,793 111,609 | 22,333 211,077 85,672 10,757 | 186,865 57,198 38,111 181,621 | 12,861 43,903 15,970 63,838 | 242,425 16,318 5,816 71,682 | 49,945 29,548 73,451 9,358 17,195 | 3,304,768 | 1/ This table is one of a series (0-21 through 0-25) giving an analysis of actor-fuel consumption. Table edgigues to bettern infaltively and honlighery use by Table 6-2 gives the segregation bettern infaltively and honlighery use by a great findle 6-2 gives infaltively use by months, Table 6-2 gives infaltively use of sectial fuels by months (see 6-2) gives infaltively use of sectial fuels by months (see |
| STATE | | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New 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. | Total | 1/ This tab G-21 gives the |

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1952 1/

Table G-23, 1952 Issued July 1953

| STATE | JANUARY | FEBRUARY. | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | TOTAL | STATE |
|--|---|---|---|--|--|--|--|--|--|--|---|---|---|--|
| 34.12 | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gellons | 1,000 Gallons | 1,000 Gellons | 1,000 Gallons | 0.1.12 |
| Alabama | 50,970 | 48,087 | 50,792 | 53,631 | 52,665 | 51,339 | 55,175 | 54,148 | 54,454 | 57,326 | 53,658 | 58,977 | 641,222 | Alabama |
| Arizona | 24,180 | 23,018 | 22,307 | 24,272 | 23,461 | 23,633 | 25,174 | 23,913 | 23,024 | 24,821 | 23,847 | 28,218 | 289,868 | Arizona |
| Arkansas | 33,852 | 28,877 | 31,448 | 33,512 | 32,528 | 36,121 | 36,921 | 33,463 | 37,207 | 38,058 | 33,465 | 35,004 | 410,456 | Arkansas |
| California | 278,599 | 284,357 | 280,948 | 311,957 | 317,049 | 315,723 | 330,731 | 343,410 | 324,681 | 329,146 | 312,643 | 319,934 | 3,749,178 | California |
| Colorado | 31,435 | 34,481 | 28,620 | 36,379 | 35,825 | 36,663 | 44,225 | 45,581 | 38,687 | 37,202 | 32,398 | 34,082 | 435,578 | Colorado |
| Connecticut | 39,547 | 40,231 | 41,330 | 44,096 | 48,282 | 47,763 | 53,286 | 51,709 | 48,096 | 49,597 | 45,262 | 48,576 | 557,775 | Connecticut |
| Delaware | 7,962 | 7,676 | 7,944 | 8,844 | 9,501 | 9,192 | 10,127 | 9,817 | 9,110 | 9,627 | 8,251 | 9,219 | 107,270 | Delaware |
| Florida | 80,235 | 83,831 | 84,334 | 78,673 | 74,786 | 70,849 | 72,332 | 70, 3 29 | 66,480 | 71,114 | 73,772 | 87,616 | 914,351 | Florida |
| Georgia | 70,684 | 66,141 | 70,550 | 72,438 | 72,303 | 71,231 | 76,568 | 74,587 | 72,898 | 77,843 | 72,811 | 79,076 | 877,130 | Georgia |
| Idaho | 10,944 | 12,071 | 12,968 | 17,793 | 17,684 | 17,369 | 19,525 | 20,180 | 19,765 | 18,391 | 15,645 | 14,311 | 196,646 | Idaho |
| Illinois | 162,972 | 165,416 | 161,218 | 191,989 | 207,057 | 187,041 | 185,533 | 193,511 | 194,643 | 205,701 | 171,029 | 195,977 | 2,222,087 | Illinois |
| Indiana | 82,945 | 99,681 | 91,365 | 110,222 | 113,740 | 103,974 | 108,521 | 104,062 | 104,103 | 114,096 | 96,401 | 101,037 | 1,230,147 | Indiana |
| Iowa | 48,790 | 55,985 | 56,246 | 82,870 | 91,843 | 62,600 | 75,085 | 57,290 | 67,494 | 79,389 | 58,289 | 53,245 | 789,126 | Iowa |
| Kansas | 51,250 | 54,912 | 42,791 | 50,819 | 57,484 | 64,549 | 49,622 | 52,457 | 46,100 | 45,215 | 42,583 | 54,117 | 611,899 | Kansas |
| Kentucky | 48,314 | 46,284 | 47,065 | 50,194 | 56,547 | 50,002 | 54,955 | 54,669 | 51,970 | 54,430 | 48,314 | 51,992 | 614,736 | Kentucky |
| Louisiana | 47,662 | 43,003 | 42,886 | 45,765 | 48,698 | 46,006 | 49,383 | 49,452 | 49,261 | 55,534 | 48,267 | 53,906 | 579,823 | Louisiana |
| Maine | 15,002 | 14,356 | 15,188 | 16,888 | 20,955 | 21,910 | 27,067 | 27,311 | 21,995 | 21,889 | 18,810 | 18,745 | 240,116 | Maine |
| Maryland | 44,861 | 43,844 | 45,715 | 48,325 | 52,656 | 49,508 | 53,864 | 52,520 | 51,088 | 54,252 | 47,226 | 52,244 | 596,103 | Maryland |
| Massachusetts | 71,967 | 70,539 | 78,108 | 80,024 | 85,815 | 87,587 | 97,153 | 95,633 | 87,366 | 90,807 | 79,886 | 88,984 | 1,013,869 | Massachusetts |
| Michigan | 137,773 | 132,176 | 128,685 | 163,020 | 156,312 | 147,757 | 169,366 | 172,177 | 151,776 | 165,900 | 146,457 | 158,234 | 1,829,633 | Michigan |
| Minnesota | 57,215 | 56,117 | 52,703 | 64,304 | 79,908 | 65,190 | 75,616 | 77,955 | 73,894 | 79,736 | 59,830 | 62,889 | 805,357 | Minnesota |
| Mississippi | 35,880 | 36,609 | 39,542 | 38,889 | 38,502 | 38,101 | 40,647 | 40,599 | 42,348 | 39,950 | 38,924 | 36,495 | 466,486 | Mississippi |
| Missouri | 95,186 | 94,504 | 89,825 | 106,295 | 113,401 | 104,734 | 104,675 | 105,837 | 101,671 | 106,772 | 89,415 | 103,229 | 1,215,544 | Missouri |
| Montana | 12,810 | 13,094 | 11,460 | 18,746 | 19,656 | 19,118 | 22,963 | 19,854 | 15,173 | 17,220 | 15,287 | 15,258 | 200,639 | Montana |
| Nebraska | 32,239 | 30,722 | 28,319 | 41,293 | 42,647 | 39,151 | 46,425 | 38,229 | 36,060 | 38,706 | 30,241 | 32,435 | 436,467 | Nebraska |
| Nevada | 4,930 | 5,860 | 6,024 | 6,969 | 8,065 | 9,251 | 10,293 | 9,994 | 9,259 | 9,057 | 7,429 | 7,489 | 94,620 | Nevada |
| New Hampshire | 9,468 | 8,849 | 9,098 | 9,770 | 12,108 | 12,431 | 15,671 | 15,817 | 12,319 | 12,693 | 10,189 | 10,827 | 139,240 | New Hampshir |
| New Jersey | 106,335 | 104,845 | 99,788 | 111,854 | 120,820 | 118,012 | 130,601 | 133,584 | 115,707 | 120,339 | 108,611 | 119,155 | 1,389,651 | New Jersey |
| New Mexico | 20,419 | 19,741 | 19,841 | 20,997 | 21,079 | 22,770 | 24,965 | 24,132 | 21,909 | 22,637 | 21,514 | 22,789 | 262,793 | New Mexico |
| New York | 195,144 | 192,287 | 204,056 | 214,317 | 243,195 | 236,487 | 265,184 | 265,581 | 233,160 | 248,942 | 217,082 | 232,458 | 2,747,893 | New York |
| North Carolina | 79,603 | 75,676 | 84,079 | 88,873 | 84,306 | 86,186 | 85,390 | 84,776 | 89,185 | 95,262 | 78,392 | 86,962 | 1,018,690 | North Caroli |
| North Cakota | 7,866 | 7,574 | 9,245 | 12,365 | 14,177 | 15,448 | 17,291 | 16,605 | 14,631 | 14,613 | 12,017 | 10,664 | 152,496 | North Dakota |
| Ohio | 172,005 | 168,535 | 181,422 | 192,334 | 203,169 | 195,387 | 202,842 | 194,052 | 197,114 | 209,415 | 186,821 | 189,551 | 2,292,647 | Ohio |
| Oklahoma | 49,461 | 48,495 | 51,373 | 54,716 | 55,438 | 57,083 | 55,996 | 56,726 | 55,372 | 56,798 | 52,345 | 57,994 | 651,797 | Oklahoma |
| Oregon | 34,418 | 35,219 | 38,627 | 44,001 | 46,562 | 46,698 | 51,308 | 52,074 | 49,363 | 46,546 | 40,497 | 38,895 | 524,208 | Oregon |
| Pennsylvania | 174,635 | 172,399 | 179,909 | 196,663 | 211,949 | 201,635 | 214,711 | 216,182 | 202,336 | 215,325 | 191,607 | 203,526 | 2,380,877 | Pennsylvania |
| Rhode Island | 12,628 | 12,342 | 13,143 | 14,156 | 15,669 | 15,244 | 16,896 | 16,895 | 14,978 | 16,020 | 14,086 | 15,401 | 177,458 | Rhode Island |
| South Carolina | 40,728 | 39,347 | 41,823 | 43,452 | 43,801 | 43,677 | 47,145 | 46,794 | 43,865 | 46,160 | 42,499 | 46,029 | 525,320 | South Caroli |
| South Dakota | 10,211 | 9,820 | 12,587 | 14,199 | 15,432 | 16,400 | 17,448 | 19,705 | 16,285 | 16,746 | 15,323 | 13,640 | 177,796 | South Dakota |
| Tennessee | 60,540 | 55,500 | 60,639 | 64,076 | 60,530 | 62,300 | 66,390 | 60,132 | 64,109 | 59,134 | 59,826 | 72,128 | 745,304 | Tennessee |
| Texas | 217,032 | 208,078 | 218,383 | 217,658 | 218,039 | 219,340 | 246,190 | 229,335 | 224,028 | 237,835 | 215,292 | 251,420 | 2,702,630 | Texas |
| Utah | 14,768 | 15,802 | 13,444 | 17,642 | 16,773 | 18,091 | 20,246 | 18,859 | 19,844 | 19,020 | 17,593 | 16,945 | 209,027 | Utah |
| Vermont | 6,516 | 6,428 | 6,507 | 7,237 | 8,840 | 9,401 | 11,511 | 11,334 | 9,439 | 9,514 | 7,860 | 7,762 | 102,349 | Vermont |
| Virginia | 67,408 | 65,104 | 67,782 | 74,747 | 77,406 | 74,058 | 82,973 | 78,353 | 78,129 | 81,436 | 67,502 | 79,323 | 894,221 | Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 46,179 28,660 66,827 8,382 16,985 | 47,958 31,140 63,635 8,979 16,489 | 52,843 29,776 59,442 7,954 17,323 | 59,645 27,387 78,802 11,034 17,652 | 61,072 34,765 88,722 11,190 19,170 | 60,862 32,621 75,660 13,398 17,289 | 68,065 35,290 93,166 17,199 16,749 | 66,716 35,885 87,773 17,350 17,186 | 61,353 33,240 79,997 13,551 16,507 | 62,563 35,451 86,491 12,863 17,647 | 56,303 33,185 68,012 9,731 16,460 | 55,725 34,331 75,750 9,660 17,967 | 699,284 391,731 924,277 141,291 207,424 | Washington West Virgini Wisconsin Wyoming Dist. of Co. |
| Total | 3,024,422 | 3,006,114 | 3,047,465 | 3,391,784 | 3,561,582 | 3,426,840 | 3,698,459 | 3,644,533 | 3,465,024 | 3,635,229 | 3,212,887 | 3,470,191 | 40,584,530 | 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.

NONHIGHMAY USE OF GASOLINE IN 1952 LV

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

Zep1e G-Sη' 1025

| | | | | Vacil dai | <u>√€ (31.41</u> | CONTO | | L | L | Ov Iveni | JATOT -NOM | |
|--|-----------------------------|----------------------------------|-------------------------------|--|--|--|--|---|--|-------------------------------------|--|--|
| STATE | - TEOGEN | SNIAAM | DOMESTIC | COMSTRUC- TION TION | INDUSTRIAL THA THA COMMERCIAL L L L L L L L L L L L L | NOITAIVA | TOTAL | - JUSIADA JANUT Seu | TATOT | CELTIC CELTICO | XAWEDIH Seu \s | EIVIS |
| | Gerrrons 7,000 | T,000 | Geffone T ¹ 000 | GeTTone T*000 | T,000 | T,000 | T,000 | 000'T | 7,000 1,000 | 1,000 | gerjjons 7°000 | |
| Alabama Arizona Arkansas California | 79 - | 2) 555 - - - | - - - - | τ 8η'τ τ 968 | 266'En 6En'n | 155,500 (2,679) 10,910 | .445,51 (2,879) 246,512 | (565,01) (712 (725,01) (755,01) | 249'40E (972'ET) 950'TE (992'9) | 192'1E | 249'40£ 192'1E* 950'1E 881'6E* | lebena rizona rkenses slifornia |
| Colorado Connecticut Delaware Piorida | - - 1 ₁ 9T | - 562 929 - | 9L - - | - 5 ⁹⁹ 'T | - 169'T 265'9T 848'E | (80,560) 283 2,523 24,004 | 29,759 2,735 2,273 (80,560) | - 489 888 887 64 | \$6,87 \$52,52 72,97 (60,5,08) | 959'98T - - - | 266,87 522,25 526,55 526,857 | obstoi moeticut sisvai abito |
| algaceD odabI stontLII anatbnI | E68'τ 9≤1'1 - - | 520 340 370 370 372) | - - 887 85 | 904°E 55E°S - - | 808.5 438.25 244.05 | (801,13) 504,1462 54,1462 545,146 | (5%,2) 6,317 715,265 43,364 | 101,646 220,559 22,620 26,610) | (26,933) 29,437 29,624 29,020 | - - - ηε6'ης | 95°655 95°655 45°65 96°95* | ergie ofs stonit statie |
| Ionzelene Kentucky Konzelene | 2,705 - - - | - - - (8††(8) | - SS - - | - STL'E TZT'T | 847,71 - - - | (17°039) (17°535) (17°039) (17°039) | 20,912 (11,522) 26,932 20,912 | (986,81) (188,01) 176,631 (886,81) | \$78'78) (\$2'763) \$78'78) \$78'78) | 269°9E | 998'9E# 269'42# E06'6TZ | we nese ntucky utsiene |
| Maine Maryland Massachusetts Michigan | 9 - | 243 740°T 747°E 252°E | - ⊊at - | टटा 'ऽ - - - | 429'45T 245'2 264'9 9TE'2 | 201,111 142,01 961,5 666 | 166'TLT #51'#T 096'ZT 085'9 | 07T'96 159'5 299'5 | 26, 201 50, 508 50, 508 508 508 508 508 508 508 508 508 508 | - | 26, 197 33, 703 12, 608 12, 197 | ari Tylend stteendosse chigen |
| Minnesota LigitasissiM LinessiM AnsinoM | 45 475,5 65 071 | - | 61 - - | - 99T - | ₹59°E ₹45°4 £40°E £0€°8 | TOL'E 052'9E 045'3 TOL'E | 25,706 5,831 44,265 7,696 | 209'68 96'12 96'177 209'197 | 26,313 27,327 27,327 284,108 | = | 56,527 57,527 57,527 54,508 54,508 54,508 54,508 54,508 54,508 | mesote tqtiasis: truos: anstr |
| Mebraska Mew Mampshire Mew Jersey | 695'T T \$£8'T | - 939 | 19 £ - - | - 563 730 | - 896 857 - | 156°2t 112 161°4 156°2t | 665'4E 661'T 2T6'9 (091'4) | (STE'SS) 086'3 (STE'SS) | (564,622) 548,6 675,5 445,54 | - - - της'η9 | 445,544 2,542 9,842 443,444 444,544 | breske v Hempshire v Jersey |
| New Mexico Morth Carolina Morth Carolina | - 62°t 7°589 | - 644,5 84,5 84 | - 8 - от | 97L6 6 6 7 6 7 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | 213,25 513,25 768 768 | 8,1455 98,1458 7,495 1,495 | 49T'Z 26'6E 64T'OST 69'TT | 59116ST 68,752 68,775 75,165 75 75 75 75 75 75 75 75 75 75 75 75 | 56,551 67,509 26,7509 24,509 24,509 | - - | 56,551 67,509 207,979 24,639 | w Mexico rth Carolina rth Carolina |
| Opto Opto Opto | - | ο ι ς'τ - - | : | : | - ε90'zz εθτ'η | (005,81) (005,81) | (005,81) \$83,71 (763,6) | 755,101 27,72 27,72 | (005,81) \$90,92 (768,9) | 5ο\$'τοτ - \$ z τ'ο\$τ | \$05'70T* \$90'65 \$70'6TT \$87'0\$T | io Lahoma egon nnsylvania |
| Rhode Island South Carolina South Dakota Tennessee | - - 300 300 | - (184) 09E | - - - | - | - 8η Δ΄ τ (5τη) 8 | 180 (\$.596) 1,344 20,370 | 3,118 (3,492) 5,118 5,05 5,05 5,05 5,05 5,05 5,05 5,05 5,0 | 25, 69, 52 (115, 71) (126, 71) (126, 71) | 007 (20,800) (20,680 (20,05) | - 065 <u>'</u> 46 | 19ε'εη 089'9ττ 0ες'ηε* 001 | ode Igland outh Carolina outh Dakota imeseee |
| Texas Utah Vermont Virginia | 9LT'LT | - - - | - - - | - - 919'01 | 149 ' ET | (850,6) (850,6) (79¢,4) | 886,011 (5926) (796,4) | - - - - - - - - - - - - - - - - - - - | (850,858 (850,8) (739,4) | 901'85 456'E 9ET'TE | 901'85 456'E* 9E1'1E* EL9'ESE | sax fie recont stnist |
| Weshington West Virginia Wisconsin Wyosing Dist. of Col. | \$90'8 - - | 5,884 - - - - | | - - - - | - 56'T 7'85 7'60 | (1/21°E) 695'9 026'T 226'17 | - (1/27°E) 20°E'9E 58°E 95°E'11 | 762,69 677,6 677,6 686,51 | (4/1, 6) 662, 251 486, 7 741, 82 | 05ή°τ 66ε°ήτ - - | 05†'T 66EԠT* 665'SET 49E'L L4T'8S | shington st Virginia sconsin oming st. of Col. |
| Partial Totals | ££6,87 | 987, ds | ο22°τ | oղL'65 | t95°E64 | T\$0°2 11 9 | τ `3 05 ` 58τ | 7,180,437 | 3,482,728 | - | - | \Z afatoT faitr |
| Percentage | | - | - | - | - | - | 98.78 | 79.59 | 3,482,728 | - 8E2,2TT | 992'852'4 | rcentage alator ili |

but did not report the total nonhighway use, and (4) some States falled to report a classification of exemptions or refunds according to use. Asterisis (*) indicate States for which it was necessary to exemptions or refunds according to use.

 (Construction" is included with "industrial and commercial" in the classification of some States.
 Τotals for 3μ States for which complete classification of nonhighway use was reported. $\frac{3}{2}$ 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 non-highway uses are also given in the classified columns in parentheses, but are not added to the column estimate a portion, or all, of the nonhighway use.

months. See notes to Table G-21. Date on purivate and commercial nonhighway use of motor-vehicle that were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is im-Ly This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption.

Table G-22 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, and Table G-25 gives highway use of special fuels by souths, Table G-25 gives highway use of special fuels by secretary and the constant of the consumption.

coming within the purview of the tax, (2) a few States do not allow exemptions or retunds for non-highway use of motor fuel, (3) some States allow exemptions or retunds for certain nonhighway uses possible because (1) there are considerable differences among the States in the definitions of fluids

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1952 1/

Table G-25, 1952 Issued July 1953

| | | | | | | | | | | ,,, | | | | | |
|---|-------------------------------------|---------------------------------|--------------------------------|--------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|--------------------------------------|---|
| STATE | TAX RATE PER GALLON, DECEMBER 31 2/ | JANUARY | PEBRUARY | MARCE | APRIL | мау | JUMB | JULY | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | TOTAL | STATE |
| | Cents | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gallons | 1,000 Gellons | 1,000 Gallons | |
| Alabama Arizona Arkansas California | 6 5 6.5 4.5 | 656 1,428 442 11,598 | 586 1,585 370 11,819 | 620 1,505 320 12,767 | 637 1,473 352 13,141 | 649 1,471 381 13,288 | 628 1,573 346 14,379 | 615 1,668 390 13,874 | 670 1,694 451 16,274 | 690 1,717 514 14,803 | 827 1,677 420 16,295 | 698 1,831 491 13,978 | 1,038 1,815 464 13,252 | 8,314 19,437 4,941 165,468 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 6 4 5 7 | 1,071 708 64 1,423 | 1,101 558 59 1,425 | 980 631 67 1,369 | 1,215 681 67 1,362 | 1,126 634 68 1,177 | 1,286 724 79 1,127 | 1,277 715 75 989 | 1,259 651 78 987 | 1,448 771 73 995 | 1,413 768 82 1,096 | 1,448 803 71 1,224 | 1,350 779 71 1,436 | 14,974 8,423 854 14,610 | Colorado Connecticut Delaware Florida |
| Georgia Idaho 3/ Illinois Indiana | ř 2 | 1,222 381 3,500 1,197 | 1,085 416 3,360 1,166 | 1,169 420 3,307 1,242 | 1,301 594 3,334 1,150 | 1,581 605 3,144 1,184 | 1,345 609 3,084 1,149 | 1,268 690 3,292 1,145 | 1,276 721 3,263 1,246 | 1,194 659 3,181 1,406 | 1,525 609 3,688 1,506 | 1,349 486 3,182 1,379 | 1,353 441 3,850 1,458 | 15,668 6,631 40,185 15,228 | Georgia Idaho 3/ Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | \$ 5 7 7 | 971 907 326 506 | 1,051 806 402 650 | 1,167 744 390 541 | 1,622 900 413 579 | 2,217 905 407 636 | 2,351 867 430 598 | 2,626 887 403 596 | 2,561 876 419 751 | 2,597 985 417 778 | 2,462 967 440 843 | 1,772 916 448 747 | 1,418 972 475 662 | 22,815 10,732 4,970 7,887 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 6 5 4.3 4.5-6 | 168 349 536 1,145 | 153 482 403 627 | 165 556 559 1,053 | 148 467 626 1,002 | 173 621 648 1,010 | 177 480 720 945 | 201 571 677 956 | 201 575 673 1,242 | 194 576 834 536 | 218 642 802 1,377 | 193 599 708 1,133 | 215 624 610 1,258 | 2,206 6,542 7,796 12,284 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 5 8 3 6 | 580 572 1,463 832 | 593 584 1,324 882 | 538 631 1,374 738 | 600 622 1,346 1,152 | 610 616 1,543 1,036 | 641 608 1,425 1,094 | 667 648 1,400 1,162 | 746 648 1,605 1,165 | 743 675 1,520 1,243 | 859 637 1,582 1,038 | 760 619 1,574 1,035 | 932 581 1,676 1,008 | 8,269 7,441 17,832 12,385 | Minnesota Mississippi Missouri Montana |
| Hebraska Hevada Hew Hampshire Hew Jersey | No Tax 5.5 5 | 654 52 3,133 | 747 43 2,616 | 727 42 3,137 | 845 43 3,014 | 905 50 3,003 | - 964 60 2,871 | 965 46 3,276 | - 991 50 3,173 | 972 48 3,133 | 1,063 66 3,346 | - 929 59 3,095 | 1,222 49 3,356 | 10,984 608 37,153 | Nebraska Nevada New Hampshire New Jersey |
| Hew Mexico Hew York Horth Carolina Horth Dakota | 6 4-6 7 5 | 1,125 3,848 1,247 214 | 1,119 3,777 1,252 214 | 1,174 4,183 1,232 295 | 1,128 3,988 1,243 277 | 1,117 4,035 1,182 396 | 1,236 3,907 1,263 494 | 1,298 4,026 1,213 580 | 1,264 3,874 1,320 606 | 1,316 3,614 1,358 627 | 1,071 4,803 1,350 537 | 1,727 4,255 1,369 662 | 1,425 3,638 1,338 356 | 15,000 47,948 15,367 5,258 | Hew Mexico Hew York Horth Carolina North Dakota |
| Ohio Oklahoma Oregon 4/ Pennsylvania | 4 6.5 6 5 | 3,229 884 1,330 1,479 | 3,226 925 1,551 1,570 | 3,534 879 1,268 1,881 | 3,501 1,019 1,535 1,655 | 3,486 988 1,697 1,729 | 3,292 1,002 1,471 1,792 | 3,193 971 1,680 1,722 | 3,705 1,014 1,825 1,756 | 3,800 1,207 1,964 1,877 | 4,231 1,125 1,454 1,770 | 3,813 1,107 1,854 2,022 | 4,308 1,083 1,444 2,050 | 43,318 12,204 19,073 21,303 | Ohio Oklahoma Oregon ½/ Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 14 7 5 7 | 126 528 154 526 | 104 521 103 484 | 152 487 84 403 | 152 508 274 522 | 182 524 135 530 | 156 558 226 541 | 158 565 408 555 | 215 639 280 503 | 189 667 339 578 | 175 636 324 633 | 195 642 30 5 578 | 183 660 261 620 | 1,987 6,935 2,893 6,473 | Rhode Island South Carolina South Dakota Tennessee |
| Texas Utah Vermont Virginia | 4-6 5 No Tax 6 | 4,096 944 - 1,369 | 3,797 975 1,635 | 3,839 997 1,586 | 4,174 1,029 1,439 | 4,255 1,048 1,451 | 3,830 991 2,813 | 4,296 1,057 1,755 | 3,716 1,108 1,758 | 4,928 1,071 - 1,757 | 3,174 1,184 1,634 | 3,424 1,066 - 1,505 | 6,120 1,084 1,716 | 49,649 12,554 20,418 | Texas Utah Vermont Virginia |
| Washington West Virginia Wisconsin 5/ Wyoming | 6.5 5 4 4-5 | 1,658 427 - 554 427 | 1,473 464 - 576 | 1,581 444 - 556 | 1,576 408 636 | 1,540 518 - 656 | 1,675 487 725 | 1,759 526 728 | 1,796 535 748 | 1,833 496 - 791 | 1,873 529 714 | 1,811 495 - 630 | 1,841 512 - 713 | 20,416 5,841 8,027 | Washington West Virginia Wisconsin 5/ Wyoming |
| Dist. of Col. | 5 | | 406 | 432 | 449 | 494 | 542 | 530 | 575 | 71,696 | 616 74.081 | 563 | 635 | 805,552 | Dist. of Col. |
| Total | <u> </u> | 60,049 | 59,065 | 61,766 | 64,199 | 65,651 | 67,561 | 68,099 | 71,483 | 11,090 | /4,001 | 69,550 | 12,572 | 005,552 | TOCAL |

^{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 to table use by months, Table G-23 gives highway use by morpose of use. The special fuels given in this table are motor fuels other than gasoline, and consist primarily of diesel fuel and liquefied petroleum gases. The gallonage is included in Tables G-21, 22, and 23.

2/ See Table G-1, 1952 for comparison of State tax rates on gasoline and special fuels.

^{3/} Idaho levies a mileage tax in lieu of a gallonage tax on vehicles using special fuels. Gallonages reported here are estimates based on mileage-tax data.

4/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonages reported here include estimates for these vehicles based on mileage-tax data.

5/ Wisconsin taxes special fuels but does not segregate the gallonage from gasoline gallonage.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE 1

Table G-240 Issued July 1953

| EXEMPTED OR REFUNDED IN PERCENT OF | | | | | | STATES | | | | | | |
|---|--|---|--|---|--|--|---|---|--|--|---|--|
| TOTAL MOTOR FUEL CONSUMED DURING YEAR | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 |
| 0 - 4.9 | ALA N C ARK PA FLA R I GA S C KY TENN LA UTAH MAINE VY MASS W VA MISS WYO NEER D C N H | ALA PA ARK RI FLA S C GA UTAB KY VT LA W VA MISS MYO NEER | ALA PA ARK R I FLA S C GA UTAE KY WYO NEBR D C | ALA M H ARK PA PLA R I GA S C KY UTAH LA VT MISS WYO NEER D C | ALA H C ARK PA FIA R I GA 3 C KY UTAH LA VT MISS W VA NEER WYO N H D C | ALA N C ARK PA CONN R I GA S C KY TENN LA UTAH MAINE VT MASS VA MISS W VA NEER WYO N H D C | ALA PA ARK R I CONN S C GA TENN KY UTAH LA VT MAINE W VA MISS WYO N H D C | ALA PA ARK R I CONN S C GA UTAH KY VT LA W VA MISS WYO R H D C | ALA PA ARK R I CORN S C GA UPAH KY VT LA W VA MASS WYO N H D C | ALA RI ARK SC GA UTAH KY VT LA W VA MASS WYO N H D C PA | ALA PA ARK R I CONN S C GA UTAB KY VT MAIRE W VA MASS WYO N H D C | ALA PA ARK R I CONN S C GA UTAR KY VT MASS W VA N H WYO N J D C |
| 5.0 - 9.9 | CALIF MO CONN MEV DEL N J IDARO N Y IIL OBIO IND VA MD WASE MICE WIS | CORN N Y DEL N C MALRE TERN MD VA MASS WASH MICH WIS MO D C N H | DEL N H MAINE N C MASS TERN MICE WASH MISS W VA MO | DEL N C MAINE TENN MD VA MASS WASH MO W VA | CORIN N Y DEL GEICH MAIRE TENN MD VA MASS WASE MO | ARI7 NEV DEL N J FLA N Y IDAHO OHIO MD WASH | ARIZ NEBR CALIF NEV DEL N J FLA N Y MD CHIO MASS VA MO WASH | ARIZ NEV CALIF N J DEL N Y FLA N C MAINE OHIO MD TENN MASS VA MO WASH | ARIZ NEV CALIF N J DEL N Y FLA N C MAINE OHIO MD TENN MISS VA MO WASH NEBR | ARIZ NEV CALIF N J CONN N MEX DEL N Y FLA N C MAINE CHIO MD OREG MISS TENN MO VA MEER WASH | ARI7 N MEX CALIF N Y DEL N C FLA CHIO LA CREG MD TERN MISS VA MO WASH N J | ARIZ N MEX CALIF N Y DEL N C FLA OHIO LA OREG MAINE TENN MD VA MISS WASH |
| 10.0 - 14.9 | ARIZ OKLA COLO ORBG MINN TEXAS N MEX | ARIZ MEV CALIF N J COLO N MEX IDAHO OHIO ILL OREG IND | CALIF MD CORN N Y IDAHO OHIO ILL VA | ARIZ N J CALIF N Y CONN OHIO IDAHO WIS MICH | ARIZ NEV CALIF N J IDARO N MEX IND OREG | CALIF N MEX ILL OREG IND WIS MICH | IDAHO N MEX ILL OREG IND WIS | IDAHO N MEX ILL OREG IND WIS MICH | IDAHO N MEX ILL OREG IND WIS MICH | IDAHO MICH ILL TEXAS IND WIS | IDARO NEBR ILL NEV IND TEXAS MICH WIS | IDAHO MO ILL NEBR IND TEXAS MICH WIS |
| 15.0 - 19.9 | IOWA | iowa Minn Texas | ARIZ N MEX CCLO CREG IND TEXAS NEV WIS N J | COLO N MEX ILL OREG IND TEXAS NEV | COLO TEXAS ILL WIS MICH | COLO MINN TEXAS | COLO MICE N DAK 2/ TEXAS | COLO TEXAS | COLO MINN OKLA TEXAS | COLO OKLA | COLO MONT MINN OKLA | COLO OKLA MINN |
| 20.0 - 24.9 | MONT S DAK | MONT OKLA S DAK | MINN OKLA | MINN | MINN OKLA | MORT OKLA | MINN MONT OKLA | MINN OKLA | MONT | IOWA MINN MONT | IOWA | IOWA MONT KANS |
| 25.0 - 29.9 | KANS | | AWOI | IOWA OKLA | IOWA MONT | IOWA | IOWA S DAK | IOWA MONT | IOWA | KANS | KANS S DAK | |
| 30.0 - 34.9 | | KANS | S DAK | MONT S DAK | | KANS S DAK | KANS | KANS S DAK | KANS | S DAK | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| 35.0 - 39.9 | | | KANS | | KANS S DAK | | | | S DAK | | | S DAK |
| 40.0 - 44.9 | N DAK | | | KANS | | | | | | | | |
| 45.0 - 49.9 | | | | | | | | N DAK | N DAK | N DAK | N DAK | N DAK |
| 50.0 - 54.9 | | N DAK | | | | | | | | | | |
| 55.0 - 59.9 | | | N DAK | | | N DAK | | | | | | |
| 60.0 - 64.9 | | | | N DAK | N DAK | | | | | | | |

^{1/} Some States do not allow full refund or exemption for alleged nonhighway use. Gallonage on which partial refunds or exemptions were allowed is classified as refunded or exempted. This table does not include exempted or refunded use by Federal Government.

^{2/} North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

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| t eldat shff | | | T | T | | | | 7,71 | have been el | | | T | | | | |
|--|---|---|---|----------------------------------|---|--|--|--|---------------------------|------------------|---------------------------------|---|--|--|---|--|
| Let | · | £8 ° 7 | 2,128,102 | £90 ° 0τ | 5°7778°032 | 9 L S*6ST | 657 * 856 * T | £67 | 77°065 | εş | 582 | 77°650 | 6LE*0L6*T | 5,548 | TE8.730.L | TetoT |
| ngton Virginia ng ng of Col. | ัง จักสุขท | 5.9 5.4 7.8 7.8 8.9 | 71.0°6 965°1 951°17 968°61 006°87 | : | 72.0°6 865°2 951°17 9€8°61 00€°87 | 69 LZE *S ZL9 LZ6 *Z | tto*6 865*1 628*5E 191*6T ELE*57 | 2 8 7 | STE | : | 8 - - ετ | 8 ट ऽघर १ गा | 670°6 009°1 17°96 247°67 24°57 | - - 87 - | 670°6 225°1 171°9€ 211°61 28°57 | Mashington West Virginia Wisconsin Wisconsing |
| to V ato | 9 WWF | 2-4 * 2 2 3 3 5 6 | 165°95 892°5 108°11 179°361 | or: 't o't - | 122,157 5,268 5,268 5,591 | 99`T*¶ LSE*ST | 25°p52 2°598 11°931 100°800 | 3 - | - | 9 - | s - - | οτ _ 8 _ | 25°7°32 2°5°68 77°638 70°800 | 109 127 277 | 25°359 2°55 3°57 10°900 10°900 | Texas Utah Vermont Virginia 7 |
| Island Carolina Dakota ssee | 7777 | ک د ۲ | 71°51'S 11°64'T 11°64'S 11°54'S 11°54'S | - 665 - | 8,12,17 86,112 216,112 | ELOM 6EE'S TI6 MST | 698°05 960°6 918°16 960°1 | ; ; | - 10 2,945 2,945 | π : | € - - | - 773 37 070,ξ | \$55*8E \$25*8E \$60*L | - 19 89 - | 6E6*E5 \$40*6 484*8E 460*L | Rhode Island South Carolin South Dakota Tennessee |
| Aunc L r Alusaria | 5 9 5*9 7 | \$ 9 \$*9 | 086°LZT 061°66 567°44 748°46 | 7,038 2,038 | 756,658 23,730 12,097 91,844 | 7 <u>7</u> 297€ 2°859 | 785'92T 892'0E 260'E7 810'68 | | τις | | - | - បេ <u>-</u> | 785°92T 90°506 73°908 80°68 | 617 11 - - | 501°921 761°06 79°608 809°618 | Ohio Oklason IV Oragon IV |
| ozico bri Carolina Dakota | V-140 | ऽ १ १ - १ * १ | 871,71 827,211 528,67 528,61 | æt_ Lst*t | 871,71 528,67 507,61 507,61 | 025°9 016°T 896°E 1991°T | E8T*L 258*TL EE9*OTT 769*ST | 27 148 - | 777 5°208 - | - - s | - 92 - T | 777 5.534 5.634 5.63 5.63 5.63 5.63 5.63 5.63 5.63 5.63 | 1,324, 71,386 110,681 15,727 | - - - | 125°L 40°389 TO°881 12°151 | New Mexico New York North Carolin North Dakota |
| ske 100/ mpshire 1/ greey | ۳. درس درس درس | xef on 2.2 * 2 | 24,88 24,85 24,85 277,54 277,54 | - - - 17 91T | 75°212 7°720 7°921 5°999 | 2,570 207 273 2,853 | 39,922 1,277 22,098 | 69 - - Δτ | 54 17 17 | s . | 8€ - - | τι. ες εςτ | 22,230 1,357 7,277 39,993 | - 71 52 251 | 39,993 1,260 22,078 22,078 | New Jersey New Hempshire New Jersey |
| eto: Aqqte: Att | 2 N N N N N N N N N N N N N N N N N N N | 9 /8 8 * 5 | 72°529 50°539 50°539 70°539 70°539 | - | 72°573 56°58 34°138 78°339 | 3,306 2,702 3,306 9,025 | 11,986 20,586 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 11,986 | - - - 50 | οττ_ 96τ | s - | 9 - | 9 511 512 | 77°669 58°036 33°036 36°25 | 70 53 503 | 17°653 58°038 93°073 65°65 | Minnesota Mestasippi Mesouri Mentana |
| \[\] bru insetts \[\] res | 4.5 5 5 4.5 6 5 4.5 6 5 4.5 7 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | 9-4°ए * ६°ए ५ | 88°589 76°735 715°75 71°855 | τεη - - | 82°585 F3°001 31°215 IF°612 | 129 ° 9 111 ° 1 609 | 199°81 66°63 99°97 10°98 | ر ا ا | , , , , | | - - - s | 9 179 - E | 18°921 17°321 56°333 17°393 | 98£ - - 19 | 18°581 ↑1°68† 56°336 11°308 | Marylend [] Marylend [] Massechusetts Michigen |
| sus RA | 1 / S | 1 /8 2 5 7 | 55°65 58°65 66°66 66°66 | - 667 - | 20°220 73°135 30°62 30°68 | 5°57°07 1°6°52 5°67°07 8°684 | 30,702 29,357 14,702 36,310 | - 5 I | 21T 98 | 9 - 7 | - LE 0€T | 782 758 732 | 567 ° 87 702 ° 17 762 76 ° 62 768 | | 567°67 201°77 587°62 168°06 | Iowa Kangas Kentucky Louisiana |
| 8T. //2 | † † 9 | XaT old d | 25°871 96°88 75°888 22°279 | £26°T | τη8°25 699°96 75°368 6€7°η5 | 701°7 178°01 178°1 976°1 | LET*87 278*58 TL7*TT 660*65 | - - - | T96 719 ~ | · T T - | TO 5 1 | 266 E73 I | 62 1 *67 \$15*98 <i>6L</i> 7*TT 760*65 | - т9 - | 621'67 \$15'98 217'11 760'85 | styroed \[oright stontiii ansthal |
| ob trott: er a | 15T 9 | ۲ ۲ 9 | \$4,850 5,1450 5,746 898,898 | 787 - - - | 99°97 2°150 55°720 56°180 | 999 976 556°E | 96,611 5,252 22,256 25,229 | ाप ट ध्य | 68 1 °T | τ - | - | 1,233 2 14 - | 621,847 5.254 5.25,250 5.25 5.25 | - - - | 278°19 2°527 2°52 2°52 | Colorado Connecticut Delaware Florida |
| 88 85 81070 | 5*7 5*9 5 | 5°9 5°9 5 | 785,838 27,723 15,683 10,615 | - | 785°838 51°153 72°683 70°678 | 925 ° 91 १११ ११ <mark>०</mark> १८८ | 76,312 27,280 21,280 21,143 40,370 | 50 - - | 517 - 191 | τ - | ε - - | 57 577 57 7 7 7 7 7 | 566,832 181,812 1417,411 162,621 | 360 - 120 | 526°59t 767°22 777°71 777°07 | Alabama Artzona Arkansas California |
| | CENTS | CENTS | 000 _e £ 281ALIDŒ | 1,000 Eralion | DOLLARS 1,000 | DOLIARS | 1,000 Esfallod | DOLLARS | L,000 Shallod | L,000 DOLLARS | 1,000 Eralida | DOLLARS | 1,000 DOLLARS | DOLLARS 1,000 | 1,000 DOLLARS | |
| at at 2 | GYZOTINE | S\ Enlever (Dieser° Loeve Seecial | COLLECTIONS CHOSS TAX | EXPENSES BY DISTRIB- DEDUCTIONS | GROSS RECEIPTS BY STATE | REFUNDS TIAT | NET PECELPTS BY STATE | DISTRIB- UTORS AND DEALERS LICENSES | INSPECTION FIESS S | FINES AND | Becei Lie Ivaeone Wiecet- | IATOT | Tan Tatot Styleger | DEDICK TED REVENUE FROM FUEL FUEL FUEL FUEL | Cettou (a Latot ten Stateder | MATS. |
| | TAN XAT MUMU NO | PER CALLON | | RECEIPTS FRO | NO TAXAT MO | THE HOTOM | | OTHER RE | EILLE IN CON | MECLION MILH | MOTOR-FUEL | \d xat | | | | |

11 Weighted average rate.

for marine purposes.

1/ Some States they special taxes on certain out-of-State motor carriers to cover motor fuel used within the MC-1, state motor-carrier tax receipts - 1952m.

1/ Some State with purposes. The revenues from these taxes are not included in this table but are in table.

1/ Stax rates changed as follows during 1952; Louisians 9 to 7 cents, September 1; Missouri 2 to 3 cents, M14 1.

1/ Stax rates changed as follows during 1952; Louisians 9 to 7 cents, September 1; Missouri 2 to 3 cents, M14 1.

1/ Section of the follows the stallon is fancook county and 2 cents per gallon in Marriaon and Lackson for Section and Lackson for Section and Lackson for Section 1 to 5 cents per gallon is Mancook county and 2 cents per gallon in Marriaon and Lackson for Section 1 to 5 cents per gallon is Mancook county and 2 cents per gallon in Marriaon and Lackson for Section 1 to 5 cents per gallon is Mancook county and 2 cents per gallon in Marriaon and Lackson for Section 1 to 5 cents per gallon is Mancook county and 2 cents per gallon in Marriaon and Lackson for Section 1 to 5 cents per gallon in Marriaon and Lackson for Section 2 cents per gallon in Marriaon and Lackson for Section 2 cents and Lackson for Section 2 cents per gallon in Marriaon and Lackson for Section 2 cents and Section 2 cents and Lackson for Section 2 cents and Lackson for Section 2 cents and Section

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.

10 An optional tax of 1 cent per gallon, collected by the State for the counties, is not included in this

special fuels have been excluded.

The rew resessions apply the rex to eat fuel sold, the revenue and refunds covering the nondight

spectra fracts mere deem excellent the tex rate on highway use of some fuels other than gesoline is different of a maniferent seather, Same States have been excellent, Same States have seed at the rate on gesoline, Same States have seed states on special from the rate on gesoline, Same States had alleage tax in idaho, are in lieu of gallomage taxes on special fructs. Such in States in Nebreshe and Vermont, san a mileage tax in lidaho, are in lieu of gallomage taxes on special fructs. In limit of a limit towards south pakots, and then, shown make alleage tax and gallomage in handling. In these otherway, when the same seed in consideration of both expense of collection and gallomage losses in handling. In these otherway is the same seed in consideration of both expense of collection and gallomage losses in handling. In these limit is the same seed in section of the nearest incusand, entries under tive inualed dollars have been on thick to the nearest followed the nearest incusand, entries under tive inualed dollars have been on the collection of the nearest collection of motor-vehicle fuel, insofar as possible, fees for inspection of motor-vehicle fuel, insofar as possible, see for inspection of motor-vehicle fuel, insofar as possible, see for inspection of motor-vehicle fuel.

Highway Statistics, 1952

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS J

Cents Per Gallon

Table G-205 Issued August 1953

| STATE | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1050 | 1051 | 1050 | 3053 | STATE |
|--|------------------|----------------------|----------------------|--------------------|----------------------|-----------------------|--------------------|-----------------------|-----------------------|-----------------------|--------------------|-----------------------|------------------------|--------------------|------------------------|----------------------|----------------------------|------------------------------|------------------------------|------------------------------|--------------------------------|---|
| ALABAMA ARIZONA ARKANSAS CALIFORNIA | 6 5 6 3 | 6 5 6-6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3 | 6 5 6.5 3-4.5 | 6 5 6.5 4.5 | 6 5 6.5 4.5 | 1950 6 5 6.5 4.5 | 1951 6 5 6.5 4.5 | 1952 6 5 6.5 4.5 | 1953 6 5 6.5 4.5-6 | ALABAMA ARIZONA ARKANSAS CALIFORNIA |
| COLORADO COMMECTICUT DELAWARE FLORIDA | 4 2 3 7 | 4-5-4 2 3 7 | 4 2-3 3-4 7 | 4 3 4 7 | 4 3 4 7 | 14 3 14 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4 3 4 7 | 4-6 3-4 4 7 | 6 4 4 7 | 6 4 4-5 7 | 6 4 5 7 | 6 4 5 7 | 6 4 5 7 | 6 4 5 7 | COLORADO CONNECTICUT DELAWARE FLORIDA |
| Georgia Idaho Illinois Indiana | 6 5 3 4 | 6 5 3 4 | 6 5 3 4 | 6 5 3 4 | 6 5 3 4 | 6 5 3 4 | 6 5.1 3 4 | 6 5.1 3 4 | 6 5.1 3 4 | 6 5.1 3 4 | 6 5.1 3 4 | 6 5.1 3 4 | 6 5.1-5-6 3 4 | 6 6 3 4 | 6 3 4 | 6 6 3 4 | 6-7 6 3 4 | 7 6 34 | 7-6 6 3-4 4 | 6 6 4 4 | 6 5 4 | GEORGIA IDAHO ILLINOIS INDIANA |
| iowa Kansas Kentucky Louisiana | 3 5 5 | 3 3 5 5 | 3 5 5 | 3 3 5 5-7 | 3 5 7 | 3 5 7 | 3 3 7 | 3 3 5 7 | 3 3 5 7 | 3 3 5 7 | 3 3 5 7 | 3 3 5 7 | 3-4 3 5 7 | 4 3-4 5 7 | 4 4 5 7 | 4 4 5-7 7-9 | 4 4-5 7 9 | 4 5 7 9 | 4 5 7 9 | 4 5 7 9 - 7 | 4-5 5 7 7 | iowa Kansas Kentucky Louisiana |
| MAINE MARYLAND MASSACHUSETTS MICHIGAN | 4 4 3 3 | 4 4 3 3 | 4 4 3 3 | 4 4 3 3 | 4 3 3 | 4 3 3 | 4 3 3 | 4 3 3 | 4 4 3 3 | 4 4 3 3 | 4 3 3 3 | 4 3 3 | 4 4 3 3 | 4 4 3 3 | 4-6 4-5 3 3 | 6 5 3 3 | 6 5 3 3 | 6 5 3 3 | 6 5 3-4-3 3-4-5 | 6 5 4.3 4.5 | 6 5-6 5 4-5 | MAINE MARYLAND MASSACHUSETTS MICHIGAN |
| MINNESOTA MISSISSIPPI MISSOURI MONTANA | 3 6 2 5 | 3 6 2 5 | 3 6 2 5 | 3 6 2 5 | 3-4 6 2 5 | 4 6 2 5 | 4 6 2 5 | 4-3 6 2 5 | 3-4 6 2 5 | 4 6 2 5 | 4625 | 4 6 2 5 | 4 6 2 5 | 4 6 2 5 | 4 6 2 5 | 4 6 2 5 | 4-5 6 2 5-6 | 5 6-7 2 6 | 5 7 2 6 | 5 7 2-3 6 | 5 7 3 6 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 4 4 3 | 14 14 14 3 | 4-5 4 4 3 | 5 4 4 3 | 5-4-5 4 4 3 | 5 4 3 | 5 4 4 3 | 5 4 4 3 | 5 4 4 3 | 5 4 4 3 | 5443 | 5 4 4 3 | 5 4 4 3 | 5 4 4 3 | 5.4.4.3 | 5 4 4 3 | 5-6 4-4-5 4 3 | 6-5 4.5 4 | 5 4.5 4-5 3 | 5 .4.5 5 3 | 5-6 4.5 5 | Nebraska Nevada New Hampshire New Jersey |
| NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA | 5 3 6 3 | 5 3 6 3 | 5 3-4 6 3 | 5 4-3 6 3 | 3 6 5 | 5 4 6 3 | 5 4 6 3-4 | 5 4 6 4 | 5 4 6 4 | 5 4 6 4 | 5464 | 5 4 6 4 | 5 4 6 4 | 5 4 6 | 5464 | 5 4 6 4 | 5-7 4 6 4 | 7 4 7 | 7-6 4 7 4-5 | 6 4 7 5 | 6 4 7 5 | NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA |
| OHIO OKLAHOMA ORBGON PENNSYLVANIA | 4 4 4 3 | 4 5 3 | 4 4 5 3-4 | 4 4 5 4 | 4 5 4 | 14 5 14 | 7 7 7 7 | կ 5 4 | 4 4-5.5 5 4 | 4 5•5 5 4 | 4 5•5 5 4 | 4 5•5 5 4 | 4 5.5-7.5 5 4 | 4 7•5 5 4 | 4 5-5 5 4-3-4 | 4 5•5 5 4 | 4 5.5-6.5 5-6 4-5 | 4 6•5 6 5 | 4 6.5 6 5 | 4 6.5 6 5 | 4-5 6.5 6 5 | OHIO OKLAHOMA OREGON PENNSYLVANIA |
| RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE | 2 6 4 7 | 2 6 4 7 | 2 6 4 7 | 2 6 4 7 | 2-3 6 4 7 | 3 4 7 | 3 6 4 7 | 3 6 4 7 | 3 6 4 7 | 3 6 4 7 | 36 4 7 | 36 4 7 | 3 6 4 7 | 3 6 4 7 | 3-4 6 4 7 | 4 6 4 7 | 4 6 4 7 | 4 6-7 4 7 | 4 7 4-5 7 | 4 7 5 7 | 4 7 5 7 | RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE |
| TEXAS UTAH VERMONT VIRGINIA | 4 4 4 5 | 4 4 5 | 4 4 4 5 | 4 4 4 5 | 4445 | 4 4 5 | 4 4 5 | 4 4 5 | 4 4 4 5 | 4 4 5 | 4445 | 4 4 4 5 | 4 4 4 5 | 4 4 4 5-6 | 4 4 4-4.5 6 | 4 4 4.5 6 | 4 4 4•5=5 6 | 4456 | 4 4-5 5 6 | 4 5 5 6 | 4 5 5 6 | TEXAS UTAH VERMONT VIRGINIA |
| Washington West Virginia Wisconsin Wiching Dist. Of Col. | 5 4 4 2 | 5 4 4 2 | 5 4 4 2 | 5 4 4 2 | 54-5 442 | 5 5 4 4 2 | 55442 | 5 5 4 4 2 | 5 5 4 4 2 | 5 5 4 4 3 | 55443 | 5 5 4 4 3 | 5 5 4 4 3 | 5 5 4 3 | 554 4 3 | 5 5 4 4 | 5-6.5 5 4 4 4 | 6-5 5 4 4 4 | 6.5 5 4 4-5 4 | 6.5 5 4 5 4-5 | 6.5 5 4 5 5 | Washington West Virginia Wisconsin WYOMING DIST. OF COL. |
| STATE AVG. 2/ | 3.65 | 3.66 | 3.80 | 3.85 | 3.91 | 3.96 | 3.96 | 3.96 | 3.99 | 3.99 | 4.05 | 4.06 | 4.10 | 4.16 | 4.25 | 4.35 | 4.52 | 4.65 | 4.74 | 4.83 | | STATE AVG. 2/ |
| FEDERAL TAX | 1-1.5 | 1 | 1 | 1 | 1 | 1 | 1 | 1-1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5-2 | 2 | 2 | FEDERAL TAX |

^{1/} This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1953, the final rates shown are those in effect August 1.

For tax rates in earlier years, see page 2 of "Highway Statistics, Summary to 1945".

2/ Weighted average rates based on the net gallons taxed.

| | | TAX | States | | | ADMIN | ISTRATIVE ORGAL | NIZATION EMPLOYE | D |
|----------|----------|---------------|---|---|--|--|-----------------|------------------|---------------|
| s | STATE | RATE IN CENTS | TAX PAID IN FIRST INSTANCE BY- | TAX COMPUTED ON BASIS OF- | TAX COLLECTED AND ADMINISTERED BY- | OFF | ICE | FI | ELD |
| | | PER GALLON | | | | COLLECTION | REFUND | COLLECTION | REFUND |
| Alabama | <u> </u> | 6 | Distributors, refiners, retailers, or storers | Quantities sold and used | State Department of Revenue | 7 | 6 | 6 | 7 |
| Arizona | | 5 | Wholesale distributors and importers | Quantities imported | State Highway Department, Motor Vehicle Division | 6 | 9 | 1/45 | - |
| Arkansa | A.B | 2/ 6.5 | Wholesale distributors | Inshipments or quantities used | Commissioner of Revenue, Motor Vehicle Fuel Tax Division | 10 | <u> </u> | 5 | 1 |
| Califor | rnia | 6 | Distributors | Quantities distributed | State Board of Equalization assesses and State Controller collects | 12 | 28 | ph | 10 |
| Colorad | đo | 6 | Distributors, refiners, and pipe line terminals | Refinery and pipe line terminal invoice gallonage | Department of Revenue, Motor Fuel Tax Division | 14 | 15 | - | - |
| Connect | tieut | 4 | Licensed distributors | Quantities sold and used | State Motor Vehicle Department, Gasoline Tax Div- ision | 2 | 1 | (3/) | 14 |
| Delawar | re | 5 | Wholesale distributors | Quantities sold and used | State Highway Department, Motor Fuel Tax Division | 1 | 1 | 2 | 1 |
| Florida | A | 7 | Wholesale distributors | First sale or use in State | State Comptroller, Gasoline Tax Department | <u>4</u> /8 | 2 | 6 | - |
| Georgia | | 6 | First producer, refiner, user, or seller of gasoline in the State | Quantities distributed and used | Department of Revenue, Motor Fuel Tax Unit | 5 | 8 | 13 | 20 |
| Idaho | | 5/6 | Importers, refiners, and producers | Quantities sold | State Tax Collector, Motor Fuels Division | | 4 | 3 | 1 |
| Illinoi | is | 5 | Wholesale distributors, or retail dealers who first handle fuel | , or retail dealers who Quantities sold and used Department of Revenue, Motor Fuel Tax Division | | 32 | 25 | <u>6</u> / 4 | 6 |
| Indiana | A | 4 | Distributors, refiners, and retailers | Quantities received | Department of State Revenue, Motor Fuel Tax Division | 6 | 8 | 4 | 4 |
| Iowa. | | 5 | Wholesale distributors | Invoiced gallonage | State Treasurer, Motor Vehicle Fuel Tax Division | 9 | 28 | 17 | 4 |
| Kansas | | 5 | Wholesale distributors | Quantities received | Commissioner of Revenue and Taxation, Motor Fuel Tax Division | (7/) | (1/) | (7/) | (7/) |
| Kentuck | ky | 7 | Wholesalers and refiners | Quantities received and with- drawn from storage terminals | Department of Revenue, Division of Motor Vehicles, Motor Fuel Tax Section | 12 | 12 | 8 | 25 |
| Louisia | ana · | 7 | Manufacturers, refiners, and importers | Quantities sold and used | Department of Revenue, Petroleum Products Tax Division | 7 | 10 | 34 | 14 |
| Maine | | 6 | Wholesale distributors | Quantities sold and used | Department of Finance and Administration, Bureau of Taxation | 14 | 2 | 3 | (8/) |
| Marylan | nd | 6 | First person in State who handles fuel | Quantities sold and used | State Comptroller, Gasoline Tax Division | 5 | ļ. | 8 | 4 |
| Massach | husetts | 5 | Distributors | Quantities sold and used | State Tax Commission, Division of Excise Taxes | 3 | 3 | 2 | 2 |
| Michiga | an | 5/ 4.5 | Wholesale distributors | Quantities received | Secretary of State, Division of Administrative Services, Motor Fuel Tax Section | 22 | 23 | - | - |
| <u> </u> | | | | | Secretary of State, Division of Investigation | | - | 14 | 19 |
| Minneso | ota | 5 | Wholesale distributors | Inshipments | Department of Taxation, Petroleum Division | 9/ 18 | 20 | 9/ 17 | 5 |
| Mississ | sippi | 7 | Wholesale distributors and producers | Quantities involced | Motor Vehicle Comptroller | (7/) | (7/) | (7/) | (7/) |
| Missour | ri | 3 | Distributors | Quantities received | Department of Revenue, Motor Fuel Tax Division | 11 | 8 | 11 | - |
| Montana | a | 6 | Refiners and importers | Inshipments plus refinery distribution | State Board of Equalization, Gasoline Tax and Refund Department | 2 | 5 | 1 | 2 |
| Nebrask | ke. | 6 | Importers, producers, and refiners | Quantities imported | Department of Agriculture and Inspection, Division of Motor Fuels | 21 | 12 | 85 | 3 |
| Nevada | | 5/ 4.5 | Distributors | Quantities distributed | State Tax Commission, Motor Vehicle Fuel Tax Division | 3 | 1 | - | - |
| New Ham | mpshire | <u>5</u> / 5 | Importers, producers, or refiners | Receipts or sales; distributor's option | distributor's State Motor Vehicle Department, Road Toll Division | | 1 | 1 | 1 |
| New Jer | rsey | 3 | Importers, producers, or refiners | Quantities sold and used | Department of the Treasury, Motor Fuels Tax Bureau | 23 | 14 | 27 | 39 |
| New Mex | xico | 6 | Distributors | Imports plus production | Bureau of Revenue, Gasoline Tax Division | 10 | 8 | 16 | (<u>3</u> /) |
| New Yor | rk | 4 | Distributors | Quantities sold and used | Department of Taxation and Finance, Miscellaneous Tax Bureau | (<u>10</u> /) | (10/) | (<u>10</u> /) | (10/) |
| North C | Carolina | 7 | First person in State who sells or uses the fuel (distributor) | Receipts or sales; distributor's option | Commissioner of Revenue, Gasoline Tax Unit | 6 | 4 | 8 | 2 |
| North D | Dakota | 5 | Wholesale distributors | Quantities sold and used | State Auditor, Gasoline Tax Division | 3 | 24 | 2 | (8/) |

STATE TAXATION OF GASOLINE

TABLE G-101 Status as of January 1, 1954 Sheet 2 of 2

| | TAX RATE IN | | | • | ADMIN | STRATIVE ORG | ANIZATION EMPLOYE |) |
|----------------|----------------|---|---|---|------------|---------------|-------------------|---------------|
| STATE | CENTS PER | TAX PAID IN FIRST INSTANCE BY- | TAX COMPUTED ON BASIS OF- | TAX COLLECTED AND ADMINISTERED BY- | OE | Tice · | F | ELD |
| | GALLON | · | | | COLLECTION | REFUND | COLLECTION | REFUND |
| Ohio | 5 | Distributors | Receipts | State Treasurer and Department of Taxation | 9 | 30 | 24 | 7 |
| Oklahoma | 6.5 | Distributors, manufacturers, and refiners | Quantities imported or sold and used | State Tax Commission, Motor Fuel Division | 32 | 24 | 20 | 8 |
| Oregon | 6 | Wholesale distributors | Quantities sold and used | Secretary of State, Division of Audits | 2 | 9 | 4 | 3 |
| Pennsylvania | 5 | Wholesale distributors | Quantities used, or sold and delivered | Department of Revenue, Bureau of Liquid Fuels Tax | 40 | <u>11</u> / 6 | 40 | 2 |
| Rhode Island | 14 | Distributors | Quantities sold and used | Division of Taxation, Motor Fuel Tax Section | 3 | 4 | 1 | 1 |
| South Carolina | 7 | Wholesale distributors | Quantities sold and used | State Tax Commission | 3 | - 2 | 2 | 1 |
| South Dakota | <u>5</u> / 5 | Importers and distributors | Inshipments | Department of Finance, Motor Fuel Tax and Refund Section | 5 | 8 | 7 | (<u>8</u> /) |
| Tennessee | 7 | Wholesale distributors | Quantities received and stored | Department of Finance and Taxation, Gasoline Tax and Oil Inspection Division | 5 | 12 | 28 | 2 |
| Texas | 4 | Person making first sale of fuel in the State | Quantities sold | Comptroller of Public Accounts, Motor Fuel Tax Division | 9 | 27 | 74 | (8/) |
| Utah | 5/5 | Distributors | Quantities distributed | State Tax Commission, Auditing Department | 12/9 | - | - | - |
| Vermont | 5 | Wholesale distributors | Sales or receipts; distributor's option | State Motor Vehicle Department | 1 | - | 1 | - |
| Virginia | 6 | Importers, producers, and refiners | Quantities sold and used | Division of Motor Vehicles, Bureau of Gasoline Tax | 9 | 9 | 11 | - |
| Washington | 6.5 | Distributors | Quantities sold and used | State Department of Licenses, Liquid Fuel Tax Division | 9 | 10 | 12 | . 3 |
| West Virginia | 5 | Producers, distributors, importers, and retailers | Inshipments plus production in- State | State Tax Commission, Gasoline Tax Department | 2 | 4 | 2 | - |
| Wisconsin | 4 | Wholesale distributors | Quantities received | Department of Taxation, Motor Fuel Tax Division | 15 | 20 | 8 | 1 |
| Wyoming | <u>5</u> / 5 | Wholesalers and refiners. Refiners pay tax on fuel sold directly to retailers | Quantities sold and used | State Highway Department | 3 | - | 1 | - |
| Dist. of Col. | 5 | Importers and distributors | Quantities sold and used | Department of Finance | 3 | 1 | 13/2 | 13/ 1 |

Based on Information Obtained from State Authorities

and on the Laws of the Several States

6/ In addition, 42 field inspectors are employed in sampling and testing motor fuel to determine if it meets specifications.

work as a unit on several tax classifications.

^{1/} Employed at State border inspection stations. Gasoline tax collection is incidental to other duties.
2/ Within 300 feet of the borders (2 miles for cities and towns) of Missouri and Texas gasoline sold and delivered to vehicle fuel tanks is taxed at the rates of those adjoining States.
3/ Six employees do audit work but do not make collections.
4/ Approximately 30 percent of time devoted to gasoline tax collection and administration.
5/ Gasoline used in aircraft is taxed at the following rates per gallon: Idaho 2.5 cents; Michigan 3 cents;
Nevada 5.5 cents; New Hampshire 4 cents; South Dakota 4 cents; Utah 4 cents; Wyoming 4 cents. In Michigan, mawine use is taxed at 3 cents. marine use is taxed at 3 cents.

LI/ Includes 2 part-time employees of the Bureau of Liquid Fuels Tax and 4 full-time employees of the Board of Finance and Revenue.

12/ Office force composed of 2 full-time and 7 part-time employees.

13/ One part-time employee.

centege allowance.

12 Safuad treated as an exemption in that a credit is provided for in the subsequent report.

12 Allowance is made on the four-cent tax and the one-cent tax. NO RESERVORA DECATRODE LOE TORS STTOMSDOGS. Based on collection of regular 3-cent tax.

Properly substitutisted storage and handling losses are allowed.

Properly and with the destruction, etc., allowed it in access of 500 gallons.

Losses by destruction, etc., allowed if in access of 500 gallons.

Allowance of 1 percent on special hashs and 1-1/2 percent on gasolins.

No special provision for 10sses by destruction.

Heatund of 1 percent allowed on knew paid their state frame for gasolins.

Heatund of 1 percent allowed on knew paid their frameferred within the State from one dealer to another.

Heatund of 1 percent allowed on knew paid their frameferred within the State from one dealer to another. Segregation of proof of loss required.

Segregation of proof of loss and of expresses is unweatlable.

An included loss services show the forth of percent of quantity acades.

To paid on or before the Forth depresses of the following mouth.

Chalse for losses services to destination before the text is paid are exampled if loss is properly proved.

Chalse for losses services to destination before the text is paid are exampled if loss is properly proved.

Segregation of the properly in State, are allowed in addition to the 3 percent flat percent. | A | A ddditional | percent is allowed on feel transferred by distributor from one of his piaces of business to another within the state busines better in the state of the s B. Sales to other distributors

Full losses to other distributors them to be proper.

Submission of proof of loss required. I - Inventory at beginning of month D - Gross quantity sold or used N - Gross dusmirity received or produced significance:
Symbols in these columns have the following significance: These columns indicate the methods of allowing for destruction losses. Symbols in these columns have the following significance: Wroming 28 s-7\s sel Tes OH. soI z/τ-τ -OH Y SSI OK Ios Mest Virginia Xee Xee se<u>I</u> **1/**T Ies MARGINGTON 991 ᅏᄺ 201 OE OE OE SOI STUESULA. 7-1\s (2\) z/τ**-**τ (2\) 26/ No ᅄ SOI Teams (52/) seI SOI soX (/3) Set 100 24 100 6 100 (/ઽ) SOI ON (9 South Carolina South Dakota OH OH OH. ON Rhode Island s ←0 τ/s SS\ Zes Oregon Pennsylvania OH SOI z-τ-z No. on Yes OH OH Sel Off on sol Ies Yes sel ε OTTO <u>50</u>∖ 5 sel off sel इ7∖ इ Morth Carolina Morth Dakota SOI (/6T) ##X /6₹ OH Ney Ney τ /8<u>τ</u> NO. -X**48** OH OH 191 MAN IOLK zez seY 5 ge<u>T</u> New Mexico New Hemberite FI LT SOI (<u>\</u>S) (/ઽ) 5 SOY. OH N SDI Tes IOB Мертелька Метеда SeY Off Yes 7 to 7/s ε OH OH OH OH sə<u>ĭ</u> **90792000** (/3) (/5) OH OH OH 3 SOI You sel Zes Xes. 70 Ies OH ON Iddississim 72\ xee OE Zes. Zes 801 Sey. ᅋ OH OH Sel Yes SOI Yes Ios Ios Maryland SOI OH τ /₩τ ᅋ Ies ε T3\ Xee zoz Zos Kentucky Louisians SOI SOI 4/ī-s η/τ-τ 3**-**τ\5 3 FEET OT z-я SOI OH OH ¥ Σου √ττ TOV Xee Ies Kenses Zes (/ઽ̞) sustpul Me los Zes. SOI z/τ-τ stoniiii OE OE Sel Tes SOI Oii ROI (/3) (/క) 8) Yes 2 Zez 7/5 SOI. Mei Georgia 5 to 1 ios Ios Plorida I-A soI. seX Off OK. Off gol Yes IOS IOS tuottoed Corosego ser /I 89I /9 Sex 4 California (/<u>s</u>) (/<u>S</u>) 2 40 7 SOI の版 の版 ATERIBOS Zes Amon L'A OE Sex \£ sel zez TAXATLE EJHVXVI TO EXPERSES TO LOSSES TITIMVO SPECIFIED SENCEREVOR TITIMAND CEMOTIV TAXANE **LHAXAT** NO SERCIPLED RESPURED EXIGNETION SSOT TITIMANO CHAMMEND PERCHANGE PERCENTAGE TTITIO CHICAMETER CHILLIANS MOTENTO MODE SEA VITOMED' VITOMED SOMPOTATION SANGESTANDS PERCENTAGE BASIS OF PERCENT-TTOMVICE ALL OWARCE SEES0.1 √T COBLISIN PERCENTAGE SERVINESCHIEF INTERPRETATION ACTUAL LOSS NOT TO EXCRED A SPECIFIED PERCENTAGE (PORR NO COMPENSATION) (FIRE, EXPLOSION, RIC.) TOSSES IN SYMPTIMG AND COLLECTION SEPRENCES POSSES IN STORAGE AND EARDLING CLIANT FORSES IN SLOBVER VIID EVENTETING FLAT PERCENTAGE ALLOHANCE FOR WOLLOW FORSES BY DRESTRUCTION VITONVINCES ILOR EXPRESSES

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

TABLE G-105 Status as of January 1, 1954 Sheet 1 of 2

| | | | | | PRI | VATE AND COMMERCI | AL USE 1/ | | <u> </u> | | PUBLIC USE 1/ | | _ |
|-----------------------------|--------------------------|------------------------------|---------------------------|--------------------------|------------------------------|--------------------------|---|---|---|------------------------|------------------------------|-----------------------|------------------------------|
| | | | | | | USE IN PUBLIC | COMPRACT WORK | | | STAT | Æ | COUNTY AND | D LOCAL |
| STATE | GENERAL NORHIGHWAY | LIVA | ATION . | USE IN I | 10TOR ES | use in | | OTHER SPECIFIC USES | FEDERAL 2/ | HIGHWAY | NONHTCHWAY | HIGHWAY | NONHIGHWAY |
| | MCREIGHWAI | Interstate | INTRASTATE | ON PUBLIC HIGHWAYS | NOT ON PUBLIC HIGHWAYS | OTHER EQUIPMENT | SPECIAL PROVISIONS | | | USE | USE | USE | USE |
| Alabama Arizona | Taxed 3/ Refunded | Taxed Refunded | Taxed Refunded | Taxed Taxed | Taxed Taxed | Taxed Refunded | <u>:</u> | Importations by railroads for their nonhighway uses are exempted. | Exempted 4/ Taxed 5/ | Taxed Taxed | Taxed Refunded | Taxed Taxed | Taxed Refunded |
| Arkansas California | Taxed 3/ Refunded | Exempted Refunded | Exempted Refunded | Taxed Taxed | Taxed Refunded | Taxed Refunded | Closed portion of road under repair is not public highway, nor is a road on private land. | Sales for use by employees of U. S. Government in R.F.D. and Special Delivery mail are subject to refund. | Exempted Taxed 5/ | Taxed Taxed | Taxed Refunded | Taxed Taxed | Taxed Refunded |
| Colorado Connecticut | Refunded Refunded | Refunded 6/ Exempted | Refunded 6/ Exempted | Taxe? Taxed | Refunded Refunded | Refunded Refunded | - | Manufacturers licensed as dis- tributors may import motor fuel tax-free for their own use in manufacturing processes. | Exempted 7/ Exempted and refunded | (<u>8</u> /) Taxed | Refunded Refunded | (9/) Taxed 10/ | Refunded Refunded |
| Delaware Florida | Refunded Taxed | Refunded Exempted | Refunded Exempted | Taxed Taxed | Taxed Taxed | Refunded Taxed | . | - | Exempted Exempted 7/ | Refunded Taxed | Refunded Taxed | Refunded Taxed | Refunded Taxed |
| Georgia Idaho | Taxed 11/ Refunded | Exempted Taxed 12/ | Taxed 11/ Taxed 12/ | Taxed Taxed | Taxed Taxed | Taxed Refunded | Use in State highway construction work is taxed, but is subject to refund. Refunds must be returned | : | Exempted Taxed | Taxed Taxed | Taxed Refunded | Taxed Taxed | Taxed Refunded |
| Illinois | Refunded | Refunded | Refunded | Taxed | Taxed | Refunded | to Department of Highways. Use in State highway construction work is taxed because of non- | - | Exempted | Taxed | Taxed | Taxed | Refunded |
| Indiana | Refunded | Refunded 13/ | Refunded 13/ | Taxed | Refunded | Refunded | claiming clauses in job contracts. | Nonhighway uses by dealers and distributors are exempted. | Exempted | Taxed | Refunded | Taxed | Refunded |
| Iowa | Refunded | Refunded | Refunded | Taxed | Taxed | Taxed | No refunds paid on fuel used in public construction or main- | - | Exempted | Exempted | Exempted | Taxed | Refunded |
| Keuseż | Refunded | Refunded | Refunded | Taxed | Taxed | Refunded | tenance. Exempted if used in trucks on closed portion of road under construction or if contractor holds a cost-plus-fixed-fee | - | Exempted | Taxed | R efun ded | Taxed | Refunded |
| Kentucky Louisiana | Taxed 14/ Taxed 15/ | Refunded 14/ Exempted 16/ | Refunded 14/ | Taxed Taxed | Taxed Taxed | Taxed Taxed | contract. | : | Exempted I/ | Taxed Taxed | Taxed Taxed | Taxed Taxed | Taxed Taxed |
| Maine Maryland | Refunded 17/ Refunded | Taxed 17/ Refunded 18/ | Taxed 17/ Refunded 18/ | Taxed Taxed | Taxed Taxed | Refunded 17/ Refunded | - | Use in equipment of volunteer fire companies subject to refund at full rate. | Exempted Exempted | Taxed Taxed | Refunded 17/ | Taxed Taxed | Refunded 17/ Refunded |
| Massachusetts Michigan | Refunded Refunded | Refunded 19/ Refunded 21/ | Refunded 19/ Texed 21/ | Taxed Taxed | Taxed Refunded | Refunded Refunded | Ξ | Tax paid on gasoline purchased for use in school busses owned and operated by parochial schools in the transportation of school children to and from school is refundable. | Refunded Exempted 22/ | Taxed Exempted 22/ | Refunded 20/ Exempted 22/ | Taxed Refunded 23/ | Refunded 20/ Refunded 23/ |
| Hinnesota | Refunded | Refunded 24/ | Refunded 24/ | Taxed | Taxted | Refunded | Gasoline is taxed if used in high- way construction or maintenance work. | - | Refunded | Taxed | Refunded | Taxed | Refunded |
| Mississippi | Refunded 17/ | Refunded 17/ | Refunded 17/ | Taxed | Refunded | Refunded 17/ | work. | Solvent sold to licensed solvent users is subject to exemption. | Taxed <u>5</u> / | Taxed | Refunded 17/ | Taxed | Refunded 17/ |
| Missouri Montana | Refunded Refunded | Refunded 25/ | Refunded Refunded 25/ | Taxed Taxed | Taxed Refunded | Refunded Refunded | Fuel taxed if used in highway con- struction or maintenance. Use in State highway construction | - | Exempted Taxed | Taxed Taxed | Refunded Taxed | Taxed Refunded | Refunded Refunded |
| | | | | | | | work is taxed because of non- claiming clauses in job contracts. | | | | | | |
| Hebraska | Taxed 3/ | Taxed <u>17</u> / | Taxed <u>17</u> / | Taxed | Taxed | Taxed. | <u>-</u> | Gasoline used by accredited flying schools is subject to full re- fund. | Refunded 26/ | Taxed | Taxed | Taxed | Taxed |
| Nevada | Refunded 27/ | Refunded 28/ | Refunded 28/ | Taxed | Refunded | Refunded | Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction. | Sales for aviation use to other than licensed and bonded dealers are subject to refund. | Taxed <u>5</u> / | Taxed | Refunded | Taxed | Refunded |
| Hew Hampshire Hew Jersey | Refunded Refunded 30/ | Taxed 12/ Refunded | Taxed 12/ Refunded | Taxed Taxed | Refunded Taxed | Refunded Refunded | Tax is refunded if vehicles are operated on private property. | Ξ | Exempted Exempted | Taxed Refunded | Refunded 29/ Refunded | Texed 29/ Refunded | Refunded Refunded |
| New Nexico | Refunded | Refunded. | Refunded | Taxed | Refunded | Refundeá | Public highways are those open to public use. For roads built with State funds, contractor waives right to claim refunds. | - | Exempted | Taxed | Refunded 31/ | Taxed | Refunded 31/ |
| New York | Refunded | Refunded | Refunded | Taxed | Refunded | Refunded | Closed portion of road under repair is not mublic highway. | - | Exempted | Exempted | Exempted | Exempted | Exempted |
| North Carolina | Refunded <u>17</u> / | Exempted | Exempted | Taxed | Taxed | Refunded <u>17</u> / | - | Aviation exerction applies to high- octane fuel only. Ordinary motor fuel used in aircraft is subject to refund of 5 cents of the 7-cent tax. | Exempted | Taxed 32/ | Refunded 17/ | Taxed 32/ | Refunded 17/ |

TABLE G-105

Status as of January 1, 195

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

based on Tuformetion (Orbeitad) from State Authorities

| | | | | | P | RIVATE AND COMER | CIAL USE 1/ | | | | PUBLIC USE 1/ | | |
|--|---|--|--|---|---|---|--|---|--|----------------------------------|---|--|---|
| | | | | | | USE IN PUBLI | C CONTRACT WORK | | | STA | CB. | COUNTY AND | LOCAL |
| STATE | | MIVA | TION | USE IN M | | | | | | | | | |
| | GREENFRAL, MONHELGREEAY | INTERSTATE | INTRASTATE | CH FUBLIC HIGHWAYS | HOT ON PUBLIC HIGHWAYS | USE IN OTHER ROUIPMENT | SPECIAL PROVISIONS | OTHER SPECIFIC USES | FEDERAL 2/ | ELGENAY USE | HORGEZ GERMAY USIR | HIGHNAY USE | NONHI (HWAY USE |
| North Dakota | Taxed 33/ | Refunded | Refunded | Taxed | Taxed | Taxed | Use on State or county highway con- struction and maintenance is taxed, whether in motor vehicles or other equipment. | | Exempted | Taxed <u>34</u> / | Taxed <u>3</u> 4/ | Taxed <u>3</u> 4/ | Texed 34/ |
| Ohio | Refunded | Exempted | Exempted | Taxed | Refunded | Refunded | - | Dealers' own nonhighway use is ex- emmted. | Exempted | Taxed | Refunded | Taxed | Refunded |
| Oklahoma Oregon | Taxed 35/ Refunded | Exempted Refunded 25/ | Exempted Refunded 25/ | Taxed Taxed | Taxed Refunded | Taxed Refunded | Use in State highway construction work is taxed because of non-claiming clause in job contracts. | Use in work on county roads and on Federal highways within Federal reservations is subject to re- fund. | Exempted Texed 5/ | Taxed 35/ Taxed | Taxed Refunded | Taxed 35/ (36/) | Taxed (<u>36</u> /) |
| Pennsylvania | Taxed 3/ | Taxed | Taxed | Taxed | Taxed | Taxed | • | 7. | Exempted | Taxed | Taxed | Taxed | Taxed |
| Rhode Island South Carolina South Dakota | Refunded Taxed 37/ Refunded | Refunded Exempted Taxed 39/ | Refunded Exempted Taxed 39/ | Taxed Taxed Taxed | Taxed Taxed Taxed | Taxed Taxed Refunded | Ho refund of tax paid on fuel used in highway construction or main- tenance paid from public funds. | : | Exempted 36/ Exempted | Taxed Taxed Taxed | Taxed Taxed Refunded | Taxed Taxed Taxed | Taxed Taxed Refunded |
| Tennessee | Taxed 40/ | Exempted | Exempted | Taxed | Taxed | Taxed | | | Exempted 41/ | Exempted 41/ | Exempted 41/ | Exempted 41/ | Exempted 41/ |
| Texas Utah Vermont Virginia | Refunded Taxed Taxed Refunded | Refunded Taxed 12/ Taxed Refunded 42/ | Refunded Taxed 12/ Taxed Refunded 42/ | Taxed Taxed Taxed Taxed | Refunded Taxed Taxed Taxed | Refunded Taxed Taxed Refunded | = - | Use in equipment of volunteer fire departments and in school busses owned and operated by county or school boards is subject to refund. | Exempted Exempted Exempted 1/ Exempted 1/ | Taxed Taxed Taxed Taxed | Refunded Taxed Taxed Taxed | Taxed Taxed Taxed Refunded | Refunded Taxed Taxed Refunded |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | Refunded Refunded Refunded Taxed Refunded | Exempted Refunded Refunded Refunded 45/ Refunded | Exempted Refunded Refunded Refunded 45/ Refunded | Taxed Taxed Taxed Taxed Taxed | Taxed Taxed Taxed Taxed Taxed | Refunded 43/ Refunded Refunded Taxed Refunded | - | : | Taxed 44/ Exempted Exempted Exempted 7/ Exempted | Taxed Taxed Taxed Taxed | Refunded 43/ Refunded Refunded Taxed | Taxed Taxed Taxed Taxed Exempted | Refunded 43/ Refunded Refunded Taxed Exempted |

- [1] Except when otherwise noted the term "Refunded", as used in this table, indicates that the full amount or the tex is renument to the purchaser. In addition to the classes of refunds or exemptions listed, all States grant exemptions or refunds to distributors on export sales, purchases of tax-paid fuel, previous overpayments, etc., to avoid duplication of tax payment. See Table G-103 for procedure regarding allowances for losses in storage and handling, losses by destruction, and expense of collection.

 [2] In most States which exempt motor fuel purchased by the Federal Government, there is also a provision for refund of the tax Except when otherwise noted the term "Refunded", as used in this table, indicates that the full amount of the tax is refunded

- if Tax-paid fuel is purchased.

 3 Agricultural use is refunded as follows: 5 cents of 6-cent tax for tractor use in Alabama; 4-1/2 cents of 6-1/2 cent tax in Arkansas; 5 cents of 6-cent tax in Nebraska; and 2-1/2 cents of 5-cent tax in Pennsylvania.

 4 Sales of taxable gasoline to the United States Government are exempted; sales of tax-paid gasoline are not exempted.

 5 In Artrona, California, and Oregon, quantities sold to the Armed Forces for use in aircraft or ships or for use outside of the State are exempted. In Mississylva and Nevada, sales for use in vehicles of the Armed Forces are exempted.

 6 Aviation use at airports in eleven cities and one county is exempted.

 7 Exempted if purchased in bulk lot deliveries of 300 gallons or more in Colorado and typoxing; 500 gallons or more in Florida, Vermont, and Vinginia; 6,000 gallons or nore for United States Navy use in Louisiana; and 1,250 gallons or more in Utah. Contract
- vermont, and Virginia; ().00 galuons or now for United States havy use in Louisians; and 1,200 galuons or more in Otan. Contract sales to the United States (Government are exempted in Massachusetts.)

 8/ All use by State Highway Department is subject to refund. Highway use by other State agencies is exempted.

 9/ Countly and local use in highway work is subject to refund. Other country and local use in taxed if for highway purposes and subject to refund if for nonhighway purposes.

 10/ Countly and local governments receive refunds for motor fuel used in fire engines, fire and police department apparatus, road
- Ocuty and local governments receive refunds for motor fuel used in fire engines, fire and police department apparatus, road opers, street sprinklers, and ambulances owned by municipalities and hospitals.

 Agricultural, watercraft, and intrastate sylation users are refunded 5 cents of the 6-cent tax.

 Aviation use is taxed at 2-1/2 cents per gallon in Idaho and 4 cents per gallon in New Hampshire and Utah.

 Aviation fuel sold by dealers who obtain an exemption permit is tax free.

 Arefunds of 90 percent for use in tractors or stationary engines operated for agricultural purposes, 95 percent for use in airty and full refunds for rural electric cooperatives.

- Full refunds are permitted om motor fuel used in farm machinery, school boats, and commercial fishing boats.

 Carriers certified with the Civil Aeronautics Board of the United States and bonded with the Department of Revenue of Louisiana.
- are exempted from the fuel tax, provided they are engaged in interstate or foreign conserve.

 17 The following States have partial refunds for nonhighway use: Maine refunds 5 cents of 6-cent tax; Mississippi refunds 6 cents of 7-cent tax; north Carolina refunds 5 cents of 7-cent tax. In Mississippi evietion use is exempted as a substitute for reg-
- what refund procedure. Maine refunds 2 cents of 6-cent tax on aviation use and Nebraska refunds 2-1/2 cents of the 5-cent tax on aviation full purchased within the State. 18/ Airports registered with State Aviation Commission may sell motor fuel tax-free for aviation purposes and apply for refund of tax on all gasdings turnbaned by them and as used
- Airports registered with State Aviation Commission may sell motor rule tax-free for aviation purposes and apply for Ferund or on all gasoline purposed by them and so used.

 [Exempted if circline purchases all fuel from specific seller entirely for aviation purposes.]

 Taxed if consumed in vehicles registered for use on the highways.

 Aviation use is taxed at 3 cents per gallon; 1-1/2 cents per gallon is refunded to airlines operating interstate on scheduled

- Use by county and local governments is refunded. However, if unit of government is licensed as a wholesale distributor,

- Use by county and local governments is refunded. However, if unit of government is licensed as a otor fuel is exempted.

 24/ Aviation refunds are on a sliding scale ranging up to 4-1/2 cents per gallon over 200,000 gallons.

 25/ Aviation use is refunded 5 cents of the 6-cent tax.

 27/ Except that sales for nonhibburning the fuel of cents of the second tax. Except that sales for nonhighway uses when made to other licensed dealers and dealer's own nonhighway use are subject to exemption 28/ Av 29/ Un 30/ Un products.
 - Aviation fuel sold to licensed distributors and dealers is exempted.
- Use by State Highway Department is taxed. Use by cities and towns is refunded.
 Under special permits, exemptions rather than refunds are granted on use of motor fuel in the manufacture of non-fuel
- - Refunds are permitted but few claims are made.
 Fuel used in public school transportation is exempted.
 - Agricultural and industrial uses are refunded.
- 30 Refunded if used by a State, county, or municipal agency in publicly owned vehicles on construction, reconstruction, and
- maintenance projects.

 35/ Partial exemption of 4-1/2 cents is provided for use in agriculture and by State Board of Public Welfare. School districts operating busses have fuel exemption.

 36/ All municipal use, county nonhighway use, and use in county highway work is subject to refund. Ordinary highway use by county vehicles is taxed.

- country vehicles is taxed.

 37/ Sehum of 6 cents of the 7-cent tax for agricultural and notor boat use.

 37/ Sehum of 6 cents of the 7-cent tax for agricultural and notor boat use.

 38/ Paulia sales to United States Government by wholesalers are exempted. Local sales by retailers are refunded.

 39/ Partial refunds by reduction in the 4-cent aviation gasoline tax are allowed as follows: Consumption over 50,000 gallons and less than 100,000 gallons; lent per gallon; over 100,000 gallons, 2 cents per gallon.

 40/ Full refund on industrial use and 6 cents of 7-cent tax refunded on agricultural use.

 31/ Fuel imported and used by governmental urit is exempted if purchased in tank car lots and purchases by State and local governments from distributors in quantities of 6,000 gallons or more are eligible for refund.

 42/ Interstate switchion use is subject to full refund of 6 cents on fuel consumed outside the boundaries of the State as determined by the flight log; fuel consumed within boundaries, and all intrastate consumption, are subject to 2-cent refund of the 6-cent tax. Use in motor vehicles not licensed to operate upon the highways.
- Sales to the United States Government for exclusive use in aircraft are exempted and tax is refunded if fuel is consumed in vehicles owned by the United States Government and operated off the public highways.

 15 Fall A-cent tax on writing assoline is refunded to local units for gasoline used at county or municipal airfields.

 Counties or municipalities then refund 2 cents per gallon to consumers on gasoline used at such airports in excess of 10,000

Based on Information Obtained from State Authorities and on the Laws of the Several States

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

TABLE G-107 Sheet 1 of 2 Status as of January 1, 1954

| STATE | KIND OF LICENSE OR FEE | TERM | BASIS AND RATE OF FEE | COLLECTION AGENCY | DISPOSITION OF REVENUE | REMARKS |
|--|---|---|--|--|--|---|
| Alabama Arizona Arkansas California | Bond Filing Fee License of brands sold Operating License Operating License Operating License | Continuous Oct. 1-Sept. 30 Continuous Continuous Continuous | \$5 per bond. \$1 for each brand of fuel sold. \$25 per license; \$1 per license; \$1 per filing. No fee but minimum bond of \$1,000 is required. | State Department of Revenue Department of Agriculture and Industries Highway Department Commissioner of Revenue | State Public Road and Bridge Fund Agriculture and Industries Fund Highway Fund General Fund | Bond of \$1,000 minimum required. Paid by distributors. Bond of \$1,000 minimum required. Bond of \$1,000 minimum required. |
| | Brokers or Producers License | Calendar Year | \$10 per license. | Board of Equalization | Motor-Vehicle Fuel Tax Fund | Assessed by Board of Equalization. |
| Colorado | Operating License | Continuous | No fee but minimum bond of \$3,000 is required. | Department of Revenue | - | - |
| Connecticut | Operating License | Oct. 1-Sept. 30 | No fee but minimum bond of \$500 is required. | - | • | - |
| | Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons | - | \$25 per station, \$5 when sold, \$5 per pump added to station. | Motor Vehicle Commissioner | With other motor-wehicle receipts | Paid by distributors and retail dealers |
| Delaware Florida | Operating License Operating License | Calendar Year Continuous | \$5 per license. \$5 per license. | State Highway Department State Comptroller | General Fund Collection and Administration | Bond of \$5,000 minimum is required. Bond of \$3,000 minimum is required. |
| Georgia | Operating License | Continuous | \$5 per license. | Department of Revenue | General Fund | Bond of \$1,000 minimum, \$25,000 maximum |
| Idaho Illinois | Operating License Operating License | Continuous Continuous | \$5 per license. No fee but minimum bond of \$1,000 is re- | Department of Law Enforcement | Notor-Vehicle Fund | is required. Bond of \$1,000 minimum is required. Blenders required to obtain permit. |
| Indiana | Operating License | Continuous | quired. 50 cents per license; 50 cents assessed upon change of trustee. | Department of State Revenue | Motor-Vehicle Fuel Fund | Bond of \$2,000 minimum is required. |
| Iowa. | Distributors License | Continuous | \$1 per license. | State Treasurer | With other motor-fuel revenue | Bond of \$1,000 minimum is required; |
| | Public Scale License Gasoline Pump and Meter License | Calendar Year July 1-June 30 | \$3 per scale. \$1.50 per pump or meter if paid before July 30; \$3 thereafter. | Department of Agriculture Department of Agriculture | General Fund General Fund | renewed annually. |
| | Motor-Vehicle Fuel Transport License | Continuous | \$1 per vehicle. | State Treasurer | With other motor-fuel revenue | Paid by carrier. |
| Kansas | Distributors License | Continuous | \$5 per license for first location; 50-cent fee for each additional place. | Motor Fuel Tax Division | General Fund, 10 percent; Motor-Vehicle Fuel Department, 90 percent | Surety bond of \$1,000 minimum is required of all distributors. |
| | Manufacturers License | Continuous | \$25 per license. | Motor Fuel Tax Division |) | Surety bond of \$5,000 minimum is required. |
| | Importers License | Continuous | \$15 per license. | Motor Fuel Tax Division |) | Surety bond of \$5,000 minimum is required. |
| Kentucky | Liquid-Fuel Carrier Permit Ports of Entry Fees Operating License | Continuous | \$1 per truck per trip. 50 cents per truck load of gasoline. No fee but minimum bond of \$5,000 is required. | Motor Fuel Tax Division Motor Fuel Tax Division Department of Revenue |) Highway Fund Road Fund | Paid by distributor carriers. Paid by liquid-fuel carriers. |
| Louisiana | - | - | dattage. | • . | - | Bond of \$10,000 maximum for new gaso- line dealers. Old dealers, bond not to exceed total of tax, penalty, and costs for last 3 months. \$2,000 bond for kerosene dealers. |
| Maine Maryland | Operating License Operating License | Continuous Continuous | No fee. No fee. | State Comptroller, Gasoline Tax Division | - | Hew bond required each year; minimum is \$1,000. |
| Massachusetts | Operating License | Continuous | No fee but bond is required. | - | - | If fuel purchased is entirely for export bond requirement is \$2,000. |
| Michigan | Operating License | Calendar Year | \$5 per license. | Secretary of State | General Fund | Bond required - minimum \$1,000, maximum \$25,000. Bond premium expense refunded by Secretary of State. |
| Minnesota | Operating License | Calendar Year | \$1 per license. | Department of Taxation, Petroleum Div- ision | General Fund | An initial applicant must furnish mini- mum bond of \$3,000. |
| Mississippi | Operating License | Continuous | No fee but minimum bond of \$1,000 is required. | - | - | - |
| Masouri | Storage License | Calendar Year | Varies with storage capacity from \$50 to \$250. | City Tax Collector or County Sheriff | Collection expenses, county and city | - |
| Missouri Montana | Operating License | Continuous | No fee but minimum bond of \$1,000 is required. | <u> </u> | • | - |
| Montana | Operating License | Calendar Year | \$1 per license for each place of business. | Public Service Counission | Gasoline Inspection Fund | Bond required in amount determined by the Board of Equalization, but not to exceed the total of 2 consecutive months' tax payments. |
| | Pump and Vending Machine License | Calendar Year | \$1 for each pump in excess of one. | Public Service Commission | Gasoline Inspection Fund | Paid by wholesalers and retailers. |
| | Inspection Fee | Calendar Year | \$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$8 per petroleum bulk meter, over 2-1/2 inches. | Commissioner of Agriculture | General Fund | - |
| Hebraska | Operating License | Continuous | No fee but bond is required. | - | - | Bond based on quantity of gasoline |
| | Liquid-Fuel Carrier Permit | Continuous | \$10 per transport permit. | Department of Agriculture and Inspection | Administrative expenses | handled; minimum required is \$1,000. No fee if under 1,800 gallons per vehicle. |
| Hevada | Dealers License | July 1-June 30 | \$5 per license. | State Tax Commission | Highway Fund | Bond of \$1,000 minimum is required. |

Based on Information Obtained from State Authorities and on the Laws of the Several States

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

TABLE G-107 Sheet 2 of 2 Status as of January 1, 1954

| STATE | KIND OF LICENSE OR FEE | TERM | BASIS AND RATE OF FRE | COLLECTION AGENCY | DISPOSITION OF REVENUE | REMARKS |
|----------------------------|---|---|---|--|--|---|
| New Hampshire | Distributors License | Continuous | No fee but bond is required. | | - | Bond to equal twice monthly tax payments |
| Hew Jersey | Distributors License, Special Licenses | Apr. 1-Mar. 31 | No fee but bond is required. | - | - | up to a maximum of \$10,000. Importers or producers who handle fuel in first instance. Bond of \$5,000 minimum is required. This also applies to special licenses. |
| | Wholesalers License | Apr. 1-Mar. 31 | \$2 per license. | Department of the Treasury, Motor-Fuels Tax Bureau | General Fund | w special incesses. |
| | Motor-Fuel Carrier Registra- tion | Apr. 1-Mar. 31 | \$2 per registration. | Department of the Treasury, Motor-Fuels Tax Bureau | General Fund | Land or water conveyances. |
| New Mexico | Operating License | July 1-June 30 | \$25 per license and \$25 per each distributing station in excess of one within the State. | Bureau of Revenue, Gasoline Tax Division | Gasoline Tax Suspense Fund | License issued after filing of bond, minimum \$2,000, maximum \$50,000. |
| Hew York | Notor-Fuel Carrier Manifest | : | No fee except cost of forms. | Bureau of Revenue, Gasoline Tax Division | Gasoline Tax Suspense Fund | Paid by intrestate motor-fuel carriers. No license but distributor must be registered. Bond may be required. |
| North Carolina | Operating License | Continuous | No fee but bond is required. | - | - | Amount of bond (maximum \$20,000) is based on sales; wholesalers pay from \$4 to \$10 per pump used in retail dis- tribution of motor fuel. |
| | Gross Sales Tax | July 1-June 30 | \$2.50 plus 5 percent additional on gross sales if they exceed \$5,000. | Commissioner of Revenue | General Fund | If oil and gasoline dealers elect to pay 1/4 cent per gallon inspection fee, they are not subject to gross sales tax. |
| North Dekota | Liquid-Fuel Carrier Permit Operating License | Continuous July 1-June 30 (odd years) | No fee. \$2 per license. | State Auditor | General Fund | Obtained by carriers of liquid fuels. Bond of \$2,000 minimum required of dealers. |
| Ohio | Operating License | Continuous | \$5 per license. | Department of Taxation | General Revenue Fund | Bond of \$5,000 required, but amount may be increased by Department of Taxation. |
| Oklahoma | Distributors License | Continuous | No fee but minimum bond of \$250 is required. | - | - | - Increased by Department of Taxabiton. |
| Oregon | Operating License | Continuous | No fee but minimum bond of \$1,000 is required. | - | - | - |
| Pennsylvania | Distributors Permit | June 1-May 31 | No fee but minimum bond of \$2,500 is required. | • | - | Expires May 31 regardless of the issuance date. |
| Rhode Island | Operating License | Calendar Year | No fee but bond of \$25,000 is required. | Division of Taxation | General Fund | Financial statement showing net worth of \$75,000, with real assets located within State may be accepted in lieu of bond. |
| South Carolina | Operating License | Continuous | No fee but bond is required in amount de- termined by Tax Commissioner. | - | - | - |
| South Dakota | Operating License | Continuous | No fee but minimum bond of \$4,000 is required. | - | - | License continuous. Bond renewal April 1 each year. |
| Tennessee | Operating License Oil Depot License | Continuous Calendar Year | No fee but bond must accompany application. \$50 to \$700 according to distribution or storage. | County Court Clerk | General Fund | Minimum bond requirement is \$1,000. State license only. Each county and in- corporated place may lavy similar license. |
| Texas | Operating License | Calendar Year | No fee but minimum bond of \$1,000 is required. | • | - | • |
| Utah | Operating License | Quarterly | \$1 per place of business. | State Tax Commission | Highway Maintenance and Construction Fund | Bond of \$2,000 minimum is required. |
| Vermont | Distributors License | Continuous | No fee but bond not to exceed \$10,000 is required. | | - | - |
| Virginia | Dealers License | Calendar Year | \$5 per original license; no fee for renewal. | Division of Motor Vehicles | Highway Fund | Bond required in the sum of 3 times the anticipated average monthly tax due during the next succeeding three calendar months, with a maximum of \$20,000. |
| | Supplier License (Special Fuels) | Continuous | No fee. | Division of Motor Vehicles | - | • |
| | Transport License | Calendar Year | \$2 per license. | Division of Motor Vehicles | Highway Fund | Paid by common or contract carriers of motor fuels. |
| Washington | Distributors License Motor-Vehicle Fuel Conveyors License | Calendar Year Calendar Year | \$10 per license. \$1 per set of 2 plates, 75 cents per single replacement. | Department of Licenses Department of Licenses | Motor-Vehicle Fund Motor-Vehicle Fund | Bond of \$5,000 minimum is required. Paid by carriers of motor fuel. |
| West Virginia Wisconsin | Operating License Operating License | Calendar Year Continuous | \$5 per place of business. No fee but bond must be furnished. | State Tax Commission | Primary Road Fund | Tax Commissioner may require surety bond. Amount of required bond as fixed by the State shall not exceed amount of highest monthly tax. |
| Wyoming | Operating License | Calendar Year | \$10 per license. | State Highway Department | State Highway Department | Bond required to equal 10 percent of previous year's tax remittance but not less than \$500 or more than \$10,000. |
| Dist. of Col. | Operating License | July 1-June 30 | \$5 per license. | Collector of Taxes | Highway Fund | Bond of \$5,000 minimum is required. |
| | | | | | | |

^{1/} The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL 1/

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE G-108 Sheet 1 of 2 Status as of January 1, 1954

| STATE | KIND OF LICENSE OR FEE | TRRM | BASIS AND RATE OF FEE | COLLECTION AGENCY | DISPOSITION OF REVENUE | REMARKS |
|------------------------------------|--|--|---|---|---|--|
| Alabama | Bond Filing Fee Pump License | Continuous Oct. 1-Sept. 30 | \$5 per bond. Varies with population from \$2.50 to \$28 per pump and from \$2.50 to \$21 per additional pump. | State Department of Revenue County probate judges | Public Road and Bridge Fund Collection expenses 2-1/2 percent; re- mainder, State 2/3, counties 1/3 | Probate judges are permitted a 50-cent fee for each license issued. |
| Arisona Arkansas California | | - Calendar Year | \$2 per pump. | Department of Agriculture, Bureau of Weights and Measures | Department of Agriculture, Bureau of Weights and Measures, for administration and emforcement | No license is required. No license is required. |
| Colorado Connecticut | Special-Fuel Dealers License Pump License | Continuous Oct. 1-Sept. 30 | No fee. \$5 for first pump and \$2 for each additional pump at any one station. | Department of Revenue Motor Vehicle Department | State Highway Fund | : |
| | Sellers License (Special-Fuels) Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons | Continuous - | No fee. \$25 per station, \$5 when sold, \$5 per pump added to station. | Motor Vehicle Commissioner | With other motor-wehicle receipts | Paid by distributors and retail dealers |
| Delaware Florida | Operating License Operating License | Calendar Year Calendar Year | \$2 per license. \$5 per license. | State Highway Department State Comptroller | General Fund Collection and administration, State Road License Fund | : |
| | Special-Fuel User-Dealer Permit | Continuous | \$1 per license. | State Comptroller | With motor-fuel receipts | • |
| Georgia Idaho | Vendees Refund Permit Vehicle Tank, Pump, and Meter License | Calendar Year | No fee. 75 cents for each retailing device; tanks less than 500 gallons capacity \$7.50, and if more, 1.5 cents per gallon. | Department of Agriculture | General Fund | = |
| Illinois | Special-Fuel Dealers License | Continuous | No fee but bond is required. | - | · | Bond equal to twice escimated monthly tax payment (minimum \$500). |
| Indiana | - | = | : | - | : | No license is required. |
| Iova | Operating License Gasoline Pump and Meter License | Continuous July 1-June 30 | No fee. \$1.50 per pump or meter if paid before July 30; \$3 thereafter. | Department of Agriculture | General Fund | : |
| Kansas Kentucky Louisiana | Dealers License | Continuous | Ho fee but minimum bond of \$500 is required. | Department of Revenue | • | No license is required. |
| Maine Maryland Massachusetts | Special-Fuel Dealers License Operating License | Continuous Calendar Year | No fee. \$7 per ligense. | Department of Labor and Industries | Administration and enforcement (any | No license is required. |
| Michigan | Retail Dealer Certificate Marine-Fuel Dealer License Diesel-Fuel Dealer and Dealer- User License | Continuous Calendar Year Calendar Year | No fee. \$1 per license. \$1 per license plus bond. | Secretary of State Secretary of State | balance is returned to General Fund) General Fund General Fund | Bond premium expense refunded by Secretary of State. |
| | Liquefied Petroleum Dealer License Liquefied Petroleum Dealer | Calendar Year Continuous | \$1 per license plus bond. No fee. | Secretary of State | General Fund | Bond presium expense refunded by Secretary of State. |
| Minnesota | Registration Registration of Dealer Special-Fuel Dealers License | Continuous Calendar Year | Ho fee. \$1 per license. | Department of Taxation, Petroleum Div- | General Fund | Obtained by sellers of special fuel. |
| | Special-Fuel Bulk Purchasers License | Calendar Year | \$1 per license. | ision Department of Taxation, Petroleum Div- ision | General Fund | Obtained by bulk purchasers of special fuel. |
| Mississippi | Operating Permit Pump License | Calendar Year Calendar Year | Ho fee. Varies with population from \$1 to \$8 per pump. | City Tax Collectors or county sheriffs | Collection expenses, county and city | Storage capacity of 250 gallons or less is a pump. |
| Missouri | Special-Fuel Dealers License | Continuous | No fee but bond of at least \$100 is re- guired. | Oil Inspection Department and Department of Revenue | Highway Fund | - |
| Montana | Operating License | Calendar Year | \$1 per license for each place of business. | Public Service Commission | Gesoline Inspection Fund | Bond required in amount determined by the Board of Equalization; but not to exceed 2 months' tax payments. |
| | Pump and Vending Machine License | Calendar Year | \$1 for each pump in excess of one. | Public Service Commission | Gasoline Inspection Fund | Paid by wholesalers and retailers. |
| | Inspection Fee | Calendar Year | \$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk metr, 2-1/2 inches and under; \$6 per petroleum bulk meter, over 2-1/2 inches. | Commissioner of Agriculture | General Fund | • |
| Hebraska Hevada | Refund Dealers License Special-Fuel Dealers License | Calendar Year Continuous | No fee. \$1 for each place of business. | Department of Agriculture and Inspection | Administration | License to sell "Refund Tax Gasoline". License to sell special fuels. Wo license is required. |
| New Hampshire New Jersey | Operating License | Apr. 1-Mar. 31 | \$5 per license. | Department of the Treasury, Motor Fuels Tax Bureau | General Fund | No license is required. |

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL 1/

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE G-108 Sheet 2 of 2 Status as of January 1, 1954

| STATE | KIND OF LICENSE OR PER | TERM | BASIS AND RATE OF FEE | COLLECTION AGENCY | DISPOSITION OF REVENUE | RIMARKS |
|--|---|---|--|---|--|--|
| New Mexico New York North Carolina | Operating License Operating License Pump License | Calendar Year Calendar Year June 1-May 31 | \$5 for each place of business. \$2 per license. \$4 to \$10 per pump. | Bureau of Revenue, Gasoline Tax Division Department of Taxation and Finance Commissioner of Revenue | Gasoline Tax Suspense Fund General Fund General Fund | Paid only by wholesalers on their retain |
| | Automobile, Motorcycle Deal- ers, and Service Station License | June 1-May 31 | \$5 per pump in rural areas end from \$10 to \$50 in cities and towns. | Commissioner of Revenue | General Fund | Total amount assessed cannot average less than \$5 per pump. |
| | Gross Sales Tax | July 1-June 30 | \$2.50 plus 5 percent additional on gross sales if they exceed \$5,000. | Countsioner of Revenue | General Fund | If oil and gasoline dealers elect to pay 1/4-cent per gallon inspection fee, they are not subject to gross sales tax. |
| North Dakota | Pump License Pump Inspection | July 1-June 30 July 1-June 30 | \$1 per pump. 75 cents per pump. | Public Service Commission Public Service Commission | State Inspection Fund State Inspection Fund | : |
| Ohio | - | - | - | • | • | No license is required. |
| Oklahoma | Operating License Special-Fuel Dealers License | Continuous | No fee. No fee but must file bond. | • | - | _ |
| Oregon Pennsylvania | Special Dealer-User License | Continuous | Ho fee but minimum bond of \$500 is required. | Department of Revenue | Motor License Fund 90 percent, Liquid Fuels Tax Fund 10 percent | No license is required. No license is required of gasoline dealers. |
| Rhode Island | Operating License | Continuous | \$1 per license. | Division of Taxation | General Fund | - |
| South Carolina | Operating License (Gasoline) Operating License (Special Fuel) | Continuous Nov. 1-Oct. 31 | No fee. \$1 per license. | Tax Commission | General Fund | : |
| South Dakota | Special-Fuel Dealers License | Continuous | No fee but minimum bond of \$1,000 is re- ouired. | - | - | Bond must be renewed July 1 each year. |
| Tennessee | Operating License | Calendar Year | \$15 to \$60 according to number of employees. | County court clerk | General Fund | - |
| Texas | Refund Dealers License | Calendar Year | No fee. | - | - | Obtained by dealers selling refund gase line. |
| | Special-Fuel User-Dealer Permit | Calendar Year | No fee but minimum bond of \$100 is required. | Comptroller of Public Accounts | - | • |
| Utah | Pump License | Continuous | No fee for original but \$1 is charged if original is lost, destroyed, or revoked. | State Road Commission | State Highway Fund | • |
| Vermont Virginia | User-Seller or Peddler License | Calendar Year | \$5 per original license; no fee for renewal. | Division of Motor Vehicles | Highway Fund | No license is required. |
| Washington | • | | | - | - | No license is required. |
| West Virginia | Operating License Special-Fuel Dealers License | Calendar Year Continuous | \$1 per place of business. No fee, but bond is required. | State Tax Commission Department of Taxation | Primary Road Fund | Minimum bond \$500, maximum \$25,000. |
| Wyoming Dist. of Col. | Operating License Pump License | Calendar Year Nov. 1-Oct. 31 | \$1 per station or store. \$3 per pump or filter. | State Highway Department Collector of Taxes | State Highway Department General Fund | |

^{1/} The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

Highway Statistics, 1952

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL u

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE G-109 Sheet 1 of 2 Status as of January 1, 1954

| | | | | | | Status as of January 1, 1954 |
|---------------|---|--------------------------------|---|--|--|--|
| STATE | KIND OF LICENSE OR FEE | TERM | BASIS AND RATE OF FEE | COLLECTION AGENCY | DISPOSITION | REMARKS |
| Alabema | - | - | - | - | - | See G-102 for optional license. |
| Arizona | Special-Fuel Users Permit | Continuous | No fee but bond must be filed for each vehicle. | • | - | - |
| Arkansas | Special-Fuel Users Permit | Continuous | No fee but \$500 bond is required. | Department of Revenue | - | - |
| California | Special-Fuel Users Permit | Continuous | No fee but bond is required. | - | • | \$200 bond for each piece of out-of-State equipment operated in California. |
| Colorado | Special-Fuel Users License | Continuous | No fee but bond is required. | Department of Revenue | - | Minimum bond \$100; maximum \$3,000. |
| Connecticut | Special-Fuel Users License | Continuous | No fee. | - | | Also required of retail sellers of special fuel. |
| Delaware | - | | - | <u>-</u> | <u>-</u> . | No license is required. |
| Florida | - , | - | - | - 1 | _ | See Table G-102 for optional license. |
| Georgia | - | - | • | - | - | No license is required. |
| Idaho | Permit for vehicles using special fuel | Continuous | No fee. | · - | - | - |
| | - | - | - | - ' | - | See G-102 for optional users license. |
| Illinois | - | • | - | - | - | No license is required. |
| Indiana | Special-Fuel Users Licnese | Continuous | \$1 per license. | Department of State Revenue | With motor-fuel receipts | Bond is required; minimum \$100, maximum \$1,000. |
| Iowa | Registration of vehicles using liq- uefied petroleum gas | Calendar Year | No fee. | State Treasurer | - | • |
| Kansas | Refund Permit | Calendar Year | 50 cents per permit. | County clerks | General Fund of each county, 30 cents; State | Paid by purchasers of refund fuel. |
| | Special-Fuel Users License | Calendar Year | \$1 per license. | Motor Fuel Tax Division | Revenue Administration Fee Fund, 20 cents. Highway Fund | Bond of \$250 minimum is required. |
| Kentucky | Users License | Continuous | No fee but minimum bond of \$500 is required. | Department of Revenue | - | - |
| Louisiana | Special-Fuel Users License | Continuous | No fee. | - | - | - |
| Maine | Special-Fuel Users License | Continuous | \$1 per license. | Bureau of Taxation, Excise Tax Division | • | Bond is required; minimum \$200, maximum \$10,000. |
| Maryland | - | - | · <u>-</u> | • | - | See G-102 for optional license. |
| Massachusetts | | - | <u>[</u> | • | - | No license is required. |
| Michigan | Diesel-Fuel User License | Calendar Year | \$1 per license. | Secretary of State | General Fund | <u>-</u> |
| Minnesota. | Special-Fuel Bull Purchasers License | Calendar Year | \$1 per license. | Department of Taxation, Petroleum Division | General Fund | Obtained by bulk purchasers of special fuel. |
| Mississippi | Motor-Vehicle Registration Permit for vehicles consuming special fuels | Calendar Year | See Table G-102. | • ** | - | This permit is in addition to regular registration by Privilege Tax Division. |
| Missouri | Special-Fuel Users License | Continuous | No fee but bond is required. | 011 Inspection Department and Department of Revenue | Highway Fund | Bond equal to twice estimated tax due. |
| Montana | Pump and Vending Machine License Inspection Fee | Calendar Year Calendar Year | \$1 for each pump in excess of one. \$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$6 per petroleum bulk meter, over 2-1/2 inches. | Commissioner of Agriculture Commissioner of Agriculture | General Fund General Fund | : |
| Nebraska | License to buy refund gasoline Special-Fuel Users Permit | Calendar Year Continuous | \$1 per license. \$1 per vehicle. | Department of Agriculture and Inspection Department of Agriculture and Inspection | Administrative expenses Administrative expenses | - |
| Hevada | Special-Fuel Users Permit | Continuous | No fee. | State Tax Commission | - | - |
| New Hampshire | Special-Fuel Users License | Continuous | No fee. | • | - | - |
| New Jersey | Motor-Fuel Carrier Registration | Apr. 1-Mar. 31 | \$2 per registration. | Department of the Treasury, Motor Fuels Tax Bureau | General Fund | Land or water conveyances. |

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL ${f V}$

and on the laws of the Several States and the Several States

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|---|--|--|--|---------------------------------|--|--------------------|
| \$100 bond is required for each vehicle. | bmuf samegang mer sentioses | motetric ner entioned, demorse to merud | \$1 per license. | autount tract | Special-Fuel Users License | Solxel vell |
| Mo charge for registration of owner. If owner requests certificate to be cerried in vehicle, charge is 25 cents per cer- tificate. | Dan't Jersed | soment% has moltaneT to inemitated | So cents for each dissel certificate of registration. | Contitions | setloses med reduced nutraries | Hew York |
| Paid by purchasers of refund fuel. | bmT Verigin stats | Commitsatomer of Nevenne | -er at 085\$ to hand manning the sec- | July 1-June 90 Calendar Year | thered bunked the transfer started erself erself erself erself erself erself erself erself bunkerself bunkerse | Borth Carolina |
| If more than one vehicle, a license is required for each vehicle. | han't Leremes stats | Totibus state | quired. | July 1-June 30 (odd years) | Special Terra License | Morth Dekota |
| Mo license is required. | | - | | - | • | otalo |
| : | : | : | .bood siit must file bood | Continues Securituo | sement areau land-Latoeq8 eau-now-retrocal land-Latoeq8 | dichelome |
| - | - | | Fo fee. | anomattanoo | esmeat areau leaf-Latesegs | DOSESTO. |
| .erzeiseb smilozeg to berimper at eamsoif of | Motor License Fund 90 percent; Liquid Fuels Tax Fund 10 percent | Department to Assessed | -er at 002\$ to bood minimum both off .berling | Comtimons | Special bealer-User License | Permeylvanda |
| .beringer at semesti oM | | - | - | - | • | Rhode Island |
| . shunter gaintale eressene of bentated | : : | : | We fee. We bond is required in amount de- termined by Tex Commissioner. | Mow. 1-Oct. 31 Continuous | sensoid erasu fauf-Latosq8 firmet suitossa bunten | South Ceroline |
| License continuous, Bond renewed July Lat | bare Lerosco | Department of Finance | \$1 per license plus bond of at least \$100, | anount traco | Special-Fuel Users License | stodel direct |
| mond of at least \$500 or three times. beringer at withing in the required. | With Motor-Puel receipts | moltanes has somenit to immeriaged | \$5 per license plus \$1 for each motor- | arount traco | Special Fred Gerra License | Lemessee |
| Deducted from mount of return claim. | TueserT etals | Combitoller of Public Accounts | 50 cents per refund chaim. So fee but minimum bond of \$100 ts re- puired. | Celendar Yeer | Netwod Filing Fee Special-Fuel User-Deeler Fermit | - esset |
| - | · - | State Tax Commission | Mo fee but bond may be demanded at the sel off the feet formulasion. | Continuous | Spaces aroou ford-saloogs | प्रका |
| .beringer at semesit off | | - | - | - | . • | †anoerse¥ |
| _ | bmf verigin | Division of Motor Vehicles | \$5 per original licenses no fee for re- | Calendar Year | User-Seller License | statzriv |
| - | - | - | so fee but minimum bond of \$500 is re- | Continuous | Special-Tuel Users Fermit | Meshington |
| Paid by consumers claiming refunds. No license is required. | Motor-Vehicle Fund | Department of Licenses | 50 cents per refund permit. | Celendar Year | set three burish | : |
| .000,55\$ munitame (550 broof amazinik | | - | - | - | - 1 | Atarata Jack |
| No linemas is required. | - | nottened to ineminded | .beringer at bood fud set off | Continuous | Special-Fuel Users License | Missonsin |
| Mo license is required. | - | | - | | | Manuag Manuag |
| | Todae. | the distribution of motor fuel and silind prod | Suitaliser to stane adt seiverteb to securing | 1 | | Dist. of Col. |

INSPECTION AGENCY

COLLECTION AGENCY

State Laboratories Department

State General Fund.

MOTOR FUEL ONLY

STATE

North Dakota

1/20 cent per gallon of gasoline, tractor fuels, and diesel fuel.

AMOUNT FOR INSPECTION OF-

OTHER PETROLEUM PRODUCTS

1/20 cent per gallon of kerosene and heating oil.

DISPOSITION

| | MOTOR FORE CHEEL | UINER PETRULEUR PRODUCTS | | | |
|----------------|--|--|--|---|---|
| Alabama | 1/40 cent per gallon of gasoline, ben- sine, and naphtha. | 1/2 cent per gallon of kerosene. | Department of Agriculture and Industries | Department of Agriculture and Industries | Agriculture and Industries Fund. |
| Arizona | No charge. | Ho charge. | State Highway Department | _ | - |
| Arkansas | 10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quan- tities larger than a barrel. | 10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quan- tities larger than a barrel. | State Revenue Department, Oil Inspection Department | State Revenue Department | First \$100,000 to County Aid Fund and balance to County Revenue Fund. |
| California | Gasoline - no fee. | Lubricating oil - no fee. | Department of Agriculture, Eureau of Weights and Measures | - | - |
| Colorado | No charge. | No charge. | State Inspector of Oils | - | - |
| Connecticut | No charge. | Lubricating oil - no charge. | Gesoline Tax Division | - | - |
| Delaware | - | . | - | - | • |
| Florida | 1/8 cent per gallon of gasoline. | 1/8 cent per gallon of kerosene and signal oil. | Department of Agriculture | Department of Agriculture | General Inspection Fund; all used by Department of Agriculture. |
| Georgia | No charge. | No charge. | Department of Revenue | - | - |
| Idaho | No charge. | No charge. | Department of Agriculture | - | - |
| Illinois | 3 cents per 100 gallons of gasoline. | 3 cents per 100 gallons of kerosene. | Department of Revenue | Department of Revenue | General Fund. 2/ |
| Indiana | 4 cents per 50-gallon barrel. | 4 cents per 50-gallon barrel. Lubri- cating oil is not inspected. | Division of Oil Inspection | Division of Oil Inspection | Petroleum Inspection Fund for inspection costs; balance to General Fund. |
| Iowa | \$2 analysis fee per sample tested. 3/ | 3 cents per 50-gallon barrel of illu- minating oil. | State Chemist | Department of Agriculture | General Revenue Fund. |
| Kansas | 1/2 cent per 50-gallon barrel of gaso- line. | 1/2 cent per 50-gallon barrel of kero- sene. | Commission of Revenue and Taxation | Commission of Revenue and Texation | 90 percent to the Motor Fuel Division; remainder to General Fund. |
| Kentucky | - | - | . - | - | - |
| Louisiana | 1/32 cent per gallon of gasoline. | 1/32 cent per gallon of kerosene. | Department of Revenue | Collector of Revenue | Costs of inspection. |
| Maine | No charge. 4/ | Lubricating oils - no fee. | Bureau of Taxation, Excise Tax Division | - | - |
| Maryland | - | • | - | - | - |
| Massachusetts | No charge. 5/ | Lubricating oil - no charge. 5/ | Department of Labor and Industries | • | - |
| Michigan | - | - | - | - | - |
| Minnesota | 1-1/4 cents per 50-gallon barrel. 6/ | 1-1/4 cents per 50-gallon barrel. | Department of Taxation, Petroleum Div- ision | Department of Taxation, Petroleum Div- ision | General Revenue Fund. 2/ |
| Mississippi | No charge. | No charge. | Motor Vehicle Comptroller 7/ | - | • |
| Missouri. | Minimum of 1/2 cent per barrel to maxi- mum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue. | Minimum of 1/2 cent to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue. | 011 Inspection Department | Department of Revenue | General Revenue Fund. |
| Montana | No charge. | No charge. | Public Service Commission | - | - |
| Nebraska | 25 cents per barrel for less than 10 bar- rels; 1/2 cent per barrel for 10 bar- rels or more of gasoline. | 25 cents per barrel for less than 10 bar- rels; 1/2 cent per barrel for 10 bar- rels or more. 8/ | Department of Agriculture and Inspection | Department of Agriculture and Inspection | Administration expenses. |
| Bevada | 1/20 cent per gallon. | 1/20 cent per gallon of distillate and lubricating oil. | State Sealer | State Sealer | Petroleum Products Inspection Fund for administration costs; belance to General Fund. |
| New Hampshire | - | | | - | - |
| New Jersey | - | • | - | - | - |
| New Mexico | Any liquid believed to be motor fuel may be analyzed but no fee is imposed. | • | Bureau of Revenue, Gasoline Tex Division | • | - |
| New York | No charge. | - | Miscellaneous Tax Bureau | - | - |
| North Carolina | 1/4 cent per gallon. | 1/4 cent per gallon of kerosene used for illuminating or heating purposes. | Commissioner of Agriculture | Commissioner of Revenue | Costs of inspection, remainder to State General Fund. |
| | İ | F . | 1 | 1 | 1 |

State Laboratories Department 9/

STATE LIQUID-FUELS INSPECTION FEES Y

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| Based on Information Obtained from State Authoritia | . Btates | |
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| Proof | and on | |

| | ANOTHER POR INSPECTION OF- | SPECTION OF- | Variable African | COLLECTION AGENCY | DISPOSITION |
|--------------------|---|---|---|---|--|
| STATS | MOTOR FUEL ORLY | OTHER PETROLEUM PRODUCTS | THOUSENESS WINNESS | | |
| Obiso | 5 | | • | ı | • |
| Oklahoma | 8/100 cent per gallon of gasoline, and naphths. 10/ | 8/100 cent per gallon of burning oil and kerosene. | Corporation Commission | Tax Comission | General Revenue Fund. 2/ |
| Oregon | 50 cents per tag indicating quality of fuel and attached to container outlat. | • | Department of Agriculture, or State or local police | Department of Agriculture | Department of Agriculture Account. |
| Pennsylvania | 3 | | • | • | 1 |
| Thode Island | Impaction performed to determine suitability of motor-vehicle fuel but no fee is imposed. | No charge. | Department of Taxation | • | |
| South Caroline | 1/8 cent per gallon. | 1/8 cent per gallon. | Department of Agriculture | Department of Agriculture | State General Fund. 2/ |
| South Dakota | 1-1/4 cents per 90-gallon berrel. | 1-1/4 cents per 50-gallon barrel. Ho charge for crude oil, imbricating oil, and Ho. 5 and Ho. 6 burner oil. | Department of Finance | Department of Finance | \$20,000 annually to General Fund for cost of inspection; remainder to State Eigheny Fund. |
| Tembessee | 20 cents per 50-gallon berrel. | 20 cents per 50-gallon berrel. | Department of Finance and Taxation | Department of Finance and Texation | Couts of inspection; balance to General Fund. |
| Tecne | No obarge. | • | Comptroller of Public Accounts | • | • |
| Uteh | No charge. | • | State Road Commission | | • |
| Versout | • | Illuminating oils but no fees are imposed. | Local officers appoint an inspector | • | • |
| Virginia | No charge. | No charge. | Commissioner of Agriculture and Immigration | • | |
| Washington | 1 | t | • | 1 | |
| West Virginia | 1 | | | Demartment of Paration | State General Fund. 2/ |
| Waccasia Woming | 1-1/2 cents per %0-gallon barrel. No charge. | 1-1/2 cents per yo-gallon neares. Illuminating oils and tractor fuels - no fee. | State Comissioner of Agriculture | • | • |
| Dist. of Col. | • | • | • | 1 | • |
| | | | 7/ Inspection per | 7/ Inspection performed at discretion of Motor Vehiole Comptroller or duly appointed agent. | roller or duly appointed agent. |

1/ In the States for which no entry appears patroless are not imspected.

Occase of inspection are paid by appropriation from State description.

Y columnary, but Department of Agriculture on make inspection whenever it desires.

Y sees for analysis are paid from annual appropriation of the Division of Gas Tax.

Y Inspection made at discretion of Department of Labor and Industries and financed from Betail Desire's
Litemes reselvier.

A no other acting (anti-insoit) test is made upon request of distributor. Cont of test is \$5.00 regardless of the millionial semplet.

If imprection parformed at filteration of Motor Venture to cause appointed season.

If imprection parformed at filteration of Motor Venture or cause appointed season.

If kerosens and related products. Lubricating oils are not imprected.

If kerosens and related products. Lubricating oils are not imprected.

If kerosens and related products in the State Food Commissioner and Obsairs. Exforcement and field supervention under State Laboratories Department.

If foreign as an excise tax and collected in same manner as other taxes on actor fals.

If this lamp oil, parefrine wax, and fuel for infaustrial heating or gas manufacture are not impected; generally the impaction has are not enforced.

MOTOR VEHICLES

Although shortages of materials that had curtailed motor-vehicle production in 1951 continued into the first half of 1952, registrations for the year increased nearly 1.5 millions over 1951. The 53,265,406 motor vehicles registered in 1952 included 649,494 vehicles owned by Federal, State, and local governments. The total does not include any automotive equipment owned by the military forces.

The further expansion of suburban areas has not only resulted in additional families joining the ranks of one-car owners, but is a factor in the trend toward ownership of more than one car per family. These factors, together with greater marginal ownership, is evidenced by the change in the number of persons per vehicle from 2.95 in 1951 to 2.92 in 1952.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. Registration practices vary widely among the States: several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registration of taxicabs, station wagons, and special-type vehicles. It is therefore necessary in many cases to supplement data supplied by the State with information available from other sources.

The motor-vehicle registrations reported do not

include transfers or reregistrations. Insofar as possible, these and all other items that might cause duplications have been removed.

Tables MV-7, 9, and 10 provide information on publicly owned vehicles and on busses and trucks in more detail than is given intable MV-1, and table MV-11 gives trailer and semitrailer data. The numbers of motor-vehicle operators' licenses issued in 1952 and an estimate by the Bureau of Public Roads of the number in force during the year are given in table MV-12.

Taxes and fees connected with State motor-vehicle registrations are given in table MV-2, and special taxes on motor-carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are motorvehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

The disposition of motor-vehicle revenues is given in the section on highway taxation, page 63.

Data on truck weight and capacity classifications, with a brief discussion, are given on pages 43-56. Traffic characteristics are reported and discussed on pages 57-60.

STATE MOTOR-VEHICLE REGISTRATIONS - 1952 1

Compiled for calendar year from reports of State authorities 2/

Table MV-1, 1952 Revised September, 1953

| from reports of | MOTOR VEHICLES | | | | | | | | | | | | | | MOTORCYCLES | | tember, 1953 | |
|--|---|--|---|---|--------------------------------------|---|---|---|---|---|---|---|---|--|---------------------------------|---------------------------------------|------------------------------|--|
| | | | | F | | | 1 | MOTOR VEHICL | ES | | | · | | | | MOTORCYC | LES | 4 1 |
| | | AUTOMOBILES | | | Busses | | | TRUCKS | | ALL | MOTOR VEHIC | LES | COMPARISON OF REGISTRATIONS | | VEHICLE | | | |
| STATE | PRIVATE AND COMMERCIAL (INCLUDING TAXICABS) | PUBLICLY OWNED 3/ | TOTAL | PRIVATE AND COMMERCIAL | PUBLICLY OWNED 3/ | TOTAL | PRIVATE AND COMMERCIAL | PUBLICLY OWNED 3/ | TOTAL | PRIVATE AND COMMERCIAL | PUBLICLY OWNED 3/ | TOTAL | TOTAL 1951 REGISTRA- TIONS | INCREASE OR DECREASE, 1952 | PER - CENTAGE CHANGE | PRIVATE AND COMMERCIAL | PUBLICLY OWNED 3/ | State |
| Alabama | 595,563 | 2,228 | 597,791 | 2,504 | 3,407 | 5,911 | 166,598 | 6,985 | 173,583 | 764,665 | 12,620 | 777,285 | 730,104 | 47,181 | 6.5 | 7,393 | 157 | Alabama |
| Arizona | 249,729 | 2,035 | 251,764 | 958 | 640 | 1,598 | 72,058 | 4,634 | 76,692 | 322,745 | 7,309 | 330,054 | 293,833 | 36,221 | 12.3 | 3,474 | 72 | Arizona |
| Arkansas | 336,927 | 763 | 337,690 | 1,023 | 2,843 | 3,866 | 160,162 | 3,563 | 163,725 | 498,112 | 7,169 | 505,281 | 499,642 | 5,639 | 1.1 | 1,969 | 43 | Arkansas |
| California | 4,397,244 | 19,880 | 4,417,124 | 7,321 | 5,294 | 12,615 | 686,051 | 38,536 | 724,587 | 5,090,616 | 63,710 | 5,154,326 | 4,926,543 | 227,783 | 4.6 | 50,737 | 2,419 | California |
| Colorado | 473,341 | 2,083 | 475,424 | 1,525 | 933 | 2,458 | 136,285 | 7,460 | 143,745 | 611,151 | 10,476 | 621,627 | 599,613 | 22,014 | 3.7 | 4,315 | 40 | Colorado |
| Connecticut | 687,496 | 3,413 | 690,909 | 3,026 | 150 | 3,176 | 91,033 | 4,365 | 95,398 | 781,555 | 7,928 | 789,483 | 764,241 | 25,242 | 3.3 | 3,654 | 150 | Connecticut |
| Delaware | 96,812 | 665 | 97,477 | 465 | 23 | 488 | 23,502 | 765 | 24,267 | 120,779 | 1,453 | 122,232 | 116,750 | 5,482 | 4.7 | 561 | 99 | Delaware |
| Florida | 970,580 | 3,239 | 973,819 | 1,934 | 3,559 | 5,493 | 190,033 | 9,337 | 199,370 | 1,162,547 | 16,135 | 1,178,682 | 1,096,065 | 82,617 | 7.5 | 16,004 | 395 | Florida |
| Georgia | 798,834 | 1,629 | 800,463 | 3,705 | 2,465 | 6,170 | 207,792 | 7,297 | 215,089 | 1,010,331 | 11,391 | 1,021,722 | 969,167 | 52,555 | 5.4 | 7,403 | 261 | Georgia |
| Idaho | 208,889 | 910 | 209,799 | 5/ 298 | 539 | 837 | 5/ 76,046 | 3,847 | 79,893 | 285,233 | 5,296 | 290,529 | 281,372 | 9,157 | 3.3 | 2,119 | 23 | Idaho |
| Illinois | 2,458,462 | 5,428 | 2,463,890 | 7,438 | 3,150 | 10,588 | 361,236 | 12,247 | 373,483 | 2,827,136 | 20,825 | 2,847,961 | 2,789,546 | 58,415 | 2.1 | 23,405 | 608 | Illinois |
| Indiana | 1,257,462 | 3,173 | 1,260,635 | 7,491 | 1,050 | 8,549 | 253,473 | 7,219 | 260,692 | 1,518,420 | 11,450 | 1,529,876 | 1,513,025 | 16,851 | 1.1 | 18,336 | 282 | Indiana |
| Iowa | 883,298 | 2,194 | 885,492 | 1,000 | 2,875 | 3,875 | 193,581 | 7,410 | 200,991 | 1,077,879 | 12,479 | 1,090,358 | 1,100,191 | -9,833 | -0.9 | 10,301 | 80 | Iowa |
| Kansas | 693,663 | 2,697 | 696,360 | 993 | 1,025 | 2,018 | 215,345 | 7,753 | 223,098 | 910,001 | 11,475 | 921,476 | 893,932 | 27,544 | 3.1 | 8,198 | - | Kansas |
| Kentucky | 662,598 | 1,916 | 664,514 | 2,819 | 1,635 | 4,454 | 181,705 | 5,256 | 186,961 | 847,122 | 8,807 | 855,929 | 820,339 | 35,590 | 4.3 | 6,064 | - | Kentucky |
| Louisiana | 583,056 | 2,442 | 585,498 | 4,001 | 533 | 4,534 | 160,705 | 4,853 | 165,558 | 747,762 | 7,828 | 755,590 | 735,997 | 19,593 | 2.7 | 4,745 | 98 | Louisiana |
| Maine | 219,611 | 955 | 220,566 | 1,064 | 359 | 1,423 | 6/ 62,578 | 2,958 | 65,536 | 283,253 | 4,272 | 287,525 | 280,141 | 7,384 | 2.6 | 2,094 | 21 | Maine |
| Maryland | 656,831 | 2,929 | 659,760 | 4,549 | 332 | 4,881 | 111,727 | 3,177 | 114,904 | 773,107 | 6,438 | 779,545 | 736,827 | 42,718 | 5.8 | 5,492 | 55 | Maryland |
| Massachusetts | 1,189,133 | 5,141 | 1,194,274 | 7,938 | 60 | 7,998 | 164,003 | 9,783 | 173,786 | 1,361,074 | 14,984 | 1,376,058 | 1,346,520 | 29,538 | 2.2 | 4,506 | - | Massachusetts |
| Michigan | 2,223,742 | 6,033 | 2,229,775 | 7,123 | 3,615 | 10,738 | 309,691 | 16,424 | 326,115 | 2,540,556 | 26,072 | 2,566,628 | 2,555,257 | 11,371 | 0.4 | 18,764 | 343 | Michigan |
| Minnesota Mississippi Missouri Montana | 993,443 356,152 1,043,688 192,810 | 1,961 661 2,199 1,299 | 995,404 356,813 1,045,887 194,109 | 3,814 2,404 4,619 691 | 2,322 2,610 1,308 283 | 6,136 5,014 5,927 974 | 208,240 157,181 274,359 83,371 | 7,421 5,054 6,574 4,124 | 215,661 162,235 280,933 87,495 | 1,205,497 515,737 1,322,666 276,872 | 11,704 8,325 10,081 5,706 | 1,217,201 524,062 1,332,747 282,578 | 1,217,450 510,286 1,320,113 277,031 | -249 13,776 12,634 5,547 | 2.7 1.0 2.0 | 10,134 2,405 6,536 988 | 67 9 27 - | Minnesota Nississippi Missouri Montana |
| Nebraska | 472,373 | 1,362 | 473,735 | 823 | 352 | 1,175 | 139,927 | 4,856 | 144,783 | 613,123 | 6,570 | 619,693 | 608,484 | 11,209 | 1.8 | 4,223 | 499 | Nebraska |
| Newada | 70,335 | 684 | 71,019 | 202 | 149 | 351 | 20,894 | 1,914 | 22,808 | 91,431 | 2,747 | 94,178 | 86,062 | 8,116 | 9.4 | 901 | 21 | Nevada |
| New Hampshire | 145,062 | 933 | 145,995 | 887 | 52 | 939 | 31,509 | 3,054 | 34,563 | 177,458 | 4,039 | 181,497 | 180,162 | 1,335 | 0.7 | 1,695 | - | New Hampshire |
| New Jersey | 1,508,767 | 5,071 | 1,513,838 | 7,106 | 356 | 7, 4 62 | 213,900 | 10,868 | 224,768 | 1,729,773 | 16,295 | 1,746,068 | 1,685,304 | 60,764 | 3.6 | 9,176 | 499 | New Jersey |
| New Mexico | 196,589 | 1,302 | 197,891 | 1,870 | 146 | 2,016 | 68,388 | 3,553 | 71,941 | 265,847 | 5,001 | 271,848 | 258,838 | 13,010 | 5.0 | 2,890 | 7 | New Mexico |
| New York | 3,481,285 | 13,543 | 3,494,828 | 11,443 | 6,364 | 17,807 | 443,178 | 24,714 | 467,892 | 3,935,906 | 44,621 | 3,980,527 | 3,931,559 | 48,968 | 1.2 | 22,109 | 1,155 | New York |
| North Carolina | 920,241 | 3,219 | 923,460 | 2,728 | 7,883 | 10,611 | 227,769 | 9,175 | 236,944 | 1,150,738 | 20,277 | 1,171,015 | 1,129,454 | 41,561 | 3.7 | 9,271 | 199 | North Carolina |
| North Dakota | 193,084 | 670 | 193,754 | 179 | 155 | 334 | 89,071 | 1,969 | 91,040 | 282,334 | 2,794 | 285,128 | 283,809 | 1,319 | 0.5 | 918 | 20 | North Dakota |
| Ohio Oklahoma Oregon Pennsylvania | 2,630,510 656,463 7/ 624,091 2,753,058 | 6,265 2,445 6,194 10,610 | 2,636,775 658,908 630,285 2,763,668 | 5,099 1,624 1,404 10,560 | 6,994 4,358 1,566 797 | 12,093 5,932 2,970 11,357 | 358,066 219,754 <u>7</u> /73,250 469,440 | 14,699 6,829 5,477 22,365 | 372,765 226,583 78,727 491,805 | 2,993,675 877,841 698,745 3,233,058 | 27,958 13,632 13,237 33,772 | 3,021,633 891,473 711,982 3,266,830 | 2,940,388 865,530 691,397 3,189,198 | 81,245 25,943 20,585 77,632 | 2.8 3.0 3.0 2.4 | 23,955 6,805 5,822 24,441 | 433 - 6 555 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island | 235,228 | 1,160 | 236,388 | 579 | 89 | 668 | 32,482 | 1,445 | 33,927 | 268,289 | 2,694 | 270,983 | 261,024 | 9,959 | 3.8 | 1,772 | 112 | Rhode Island |
| South Carolina | 546,852 | 2,265 | 549,117 | 2,041 | 3,383 | 5,424 | 123,807 | 7,922 | 131,729 | 672,700 | 13,570 | 686,270 | 648,297 | 37,973 | 5.9 | 5,449 | 99 | South Carolina |
| South Dakota | 217,969 | 852 | 218,821 | 300 | 332 | 632 | 77,764 | 2,692 | 80,456 | 296,033 | 3,876 | 299,909 | 298,412 | 1,497 | 0.5 | 1,648 | 20 | South Dakota |
| Tennessee | 719,184 | 4,606 | 723,790 | 2,239 | 2,042 | 4,281 | 194,084 | 11,745 | 205,829 | 915,507 | 18,393 | 933,900 | 905,298 | 28,602 | 3.2 | 6,234 | 49 | Tennessee |
| Texas | 2,447,250 | 7,558 | 2,454,808 | 5,227 | 10,035 | 15,262 | 661,210 | 24,057 | 685,267 | 3,113,687 | 41,650 | 3,155,337 | 3,157,009 | -1,672 | -0.1 | 28,713 | 515 | Texas |
| Utah | 216,286 | 1,104 | 217,390 | 432 | 563 | 995 | 51,957 | 2,971 | 54,928 | 268,675 | 4,638 | 273,313 | 264,711 | 8,602 | 3.2 | 1,371 | 46 | Utah |
| Vermont | <u>7</u> / 109,458 | 317 | 109,775 | 576 | 145 | 721 | <u>7</u> / 14,498 | 881 | 15,379 | 124,532 | 1,343 | 125,875 | 123,988 | 1,887 | 1.5 | 752 | - | Vermont |
| Virginia | 830,716 | 4,919 | 835,635 | 3,297 | 2,462 | 5,759 | 184,779 | 7,838 | 192,617 | 1,018,792 | 15,219 | 1,034,011 | 984,276 | 49,735 | 5.1 | 10,459 | 180 | Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 796,507 374,315 1,003,152 107,043 168,363 | 5,723 1,963 2,161 779 8/ 2,457 | 802,230 376,278 1,005,313 107,822 170,820 | 1,136 1,330 2,661 704 2,077 | 2,453 1,617 1,635 290 22 | 3,589 2,947 4,296 994 2,099 | 168,931 115,172 227,245 44,779 18,531 | 14,099 2,916 12,411 2,502 2,207 | 183,030 118,088 239,656 47,281 20,738 | 966,574 490,817 1,233,058 152,526 188,971 | 22,275 6,496 16,207 3,571 4,686 | 988,849 497,313 1,249,265 156,097 193,657 | 969,783 490,211 1,246,136 149,334 191,316 | 19,066 7,102 3,129 6,763 2,341 | 2.0 1.4 0.3 4.5 1.2 | 5,555 3,412 8,990 961 574 | 182 6 291 13 179 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| | | | . , | | | | | -,1 | 1,.50 | | 1 ., | | | -,,,,,, | 1 | /17 | | |

^{1/} For additional details of publicly-owned vehicles and of trucks, busses, and trailers registered, see Tables

^{1.7} For additional vesses of possible where the registration from other sources in order to 2/ Data reported by the States were supplemented in some instances by information from other sources in order to present 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.

J Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

^{4/} 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, 5,661; New Hampshire, 3,873; New Jersey, 10,480; New York,

farm, are not included in this table: Connecticut, 5,661; New Hampshire, 3,873; New Jersey, 10,480; New 13,965; Rhode Island, 1,944.

5/ Privately owned school busses are included with trucks.

6/ Commercial full trailers are included with trucks.

7/ In Oreyon, trucks with gross weights of 4,700 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.

8/ Includes 1,356 automobiles of the Diplomatic Corps.

PUBLICLY OWNED VEHICLES IN THE UNITED STATES - 1952

Compiled for the calendar year from reports of State authorities

Table MV-7, 1952 Revised September, 1953

| | | | | FEDERAL 1 | / | | | | | STATE, COU | MTY, AND MUI | MICIPAL 2/ | | | ALL PUBLICE | | |
|---|-----------------------------------|---------------------------|---------------------------------------|---|---------------------------------------|------------------------|---|---|--------------------------------|---|---|--------------------------------------|------------------------------|---|---|--|---|
| STATE | | MOTOR VI | HICLES | | | | | | MOTOR V | RHICLES . | | | | | | TOTAL, | |
| SINIE | AUTO- MOBILES | Busses | TRUCKS AND TRACTOR TRUCKS | TOTAL | TRAILERS AND SEMI – TRAILERS | MOTOR- CYCLES | TOTAL | AUTO- MOBILES | BUSSES | TRUCKS AND TRACTOR TRUCKS | TOTAL | TRAILERS AND SEMI- TRAILERS | MOTOR- CYCLES | TOTAL | TOTAL MOTOR VEHICLES | INCLUDING TRAILERS AND MOTOR- CYCLES | State |
| Alabama Arizona Arkansas California | 426 766 205 1,984 | 7 99 3 70 | 1,063 2,110 862 5,145 | 1,496 2,975 1,070 7,199 | 34 16 5 48 | - - - | 1,530 2,991 1,075 7,251 | 1,802 1,269 558 17,896 | 3,400 541 2,840 5,224 | 5,922 2,524 2,701 33,391 | 11,124 4,334 6,099 56,511 | 165 288 82 4,182 | 157 72 43 2,415 | 11,446 4,694 6,224 63,108 | 12,620 7,309 7,169 63,710 | 12,976 7,685 7,299 70,359 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 797 98 20 249 | 15 1 1 4 | 2,317 434 104 1,041 | 3,129 533 125 1,494 | 30 - 2 14 | 2 - - | 3,161 533 127 1,508 | 1,286 3,315 645 2,790 | 918 149 22 3,555 | 5,143 3,931 661 8,2% | 7,347 7,395 1,328 14,641 | 382 493 124 405 | 38 150 99 395 | 7,767 8,038 1,551 15,441 | 10,476 7,928 1,453 16,135 | 10,928 8,571 1,678 16,949 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | 602 256 719 226 | 16 36 45 7 | 1,340 1,285 2,186 713 | 1,958 1,577 2,950 946 | 7 21 5 4 | - | 1,965 1,598 2,955 950 | 1,027 654 4,709 2,947 | 2,449 503 3,105 1,051 | 5,957 2,562 10,061 6,506 | 9,433 3,719 17,875 10,504 | 261 233 455 504 | 261 23 608 282 | 9,955 3,975 18,938 11,290 | 11,391 5,296 20,825 11,450 | 11,920 5,573 21,893 12,240 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | 158 177 434 330 | 3 13 10 7 | 737 755 1,254 728 | 898 945 1,698 1,065 | 1 6 19 7 | - - - 1 | 899 951 1,717 1,073 | 2,036 2,520 1,482 2,112 | 2,872 1,012 1,625 526 | 6,673 6,998 4,002 4,125 | 11,581 10,530 7,109 6,763 | 905 - - 149 | 80 - - 97 | 12,566 10,530 7,109 7,009 | 12,479 11,475 8,807 7,828 | 13,465 11,481 8,826 8,082 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 120 497 447 399 | 2 6 10 12 | 238 870 1,116 1,240 | 360 1,373 1,573 1,651 | 15 3 2 | - - - | 360 1,388 1,576 1,653 | 835 2,432 4,694 5,634 | 357 326 50 3,603 | 2,720 2,307 8,667 15,184 | 3,912 5,065 13,411 24,421 | 335 135 1,836 | 21 55 343 | 4,268 5,255 13,411 26,600 | 4,272 6,438 14,984 26,072 | 4,628 6,643 14,987 28,253 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 414 241 542 733 | 6 16 8 16 | 981 807 1,194 1,527 | 1,401 1,064 1,744 2,276 | 17 24 2 9 | - - 2 - | 1,418 1,088 1,748 2,285 | 1,547 420 1,657 566 | 2,316 2,594 1,300 267 | 6,440 4,247 5,380 2,597 | 10,303 7,261 8,337 3,430 | 657 68 128 284 | 67 9 25 - | 11,027 7,338 8,490 3,714 | 11,704 8,325 10,081 5,706 | 12,445 8,426 10,238 5,999 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 381 267 33 251 | 4 38 2 6 | 787 684 176 883 | 1,172 989 211 1,140 | 11 30 - 15 | - - - | 1,183 1,019 211 1,155 | 981 417 900 4,820 | 348 111 50 350 | 4,069 1,230 2,878 9,985 | 5,398 1,758 3,828 15,155 | 785 159 258 16 | 49 21 - 499 | 6,232 1,938 4,086 15,670 | 6,570 2,747 4,039 16,295 | 7,415 2,957 4,297 16,825 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | 755 1,128 319 318 | 69 37 33 38 | 2,183 3,063 780 503 | 3,007 4,228 1,132 859 | 25 4 11 5 | 4 1 - | 3,036 4,233 1,143 864 | 547 12,415 2,900 352 | 77 6,327 7,850 117 | 1,370 21,651 8,39 5 1,466 | 1,994 40,393 19,145 1,935 | 38 1,743 1,753 | 1,154 199 20 | 2,035 43,290 21,097 1,955 | 5,001 44,621 20,277 2,794 | 5,071 47,523 22,240 2,819 | New Mexico New York North Carolina North Dakota |
| Ohio Oklahoma Oregon Pennsylvania | 536 537 587 754 | 15 25 6 24 | 1,688 1,069 1,332 1,807 | 2,239 1,631 1,925 2,585 | 10 20 30 5 | 3 - 6 3 | 2,252 1,651 1,961 2,593 | 5,729 1,908 5,607 9,856 | 6,979 4,333 1,560 773 | 13,011 5,760 4,145 20,558 | 25,719 12,001 11,312 31,187 | 1,758 317 489 1,191 | 430 - 552 | 27,907 12,318 11,801 32,930 | 27,958 13,632 13,237 33,772 | 30,159 13,969 13,762 35,523 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 35 501 432 1,204 | - 15 69 156 | 133 2,331 672 3,285 | 168 2,847 1,173 4,645 | 3 7 9 104 | - - - | 171 2,854 1,182 4,749 | 1,125 1,764 420 3,402 | 89 3,368 263 1,886 | 1,312 5,591 2,020 8,460 | 2,526 10,723 2,703 13,748 | 37 - 220 - | 112 99 20 49 | 2,675 10,822 2,943 13,797 | 2,694 13,570 3,876 18,393 | 2,846 13,676 4,125 18,546 | Rhode Island South Carolina South Dakota Tennessee |
| Texas Utah Vermont Virginia | 1,360 352 65 373 | 48 10 - 18 | 3,183 929 129 1,568 | 4,591 1,291 194 1,959 | 37 35 3 13 | 12 - - 10 | 4,640 1,326 197 1,982 | 6,196 752 252 4,546 | 9,987 553 145 2,444 | 20,874 2,042 752 6,270 | 37,059 3,347 1,149 13,260 | 1,184 25 - 465 | 503 46 - 170 | 38,746 3,418 1,149 13,895 | 41,650 4,638 1,343 15,219 | 43,386 4,744 1,346 15,877 | Texas Utah Vermont Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 1,502 176 252 319 688 | 338 7 11 4 22 | 4,251 435 843 1,048 1,238 | 6,091 618 1,106 1,371 1,948 | 53 1 1 5 6 | 2 - - - 51 | 6,146 619 1,107 1,376 2,005 | 4,221 1,787 1,909 460 <u>3</u> /1,769 | 2,115 1,610 1,624 286 | 9,848 2,481 11,568 1,454 969 | 16,184 5,878 15,101 2,200 2,738 | 450 742 · 365 199 172 | 180 6 291 13 128 | 16,814 6,626 15,757 2,412 3,038 | 22,275 6,496 16,207 3,571 4,686 | 22,960 7,245 16,864 3,788 5,043 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | 24,165 | 1,408 | 65,047 | 90,620 | 734 | 101 | 91,455 | 139,870 | 93,850 | 325,154 | 558,874 | 24,437 | 9,784 | 593,095 | 649,494 | 684,550 | Total |
| | | | | | | | | • | | | | - | • | | | | |

Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles

apparatus and police vehicles. For the States not reporting State, county, and municipal 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.

3/ Includes 1,356 automobiles of the Diplomatic Corps.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1952 1/

TABLE MV-9, 1952

| | PRIVATE | | STATE, | TOTAL | | N OF TOTAL | | PRIVA | CLASSIFIC TE AND COM GISTERED I | MERCIAL | |
|--|---|---------------------------------------|--|---|---|---|-----------------------------------|----------------------------|---------------------------------------|-----------------------------|--|
| STATE | PRIVATE AND COMMERCIAL | FEDERAL | COUNTY, AND MUNICIPAL | TRUCKS REGIS - TERED, 1952 | TOTAL 1951 TRUCK REGIS- TRATIONS | INCREASE OR DECREASE, 1952 | PERCENT - AGE CHANGE | TRACTOR TRUCKS | DIESEL, BUTANE, AND OTHER | FARM TRUCKS 3/ | STATE |
| Alabama Arizona Arkansas California | 166,598 72,058 160,162 686,051 | 1,063 2,110 862 5,145 | 5,922 2,524 2,701 33,391 | 173,583 76,692 163,725 724,587 | 174,780 68,943 163,886 692,843 | -1.197 7,749 -161 31,744 | -0.7 11.2 -0.1 4.6 | - - 26,861 | 3,132 935 11,783 | - | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 136,285 91,033 23,502 190,033 | 2,317 434 104 1,041 | 5,143 3,931 661 8,296 | 143,745 95,398 24,267 199,370 | 138,901 93,419 22,982 192,177 | 4,844 1,979 1,285 7,193 | 3.5 2.1 5.6 3.7 | 4,983 3,665 - | 856 254 ~ | 2,673 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | 207,792 76,046 361,236 253,473 | 1,340 1,285 2,186 713 | 5,957 2,562 10,061 6,506 | 215,089 79,893 373,483 260,692 | 209,484 79,215 373,825 256,470 | 5,605 678 -342 4,222 | 2.7 0.9 -0.1 1.6 | - - 22,199 18,476 | - - 886 - | 59,308 - - | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | 193,581 215,345 181,705 160,705 | 737 755 1,254 728 | 6,673 6,998 4,002 4,125 | 200,991 223,098 186,961 165,558 | 198,235 213,932 179,203 161,962 | 2,756 9,166 7,758 3,596 | 1.4 4.3 4.3 2.2 | 1111 | 1,184 | - 68,719 65,125 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 62,578 111,727 164,003 309,691 | 238 870 1,116 1,240 | 2,720 2,307 8,667 15,184 | 65,536 114,904 173,786 326,115 | 64,372 109,943 175,381 321,875 | 1,164 4,961 -1,595 4,240 | 1.8 4.5 -0.9 1.3 | - 5,952 - - | 13 ¹ 4 723 1,656 | 9,600 76,496 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 208,240 157,181 274,359 83,371 | 981 807 1,194 1,527 | 6,440 4,247 5,380 2,597 | 215,661 162,235 280,933 87,495 | 208,896 158,987 276,759 86,587 | 6,765 3,248 4,174 908 | 3.2 2.0 1.5 1.0 | - 270 14,559 758 | 1,450 572 655 | 79,239 116,025 50,307 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 139,927 20,894 31,509 213,900 | 787 684 176 883 | 4,069 1,230 2,878 9,985 | 144,783 22,808 34,563 224,768 | 138,692 20,416 35,891 222,614 | 6,091 2,392 -1,328 2,154 | 4.4 11.7 -3.7 1.0 | | 1,016 - 77 746 | 76,125 1,845 18,751 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | 68,388 443,178 227,769 89,071 | 2,183 3,063 780 503 | 1,370 21,651 8,395 1,466 | 71,941 467,892 236,944 91,040 | 69,383 475,792 227,308 88,425 | 2,558 -7,900 9,636 2,615 | 3.7 -1.7 4.2 3.0 | 1111 | 1,174 - 2,936 195 | - 19,782 - | New Mexico New York North Carolin North Dakota |
| Ohio Oklahoma Oregon 4/ Pennsylvania | 358,066 219,754 73,250 469,440 | 1,688 1,069 1,332 1,807 | 13,011 5,760 4,145 20,558 | 372,765 226,583 78,727 491,805 | 366,661 217,982 77,714 480,751 | 6,104 8,601 1,013 11,054 | 1.7 3.9 1.3 2.3 | | 1,075 2,548 4,734 | 76,163 111,369 29,809 | Ohio Oklahoma Oregon 4/ Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 32,482 123,807 77,764 194,084 | 133 2,331 672 3,285 | 1,312 5,591 2,020 8,460 | 33,927 131,729 80,456 205,829 | 33,099 119,890 77,651 193,863 | 828 11.839 2,805 11,966 | 2.5 9.9 3.6 6.2 | 1111 | 644 292 906 | - - 76,243 | Rhode Island South Carolin South Dakota Tennessee |
| Texas Utah Vermont 4/ Virginia | 661,210 51,957 14,498 184,779 | 3,183 929 129 1,568 | 20,874 2,042 752 6,270 | 685,267 54,928 15,379 192,617 | 682,638 51,592 15,399 185,766 | 2,629 3,336 -20 6,851 | 3.9 6.5 -0.1 3.7 | 33,126 - - - | 1,037 44 | 227,414 - - - | Texas Utah Vermont 4/ Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 168,931 115,172 227,245 44,779 18,531 | 4,251 435 843 1,048 1,238 | 9,848 2,481 11,568 1,454 969 | 183,030 118,088 239,656 47,281 20,738 | 177,291 114,476 239,784 43,725 21,053 | 5,739 3,612 -128 3,556 -315 | 3.2 3.2 -0.1 8.1 -1.5 | - 8,998 2,343 | 1,734 | 55,460 87,590 - | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | 8,817,140 | 65,047 | 325,154 | 9,207,341 | 9,000,913 | 206,428 | 2.3 | 142,190 | 43,378 | 1,308,043 | Total |

^{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/ Data for many States are incomplete. In this partial classi-

fication, a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

^{3/} 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 5,661; New Hampshire 3,873; New Jersey 10,480; New York 13,965; Rhode Island 1,944.

4/ In Oregon, trucks with gross weights of 4,500 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.

NUMBER AND CLASSIFICATION OF BUSSES REGISTERED IN 1952 1

Compiled for calendar year

TABLE MV-10, 1952 Revised September, 1953

| | | PRIV | ATELY OWNE | D | F | UBLICLY OWN | ED | | TOTAL BUSSE | S | |
|---|---------------------------------------|--|--------------------------------|---|---------------------------|-----------------------------------|--------------------------------------|----------------------------------|---|---|---|
| | COMMERCIAL BUSSE | | | ., | | STATE, | | | TOTAL | | |
| STATE | GASOLINE 2/ | DIESEL, BUTANE, AND OTHER 3/ | SCHOOL BUSSES 2/ | TOTAL | FEDERAL | COUNTY, AND MUNICIPAL (SCHOOL) 4/ | TOTAL | TOTAL SCHOOL | COMMER- CIAL AND OTHER | GRAND TOTAL | STATE |
| Alabama Arizona Arkansas California | 1,556 958 792 4,134 | - 32 2,787 | 948 - 199 400 | 2,504 958 1,023 7,321 | 7 99 3 70 | 3,400 541 2,840 5,224 | 3,407 640 2,843 5,294 | 4,348 541 3,039 5,624 | 1,563 1,057 827 6,991 | 5,911 1,598 3,866 12,615 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 732 968 196 1,655 | 230 499 - - | 563 1,559 269 279 | 1,525 3,026 465 1,934 | 15 1 1 4 | 918 149 22 3,555 | 933 150 23 3,559 | 1,481 1,708 291 3,834 | 977 1,468 197 1,659 | 2,458 3,176 488 5,493 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | 1,643 298 4,228 2,545 | - 1,856 | 2,062 1,354 4,946 | 3,705 298 7,438 7,491 | 16 36 45 7 | 2,449 503 3,105 1,051 | 2,465 539 3,150 1,058 | 4,511 503 4,459 5,997 | 1,659 334 6,129 2,552 | 6,170 837 10,588 8,549 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | 472 861 1,763 929 | 132 - | 528 1,056 3,072 | 1,000 993 2,819 4,001 | 3 13 10 7 | 2,872 1,012 1,625 526 | 2,875 1,025 1,635 533 | 3,400 1,012 2,681 3,598 | 475 1,006 1,773 936 | 3,875 2,018 4,454 4,534 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 313 2,509 6,677 4,361 | 57 - 457 901 | 694 2,040 804 1,861 | 1,064 4,549 7,938 7,123 | 2 6 10 12 | 357 326 50 3,603 | 359 332 60 3,615 | 1,051 2,366 854 5,464 | 372 2,515 7,144 5,274 | 1,423 4,881 7,998 10,738 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 1,604 1,023 2,439 199 | 322 67 1,080 48 | 1,888 1,314 1,100 444 | 3,814 2,404 4,619 691 | 6 16 8 16 | 2,316 2,594 1,300 267 | 2,322 2,610 1,308 283 | 4,204 3,908 2,400 711 | 1,932 1,106 3,527 263 | 6,136 5,014 5,927 974 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 525 202 523 2,639 | 298 - 19 2,837 | - 345 1,630 | 823 202 887 7,106 | 4 38 2 6 | 348 111 50 350 | 352 149 52 356 | 348 111 395 1,980 | 827 240 544 5,482 | 1,175 351 939 7,462 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | 637 11,443 2,545 146 | 65 - 183 33 | 1,168 - - - | 1,870 11,443 2,728 179 | 69 37 33 38 | 77 6,327 7,850 117 | 146 6,364 7,883 155 | 1,245 6,327 7,850 117 | 771 11,480 2,761 217 | 2,016 17,807 10,611 334 | New Mexico New York North Carolina North Dakota |
| Ohio Oklahoma Oregon Pennsylvania | 3,923 991 1,404 5,036 | 1,176 213 1,464 | 420 4,060 | 5,099 1,624 1,404 10,560 | 15 25 6 24 | 6,979 4,333 1,560 773 | 6,994 4,358 1,566 797 | 6,979 4,753 1,560 4,833 | 5,114 1,229 1,410 6,524 | 12,093 5,982 2,970 11,357 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 460 1,995 279 1,836 | 46 21 403 | 119 - - | 579 2,041 300 2,239 | - 15 69 156 | 89 3,368 263 1,886 | 89 3,383 332 2,042 | 208 3,368 263 1,886 | 460 2,056 369 2,395 | 668 5,424 632 4,281 | Rhode Island South Carolina South Dakota Tennessee |
| Texas Utah Vermont Virginia | 5,227 308 105 2,555 | - 124 27 - | - 444 742 | 5,227 432 576 3,297 | 48 10 - 18 | 9,987 553 145 2,444 | 10,035 563 145 2,462 | 9,987 553 589 3,186 | 5,275 442 132 2,573 | 15,262 995 721 5,759 | Texas Utah Vermont Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 885 1,284 1,595 314 1,563 | 251 - - - 514 | - 46 1,066 390 | 1,136 1,330 2,661 704 2,077 | 338 7 11 4 22 | 2,115 1,610 1,624 286 | 2,453 1,617 1,635 290 22 | 2,115 1,656 2,690 676 | 1,474 1,291 1,606 318 2,099 | 3,589 2,947 4,296 994 2,099 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | 91,275 | 16,142 | 37,810 | 145,227 | 1,408 | 93,850 | 95,258 | 131,660 | 108,825 | 240,485 | Total |

^{1/} This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

powered by fuels other than gasoline. Where no figure is given in this column busses powered by fuels other than gasoline are included with gasoline busses.

^{2/} In a few instances privately owned school busses are included with commercial busses or with publicly owned school busses.

^{3/} Many States were unable to report separately the busses

^{4/} This column consists primarily of publicly owned school busses but includes a few privately owned school, institutional, and industrial busses registered free or at a reduced rate. Municipally owned transit busses are included with commercial busses.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1952 1/

Compiled for calendar year from reports of State authorities

TABLE MV-11, 1952

| reports of State | T | | | | | | | | | | , | ISSUED MAY 1 |
|---|-------------------------------|----------------------|-----------------------|--|----------------------------------|---------------------------------------|---|-----------------------------------|--|---------------------------------|---|--|
| | | | PI | RIVATE AND C | OMMERCIAL | <u>-</u> | | <u></u> | PUBLICLY OWNE | ED | | |
| STATE | TRAILERS AND SEMI- TRAILERS 2 | FULL TRAILERS | SEMI- TRAILERS | LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/ | HOUSE TRAILERS | UNSEG- REGATED | TOTAL | BY PEDERAL GOVERN - MENT | BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS | TOTAL | GRAND TOTAL | STATE |
| Alabama Arizona Arkansas California | 12,681 | - | 14,374 - - - | 450 - - | 14,107 98,869 | 27,037 313,880 | 14,824 26,788 27,037 412,749 | 34 16 5 48 | 165 288 82 4,182 | 199 304 87 4,230 | 15,023 27,092 27,124 416,979 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 10,678 | 2,697 - - - | 3,698 4,968 - | 16,849 19,430 50,417 | 5,830 - 32,725 | 5,107 | 29,074 24,398 5,107 93,820 | 30 - 2 14 | 382 493 124 405 | 412 493 126 419 | 29,486 24,891 5,233 94,239 | Colorado Connecticu Delaware Florida |
| Georgia Idaho Illinois Indiana | 11,062 2,564 - - | - | - | 19,386 36,494 | 3,810 - 7,753 | 67,524 120,133 | 34,258 39,058 67,524 127,886 | 7 21 5 4 | 261 233 455 504 | 268 254 460 508 | 34,526 39,312 67,984 128,394 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | - | - | • • • • | 54,306 - - - | 2,011 | 57,977 17,564 32,097 | 112,283 17,564 (5/) 34,108 | 1 6 19 7 | 905 - - 149 | 906 6 19 156 | 113,189 17,570 19 34,264 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | | | | | - - 16,299 | 22,303 18,084 58,800 230,325 | 22,303 18,084 58,800 246,624 | - 15 3 2 | 335 135 1,836 | 335 150 3 1,838 | 22,638 18,234 58,803 248,462 | Maine Maryland Massachuse Michigan |
| Minnesota Mississippi Missouri Montana | 17,417 - - - | - - 1,165 | - - - 975 | 87,837 - 4,803 | 5,999 - 4,393 | 25,432 86,412 | 111,253 25,432 86,412 11,336 | 17 24 2 9 | 657 68 128 284 | 674 92 130 293 | 111,927 25,524 86,542 11,629 | Minnesota Mississipp Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | | 1,114 - - - | 8,029 - - - | 45,915 - - - | 4,518 - - - | 5,874 11,168 29,802 | 59,576 5,874 11,168 29,802 | 11 30 - 15 | 785 159 258 16 | 796 189 258 31 | 60,372 6,063 11,426 29,833 | Nebraska Nevada New Hampsh New Jersey |
| New Mexico New York North Carolina North Dakota | - 18,390 285 | | | - 62,345 693 | 2,030 | 9,674 117,545 - | 9,674 117,545 80,735 3,008 | 25 4 11 5 | 38 1,743 1,753 | 63 1,747 1,764 5 | 9,737 119,292 82,499 3,013 | New Mexico New York North Caro North Dako |
| Ohio Oklahoma Oregon Pennsylvania | 12,414 | - | | - | 2,571 | 196,724 25,422 97,573 | 196,724 14,985 25,422 97,573 | 10 20 30 5 | 1,758 317 489 1,191 | 1,768 337 519 1,196 | 198,492 15,322 25,941 98,769 | Ohio Oklahoma Oregon Pennsylvan |
| Rhode Island South Carolina South Dakota Tennessee | 10,520 | - - | • | - | 2,355 | 6,424 32,365 | 6,424 12,875 32,365 (5/) | 3 7 9 104 | 37 - 220 - | 40 7 229 104 | 6,464 12,882 32,594 104 | Rhode Islan South Caro South Dako Tennessee |
| exas Stah Sermont Sirginia | 111 | - 171 - | 2,009 | - - 26,024 | 25,601 | 140,234 6,976 13,762 | 165,835 2,180 6,976 39,786 | 37 35 3 13 | 1,184 25 - 465 | 1,221 60 3 478 | 167,056 2,240 6,979 40,264 | Texas Utah Vermont Virginia |
| Vashington Vest Virginia Visconsin Vyoming Vist. of Col. | 5,095 11,955 1,854 | - | | 7,724 | 2,490 1,040 6,668 3,033 | 53,265 - 1,573 | 55,755 13,859 18,623 16,322 1,573 | 53 1 1 5 6 | 450 742 365 199 172 | 503 743 366 204 178 | 56,258 14,602 18,989 16,526 1,751 | Washington West Virgin Wisconsin Wyoming Dist. of Co |
| | | | | | | ,,,, | ,,,, | - | - 1 - | -•- | -, | |

^{1/} The amount and significance of data on trailer registrations vary

automobile trailers.

greatly. Data are reported to the extent available.

2 Several States register tractor-semitrailer combinations as one unit. Semitrailers registered as parts of such units are not included in this table.

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.

5/ Heavy semitrailers are registered with the tractor as one unit. Automobile trailers are not required to be registered.

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES - 1952 1/

Compiled For Calendar Year From Reports Of State Authorities

Table MV-12, 1952 Issued July 1953

| | | LICEN | SES ISSUED DURIN | IG 1952 | - | ESTIMATED | PRIVATE AND | LICENSED | |
|---|---|---|--|--|---|--|---|--------------------------------------|---|
| · | | OPERATORS | LICENSES | CHAUFFEURS L | ICENSES 2/ | TOTAL | COMMERCIAL | OPERATORS PER | |
| STATE | Learners Permits | PERIOD FOR WHICH ISSUED | NUMBER ISSUED DURING 1952 | PERIOD FOR WHICH ISSUED | Number Issued During 1952 | LICENSES IN FORCE DURING 1952 3/ | MOTOR VEHICLES REGISTERED IN 1952 | REGISTERED MOTOR VEHICLE | STATE |
| Alabama Arizona Arkansas California | 28,345 - - - | 2 Years 3 Years 1 Year 4 Years | 115,545 104,071 641,919 1,314,714 | Not Required 2 Years 1 Year 4 Years | - 30,649 18,552 139,414 | 1,146,065 416,341 660,471 5,803,946 | 764,665 322,745 498,112 5,090,616 | 1.50 1.29 1.33 1.14 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware Florida | 23,783 | 3 Years 1 Year (4/) 1 Year | 240,260 934,181 94,100 1,273,461 | 1 Year 1 Year (4/) 1 Year | 71,034 8,214 23,075 257,507 | 802,919 *934,181 160,636 1,530,968 | 611,151 781,555 120,779 1,162,547 | 1.31 1.20 1.33 1.32 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | 34,435 2,929 115,390 | Indefinite 2 Years 3 Years 2 Years | 125,613 117,601 1,509,353 1,225,315 | Indefinite 2 Years 1 Year 1 Year | 13,376 15,273 267,150 248,080 | 1,353,844 346,035 3,969,700 1,909,608 | 1,010,331 285,233 2,819,618 1,518,426 | 1.34 1.21 1.41 1.26 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | - - - - | 2 Years 2 Years 1 & 2 Years 1 Year | 575,090 130,702 1,000,200 222,307 | l Year 2 Years 1 Year 1 Year | 144,245 23,405 28,692 82,659 | 1,313,307 1,187,913 *1,000,200 890,015 | 1,077,879 910,001 847,122 747,762 | 1.22 1.31 1.18 1.19 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 159,885 103,457 | l Year Indefinite 2 Years 3 Years | 357,859 84,861 302,495 997,943 | Not Required 2 Years 1 Year 1 Year | 54,169 (<u>5/</u>) 200,618 | 357,859 *1, 012,770 *1,876,446 3,161,880 | 283,253 773,107 1,361,074 2,540,556 | 1.26 1.31 1.38 1.24 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 99,359 - - - - | 4 Years 2 Years 3 Years 2 Years | 575,927 197,855 650,157 (6/) | 1 Year 2 Years 1 Year 2 Years | 147,006 13,319 131,436 (<u>6</u> /) | 1,654,019 564,735 1,910,818 285,178 | 1,205,497 515,737 1,322,666 276,872 | 1.37 1.10 1.44 1.03 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | - 600 - 379,744 | 2 Years 2 Years 1 Year 1 Year | 57,737 18,046 153,314 2,082,495 | Not Required 1 Year 1 Year Not Required | 9,462 80,521 | 715,627 107,348 233,835 2,082,495 | 613,123 91,431 177,458 1,729,773 | 1.17 1.17 1.32 1.20 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | 280,649 - | (7/) 3 Years 4 Years 2 Years | 209,388 2,447,280 365,440 37,761 | (7/) 3 Years 1 Year Not Required | 44,423 731,527 37,582 | 344,460 5,633,721 1,504,822 315,542 | 266,847 3,935,906 1,150,738 282,334 | 1.29 1.43 1.31 1.12 | New Mexico New York North Carolina North Dakota |
| Ohio Oklahoma Oregon Pennsylvania | 631,314 36,462 401,272 | 3 Years 2 Years 2 Years 1 Year | 272,102 406,417 415,417 4,170,937 | 3 Years 2 Years 1 Year Not Required | 14,640 59,385 50,850 - | 3,801,967 945,131 *821,878 4,170,937 | 2,993,675 877,841 698,745 3,233,058 | 1.27 1.08 1.18 1.29 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 19,669 - 10,615 | 1 Year 4 Years (8/) 2 Years | 321,477 74,998 113,003 | 1 Year 1 Year (8/) 2 Years | 14,875 3,847 7,643 | 321,477 835,022 340,438 1,225,034 | 268,289 672,700 296,033 915,507 | 1.20 1.24 1.15 1.34 | Rhode Island South Carolina South Dakota Tennessee |
| Texas Utah Vermont Virginia | - - - | 2 Years 5 Years 1 Year 3 Years | 1,544,399 (<u>6/)</u> 151,642 367,041 | l Year 5 Years Not Required 1 Year | 658,324 (<u>6</u> /) 63,288 | 3,357,522 343,904 151,642 1,313,222 | 3,113,687 268,675 124,532 1,018,792 | 1.08 1.28 1.22 1.29 | Texas Utah Vermont Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 37,724 79,995 98,500 - 38,335 | 2 Years 4 Years 4 Years 3 Years 3 Years | 560,069 263,322 398,550 30,776 109,305 | Not Required 1 Year Not Required 1 Year Not Required | 45,838 11,764 | 1,130,533 738,974 1,619,646 196,625 324,173 | 966,574 490,817 1,233,058 152,526 188,971 | 1.17 1.51 1.31 1.29 1.72 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | - | - | - | - | - | 66,825,829 | 52,608,394 | 1.27 | Total |
| | L | States some not | | L | 5/ Mba a | | | | dunitantes etc |

^{1/} Complete data for all States were not available.
2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.

h/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

Two Years Indefinite Total

 Two Years
 Indefinite
 Total

 Operators
 88,581
 5,519
 94,100

 Chauffeurs
 21,480
 1,595
 23,075

5/ The amount received from bus operators' licenses, duplicates, etc., was \$6,656, but a segregation of the licenses was not available.

6/ The amounts received from operators' and chauffeurs' licenses were \$925,724 in Montana and \$149,357 in Utah, but segregations were not available either in amounts or numbers.

able either in amounts or numbers.

7/ Licenses are issued for a one-year, two-year, or three-year period at the option of the applicant. Licenses were issued as follows:

One Year Two Years Three Years Total

Operators 126,652 40,045 42,691 209,388 Chauffeurs 34,428 6,485 3,510 44,423 8/ South Dakota did not require a license for operators or chauffeurs during 1952. Under a 1953 law, however, a driver's license will be required beginning January 1, 1954.

^{3/} Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*). (The figure for South Dakots is an estimate by the Bureau of Public Roads of the number of motorvehicle operators in that State. See footnote 8.)

b/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record

| from reports of St | ate authorit | 168 | | | | | | | | | | | | | | | | Issued July 19 |
|---|--|---|--------------------------------------|--|--|--|--------------------------|--|------------------------------|--|---|-----------------------------|--------------------------------|-----------------------------------|--|--|---------------------------------------|---|
| , | | | | REGISTR | ATION FEES | 2/ | | | | | | MI | SCELLANEOUS | RECEIPTS | | | | |
| STATE | TOTAL RECEIPTS | AUTO- MOBILES (INCLUDING TAXICABS) | MOTOR V BUSSES | TRUCKS AND TRACTOR TRUCKS | TOTAL | OTHER VE | MOTOR- CYCLES | TOTAL | DEALERS LICENSES | OPERATORS AND CHAUF- FEURS PERMITS | CERTIF- ICATE OF TITLE FEES | SPECIAL TITLING TAXES | FINES AND PENAL- TIES | TRANSFER OR REREGIS- TRATION FEES | ESTIMATED SERVICE CHARGES, LOCAL COLLECTIONS | OTHER RECEIPTS LESS UNCLAS- SIFIED REFUNDS | TOTAL | STATE |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | |
| Alabama Arizona Arkansas California 5/ | 7,784 4,914 9,863 127,097 | 2,226 844 4,481 78,937 | 221 73 189 (6/) | 3,062 1,986 3,846 <u>6</u> / 31,644 | 5,509 2,903 8,516 110,581 | 226 757 119 9,065 | 22 11 3 508 | 5,757 3,671 8,638 120,154 | 7 18 60 79 | 234 269 735 3,135 | - 1428 184 - | - | 1,297 35 40 | - - 77 2,493 | 473 - - | 16 493 129 1,236 | 2,027 1,243 1,225 6,943 | Alabama Arizona Arkansas California <u>5</u> / |
| Colorado Connecticut Delaware Florida | 6,090 12,323 2,316 28,130 | 2,657 5,250 801 14,704 | 48 280 (<u>6</u> /) 562 | 1,361 2,927 6/ 745 6,945 | 4,066 8,457 1,546 22,211 | 265 93 148 1,800 | 8 11 2 80 | 4,339 8,561 1,696 24,091 | 106 117 10 109 | 382 2,888 312 1,816 | 438 - 69 1,138 | - | 569 311 174 259 | 121 272 - | - - - 589 | 135 174 55 128 | 1,751 3,762 620 4,039 | Colorado Connecticut Delaware Florida |
| Georgia Idaho Illinois Indiana | 5,914 4,667 56,021 27,196 | 2,734 1,047 25,777 13,140 | 功 7/ 140 655 212 | 1,348 7/ 2,684 24,012 8,426 | կ,522 3,871 50,հկկ 21,778 | 1,100 2/339 818 1,052 | 11 7 62 50 | 5,633 4,217 51,324 22,880 | 57 56 249 202 | 11,2 161 2,387 1,900 | - 115 657 728 | : | - 5 403 205 | 23 - 455 486 | - - - 684 | 59 83 546 111 | 281 450 4,697 4,316 | Georgia Idaho Illinois Indiana |
| Iowa Kansas Kentucky Louisiana | 33,427 12,106 14,271 8,232 | 19,231 6,991 2,762 1,882 | (6/) (6/) 192 189 | 6/ 11,988 6/ 3,523 3,388 3,346 | 31,219 10,514 6,642 5,417 | 947 763 (8/) 1,404 | 41 37 11 14 | 32,207 11,314 6,653 6,835 | 129 135 85 17 | 1,157 201 1,409 599 | 225 -603 | 5,171 | - 14 - | 279 166 324 - | - 589 - | -345 51 40 178 | 1,220 792 7,618 1,397 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 7,038 20,656 14,950 50,167 | 3,069 6,694 6,769 24,782 | կ5 կ12 177 512 | 2,688 2,543 5,299 14,989 | 5,802 9,649 12,245 40,283 | 61 887 221 5,906 | 10 15 13 68 | 5,873 10,551 12,479 46,257 | 119 136 146 155 | 714 491 1,873 1,776 | 342 1,268 | 7,350 | 82 1,492 - 22 | 189 206 435 568 | - - - | 61 88 17 121 | 1,165 10,105 2,471 3,910 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | 27,422 7,778 20,134 5,822 | 17,752 3,205 11,902 2,053 | 310 330 119 40 | 7,324 3,578 5,205 2,013 | 25,386 7,113 17,226 4,106 | 520 18 257 353 | 22 12 30 2 | 25,928 7,143 17,513 4,461 | 78 46 185 37 | 772 462 1,048 926 | - 666 47 | = | 505 45 139 191 | - - 507 70 | = | 139 82 76 90 | 1,494 635 2,621 1,361 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | 6,766 861 4,807 46,313 | 2,232 352 2,031 19,345 | 62 1 (<u>10</u> /) 427 | 3,431 296 10/2,003 10,657 | 5,725 649 4,034 30,429 | 124 45 (<u>10</u> /) 2,418 | 8 2 8 18 | 2/ 5,857 696 4,042 32,865 | 63 6 39 247 | 99 38 495 6,633 | 331 1,873 | - | 12 117 905 | (9/) 42 - 370 | - | 416 67 114 3,420 | 909 165 765 13 , 山8 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | 5,743 93,184 25,301 6,190 | 2,760 55,299 9,080 3,768 | 151 590 991 20 | 1,834 21,427 10/ 13,318 2,173 | 4,745 77,316 23,389 5,961 | 306 4,539 (<u>10</u> /) 24 | 6 81 40 5 | 5,057 81,936 23,429 5,990 | 31 268 125 24 | 451 6,853 806 62 | 146 - 360 38 | - | 1 1,679 436 4 | 1,537 © 270 55 | - 4 | 57 911 -125 13 | 686 11,248 1,872 200 | New Mexico New York North Carolin North Dakota |
| Ohio Oklahoma Oregon Pennsylvania | 62,909 23,772 12,028 60,976 | 25,178 12,600 11/6,239 26,643 | 991 195 96 1,397 | 24,058 5,444 11/ 2,930 19,097 | 50,227 18,239 9,265 47,137 | 6,734 2,671 604 2,574 | 109 41 17 93 | 57,070 20,951 9,886 49,804 | 孙孙 25 3 7 0 | 538 1,626 692 5,167 | 2,282 466 857 2,873 | = | 855 - 393 17 | 418 - 2 1,864 | 1,032 574 - | 344 56 146 807 | 5,839 2,821 2,142 11,172 | Ohio Oklahoma Oregon Pennsylvania |
| Rhode Island South Carolina South Dakota Tennessee | 5,141 6,413 4,981 13,424 | 3,095 2,149 3,347 5,144 | 53 106 17 426 | 1,057 2,439 1,282 5,660 | 4,205 4,694 4,646 11,230 | 20 705 209 (<u>8</u> /) | 8 5 3 17 | 4,233 5,404 4,858 11,247 | 47 120 25 67 | 709 46 - 229 | - 70 661 | - | - 71 - 509 | 105 63 - | - - - 494 | 47 709 28 217 | 908 1,009 123 2,177 | Rhode Island South Carolin South Dakota Tennessee |
| Texas Utah Vermont Virginia | 80,753 3,052 4,943 15,388 | 29,513 1,004 11/2,761 8,154 | 1,124 (<u>10</u> /) 34 262 | 20,758 10/ 1,669 11/ 1,533 3,823 | 51,395 2,673 4,328 12,239 | 5,825 (<u>10</u> /) 57 1,578 | 119 3 7 30 | 57,339 2,676 4,392 13,847 | 198 52 58 175 | 2,955 150 397 310 | 891 121 - 608 | 16,983 | - 2 - 6 | 857 32 75 284 | = | 1,530 19 21 158 | 23,414 376 551 1,541 | Texas Utah Vermont Virginia |
| Washington 5/ West Virginia Wisconsin Wyoming Dist. of Col. | 26,204 15,246 24,692 1,692 4,342 | 12,319 6,638 14,977 506 926 | 116 71 551 13 31 | 8,027 4,287 6,767 745 666 | 20,462 10,996 22,295 1,254 1,623 | 2,047 106 1,386 130 49 | 46 14 34 2 3 | 22,555 11,116 23,715 1,396 1,675 | 65 216 107 15 59 | 1,688 464 482 43 366 | 310 288 - - - 65 | 2,985 - - | 546 - 1,518 | 250 109 310 19 21 | 638 - - - | 152 68 78 219 638 | 3,649 4,130 977 296 2,667 | Washington 5/ West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | 1,069,439 | 515,750 | 13,171 | 320,251 | 349,172 | 59,270 | 1,769 | 910,211 | 5,310 | 57,088 | 19,178 | 32,1489 | 12,859 | 13,354 | 5,077 | 13,873 | 159,228 | Total |

^{1/} where the registration year is not more than one month removed from the calendar year, registration-year receipts are given. Where the registration year is more than one month removed, calendar-year receipts are given. 2/ Substantial portions of the road-user taxes on commercial vehicles in some States are in the form of

trailers \$2,527,285, motorcycles \$178,707; Washington, automobiles \$8,336,481, busses \$34,895, trucks \$2,557,451, trailers \$309,551, motorcycles \$18,010, dealers \$17,608. Segregation of the Washington fees by vehicle classes was not available and was estimated by the Eureau of Public Roads.

Highway Statistics, 1952

wotor-carrier taxes. For motor-carrier tax revenues, see table MC-1.

J Special titling taxes imposed under general sales tax levies are not included.

J County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, etc. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this table.

^{5/} Property taxes formerly levied on motor vehicles have been replaced by "vehicle license fees" in California, and by "motor vehicle excise taxes" in Washington. Because of the origin of these taxes, the administrative officers of the two States do not consider them to be road-user taxes. The amounts included with registration fees in this table are as follows: California, automobiles \$50,792,132, trucks and busses \$10,978,552,

Bus fees are included with those of trucks.

Includes mileage tax receipts, which are in lieu of registration fees for certain vehicles.

Heavy semitraliers are registered with the tractor as one unit. Automobile trailers are permitted

o/ neavy semitirations are registers.

but are not required to register.

9/ Transfer fees are included with registration fees and cannot be segregated.

10/ bus and trailer fees are included with those of trucks in New Hampshire and Utah and trailer fees are

^{11/} In Oregon, registration fees for trucks with gross weights of 4,500 pounds or less, and in Vermont, registration fees for trucks under 1,500 pounds capacity, are included with those for automobiles.

Motor Vehicles

STATE MOTOR-CARRIER TAX RECEIPTS - 1952 1

Compiled For Calendar Year From Reports Of State Authorities

TABLE MC-1, 1952 REVISED SEPTEMBER 1953

| | | | DS OF STATE IMPO | | | | | |
|---|------------------------|---------------------------------|-----------------------------------|------------------------------|---------------------------------------|-------------------------|-------------------------------------|---|
| STATE | GROSS | MILEAGE, TON-MILE, | SPECIAL LIC | | CERTIFICATE OR PERMIT | MISCEL- | TOTAL | STATE |
| | TAXES 3/ | AND PASSENGER- MILE TAXES | ON WEIGHT OR CAPACITY BASIS | ON FLAT RATE BASIS | FEES 4/ | LANEOUS RECEIPTS | | |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | |
| Alabama Arizona Arkansas California | 1,351 13,352 | 1,112 | - - - | - - - | 33 - 4 392 | - | 1,145 1,351 4 13,744 | Alabama Arizona Arkansas California |
| Colorado Connecticut Delaware 5/ Florida | - 513 - | 2,673 - 614 | - - - - | - 153 - 41 | 63 - - 18 | | 2,736 666 - 673 | Colorado Connecticut Delaware 5/ Florida |
| Georgia Idaho Illinois <u>5</u> / Indiana | - 15 - | - - - | - - - - | 149 - - - 330 | 2 13 - 7 | - 125 - - | 151 153 - 337 | Georgia Idaho Illinois <u>5</u> / Indiana |
| Iowa Kansas Kentucky Louisiana | - - - - | - 3,273 294 - | 339 1,042 | 85 - - - | - 13 180 29 | - 6/ 49 34 | 424 3,286 1,565 63 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | - - - | 15 29 56 1,155 | - | 50 - 160 1 | 25 - 14 23 | 9 <u>6/</u> 7 | 99 29 237 1,179 | Maine Maryland Massachusetts Michigan |
| Minnesota Mississippi Missouri Montana | - - - 152 | - - - | 1,031 | - 169 - 52 | 80 3 - | - - - 2 | 80 172 1,031 207 | Minnesota Mississippi Missouri Montana |
| Nebraska Nevada New Hampshire New Jersey | - - - | - - 30 109 | 1,139 | 57 108 7 | 12 - - | - 50 - - | 69 1,297 37 109 | Nebraska Nevada New Hampshire New Jersey |
| New Mexico New York North Carolina North Dakota | - | 1,365 8,989 - 31 | - - - 342 | - 456 - 18 | 12 7 8 42 | - 10 - | 1,377 9,462 8 433 | New Mexico New York North Carolina North Dakota |
| Ohio Oklahoma Oregon Pennsylvania 5/ | - - - | - 391 5,641 - | 1,438 | - 18 150 | 7 | - - 89 - | 1,438 416 7,780 | Ohio Oklahoma Oregon Pennsylvania 5/ |
| Rhode Island South Carolina South Dakota Tennessee | - - - | - 588 76 - | - 67 1,485 232 | 50 - - - | 1 - 42 3 | 6/ 8 2 - | 51 663 1,605 235 | Rhode Island South Carolina South Dakota Tennessee |
| Texas Utah Vermont Virginia | - - - 1,716 | - 212 - 222 | 67 - - | 263 - - | 23 - - 48 | 186 40 17 | 353 398 40 2,003 | Texas Utah Vermont Virginia |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | - - - - 10 | 31 312 - 1,149 180 | 402 7/ 3,802 | 73 - 365 100 257 | 3 ¹ 4 - - - 61 | 31 - - 93 - | 611 312 4,167 1,342 498 | Washington West Virginia Wisconsin Wyoming Dist. of Col. |
| Total | 17,139 | 28,547 | 13,282 | 3,112 | 1,204 | 752 | 64,036 | Total |

Moad-user revenues consist primarily of the motor-vehicle registration fees and motor-fuel taxes shown in Tables MV-2 and G-1, respectively. In most States, however, operators of for-hire vehicles, and in some instances other commercial vehicles, are required to pay additional fees for use of the highways or for regulation of motor-carrier operations. It is the revenue from these additional imposts that is included in Table MC-1. In a few cases the amounts for some classes of vehicles are in lieu of, rather than in addition to, the registration and/or fuel taxes

few cases the amounts for some classes of vehicles are in lieu of, rather than in addition to, the registration and/or fuel taxes.

2/ Complete classification of motor-carrier tax receipts is not available in all States. The classified receipts, in some cases, include miscellaneous small receipts not classified.

3/ Numerous States impose taxes on the gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the

States as special taxes on motor carriers.

4/ It is sometimes difficult to make a distinction between the three classes of receipts listed in the third, fourth, and fifth columns. In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificate or permit fees.

5/ There are no special taxes on motor carriers.

6/ Motor-carrier drivers licenses.

7/ Includes receipts from mileage taxes that can be paid in lieu of weight taxes at option of carrier. Amount not reported.

TABLE NV-103 Sheet 1 of 6 2/ Status as of January 1, 1954

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES J

Based on Reports of State Authorities

| | 1. AUTOMOBILES | | | | | 2. SUNCER-UNIT TRUCKS | 500 | | |
|---------------|--|-----------------|------------|---------|---|--|---|----------------------------|----------------|
| STATE | PKB BASIS | APPROX DAMPS | ACTER PRES | TYPICAL | PER BASIS | ă¥ | APPROXIDACE FEE RAINES 5/ | FEB FOR TYPICAL VEHICLE 1/ | TYPICAL B I |
| | | FROM | Ş. | 3/2 | | REGULAR REGISTRATIONS | SPECIAL RATES FOR PARM TRUCKS 6/ | HOST -PARM | PARK |
| Alabam | Figt fee. | \$ 3.00 | \$ 3.00 | \$ 3.00 | Manufacturers rated capacity. | \$15.00 for less than 1 ton to \$400.00 for 5 to 6 tons. | • | \$ 22.50 | \$ 22.50 |
| Aritona | Figt foe. | 8.5 | 3.8 | 3.8 | Flat fee plus empty weight and extee. | \$3.50, plus weight fee of \$2.00 for weblelss under 2.500 pounds and five 30 sents per ground to 2.600 to the sent for sents per pounds to \$1.00 per set for sents expending weighing 22,000 pounds and over. | • | 8.8 | 8.8 |
| Artensas | Horsepower and gross weight: 6-1/4 cents per horsepower plus 27-1/2 cents to 32-1/2 cents per crit. | 8.6 | 21.00 | 13.00 | Gross weight groups. | \$12.00 for less than 5,000 pounds to \$450.00 over 60,000 pounds. \$12.00 for trucks haring rated expectly of 1/2 ton or less, regardless of weight. | \$12.00 for less than 5,000 pounds to \$90.00 for 17,000 pounds and over. | 62.00 142.00 | %.8 |
| California | Flat fee. | 8.8 | 8.00 | 8.8 | Fist fee plus empty weight groups and axles. | \$8.00 flat fee plus \$18.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three exles. | • | 97°84 | 97 |
| Colorado | Empty weight: \$5.00 for 2,600 pounds or less plus 15 cents per out for 2,601-4,500 pounds, plus 60 cents per ort ore 7 ert 4,500 pounds. | 5.00 | 10.25 | 5.8 | Manufacturers rated capacity. | \$10.00 for 1 ton to \$50.00 for 5 tons plus \$25.00 each additional ton. | • | 17.50 | 17.50 |
| Connecticut | Empty weight groups: \$7.00 for 3,500 pounds or less to \$11.00 over 4,500 pounds. | 7.00 | w.u | 7.8 | Gross weight. | 30 cents per cet for 20,000 pounds or less to 50 cents per cet 30,000 pounds. Minimum \$10.00. | • | 37.50 | 37.50 |
| Delaware | Rapty weight groups: \$10.00 per 4,000 pounds or less and \$15.00 over 4,000 pounds. | 90.01 | 00.91 | 00.01 | Gross weight. | \$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds. | One half of regular fee. Minimum \$11.50. | 22.00 | 26.00 |
| Florida | Empty weight groups: \$5.00 for 2,000 pounds or less to \$25.00 for 4,500 pounds and over. | 97.01 0.02 | 25.00 | 15.00 | Ampty weight. | 50 cents per out for 2,050 pounds or less to \$1.10 per out over 5,050 pounds. | • | 98.30 | 8.3 |
| Georgia | Empty weight: \$1.50 first 2,500 pounds, plus \$1.00 for each additional \$00 pounds. | 8.: | 6.50 | 3.50 | Manufacturers rated capacity. | \$2.50 for less than 1 ton to \$1,000.00 for 10 tons and over. | | 0° 91 | 10.00 |
| Idaho | Flat fee. | 8.8 | 5.00 | 2.00 | Gross weight groups. 8/ | \$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds. | (8) | 8.8 | 30.00 |
| Illinois | Horsepower groups: \$6.50 for 25 horsepower or less to \$22.00 over 50 horsepower. | 6.50 | 17.00 | 05.01 | Flat fee, plus either gross weight groups or mileags. | \$5.00 flat fee; plue either \$5.00 for 3,000 pounds or less to \$635.00 for 36,001- 41,000 pounds, or graduated mileage tax. | • | 86.00 | 86.00 |
| Indiana | Empty weight and horsepower groups: \$7.00 for less than 2,500 pounds, said less than 25 horsepower to \$12.00 for 3,500 pounds or more, and 25 horsepower or more. | 7.00 | 00°31 | 11.00 | Gross weight groups. | \$9.00 for 4,000 pounds or less to \$200.00 over 34,000 pounds. | • | 35.00 | 35.00 |
| Ions | Empty weight and value: 40 cents per cut plus one percent of value fixed by Depart- ment of Public Safety. Minimum \$10.00. | 11.00 | 71.00 | 27.00 | Gross weight groups. | \$25.00 for 3 tons or less to \$265.00 for 12 tons, plus \$25.00 for each additional ton. | • | 8.8 | 95.00 |
| Konseas | dross weight: \$6.50 first 2,050 pounds plus 35 cents per cet over 2,050 pounds. | 9.65 | 19.80 | 13.50 | Owner declared capacity (not less than smarufactures rated capacity or more than 200 percent of manu- facturers rated capacity). | \$7.50 for 1/2 ton or less to \$100.00 for 3 tons, plus \$50.00 each additional ton. | | 00.001 | 00.00 |
| Kentucky | Pat fee. | 8.4 | Ø.4 | 4.50 | Gross weight groups. | \$10.00 for 5,000 pounds or less to \$150.00 for 42,000 pounds. Trucks over 18,000 pounds \$67.00 to \$200.00 additional. | \$4.50 for 22,000 pounds or less. Regular fee over 22,000 pounds. | 8.8 | 65.4 |
| Louisiana | Flat fee. | 3.8 | 3.00 | 3.00 | Gross weight groups per load-carrying axle. | \$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds. | \$3.00 for 3,500 pounds or less to \$10.00 for 18,000 pounds. | 00.09 | 30.00 |
| Medine | Horsepowar groups: \$10.00 for 17 horsepower or lass to \$15.00 for 31 horsepower and over. | 8.ध | 79.00 | 00.41 | Gross weight groups. | \$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds. | • | 8. | 00.09 |
| Meryland | Empty weight groups: \$10.00 for 3,700 pounds or hess to \$17.00 over 3,700 pounds. | 8.01 | 15.00 | 97.01 | Chassis veight groups, vith gross veight Limits, or manufacturers rated capacity. | \$12.00 for three-quarter ton or less manufacturents rated expectly. Others, \$15.00 for \$2.500 pounds chassis weight (maxima gross weight 10.000 pounds) to \$200.00 over 9,000 pounds thassis weight (maxima gross weight 55,000 pounds). | \$12.00 for over three-quarter ton and not over 2.500 pounds thesis a veight (maximum gross weight 10,000 pounds); \$10.00 for 2,501 pounds to 5,000 pounds enhants weight (maximum gross weight 17,000 pounds). Over 5,000 pounds absasts weight, regulats fee. | 35.00 | 8.9 |
| Messachusetts | Ecrepower groups: \$4.50 for less than 30 horsepower to \$11.25 for 50 horsepower and over. | 8. 1 | 8.6 | g.* | Gross weight. | \$3.00 per 1,000 pounds. Minismus \$12.00. | \$12.00 for vehicles used within 10 mile radius of owner's farm. Other farm trucks, same fee as non-farm. | 39.00 | 12.00 |
| Michigan | Empty weight: 35 cents per cut. | 9.40 | 17.15 | 10,85 | Supty weight. | 65 cents per cut under 2,500 pounds to \$2.00 per cut over 15,000 pounds. | 50 cents per cut. | 53.00 | 26.50 |
| | | | | | | | | | |

| Í | 1. AUTOMOBILES | | | | | 2. SINGE-UNIT TRUE | 108 | | |
|----------------|---|-----------------|----------|--------------------|--|--|--|-------------------|-----------------|
| STATE | YER BASIS | APPROKE RANG | MATE PER | FEE FOR TYPICAL | TEE BASIS | A | PPROXIMATE PER RANGE 5/ | FEE FOR VEHICI | TIPICAL 2]/ |
| | | PROM | TO | VERTOLE: | | REQUIAR REGISTRATIONS | SPECIAL RATES FOR PARK TRUCKS 6/ | HOM-PARM | FARM |
| Minnesota. | Shipping weight and age groups: \$15.20 for less than 2,000 pounds to \$75.00 for over 5,000 pounds. Fee reduced with age, with minimum fee for each weight and age group. | \$10.00 | \$73.50 | \$18.60 | Gross weight and age groups. | \$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group. | 60 cents per cut of empty weight, minimum \$20.00. Fee reduced with age, with minimum fee for each weight and age group. | \$ 40.00 | \$ 25.92 |
| Mississippi | Tag fee, horsepower, gross weight, and age: \$1.00 plus 10 cents per horsepower, plus 30 cents per 100 pounds gross weight. Fee reduced with vehicle age. | 5.71 | 23.05 | 9.30 | Flat fee plus gross weight groups. | \$1.00 tag fee plus \$9.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds. | \$1.00 tag fee plus \$6.00 for 5,000 pounds or less to \$204.00 for 52,650 pounds. | 37.00 | 21.40 |
| Missouri | Horseyower groups: \$5.00 for less than 12 horseyower to \$37.50 for 72 horseyower and over. | 8.50 | 20.00 | 11.00 | Gross weight groups. | \$20.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$13.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds. | - | 50.00 | 50.00 |
| Montana | Repty weight groups: \$5.00 for 2,850 pounds or less and \$10.00 for 2,851 pounds and over. | 5.00 | 10.00 | 10.00 | Flat fee plus gross weight groups with mileage limit. | \$10.00 plus \$6.00 for 6,000 pounds or less to \$20.00 for \$2,000 pounds. 125 percent of grees weight fee if which travels over 24,000 miles per calendar year. | \$10.00 plus 20 percent of gross weight fee schedule (minima \$4.00) for private not- for-hire vehicles. 125 percent of gross weight if vehicle travels over 24,000 miles per calendar year. | 28.00 | 14.00 |
| Hebraska | Shipping weight groups: \$6.00 for less than 3,000 pounds and \$8.00 for 3,000 pounds and over. | 6.00 | 8.00 | 8.00 | Load to be hauled. | \$10.00 for one-half ton to \$770.00 for 25 tons. | \$8.00 for three-quarter ton or less to \$130.00 for 7 tons, manufacturers rated capacity. | 80.00 | 12,00 |
| Hevada. | Flat fee. | 5.00 | 5.00 | 5.00 | Empty weight. | \$5.00 for 3,500 pounds or less; 45 cents per out for vehicles over 3,500 pounds. | - | 23.85 | 23.85 |
| New Hampshire | Gross weight groups: \$12.00 for 3,500 pounds or less to \$25.00 for 6,000 pounds; 50 cents per out for 6,001-8,000 pounds and 60 cents per out over 8,000 pounds. 9/ | 12.00 | 25.00 | 15.50 | Gross weight. | 35 cents per out for 4,000 pounds or less to 60 cents per out over 8,000 pounds. Minimum \$15.00. | \$25.00 for 16,000 pounds or less. Regular fee over 16,000 pounds. | 75.00 | 25.00 |
| How Jersey | Horsepower: 40 cents per horsepower for 29 horsepower or less; 50 cents per horsepower for 30 horsepower or more. | 8.80 | 23.50 | 10.00 | Gross weight groups, | \$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds. | One-half regular fee. | 60.00 | 30.00 |
| New Mexico | Rapty weight and age: \$18.00 for 2,400 pounds plus \$2.00 per out over 2,400 pounds; if registered less than one year to \$7.00 for 2,400 pounds plus 50 cents per out over 2,400 pounds if registered at least 4 years. | 5.00 | 52.50 | 14.00 | Chassis weight and age. | When registered less than 2 years, \$18.00 for 1,500 pounds to \$65.00 for 2,500 \(\) pounds plus \$2.00 per out over 2,500 \(\) pounds. When registered at least 2 years, \$10.00 for 1,500 pounds to \$18.00 for 2,500 pounds plus \$1.50 per out over 2,500 pounds plus \$1.50 per out over 2,500 pounds. | - | 43.50 | 43.50 |
| New York | Shipping weight: 50 cents per out for 3,500 pounds or less plus 75 cents per out over 3,500 pounds. Minimum \$8.00. | 12.00 | 26.00 | 15.50 | Gross weight. 10/ | \$2.50 per 500 pounds. | \$1.75 per 500 pounds. | 62.50 | 43.75 |
| North Carolina | Empty weight groups: \$10.00 for 3,500 pounds or less to \$15.00 over 4,500 pounds. | 10.00 | 15.00 | 10.00 | Gross weight. | 30 cents per cut for 4,500 pounds or less to 80 cents per cut over 16,500 pounds. Minimum \$12.00. | One-half regular fee. Minimum \$10.00. | 62.50 | 31.25 |
| North Dakota | Empty weight groups and age: \$15.00 for 2,399 pounds or less to \$185.00 for 9,000 pounds and over (cabeaule also applies to busses). Fee reduced with age. | 8.00 | 60.00 | 20.00 | Gross weight groups and age. | \$15.00 for \$,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicls. | - | 32.00 | 32.00 |
| Ohio | Flat fee. | 10.00 | 10.00 | 10.00 | Empty weight. 11/ | 85 cents per out for first 2,000 pounds, \$1.40 per out next 1,000 pounds, etc., to \$3.25 per out over 12,000 pounds. Minimum \$9.00. | 50 cents per cwt for 3,000 pounds to \$2.25 per cwt over 10,000 pounds. Minimum \$10.00. | 81.60 | 34.60 |
| Oklahoms. | Value and age: \$19.00 for factory delivered price of \$500.00 or less, plus \$1.50 per \$100.00 over \$600.00. Fee for second through tenth year, 90 percent of previous year's fee. Over ten years, \$5.00 for factory delivered price of \$69.99 or less to \$28.23 for \$5,789.99 plus 60 cents per \$100.00 over \$3,789.99. | 7.95 | 84.60 | 24.79 | Gross weight groups and age. | \$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00. | \$15.00 for less than one ton manufacturers rated capacity to \$50.00 for two tons. Fee reduced with age of vehicle. Regular fee over two tons. | 95.00 | 17.92 |
| Oregon | Flat fee. | 10.00 | 10.00 | 10.00 | Flat fee or empty weight. 12/ | \$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross weight, 50 cents per 100 pounds of empty weight for 3,000 pounds or less to 70 cents per cut over 1,500 pounds. | \$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross veight, 30 cents per 100 pounds of empty weight for 3,000 pounds or less to 50 cents per out over 4,500 pounds. | 37.80 | 26.50 |
| Pennsylvania | Flat fee. | 10.00 | 10.00 | 10.00 | Chassis weight and axle groups. | \$16.50 for less than 2,000 pounds for two axles, to \$250.00 for 12,000 pounds and over for three axles. | • | 45.00 | 45.00 |

Highway Statistics, 1952

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

| | 1. AUTOMOBILES | | | | | 2. SINGLE-UNIT TRUCK | GS <u>14</u> / | | |
|----------------|--|----------|---------|--------------------|------------------------------------|--|---|-----------|----------|
| STATE | fre basis 14/ | APPROXID | | FEE FOR TYPICAL | FRE BASIS 14/ | A | PROXIMATE FEE RANGE 5/ | FEE FOR S | |
| | | FROM | TO | VERICLE 4 | | regular registrations | SPECIAL RATES FOR FARM TRUCKS 6/ | HON-FARM | FARM |
| Rhode Island | Gross weight groups: \$8.00 for 2,500 pounds or less to \$23.00 over 6,000 pounds. | \$ 9.00 | \$20.00 | \$14.00 | Gross weight groups. | \$12.50 for 3,000 pounds or less to \$1\$7.00 for \$8,000 pounds plus \$6.00 per 2,000 pounds over \$8,000 pounds. | - | \$ 39.00 | \$ 39.00 |
| South Carolina | Flat fee plus shipping weight: \$1.00 "safety fee" plus \$1.00 first 2,000 pounds and \$1.00 each 500 pounds additional. | 3.00 | 8.00 | 5.00 | Flat fee plus load hauled. | \$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for 10 tons plus \$50.00 for each additional ton. | - | 66.00 | 66.00 |
| South Dakota | Empty weight groups and age: \$13.00 for 2,000 pounds or less to \$75.00 over 6,000 pounds. Fee reduced 50 percent when wehicle is 5 or more years old. Additional fee: \$5.00 for 1,501-3,500 pounds to \$10.00 over \$,000 pounds. | 13.50 | 55.00 | 25.00 | Chassis weight groups and age. | \$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$50.00 for each additional 1,000 pounds. For erdused 50 percent after 5 years. In addition, regardless of vehicle age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds, plus \$5.00 for each additional 1,000 pounds. | • | 52.50 | 52.50 |
| Tennessee | Empty weight groups: \$7.50 for 3,500 pounds or less and \$10.00 over 3,500 pounds. | 7.50 | 10.00 | 7.50 | Gross weight groups. | \$15.00 for 8,000 pounds or less to \$350.00 for 55,980 pounds. | One-half of regular fee. | 25.00 | 12.50 |
| Texas | Empty weight: 28 cents per cwt for 2,000 pounds or less to 50 cents per cwt over 4,500 pounds. | 9.36 | 25.00 | 11.88 | Gross weight. | 40 cents per cwt for 6,000 pounds or less to 90 cents per cwt over 31,000 pounds. | One-half of regular fee. | 81.25 | 40.63 |
| Utah | Flat fee. | 5.00 | 5.00 | 5.00 | Empty weight groups. | \$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over. | - | 25.00 | 25.00 |
| Vermont | Flat foe. <u>13</u> / | 26,00 | 26,00 | 26.00 | Gross weight. | 70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Hnimama \$22.00. (Light trucks of less than 1,500 pounds capacity may be registered for passenger car fee.) | \$32.00 for 16,000 pounds or less. Regular fee over 16,000 pounds. | 118.75 | 32.00 |
| Virginia | Flat fee. | 10.00 | 10.00 | 10.00 | Gross weight. | \$1.20 per 1,000 pounds for 10,000 pounds or less to \$6.00 per 1,000 pounds for 50,000 pounds. Minimum \$12.00. | • | 19.50 | 19.50 |
| Weshington | Flat fee. | 5.00 | 5.00 | 5.00 | Flat fee plus gross weight groups. | \$5.00 flat fee plus \$4.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds. | \$5.00 plus half of weight fee for vehicles weighing less than 10 tons. Regular fee 10 tons and over. | 30.00 | 17.50 |
| West Virginia | Empty weight: \$11.00 first 2,000 pounds plus 60 cents per cwt over 2,000 pounds. | 14.00 | 28.40 | 18.20 | Gross weight groups. | \$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cwt over 16,000 pounds. | - | 38.00 | 38.00 |
| Wisconsin | Flat fee. | 16.00 | 16.00 | 16.00 | Gross weight groups. | \$16.00 for 3,000 pounds or less to \$875.00 for 68,000 pounds. | \$10.00 for 5 tons or less. One-third regular fee over 5 tons. | 140.00 | 46.67 |
| Wyoming | Flat fee. | 5.00 | 5.00 | 5.00 | Empty weight groups. 14/ | \$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds. | <u>-</u> | 15.00 | 15.00 |
| Dist. of Col. | Empty weight groups: \$5.00 for 3,500 pounds or less to \$12.00 over 4,500 pounds. | 5.00 | 12.00 | 5.00 | Empty weight groups. | \$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds. | • | 35.00 | 35.00 |

| | | 3. TRACTOR TRUCES | | 4. SEMITRAILERS 15/ | T | YPICAL VEHIC | LE 16/ |
|---------------|--|--|--|---|-------------------------|------------------|----------|
| STATE | FEE BASIS | APPROXIMATE FEE RABGE | FEE BASIS | APPROXIMATE FEE RANGE | TRACTOR TRUCK 17/ | SENI- TRAILER | COMBI- |
| Alabama. | Manufacturers rated capacity. | \$15.00 for less than one ton to \$400.00 for five to six tons. | • | 50 percent of fee of drawing vehicle. | \$100.00 | \$ 50.00 | \$150.00 |
| Arisona | Flat fee plus empty weight and axles. | \$3.50 plus weight fee of \$2.00 for wehicles under 2,900 pounds and from 35 cents per cwt for 2-exle trucks weighing 2,900 pounds to \$1.60 per cwt for 3-exle trucks weighing 12,000 pounds and over. | Flat fee plus empty weight and axles. | Same schedule as for tractor trucks. | 69.50 | 50.95 | 120.45 |
| Arkansas | Gross weight of combination. | \$12.00 for less than 5,000 pounds to \$450.00 over 60,000 pounds. | - | Registered with tractor, plus \$5.00 flat fee. | 200.00 | 5.00 | 205.00 |
| California | Flat fee plus empty weight and axle groups. | \$8.00 flat fee plus \$14.00 for 3,000-4,000 pounds for two exles to \$267.00 over 15,000 pounds for three exles. | Flat fee plus empty weight groups. | \$8.00 flat fee, plus \$11.00 for 2,000-3,000 pounds to \$267.00 over 15,000 pounds. | 88.00 | 108.00 | 196.00 |
| Colorado | Manufacturers rated capacity. | \$25.00 for 5-ton class; \$50.00 for 10-ton class. | Manufacturers rated capacity. | \$2.00 for less than one-half ton to \$10.00 for one ton plus \$10.00 each additional ton. | 25.00 | 20.00 | 45.00 |
| Commeticut | Gross weight of combination. | 30 cents per cwt for 20,000 pounds or less to 50 cents per cwt over 30,000 pounds. Minimum \$10.00. | - | Registered with tractor. Additional semitrailer \$5.00 flat fee. | 200.00 | - | 200.00 |
| Delaware | Gross weight. | \$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds. | Gross weight. | Same schedule as for tractor trucks. | 95.70 | 77.30 | 173.00 |
| Florida | Empty weight. | 50 cents per cwt for 2,050 pounds or less to \$1.10 per cwt over 5,050 pounds. | Empty weight. | \$2.50 for vehicles weighing 500 pounds or less; 75 cents per cwt for vehicles weighing 501 to 4,050 pounds; \$1.50 per cwt over 4,050 pounds. | 96.80 | 109.50 | 206.30 |
| Georgia | Manufacturers rated capacity. | \$2.50 for less than one ton to \$1,000.00 for ten tons and over. | Empty weight groups. | \$2.50 for 1,000 pounds or less to \$1,000.00 over 14,000 pounds. | 50.00 | 100.00 | 150.00 |
| Idaho | Gross weight groups. 8/ | \$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds. | Gross weight groups. 8/ | Same schedule as for tractor trucks. | 50.00 | 40.00 | 90.00 |
| Illinois | Flat fee, plus either gross weight groups or mileage. | \$5.00 flat fee, plus either \$62.00 for 10,001 pounds to \$1,134.00 for 59,001-72,000 pounds or graduated mileage tax. | • | Registered with tractor. Additional semitrailer \$10.00 flat fee. | 640.00 | • | 640.00 |
| Indiana | Gross weight of combination. | \$65.00 for 14,000 pounds or less to \$300.00 for 52,000 pounds or more. | • | Registered with tractor. Additional semitrailer \$25.00 flat fee. | 215.00 | • | 215.00 |
| Iowa | Gross weight of combination. | \$40.00 for six tons or less to \$235.00 for twelve tons, plus \$25.00 for each additional ton. | - , | Registered with tractor, plus \$30.00 if gross weight of com- bination is twelve tons or less and \$60.00 over twelve tons. | 435.00 | 60.00 | 495.00 |
| Kansas | Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity). | \$7.50 for one-half ton or less to \$100.00 for three tons, plus \$50.00 each additional ton. | Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity). | \$10.00 for over one-half and less than one ton to \$300.00 for twelve tone plus \$50.00 each additional tom. No fee for one-half ton or less. | 250.00 | 125.00 | 375.00 |
| Kentucky | Gross weight of combination. | \$10.00 for 5,000 pounds or less to \$150.00 for \$2,000 pounds. Combinations over 18,000 pounds \$67.00 to \$200.00 additional. | - | Registered with treator. | 350.00 | - | 350.00 |
| Louisiana | Gross weight groups per load- carrying axle. | \$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds. | Gross weight groups per load- carrying axls. | Same schedule as for tractor trucks. | 140.00 | 100.00 | 240.00 |
| Maine | Gross weight of combination. | \$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds. | • . | Registered with tractor, plus \$5.00 flat fee. | 300.00 | 5.00 | 305.00 |
| Maryland | Flat fee. | \$35.00 . | Chassis weight groups with gross weight limits. 18/ | \$5.00 for 300 pounds chassis weight (maximum gross weight 3,000 pounds) to \$200.00 over 3,500 pounds chassis weight (maximum gross weight 55,000 pounds). One additional semitralize free and another at half fee for each two tractor tracks operated in shuttle or relay service. | 35.00 | 100.00 | 135.00 |
| Massachusetts | Gross weight of combination. | \$3.00 per 1,000 pounds; minimum \$24.00, maximum \$180.00. Hon-gasolins, \$10.00 per 1,000 pounds; minimum \$80.00, maximum \$600.00. | - | Registered with tractor, plus \$2.00 flat fee. | 120.00 | 2.00 | 122.00 |
| Michigan | Empty weight. | 65 cents per cwt under 2,500 pounds to \$2.00 per cwt ower 10,000 pounds. | Rapty weight. | 50 cents per cut under 1,000 pounds to \$2.00 per cut over 10,000 pounds. | 154.00 | 127.75 | 261.75 |
| Minnesota | Gross weight of combination and age. | \$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group. | . • | Registered with treator, plus \$10.00 flat fee. | 260.00 | 10.00 | 290.00 |
| Mississippi | Flat fee plus gross weight of combination. | \$1.00 tag fee plus \$9.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds. | - | Registered with tractor, plus \$1.00 tag fee and \$10.00 flat fee. No fee for private trailers less than 8,000 pounds capacity. | 271.00 | 11.00 | 262.00 |
| Missouri | Gross weight of combination. | \$20.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds. | - | Registered with tractor, plus \$7.00 flat fee. | 300.00 | 7.00 | 307.00 |
| Montana | Flat fee plus gross weight groups with mileage limit. | \$10.00 plus \$6.00 for 6,000 pounds or less to \$320.00 for \$2,000 pounds. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year. | Flat fee plus gross weight groups with mileage limit. | \$10.00 plus \$3.50 for 2,500 pounds or less to \$240.00 for \$2,000 pounds. No additional fee for under 2,500 pounds for personal use. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year. | 60.00 | 32.50 | 92.50 |

Highway Statistics, 1952

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

Based on Reports of State Authorities

Sheet 5 of 6

| | | 3. TRACTOR TRUCKS | | 4. SEMITRATLERS 15/ | 77 | PICAL VEHIC | IE 16/ |
|----------------|--|--|------------------------------------|---|-------------------------|-------------------|---------|
| STATE | PER BASIS | APPROXIMATE FEE RANGE | FEE BASIS | APPROXIDATE FEE RANGE | TRACTOR TRUCK 17/ | SEMI - TRAILER | COMBI- |
| Nebraska | Load to be hauled by com- bination. | \$10.00 for one-half ton to \$770.00 for 25 tons. | - | Registered with tractor, plus \$1.00 flat fee. | \$380.00 | \$ 1.00 | \$381.0 |
| Nevada | Empty weight. | \$5.00 for 3,500 pounds or less; 45 cents per cwt for vehicles over 3,500 pounds. | Empty weight. | \$2.00 for vehicles weighing 2,000 pounds or less; \$5.00 for vehicles weighing 1,001-3,500 pounds; \$5 cents per cut for vehicles over 3,500 pounds. | 39.60 | 32.85 | 72. |
| New Hampshire | Gross weight of combination. | 35 cents per cwt for 4,000 pounds or less to 60 cents per cwt ower 8,000 pounds. Minimum \$15.00. | - | Registered with tractor. Additional semitrailer \$25.00 flat fee. | 240.00 | - | 240. |
| New Jersey | Gross weight groups. | \$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds. | Gross weight groups. | Same schedule as for tractor trucks. | 110.00 | 90.00 | 200 |
| New Mexico | Chassis weight and age. | When registered less than two years, \$18.00 for 1,600 pounds to \$26.00 for 2,400 pounds plus \$2.00 per evt over 2,400 pounds. When registered at least two years, \$10.00 for 1,500 pounds to \$18.00 for 2,400 pounds plus \$1.50 per cvt over 2,400 pounds. | Empty weight. | \$1.00 per cvt. Minissa \$5.00. | 99.00 | 74.00 | 173 |
| New York | Empty weight. 10/ | \$1.00 per cwt. | Gross weight. 10/18/ | \$2.50 per 500 pounds. | 88.00 | 157.50 | 245 |
| North Carolina | Gross weight. | 30 cents per cwt for 4,500 pounds or less to 80 cents per cwt over 16,500 pounds. Minimum \$12.00. | Gross weight. | Same schedule as for tractor trucks. | 160.00 | 160.00 | 320 |
| North Dekota | Gross weight of combination and age. | \$15.00 for 4,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicle. | - | Registered with tractor. | 350.00 | - | 350 |
| Ohio | Empty weight. 11/ | 85 cents per cut for first 2,000 pounds, \$1.40 per cut next 1,000 pounds, etc., to \$3.25 per cut over 12,000 pounds. Minimum \$9.00. | Empty weight. 11/ | Same schedule as for tractor trucks. Minimum \$5.00. | 177.20 | 135.20 | 312 |
| Oklahoma | Empty weight groups and age. | \$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00. | Gross weight groups. 18/ | \$20.00 for 5,500 pounds to \$445.00 for 60,000 pounds. | 65.00 | 295.00 | 360 |
| Oregon | Flat fee or empty weight. 12/ | \$10.00 for vehicles \$,500 pounds or less gross weight. Vehicles over \$,500 pounds gross weight, 50 cents per 100 pounds empty weight for 3,000 pounds or less to 70 cents per ewt over \$,500 pounds. | Flat fee or empty weight. 12/ | Same schedule as for tractor trucks. 2-wheel trailers with pneumatic tires up to 750 pounds empty weight and carrying less than 1,000 pounds, no fee. | 62.30 | 51.80 | 114 |
| Pennsylvania | Chassis weight and axle groups. | \$16.50 for less than 2,000 pounds for two axles, to \$275.00 for 13,500 pounds and over for three axles (2-axle tractors used in combinations having four axles pay 3-axle fee). | Empty weight groups. | \$5.00 for less than 1,000 pounds to \$75.00 for 6,000 pounds and over. | 120.00 | 75.00 | 195 |
| Rhode Island | Gross weight of combination. | \$12.50 for 3,000 pounds or less to \$147.00 for 48,000 pounds plus \$6.00 per 2,000 pounds over 48,000 pounds. | - | Registered with tractor, plus \$2.00 flat fee. If no tractor, 15 cents per 100 pounds gross weight. | 127.00 | 2.00 | 129 |
| South Carolina | Flat fee plus load hauled. | \$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for ten tons plus \$50.00 for each additional ton. | Flat fee plus load hauled. | \$1.00 "safety fee" plus weight fee of \$6.00 for one ton or less to \$135.00 for ten tons plus \$20.00 for each additional ton. | 66.00 | 96.00 | 162 |
| South Dakota | Chassis weight groups and age. | \$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after fire years. In addition, regardless of which age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds plus \$5.00 for each additional 1,000 pounds. | Empty weight groups and age. | \$1.00 for 1,200 pounds or less to \$40.00 for 5,000 pounds plus \$10.00 for each additional 1,000 pounds. Fee reduced 50 per- cent after five years. In addition, regardless of vehicle age, \$5.00 for each additional 1,000 pounds. | 187.50 | 81.00 | 268 |
| Tennessee | Gross weight of combination. | \$15.00 for 8,000 pounds or less to \$350.00 for 55,980 pounds. | • | Registered with tractor. | 275.00 | - | 275 |
| Texas | Gross weight. | 40 cents per cwt for 6,000 pounds or less to 90 cents per cwt ower 31,000 pounds. Diesel, 10 percent additional. | Gross weight. | 30 cents per cvt for 6,000 pounds or less to 65 cents over 17,000 pounds. | 154.00 | 117.00 | 271 |
| Utah | Empty weight groups. | \$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over. | Empty weight groups. | \$11.25 for 3,500 pounds or less to \$660.00 for 24,001 pounds and over. | 60.00 | 90.00 | 150 |
| Verment | Gross weight of combination. | 70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Minimum \$32.00. Hon-gasoline, double regular fee. | - | Registered with tractor, plus \$15.00 flat fee. | 420.00 | 15.00 | 435 |
| Virginia | Flat fee. | 430.00. | Gross weight of combination. | \$1.20 per 1,000 pounds for 10,000 pounds or less to \$6.00 per 1,000 pounds for 50,000 pounds, less \$30.00 tractor-truck fee. Minimum \$12.00. | 30.00 | 150.00 | 180 |
| Washington | Flat fee plus gross weight groups. | \$5.00 flat fee plus \$4.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds. Hon-gasoline, 25 percent additional gross weight fee. | Flat fee plus gross weight groups. | \$5.00 flat fee plus \$9.50 for 4,000-6,000 pounds to \$370.00 for 36,000 pounds. He weight fee under 4,000 pounds. | 105.00 | 55.00 | 1,60 |
| West Virginia | Gross weight of combination. | \$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cut over 16,000 pounds combined gross weight, less \$15.00 semitrailer fee. | Flat fee. | \$15.00. | 227.00 | 15.00 | 242 |
| Wisconsin | Gross weight of combination. | \$16.00 for 3,000 pounds or less to \$875.00 for 68,000 pounds. | _ | Registered with tractor, plus \$10.00 flat fee. | 475.00 | 10.00 | 48 |

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MV-103 Sheet 6 of 6

| The or injure | OF POSSES MEMORITARES | | | | | | ,, |
|---------------|--------------------------|---|--------------------------|---|-------------------------|------------------|----------------------|
| | | 3. TRACTOR TRUCKS 14/ | | 4. SEMITRAILERS 15/ | TY | PICAL VERICLI | 2 <u>16</u> / |
| STATE | 782 BASIS <u>14</u> / | APPROXIDATE PER RANGE | PER BASIS 14/ | APPROXIDATE FEE RANGE | TRACTOR TRUCK 17/ | SENI- TRAILER | MATION - |
| Wyoming | Empty weight groups. 1k/ | \$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds. | Empty weight groups. 14/ | Same schedule as for treator trucks. | \$ 50.00 | \$ 40.00 | \$ 90.00 |
| Dist. of Col. | Empty weight groups. | \$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds. Hon-gasoline, double regular fee. | Empty weight groups. | \$5.00 for 500 pounds or less to \$150.00 over 16,000 pounds. | 65.00 | 50.00 | 115.00 |

- If This summary is based on fee schedules in effect January 1, 1954, and covers vehicles in private operation. Property taxes, and taxes levied only at the time of first registration, have been embladed.

 This summary includes the provisions of laws enacted through September 1957.

 To illustrate the practical fee range on a basis that is comparable for all States, the fee for a light 1942 coupe is given as the minimum, and the fee for a large 1953 model 1-door sedam is given as the maximum. It is not intended to show the
- absolute minimum and maximum for every State.

 4/ A 1951 model 4-door sedan weighing 3,104 pounds was used as a "typical" passenger car.
- absolute minimum and maximum for every state.

 4 A 1951 model 4-door sedam venighing 3,104 pounds was used as a "typical" passenger car.

 5 The fee sobschules of some States apply to combinations as well as to single-unit trucks. The maximum fee given in this table for those States is therefore much greater than in others. In general, single-unit trucks are soldon licensed for more than 26,000 pounds gross vehicle weight, or its equivalent under a State's registration system.

 6 In addition to the twenty-form States for which farm truck rates are shown, the reduced rates also apply to the state state of the state of the state of the state shown, the reduced rates also apply to
- 1/ A 1951 stake body truck of 5,320 pounds empty weight, and 12,500 pounds gross vehicle weight, was used as a "typical"
- single-unit truck.

 8/ In addition to registration fees, there is levied a use fee of \$30.00 for 24,001 pounds to \$160.00 over 40,000 pounds for gasoline-powered trucks and tractor trucks and for trailers and sentratiers, and \$40.00 for \$2,001 pounds to \$200.00 over \$40,000 pounds for trucks and tractor trucks and for trailers and sentratiers, and \$40.00 for \$24,001 pounds to \$200.00 over \$40,000 pounds for trucks and tractor trucks using the other than gasoline. On travel in excess of 30,000 miles during the year, there is an additional use fee per 1,000 miles of \$10.45 for \$24,001 pounds to \$13.30 for \$40,000 pounds, plus \$5 cents per 2,000 pounds over 40,000 pounds. In lieu of registration and use fees, natural resources vehicles over 24,000 pounds may pay from \$10.45 per 1,000 miles to \$13.30 per 1,000 miles for 40,000 pounds, plus 45 cents for each additional 2,000 pounds, with a minimum fee of \$70.00.

 9/ Effective April 1, 1954.

 10/ In addition to weight fee. webi
- In addition to weight fee, vehicles or combinations over 18,000 pounds gross weight are assessed a \$5.00 permit

- fee and a mileage tax ranging from 6 to 24 mills per mile based on the maximum gross weight of the vehicle or combination.
- District.

 11/ In addition to registration fees, all vehicles having three or more axles pay an application fee of \$2.00 plus the following mileage tax: 1/2 cent per mile for single-unit trucks having three axles; 1 cent per mile for three axles to 2 cents per mile for five or more axles for tractor-sentiresilers; and 2-1/2 cent per mile for truck-full trailer combinations having four or more axles. Semitrailers and full trailers having an unladen weight of less than 3,000 pounds are not subject to axle-mile tax.
- pounds are not subject to exide-mile tax.

 12 In addition to the empty weight fee given, vehicles or combinations over 4,500 pounds gross weight are assessed a mileage tax. Vehicles under 18,000 pounds gross veight may elect to pay a fint fee based on the gross weight of the vehicle, in lieu of the mileage tax. Separate mileage fee schedules are provided for dissel-propelled vehicles.

 13 Fee for models earlier than 1937 weighing 2,500 pounds or less, \$18.00; all others, \$26.00.

 14 In addition to the weight fee, all property carrying vehicles are required to pay compensatory fees as follows: gasoline-powered vehicles having unladen weights of 4,000 pounds or less, \$5.00 per year or \$.50 per month; over 4,000 pounds, 1 mill per ton mile on unladen weight; semitrailers, 1-1/4 mills per ton mile and trailers, 2 mills per ton
- pounts; I mill per ton mile on unknew weignt; semitraliers; 1-1/4 mile per ton mile and trailers, 2 mile per ton mile on unknew weight; semitraliers in the bases given for semitraliers, but in many, separate schedules are used. The separate schedules for full trailers are not included in these columns.

 16/ A tractor of 8,825 pounds empty weight and a semitralier of 7,320 pounds empty weight, registered for 40,000 pounds gross vehicle weight, were selected as a "typical" combination.
- 17/ For States registering the tractor and semitrailer as a unit, the fee for the combination is given in the "tractor" column.
- 18/ In Maryland, New York, and Oklahoma, gross weight of semitrailer is gross weight of combination less empty weight of tractor.

Highway Statistics,

1952

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES ADMONISTRATION AND FEES

Rased on Reports of State Authorities

Operator Chauffeur

Special

Operator

operator

Operator Chauffeur

Public service Department of Motor Vehicles

Registry of Motor Vehicles

Department of Public Utilities

Secretary of State, Division

of Driver and Vehicle

Department of Motor Vehicles

Registry of Motor Vehicles

Department of Public Utilities

County Sheriffs, City Police,

and Members of Driver and

Vehicle Service Division

Maryland

Michigan

Massachusetts

TABLE MV-104 Sheet 1 of 3 1/Status as of January 1, 1954

Yes

Yes

Ye

ndefinite

2

Issuance

Issuance

Issuance

January 1

Birthday

Tasuance

FEES CLASS SERVICE CHARGE BY TERM FOR WHICH ISSUED LICENSES EXAMINATION CONDUCTED LICENSE ISSUED INSTRUCTION LOCAL OR COUNTY AGENTS OF LICENSE APPLICATION MADE STATE AGENCY STEATE OR LBARNERS ADMINISTERING LAW BY: BY: TO: DEDUCTED ADDED MINNER PERMITS 3/ FROM REGULA TO RENEWAL. REGULA NEW RENEWAL DUPLICATE AMOUNT YEARS RER REE October 1, Drivers License Division \$2.00 \$.25 \$.25 Yes Department of Public Safety, County Probate Judge \$ -35 Alabama Operator Odd Year Drivers License Division Birthday Arizona Operator Chauffeur Highway Department Motor Vehicle Division) Motor Vehicle Division Motor Vehicle Division *4/ 2.00 2.00 2.00 Rirthday Motor Vehicle Division 2.00 2.00 .50 Motor Vehicle Division State Police Motor Vehicle Division No Fee 1.00 1.00 1.00 January 1 Arkansa Operator January 1 1.00 5.00 5.00 Chauffeur Motor Vehicle Division) Division of Field Office Division of Field Office Division of Drivers No Fee 1.00 California Operator Department of Motor Vehicles. Operation or Highway Patrol Chauffeur Division of Drivers Licenses Operation Licenses 3.00 3.00 1.00 Issuance Motor Vehicle Division 4/1.00 1.00 Rirthday Revenue Department, County Clerk or County Clerk or Yes Yes Colorado Operator Chauffeur January 1 Representative of Representative of Motor Vehicle Division 2.00 2.00 Motor Vehicle Division Motor Vehicle Division Department of Motor Vehicles Connecticut 6/ Operator Public Department of Motor Vehicles,) Division of Engineering) Division of Registry / 5.00 3.00 .50 1 Hay 1 Division of Registry and Inspection 3.00 3.00 May 1 operator) Motor Vehicle Division) Motor Vehicle Division 4/4.00 1.00 8/2 Birthday Motor Vehicle Division Delaware Operator Chauffeur Highway Department Birthday Motor Vehicle Division 4.00 4.00 1.00 1.00 1.00 .25 .25 (g) Yes Florida Operator Department of Public Safety, Drivers License Division Highway Patrol) County Judges 1.00 1.00 2.00 2.00 Yes October 1 Georgia Operator Chauffeur Department of Public Safety,) Drivers License Bureau Drivers License Bureau) Drivers License Bureau .25 ho/1.00 Indefinite Rirthday Department of Law Enforcement, County Sheriffs County Sheriffs or Other Motor Vehicle Bureau 1.00 1.00 읪 Operator Birthday Chauffeu Motor Vehicle Bureau Appointed Examiners 2.00 2.00 1.00 Yes Issuance Tllinois Operator Chauffeur Secretary of State. Secretary of State.) Secretary of State.) Secretary of State. 1.00 1.00 1.00 1.00 Automobile Department Automobile Department) Automobile Department Automobile Department 5.00 3.00 1.00 Issuance Operator Secretary of State, Bureau of Motor Vehicles 2 Birthday Indiana) Branch Offices) Bureau of Motor Vehicles) Bureau of Motor Vehicles -50 1.25 1.25 .25 Yes Registered Chauffeur month 1.25 1.25 .25 Yes March 1 Public chauffeur 1.25 1.25 .25 Yes 1 March 1 Operator Chauffeur Department of Public Safety, Drivers License Division Drivers License Division) Drivers License Division 1.50 Birthday Iowa Birthday Drivers License Division or Highway Patrol 2.00 2.00 - 50) Highway Patrol 1.00 1.00 1.00 .50 .20 Yes 2 July 1. Kansas Operator Highway Commission.) Local Agents) Motor Vehicle Department Motor Vehicle Department odd year Chauffeur 3.00 3.00 3.00 .50 .20 Yes July 1, old year August 1 Kentucky Operator Department of Revenue) County Circuit Court Clerks State Police) County Circuit Court Clerks .25 2.00 2.00 .25 .50 Yes 1 Division of Local Relations .50 .25 1 Chauffeur Department of Motor 2.00 2.00 Yes January 1 Transportation Department of Public Safety, Louisiana Operator Chauffeur Drivers License Division) Drivers License Division) Drivers License Division No Fee Tesuance .50 Issuance Drivers License Division 3.00 3.00 Maine Operator Department of State, Motor Vehicle Division Motor Vehicle Division Motor Vehicle Division 7/ 3.00 2.00 .25 Motor Vehicle Division

) Department of Motor Vehicles

Registrar of Motor Vehicles

County Sheriffs, City Police,

and Members of Driver and

Vehicle Service Division

* 1.00 * 1.00

* 1.00

4/ 3.00 4/ 3.00 2.00

3.00

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Yes

Yes

) Department of Motor Vehicles

Registrar of Motor Vehicles

Department of Public Utilities

) Division of Driver and Vehicle

Services

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

ADMINISTRATION AND FEES

Based on Reports of State Authorities

TABLE MV-104 Sheet 2 of 3 1/ Status as of January 1, 1954

| | | | | | | | | | FRES | | | | THEORY INCOM | WHICH ISSUED |
|----------------|-------------------------------------|---|---|--|--|---------------------------|----------------------|--------------|-------------|------------------|------------------------------------|-------------------------------|--------------------------|-------------------------------|
| STATE | CLASS OF LICENSE | STATE AGENCY ADMINISTERING LAW | APPLICATION MADE | EXAMINATION CONDUCTED BY: | LICENSE ISSUED BY: | INSTRUCTION | | LICENSES | | | VICE CHAR OR COUNTY | | TEAM FOR | WHICH ISSUED |
| | 2/ | | | | | LEARNERS PERMITS 3/ | . NEW . | RENEWAL | DUPLICATE | AMOUNT | DEDUCTED FROM REQULAR FEE | ADDED TO REGULAR FEE | Number Of Years | RENEWAL DATE |
| Minnesota | Operator | Department of Highways, Drivers License Division | Drivers License Division Or District Court Clerks | Drivers License Division | Department of Highways | \$ -35 | \$1.00 | \$1.00 | \$.35 | (<u>13</u> /) | Yes | - | 4 | Birthday |
| | Chauffeur | Secretary of State, Motor Vehicle Division | Motor Vehicle Division | Deputy Registrars or Motor Vehicle Division | Motor Vehicle Division | No Pee | 1.50 | 1.50 | 1.00 | 14/4.50 | Yes | - | 1 | January 1 |
| Mississippi | Operator |) Commissioner of Public Safety, |) Drivers License Division |) Highway Patrol |) Drivers License Division | 4/ 2.00 | 2.00 | 2.00 | 2.00 | <u>15</u> / .15 | - | Yes | 2 | Quarter of issuance |
| | Chauffeur |) |) |) |) | - | 5.00 | 5.00 | 5.00 | <u>15</u> / .15 | - | Yes | 2 | Issuance |
| Missouri | Operator |) Department of Revenue, Drivers License Division |) Notary Public or Agent or Branch of Motor Vehicle Unit |) Highway Patrol, School Instructor, or Other Designated Agent |) Drivers License Division | .25 | 1.00 | 1.00 | .25 | .25 | - | Yes | 3 | Issuance |
| | Chauffeur |) |) |) |) | - | 3.00 | 3.00 | .25 | .25 | - | Yes | 1 | Issuance |
| Montana | Operator Chauffeur |) Highway Patrol |) County Treasurer |) Highway Patrol | Highway Patrol | 3.00 3.00 | 3.00 3.00 | 3.00 | .50 .50 | - | : | - | 2 | Birthday Birthday |
| Hebraska | Operator | Department of Roads and Irrigation, Motor Vehicle Division | Safety Patrol | Safety Patrol | County Treasurer | No Fee | 2.00 | 2.00 | .50 | .10 | Yes | - | 2 | September 1, odd year |
| Nevada. | Operator |) Public Service Commission, Drivers License Division |) Drivers License Division |) Drivers License Division |) Drivers License Division | 4/1.00 | 1.00 | 1.00 | .50 | - | - | - | 2 | Birthday, |
| | Chauffeur |) Drivers License Division |) |) |) | - | 2.00 | 2.00 | .50 | - | - | - | 1 | odd year July 1 |
| New Hampshire | Operator Chauffeur |) Motor Vehicle Department |) Motor Vehicle Department | Motor Vehicle Department |) Motor Vehicle Department | : | 5.00 7.00 | 4.00 4.00 | .50 .50 | : | : | : | 2 | Birthday Birthday |
| New Jersey | Operator Bus operator |) Department of Law and Public Safety, Division of Motor) Vehicles |) Division of Motor Vehicles) |) Division of Motor Vehicles |) Division of Motor Vehicles | • 1.00 | 3.00 | 3.00 | 1.00 | - | | - | 1 | April 1 |
| New Mexico | Operator Chauffeur | Bureau of Revenue, Drivers License Division |) Drivers License Division,) State Police, or City Clerks |) State Police |) Drivers License Division | No Fee | 16/ 1.00 16/ 2.00 | 1.00 | .50 1.00 | : | - | : | 1, 2, or 3 1, 2, or 3 | January 1 January 1 |
| New York | Operator Chauffeur |) Department of Taxation and) Finance, Bureau of Motor Vehicles |) Bureau of Motor Vehicles or) County Clerks | Bureau of Motor Vehicles |) Bureau of Motor Vehicles) or County Clerks | .10 | 7/ 5.00 7/ 8.00 | 3.00 6.00 | 1.00 | .20 .20 | Yes Yes | : | 3 3 | October 1 June 1 |
| Horth Carolina | Operator Chauffeur |) Department of Motor Vehicles | Department of Motor Vehicles | Department of Motor Vehicles |) Department of Motor Vehicles | No Fee No Fee | 2.00 | 2.00 | .50 .50 | : | : | : | 4 1 | Birthday Birthday |
| North Dakota | Operator | Highway Patrol | Selected Hotaries | Highway Patrol | Highway Department | No Fee | 2.00 | 2.00 | .25 | .10 | - | Yes | 2 | July 1, odd year |
| Ohio | Operator Chauffeur |) Bureau of Motor Vehicles |) Bureau of Motor Vehicles) | Highway Patrol |) Bureau of Motor Vehicles | * .50 | .75 .75 | .75 .75 | .25 .25 | .25 .25 | | Yes Yes | 3 3 | Birthday Birthday |
| Oklahoma | Operator Chauffeur Commercial |) Tax Commission, Department) of Public Safety | Tax Commission |) License Examiners of the) Department of Public Safety | Department of Public Safety | No Fee | 3.00 6.00 | 3.00 6.00 | 1.00 | (77/) | Yes Yes | : | 2 2 | Birthday month Birthday |
| | chauffeur |) | • |) |) | - | 8.00 | 8.00 | 1.00 | (<u>17</u> /) | Yes | - | 2 | month |
| Oregon | Operator Chauffeur |) Secretary of State,) Drivers License Division | Secretary of State |) Drivers License Division | Drivers License Division | - 50 | (18/) 1.00 | 1.50 | .25 .25 | - | : | - | 2 1 | Birthday January 1 |
| Pennsylvania | Operator | Department of Revenue, Bureau of Motor Vehicles | Bureau of Motor Vehicles | State Police | Bureau of Motor Vehicles | *4/ 4.00 | 1.00 | 1.00 | .50 | - | - | - | 1 | February 1 |
| Rhode Island | Operator Chauffeur | Registry of Motor Vehicles |) Registry of Motor Vehicles) | License Examining Division | Registry of Motor Vehicles | No Fee | IJ 4.00 4.00 | 2.00 2.00 | 1.00 | | - | : | 1 | October 1 October 1 |
| South Carolina | Operator | Highway Department, Motor Vehicle Division | Motor Vehicle Division | Highway Patrol | Motor Vehicle Division | No Fee | .50 | .50 | .50 | - | - | - | ħ. | July 1 |
| | Common carrier operator | Public Service Commission | Public Service Commission | Public Service Commission | Public Service Commission | - | 2.00 | 2.00 | 2,00 | - | - | - | 1 | January 1 |
| South Dakota | Operator | Secretary of State, Motor Vehicle Department | County Treasurer of | None required | County Treasurer | - | .50 | .50 | 1.00 | •37 } | Yes | | 2 | Issuance |
| | School bus operator | State Motor Patrol | Applicant's Residence County Superintendent of Schools | State Motor Patrol | County Superintendent of Schools | - | No Fee | No Fee | No Fee | - | - | - | 1 | Issuance |

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104 Sheet 3 of 3

Resed on Reports of State Authorities

| Based on Reports | s of State Au | thorities | | ADMINISTRATION | AND FEES | | | | | | | 1/ Stat | us as or Ji | muary 1, 195 |
|------------------|------------------------|--|---|---------------------------------------|---|---------------------|--------------|------------------|------------|--------|------------------------------------|-------------------------------|-----------------------|-----------------------|
| | | | | | | | | | FEES | | | | TERM FO | R WHICH ISSUE |
| STATE | CLASS | STATE AGENCY | APPLICATION MADE | EXAMINATION CONDUCTED BY: | LICENSE ISSUED BY: | INSTRUCTION OR | | LICENSES | | | OR COUNTY | | | |
| : | LICENSE 2/ | ADMINISTERING LAW | TO: | | BI | LEARNERS PERMITS 3/ | new | RENEWAL | DUPLICATE | AMOUNT | DEDUCTED FROM REGULAR FEE | ADDED TO REGULAR FEE | NUMBER OF YEARS | RENEWAL DATE |
| Tennessee | Operator |) Department of Safety |) Department of Safety |) Department of Safety |) County Court Clerks | 4/\$2.00 | \$2.00 | \$2.00 | \$1.00 | \$.25 | Yes | - | 2 | July 1, odd wear |
| | Chauffeur |) |) |) |) · | - | 3.00 | 3.00 | 1.00 | .25 | Yes | - | 2 | July 1, odd year |
| | Special chauffeur |) |) |) |) | - | 3.00 | 3.00 | 1.00 | .25 | Yes | - | 2 | July 1, odd year |
| Texas | Operator Commercial |) Department of Public Safety, Drivers License Division |) Drivers License Division |) Drivers License Division |) Drivers License Division | 1.00 | 1.00 | 1.00 | .25 | | - | - | 2 | Issuance |
| | operator Chauffeur | } | } | } | } | : | 2.00 3.00 | 2.00 3.00 | .25 .25 | : | <u>-</u> | : | 1 1 | Issuance Issuance |
| Utah | Operator Chauffeur | Department of Public Safety | } Department of Public Safety |) Department of Public Safety | } Department of Public Safety | 4/ 2.00 4/ 2.00 | 2.00 | 1.00 | 1.00 | - | - | : | 5 5 | Birthday Birthday |
| Vermont | Operator | Motor Vehicle Department | Motor Vehicle Department | Motor Vehicle Department | Motor Vehicle Department | - | 7/ 4.50 | 2.50 | .50 | - | - | - | 1 | Birthday |
| Virginia | Operator |) Department of Finance, Division of Motor Vehicles |) Division of Motor Vehicles |) Division of Motor Vehicles |) Division of Motor Vehicles | No Fee | .50 | .50 | .25 | - | | - | 3 | Birthday month |
| | Chauffeur |) |) |) |) | - | 2.00 | 2.00 | .25 | - | - | - | 1 | Issuance |
| Washington | Operator | Department of Licenses, Motor Vehicle Division | State Patrol or Motor Vehicle Division | State Patrol | State Patrol or Motor Vehicle Division | .50 | 7/ 5.∞ | 3.00 | .50 | - | - | - | 5 | Birthday |
| West Virginia | Operator Chauffeur |) Department of Motor Vehicles |) Department of Motor Vehicles | Department of Public Safety |) Department of Motor Vehicles | 1.00 | 1.00 3.00 | 19/ 1.00 3.00 | 1.00 | = | = | = | 14 1 | Issuance January 1 |
| Wisconsin | Operator | Motor Vehicle Department | Motor Vehicle Department | Motor Vehicle Department 20/ | Motor Vehicle Department | 1.00 | 7/2.00 | .50 | .50 | - | - | - | 4 | Issuance |
| Wyoming | Operator Chauffeur |) Highway Department,) Drivers License Division |) Drivers License Division |) Drivers License Division |) Drivers License Division | No Fee | 1.00 | 1.00 | .50 .50 | = . | = | = | 3 1 | Birthday Issuance |
| Dist. of Col. | Operator | Department of Vehicles and Traffic | Department of Vehicles and Traffic | Department of Vehicles and Traffic | Department of Vehicles and Traffic | * 1.00 | 3.00 | 3.00 | .50 | - 1 | - | - | 3 | Issuance |

- 1/ This summary includes the provisions of laws enacted through September 1953.
 2 Includes regular and special operators' and chauffeurs' licenses. Junior operator permits, which are issued in many States, are not included.
 3/ In many States, an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (*) is such a permit mandatory for applicants not possessing a valid operator's license. Instruction or learner's permit is not provided in the States for which a dash (-) appears.
 4/ Permit fee is credited to operator license fee.
- When representative of Motor Vehicle Division conducts examination in the county, the county clerk retains only

- When representative of Notor Vehicle Division conducts examination in the county, the county clerk retains only 25 cents.

 6/ Effective May 1, 1955, fee for operator's license will be 25 cents for each month through operator's birthday month. Renewal fee will be \$6.00 for each two years thereafter.

 7/ The difference between new and renewal license fees is the charge for an examination when one is required.

 8/ Permanent license may be obtained for \$10.00 if applicant meets certain requirements.

 9/ Twenty-five cents each for first 10,000 operator and chauffeur licenses issued and 10 cents for each additional license.

- A wife pays half fee. Veteran's honorary license, no charge.
 County sheriffs or other appointed examiners retain 40 percent of the regular permit or license fee.
 Two dollars for each original license and 50 cents for each renewal.
 When application is made to district court clerk, he retains 10 cents for instruction permit or duplicate license and 20 cents
- for new or renewal license.

 14/ When deputy registrar conducts first examination, he retains 50 cents for the \$1.50 fee.

 15/ If county clerk or sheriff assists in renewal, he may charge 15-cent service fee.

 16/ Operators' and chauffeurs' licenses may be issued for 1, 2, or 3 years. Fee for operator, \$1.00 for each year; chauffeur, \$2.00 for each year.
- 22.00 for each year.

 17/ Tag agents acting for Oklahoma Tax Commission receive 10 cents per application issued in counties under 65,000 population, and 6 cents per application issued in counties over 65,000 population.

 18/ Original license fees vary, \$1.00, \$1.50, or \$2.00, depending upon length of time from date of application to date of first renewal.

 - 19/ Two dollars if not renewed before expiration.
 20/ Traffic officials or local officers may be authorized to conduct examinations.

TRUCK WEIGHT AND CAPACITY

Some of the information in the following tables was supplied by States that summarize basic truck data annually; the rest is from States that have made special analyses for administrative or legislative purposes.

There are three major bases for registering trucks: manufacturer's rated capacity (3 States in 1952), empty weight of the vehicle, also known as net, unladen, or curb weight (10 States), and combined weight of vehicle and load, known as gross weight (28 States). Considerable variation among the States in the application of these bases makes it difficult to obtain uniform information. Several tabulations are presented in order to show the available data in as much detail as practical. In most cases the State tabulations by weight or by capacities are shown here with no adjustments, in order that the actual experience of the States in registering

their vehicles can be seen. In States registering on the basis of the gross weight of the vehicle and load. the data show that only a very small percentage of the trucks operate in the heavier weight groups.

The tabulations of trucks and trailers by body types and gross weight groups on pages 47 and 51 were extracted from special studies of commercial vehicles made by Kentucky and North Carolina, Cross-tabulations of vehicles showing the relation of gross weights to empty weights, and of gross weights to manufacturers' rated capacities, on pages 45, 49, and 52, were supplied by North Dakota, Montana, and Washington.

It is probable that increased need for truck registration data for legislative and administrative uses will eventually make it necessary for most States to compile data similar to that presented here.

| VEHICLES | REGISTERED | ON | THE | BASIS | Œ | GROSS | WEIGHT | 1/ | • |
|----------|------------|----|-----|-------|---|-------|--------|----|---|
| | | | | | | | | | |

1952

| | ARKAI | NSAS | III. | INOIS | INDIA | .NA | 10 | iA. | MISSIS | SIPPI | RHODE | ISLAND | TENNESS | EE |
|-----------------------|-----------------------|---------|--------------------------|---------|--------------------------|---------|--------------------------|---------|--------------------------|---------|--------------------------|---------|--------------------------|---------|
| GROSS WEIGHT | NUMBER OF VEHICLES 2/ | PERCENT | Number Of Vehicles | PERCENT |
| 6,000 lbs. and under | 118,349 | 83.0 | (3/) | - | (3/) | - | 114,618 | 59.2 | 102,894 | 64.1 | 16,871 | 51.9 | (3/) | - |
| 6,001 to 8,000 lbs. | (3/) | - | 205,800 | 57.0 | (3/) | - | (<u>3</u> /) | - | 16,295 | 10.2 | 3,354 | 10.3 | 133,146 | 68.6 |
| 8,001 to 10,000 lbs. | (3/) | - | 26,299 | 7.3 | (3/) | - | 33,044 | 17.1 | 6,108 | 3.8 | 2,844 | 8.8 | (3/) | - |
| 10,001 to 12,000 lbs. | (3/) | - | 21,838 | 6.1 | (3/) | - | 10,597 | 5.5 | 5,509 | 3.4 | 1,668 | 5.1 | (3/) | - |
| 12,001 to 14,000 lbs. | (3/) | - | 20,701 | 5.7 | 210,158 | 82.8 | 6,506 | 3.4 | 4,876 | 3.0 | 1,206 | 3.7 | 35,598 | 18.3 |
| 14,001 to 16,000 lbs. | (3/) | - | 19,130 | 5.3 | 12,814 | 5.1 | 6,814 | 3.5 | 5,050 | 3.2 | 1,179 | 3.6 | (<u>3</u> /) | - |
| 16,001 to 18,000 lbs. | (3/) | - | (3/) | - | (<u>3</u> /) | - | 6,589 | 3.4 | 5,679 | 3-5 | 1,185 | 3.7 | 11,314 | 5.8 |
| 18,001 to 20,000 lbs. | 19,328 | 13.6 | 23,816 | 6.6 | 6,789 | 2.7 | 4,844 | 2.5 | 4,111 | 2.6 | 801 | 2.5 | (3/) | - |
| 20,001 to 22,000 lbs. | (3/) | - | (3/) | - | (<u>3</u> /) | - | 3,267 | 1.7 | 1,200 | 0.7 | 379 | 1.2 | (<u>3</u> /) | - |
| 22,001 to 24,000 lbs. | (3/) | - | 17,600 | 4.8 | (3/) | - | 1,140 | 0.6 | 520 | 0.3 | 255 | 0.8 | 7,318 | 3.8 |
| 24,001 to 26,000 lbs. | (3/) | - | (3/) | - | 6,242 | 2.4 | 291 | 0.1 | 238 | 0.1 | 241 | 0.7 | (3/) | - |
| 26,001 to 30,000 lbs. | (3/) | - | (3/) | - | 1,289 | 0.5 | 599 | 0.3 | 899 | 0.6 | 349 | 1.1 | 1,273 | 0.7 |
| 30,001 to 36,000 lbs. | (3/) | - | (3/) | - | 4,140 | 1.6 | 1,150 | 0.6 | 3,039 | 1.9 | <u>4</u> / 451 | 1.4 | 690 | 0.3 |
| 36,001 to 42,000 lbs. | 5/ 3,041 | 2.1 | 5/ 14,348 | 4.0 | 5/ 1,092 | 0.5 | 1,304 | 0.7 | 2,013 | 1.3 | 5/ 240 | 0.7 | 4,785 | 2.5 |
| 42,001 lbs. and over | 6/ 1,816 | 1.3 | 6/ 11,203 | 3.2 | 6/ 11,293 | 4.4 | 2,818 | 1.4 | 2,054 | 1.3 | <u>6</u> / 1,459 | 4.5 | - | - |
| Total | 142,534 | 100.0 | 360,735 | 100.0 | 253,817 | 100.0 | 193,581 | 100.0 | 160,485 | 100.0 | 32,482 | 100.0 | 194,084 | 100.0 |

The States in this table register truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.

cities are ded with the numbe in the next greater capacity for which data are given.

ross weight of 30,001 to 35,000 pounds.
ss weight as follows: 20,001 to 40,000 pounds in Arkansas; 24,001 to 41,000 pounds in Illinois; 36,001 to 40,000 pounds in Indiana; 35,001 to 40,000 in Rhode

Includes vehicles with gross weights as follows: 40,001 pounds and over in Arkansas, Indiana, and Rhode Island; 41,001 pounds and over in Illinois.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN IDAHO 1/ 1952

Table MV-23, 1952 Part 2 of 24

| | | | | | | | | | | | | | Part 2 or 2 |
|-----------------------|----------|----------|-------------------|----------------|--------|---------|----------|----------|----------------|----------------|----------|--------|-------------|
| | | | TRUCKS AND TRACTO | OR TRUCKS | | | | | TRAILERS A | ND SEMITRAILES | rs | | |
| GROSS WEIGHT | COMMON | CONTRACT | GENERAL USE | LIMITED USE | TOI | AL | COMMON | CONTRACT | GENERAL USE | LIMITED | OTHER | то | TAL |
| GROSS WEIGHT | CARRIERS | CARRIERS | (NOT FOR HIRE) | (FARM) | NUMBER | PERCENT | CARRIERS | CARRIERS | (NOT FOR HIRE) | (FARM) | USE | NUMBER | PERCENT |
| 6,000 lbs. and under | 140 | 6 | 3,298 | 36,442 | 39,886 | 52.5 | 14 | - | 140 | 3,671 | 31,666 | 35,481 | 90.9 |
| 6,001 to 8,000 lbs. | 1414 | 2 | 507 | 3,981 | 4,534 | 6.0 | 6 | - | 16 | 339 | 40 | 401 | 1.0 |
| 8,001 to 10,000 lbs. | 96 | 8 | 980 | 4,405 | 5,489 | 7.2 | 8 | - | 97 | 510 | <u>1</u> | 319 | 0.8 |
| 10,001 to 12,000 lbs. | 28 | 1 | 187 | 1,174 | 1,390 | 1.8 | 9 | 1 | 20 | 50 | - | 80 | 0.2 |
| 12,001 to 14,000 lbs. | 88 | 8 | 352 | 1,747 | 2,195 | 2.9 | 30 | 3 | 13 | 63 | - | 109 | 0.3 |
| 14,001 to 16,000 lbs. | 243 | 17 | 796 | 2,635 | 3,691 | 4.9 | 56 | 16 | 26 | 79 | 3 | 180 | 0.5 |
| 16,001 to 18,000 lbs. | 55 | 12 | 306 | 979 | 1,352 | 1.8 | 145 | 8 | 81 | 216 | 6 | 456 | 1.2 |
| 18,001 to 20,000 lbs. | 162 | 16 | 822 | 4,310 | 5,310 | 7.0 | 39 | 2 | 58 | 66 | - | 165 | 0.4 |
| 20,001 to 22,000 lbs. | 77 | 8 | 187 | 1,055 | 1,327 | 1.7 | 12 | 3 | 4 | 11 | - | 30 | 0.1 |
| 22,001 to 24,000 lbs. | 104 | 18 | . 195 | 905 | 1,222 | 1.6 | , 5 | - | 2 | 6 | - | 13 | - |
| 24,001 to 26,000 lbs. | 319 | 15 | 439 | 1,694 | 2,467 | 3.3 | 29 | - | 23 | 66 | - | 118 | 0.3 |
| 26,001 to 30,000 lbs. | 83 | 5 | 243 | 5,256 | 5,587 | 7.4 | 33 | 3 | 67 | 170 | - | 273 | 0.7 |
| 30,001 to 36,000 lbs. | 120 | 3 | 127 | 331 | 581 | 0.8 | 659 | 9 | 204 | 473 | - | 1,345 | 3.5 |
| Over 36,000 lbs. | 256 | 5 | 239 | 377 | 877 | 1.1 | 30 | - | 10 | 12 | - | 52 | 0.1 |
| Total | 1,815 | 124 | 8,678 | 65,291 | 75,908 | 1.00.0 | 1,065 | 45 | 761 | 5,432 | 31,719 | 39,022 | 100.0 |

^{1/} Includes vehicles operating under the Ton-Mile Tax Law. Interstate vehicles have been omitted.

| | | | 1952 | | | | Tehle i | IV-23, 1952 |
|--------------------------|-----------|-------------|--------|---------|-------------|---------|---------|--------------------|
| | | | | | | | | urt 3-of 24 |
| GROSS WEIGHT | COMMERCIA | L TRUCKS 1/ | FARM T | RUCKS | TOTAL T | RUCKS | | ERS AND RAILERS |
| | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| 4,000 lbs. and under | 64,140 | 32.6 | 4,483 | 23.9 | 68,623 | 31.9 | 12,162 | 40.7 |
| 4,001 to 6,000 lbs. | 46,596 | 23.7 | 4,978 | 26.5 | 51,574 | 24.0 | 639 | 2.1 |
| 6,001 to 8,000 lbs. | 16,617 | 8.5 | 1,773 | 9.5 | 18,390 | 8.6 | 416 | 1.4 |
| 8,001 to 10,000 lbs. | 11,200 | 5.7 | 1,516 | 8.1 | 12,716 | 5.9 | 408 | 1.4 |
| 10,001 to 12,000 lbs. | 4,454 | 2.3 | 631 | 3.4 | 5,085 | 2.4 | 122 | 0.4 |
| 12,001 to 14,000 lbs. | 9,768 | 5.0 | 1,270 | 6.8 | 11,038 | 5.1 | 501 | 1.7 |
| 14,001 to 16,000 lbs. | 9,993 | 5.1 | 1,492 | 8.0 | 11,485 | 5.3 | 1,000 | 3-3 |
| 16,001 to 18,000 lbs. | 3,037 | 1.5 | 472 | 2.5 | 3,509 | 1.6 | 239 | 0.8 |
| 18,001 to 20,000 lbs. | 6,979 | 3.5 | 835 | 4.4 | 7,814 | 3.6 | 1,298 | 4.3 |
| 20,001 to 22,000 lbs. | 4,886 | 2.5 | 638 | 3.4 | 5,524 | 2.6 | 2,260 | 7.6 |
| 22,001 to 24,000 lbs. | 1,078 | 0.5 | 110 | 0.6 | 1,188 | 0.6 | 677 | 2.3 |
| 24,001 to 26,000 lbs. | 3,850 | 2.0 | 249 | 1.3 | 4,099 | 1.9 | 1,641 | 5.5 |
| 26,001 to 30,000 lbs. | 12,522 | 6.4 | 270 | 1.4 | 12,792 | 5.9 | 7,425 | 24.8 |
| 30,001 to 36,000 lbs. | 618 | 0.3 | · 22 | 0.1 | 640 | 0.3 | 1,092 | 3.7 |
| 36,001 to 42,000 lbs. 2/ | 698 | 0.4 | 13 | 0.1 | 711 | 0.3 | - | - |
| Total | 196,436 | 100.0 | 18,752 | 100.0 | 215,188 | 100.0 | 29,880 | 100.0 |

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.

2/ The maximum practical gross weight permitted for a combination is 60,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MONTANA

1952

Table MV-23, 1952 Part 4 Of 24

| | | | | | | | | 182 0 4 01 2 |
|-----------------------|----------|-----------|---------|-----------|--------|---------|----------------|--------------|
| GROSS WEIGHT | COMMERCI | AL TRUCKS | TRACTOR | TRUCKS 1/ | FARM T | RUCKS | TOTAL | TRUCKS |
| GROSS WEIGHT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| Under 6,000 lbs. | 20,237 | 59.9 | 8 | 1.1 | 16,517 | 33.8 | 36,762 | 44.1 |
| 6,000 to 7,999 lbs. | 2,117 | 6.3 | 7 | 1.0 | 6,940 | 14.2 | 9,064 | 10.9 |
| 3,000 to 9,999 lbs. | 1,368 | 4.1 | 21 | 3.0 | 4,705 | 9.6 | 6,114 | 7.3 |
| 10,000 to 11,999 lbs. | 963 | 2.8 | 26 | 3.6 | 2,295 | 4.7 | 3,284 | 3.9 |
| 12,000 to 13,999 lbs. | 1,068 | 3.2 | 30 | 4.2 | 1,821 | 3.7 | 2,919 | 3.5 |
| 14,000 to 15,999 lbs. | 1,419 | 4.2 | 19 | 2.7 | 2,801 | 5.7 | 4,239 | 5.1 |
| 16,000 to 17,999 lbs. | 1,402 | 4.2 | 74 | 10.4 | 3,603 | 7.4 | 5 ,07 9 | 6.1 |
| 18,000 to 19,999 lbs. | 1,215 | 3.6 | 46 | 6.5 | 4,169 | 8.5 | 5,430 | 6.5 |
| 20,000 to 21,999 lbs. | 1,189 | 3.5 | 42 | 5.9 | 3,200 | 6.5 | 4,431 | 5.3 |
| 22,000 to 23,999 lbs. | 858 | 2.5 | 53 | 7.4 | 1,732 | 3.5 | 2,643 | 3.2 |
| 24,000 to 25,999 lbs. | 551 | 1.6 | 98 | 13.7 | 617 | 1.3 | 1,266 | 1.5 |
| 26,000 to 27,999 lbs. | 403 | 1.2 | 61 | 8.6 | 282 | 0.6 | 7146 | 0.9 |
| 28,000 to 29,999 lbs. | 150 | 0.4 | 10 | 1.4 | 87 | 0.2 | 247 | 0.3 |
| 30,000 to 31,999 lbs. | 108 | 0.3 | 10 | 1.4 | 20 | 0.1 | 138 | 0.2 |
| 32,000 to 33,999 lbs. | 59 | 0.2 | 11 | 1.5 | 12 | - | 82 | 0.1 |
| 34,000 to 35,999 lbs. | 147 | 0.4 | 38 | 5.3 | 39 | 0.1 | 224 | 0.3 |
| 36,000 to 37,999 lbs. | 61 | 0.2 | 7 | 1.0 | 35 | 0.1 | 103 | 0.1 |
| 38,000 to 39,999 lbs. | 93 | 0.3 | 31+ | 4.8 | 1 | - | 128 | 0.1 |
| 40,000 to 41,999 lbs. | 365 | 1.1 | 118 | 16.5 | 14 | - | 497 | 0.6 |
| Total. | 33,793 | 100.0 | 713 | 100.0 | 48,890 | 100.0 | 83,396 | 100.0 |

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MONTANA

 $\underline{\mathbf{y}}$ Tractor trucks and semitrailers are registered as separate units. Gross weights shown are for the power units only.

1952

Table MV-23, 1952

| | | | | | | | | Part 5 of 2 |
|-----------------------|-----------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------|--------|-------------|
| | | | MAMU | FACTURERS RATED (| CAPACITY 1/ | | | |
| GROSS WEIGHT | LESS THAN 1 TON | 1 TO LESS THAN 2 TONS | 2 TO LESS THAN 3 TONS | 3 TO LESS THAN 4 TONS | 4 TO LESS THAN 5 TONS | 5 TONS AND OVER | TOTAL | PERCENT |
| Under 6,000 lbs. | 33,600 | 2,735 | 104 | 309 | 8 | 6 | 36,762 | 44.1 |
| 6,000 to 7,999 lbs. | 6,557 | 2,376 | 34 | 87 | 7 | 3 | 9,064 | 10.9 |
| 8,000 to 9,999 lbs. | 2,990 | 2,956 | 114 | 40 | 8 | 6 | 6,114 | 7.3 |
| 10,000 to 11,999 lbs. | 602 | 2,510 | 144 | 14 | 7 | 7 | 3,284 | 3.9 |
| 12,000 to 13,999 lbs. | 93 | 2,597 | 171 | 37 | 12 | 9 | 2,919 | 3.5 |
| 14,000 to 15,999 lbs. | 58 | 3,747 | 402 | 25 | 5 | 2 | 4,239 | 5.1 |
| 16,000 to 17,999 lbs. | 73 | 4,311 | 587 | 69 | 22 | 17 | 5,079 | 6.1 |
| 18,000 to 19,999 lbs. | 82 | 4,444 | 798 | 74 | 16 | 16 | 5,430 | 6.5 |
| 20,000 to 21,999 lbs. | 79 | 3,096 | 1,153 | 78 | 10 | 15 | 4,431 | 5.3 |
| 22,000 to 23,999 lbs. | 58 | 1,564 | 884 | 104 | 18 | 15 | 2,643 | 3.2 |
| 24,000 to 25,999 lbs. | 22 | 549 | 492 | 147 | 28 | 28 | 1,266 | 1.5 |
| 26,000 to 27,999 lbs. | 13 | 245 | 311 | 117 | 28 | 32 | 746 | 0.9 |
| 28,000 to 29,999 lbs. | 3 | 68 | 97 | 54 | 13 | .12 | 247 | 0.3 |
| 30,000 to 31,999 lbs. | 1 | 47 | 42 | 24 | 15 | 9 | 138 | 0.2 |
| 32,000 to 33,999 lbs. | - | 16 | 43 | 11 | 10 | 2 | 82 | 0.1 |
| 34,000 to 35,999 lbs. | 75 | 26 | 39 | 23 | . 28 | 33 | 224 | 0.3 |
| 36,000 to 37,999 lbs. | 31 | 25 | 24 | 12 | 9 | 2 | 103 | 0.1 |
| 38,000 to 39,999 lbs. | ı | 33 | 41 | 17 | 25 | 11 | 128 | 0.1 |
| 40,000 to 41,999 lbs. | 8 | 56 | 65 | 94 | 191 | 83 | 497 | 0.6 |
| Total | 44,346 | 31,401 | 5,545 | 1,336 | 460 | 308 | 83,396 | - |
| Percent | 53.2 | 37.6 | 6.6 | 1.6 | 0.6 | 0.4 | - | 100.0 |

1/ Obtained from a study of registration applications, which indicate manufacturer's rated capacity.

Highway Statistics, 1952

vehicles registered on the basis of gross weight in New York $\underline{\textbf{1}}/$

Table MV-23, 1952 Part 6 of 24

| | mor | ave | TRACTOR | TRUCKS | COMME | RCIAL |
|-----------------------|-----------------|---------|---------------|---------|--------|--------|
| GROSS WEIGHT | TRU | CKS | (EMPTY | WEIGHT) | TRAI | LERS |
| | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCEN |
| Under 2,000 lbs. | 148 | - | (<u>2</u> /) | - | 75 | 0.2 |
| 2,000 to 3,999 lbs. | 37,408 | 8.9 | (2/) | - | 744 | 2.1 |
| 4,000 to 5,999 lbs. | 162,241 | 38.7 | 2,792 | 11.2 | 406 | 1.5 |
| 6,000 to 7,999 lbs. | 44,608 | 10.6 | 4,036 | 16.2 | 256 | 0.0 |
| 8,000 to 9,999 lbs. | 35 ,7 77 | 8.5 | 7,314 | 29.3 | 244 | 0. |
| 10,000 to 11,999 lbs. | 26,059 | 6.2 | 6,791 | 27.3 | 487 | 1. |
| 12,000 to 13,999 lbs. | 19 ,3 87 | 4.6 | 3,343 | 13.4 | 2,044 | 6. |
| 14,000 to 15,999 lbs. | 19,270 | 4.6 | 494 | 2.0 | 519 | 1. |
| 16,000 to 17,999 lbs. | 26,563 | 6.3 | 38 | 0.2 | 606 | 1. |
| 18,000 to 19,999 lbs. | 10,869 | 2.6 | 57 | 0.2 | 794 | 2. |
| 20,000 to 21,999 lbs. | 6,538 | 1.6 | 47 | 0.2 | 550 | 1. |
| 22,000 to 23,999 lbs. | 5,997 | 1.4 | 9 | - | 1,181 | 3. |
| 24,000 to 25,999 lbs. | 4,310 | 1.0 | | - | 1,981 | 6. |
| 26,000 to 27,999 lbs. | 3,131 | 0.7 | - | - | 1,744 | 5. |
| 28,000 to 29,999 lbs. | 4,073 | 1.0 | - | - | 1,281 | 4. |
| 30,000 to 31,999 lbs. | 2,417 | 0.6 | - | - | 806 | 2. |
| 32,000 to 33,999 lbs. | 1,579 | 0.4 | - | - | 931 | 3. |
| 34,000 to 35,999 lbs. | 4,424 | 1.1 | - | - | 1,119 | 3. |
| 36,000 to 37,999 lbs. | 590 | 0.1 | - | - | 1,706 | 5. |
| 38,000 to 39,999 lbs. | 597 | 0.2 | - | - | 3,944 | 12. |
| 40,000 to 41,999 lbs. | 317 | 0.1 | - | - | 2,856 | 9. |
| 42,000 lbs. and over | 3,331 | 0.8 | | - | 7,350 | 23. |
| Total | 419,634 | 100.0 | 24,921 | 100.0 | 31,624 | 100. |

^{1/} Tractor trucks are registered separately from semitrailers. Weights shown for tractor trucks are unladen weights of power units; those for semitrailers are weights of semitrailers plus entire load carried.
2/ Vehicles for these capacities are included with the number in the next greater capacity for which data are given.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS 1/

1952

Table MV-23, 1952 Part 7 of 24

| | COMMERCIA | L TRUCKS | FARM T | RUCKS | TRACTOR | irucks 2/ | TOTAL ! | PRUCKS | TRAILER: SEMITRA | |
|---------------------------------|-----------|----------|----------|---------|---------|-----------|---------|---------|---------------------|---------|
| GROSS WEIGHT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| 4,000 lbs. and under | 62,901 | 15.7 | 58,138 | 25.6 | 27 | 0.1 | 121,066 | 18.3 | 104,715 | 63.1 |
| 4,001 to 6,000 lbs. | 190,771 | 47.6 | 126,977 | 55.8 | 102 | 0.3 | 317,850 | 48.1 | 5,045 | 3.0 |
| 6,001 to 8,000 lbs. | 39,728 | 9.9 | 14,619 | 6.4 | 812 | 2.4 | 55,159 | 8.3 | 3,481 | 2.1 |
| 8,001 to 10,000 lbs. | 43,636 | 10.9 | 14,686 | 6.5 | 2,228 | 6.7 | 60,550 | 9.2 | 3,620 | 2.2 |
| 10,001 to 12,000 lbs. | 15,722 | 3.9 | 4,631 | 2.0 | 1,557 | 4.7 | 21,910 | 3.3 | 2,375 | 1.4 |
| 12,001 to 14,000 lbs. | 9,909 | 2.4 | 2,031 | 0.9 | 1,424 | 4.3 | 13,364 | 2.0 | 2,747 | 1.7 |
| 14,001 to 16,000 lbs. | 10,008 | 2.5 | 2,390 | 1.1 | 1,907 | 5.8 | 14,305 | 2.2 | 3,313 | 2.0 |
| 16,001 to 18,000 lbs. | 8,280 | 2.1 | 1,341 | 0.6 | 2,529 | 7.6 | 12,150 | 1.8 | 16,842 | 10.2 |
| 18,001 to 20,000 lbs. | 6,272 | 1.6 | 1,027 | 0.4 | 3,727 | 11.3 | 11,026 | 1.7 | 2,216 | 1.3 |
| 20,001 to 22,000 lbs. | 4,741 | 1.2 | 914 | 0.4 | 7,253 | 21.9 | 12,908 | 1.9 | 1,075 | 0.6 |
| 22,001 to 24,000 lbs. | 3,075 | 0.8 | 450 | 0.2 | 6,659 | 20.1 | 10,184 | 1.5 | 1,323 | 0.8 |
| 24,001 to 26,000 lbs. | 1,625 | 0.4 | 75 | - | 2,025 | 6.1 | 3,725 | 0.6 | 1,249 | 0.8 |
| 26,001 to 30,000 lbs. | 2,021 | 0.5 | 105 | 0.1 | 2,504 | 7.6 | 4,630 | 0.7 | 2,938 | 1.8 |
| 30,001 to 36,000 lbs. | 860 | 0.2 | 30 | - | 315 | 0.9 | 1,205 | 0.2 | 14,697 | 8.9 |
| 36,001 to 42,000 lbs. | 725 | 0.2 | <u>-</u> | - | 31 | 0.1 | 756 | 0.1 | 117 | 0.1 |
| 42,001 lbs. and over <u>3</u> / | 396 | 0.1 | - | - | 26 | 0.1 | 422 | 0.1 | 82 | - |
| Total | 400,670 | 100.0 | 227,414 | 100.0 | 33,126 | 100.0 | 661,210 | 100.0 | 165,835 | 100.0 |

^{1/} Estimated distribution of truck and trailer registrations by gross weight groups is based on a sample taken by the Texas Highway Planning Survey.
2/ Tractor unit is registered separately from semitrailer. Gross weights shown are for the power units only.
3/ Maximum practical gross weight permitted for a combination is 58,420 pounds.

SINGLE-UNIT TRUCKS REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA $\underline{1}/$

1952

Table MV-23, 1952

| | ### TYPES | | GROSS | WEIGHT GROUPS | (POUNDS) | | | TO | PAL |
|----------------|-----------|-----------------|------------------|-------------------|-------------------|-------------------|--------------------|---------|---------|
| BODY TYPES | | 4,501- 8,500 | 8,501- 12,500 | 12,501- 16,500 | 16,501- 20,500 | 20,501- 32,500 | 32,501 AND OVER | NUMBER | PERCENT |
| Pickup | 96,833 | 40,021 | 274 | - | - | - | - | 137,128 | 62.9 |
| Panel | 4,622 | 5,462 | 1,077 | - | - | - | - | 11,161 | 5.1 |
| Van | 112 | 1,230 | 3,630 | 5,240 | 2,908 | 918 | 111 | 14,149 | 6.5 |
| Stake | 186 | 3,708 | 10,397 | 9,010 | 3,937 | 1,722 | 111 | 29,071 | 13.3 |
| Dump | 38 | 158 | 848 | 1,345 | 1,452 | 2,572 | 62 | 6,475 | 3.0 |
| Concrete Mixer | - | - | - | - | 8 8 | 180 | 76 | 344 | 0.1 |
| Bottle Rack | 12 | 42 | 770 | 1,111 | 346 | 29 | - | 2,310 | 1.1 |
| Tank | 12 | 53 | 728 | 1,574 | 250 | 80 | 48 | 2,745 | 1.3 |
| Log or Pole | - | 11 | 11 | 189 | 111 | - | 13 | 335 | 0.1 |
| Wrecker | - | 143 | 111 | 33 | - | - | - | 287 | 0.1 |
| Platform | 62 | 524 | 3,430 | 2,989 | 1,936 | 888 | 138 | 9,967 | 4.6 |
| Cargo | 12 | 26 | 69 | 40 | 15 | - | - | 162 | 0.1 |
| Utility | 186 | 460 | 57 | 67 | 15 | 9 | - | 794 | 0.4 |
| Maintenance | - | 64 | 158 | 89 | 39 | 20 | - | 370 | 0.2 |
| Refrigerator | - | 26 | 100 | 223 | - | - | - | 349 | 0.1 |
| Other | 348 | 890 | 541 | 394 | 212 | 100 | 13 | 2,498 | 1.1 |
| Total | 102,423 | 52,818 | 22,201 | 22,304 | 11,309 | 6,518 | 572 | 218,145 | - |
| Percent | 47.0 | 24.2 | 10.2 | 10.2 | 5.2 | 3.0 | 0.2 | _ | 100.0 |

| SEMITRAILERS | REGISTERED | ON | THE | BASIS | Œ | GROSS | WEIGHT | IN | NORTH | CAROLINA | <u>1</u> / |
|--------------|------------|----|-----|-------|---|-------|--------|----|-------|----------|------------|
| | | | | | | | | | | | |

1952

Table MV-23, 1952 Part 9 of 24

| | | | | | | | | T | Part 9 01 2 |
|--------------|------------------|-----------------|------------------|-------------------|-------------------|-------------------|--------------------|--------|-------------|
| | | | GROSS WE | GET GROUPS (P | ounds) <u>2/</u> | | | TOT | AL |
| BODY TYPES | 4,500 OR LESS | 4,501- 8,500 | 8,501- 12,500 | 12,501- 16,500 | 16,501- 20,500 | 20,501- 32,500 | 32,501 AND OVER | NUMBER | PERCENT |
| Van | | 87 | 290 | 879 | 3,105 | 4,225 | 4,610 | 13,196 | 72.1 |
| Stake | - - | 117 | 29 | 39 | 488 | 120 | 51 | 844 | 4.6 |
| Platform | 229 | 117 | 14 | 137 | 603 | 380 | 155 | 1,635 | 8.9 |
| Dump | - | 56 | - | - | 7 | 7 | 5 | 75 | 0.4 |
| Tank | - | - | - | 14 | 72 | 40 | 268 | 394 | 2.2 |
| Utility | - | 56 | _ | _ | - | . | - | 56 | 0.3 |
| Refrigerator | - | _ | - | - | 7 | - | 53 | 60 | 0.3 |
| Low Boy | - | - | _ | - | 7 | 9 | 3 | 19 | 0.1 |
| Log or Pole | 352 | 290 | 108 | 433 | 372 | 4 | - | 1,559 | 8.5 |
| Other | 352 | - | - | 49 | 31 | 25 | 12 | 469 | 2.6 |
| Total | 933 | 723 | 441 | 1,551 | 4,692 | 4,810 | 5,157 | 18,307 | 100.0 |

^{1/} There are 62,321 light semitrailers registered for 2,500 pounds gross weight for which body types are not available. These semitrailers are not included in this table.

2/ Semitrailers are registered as separate units. Gross weights in this table are for semitrailers only.

Vehicles registered on the basis of gross weight in north carolina $\underline{\imath}/$

1952

Table NV-23, 1952

| | , —— | T | | | | | | | | | | | | | | | Pe | rt 10 of 24 | | | | |
|-----------------------|---------|--------|-----------|-----------|---------|---------|---------|---------|------------|--------|---------|---------|--------|----------|---------|---------|---------|-------------|--------------|--------------|--------|---------|
| | | | SINGLE UN | IT TRUCKS | | | | T | RACTOR TRU | CKS | | | | TOTAL | TRUCKS | | | | | SEMITRA ILER | | |
| GROSS WEIGHT | PRIVATE | FARM | CONTRACT | COMMON | TOT | AL | PRIVATE | | COMMON | TOI | ΛĹ. | PRIVATE | FARM | CONTRACT | COMMON | TO | AL | PRIVATE | CONTRACT | CONTROL | TO | TAL |
| | USE | USE | CARRIER | CARRIER | NUMBER | PERCENT | USE | CARRIER | CARRIER | NUMBER | PERCENT | USE | USE | CARRIER | CARRIER | NUMBER | PERCENT | USE | CARRIER | CARRIER | NUMBER | PERCENT |
| 4,500 lbs. or less | 99,341 | 2,847 | 176 | 59 | 102,423 | 47.0 | - | - | - | - | - | 99,341 | 2,847 | 176 | 59 | 102,423 | 45.0 | 2/ 63,250 | 14 | - | 63,254 | 78.4 |
| 4,501 to 8,500 lbs. | 42,834 | 9,545 | 363 | 76 | 52,818 | 24.2 | 40 | - 1 | 1 | 41 | 0.4 | 42,874 | 9,545 | 363 | 77 | 52,859 | 23.2 | 719 |) . <u>4</u> | - | 723 | 0.9 |
| 8,501 to 12,500 lbs. | 16,988 | 4,281 | 634 | 298 | 22,201 | 10,2 | 71 | 8 | 22 | 101 | 1.1 | 17,059 | 4,281 | 642 | 320 | 22,302 | 9.8 | 401 | 17 | 23 | 441 | 0.6 |
| 12,501 to 16,500 lbs. | 18,051 | 2,596 | 871 | 786 | 22,304 | 10.2 | 332 | 53 | 218 | 603 | 6.4 | 18,383 | 2,596 | 924 | 1,004 | 22,907 | 10.1 | 1,311 | 85 | 155 | 1,551 | 1.9 |
| 16,501 to 20,500 lbs. | 8,957 | 366 | 982 | 1,004 | 11,309 | 5.2 | 2,575 | 1,511 | 4,432 | 8,518 | 91.0 | 11,532 | 366 | 2,493 | 5,436 | 19,827 | 8.7 | 3,032 | 420 | 1,240 | 4,692 | 5.8 |
| 20,501 to 32,500 lbs. | 4,729 | 136 | 1,390 | 263 | 6,518 | 3.0 | 9 | 12 | 76 | 97 | 1.1 | 4,738 | 136 | 1,402 | 339 | 6,615 | 2.9 | 1,721 | 430 | 2,659 | 4,810 | 6.0 |
| 32,501 lbs. and over | 417 | 8 | 115 | 32 | 572 | 0.2 | - | - | - | - | - | 417 | 8 | 115 | 32 | 572 | 0.3 | 992 | 489 | 3,676 | 5,157 | 6.4 |
| Total | 191,317 | 19,779 | 4,531 | 2,518 | 218,145 | 100.0 | 3,027 | 1,584 | 4,749 | 9,360 | 100.0 | 194,344 | 19,779 | 6,115 | 7,267 | 227,505 | 100.0 | 71,426 | 1,449 | 7,753 | 80,628 | 100.0 |

^{1/} Tractor trucks and semitrailers are registered as separate units in North Carolina and the gross weights shown are for these separate units.
2/ Includes 62,321 light semitrailers registered for 2,500 pounds gross weight.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN OKLAHOMA 1/

1952

Table MV-23, 1952 Part 11 of 24

| | | | | COMMERCIAL TRUCKS | | | | | TRACTOR 1 | RUCKS | TRATLERS | AND | TATE | FEES, |
|-----------------------|----------------|------------|---------------|-------------------|--------|-----------|-----------------|---------|---------------|----------|---------------|-----------|-------------|------------|
| | PANEL AND PICK | -UP TRUCKS | OTHER TRUC | KS | | TOTAL COM | ERCIAL TRUCKS | | (EMPTY WE | | SEMITRATI | | | L VEHICLES |
| GROSS WEIGHT | REGISTRATIONS | FEES | REGISTRATIONS | FEES | REGIST | RATIONS | FE | ES | REGISTRATIONS | PRES | REGISTRATIONS | PERS | AMOUNT | PERCENT |
| | | | | | NUMBER | PERCENT | AMOUNT | PERCENT | | | | | | |
| 5,500 lbs. and under | 50,472 | \$819,591 | 8,044 | \$129,417 | 58,516 | 60.6 | \$949,008 | 27.5 | 1,930 | \$31,992 | 1,277 | \$19,747 | \$1,000,747 | 15.5 |
| 5,501 to 7,000 lbs. | 2,595 | 60,807 | 3,975 | 86,335 | 6,570 | 6.8 | 147,142 | 4.3 | 3,114 | 92,374 | 290 | 6,584 | 246,100 | 3.8 |
| 7,001 to 8,000 lbs. | 332 | 12,111 | 3,705 | 100,434 | 4,037 | 4.2 | 112,545 | 3.3 | 1,567 | 60,851 | 229 | 8,132 | 181,528 | 2.8 |
| 8,001 to 10,000 lbs. | 259 | 11,787 | 6,705 | 246,363 | 6,964 | 7.2 | 258,150 | 7.5 | 2,999 | 159,692 | 665 | 39,585 | 457,427 | 7.1 |
| 10,001 to 12,000 lbs. | - | - | 4,006 | 206,482 | 4,006 | 4.2 | 206,482 | 6.0 | 1,173 | 76,415 | 426 | 28,083 | 310,980 | 4.8 |
| 12,001 to 15,000 lbs. | - | | 7,857 | 458,942 | 7,857 | 8.1 | 458,942 | 13.3 | 1,411 | 89,456 | 623 | 49,587 | 597,985 | 9.3 |
| 15,001 to 18,000 lbs. | - | - | 4,100 | 476,113 | 4,100 | 4.3 | 476,113 | 13.8 | 426 | 52,637 | 694 | 65,640 | 594,390 | 9.2 |
| 18,001 to 20,000 lbs. | - | - | 1,723 | 243,948 | 1,723 | 1.8 | 243,948 | 7.1 | 228 | 33,251 | 249 | 30,655 | 307,854 | 4.8 |
| 20,001 to 22,000 lbs. | - | - | 1,059 | 169,878 | 1,059 | 1.1 | 169,878 | 4.9 | 135 | 22,029 | 197 | 32,882 | 224,789 | 3.5 |
| 22,001 to 24,000 lbs. | - | - | 685 | 127,230 | 685 | 0.7 | 127,230 | 3.7 | 124 | 24,069 | 519 | 97,782 | 249,081 | 3.9 |
| 24,001 to 26,000 lbs. | - | | 281 | 57 ,5 88 | 281 | 0.3 | 57,588 | 1.7 | 10 | 606 | 643 | 140,294 | 198,488 | 3.1 |
| 26,001 to 28,000 lbs. | - | | 73 | 18,896 | 73 | 0.1 | 18 , 896 | 0.5 | 21 | 4,723 | 363 | 89,993 | 113,612 | 1.7 |
| 28,001 to 30,000 lbs. | - | : - | 145 | 40,894 | 145 | 0.2 | 40,894 | 1.2 | 11 | 2,230 | 737 | 189,302 | 232,426 | 3.6 |
| 30,001 to 32,000 lbs. | - | - | . 104 | 26,838 | 104 | 0.1 | 26,838 | 0.8 | 52 | 14,623 | 716 | 205,581 | 247,042 | 3.6 |
| 32,001 to 34,000 lbs. | - | - | 52 | 15,587 | 52 | - | 15,587 | 0.4 | 11 | 2,649 | 477 | 156,091 | 174,327 | 2.7 |
| 34,001 to 36,000 lbs. | - | - | 93 | 30,407 | 93 | 0.1 | 30,407 | 0.9 | - | - | 395 | 126,528 | 156,935 | 2.1 |
| 36,001 to 38,000 lbs. | - | | 114 | 43,268 | 114 | 0.1 | 43,268 | 1.2 | 31 | 10,196 | 42 | 13,182 | 66,646 | 1.0 |
| 38,001 to 40,000 lbs. | - | - | 31. | 9,790 | 31 | - | 9,790 | 0.3 | 21 | 8,701 | 176 | 62,133 | 80,624 | 1.2 |
| 40,001 to 42,000 lbs. | - | - | 31 | 10,445 | 31 | - | 10,445 | 0.3 | - | - | 228 | 92,222 | 102,667 | 1.0 |
| 42,001 lbs. and over | - | - | 114 | 44,142 | 114 | 0.1 | 44,142 | 1.3 | 31 | 13,491 | 2,∞3 | 861,726 | 919,359 | 14. |
| Total | 53,658 | 904,296 | 42,897 | 2,542,997 | 96,555 | 100.0 | 3,447,293 | 100.0 | 13,295 | 699,985 | 10,949 | 2,315,729 | 6,463,007 | 100.0 |

^{1/} Based on a 10 percent sample of commercial vehicles. Does not include 111,369 farm trucks registered at reduced rates. These trucks comprise 50.7 percent of all Oklahoma trucks.

2/ In general, tractor trucks are registered separately from semitrailers. In such cases, the weights shown for tractor trucks are the unladen weights of the power units and those for semitrailers are the weights of the semitrailers plus the entire loss carried. In some special-purpose combinations, however, the weights shown for the tractor trucks are the unladen weights of the power units and those for semitrailers are the weights in excess of 20,000 pounds are in this category.

Motor Vehicles

| 1,000 1,00 | | | | | | | | | 1952 | | | | | | | | | | Table MV | Table MV-23, 1952 Part 12 of 24 |
|--|----------------------------|--------|-----------------|--------|--------|---------|---------|-------|--------------|-------------|---------|---------|---------------------------|---------|---------|---------|-------------------|-------------------|------------|------------------------------------|
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | | | | | | | | I | ICENSED GROS | S VEIGHT (1 | POUNDS) | | - | | | | | | | |
| 1,500 21 21 22 22 23 24 24 24 24 24 | WEIGHT | Under | -000,4 | 6,000- | 8,000- | 10,000- | 12,000- | | 16,000- | 19,999 | 20,000- | 22,000- | 24,000 - 25,999 | 26,000- | 28,000- | 30,000- | 32,000- 33,999 | 34,000- 35,999 | TOTAL | PERCENT |
| 1,500 1,50 | OMDS) | mi't | 2001 | · | | | | | | , | | | | | | | | , | 23 | ' |
| 1.555 1.74 1.5 1.55 1.75 1.55 1.55 1.55 1.55 1.55 | 1,000 | | | | • | | | , | | | | | | , | , | • | | • | 06† | 0.3 |
| 1, 5, 50, 50 1, 1, 50, 1, 1, 50 1, 50, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 1, 1, 50 <th< td=""><td></td><td>894</td><td>22</td><td>ı</td><td></td><td></td><td>'</td><td>•</td><td></td><td>•</td><td></td><td></td><td></td><td></td><td></td><td>•</td><td>1</td><td>٠</td><td>21,819</td><td>13.1</td></th<> | | 894 | 22 | ı | | | ' | • | | • | | | | | | • | 1 | ٠ | 21,819 | 13.1 |
| 3.5.50 7.1. Tol. 3.1. Tol. 3 | 2,000 - 2,999 | 17,415 | 4,301 | 52 | ೫ | | • | | | , | , ; | | | | | | | | 69,290 | 41.6 |
| 14,599 | | 27,107 | 37,416 | 3,159 | 1,191 | 158 | 8 | 105 | ഉ | 10 | 53 | | | • | | 1 | | • | 16.602 | 10.0 |
| 5,999 4.0 1,10 1,11 <th< td=""><td></td><td>•</td><td>1,888</td><td>6,567</td><td>3,078</td><td>1,043</td><td>993</td><td>1,712</td><td>658</td><td>538</td><td>8</td><td>37</td><td></td><td>•</td><td></td><td></td><td>•</td><td></td><td>18.337</td><td>11.0</td></th<> | | • | 1,888 | 6,567 | 3,078 | 1,043 | 993 | 1,712 | 658 | 538 | 8 | 37 | | • | | | • | | 18.337 | 11.0 |
| 6,999 | | • | 1 02 | 1,744 | 4,433 | 1,756 | 1,931 | 4,220 | 1,983 | 1,582 | 315 | 134 | 31 | 2 | | . ' | | | 14.328 | 8.6 |
| 1,599 1,190 <th< td=""><td></td><td></td><td></td><td>133</td><td>1,997</td><td>1,559</td><td>1,524</td><td>3,037</td><td>2,202</td><td>2,728</td><td>591</td><td>38</td><td>901</td><td>27</td><td>ıc</td><td>7</td><td>m 1</td><td>7 (</td><td>D 827</td><td>, n</td></th<> | | | | 133 | 1,997 | 1,559 | 1,524 | 3,037 | 2,202 | 2,728 | 591 | 38 | 901 | 27 | ıc | 7 | m 1 | 7 (| D 827 | , n |
| 8,909 | | | | 01 | 142 | 1,160 | 815 | 1,784 | 1,325 | 2,131 | 603 | 521 | 211 | 7.5 | ᅅ . | ដ ់ | ٠ ; | S, E | 0,037 | |
| 1.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5 | | | • | | 33 | 89 | 528 | 648 | 745 | 1,023 | 1443 | 202 | 370 | ま | 4 | ₹. | # | = | 4,039 | , i |
| 11,1999 | | • | | | 6 | ส | 152 | 727 | 397 | 550 | 599 | 465 | 624 | 162 | 88 | 55 | 갈 | <u>इ</u> ट्टा | 3,298 | 0.0 |
| 1.5599 | 66616 | ı | | | | 1 | 7 | 274 | 257 | 248 | 199 | 335 | 385 | 136 | 84 | 36 | 39 | 춵 | 2,159 | 1.3 |
| 1.15999 | - 10,999 | • | ' | • | | 1 | - " | . 01 | 148 | 125 | 104 | 223 | 270 | 326 | 37 | 98 | 58 | 259 | 1,378 | 8.0 |
| 1.5.599 | - 11,999 | | | | ' | | 0 0 | . « | # | 133 | 95 | 145 | 262 | 921 | 39 | 94 | % | 257 | 1,135 | 0.7 |
| 1.13.999 | 666 ' 21 - 1 | • | | • | | ı | ' | | , % | 147 | 7. | 61 | 154 | ъ | 88 | 19 | 33 | 28 | 817 | 0.5 |
| 14,599 | - 13,999 | | | | • | 1 | | , | " | | 35 | 37 | 73 | 力 | ध्य | 8 | 23 | 371 | 969 | 4.0 |
| 115,599 | - 14,999 | 1 | | | | | | | · " | | | 27 | 51 | 8 | 7 | ឌ | 56 | 391 | # | 0.3 |
| 14,599 | 15,999 | | | | | | | • | · | | ۰ ۳ | 13 | , <u>N</u> | 17 | 91 | 13 | † 7 | 194 | 561 | 4.0 |
| 117,999 | 66,91 - | | 1 | | , | | | • | ı | 4 0 | , r |) -1 | | - σ | 2 | 6 | 19 | 185 | 541 | 0.3 |
| 1.9599 | - 17,999 | • | • | | | , | | | | | n | , - | . " | 7 | . 4 | | 컴 | 357 | 389 | 0.2 |
| -19,999 | - 18,999 | ' | | | | | | • | | | 1 | | , - | | 9 | - | 15 | 287 | 300 | 0.0 |
| 20,999 | - 19,999 | | | , | • | | | ٠, | • | | • | | ٠, | - | , | Q | m | †टा | 130 | 0.1 |
| 22,999 | - 20,999 | | | | | | • | | | | | | | | ' | - | -1 | 걐 | 7 | ' |
| -22,999 | 0 - 21,999 | ' | • | | 1 | | 1 | , | | | • | | | | , | , | • | 12 | 23 | ' |
| The color of the | 0 - 22,999 | • | • | | | • | , | | | | 1 | | | | • | • | 9 | 4 | 01 | 1 |
| 45,013 45,631 17.06 6.5 3.5 3.6 7.5 4.7 5.5 1.7 1.8 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.0 6.5 3.5 3.6 1.5 1.5 1.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 0.2 2.3 7.5 1.7 1.8 1.4 0.6 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 | 0 - 23,999 | | • | ' | | | , | • | | | • | | | | | | | | 2 | _ |
| | 0 - 24,999 | • | ' | , | | | , | • | • | | | | | • | , | | | ` . | • | |
| | 0 - 25,999 | | 1 | • | , | | , | • | 1 | • | • | | | • | | | | , | | |
| 45,013 43,831 11,686 10,913 5,797 6,045 12,485 7,788 9,120 2,824 2,931 2,383 930 368 307 296 3,816 2/166,535 27,0 26,3 7,7 4,7 5,5 1,7 1,8 1,8 0,6 0.2 0.2 0.2 0.2 2.3 | 66,93 - 0 | ' | • | 1 | • | | • | 1 | | ı | • | | | • | • | | , | - | - | |
| 45,013 43,831 11,686 10,913 5,797 6,045 12,485 7,788 9,120 2,024 2,531 5,50 5,50 0.2 0.2 0.2 2.3 | 0 - 27,999 | ' | ' | • | • | | ' | | | | 1 6 | | . 660 | . 8 | 9% | 307 | 508 | 3,816 | 2/ 166,535 | \perp |
| 27.0 26.3 7.0 6.5 3.5 3.6 7.5 4.7 5.5 1.7 1.8 1.4 0.0 0.2 0.2 | otal | 45,013 | 43,831 | 11,686 | 10,913 | 5,797 | 6,045 | 584,ध | 7,788 | 9,120 | 2,824 | 2,931 | 2,303 | 36 | 3 3 | 3 6 | 000 | 2.3 | | 100.0 |
| | Percent | 27.0 | 26.3 | 7.0 | 6.5 | 3.5 | 3•6 | 7.5 | 4.7 | 5.5 | 1.7 | 1.8 | 1.4 | 0.0 | 2.0 | 2 | ; | | | |

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON Table MV-23, 1952 Part 13 of 24 TRAILERS AND SEMITRAILERS TRUCKS AND TRACTOR TRUCKS GROSS WETCHT GASOLINE TOTAL DIESEL AND L.P.G. 1 FARM COMMERCIAL TOTAL PERCENT NUMBER NUMBER PERCENT Under 4,000 lbs. 11,553 33,459 45,012 1 45,013 27.0 42,230 81.8 4,000 to 5,999 lbs. 15,763 28,056 43,819 12 43,831 26.3 1.1 557 6,000 to 7,999 lbs. 4,290 7,394 11,684 11,686 7.0 8,000 to 9,999 lbs. 4,725 6,184 10,909 10,913 6.5 0.8 392 10,000 to 11,999 lbs. 2,329 3,467 5,796 1 208 0.4 5,797 3.5 12,000 to 13,999 lbs. 2,401 3,639 6,040 6,045 5 3.6 295 0.6 14,000 to 15,999 lbs. 5,884 6,591 12,475 10 12,485 7.5 598 1.2 3,607 4,165 16,000 to 17,999 lbs. 16 7,772 7,788 4.7 1,459 2.8 18,000 to 19,999 lbs. 4,748 4,356 9,104 16 9,120 5.5 182 0.4 48 20,000 to 21,999 lbs. 2,764 2,812 12 2,824 1.7 186 0.4 22,000 to 23,999 lbs. 2,857 2,908 1.8 23 2,931 172 0.3 24 24,000 to 25,999 lbs. 2,270 2,294 89 2,383 1.4 157 0.3 26,000 to 27,999 lbs. 14 846 860 0.6 70 930 345 0.7 28,000 to 29,999 lbs. 1 361 362 6 368 0.2 176 0.3 30,000 to 31,999 lbs. 299 301 6 3,661 307 0.2 7.1 32,000 to 33,999 lbs. 3 279 282 16 298 0.2 13

1,346

1,635

3,816

2/ 166,535

2.3

580

<u>3</u>/ 51,591

1.1

100.0

2,470

164,900

2,467

109,454

3

55,446

34,000 to 35,999 lbs.

| VEHICL | es registere | ED ON THE BA | ASIS OF GE | OSS WEIGHT | IN WISCOM | SIN | | |
|---------------------------------|--------------|--------------|---------------|------------|-----------|---------|---------|--------------------------|
| | | : | 1952 | | | | Table N | N-23, 1952 t 14 of 24 |
| groom interest | COMMERCIAL | L TRUCKS 1/ | FARM | TRUCKS | TOTAL | TRUCKS | | ers and Railers |
| GROSS WEIGHT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| 4,500 lbs. and under | 51,336 | 36.7 | (2/) | - | 51,336 | 22.6 | 465 | 4.0 |
| 4,501 to 6,000 lbs. | 22,868 | 16.4 | (2/) | - | 22,868 | 10.1 | 1,450 | 12.4 |
| 6,001 to 8,000 lbs. | 14,903 | 10.7 | (<u>2</u> /) | - | 14,903 | 6.6 | 328 | 2.8 |
| 8,001 to 10,000 lbs. | 10,043 | 7.2 | 81,816 | 93.4 | 91,859 | 40.4 | 325 | 2.8 |
| 10,001 to 12,000 lbs. | 8,389 | 6.0 | 727 | 0.8 | 9,116 | 4.0 | 173 | 1.5 |
| 12,001 to 14,000 lbs. | 7,749 | 5.5 | 1,429 | 1.6 | 9,178 | 4.0 | 297 | 2.5 |
| 14,001 to 16,000 lbs. | 6,757 | 4.8 | 1,510 | 1.7 | 8,267 | 3.6 | 312 | 2.7 |
| 16,001 to 18,000 lbs. | 4,869 | 3.5 | 975 | 1.1 | 5,844 | 2.6 | 263 | 2.2 |
| 18,001 to 20,000 lbs. | 4,400 | 3.1 | 675 | 0.8 | 5,075 | 2.2 | 378 | 3.2 |
| 20,001 to 22,000 lbs. | 3,060 | 2.2 | 271 | 0.3 | 3,331 | 1.5 | 245 | 2.1 |
| 22,001 to 24,000 lbs. | 2,710 | 1.9 | 126 | 0.2 | 2,836 | 1.3 | 535 | 4.6 |
| 24,001 to 26,000 lbs. | 943 | 0.7 | 32 | 0.1 | 975 | 0.4 | 399 | 3.4 |
| 26,001 to 30,000 lbs. | 1494 | 0.4 | 29 | - | 523 | 0.2 | 1,017 | 8.7 |
| 30,001 to 36,000 lbs. | 395 | 0.3 | - | - | 395 | 0.2 | 1,979 | 17.0 |
| 36,001 to 42,000 lbs. | 663 | 0.5 | - | - | 663 | 0.3 | 1,134 | 9.7 |
| 42,001 lbs. and over <u>3</u> / | 76 | 0.1 | - | - | 76 | | 2,376 | 20.4 |
| Total | 139,655 | 100.0 | 87,590 | 100.0 | 227,245 | 100.0 | 11,676 | 100.0 |

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.
2/ Vehicles for these capacities are included with the number in the next greater capacity for which data are given.
3/ Maximum practical gross weight permitted for a combination is 66,000 pounds.

^{1/} The 25 vehicles tabulated in the "under 4,000" gross weight group through the "12,000 - 13,999" group are all butane or propane propelled. Other weight groups also include some vehicles powered by liquefied petroleum gas.

2/ Does not include 2,396 trucks with fixed loads.

3/ Does not include 4,164 house trailers, circus trailers and others not classified by weight groups.

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN KENTUCKY $\underline{\mathbf{1}}/$

1952

Table MV-23, 1952 Part 15 of 24

| | | | c | LASSIFIED | BODY TYPE: | 5 | | | | MODAT | TRUCKS |
|-----------------------|--------|-------|--------|-----------|------------|------|--------|---------|---------------------------------|---------|---------|
| GROSS WEIGHT | PICKUP | PANEL | STAKE | VAN | DUMF | TANK | TOTA | AL | TRACTOR TRUCKS AND UNCLASSIFIED | 101/1 | TAUCAS |
| | PICKUP | PAREL | STAKE | VALV | DOMP | TANK | NUMBER | PERCENT | TRUCKS | NUMBER | PERCENT |
| 5,000 lbs. and under | 36,016 | 8,909 | 2,999 | 183 | 166 | 25 | 48,298 | 69.6 | 14,364 | 62,662 | 58.0 |
| 5,001 to 8,000 lbs. | 1,103 | 570 | 1,527 | 135 | 106 | 19 | 3,460 | 5.0 | 2,973 | 6,433 | 6.0 |
| 8,001 to 10,000 lbs. | 131 | 172 | 971 | 123 | 118 | 19 | 1,534 | 2.2 | 1,562 | 3,096 | 2.9 |
| 10,001 to 12,000 lbs. | 36 | 96 | 742 | 102 | 114 | 52 | 1,142 | 1.7 | 1,217 | 2,359 | 2.2 |
| 12,001 to 14,000 lbs. | 18 | 49 | 736 | 82 | 99 | 99 | 1,083 | 1.6 | 1,431 | 2,514 | 2.3 |
| 14,001 to 16,000 lbs. | 5 | 23 | 676 | 77 | 132 | 135 | 1,048 | 1.5 | 1,434 | 2,482 | 2.3 |
| 16,001 to 18,000 lbs. | 41 | 57 | 7,350 | 483 | 1,710 | 284 | 9,925 | 14.3 | 9,867 | 19,792 | 18.3 |
| 18,001 to 21,000 lbs. | 3 | 11 | 834 | 68 | 229 | 32 | 1,177 | 1.7 | 1,646 | 2,823 | 2.6 |
| 21,001 to 24,000 lbs. | 13 | 2 | 562 | 39 | 307 | 45 | 968 | 1.4 | 1,368 | 2,336 | 2.1 |
| 24,001 to 27,000 lbs. | - | - | 167 | 28 | 59 | 10 | 264 | 0.4 | 532 | 796 | 0.7 |
| 27,001 to 30,000 lbs. | - | 3 | 86 | 21 | 49 | 9 | 168 | 0.2 | 395 | 563 | 0.5 |
| 30,001 to 33,000 lbs. | 2 | - | 38 | 10 | 8 | 5 | 63 | 0.1 | 225 | 288 | 0.3 |
| 33,001 to 36,000 lbs. | · . • | - | 53 | 5 | 14 | 5 | 77 | 0.1 | 257 | 334 | 0.3 |
| 36,001 to 39,000 lbs. | 1 | - | 25 | - | 5 | _ | 31 | - | 152 | 183 | 0.2 |
| 39,001 to 42,000 lbs. | 8 | 8 | 51 | 9 | 23 | 23 | 122 | 0.2 | 1,285 | 1,407 | 1.3 |
| Total | 37,377 | 9,900 | 16,817 | 1,365 | 3,139 | 762 | 69,360 | 100.0 | 38,708 | 108,068 | 100.0 |

^{1/} Kentucky registers truck combinations (tractor-semitrailer) as single vehicles using combined weight for registration purposes. This tabulation does not include 68,719 farm trucks registered at 22,000 pounds gross weight or less.

| , | VEHICLES REGISTE | | is of gross weig | ehr in Virginia | L | |
|-----------------------|------------------|---------|------------------|-----------------|--------------------|------------------------------|
| | | 1952 | | | | MV-23, 1952 Part 16 of 24 |
| GROSS WEIGHT | TRU | cks | TRACTOR T | RUCKS 1/ | Traile Semitrai | ers and Lers 1/ |
| | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| 10,000 lbs. and under | 123,168 | 70.4 | - | - | 30,457 | 78.9 |
| 10,001 to 12,000 lbs. | 4,586 | 2.6 | - | - | 23 | 0.1 |
| 12,001 to 14,000 lbs. | 6,883 | 3.9 | - | - | 29 | 0.1 |
| 14,001 to 16,000 lbs. | 11,285 | 6.4 | - | - | 41 | 0.1 |
| 16,001 to 18,000 lbs. | 9,848 | 5.6 | - | - | 33 | 0.1 |
| 18,001 to 20,000 lbs. | 9,054 | 5.2 | - | - | 125 | 0.3 |
| 20,001 to 22,000 lbs. | 3,218 | 1.8 | - | . - | 85 | 0.2 |
| 22,001 to 24,000 lbs. | 3,063 | 1.8 | - | | 172 | 0.5 |
| 24,001 to 26,000 lbs. | 1,027 | 0.6 | - | - | 150 | 0.4 |
| 26,001 to 30,000 lbs. | 1,016 | 0.6 | 2/ 254 | 3.4 | 490 | 1.3 |
| 30,001 to 36,000 lbs. | 841 | 0.5 | 178 | 2.3 | 473 | 1.2 |
| 36,001 to 40,000 lbs. | 1,013 | 0.6 | 3,060 | 40.5 | 3,451 | 8.9 |
| 40,001 lbs. and over | - | - | 4,059 | 53.8 | 3,051 | 7•9 |
| Total. | 175,002 | 100.0 | 7,551 | 100.0 | 38,580 | 100.0 |

__/ Commercial tractor trucks and semitrailers are classified according to the gross weights of the combinations.
 __/ Vehicles shown in this group are for gross weights of 30,000 pounds or less.

| | | | 1952 | | | | | | N-23, 1952 rt 17 of 24 |
|---------------------------------|--------|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--------------------------|--------|---------------------------|
| | | | MANUE | facturers ra | TED CAPACIS | LA 5/ | | | |
| GROSS WEIGHT | unknom | LESS THAN 1 TON | 1 TO LESS THAN 2 TONS | 2 TO LESS THAN 3 TONS | 3 TO LESS THAN 4 TONS | 14 TO LESS THAN 5 TONS | 5 TONS AND OVER | TOTAL | PERCENT |
| 6,000 lbs. and under | 37 | 2,725 | 227 | - | - | - | - | 2,989 | 3.4 |
| 6,001 to 8,000 lbs. | 264 | 27,322 | 3,414 | 9 | 19 | 1 | - | 31,029 | 34.8 |
| 8,001 to 10,000 lbs. | 18 | 4,178 | 7,109 | 30 | 16 | 3 | - | 11,354 | 12.8 |
| 10,001 to 12,000 lbs. | 13 | 363 | 6,763 | 168 | 6 | - | 1 | 7,314 | 8.2 |
| 12,001 to 14,000 lbs. | 11 | 32 | 5,534 | 503 | 10 | 1 | 1 | 6,092 | 6.8 |
| 14,001 to 16,000 lbs. | - | 35 | 7,814 | 1,324 | 24 | 2 | 14 | 9,203 | 10.3 |
| 16,001 to 18,000 lbs. | 16 | 11 | 6,928 | 2,230 | 33 | 3 | 5 | 9,226 | 10.4 |
| 18,001 to 20,000 lbs. | 10 | 15 | 3,299 | 2,386 | 62 | 14 | 4 | 5,780 | 6.5 |
| 20,001 to 22,000 lbs. | 7 | 4 | 873 | 1,344 | 57 | 5 | 4 | 2,294 | 2.6 |
| 22,001 to 24,000 lbs. | - | 5 | 517 | 1,798 | 259 | 20 | 20 | 2,619 | 2.9 |
| 24,001 to 26,000 lbs. | - | - | 6 | 11 | 8 | - | 2 | 27 | - |
| 26,001 to 30,000 lbs. | 3 | - | 28 | 90 | 85 | 9 . | 14 | 229 | 0.3 |
| 30,001 to 36,000 lbs. | 2 | ı | 28 | 121 | 142 | 47 | 34 | 375 | 0.4 |
| 36,001 to 42,000 lbs. | 1 | - | 2 | 33 | 46 | 30 | 29 | 141 | 0,2 |
| 42,001 lbs. and over <u>3</u> / | 9 | - | 13 | 24 | 95 | 72 | 186 | 399 | 0.4 |
| Total. | 391 | 34,691 | 42,555 | 10,071 | 862 | 197 | 304 | 89,071 | - |
| Percent | 0.4 | 39.0 | 47.8 | 11.3 | 1.0 | 0.2 | 0.3 | - | 100.0 |

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
2/ Obtained from study of registration applications, which indicate net weight.
3/ The maximum practical gross weight of combinations permitted is 61,250 pounds.

| | | | | VEHICLES | REGISTER | ED ON THE | BASIS OF | GROSS WE | COMP IN 1 | ORTH DAK | MA 1/ | | | | | | |
|-------------------------|---------|---------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---------------------------------|----------------|-----------------------|
| | | | | | | | 1952 | | | | | | | | | Table MV | -23, 1952 18 of 24 |
| | | | | | | | | NET | WEIGHT 2 | ?/ | | | | | | | |
| gross weight | UNKNOWN | 3,000 POUNDS AND UNDER | 3,001 TO 4,000 POUNDS | 4,001 TO 5,000 POUNDS | 5,001 TO 6,000 POUNDS | 6,001 TO 7,000 POUNDS | 7,001 TO 8,000 POUNDS | 8,001 TO 9,000 POUNDS | 9,001 TO 10,000 POUNDS | 10,001 TO 12,000 POUNDS | 12,001 TO 14,000 POUNDS | 14,001 TO 16,000 POUNDS | 16,001 TO 18,000 POUNDS | 18,001 TO 20,000 POUNDS | 20,001 POUNDS AND OVER | TOTAL | PERCENT |
| 6,000 lbs. and under | 32 | 2,957 | - | - | - | - | - | - | - | - | - | - | - | _ | - | 2,989 | 3.4 |
| 6,001 to 8,000 lbs. | 48 | 2,217 | 28,764 | - | - | - | - | - | - | - | - | - | - | - | - | 31,029 | 34.8 |
| 8,001 to 10,000 lbs. | 14 | 123 | 5,443 | 5,774 | - | - | - | - | - | - | - | - | - | - | - | 11,354 | 12.8 |
| 10,001 to 12,000 lbs. | 9 | 20 | 622 | 1,930 | 4,733 | - | - | - | - | - | - | - | - | - | - | 7,314 | 8.2 |
| 12,001 to 14,000 lbs. | 18 | 15 | 169 | 1,048 | 3,112 | 1,730 | - | - | - | - | - | - | - | - | - | 6,092 | 6.8 |
| 14,001 to 16,000 lbs. | 14 | 5 | 104 | 770 | 5,489 | 1,724 | 1,097 | - | - | - | - | - | ·- | - | - | 9,203 | 10.3 |
| 16,001 to 18,000 lbs. | 14 | 1 | 83 | 429 | 4,882 | 2,618 | 798 | 401 | - | - | - | - | - | - | - | 9,226 | 10.4 |
| 18,001 to 20,000 lbs. | 5 | ,6 | 28 | 184 | 1,818 | 2,249 | 1,082 | 169 | 239 | - | - | - | - | - | - | 5 ,7 80 | 6.5 |
| 20,001 to 22,000 lbs. | 3 | 2 | 8 | 78 | 1472 | 846 | 629 | 124 | 54 | 78 | - | - | - | - | - | 2,294 | 2.6 |
| 22,001 to 24,000 lbs. | - | - | . 13 | 94 | 292 | 693 | 803 | 389 | 177 | 158 | - | - | - | - | - | 2,619 | 2.9 |
| 24,001 to 26,000 lbs. | - | 1 | - | - | 1. | 7 | 3 | 2 | 3 | 3 | 7 | - | - | - | - | 27 | - |
| 26,001 to 30,000 lbs. | 3 | 2 | 1 | | 6 | 14 | 8 | 9 | 15 | 10 | 62 | 99 | - | - | - | 529 | 0.3 |
| 30,001 to 36,000 lbs. | 1 | 1 | , 2, | 5 | 11 | 11 | 20 | 20 | 18 | 31 | 45 | 86 | 124 | - | - | 375 | 0.4 |
| 36,001 to 42,000 lbs. | - | - | 3 | 1 | 1 | 1 | 9 | 13 | 6 | 3 | 2 | 5 | 20 | 29 | 48 | 141 | 0.2 |
| 42,001 lbs. and over 3/ | 10 | - | 3 | 4 | 2 | 6 | 2 | 3 | 3 | 5 | 5 | 9 | 18 | 19 | 310 | 399 | 0.4 |
| Total | 171 | 5,350 | 35,243 | 10,317 | 20,819 | 9,899 | 4,451 | 1,130 | 515 | 288 | 121 | 199 | 162 | 48 | 358 | 89,071 | - |
| Percent | 0.2 | 6.0 | 39•5 | 11.6 | 23.4 | 11.1 | 5.0 | 1.3 | 0.6 | 0.3 | 0.1 | 0.2 | 0.2 | 0.1 | 0.4 | - | 100.0 |

^{1/} North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
2/ Obtained from study of registration applications, which indicate net weight.
3/ The maximum practical gross weight of combinations permitted is 61,250 pounds.

| | | | TRUCKS AN | D TRACTOR TRUCKS | | | | | TRAILERS AN | D SEMITRAILERS | | |
|-----------------------|---------|--------|-----------|------------------|---------|-------------|---------|--------|-------------|----------------|---------|---------|
| NET WEIGHT 2/ | 2-AXLE | 3-AXLE | 4-AXLE | UNCLASSIFIED | TOTAL | PERCENT | 1-AXLE | 2-AXLE | 3-AXLE | UNCLASSIFIED | TOTAL | PERCENT |
| 3,000 lbs. and under | 113,900 | 57 | - | 605 | 114,562 | 16.7 | 234,214 | 26,632 | 376 | 1,451 | 262,673 | 83.6 |
| 3,001 to 4,000 lbs. | 302,752 | 124 | 5 | 239 | 303,120 | 1:4.1 | 2,484 | 1,955 | 10 | 9 | 4,458 | 1.4 |
| 4,001 to 5,000 lbs. | 63,894 | 183 | 2 | 67 | 64,146 | 9 .3 | 1,758 | 1,930 | 17 | 10 | 3,715 | 1.2 |
| 5,001 to 6,000 lbs. | 74,028 | 274 | - | 52 | 74,424 | 10.8 | 3,619 | 2,521 | 42 | 13 | 6,195 | 2.0 |
| 6,001 to 7,000 lbs. | 39,043 | 269 | - | 41 | 39,353 | 5.7 | 3,558 | 2,560 | 61 | 14 | 6,193 | 2.0 |
| 7,001 to 8,000 lbs. | 26,632 | 670 | 1 | 31 | 27,334 | 4.0 | 4,890 | 3,686 | 151 | 24 | 8,751 | 2.8 |
| 8,001 to 9,000 lbs. | 14,249 | 1,273 | 2 | 19 | 15,543 | 2.3 | 2,409 | 3,537 | 244 | 6 | 6,196 | 2.0 |
| 9,001 to 10,000 lbs. | 8,943 | 2,120 | - | 10 | 11,073 | 1.6 | 1,285 | 3,261 | 421 | 8 | 4,975 | 1.6 |
| 10,001 to 12,000 lbs. | 8,407 | 3,592 | 7 | 9 | 12,015 | 1.8 | 1,031 | 4,450 | 1,064 | 11 | 6,556 | 2.1 |
| 12,001 to 14,000 lbs. | 4,479 | 3,870 | 6 | 13 | 8,368 | 1.2 | 302 | 1,954 | 711 | 2 | 2,969 | 0.9 |
| 14,001 to 16,000 lbs. | 2,082 | 3,458 | 2 | 4 | 5,546 | 0.8 | 100 | 468 | 198 | 6 | 772 | 0.2 |
| 16,001 to 18,000 lbs. | 506 | 4,007 | 3 | 4 | 4,520 | 0.7 | 23 | 172 | 98 | 4 | 297 | 0.1 |
| 18,001 to 20,000 lbs. | 233 | 3,028 | 1 | 4 | 3,266 | 0.5 | 15 | 83 | 32 | 6 | 136 | - |
| 20,001 lbs. and over | 321 | 3,202 | 3 | 10 | 3,536 | 0.5 | 54 | 77 | 22 | 7 | 160 | 0.1 |
| Total | 659,539 | 26,127 | 32 | 1,108 | 686,806 | 100.0 | 255,742 | 53,286 | 3,447 | 1,571 | 314,046 | 100.0 |

^{1/} Tractor trucks and semitrailers are registered as separate units.
2/ The term "unladen weight" is used in California.

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD IN LOUISIANA 1/

Table MV-23, 1952

| | | | | | | | | | rt 20 of 24 |
|-------------------------------------|----------------|------------------|--------------------|-------------|-------------|----------------|-----------------|---------|-------------|
| GROSS WEIGHT PER LOAD | | US | E OF VEHICLE | | , | | TOTA | L | |
| CARRYING AXLE OR TANDEM AXLES 2/ | PRIVATE USE | FARM USE | FOREST PRODUCTS | CITY USE | FOR HIRE | SINGLE AXLE | TANDEM AXLES | TOTAL | PERCENT |
| 6,000 lbs. and under | 63,352 | 60,203 | 486 | 1,437 | 184 | 125,662 | - | 125,662 | 77.0 |
| 6,001 to 8,000 lbs. | 3,823 | <u>3</u> / 5,650 | 359 | 999 | 86 | 10,917 | - | 10,917 | 6.7 |
| 8,001 to 10,000 lbs. | 4,133 | - | 1,085 | 1,201 | 99 | 6,518 | - | 6,518 | 4.0 |
| 10,001 to 12,000 lbs. | 2,939 | - | 602 | 573 | 104 | 4,218 | - | 4,218 | 2.6 |
| 12,001 to 14,000 lbs. | 2,286 | - | 797 | 264 | 148 | 3,495 | - | 3,495 | 2.1 |
| 14,001 to 16,000 lbs. | 2,054 | - | 544 | 183 | 200 | 2,971 | 10 | 2,981 | 1.8 |
| 16,001 to 18,000 lbs. | 5,322 | - | 1,464 | 208 | 1,213 | 8,207 | - | 8,207 | 5.0 |
| 18,001 to 20,000 lbs. | 113 | - | 17 | 47 | 9 | - | 186 | 186 | 0.1 |
| 20,001 to 24,000 lbs. | 93 | - | 3 | 17 | 17 | - | 130 | 130 | 0.1 |
| 24,001 to 28,000 lbs. | 75 | - | 12 | 15 | 6 | - | 108 | 108 | 0.1 |
| 28,001 to 32,000 lbs. 4/ | 479 | - | 55 | 118 | 154 | - | 806 | 806 | 0.5 |
| Total | 84,669 | 65,853 | 5,424 | 5,062 | 2,220 | 161,988 | 1,240 | 163,228 | 100.0. |

^{1/} Louisiana registers tractor units separately from semitrailers. This table includes the gross weight of the power unit only.

2/ 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.

3/ Includes vehicles with a gross weight of 6,001 pounds and over.

4/ 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).

VEHICLES REGISTERED ON THE BASIS OF UNLADER WEIGHT 1/

1952

TABLE MV-23, 1952 Part 21 of 24

| <u></u> | | | | | <u>, · </u> | | | | Part | 21 01 24 |
|-----------------------|--------------------------|---------|--------------------------|---------|-----------------------|--------------------------|---------|----------------------|--------------------------|----------|
| | U11/ | /H | WYOMI | ING | ARIZO | KA | | FLORID | A | |
| unladen weight 2/ | NUMBER OF VEHICLES | PERCENT | Number OF Vericles | PERCENT | unladen weight 2/ | NUMBER OF VEHICLES | PERCENT | net weight 2/ | NUMBER OF VEHICLES | PERCENT |
| 3,500 lbs. and under | 25,346 | 48.8 | 20,876 | 46.6 | 3,000 lbs. and under | 10,274 | 14.9 | Not for hire: | | |
| 3,501 to 4,500 lbs. | 7,361 | 14.2 | 8,388 | 18.7 | 3,001 to 4,000 lbs. | 31,557 | 46.0 | · | } | |
| 4,501 to 5,500 lbs. | 5,723 | 11.0 | 3,683 | 8.2 | 4,001 to 5,000 lbs. | 4,949 | 7.2 | 2,050 lbs. and under | 2,336 | 1.3 |
| 5,501 to 6,000 lbs. | 4,092 | 7.9 | 2,288 | 5.1 | 5,001 to 6,000 lbs. | 6,714 | 9.8 | 2,051 to 3,050 lbs. | 37,314 | 20.1 |
| 6,001 to 7,000 lbs. | 3,419 | 6.6 | 3,563 | 8.0 | 6,001 to 7,000 lbs. | 4,036 | 5.9 | 3,051 to 5,050 lbs. | 92,988 | 49.9 |
| 7,001 to 8,000 lbs. | 1,927 | 3.7 | 1,981 | 4.4 | 7,001 to 8,000 lbs. | 2,807 | 4.1 | 5,051 lbs. and over | 53,527 | 28.7 |
| 8,001 to 9,000 lbs. | 1,052 | 2.0 | 1,224 | 2.7 | 8,001 to 9,000 lbs. | 1,904 | 2.8 | Total not for hire | 186,165 | 100.0 |
| 9,001 to 10,000 lbs. | 598 | 1.2 | 775 | 1.7 | 9,001 to 10,000 lbs. | 1,636 | 2.4 | | | |
| 10,001 to 12,000 lbs. | 642 | 1.2 | 816 | 1.8 | 10,001 to 12,000 lbs. | 1,547 | 2.2 | For hire: | | |
| 12,001 to 14,000 lbs. | 337 | 0.6 | 480 | 1.1 | 12,001 to 14,000 lbs. | 853 | 1.2 | | | |
| 14,001 to 16,000 lbs. | 344 | 0.7 | 240 | 0.5 | 14,001 to 16,000 lbs. | 754 | 1.1 | 4,050 lbs. and under | 136 | 3.3 |
| 16,001 to 18,000 lbs. | 565 | 1.1 | 199 | 0.5 | 16,001 to 18,000 lbs. | 724 | 1.1 | 4,051 lbs. and over | 3,932 | 96.7 |
| 18,001 to 20,000 lbs. | 320 | 0.6 | 113 | 0.4 | 18,001 to 20,000 lbs. | 456 | 0.7 | Total for hire | 4,068 | 100.0 |
| 20,001 lbs. and over | 531 | 0.4 | 153 | 0.3 | 20,001 lbs. and over | 377 | 0.6 | | | |
| Total | 51,957 | 100.0 | 44,779 | 100.0 | Total | 68,588 | 100.0 | | | |

^{1/} Tractor trucks and semitrailers are registered as separate units in these States.
2/ The term "unladen weight" is used in Arizona, Utah, and Wyoming and "net weight" in Florida.

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY 1/

1952

Table MV-23, 1952 Part 22 of 24

| | ALABAI | MA | GEOR(| 3IA | SOUTH C | AROLINA | |
|---------------------------------|--------------------------|---------|--------------------------|---------|----------------------------|--------------------------|--------|
| Manufacturers Rated Capacity | Number Of Vehicles | PERCENT | number of vehicles | PERCENT | CARRYING CAPACITY 2/ | NUMBER OF VEHICLES | PERCEN |
| ess than 1 ton | 101,114 | 60.7 | 128,794 | 62.0 | 1 ton or less | 78,253 | 63.6 |
| to less than 1 1/2 tons | (<u>3</u> /) | - | 10,832 | 5.2 | Over 1 to 1 1/2 tons | (3/) | - |
| 1 1/2 to less than 2 tons | 55 ,6 48 | 33.4 | 50,365 | 24.2 | Over 1 1/2 to 2 tons | 16,737 | 13.6 |
| 2 to less than 3 tons | 8,730 | 5.2 | 16,256 | 7.8 | Over 2 to 3 tons | 7,612 | 6.2 |
| 3 to less than 4 tons | 1,068 | 0.7 | 1,443 | 0.7 | Over 3 to 4 tons | 7,850 | 6.4 |
| to less than 5 tons | 28 | - | 61 | 0.1 | Over 4 to 5 tons | 6,934 | 5.6 |
| 5 tons and over | 9 | - | 41 | - | Over 5 tons | 5,666 | 4.6 |
| Total | 166,597 | 100.0 | 207,792 | 100.0 | Total | 123,052 | 100.0 |

Carrying capacity or maximum load hauled; must not be less than manufacturers rated capacity.

Vehicles for this capacity are included with the number in the next greater capacity for which data are given.

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF LOAD TO BE HAULED IN NEBRASKA $\underline{1}/$

1952

Table MV-23, 1952 Part 23 of 24

| TAID NO DE WALLED | TRUCKS AND TRAC | TOR TRUCKS |
|----------------------|-----------------|------------|
| LOAD TO BE HAULED | NUMBER | PERCENT |
| 1 ton or less | 33,451 | 54.5 |
| Over 1 to 1 1/2 tons | 6,027 | 9.8 |
| Over 1 1/2 to 2 tons | 4,987 | 8.1 |
| Over 2 to 3 tons | 3,159 | 5.1 |
| Over 3 to 4 tons | 2,274 | 3.7 |
| Over 4 to 5 tons | 2,686 | 4.4 |
| Over 5 to 6 tons | 2,226 | 3.6 |
| Over 6 to 7 tons | 1,499 | 2.5 |
| Over 7 to 8 tons | 680 | 1.1 |
| Over 8 to 10 tons | 1,004 | 1.7 |
| Over 10 to 12 tons | 794 | 1.3 |
| Over 12 to 14 tons | 505 | 0.8 |
| Over 14 to 16 tons | 1,294 | 2.1 |
| Over 16 to 18 tons | 616 | 1.0 |
| Over 18 to 20 tons | 175 | 0.3 |
| Over 20 tons | 10 | - |
| Total | 61,387 | 100.0 |

1/ Not included in this table are 76,125 farm and local trucks registered in Nebraska at reduced registration rates. These trucks comprise 54.4 percent of all Nebraska trucks.

Vehicles registered on the basis of chassis weight in pennsylvania $\underline{1}/$ 1952

Table MV-23, 1952

| | <u>.</u> | | Part 24 of 2 | | | | | | | |
|---------------------------|----------------------------|--------------------------|--------------|----------------------------|--------------------------|---------|--------------------------|---------|--|--|
| | | 2-AXLE | | | 3-AXLE | | TOTAL | | | |
| CHASSIS WEIGHT | MAXIMUM GROSS WEIGHT | Number Of Vehicles | PERCENT | MAXIMUM GROSS WEIGHT | Number Of Vericles | PERCENT | NUMBER OF VEHICLES | PERCENI | | |
| 1,999 lbs. and under | 5,000 | 158,228 | 34.1 | - | - | - | 158,228 | 33.8 | | |
| 2,000 to 2,999 lbs. | 7,000 | 96,993 | 20.9 | - | - | - | 96,993 | 20.7 | | |
| 3,000 to 3,999 lbs. | 11,000 | 35,300 | 7.6 | ·- | - | - | 35,300 | 7.6 | | |
| 4,000 to 4,9 9 lbs. | 15,000 | 75,569 | 16.3 | 16,000 | 1 | - | 75,570 | 16.1 | | |
| 5,000 to 5,399 lbs. | 19,000 | 41,696 | 9.0 | 24,000 | 47 | 1.1 | 41,743 | 8.9 | | |
| 6,000 to 7,499 lbs. | 23,000 | 18,082 | 3.9 | 28,000 | 256 | 5.7 | 18,338 | 3.9 | | |
| 7,500 to 8,999 lbs. | 27,000 | 25,543 | 5.5 | 32,000 | 1,061 | 23.7 | 26,604 | 5.7 | | |
| 9,000 lbs. and over | 30,000 | 12,249 | 2.7 | - | - | - | 12,249 | 2.6 | | |
| 9,000 lbs. to 11,999 lbs. | - | - | - | 36,000 | 495 | 11.1 | 495 | 0.1 | | |
| 12,000 lbs. and over | - | | - | 40,000 | 2,612 | 58.4 | 2,612 | 0.6 | | |
| Total | - | 463,660 | 100.0 | - | 4,472 | 100.0 | 468,132 | 100.0 | | |

1/ Includes private, commercial, and publicly owned trucks and tractor trucks and 4,060 school busses. Does not include 26,009 trucks of undetermined weights, permanently equipped with farm or industrial machinery. Gross weights of the tractor trucks are those of the power unit only.

TRUCKS OWNED BY THE FEDERAL GOVERNMENT &

CLASSIFIED BY WEIGHT GROUPS

Table MV-24, 1952

| | | | | | | | | | Table MV- | 24, 1952 |
|--|-----------------------------------|----------------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|------------------------------|--------------------------------|---------------------------------------|
| | | | | | | | | | | |
| State | Less than 10,000 GVW | 10,000 to 12,499 GVW | 12,500 to 14,999 GVW | 15,000 to 16,999 GVW | 17,000 to 20,499 GVW | 20,500 to 24,499 GVW | 24,500 to 28,499 GVW | 28,500 and over GVW | Tractor Trucks | Total |
| | (Under 1 ton) | (1 ton) | (1 1/2 tons) | (2 tons) | (3 tons) | (4 tons) | (5 tons) | (Over 5 tons) | | |
| Alabama Arizona | 658 1 ,199 | 89 240 | 75 307 | 11կ 162 | 18 90 | 59 14 | 6 34 | 27 16 | 17 48 | 1,063 2,110 |
| Arkansas California | 731 3,060 | 37 640 | 65 977 | 22 136 | 6 236 | 8 | 23 | 29 | - 36 | 862 5,145 |
| Colorado Connecticut Delaware Florida | 1,414 131 42 529 | 405 175 38 262 | 262 110 15 181 | 100 4 3 24 | 58 13 5 21 | 10 | 26 - 11 | 17 - - 1 | 25 - 1 12 | 2,317 434 104 1,041 |
| Georgia Idaho Illinois Indiana | 890 814 726 305 | 127 125 556 191 | 245 201 569 144 | 31 51 49 27 | 33 29 234 25 | 3 3 1 5 | 5 17 1 3 | 2 22 2 5 | 14 23 148 8 | 1,340 1,285 2,186 713 |
| Iowa Kansas Kentucky Louisiana | 485 542 651 455 | 113 69 203 111 | 103 108 143 106 | 17 18 31 20 | 13 13 51 30 | - - 59 - | 1 3 84 - | 1 1 2 | l ₄ 1 30 6 | 737 755 1,254 728 |
| Maine Maryland Massachusetts Michigan | 130 450 292 552 | 61 175 4 7 6 194 | 30 168 269 401 | 11 27 9 23 | 65 62 74 | - 2 14 | 1 2 2 1 | - 1 - | 1 1 2 4 | 238 870 1,116 1,240 |
| Minnesota Mississippi Missouri Montana | նվն 577 5 7 0 969 | 311 51 257 136 | 179 106 261 278 | 11 53 26 71 | 28 6 59 22 | - 5 5 | - - 5 25 | 1 - 9 | 7 13 11 12 | 981 807 1,194 1,527 |
| Nebraska Nevada New Hampshire New Jersey | 553 410 80 231 | 71 59 61 379 | 124 105 30 203 | 14 35 2 8 | 16 30 3 50 | 2 3 - 1 | 2 12 - 2 | 1 12 - 2 | 18 - 7 | 787 684 176 883 |
| New Mexico New York North Carolina North Dakota | 1,558 901 507 329 | 114 972 113 88 | 207 631 123 39 | 130 62 15 17 | 73 432 7 11 | 8 5 2 4 | 19 12 1 1 | 25 6 4 2 | 49 42 8 12 | 2,183 3,063 780 503 |
| Ohio Oklahoma Oregon Pennsylvania | 674 778 847 566 | 451 71 121 632 | 414 140 238 438 | 38 37 66 23 | 80 17 27 129 | 1 6 9 4 | 19 5 5 3 | 1 1 3 | 10 14 16 12 | 1,688 1,069 1,332 1,807 |
| Rhode Island South Carolina South Dakota Tennessee | 33 1,373 398 1,889 | 75 88 158 175 | 20 62 58 307 | 2 3 21 20 406 | 3 9 14 110 | - 114 1 163 | - - 4 75 | 217 2 88 | 147 17 72 | 133 2,331 672 3,285 |
| Texas Utah Vermont Virginia | 2,172 657 94 942 | 497 79 23 199 | 333 138 8 293 | 85 22 2 50 | 60 20 1 51 | - 1 - 1 | 7 2 - 15 | - 10 | 23 7 - 8 | 3,183 929 129 1,568 |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 2,745 250 397 648 487 | 295 83 286 83 195 | 497 78 102 161 320 | 109 13 19 48 54 | 323 7 29 52 63 | 16 3 - 8 16 | 74 - 2 15 28 | 45 1 - 18 32 | 147 - 8 15 43 | 4,251 435 843 1,048 1,238 |
| Total | 36,135 | 10,410 | 10,372 | 2,638 | 2,782 | 550 | 553 | 617 | 993 | 65,047 |
| Percent | 55•55 | 16.00 | 15.94 | 4.06 | 4.28 | 0.85 | 0.85 | 0.94 | 1.53 | 100,00 |

^{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/ The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.

Motor Vehicles

TRAFFIC CHARACTERISTICS

The assembly of information on a National basis on volumes and characteristics of traffic using highways began in 1936 when Federal-aid funds were first made available for engineering and economic investigations. The scope of these studies varies somewhat in each State depending on the local needs for information.

Traffic volume information is obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling over 900 in number. These are generally supplemented with a program of manual classification counts conducted seasonally for determining the proportions of different vehicle types.

Weights of commercial vehicles using rural roads were first obtained in 1936 and have been obtained annually since 1942. This series of weighings has given information on the loadings of trucks and frequencies of heavy loads.

TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads is summarized for the several regions in the United States on page 58. These vehicles hauled only 3 percent more ton-mileage of freight in 1952 than in 1951 although the increase over 1941 was almost 125 percent. The vehicle-mileage of travel by all types of freight-carrying vehicles increased about 6 percent; the percentage of such vehicles that were loaded, and the average carried load both decreased about 2 percent; while the proportion of all such vehicles that were combinations decreased about 5 percent.

The frequency of heavy gross loads, except those

in the heaviest class, decreased slightly in 1952 compared to the frequency in 1951. Loads of 30,000 pounds or more were about 6 percent less frequent and those of 40,000 pounds or more were about 1 percent less frequent, while those of 50,000 pounds or more were about 2 percent more frequent than in 1951.

As in the case of gross loads, the frequency of heavy axle loads generally decreased. Axle loads of 18,000 pounds or more per 1,000 vehicles were 13 percent less in 1952 than in 1951, though there was a 3-percent increase in frequency for those of 20,000 pounds or more. Axle loads of 22,000 pounds or more were 29 percent less frequent per 1,000 vehicles in 1952 than in 1951.

TRAFFIC SPEED TRENDS

The average speed of vehicles on main rural highways in 1952 was 49.6 miles per hour, the highest average speed recorded to date. The corresponding average speed in 1951 was 49.0 miles per hour. The gain seems to be general. Of the 28 States reporting the results of 705 speed studies, 17 of the 22 reporting for both 1951 and 1952 experienced an increase. Passenger cars, trucks, and busses all showed higher average speeds in 1952 than 1951. The average speed for each of the three vehicle types during 1952 was 50.9, 44.9, and 52.2 miles per hour, respectively, compared with 50.2, 44.2, and 51.3 in 1951.

Speeds in excess of 50 miles per hour were observed for 52 percent of the passenger cars, 23 percent of the trucks, and 61 percent of the busses. Fifteen percent of the passenger cars traveled over 60 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS-1952 1

| | | EA | STERN REGIONS | 2/ | | | | CENTRAL | REGIONS 2/ | | | | WESTERN I | REGIONS 2/ | | | |
|---|-------------------------|---------------------------|---------------------------|-----------------------|----------------------------|---------------------------|--------------------------|---------------------------|---------------------------|----------------------|----------------------------|--------------------------|---------------------------|-----------------------|---------------------------|---------------------------|-----------------------------|
| CLASSIFICATION | NEW ENGLAND | MIDDLE ATLANTIC | SCUTH ATLANTIC | REGIONAL AVERAGE | REGIONAL TOTAL | EAST NORTH CENTRAL | EAST SOUTH CENTRAL | WEST NORTH CENTRAL | West South Central | REGIONAL AVERAGE | REGIONAL TOTAL | MOUNTAIN | PACIFIC | REGIONAL AVERAGE | REGIONAL TOTAL | AVERAGE ALL REGIONS | TOTAL ALL REGIONS |
| | | | | | FREQUE | ENCY OF | HE AVY | AXLE LO | ADS 3/ | | | | | | | | |
| 18,000 pounds or more 20,000 pounds or more 22,000 pounds or more | 153 93 49 | 157 83 46 | 79 25 7 | 116 84 26 | i | 76 19 4 | 46 11 2 | 33 5 1 | 60 17 4 | 57 14 3 | | 52 11 3 | 58 11 2 | 55 11 3 | | 75 35 10 | |
| | · | | | | FRE | QUENCY | OF HEA | Y LOAD | S 33/ | | | | | | - | | |
| 30,000 pounds or more 40,000 pounds or more 50,000 pounds or more | 158 97 38 | 207 120 38 | 171 104 43 | 183 110 39 | | 227 140 78 | 122 49 9 | 181 115 64 | 148 92 47 | 177 105 54 | | 165 110 84 | 280 216 191 | 230 169 144 | | 188 118 65 | |
| | | | | TR | AVEL IN | VEHICLE- | MILES, L | OADED A | ND EMPT | Y 4/ | | | | | | | |
| All trucks and combinations Single-unit trucks Truck combinations | 1,437 1,058 379 | 5,175 3,416 1,759 | 7,099 5,089 2,010 | | 13,711 9,563 4,148 | 7,582 4,754 2,828 | 3,914 3,054 860 | 4,874 3,375 1,499 | 6,448 4,699 1,749 | | 22,818 15,882 6,936 | 3,260 2,532 728 | 4,180 2,805 1,375 | | 7,440 5,337 2,103 | | 43,969 30,782 13,187 |
| | | | | | F | PERCENT | CARRYI | NG LOAI | s | | | | | | | | |
| All trucks and combinations Single-unit trucks Truck combinations | 55.8 52.2 66.1 | 50.1 44.3 61.5 | 48.0 40.8 66.1 | 49.6 43.3 64.1 | | 61.8 57.7 68.6 | 41.1 36.4 58.0 | 59.7 56.7 66.4 | 47.5 41.4 63.7 | 53.7 48.6 65.6 | | 55.7 51.0 72.0 | 68.8 61.1 84.7 | 63.1 56.3 80.3 | | 54.0 48.3 67.5 | |
| | | | | | AVE | RAGE C | ARRIED | LOADS II | TONS | | | | | | | | |
| All trucks and combinations Single-unit trucks Truck combinations | 4.79 2.19 10.52 | 5.74 2.76 9.91 | 5.78 2.41 11.05 | 5.65 2.51 10.54 | | 5.41 2.17 10.01 | 5.12 2.90 10.08 | 4.89 2.08 10.29 | 4.86 2.41 9.16 | 5.11 2.31 9.87 | | 5.86 2.38 14.44 | 7.03 2.02 14.41 | 6.58 2.17 14.42 | | 5.56 2.34 10.93 | |
| | | | | | C.A | ARRIED L | OADS IN | TON-MI | ES 5/ | | | | | | | | |
| All trucks and combinations Single-unit trucks Truck combinations | 3,842 1,206 2,636 | 14,889 4,176 10,713 | 19,690 5,000 14,690 | | 38,421 10,382 28,039 | 25,360 5,941 19,419 | 8,241 3,217 5,024 | 14,214 3,974 10,240 | 14,895 4,690 10,205 | | 62,710 17,822 44,888 | 10,644 3,071 7,573 | 20,234 3,459 16,775 | | 30,878 6,530 24,348 | | 132,009 34,734 97,275 |

^{1/} Main rural roads consist of approximately 350,000 miles of roads of primary importance in the State highway systems.

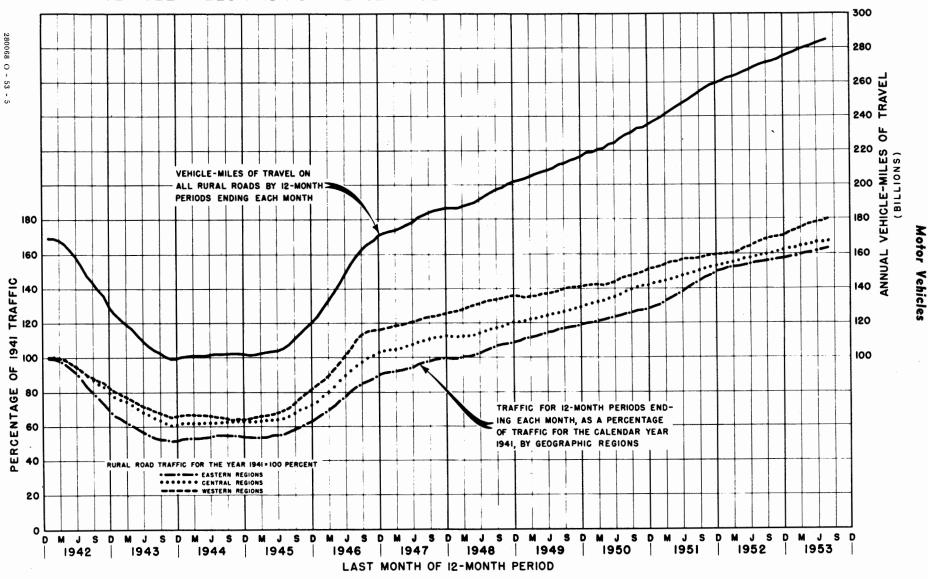
2/ Regions are those established by the U. S. Bureau of the Census.

3/ Number per 1,000 vehicles, loaded and empty trucks and combinations.

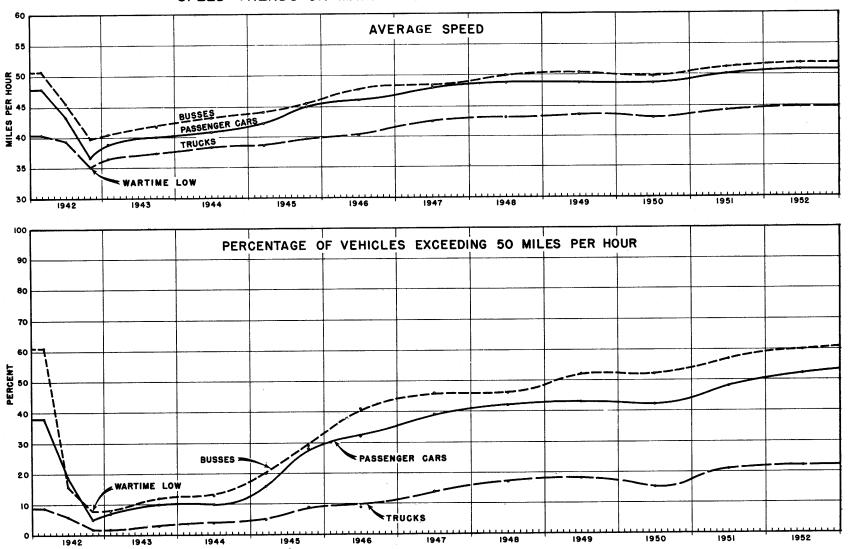
4/ Data given are in millions of vehicle-miles.

5/ Data given are in millions of ton-miles.

TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES AND AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1941



SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee (other than a specific toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor-carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public.

The proceeds of special imposts on highway users comprise the principal source of State revenue for highways. They accounted for over \$3 billion of gross revenue in 1952. This was an increase of 8 percent over 1951 collections, and 113 percent over the prewar high of 1941, but only a 7-percent increase in terms of 1941 dollars. Only about half of this revenue was allotted for State highway improvements and maintenance. The remainder was allocated for general administration and other State highway purposes, for local roads and streets, for nonhighway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

| | minions |
|---------------------------------------|---------|
| For State highway construction | \$1,037 |
| For State highway maintenance and | |
| administration | 682 |
| For all other State highway purposes. | 232 |
| For local roads and streets | 820 |
| For nonhighway purposes | 203 |

Slightly more than 6 percent of net receipts from road-user tax revenue was allocated for nonhighway purposes. The use of substantial sums of road-user taxes for nonhighway purposes was concentrated in a very few States, and reallocation of all road-user revenues not now applied to highways would not have broad effect.

Disposition of the motor-fuel tax is reported in table G-3, that of motor-vehicle registration fees in table MV-3, and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues as 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 ded-

icated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general purposes, including highways. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motorfuel taxes, motor-vehicle registration fees, and motorcarrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the non-highway allocations of highway-user revenues.

Tables G-106, MV-106, and MC-106, which show the legal or administrative provisions for allocating the various highway-user revenues, are not published each year. They last appeared in "Highway Statistics, 1950," and will be revised when changes warrant it.

FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue, however, is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of close study by those interested in highway finance.

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 the Federal excise taxes on motor vehicles, tires, tubes, 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 contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. These estimated payments differ considerably from the actual collections in the various States by the Bureau of Internal Revenue, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax is applied to the fuel that is placed in the supply tanks of highway vehicles.

| | | | | FOR COT | LECTION AND | | | FOR STATE | HIGHWAY P | JRPOSES | | FOR LO | CAL ROADS A | ND STREETS | 14/ | FOR NONHIGHMAY PURPOSES 5/ | | | | | |
|--|---------------------------------------|---|---------------------------------------|-----------------------------------|--|---------------------------------------|--------------------------------------|---|---|--|---------------------------------------|---------------------------------------|-----------------------------------|---|-------------------------------------|--|---------------------------------|--------------------------------------|---|------------------|--|
| | NET TOTAL | ADJUST- MENTS DUE TO | RECEIPTS | ADMINIS MOTOR- | TRATION OF FUEL TAXES FEES | NET | | UCTION, ANCE, AND STRATION | | SERVICE | | COUNTY | | SERVICE | _ | STATE GENE | RAL FUND | | EDUCA- | | |
| STATE | RECEIPTS OF CALENDAR YEAR | UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | AVAILABLE FOR DISTRI- BUTION | FROM MOTOR- FUEL TAXES | FROM INSPEC- TION FEES, DEALERS LICENSES, ETC. | FUNDS DISTRIB- UTED 2/ | STATE HIGHWAY SYSTEMS 3/ | PARK, FOREST, AND OTHER STATE ROADS | STATE HIGHWAY POLICE AND SAFETY | OF OBLIGA- TIONS FOR STATE HIGHWAYS | TOTAL | AND OTHER LOCAL ROADS 3/ | CITY STREETS | OF OBLICA- TIONS FOR LOCAL ROADS | TOTAL | FROM INSPEC- TION FRES, DEALERS LICENSES, ETC. | FROM MOTOR— FUEL TAXES | COUNTY AND OTHER LOCAL GENERAL FUNDS | TION, NONHIGH- WAY DEBT, AND MISCEL- IANEOUS | TOTAL | |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollar | |
| llabama krisona krkansas California | 40,417 14,144 27,494 165,975 | 2 - 1 -2,686 | 40,419 14,144 27,495 163,289 | 168 255 1/ 77 776 | 168 - 7 | 40,083 13,889 27,411 162,513 | 10,455 8,986 13,924 93,618 | 3 | 634 49 | 2,312 7,395 | 12,770 9,620 21,368 93,618 | 3/ 27,081 2,855 4,897 47,357 | 232 1,414 262 21,538 | : | 27,313 4,269 5,159 68,895 | 103 | 781 | : | = | 88 | |
| Colorado Connecticut Delaware 6/ Florida | 25,229 22,180 5,254 67,847 | 1 | 25,229 22,180 5,255 67,847 | 214 58 21 23 | - - 394 | 25,015 22,122 5,234 67,430 | 12,701 16,969 1,349 49,342 | - 63 328 | 1,383 710 557 | 1,589 5 981 2,840 | 15,673 17,747 2,887 52,510 | 8,397 3,459 (3/) 2,843 | 945 916 5 | 10,297 | 9,342 4,375 5 13,140 | - - 81,0 | - 2,173 940 | : | 169 | 2,31 | |
| Georgia 6/ Idaho Ulincis Indiana | 53,094 11,412 86,515 49,129 | - 9 101 -906 | 53,094 11,421 87,006 48,223 | 274 41 305 103 | - - 397 123 | 52,820 11,380 86,304 47,997 | 35,895 7,603 25,409 24,761 | - - - 10 | 2,262 332 1,329 | = | 38,157 7,603 25,741 26,100 | 14,663 3,640 32,003 14,991 | 137 27,524 6,906 | : | 14,663 3,777 59,527 21,897 | - 275 | : | : | - 761 | 1,0 | |
| lowa Kangas Kentucky Louisiana | 30,837 29,485 41,702 48,495 | 581 16 310 828 | 31,418 29,501 42,012 49,323 | 241 650 255 197 | 32 113 177 | 31,145 28,738 41,757 48,949 | 12,997 19,848 35,822 29,481 | : | 84 2,085 1,230 | 645 | 13,081 20,493 37,907 39,057 | 15,332 5,899 3,850 8,583 | 2,732 2,204 1,309 | = | 18,064 8,103 3,850 9,892 | = | - 142 | : | : | 1 | |
| faine faryland fassachusetts fichigan | 14,308 29,399 41,954 78,281 | 1,287 | 14,308 29,399 43,241 78,281 | 39 90 150 427 | - - 63 6 | 14,269 29,309 43,028 77,848 | 11,436 9,557 21,688 36,885 | 6]/ 4,061 | 858 35 1,583 341 | 694 5,096 8,718 1,111 | 12,994 14,688 36,050 38,337 | 1,148 5,336 3,824 26,290 | 127 9,285 2,781 13,221 | 373 | 1,275 14,621 6,978 39,511 | : | : | = = | : | = | |
| finnesota fississippi fissouri fontana | 39,326 33,013 28,098 11,923 | 163 - 7 171 | 39,489 33,013 28,105 12,094 | 208 856 78 69 | 123 - 110 6 | 39,158 32,157 27,917 12,019 | 25,301 15,620 23,974 10,417 | - 113 1 22 | 804 -1,193 89 | 4,135 2,740 1,422 | 26,105 19,868 27,908 11,950 | 13,053 12,289 9 69 | : | : | 13,053 12,289 9 69 | : | = | = | : | : | |
| lebraska levada lew Hampshire lew Jersey 6/ | 22,078 4,334 7,260 39,993 | - | 22,078 4,334 7,260 39,993 | 174 24 (1/) 468 | 77 48 | 21,827 4,262 7,260 39,525 | 10,765 3,532 6,276 18,636 | - - 5145 | 79 125 203 2,168 | 29 1,131 | 10,844 3,657 6,508 22,480 | 10,233 605 728 3,968 | 750 - 2,920 | - - - 950 | 10,983 605 728 7,838 | : | - - 8,896 | : | - 24 311 | 9,2 | |
| iew Mexico New York 6/ North Carolina North Dakota | 15,727 110,681 74,386 7,324 | -9,791 -9,791 346 | 15,727 100,890 74,386 7,670 | 334 220 (<u>1</u> /) 50 | - 187 142 | 15,393 100,670 74,199 7,478 | 12,630 53,268 50,933 5,997 | 7,407 | 1,567 2,860 13 | 2,623 8,866 12,901 | 15,253 71,108 66,694 6,010 | 17,468 (3/) 1,468 | - 4,949 | : | 17,468 4,949 1,468 | 2,321 | 140 12,094 - | = | 235 | 1 12,0 2,5 | |
| lhio Iklahoma Dregon Pennsylvania | 89,018 43,608 30,191 126,105 | -328 -91 -87 -3 | 88,690 43,517 30,104 126,102 | 285 283 105 367 | _ 115 - | 88,405 43,119 29,999 125,735 | 49,592 25,737 18,681 98,473 | 136 - 96 487 | - 907 3,460 | - 850 1,793 | 49,728 25,737 20,534 104,213 | 22,101 16,141 6,040 16,100 | 16,576 1,241 3,016 5,422 | = | 38,677 17,382 9,056 21,522 | : | : | - | - 409 | - 4 | |
| Chode Island 6/ South Carolina South Dakota Tennesses | 7,094 38,484 9,045 53,939 | - - -259 -296 | 7,094 38,484 8,786 53,643 | 23 (1/) 108 195 | 92 4 117 | 7,071 38,392 8,674 53,331 | 3,732 22,349 7,408 23,737 | - 77 - 12 | 230 1,071 155 | 130 8,999 4,882 | 4,092 32,496 7,563 28,631 | 68 5,310 1,111 24,148 | - 10 | : | 76 5,310 1,111 24,158 | - 586 - | 2,903 - 542 | : | : | 2,9 | |
| exas Itah Jermont Jirginia | 106,800 11,422 5,261 52,326 | 549 5 - -138 | 107,349 11,427 5,261 52,188 | 671 82 6 173 | - 22 | 106,678 11,323 5,255 52,015 | 70,276 10,656 3,215 48,193 | 17 | 2,431 490 193 2,060 | 169 | 72,707 11,146 3,594 50,253 | 3,896 - 1,539 <u>3</u> / 718 | 177 110 1,044 | 3,404 | 7,300 177 1,649 1,762 | : | : | : | 26,671 | 26,6 | |
| Washington West Virginia Wisconsin | 15,387 19,172 36,144 7,522 | 169 - - | 45,556 19,172 36,144 7,522 | 176 (1/) 189 19 (1/) | 315 | 45,380 19,172 35,640 7,503 | 22,011 13,778 19,091 4,762 | 19 - 311 | 1,329 110 - 215 | 509 5,284 23 10 | 23,868 19,172 19,425 4,987 | 16,200 (3/) 9,393 1,981 | 5,301 3,947 535 | 11 - | 21,512 13,340 2,516 | : | : | 8/ 2,875 | : | 2,8 | |

y where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-vehicle receipts, or general revenues. Amount shown for Arkansas includes \$6,000 for motor-vehicle administration expense. See Tables SF-9 and 10 for details of collection costs.

9,527

2,845 1,945,810 1,157,766

13,714

35,224

96,228 1,302,932

-9,649 1,958,182

1,967,831

Total

extensions of State highway systems are included in allotments for State highway purposes.

15,035 578,675

417,084 146,556

extensions of State highway systems are included in allotments for State highway purposes.

If The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Carturight 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 measures, against appropriations for highways out of State general funds: Ill. \$333,000, Ind. \$858,000, La. \$11,691,000, Mass. \$1,008,000, Minn. \$331,000, Gkla. \$998,000, S.C. \$92,000, Tenn. \$9,366,000, or in Delaware, Georgia, New Jersey, New York, and Rhode Island, motor-fuel revenues were placed in the State general funds where they were made available for highway and other purposes as indicated herein.

7/ To Metropolitan District Commission for parkways and boulevards.

8/ Allocation to towns. villages. and cities. In list of negaral numeraty tay forwards a reserved.

4,125

28,611

2,875

28,592

64,203

^{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 motor-fuel tax portions of the amounts distributed from the common fund.

JA Allotanets for construction and maintenance of country roads under State control are included with those for State highways as follows: Alabama \$1,721,000, Delaware (amount not segregated), North Carolina \$16,222,000, Virginia \$23,708,000, West Virginia \$3,801,000.

Jy In many States, the funds under "country and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban

^{7/} To Metropolitan District Commission for parkways and boulevarus.

8/ Allocation 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.

| | | | | FOR | | | FOR STAT | E HIGHWAY | PURPOSES | | FOR | LOCAL ROAD | S AND STREET | :s <u>L</u> / | FOR NONHIGHWAY PURPOSES 5/ | | | | | | | |
|--|--------------------------------------|---------------------------------|--|---------------------------------------|--|-------------------------------------|--|------------------------------------|-----------------------------------|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------------|-----------------------------------|---------------------------------------|--------------------------------------|---------------------------------|--|---------------------------|--|--|--|
| | NET | ADJUST- MENTS DUE TO | | ADMINIS- TERING | | CONSTRI | UCTION, | | | | | | | | STATE GENE | | | T | | | | |
| STATE | TOTAL RECEIPTS OF | UNDIS- TRIBUTED BALANCES, | RECEIPTS AVAILABLE FOR DISTRI- | REGIS- TRATION LAWS, | NET FUNDS DISTRIB- UTED | ADMINIS | TRATION PARK. | STATE HIGHWAY | SERVICE OF OBLIGA- TIONS | TOTAL | COUNTY AND OTHER | CITT | SERVICE OF OBLIGA- TIONS | TOTAL | FROM DRIVERS LICENSE | FROM MOTOR- | COUNTY AND OTHER | EDUCA- TION, NONHIGH- | | | | |
| | CALENDAR YRAR | FUNDS IN TRANSIT ETC. | BUTION | COLLEC- TING FEES, ETC. 1/ | 2/ | STATE HIGHWAY SYSTEMS 3/ | FOREST, AND OTHER STATE ROADS | POLICE AND SAFETY | FOR STATE HIGHWAYS | TOTAL | LOCAL ROADS 3/ | STREETS | FOR LOCAL ROADS | TOTAL | FEES, FINES, PENALTIES, ETC. | VEHICLE REGIS- TRATION FEES | IOCAL GENERAL FUNDS 6/ | MAY DEBT, AMD MISCEL- LANEOUS | TOTAL | | | |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | | | |
| Alabama Arisona Arkansas California | 7,784 4,914 9,863 127,097 | 223 -49 -35 | 8,007 4,865 9,863 127,062 | 957 930 298 14,711 | 7,050 3,935 9,565 112,351 | 1,187 3,665 6,016 29,672 | • | 1,537 259 438 11,875 | 1,163 1,780 2, 7 01 | 3,887 3,924 8,234 144,248 | 3/ 203 11 717 8,745 | 508 113 405 | : | 711 11 830 9,150 | - 501 - | : | 2,452 - 58,953 | - | 2,452 501 7/ 58,953 | | | |
| Colorado Connecticut Delaware 8/ Florida | 6,090 12,323 2,316 28,130 | 101 -17 - | 6,191 12,306 2,316 28,130 | 1,593 1,990 487 2,618 | 4,598 10,316 1,829 25,512 | 2,105 7,677 471 92 | - 29 - | 628 195 2,031 | 263 3 343 | 2,368 8,337 1,009 2,123 | 2,230 1,565 (3/) | ելև 1 | | 2,230 1,979 1 | 1,111 | - 760 22,278 | : | - - 59 | - 819 23,389 | | | |
| Georgia 8/ Idaho Illinois Indiana | 5,914 4,667 56,021 27,196 | -3 270 -2,636 45 | 5,911 4,937 53,385 27,241 | 706 325 4,696 2,732 | 5,205 4,612 48,689 24,509 | 3,538 2,810 29,478 12,428 | - - - 5 | 222 321 4,579 691 | 8,040 | 3,760 3,131 42,097 13,124 | 1,445 1,432 5,933 7,794 | 49 452 3,591 | : | 1,445 1,481 6,385 11,385 | 207 | : | - | : | - - 207 | | | |
| Iosa Kansas Kentucky Louisiana | 33,427 12,106 14,271 8,232 | 2,652 -3 11 161 | 36,079 12,103 14,282 8,393 | 1,366 1,231 1,589 1,414 | 34,713 10,872 12,693 6,979 | 14,105 9,431 9,673 4,448 | | 1,002 563 2144 | 306 1,816 | 15,107 9,737 10,236 6,508 | 16,640 1,129 2,457 471 | 2,966 6 - | : | 19,606 1,135 2,457 471 | : | : | - | - | : | | | |
| Maine Maryland Massachusetts Michigan | 7,038 20,656 14,950 50,167 | 206 li 1,29li 97 | 7,21,1,1 20,660 16,21,1,1 50,261, | 1/ 581 1,382 4,227 3,533 | 6,663 19,278 12,017 46,731 | 5,340 10,517 6,057 21,764 | 3 2/ 1,134 | 400 2,458 442 997 | 324 1,564 2,435 656 | 6,067 14,539 10,068 23,417 | 537 1,730 1,068 15,513 | 59 3,009 777 7,801 | | 596 4,739 1,919 23,314 | : | - | - | - - - | : | | | |
| Minnesota Miseiseippi Miseouri Montena | 27,422 7,778 20,134 5,822 | -526 -58 -677 -23 | 26,896 7,720 19,457 5,799 | 1,713 789 1,762 345 | 25,183 6,931 17,695 5,454 | 24,238 15,196 1,668 | - 3 | 770 814 756 658 | 1,737 | 25,008 814 17,689 2,329 | 6,087 6 2,603 | - - - 63 | - | 6,087 6 2,666 | 175 - 159 | - | : | : | 175 - - 159 | | | |
| Nebraska Nevada New Humpshire New Jersey <u>8</u> / | 6,766 861 4,807 46,313 | 366 -1 -28 -137 | 7,132 860 4,779 46,176 | 558 203 1/ 312 1/ 5,714 | 6,574 657 4,467 4 0, 462 | 1,893 603 3,771 19,078 | - - 557 | 885 21 227 2 ,22 0 | - 17 1,158 | 2,778 624 4,015 23,013 | 3,564 33 438 4,061 | 232 | - - - 973 | 3,796 33 438 8,024 | : | 9,106 | - | - 14 319 | - - 14 9,425 | | | |
| New Mexico New York <u>8</u> / North Carolina North Dakota | 5,743 93,184 25,301 6,190 | 92 -2,309 -150 13 | 5,835 90,875 25,151 6,203 | 649 6,919 1/2,422 270 | 5,186 83,956 22,729 5,933 | 2,151 41,051 20,532 2,988 | 5,708 | 563 1,208 1,152 48 | 6,833 950 | 2,714 54,800 22,634 3,036 | 2,166 19,835 (3/) 2,897 | : | : | 2,166 19,835 2,897 | : | 171 9,321 | 135 | - - 95 - | 306 9,321 95 | | | |
| Chio Cklahoma Cregon Pennsylvania | 62,909 23,772 12,028 60,976 | 3,539 -10 477 | 66,448 23,762 12,505 60,976 | 4,393 876 1,932 4,872 | 62,055 22,886 10,573 56,104 | 15,961 4,953 6,583 48,852 | 142 - 34 242 | 3,972 2,083 320 1,716 | - 300 890 | 19,975 7,036 7,237 51,700 | 32,476 5,087 2,129 2,637 | 9,604 1,696 1,063 1,767 | : | 42,080 6,783 3,192 4,404 | : | - | - | 9,067 1144 | 9,067 山山 | | | |
| Rhode Island 8/ South Carolina South Dakota Tennessee | 5,141 6,413 4,981 13,424 | - 79 14 9 | 5,141 6,492 4,9 <u>65</u> 13,433 | 477 851 98 960 | 4,664 5,641 4,887 12,473 | 2,462 3,879 822 9,280 | - 11 - 17 | 152 186 17 2,110 | 85 1,562 | 2,699 5,641 839 11,394 | 1,5 3,561 638 | 6 - 1487 14 | : | 51 h,048 642 | - | 1,914 - - 437 | - | - | 1,914 - 437 | | | |
| Texas Utah Vermont Virginia | 80,753 3,052 4,943 15,388 | 15 49 -5 -5 | 80,768 3,101 4,938 15,383 | 6,900 1/ 1,05 1/ 21,3 1,21,0 | 73,868 2,696 4,695 14,143 | 48,799 243 2,879 12,746 | 15 | 1,902 209 173 1,072 | 151 | 50,701 452 3,218 13,818 | 21,185 1,263 1,378 | 981 99 319 | - | 21,185 2,214 1,477 319 | 1,982 | : | - - - | - 6 | 1,982 | | | |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 26,204 15,246 24,692 1,692 | -168 - - -1 196 | 26,036 15,246 24,692 1,691 | 1,467 736 2,361 116 | 24,569 14,510 22,331 1,575 | 11,165 10,465 11,726 1,136 | 294 191 | 821 83 441 83 | 259 3,962 14 250 | 12,539 14,510 12,372 1,469 | 188 (3/) 5,769 92 | 155 2,425 14 | - 6 - | 349 8,194 106 | 116 | : | 1,916 1,765 | 9,649 - - - | 7/ 11,681 1/ 1,765 | | | |
| Total | 1,069,439 | 3,062 | 1,072,501 | 97,641 | 3,846 974,860 | 505,594 | 8,275 | 53,574 | 39,562 | 607,005 | 187,758 | 1,754 | 1,083 | 1,754 232,651 | 2,092 6,6k3 | 43,987 | 65,221 | 19,353 | 2,092 | | | |
| | <u> </u> | · | | <u> </u> | · · · · · · · · · · · · · · · · · · · | | | | | | | | 1 | 1 | | | | | | | | |

^{1/} Collection expenses in many States include service charges deducted by county and local collectors. See Table SF-9 and 10 for details of assumts included in this column. Assum shown for Maine includes \$12,000 for administring motor-carrier laws; for New Hampshire and North Carolina \$21,000 and \$31,000 respectively for administration of motor-fuel tax laws; for New Jersey, Utah and Vermont an unsegregated allocation for adminis-

tering motor-carrier tax laws.

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 rata motor-vehicle revenue portion of the amounts distributed from the common fund.

Allotaments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$11,3000, Delaware (amount not segregated), North Carolina \$6,540,000,

In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes. 5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Cartwright Act of 193h. Such diversions can be determined only after analysis in the light of State laws in force in 193h. For Table MT-3, gross nonhighway allocations of motor-vehicle revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,792,000, Comm. \$308,000, Ill. \$540,000, Mass \$282,000, Mich. \$1,776,000, Minn. \$102,000, Miss. \$1,004,000, Mont. \$659,000, N.Max. \$548,000, Okla. \$6,700,000, Tenn. \$2,810,000, Texas \$15,000,000, Mass. \$1,004,000, Mont. \$659,000, 6/ Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

7/ The monhighest allocations of "wehicle license fees" in California and "motor-wehicle excise taxes" in Mashington (see Table MV-2, footnote 5), and registration fees in Misconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

8/ In Delaware, Georgia, New Jorsey, New York, and Rhode Island, motor-vehicle revenues were placed in the State general fund, where they were made available for highest and other purposes as indicated herein. 9/ To Metropolitan District Communication for parketsys and boulevards.

Highway Statistics, 1952

| from reports of Stat | o administration | , | 1 | | | | | | | | Issued September 1953 | | | | | | | |
|--|--|---|---|---|--|----------------------------|--|---|---|--------------------------|--|------------------------|--|-------------------------|------------------------------|---|------------------|------------------------------|
| | | ADJUST- | | FOR | | * . | FOR ST | ATE HIGHWAY | PURPOSES | | FOR | LOCAL ROADS | AND STREETS | ₽\ | FOF | NONHIGHWAY | PURPOSES 5/ | |
| STATE | NET TOTAL RECEIPTS OF CALENDAR YEAR | MENTS DUE TO UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | RECEIPTS AVAILABLE FOR DISTRI- BUTION | COLLEC- TION AND ADMINIS- TRATION OF MOTOR- CARRIER TAXES | net Funds Distrib- Uted 2/ | MAINTEN. | UCTION, ANCE, AND TRATION PARK, FOREST, AND OTHER STATE ROADS | STATE HIGHWAY POLICE AND SAFETY | SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS | TOTAL | COUNTY AND OTHER LOCAL ROADS 3/ | CITY STREETS | SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS | TOTAL | STATE GENERAL FUND | COUNTY AND OTHER LOCAL GENERAL FUNDS 6/ | OTHER | TOTAL |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama Arisona Arkansas California | 1,145 1,351 4 13,714 | -24 -24 - 674 | 1,141 1,327 4 14,418 | 171 150 4 2,527 | 970 1,177 11,891 | 813 1,096 11,890 | 1 - - | - 78 - | • | 81)4 1,174 11,890 | 3/ 11/2 3 | 14 - 1 | : | 156 3 - | - | : | - | - - - |
| Colorado Connecticut Delaware 7/ Florida | 2,736 666 - 673 | -513 | 2,736 153 - 673 | 210 153 - 69 | 2,526 - - 604 | 1,073 | : : : | : | 134 | 1,207 | 1,256 | - | 1711-0 - - | 1,256 - - Luly | 63 - - 143 | - - - 12 | = | 63 |
| Georgia 8/ Idaho Illinois 7/ Indiana | 151 153 - | - 23 - | 151 176 - | 108 23 - 138 | 43 153 - 199 | 29 118 - 101 | = | 2 29 - | : | 31 147 - 106 | 12 6 - 64 | - - - - 29 | : | 12 6 - 93 | - | : | = | |
| Iowa Kansas Kentucky Louisiana | 424 3,286 1,565 63 | -7 - ls | 417 3,286 1,569 63 | 104 799 366 63 | 313 2,487 1,203 | 129 1,520 1,032 | - | 735 60 | - 49 - | 134 2,304 1,092 | 152 182 111 | 27 | : | 179 183 111 | - | = | : | - - - |
| Maine Maryland Massachusetts Michigan | 99 29 237 1,179 | -10 -50 140 | 89 29 187 1,319 | 89 - 151 248 | - 29 36 1,071 | - 29 36 510 | - · | : | - - 15 | - 29 36 525 | 363 | 183 | : | - - - 546 | - - - | - | = | |
| Minnesota Mississippi Missouri Montana | 80 172 1,031 207 | : | 80 172 1,031 207 | 80 172 130 102 | - 901 105 | - - 774 | - - - | - - 39 | - - 88 - | - - 901 - | : | - | : | - - - | - 105 | - | : | 105 |
| Nebraska Newada New Hampshire New Jersey 8/ | 69 1,297 37 109 | - -11 1 | 69 1,286 38 109 | - 69 - 7 - | 1,286 31 109 | 1,179 27 109 | - | - 42 1 | : | 1,221 28 109 | 65 3 | - - - | - | - 65 3 | - - - | : | : | • |
| New Mexico New York 8/ North Carolina North Dakota | 1,377 9,462 8 433 | -165 - - -386 | 1,212 9,462 8 47 | 327 1,027 8 47 | 885 8,435 - | 856 և,959 - | - 690 - | 29 146 - | - 826 - | 885 6,621 - | 688 | - - - | : | - 688 - | 1,126 | : | - | 1,126 |
| Ohio Oklahoma Oregon Pennsylvania 7/ | 1,438 416 7,780 | 93 -6 -297 | 1,531 410 7,483 | 237 38 704 - | 1,294 372 6,779 | 993 4,157 | 3 - 21 | - - 306 - | - - 189 - | 996 4,673 | 222 279 1,344 | 76 93 671 | : | 298 372 2,015 | - | : | - - 91 | - 91 |
| Rhode Island 8/ South Carolina South Dakota Tennessee | 51 663 1,605 235 | -16 18 | 51 647 1,623 235 | 30 140 84 85 | 21 507 1,539 150 | 1,501 | - | 1 - 31 - | - | 12 | 7 150 | - | = | - 7 150 | 9 - - | - 507 - | = | 507 - |
| Texas Utah Vermont Virginia | 353 398 40 2,003 | -41 | 357 398 40 1,962 | 116 - - 223 | 21,1 398 1,0 1,739 | 27 398 24 1,294 | - - - | - 2 109 | - 1 | 27 398 27 1,403 | 12 | - - 1 33 | = | - - 13 33 | 21J. - - 303 | = | - | 211 ₄ - 303 |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 611 312 4,167 1,342 498 | - - -96 | 611 312 4,167 1,246 498 | 611 14 171 105 | 298 3,996 1,141 498 | - 193 2,140 1,002 | - 35 | - 2 - 45 | - 103 3 - | 298 2,178 1,047 | 1,053 82 | - 山3 12 | - | - 1,496 94 | - - - - - 498 | 322 | - | - 322 - 498 |
| Total | 64,036 | -669 | 63,367 | 9,900 | 53,467 | 38,020 | 750 | 1,667 | 1,408 | 41,845 | 6,196 | 1,584 | 1,119 | 8,229 | 2,461 | 841 | 91 | 3,393 |
| | | I | <u> </u> | 1 | | | | <u> </u> | L | | | t | 1 | | | 1 | L | |

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 MC-2, gross nonhighway allocations of motor-carrier revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Iowa \$1,000, Mass. \$30,000, S.Dak. \$6,000, Tenn. \$150,000.

^{1/} See Tables SF-9 and 10 for details of collection costs.
2/ Motor-carrier 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 motor-carrier tax portions of the amounts distributed from the common fund.
2/ An allotment of \$83,000 for construction and maintenance of county roads under State control in Alabama is included with that for State highways.
4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

^{5/} The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

^{6/} Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported. The Wisconsin allocation was in lieu of personal property tax formerly imposed on

motor vehicles.

7/ No special taxes on motor carriers were reported.

8/ In Georgia, New Jersey, New York, and Rhode Island, motor-carrier revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

| | | | AD Brown | | BOD. | T | | FOR STATE | HIGHWAY PU | RPOSES | } | FOR LO | CAL ROADS | AND STREETS | 3/ | FOR NONHIGHWAY PURPOSES Ly | | | | | | |
|-----|---|--|---|--|---|--|---------------------------------------|---|----------------------------------|-----------------------------------|---|--|--|--------------------------------|--------------------------------------|---|---|---------------------------------|--|-------------------------------------|--|--|
| | STATE | NET TOTAL RECEIPTS OF | ADJUST- MENTS DUE TO UNDIS- TRIBUTED | RECEIPTS AVAILABLE FOR | FOR COLLEC- TION AND ADMINIS- TRATION | net Funds Distrib- | CONSTRU MAINTENA ADMINIS | INCE, AND TRATION | STATE HIGHWAY | SERVICE OF OBLIGA- | | COUNTY AND OT HER | CITY | SERVICE OF OBLIGA- | | STATE GENE FROM INSPEC- | FROM MOTOR- | COUNTY AND OTHER | EDUCA- TION, NONHIGH- | | | |
| | | CALENDAR YEAR 1 | BALANCES, FUNDS IN TRANSIT, ETC. | DISTRI- BUTION | OF HIGHWAY USER REVENUES | UTED | STATE HIGHWAY SYSTEMS 2/ | PARK, FOREST, AND OTHER STATE ROADS | POLICE AND SAFETY | TIONS FOR STATE HIGHWAYS | TOTAL | LOCAL ROADS 2/ | STREETS | TIONS FOR LOCAL ROADS | TOTAL | TION, OPERATORS, AND MISCEL- LANEOUS FEES | FUEL, REGISTRA- TION, AND CARRIER TAXES | LOCAL GENERAL FUNDS 5/ | WAY DEBT, AND MISCEL- IANEOUS | TOTAL | | |
| | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | | |
| 4 | labama rizona rkansas alifornia | 49,346 20,409 37,361 306,816 | 221 -73 1 -2,047 | 49,567 20,336 37,362 304,769 | 1,464 1,335 386 18,014 | 48,103 19,001 36,976 286,755 | 12,455 13,747 19,940 135,180 | - 4 | 1,537 971 487 11,875 | 3,475 9,175 2,701 | 17,471 14,718 29,602 149,756 | 2/ 27,426 2,869 5,614 56,102 | 754 1,414 375 21,944 | - | 28,180 4,283 5,989 78,046 | - - 604 | - 781 - | 2,452 | - | 2,452 1,385 <u>6</u> / 58,953 | | |
| l c | colorado comecticut celaware 7/ lorida | 34,055 35,169 7,570 96,650 | 101 -530 1 | 34,156 34,639 7,571 96,650 | 2,017 2,201 508 3,104 | 32,139 32,438 7,063 93,546 | 15,879 24,646 1,820 49,434 | - 92 - 328 | 1,383 1,338 752 2,031 | 1,986 8 1,324 2,840 | 19,248 26,084 3,896 54,633 | 11,883 5,024 (2/) 2,843 | 945 1,330 6 | - - 10,746 | 12,828 6,354 6 13,589 | 1,951 | 63 2,933 23,361 | - - - 12 | - - 228 | 63 3,161 25,324 | | |
| | eorgia]/ Idaho Illinois Indiana | 59,159 16,232 142,536 76,662 | -3 302 -2,145 -861 | 59,156 16,534 140,391 75,801 | 1,088 389 5,398 3,096 | 58,068 16,145 134,993 72,705 | 39,462 10,531 54,887 37,290 | 15 | 2,486 350 4,911 2,025 | 8,040 - | 41,948 10,881 67,838 39,330 | 16,120 5,078 37,936 22,849 | 186 27,976 10,526 | : | 16,120 5,264 65,912 33,375 | - 482 | - | : | - 761 - | 1,243 | | |
| 1 | lowa lansas lentucky Jouisiana | 64,688 Ш,877 57,538 56,790 | 3,226 13 325 989 | 67,914 44,890 57,863 57,779 | 1,743 2,793 2,210 1,851 | 66,171 42,097 55,653 55,928 | 27,231 30,799 46,527 33,929 | | 1,091 735 2,708 1,474 | 1,000 | 28,322 32,534 49,235 45,565 | 32,124 7,210 6,418 9,054 | 5,725 2,211 1,309 | - | 37,849 9,421 6,418 10,363 | - | 11 ₁ 2 | : | - | - 1145 - | | |
|] ; | zine faryland fassachusetts fichigan | 21,445 50,084 57,141 129,627 | 196 4 2,531 237 | 21,641 50,088 59,672 129,864 | 709 1,472 4,591 4,214 | 20,932 48,616 55,081 125,650 | 16,776 20,103 27,781 59,159 | 9 8/ 5,195 | 1,258 2,493 2,025 1,338 | 1,018 6,660 11,153 1,782 | 19,061 29,256 46,154 62,2 7 9 | 1,685 7,066 4,892 42,166 | 186 12 ,29h 3,558 21,205 | - - 477 - | 1,871 19,360 8,927 63,371 | : | - | : | - | | | |
| 1 | firmesota fississippi fissouri fontana | 66,828 40,963 49,263 17,952 | -363 -58 -670 148 | 66,465 40,905 48,593 18,100 | 2,124 1,817 2,080 522 | 64,341 39,088 46,513 17,578 | 49,539 15,620 39,944 12,085 | 113 1 25 | 1,574 844 1,988 747 | 4,135 4,565 1,422 | 51,113 20,712 46,498 14,279 | 13,053 18,376 15 2,672 | - - 63 | - | 13,053 18,376 15 2,735 | 175 - - 459 | 105 | : | - | 175 - 564 | | |
| 1 | lebraska levada lew Hampshire lew Jersey <u>7</u> / | 28,913 6,492 12,104 86,415 | 366 -12 -27 -137 | 29,279 6,480 12,077 86,278 | 878 275 319 6,182 | 28,401 6,205 11,758 80,096 | 12,658 5,314 10,074 37,823 | 1,102 | 964 188 431 4,388 | - 46 2,289 | 13,622 5,502 10,551 45,602 | 13,797 703 1,169 8,029 | 982 - 5,910 | 1,923 | 14,779 703 1,169 15,862 | - | 18,002 | = | - 38 630 | - - 38 18,632 | | |
| 1 | lew Mexico lew York <u>T</u> / lorth Carolina lorth Dakota | 22,847 213,327 99,695 13,947 | -73 -12,100 -150 -27 | 22,774 201,227 99,545 13,920 | 1,310 8,166 2,617 509 | 21,464 193,061 96,928 13,411 | 15,637 99,278 71,465 8,985 | 13,805 | 592 2,921 4,012 61 | 2,623 16,525 13,851 | 18,852 132,529 89,328 9,046 | 2,166 37,991 (2/) 4,365 | 4,949 | : | 2,166 37,991 4,949 4,365 | 2,321 | 311 22,541 | 135 - - | 330 | idi6 22,511 2,651 | | |
| | hio Klahoma Dregon Pennsylvania | 153,365 67,796 49,999 187,081 | 3,304 -107 93 -3 | 156,669 67,689 50,092 187,078 | 4,915 1,312 2,741 5,239 | 151,754 66,377 47,351 181,839 | 66,546 30,690 29,421 147,325 | 181 151 729 | 3,972 2,083 1,533 5,176 | 1,339 2,683 | 70,699 32,773 32,444 155,913 | 54,799 21,507 9,513 18,737 | 26,256 3,030 4,750 7,189 | - | 81,055 24,537 14,263 25,926 | - | = | - - - | 9,067 6կկ | 9,067 6luli - | | |
| | Rhode Island 7/ South Carolina South Dakota Tennessee | 12,286 45,560 15,631 67,598 | - 63 -237 -287 | 12,286 45,623 15,394 67,311 | 530 1,083 294 1,357 | 11,756 44,540 15,100 65,954 | 6,205 26,228 9,731 33,017 | 91 16 | 383 1,257 203 2,110 | 215 10,561 4,882 | 6,803 38,137 9,934 40,025 | 113 5,310 4,679 24,936 | 14 - 487 14 | - - | 127 5,310 5,166 24,950 | 586 - | 4,826 - 979 | 507 | = | 4,826 1,093 - 979 | | |
| 1 | ľexas Itah Jermont Virginia | 187,906 14,872 10,214 69,717 | 568 54 -5 -184 | 198,474 14,926 10,239 69,533 | 7,687 509 249 1,636 | 180,787 14,417 9,990 67,897 | 119,102 11,297 6,118 62,233 | 32 | 4,333 699 368 3,241 | 321 | 123,435 11,996 6,839 65,474 | 25,081 1,263 2,929 <u>2</u> / 718 | 1,158 210 1,396 | 3,404 - - - | 28,485 2,421 3,139 2,114 | 1,982 | 21Jı, - 303 | = = | 26,671 12 6 | 28,867 12 309 | | |
| 1 1 | Washington West Virginia Wisconsin Wyoming Dist. of Col. | 72,202 34,730 65,003 10,556 13,859 | -97 196 | 72,203 34,730 65,003 10,459 14,055 | 2,254 750 3,036 240 699 | 69,949 33,980 61,967 10,219 13,356 | 33,176 24,436 32,957 6,900 | 313 537 | 2,150 195 山山 343 | 769 9,349 40 260 | 36,407 33,980 33,975 7,503 | 16,388 (2/) 16,215 2,155 | 5,456 6,815 561 10,766 | - 17 | 21,861 23,030 2,716 10,766 | 116 | - 498 | 1,916 4,962 | 9,649 | 6/ 11,681 6/ 4,962 2,590 | | |
| | Total | 3,101,306 | -7,256 | 3,094,050 | 119,913 | 2,974,137 | 1,701,380 | 22,739 | 90,465 | 137,198 | 1,951,782 | 611,038 | 191,950 | 16,567 | 819,555 | 10,768 | 75,059 | 68,937 | 48,036 | 202,800 | | |

^{1/} This table summarises the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables 0-3, MV-3, and MC-2, respectively.

2/ Allotments for construction and maintenance of county roads under State control are included with those for State highnay as follows: Alabama \$1,950,000, Delaware (amount not segregated), North Carolina \$22,762,000, Virginia \$23,708,000, West Virginia \$6,786,000.

2/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

by The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Carteright Act of 1924. Such diversions can be determined only after analysis in the light of State laws in force in 1924. For Table DF, gross nonhighway allocations of highway-user revenues were offset, in the following assumts, against appropriations for highways out of State general fund: Calif. \$3,792,000,

Conn. \$308,000, Ill. \$873,000, Ind. \$858,000, Iowa \$1,000, La. \$11,691,000, Mass. \$1,320,000, Mich. \$1,776,000, Minn. \$133,000, Miss. \$1,011,000, Mont. \$659,000, N.Mex. \$518,000, Okla. \$7,738,000, S.C. \$92,000, S.Dak. \$6,000, Tenn. \$12,326,000, Texas \$15,000,000, Wash. \$11,700.

were not reported.

^{6/} The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (See Table MY-2, footnote 5), and registration fees in Wisconsin were in lieu of personal property taxes

To Metropolitan District Commission for parkways and boulevards.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE 1/

Summary by Years

Table E-5 July 1953

| | To | otal Amount (| Collected by | Bureau of Inte | rnal Revenue | 2/ | · | Estimates | of Portions | Paid by Highway | Users 3/ | |
|---------------------------------------|--|---------------------------|--|--------------------------------------|----------------------------------|--|--|---------------------------|--|--------------------------------------|----------------------------------|--|
| Calendar | | Motor Fuel | | | Motor- | | | Motor Fuel | | | Motor- | |
| Year | Gasoline | Highway Diesel Fuel | Total | Lubricating Oil | vehicle Use Tax | Total | Gasoline | Highway Diesel Fuel | Total | Lubricating Oil | vehicle Use Tax | Total |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| 1919 1920 1921 1922 | - - - | - - - | 1111 | - | 2,066 1,807 1,796 1,845 | 2,066 1,807 1,796 1,845 | | 1111 | - - - | - - - | 2,066 1,807 1,796 1,845 | 2,066 1,807 1,796 1,845 |
| 1923 1924 1 92 5 1926 | - - - - | - - - | - | - - - | 2,088 1,894 1,871 176 | 2,088 1,894 1,871 176 | 1111 | 1111 | - - - | | 2,088 1,894 1,871 176 | 2,088 1,894 1,871 176 |
| 1932 1933 1934 1935 | 62,840 181,126 170,109 172,262 | • | 62,840 181,126 170,109 172,262 | 7,067 22,290 24,844 28,819 | | 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 | | 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 | 258,632 341,187 300,317 228,453 | - | 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 | 498,363 504,063 551,450 607,756 | - - - 180 | 498,363 504,063 551,450 607,936 | 81,884 80,317 91,748 86,101 | - - - | 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 1954 1955 | 851,538 | 683,بلا | 866,221 | 92,289 | - | 958,510 | 786,072 | 14,683 | 800,755 | µ8 , 0µ5 | - | 848,800 |

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

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS 1/

Summary by Years

Table E-6 July 1953

| | Total A | Amount Collecte | d by Bureau of | Internal Reve | enue <u>2</u> / | Est | imates of Port | ions Paid by H | ighway Users 3/ | ′ |
|--------------------------------|-----------------------------------|------------------------------|-----------------------------|-----------------------|---|-----------------------------------|------------------------------|-----------------------------|-----------------------|-------------------------------------|
| Calendar Year | Automobiles and Motorcycles | Trucks, Busses, and Trailers | Parts and Accessories | Tires and Tubes | Total | Automobiles and Motorcycles | Trucks, Busses, and Trailers | Parts and Accessories | Tires and Tubes | Total |
| | 1,000 | 1,000 | 1,000 | 1,000 | l,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| | Dollars | Dollars | Dollars | Dollars | Dollars | Dollars | Dollars | Dollars | Dollars | Dollars |
| 1917 · 1918 1919 1920 | - - - | - - - - | - - - - | - - - | 5,276 45,564 89,592 149,194 | - - - | - - - | - - - | - - - | 5,27 45,56 89,59 149,19 |
| 1921 1922 1923 1924 | - | - - - | - | - - - | 99,967 114,793 155,797 139,201 | | - | - - - | - - - | 99,96 114,79 155,79 139,20 |
| 1925 1926 1927 1928 | - | - | - | - | 143,431 96,256 60,504 28,222 | - | : | - | : | 143,43 96,25 60,50 28,23 |
| 1932 | 4,222 | 720 | 1,900 | 7,545 | 14,387 | 4,222 | 720 | 1,900 | 7,545 | 14,36 |
| 1933 | 22,476 | 3,047 | 4,443 | 23,836 | 53,802 | 22,476 | 3,047 | 4,443 | 23,836 | 53,80 |
| 1934 | 31,534 | 5,261 | 5,886 | 24,704 | 67,385 | 31,534 | 5,261 | 5,886 | 24,704 | 67,38 |
| 1935 | 42,263 | 6,674 | 7,019 | 28,102 | 84,058 | 42,263 | 6,674 | 7,019 | 28,102 | 84,09 |
| 1936 | 56,476 | 8,0կկ | 8,748 | 38,242 | 111,510 | 56,476 | 8,0կկ | 8,748 | 38,242 | 111,5 |
| 1937 | 64,722 | 8,812 | 9,620 | 40,088 | 123,242 | 64,722 | 8,812 | 9,620 | 40,088 | 123,2 |
| 1938 | 29,405 | 5,230 | 7,068 | 26,772 | 68,475 | 29,405 | 5,230 | 7,068 | 26,772 | 68,4 |
| 1939 | 51,063 | 7,1կ5 | 8,957 | 41,131 | 108,296 | 51,063 | 7,1կ5 | 8,957 | 41,131 | 108,2 |
| 1940 | 71,275 | 9,285 | 12,147 | 45,091 | 137,798 | 71,275 | 9,285 | 12,147 | 45,091 | 137,79 |
| 1941 | 101,464 | 14,253 | 18,562 | 71,858 | 206,137 | 101,464 | 14,253 | 18,562 | 71,858 | 206,1 |
| 1942 | 26,890 | 13,329 | 26,121 | 25,357 | 91,697 | 26,890 | 13,329 | 26,121 | 25,357 | 91,69 |
| 1943 | 1,087 | 1,798 | 25,064 | 31,948 | 59,897 | 1,087 | 1,798 | 25,064 | 31,948 | 59,89 |
| 1944 | 1,560 | 10,120 | 38,776 | 54,250 | 104,706 | 1,560 | 10,120 | 37,400 | 47,731 | 96,8 |
| 1945 | կ,665 | 32,874 | 61,055 | 88,185 | 186,779 | կ,665 | 11,807 | 48,700 | 64,825 | 129,99 |
| 1946 | 111,921 | 42,719 | 81,245 | 159,128 | 395,013 | 111,659 | 42,518 | 81,111 | 158,724 | 394,0 |
| 1947 | 2ևև,91և | 75,506 | 117,103 | 171,156 | 608,679 | շևև,332 | 74,969 | 114,888 | 170,061 | 604,2 |
| 1948 | 275,456 | 135,608 | 129,028 | 158,944 | 699,036 | 274,728 | 132,764 | 123,936 | 155,182 | 686,6 |
| 1949 | 448,875 | 114,532 | 98,323 | 146,308 | 808,038 | 448,193 | 110,238 | 94,064 | 129,991 | 782,4 |
| 1950 | 562,752 | 117,200 | 101,128 | 183,676 | 964,756 | 562,029 | 113,237 | 88,226 | 164,350 | 927,8 |
| 1951 | 579,203 | 126,335 | 127,585 | 172,614 | 1,005,737 | 577,884 | 105,967 | 120,364 | 146,136 | 950,3 |
| 1952 1953 1954 1955 | 601,852 | 187,837 | 187,357 | 164,510 | 1,141,556 | 601,092 | 004,800 | 174,251 | 134,429 | 1,018,1 |

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.

ESTIMATED AMOUNTS OF FEDERAL MOTOR FUEL AND LUBRICATING OIL TAXES PAID BY HIGHWAY USERS-1952 1

Table E-7, 1952 July 1953

| | | | July 19 |
|--------------------------------|--------------------------|-----------------------|---|
| STATE | MOTOR FUEL | LUBRICATING OIL | TOTAL |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama | 12,521 | 751 | 13,272 |
| Arizona | 5,635 | 338 | 5,973 |
| Arkansas California | 7,999 73,965 | 480 4 , 438 | 8,479 78,40 |
| Carronna | 13,50) | +,+30 | ,40 |
| Colorado | 8,517 | 511 | 9,028 |
| Connecticut Delaware | 11,022 | 661 127 | 11,685 2,248 |
| Florida | 17,850 | 1,071 | 18,921 |
| Georgia | 17,274 | 1,036 | 18,310 |
| Idaho | 3,825 | 230 | 4.05 |
| Illinois | 43,973 | 2,638 | 46,61 |
| Indiana | 24,384 | 1,463 | 25,847 |
| Iowa. | 15,531 | 932 | 16,46 |
| Kansas Kentucky | 11,989 | 719 726 | 12,708 12,833 |
| Louisiana | 11,374 | 682 | 12,056 |
| Maine | 4,731 | 284 | 5,015 |
| Maryland | 11,741 | 705 | 12,446 |
| Massachusetts | 20,035 | 1,202 | 21,23 |
| Michigan | 35,991 | 2,159 | 38,150 |
| Minnesota | 15,874 | 953 548 | 16,82 |
| Mississippi Missouri | 9,126 24,079 | 1,445 | 9,67 ¹ 25,52 ¹ |
| Montana | 3,903 | 234 | 4,137 |
| Nebraska | 8,598 | 516 | 9,111 |
| Nevada | 1,848 | 111 | 1,959 |
| New Hampshire New Jersey | 2,723 27,539 | 163 1,652 | 2,886 29,191 |
| | | | |
| New Mexico New York | 5,162 53,838 | 310 3,230 | 5,472 57,068 |
| North Carolina | 19,853 | 1,191 | 21,0钟 |
| North Dakota | 2,998 | 180 | 3,176 |
| Ohio | 45,274 | 2,717 | 47,99 |
| Oklahoma | 12,719 | 763 | 13,48 |
| Oregon Pennsylvania | 10,272 | 616 2,824 | 10,888 |
| remisyrvania | 47,065 | 2,024 | 49,889 |
| Rhode Island | 3,482 | 209 | 3,69 |
| South Carolina South Dakota | 10,151 3,474 | 609 208 | 10,760 3,682 |
| l'ennessee | 14,475 | 869 | 15,34 ¹ |
| l'exas | 52,986 | 3,179 | 56,165 |
| Utah | 4,088 | 245 | 4,33 |
| Vermont Virginia | 2,025 1 7,6 08 | 121 1,057 | 2,146 18,66 |
| | | | |
| Vashington Vest Virginia | 13,510 7,703 | 811 462 | 14,321 8,169 |
| Visconsin | 18,164 | 1,090 | 19,25 |
| Wyoming | 2,764 | 166 | 2,930 |
| District of Columbia | 4,077 | 245 | 4,322 |
| Continental U.S. | 797,963 | 47,877 | 845,840 |
| Alaska | 729 | 44 | 773 |
| Hawaii | 2,063 | 124 | 2,187 |
| Total | 2/ 800,755 | 48,045 | 848,800 |

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

2/ Includes \$14,683,000 from tax on diesel fuel used on the highways.

Highway Taxation

PRODUCTS TAXES PAID BY HIGHWAY USERS - 1952 1

Table E-8, 1952 July 1953

| | | | | | July 1953 |
|----------------------|-----------------------------------|------------------------------------|-----------------------------|-----------------------|-----------|
| STATE | AUTOMOBILES AND MOTORCYCLES | Trucks, Busses, and Trailers | PARTS AND ACCESSORIES | Tires and Tures | TOTAL |
| | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| | Dollars | Dollars | Dollars | Dollars | Dollars |
| Alabama | 7,352 | 2,357 | 2,725 | 2,102 | 14,536 |
| Arizona | 2,705 | 879 | 1,226 | 946 | 5,756 |
| Arkansas | 4,133 | 2,246 | 1,741 | 1,343 | 9,463 |
| California | 49,943 | 7,802 | 16,095 | 12,417 | 86,257 |
| Colorado | 5,031 | 1,448 | 1,853 | 1,430 | 9,762 |
| Connecticut | 9,180 | 974 | 2,398 | 1,851 | 14,403 |
| Delaware | 1,775 | 317 | 462 | 356 | 2,910 |
| Florida | 11,647 | 2,657 | 3,884 | 2,997 | 21,185 |
| Georgia | 10,399 | 2,855 | 3,759 | 2,900 | 19,913 |
| Idaho | 2,697 | 879 | 832 | 642 | 5,050 |
| Illinois | 42,572 | 4,586 | 9,569 | 7,382 | 64,109 |
| Indiana | 17,612 | 2,843 | 5,306 | 4,094 | 29,855 |
| Iowa | 10,322 | 2,116 | 3,380 | 2,607 | 18,425 |
| Kansas | 9,094 | 2,408 | 2,609 | 2,013 | 16,124 |
| Kentucky | 7,445 | 2,079 | 2,635 | 2,033 | 14,192 |
| Louisiana | 7,752 | 2,090 | 2,475 | 1,910 | 14,227 |
| Maine | 2,443 | 694 | 1,030 | 794 | 4,961 |
| Maryland | 9,621 | 1,275 | 2,555 | 1,971 | 15,422 |
| Massachusetts | 16,583 | 1,726 | 4,360 | 3,363 | 26,032 |
| Michigan | 41,437 | 4,484 | 7,832 | 6,042 | 59,795 |
| Minnesota | 13,186 | 2,182 | 3,454 | 2,665 | 21,487 |
| Mississippi | 4,849 | 2,135 | 1,986 | 1,532 | 10,502 |
| Missouri | 13,933 | 3,004 | 5,240 | 4,042 | 26,219 |
| Montana | 2,902 | 1,019 | 849 | 655 | 5,425 |
| Nebraska | 6,321 | 1,744 | 1,871 | 1,444 | 11,380 |
| Nevada | 834 | 245 | 402 | 310 | 1,791 |
| New Hampshire | 2,029 | 361 | 592 | 457 | 3,439 |
| New Jersey | 21,440 | 2,498 | 5,993 | 4,623 | 34,554 |
| New Mexico | 2,226 | 783 | 1,123 | 867 | 4,999 |
| New York | 49,240 | 5,558 | 11,716 | 9,038 | 75,552 |
| North Carolina | 11,286 | 3,152 | 4,320 | 3,333 | 22,091 |
| North Dakota | 2,604 | 789 | 652 | 503 | 4,548 |
| Ohio | 37,061 | 4,800 | 9,852 | 7,601 | 59,314 |
| Oklahoma | 8,056 | 2,494 | 2,768 | 2,135 | 15,453 |
| Oregon | 7,373 | 1,691 | 2,235 | 1,725 | 13,024 |
| Pennsylvania | 43,600 | 5,446 | 10,242 | 7,901 | 67,189 |
| Rhode Island | 2,883 | 317 | 758 | 585 | 4,543 |
| South Carolina | 5,440 | 1,616 | 2,209 | 1,704 | 10,969 |
| South Dakota | 2,545 | 730 | 756 | 583 | 4,614 |
| Tennessee | 8,555 | 2,410 | 3,150 | 2,430 | 16,545 |
| Texas | 34,361 | 9,150 | 11,530 | 8,895 | 63,936 |
| Utah | 2,619 | 658 | 889 | 686 | 4,852 |
| Vermont | 1,269 | 336 | 441 | 340 | 2,386 |
| Virginia | 12,845 | 2,436 | 3,832 | 2,956 | 22,069 |
| Washington | 8,126 | 1,547 | 2,940 | 2,268 | 14,881 |
| West Virginia | 4,697 | 1,055 | 1,676 | 1,293 | 8,721 |
| Wisconsin | 13,996 | 2,227 | 3,953 | 3,049 | 23,225 |
| Wyoming | 1,599 | 591 | 601 | 464 | 3,255 |
| District of Columbia | 3,013 | 324 | 887 | 684 | 4,908 |
| Continental U.S. | 598,631 | 108,013 | 173,643 | 133,961 | 1,014,248 |
| Alaska | 1,134 | 349 | 159 | 122 | 1,764 |
| Hawaii | 1,327 | 38 | 449 | 346 | 2,160 |
| Total | 601,092 | 108,400 | 174,251 | 134,429 | 1,018,172 |

^{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. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

Highway Statistics, 1952

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

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| 0371 | /3-13N | | | | | | | | † | | | | 1 | | 1 | | | - | 1 | 9461 ¢0€3 |
| 1 | 1 | | | | | | | | | | | | | | | 8TM3 | 30 9 | | | ENBER 1º 1948 |
| \$\$ "83701H3 | N HOTOM JJA | | | | | | | | | - | | | | | | 4 | | • | | SARY 1, 1942 |
| | • | ONDO | A 87M30 Q | CHIROJ V | 81M30 ≷ | TWENT | 134 \$ | 1 PEROENT | HOUSE TRAILERS | TM3: | 5 PERO | TM30 | #34 S | TM30 | 7 PER | | | • | | 1461 , 8380 |
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| | - | | 1 | , | 1 | 1 | | | • | | † | | 1 | | Ť | - | | • | T CENT | 4661 . 1 YAAA |
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| | | a3- | REPEA | 637 | REPEA | ירנט | 3439 | <i>-</i> | - | 037 | A343A | | 1 | | <u>† </u> | | • | • | • | UARY 26, 1926 |
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| | 8V-8010M AT 38U | | seur Vé | | яіт \ _ | 83190 | | 883 | 11 4 8T | :k8 | OUST | 83 | SSOR | | IOMOTUA INA YOROTOM | l i | /E 10 108410 | /E 138210 | J\ eveorine | STAC SVITSSTA PO XAT WEW TO PO NOISIVA XAT SWITSIXS |
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HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 99-108.

STATE HIGHWAY FINANCE

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. In tables SF-3 and 4 are recorded the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll-facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets. Details of construction, maintenance, and administrative costs are given in supplement 1 to SF-4.

In 1952, State revenue for highways, including roaduser revenues, tolls, sale of bonds, general revenues appropriated, and Federal-aid funds, reached agross total of \$4,651 million, but \$205 million of the total derived from tolls and road-user taxes was used under State laws for nonhighway purposes, and \$120 million for collection of taxes and fees, thus reducing to \$4,326 million the amount available for highways. In terms of purchasing power, this is an increase of 35 percent over the amount available for highways in 1941. Of total revenues, 66 percent came from current State taxes, comprising levies on motor fuel, 42 percent, motor vehicles, 23 percent, and motor carriers, 1 percent. Appropriations from general funds, with other State taxes, accounted for 1 percent of the total revenue. Tolls provided 3 percent, Federal funds, 11 percent, bonds, 17 percent, and miscellaneous, 2 percent.

State disbursements for highways totaled \$3,923 million in 1952, of which \$2,090 million were expended for highway construction, an increase of 13 percent over 1951. Allocations of State revenues to local governments for highway purposes totaled \$735 million, or 19 percent of total highway disbursements.

The inability of the States to obtain sufficient revenue from existing tax structures, and the pressing need for road modernization, has caused several States to resort to toll roads. In 1952, \$549 million of toll-road bonds were sold, and about 1,700 miles of toll roads were in operation or under construction.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, 2B, and 3 present information on State obligations for highways issued and redeemed during 1952, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll-revenue issues for bridges and for other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2B between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The obligations of certain special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Triborough Bridge and Tunnel Authority, are not included in these tables because the obligations do not come within the category of State debt for highways.

The total outstanding highway debt of State and quasi-State agencies at the end of 1952 was \$3,116 million. Deducting \$219 million in sinking fund and debt reserves, the net State debt for highways was \$2,897 million, a 28-percent increase over 1951. These amounts are itemized in table SB-2.

STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by the State agencies for highways. For calendar year 1952, total awards amounted to \$1,696 million, an increase of 23 percent over 1951. Of the contracts awarded during 1952, \$146 million (8.6 percent), were for construction of toll facilities, of which 89.6 percent were for toll roads and 10.4 percent for toll crossing facilities. Since large projects often require more than one year for completion, the mileages for which contracts were awarded, as shown in table CA-3, were not necessarily completed in 1952.

TABLE SF-1, 1952 Issued September 1953

| | BALANCES (| ON JANUARY 1 | 1, 1952 2/ | | | RECEIPTS F | ROM CURRENT | STATE DAPO | osts 3/ | | | T | | | OTHER RECE | 1PTS | | ****** | | T |
|--|---|------------------------------------|--|--|--|-------------------------------------|--|----------------------------------|--|---------------------------------|--|--|-------------------------|------------------------------|-------------------------|--------------------------------------|--|-------------------------------------|---|---|
| | RESERVES | | | В | IIGHWAY-USER | | | ROAD. | APPRO- | | | FEDERAL | . Funds | TRANSFERS LOCAL GOVE | FROM | ISSUE OF | | | | 1 |
| STATE | FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL | MOTOR- FUEL TAXES | MOTOR- VEHICLE FEES, ETC. | MOTOR- CARRIER TAXES | TOTAL | BRIDGE, AND FERRY TOLLS | PRI- ATIONS FROM GENERAL FUNDS | OTHER STATE IMPOSTS 5/ | TOTAL | BUREAU OF FUBLIC ROADS | OTHER AGENCIES | FROM COUNTIES, ETC. | FROM CITIES | FOR CONSTRUC- TION, ETC. | FOR DEBT SERVICE, INCLUDING REFUNDING | MISCEL- LANEOUS RECEIPTS | TOTAL | TOTAL RECEIPTS |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama Arizona Arkansas California | 18,142 6,558 18,360 48,078 | - 15,079 7,649 | 18,142 6,558 33,439 55,727 | 40,419 14,144 27,495 163,289 | 8,007 4,865 9,863 127,062 | 1,141 1,327 4 14,418 | 49,567 20,336 37,362 304,769 | 10,825 | - | 395 - - | 49,962 20,336 37,362 315,594 | 6,983 7,009 8,867 23,956 | - - 1,419 | 472 355 3,518 | - - - 520 | 25,000 - 13,754 | 7,428 | 292 5 97 2,130 | 32,280 7,486 9,319 52,725 | 82,242 27,822 46,681 368,319 |
| Colorado Connecticut Delaware Florida | 5,263 11,140 9,068 39,384 | 1,257 3,606 459 5,646 | 6,520 14,746 9,527 45,030 | 25,229 22,180 5,255 67,847 | 6,191 12,306 2,316 28,130 | 2,736 153 - 673 | 34,156 34,639 7,571 96,650 | 359 3,829 5,836 1,692 | - | - | 34,515 38,468 13,407 98,342 | 6,548 3,726 1,739 6,752 | : | 1,235 81 - 197 | - - - 37 | - 7,500 712 | - - 144 4,694 | 216 1,019 234 784 | 7,999 4,826 9,517 13,176 | 42,514 43,294 22,924 111,518 |
| Georgia Idaho Illinois Indiana | 23,590 1,705 56,133 3,229 | - 317 - | 23,590 1,705 56,450 3,229 | 53,094 11,421 87,006 48,223 | 5,911 4,937 53,385 27,241 | 151 176 - 337 | 59,156 16,534 140,391 75,801 | - - 618 - | 4,152 - 1,642 | - 8 - | 63,308 16,542 141,009 77,443 | 10,024 4,468 27,657 11,492 | 1,577 | 1,047 288 3,114 | - 6 1,551 86 | - | - - - | 457 25 270 399 | 11,528 6,364 32,592 11,977 | 74,836 22,906 173,601 89,420 |
| Iowa Kansas Kentucky Louisiana | 21,529 11,164 17,466 44,185 | 844 63 12,880 | 21,529 12,008 17,529 57,065 | 31,418 29,501 42,012 49,323 | 36,079 12,103 14,282 8,393 | 417 3,286 1,569 63 | 67,914 44,890 57,863 57,779 | - 257 - | 249 - 5,421 | 9,560 - 2,868 | 77,723 44,890 58,120 66,068 | 11,998 11,112 7,950 9,847 | - - 223 724 | 2,617 20 27 | 188 - 892 | : | - | 53 25 216 565 | 12,051 13,942 8,409 12,055 | 89,774 58,832 66,529 78,123 |
| Maine Maryland Massachusetts Michigan | 4,606 44,080 48,688 17,012 | 1,166 8,431 1,390 1,120 | 5,772 52,511 50,078 18,132 | 14,308 29,399 43,241 78,281 | 7,244 20,660 16,244 50,264 | 89 29 187 1,319 | 21,641 50,088 59,672 129,864 | 1,724 6,211 1,351 2,062 | - 765 2,377 | - - - | 23,365 56,299 61,788 134,303 | 4,779 3,408 9,165 19,257 | | 1,737 355 2,638 | 201 713 - | 13,507 32,354 80,552 | 452 - - - | 180 913 502 1,351 | 20,856 5,389 42,021 103,798 | 44,221 61,688 103,809 238,101 |
| Minnesota Mississippi Missouri Montana | 52,989 18,569 22,497 4,015 | 658 2,539 7,335 4,352 | 53,647 21,108 29,832 8,367 | 39,489 33,013 28,105 12,094 | 26,896 7,720 19,457 5,799 | 80 172 1,031 207 | 66,465 40,905 48,593 18,100 | | 530 3,500 | 5,551 601 | 66,465 46,986 52,694 18,100 | 13,126 7,920 13,371 7,741 | 2,029 724 475 | 3,539 109 575 | 21 30 81 - | - 14,928 | 1,096 | 667 7 301 143 | 17,353 10,095 31,076 8,359 | 83,818 57,081 83,770 26,459 |
| Mebraska Mewada Mew Hampshire Mew Jersey | 1,930 785 -4,489 108,723 | 1,963 2,812 | 1,930 785 -2,526 111,535 | 22,078 4,334 7,260 39,993 | 7,132 860 4,779 46,176 | 69 1,286 38 109 | 29,279 6,480 12,077 86,278 | - 872 17,165 | 14 - - | - | 29,293 6,480 12,949 103,443 | 7,821 4,323 2,438 6,529 | 1,575 - 9 | 697 - 433 1,300 | 331 243 - | - 10,000 47,588 | - 20 7,844 | 10 - 45 2,061 | 10,434 4,323 13,188 65,322 | 39,727 10,863 26,137 168,765 |
| New Mexico New York North Carolina North Dakota | 4,227 212,431 118,352 7,395 | 2,457 82,659 27,380 233 | 6,684 295,090 145,732 7,628 | 15,727 100,890 74,386 7,670 | 5,835 90,875 25,151 6,203 | 1,212 9,462 8 47 | 22,774 201,227 99,545 13,920 | 43,307 - | - 14 | - - - 132 | 22,774 244,534 99,545 14,066 | 8,656 23,319 8,834 8,592 | - - - 323 | 65 68 1,893 | 3,070 37 161 | 5,928 - | - 20 - | 49 6,796 630 - | 8,770 39,201 9,501 10,969 | 31,544 283,735 109,046 25,035 |
| Ohio Oklahoma Oregon Pennsylvania | 24,608 41,235 21,049 66,853 | 1,615 | 24,608 42,850 21,049 86,964 | 88,690 43,517 30,104 126,102 | 66,448 23,762 12,505 60,976 | 1,531 410 7,483 | 156,669 67,689 50,092 187,078 | 364 266 26,052 | 3,692 - - - | 2,694 103 | 106,725 70,383 50,358 213,233 | 20,524 9,964 7,335 17,410 | - 118 - | 1,359 216 383 4,721 | 2,860 69 | 315,076 5,947 14,822 57,435 | 4,807 933 15 6,462 | 1,162 518 108 5,283 | 345,788 17,578 22,850 91,311 | 506,513 87,961 73,208 304,544 |
| Rhode Island South Carolina South Dakota Tennessee | 117 11,116 6,409 16,041 | 1,502 7,004 4,090 | 1,619 18,120 6,409 20,131 | 7,094 38,484 8,786 53,643 | 5,141 6,492 4,985 13,433 | 51 647 1,623 235 | 12,286 45,623 15,394 67,311 | 245 - - - | 1,894 | 1,370 | 12,531 45,623 18,658 67,311 | 3,629 7,046 8,482 9,791 | - 543 - | 426 1,342 102 | 1,309 | 5,011 820 - | - | 106 257 - 26 | 10,055 8,549 10,386 9,919 | 22,586 54,172 29,044 77,230 |
| Texas Utah Vermont Virginia | 44,920 2,506 2,196 16,480 | 13,450 336 2,394 | 58,370 2,506 2,532 18,874 | 107,349 11,427 5,261 52,188 | 80,768 3,101 4,938 15,383 | 357 398 40 1,962 | 188,474 14,926 10,239 69,533 | 5,356 | : | - - - - | 188,474 14,926 10,239 74,889 | 28,690 5,987 2,156 9,308 | 1,090 487 - 91 | 1,298 101 271 140 | 816 69 135 728 | - | - | 772 - 463 | 32,666 6,644 2,562 10,730 | 221,140 21,570 12,801 85,619 |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 19,197 6,397 48,550 5,946 6,013 | 2,372 4,788 - - | 21,569 11,185 48,550 5,946 6,013 | 45,556 19,172 36,144 7,522 9,019 | 26,036 15,246 24,692 1,691 4,538 | 611 312 4,167 1,246 498 | 72,203 34,730 65,003 10,459 14,055 | 6,835 804 - - | 806 | 338 | 79,038 36,678 65,003 10,459 14,055 | 9,882 4,080 12,227 3,716 1,063 | 1,091 - 2,078 | 160 2,411 46 | 2,494 10 | 506 97 ,29 0 691 - | 1 15,383 - - | 349 1,561 1,091 257 184 | 12,029 118,314 18,914 6,107 1,247 | 91,06° 154,990 83,91° 16,560 15,300 |
| Total | 1,336,437 | 249,957 | 1,586,394 | 1,958,182 | 1,072,501 | 63,367 | 3,094,050 | 136,030 | 25,056 | 23,620 | 3,278,756 | 470,697 | 14,576 | 39,356 | 16,717 | 749,421 | 49,204 | 32,579 | 1,372,550 | 4,651,306 |

^{1/2} This table is one of a series on State highway finance. Tables SF-1 and 2 surmarize the receipts and disbursements of (1) State highway-user revenue, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Tables SF-3 and 4 record receipts and disbursements for State-administered highways including toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-9 and 10, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for nonhighway purposes can be obtained from tables G-3, MW-3, MC-2, and DF. Transactions of interstate and intrastate toll authorities that are operated by State or quasi-state agencies are given separately in tables SF-3B and 4B. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in tables SF-3A and 4A. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to table SF-4.

^{2/} Any differences between January 1 Dalances and previous year's closing balances are the result of

accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,792,000, Conn. \$308,000,

Ill. \$873,000, Ind. \$858,000, Iowa \$4,000, La. \$11,691,000, Mass. \$1,320,000, Mich. \$1,776,000, Minn. \$433,000, Miss. \$1,044,000, Mont. \$659,000, N. Mex. \$548,000, Okla. \$7,768,000, S. C. \$92,000, S. Dak. \$6,000, Tenn. \$12,326,000, Texas \$15,000,000, Wash. \$447,000.

4/ The entries in these columns are identical with the net receipts available for disposition on tables G-3, MV-3,

MC-2, and MF, respectively. As moted in those tables, Delaware, Georgia, New Jersey, New York, and Khode Island, place highway-user revenues in State general fund, and amounts indicated herein are general fund distributions considered to have been derived from highway-user revenues.

nave oven derived from nigoway-user revenues.

5/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$1,278,000, lubricating oil tax \$1,590,000; Miss., tax on butane gas not used in motor vehicles \$174,000, sales tax \$5,378,000; Mo., use (sales) tax on motor vehicles purchased out of State \$540,000, tax on private car (railroad) companies \$61,000; Mo., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax; Pa., tax on aviation fuel; W. Va., capitation tax.

DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY - 1952 1/

| | · | | | | | | | | | | | | | | | | | |
|---|---|--|---|--------------------------------|---|--------------------------------------|--|--|-----------------------------------|---|--------------------------------------|---|--|--------------------------|--|--|------------------------------------|---|
| | EXPENSE OF | . DI | SBURSEMENTS | FOR STATE-AL | MINISTERED H | IGHWAYS | | | | FUND TRANSF AND STREETS | | | RES AND FUND HIGHWAY PURPO | | | BALANCES | ON DECEMBER | 31, 1952 |
| STATE | COLLECTING AND ADMIN- ISTERING HIGHWAY- USER REVENUES | CONSTRUC- TION, MAINTENANCE AND ADMINIS- TRATION 2/ | STATE HIGHWAY POLICE AND SAFETY | BOND INTEREST 3/ | SUBTOTAL, CURRENT EXPEND- ITURES | BOND RETIRE- MENT 3/ | TOTAL | COUNTY AND OTHER LOCAL ROADS 2/ | CITY STREETS | SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS | TOTAL | TO STATE AND LOCAL GENERAL FUNDS | EDUCATION, SERVICE OF NON- HIGHWAY DEBT, ETC. | TOTAL | TOTAL DISBURSE- MENTS | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL |
| - | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama Arizona Arkansas California | 1,464 1,335 386 18,047 | 23,936 20,101 32,459 161,809 | 2,222 971 484 11,109 | 921 3,844 1,770 | 27,079 21,072 36,787 174,688 | 2,559 5,215 10,751 | 29,638 21,072 42,002 185,439 | 2/ 27,952 4,524 6,311 64,469 | 1,183 1,414 375 19,214 | = | 29,135 5,938 6,686 83,683 | 2,452 1,385 58,953 | - | 2,452 1,385 58,953 | 62,689 28,345 50,459 346,122 | 37,695 6,035 14,373 63,269 | 15,288 14,655 | 37,695 6,035 29,661 77,924 |
| Colorado Connecticut Delaware Florida | 2,017 2,201 508 3,104 | 24,103 29,380 17,910 72,892 | 1,364 1,088 764 2,031 | 322 251 2,129 2,383 | 25,789 30,719 20,803 77,306 | 1,860 1,581 1,041 5,613 | 27,649 32,300 21,844 82,919 | 11,793 5,364 (2/) 2,842 | 940 1,330 6 | 10,746 | 12,733 6,694 6 13,588 | 63 2,933 25,324 | 228 | 63 3,161 25,324 | 42,462 41,195 25,519 124,935 | 5,147 13,633 3,167 25,719 | 1,425 3,212 3,765 5,894 | 6,572 16,845 6,932 31,613 |
| Georgia Idaho Illinois Indiana | 1,088 389 5,398 3,096 | 47,437 15,006 94,820 42,221 | 2,638 350 4,911 2,025 | - 2,070 | 50,075 15,356 101,801 14,246 | 6,142 | 50,075 15,356 107,943 44,246 | 21,091 5,880 35,617 22,929 | - 148 22,538 10,531 | - | 21,091 6,028 58,155 33,460 | 1482 - | - 761 - | 1,243 | 72,254 21,773 172,739 80,802 | 26,172 2,838 56,739 11,847 | - 573 | 26,172 2,838 57,312 11,847 |
| Iowa Kansas Kentucky Louisiana | 1,753 2,779 2,210 1,851 | 48,606 38,977 59,721 60,061 | 1,340 731 2,708 1,474 | - - 9 3,088 | 49,946 39,708 62,438 64,623 | - 99 ^R 229 5,736 | 49,946 40,706 62,667 70,359 | 46,477 11,592 6,309 9,081 | 6,527 2,211 1,309 | = | 53,004 13,803 6,309 10,390 | - 142 - | - | - 142 - | 104,703 57,430 71,186 82,600 | 6,690 12,564 12,789 38,083 | - 846 83 11,505 | 6,600 13,410 12,872 52,588 |
| Maine Maryland Massachusetts Michigan | 539 1,472 4,630 4,214 | 29,887 52,735 87,591 91,617 | 904 2,493 2,039 3,715 | 731 2,537 2,347 1,806 | 31,522 57,765 91,977 97,138 | 1,868 5,916 9,598 243 | 33,390 63,681 101,575 97,386 | 1,357 7,738 7,704 48,564 | 186 13,523 3,625 22,287 | - - 477 | 1,543 21,261 11,806 70,851 | : : | - - - | - - - | 35,472 86,414 118,011 172,451 | 13,333 16,666 34,350 82,779 | 1,188 11,119 1,526 1,003 | 14,521 27,785 35,876 83,782 |
| Minnesota Mississippi Missouri Montana | 1,933 1,834 2,080 520 | 66,453 28,427 56,371 23,146 | 1,574 1,293 1,988 808 | 8 1,952 1,159 227 | 68,035 31,672 59,518 24,181 | 650 2,529 10,490 | 68,685 34,201 70,008 24,181 | 19,629 23,001 1,689 2,672 | 1,157 - 63 | - | 20,786 23,001 1,689 2,735 | 175 - 564 | - | 175 - 564 | 91,579 59,036 73,777 28,000 | 45,886 16,960 38,473 1,136 | 2,193 1,352 5,690 | 45,886 19,153 39,825 6,826 |
| Nebraska Newada New Hampahire New Jersey | 912 291 319 6,182 | 25,364 9,674 14,693 105,766 | 964 138 431 4,388 | - - 22lı 10,556 | 26,328 9,862 15,348 120,710 | - 1,051 1,5կկ | 26,328 9,862 16,399 122,254 | 13,962 703 1,427 8,464 | 982 - 83 7,163 | 316 1,915 | 14,944 703 1,826 17,542 | 18,002 | - - 38 630 | 38 18,632 | 42,184 10,856 18,582 164,610 | -527 732 3,951 99,940 | 1,078 15,750 | -527 732 5,029 115,690 |
| New Mexico New York North Carolina North Dakota | 1,310 8,166 2,518 483 | 23,824 177,601 122,487 17,762 | 592 3,098 4,012 314 | 367 10,691 4,750 | 24,733 191,390 131,249 18,077 | 1,770 39,069 7,600 | 26,553 230,459 138,849 18,077 | 2,166 40,468 (2/) 8,245 | - 4,949 | - | 2,156 40,468 4,949 8,245 | 446 22,541 2,321 | 6/ 2,570 330 | իկ6 25,111 2,651 | 30,475 304,204 148,967 26,805 | 4,772 193,297 76,300 5,626 | 2,981 81,324 29,511 232 | 7,753 274,621 105,811 5,858 |
| Ohio Oklahoma Oregon Pennsylvania | 4,968 1,312 2,741 5,239 | 100,320 59,991 53,341 205,045 | 4,266 2,083 1,533 5,176 | 5,474 1,199 381 8,838 | 110,060 63,273 55,255 219,059 | 1,025 16,776 | 110,060 63,273 56,280 235,835 | 57,973 24,433 10,532 18,360 | 24,921 3,030 4,658 7,139 | - | 82,894 27,463 15,190 25,549 | : | 9,067 6141 | 9,067 6lili | 197,922 101,115 74,855 266,623 | 333,199 28,347 19,402 102,193 | 1,349 22,692 | 333,199 29,696 19,402 124,885 |
| Rhode Island South Carolina South Dakota Tennessee | 530 1,083 294 1,357 | 8,756 35,271 21,324 43,685 | 383 1,257 203 2,110 | 225 1,312 - 985 | 9,364 37,940 21,527 46,780 | 147 8,450 2,472 | 9,511 46,290 21,527 49,252 | 113 5,310 8,408 30,540 | 2,632 511 14 | - - - | 2,745 5,310 8,919 30,554 | 4,826 1,093 979 | - | 4,826 1,093 979 | 17,612 53,776 30,740 82,142 | 5,059 10,567 4,713 9,704 | 1,534 7,949 5,515 | 6,593 18,516 4,713 15,219 |
| Texas Utah Vermont Virginia | 7,543 509 238 2,236 | 139,267 18,085 8,805 84,498 | 3,939 701 380 3,889 | 1,087 -29 1,301 | 144,293 18,786 9,214 89,688 | 3,816 291 386 | 148,109 13,736 9,505 90,074 | 25,081 1,439 3,128 <u>2</u> / 825 | 1,473 210 1,396 | 3,404 - - | 28,485 2,912 3,338 2,221 | 2,196 | 26,671 12 6 | 28,867 12 309 | 213,004 22,207 13,093 94,840 | 57,933 1,869 1,903 7,351 | 8,573 -337 2,302 | 66,506 1,869 2,240 9,653 |
| Washington West Virginia Wisconsin Wyoming Dist. of Col. | 2,254 776 3,053 180 699 | 50,166 48,695 59,936 13,704 | 2,211 975 441 343 | 1,108 4,529 | 53,485 54,199 60,377 14,057 | 2,412 7,512 40 250 | 55,897 61,711 60,417 14,307 | 19,124 (2/) 19,927 1,943 | 5,469 7,981 571 9,556 | 118 - - | 24,711 27,908 2,514 9,556 | 2,032 4,962 2,590 | 9,649 - - - | 11,681 4,962 2,590 | 94,543 62,487 96,340 17,001 12,845 | 16,335 85,215 36,127 5,511 8,470 | 1,758 18,475 | 18,093 103,690 36,127 5,511 8,470 |
| Total | 120,041 | 2,673,726 | 94,901 | 80,621 | 2,849,248 | 167,635 | 3,016,883 | 697,156 | 191,355 | 16,976 | 905,487 | 154,764 | 50,606 | 205,370 | 4,247,781 | 1,704,242 | 285,677 | 1,989,919 |
| | | · | L | _ | | | | ! | | | | | L | | L | | | 1 |

^{1/} This table is one of a series on State highway finance, Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenues, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Tables SF-3 and 4 record receipts and (2) all other receipts and discursements by the states for ingleways. Includes 57-5 and in record receipts and disbursements for State-administered nighways inclusive of toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-9 and 10, receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for nonhighway purposes can be obtained from tables G-3, MV-3, MC-2, and DF. Transactions of interstate and intrastate toll authorities that are operated by State or quasi-state agencies are given separately in tables SF-33 and MB. Receipts and disbursements for State-administered highways exclusive of toll facilities are given in tables SF-34 and MB. Details of expenditures for construction, maintenance, and administration of State-administered highways are given in supplement 1 to table SF-L.

Virginia (all but three counties), and West Virginia are included with expenditures for State-administered highways. Virginia (all but three counties), and West Virginia are included with expenditures for State-administered highways.

3/ Obligations for State highways include State highway bonds and notes, State and quasi-state total authority
bonds, and obligations to reimburse county and other local governments for their contribution to the cost of roads
and bridges now on State systems. Interest column also includes small charges for debt administration. For
additional information on State debt for highways see SB tables.

1/ In many States, the fund transfers under "county and other local roads" may ultimately have been used in
part for city streets or service of obligations for local roads. Expenditures on city streets forming urban extensions of the State systems have been included under "disbursements for State-administered highways".

^{2/} Expenditures for county roads under State control in Alabama (three counties), Delaware, North Carolina,

^{5/} For additional details of allotments for nonhighway purposes see table Dr.
5/ Toll facility revenues in excess of estimated expenditures for highway purposes. This amount will not appear on table DF.

RECEIPTS FOR STATE - ADMINISTERED HIGHWAYS - 1952 J

| | BALANCES ON JANUARY | N JANUARY 1, | 1952 3/ | v | | RECEIPTS FROM | FROM CURRENT | | STATE IMPOSTS 3/ | | | i. | | | OTHER | RECEIPTS | | | | |
|---|--------------------------------------|----------------------------------|---|--|-------------------------------------|----------------------------|---------------------------------------|----------------------------------|------------------------------------|---------------------|---------------------------------------|------------------------------------|-------------------|----------------------------------|--------------------|--------------------------------------|--|-----------------------------------|---------------------------------------|---------------------------------------|
| | RESERVES | oaterando | | Ħ | HIGHWAY-USER REVENUE | REVENUE 4 | | ROAD. | APPRO- | | | PEDERA | FEDERAL FUNDS | TRANSPERS FROM LOCAL GOVERNMENTS | FROM | ISSUE OF NOTES, | BONDS, ETC. | | | T |
| STATE | FOR CURRENT HIGHWAY WORK | POR | TOTAL | MOTOR- FUEL TAXES | MOTOR- VEHICLE FEES, ETC. | MOTOR- CARRIER TAXES | TOFAL | BRIDGE, AND FERRY TOLLS | ATIONS FROM GENERAL FUNDS | STATE STATE IMPOSTS | TOTAL | BUREAU OF PUBLIC ROADS | OTHER AGENCIES | FROM COUNTIES, ETC. | FROM | FOR CONSTRUC- TION ETC. | FOR DEBT SERVICE, INCLUDING REFUNDING | MISCEL- LAMBOUS RECEIPTS | TOTAL | TOTAL |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabems Arizons Arkanses Californis | 9,727 6,189 18,101 10,548 | 15,079 7,649 | 9,727 6,189 33,180 48,197 | 12,770 9,620 21,368 93,618 | 3,887 3,924 8,234 14,248 | 814 1,174 11,890 | 17,471 14,718 29,602 149,756 | | | 395 | 17,866 14,718 29,602 160,581 | 4,468 6,019 8,511 | 1,419 | 315 | 8 | 25,000 | 7,428 | 292 5 | 29,765 6,024 8,608 1,5,093 | 47,631 20,742 38,210 205,674 |
| Colorado Connecticut Delaware Florida | 1, 186 5,476 9,068 39,379 | 1,257 3,606 459 5,646 | 5,443 9,082 9,527 45,025 | 15,673 17,747 2,887 52,510 | 2,368 8,337 1,009 2,123 | 1,207 | 19,248 26,084 3,896 54,633 | 3,829 5,836 1,692 | | | 19,607 29,913 9,732 56,325 | 6,548 3,726 1,739 6,752 | | 1,235 | 37 | 7,500 217 | 1,469,4 | 215 210,1 425 425 425 | 7,999 4,826 9,517 13,176 | ļ |
| Georgia Idaho Illinois Indiana | 23,590 1,023 22,017 3,229 | 74. | 23,590 1,023 22,334 3,229 | 38,157 7,603 25,741 26,100 | 3,760 3,131 42,097 13,124 | 16. 106 | 41,948 10,881 67,838 39,330 | - 618 - | 1,642 | 8 | 41,948 10,889 68,456 40,972 | 9,205 3,902 24,364 11,492 | 1,577 | 1,047 | 1,551 | | | 257 270 399 | 10,709 5,510 29,299 11,892 | 72,657 16,339 97,755 72,864 |
| Iowa Kansas Kentunky Louisiana | 10,933 8,156 15,384 44,185 | - 844 63 63,51 | 10,933 9,000 15,447 57,065 | 13,081 20,493 37,907 39,057 | 15,107 9,737 10,236 6,508 | 134 2,304 1,092 | 28,322 32,534 49,235 45,565 | - 152 | 249 | 4,015 | 22,586 42,534 49,498 53,844 | 7,499 9,082 7,950 9,847 | 223 | .,8. | 198 | , , , , | | 25 216 216 565 | 7,552 9,295 8,409 12,028 | 40,138 41,829 57,901 65,882 |
| Maine Maryland Massachusetts Michigan | 4,396 43,233 44,979 5,446 | 1,166 | 5,75 8,36 8,36 8,36 8,36 | 12,994 14,688 36,050 38,337 | 6,067 14,539 10,068 23,417 | - 28 38 525 | 19,061 29,256 46,154 62,279 | 1,724 6,211 1,351 2,062 | - 7 765 2,377 | 1111 | 20,785 35,467 48,270 66,718 | 2,473 2,473 9,165 16,718 | 1111 | 1,737 | 37 | 13,507 29,618 80,552 | 7: 1: | 180 913 502 1,351 | 20,856 3,608 39,285 98,666 | 41,641 39,075 87,555 165,384 |
| Minnesota Missisippi Missouri Montana | 44,439 11,903 18,392 3,955 | 658 2,539 7,335 4,352 | 45,097 14,442 25,727 8,307 | 26,105 19,868 27,908 11,950 | 25,008 844 17,689 2,329 | 8. | 51,113 20,712 46,498 14,279 | | 530 | 173 540 | 51,113 21,415. 47,038 14,279 | 8,357 6,325 13,371 7,741 | 2,029 | 78 577 | , _{6,9} , | 14,928 | , | 630 7 301 143 | 8,987 8,469 31,076 8,359 | |
| Nebraska Nevada Nev Hampshire New Jersey | 1,695 694 1,489 95,858 | 1,647 | 1,695 694 694 8,1842 98,149 | 10,844 3,657 6,508 22,480 | 2,778 624 4,015 23,013 | 1,221 28 109 | 13,622 5,502 10,551 45,602 | - 872 17,165 | ^{†1} | | 13,636 5,502 11,423 62,767 | 7,656 | 1,575 | 697 195 | 331 140 | 10,000 | | 10 45 2,025 | 10,269 4,323 12,847 68,893 | 23,905 9,825 24,270 125,660 |
| New Mexico New York North Carolina North Dakota | 4,227 212,240 117,025 6,823 | 2,457 82,659 27,380 233 | 6,684 294,899 144,405 7,056 | 15,253 71,108 66,694 6,010 | 2,724 26,4800 3,036 3,036 | 885 6,621 | 18,852 132,529 89,328 9,046 | ьо,737 - | 1111 | . , , % | 18,852 173,266 89,328 9,112 | 8,656 19,566 8,834 6,12 | 8 | 66. 781 | 3,070 | 5,928 | .8 | 6,796 630 630 | 8,770 35,448 9,501 7,083 | 27,622 208,714 98,829 16,195 |
| Ohio Oklahoma Oregon Pennsylvania | 19,411 40,870 16,196 65,727 | 20,11 | 19,411 42,485 16,196 85,838 | 1,9,728 25,737 20,534 104,213 | 19,975 7,036 7,237 51,700 | 996 4,673 | 70,699 32,773 32,444 155,913 | 364 266,052 | 3,324 | - - 103 | 74,387 32,773 32,773 182,068 | 19,492 9,953 6,547 17,364 | - 911 - | 295 | 2,860 | 315,076 5,947 14,822 57,435 | 4,807 933 15 6,462 | 1,162 518 108 5,283 | 343,692 17,351 21,635 91,219 | |
| Rhode Island South Carolins South Dakota Tennessee | 711 911,13 604,9 | 1,502 | 1,619 18,120 6,409 15,634 | 22,496 32,496 7,563 28,631 | 2,699 5,641 839 11,394 | 11,532 | 6,803 38,137 9,934 40,025 | 245 | 1,894 | 1,370 | 7,048 38,137 13,198 40,025 | 2,320 7,046 6,090 5,986 | . 1 2. | 924 | 1111 | 5,011 820 - | | 106 257 26 | 7,437 8,549 6,633 6,012 | |
| Texas Utah Vermont Virginia | 43,374 2,371 1,320 16,035 | 13,450 | 56,824 2,371 1,629 18,429 | 72,707 11,146 3,594 50,253 | 50,701 452 3,218 13,818 | 27 398 27 1,403 | 123,435 12,996 6,839 65,474 | 5,356 | | | 123,435 11,996 6,839 70,830 | 28,690 5,695 2,156 9,255 | 1,090 | 272. | 816 - 728 | | | 777 - 1 163 | 32,666 6,182 2,427 10,623 | 156,101 18,178 9,266 81,453 |
| Washington West Virginia Wisconsin Wyoming | 17,326 6,397 47,061 5,148 | 2,226 | 19,552 11,185 47,061 5,148 | 23,868 19,172 19,425 4,987 | 12,539 14,510 12,372 1,469 | 298 2,178 1,047 | 36,407 33,980 33,975 7,503 | 6,835 | ·65 · · | 338 | 43,242 35,902 33,975 7,503 | 8,509 4,080 10,087 3,716 | 1,091 | 100 | 1,698 | 506 97,290 691 | 15,383 | 347 1,561 1,091 257 | 10,454 118,314 13,667 6,051 | 53,696 154,216 47,642 13,554 |
| Total | 1.182.429 | Pilo oile | 1 1:31 676 | 000 | 200 | - | - | | | | | | | | | | | | | |

Ly over the last of the general note on as estimated in a datation to the receipts and disbursements of the State administered roads and bridges. In addition to the receipts and disbursements of the State building department for primary and secondary State highways and county roads under State control, there tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements and bridges of other State agencies, under state park boards and special State and quasi-state toil for roads and bridges of other Teach as the service transactions and (so far as reported) the receipts and disbursement suther the same of the same quasi-state toil toil facilities, and tables 37-30 and Ms for transactions of toil facilities is closing belances between humary labances and pervice up year is closing belances are the result of accounting adjustments, including of fauls not previously reported, etc.

amounts, against spropriations for State administered lighners out of State general thmis. Calif. \$2,700,000, com. \$305,000, 111. \$335,000, Int. \$535,000 (to Indiana Toll Bridge Commission), Iowa \$4,000, Int. \$977,000, Int. \$7,700,000 (includes \$50,000 to Mississipal River Bridge Authority), Mass \$1,200,000, Mids. \$957,000, Mids. \$957,000, Mids. \$957,000, Mids. \$957,000, Mids. \$959,000, Int. \$2,205,000, Int. \$2

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1952

7

Table SF-4, 1952 Issued September 1953

Compiled for calendar year from reports of State authorities

| | | OF STATE OF | STATE ROADS 1,000 | 1,000 bollars 13,520 15,783 12,783 18,912 18,912 18,912 18,912 18,912 18,912 18,913 18,933 18,933 | PRIMARY STATE HIGHMAYS (RURAL) (RURAL) (AUGUSAL) (AUGUSA | SECONDARY SECONDARY SECONDARY STATES | URBAN STORE STORE STORE OF STATE STORE LI,000 Dollars L91 7.7 5.523 7.523 1,330 1,300 1,30 | OTHER STATE ROADS ROADS 1,000 1,000 2,178 2,17 | 1,000 | ENGT. INESCENCE INESCENCE INESCENCE INESCENCE INCOMO ILORO | POLICE 1 POLICE 1 POLICE 2 POL | BOND 1,000 DOLLARS T 2,100 2,129 2,129 2,129 2,129 2,139 3,008 2,537 2,5 | CUREDOLAL, CUREDOLAL, CUREDOLAL, CUREDOLAL, CUREDOLAL, CUREDOLAL, CUREDOLAL, CONTROLATOR SA, 713 SC, 7 | 2559 2559 2559 2559 2559 2559 2559 2559 | 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,002 185,439 21,644 22,500 21,644 22,500 21,644 22,500 21,644 22,500 23 | RESERVES CURRENT HIGHALY WORK 1,000 Dollare 27,700 55,859 11,100 3,975 6,309 3,107 25,006 11,573 11,873 11, | ENGRESSERVES FOR DESTREAM SERVICE 1,000 DAILARS 11,465 5,904 2,190 1,146 1,146 1,146 1,146 1,146 1,140 | 1,000 |
|---------------|---|--|---|--|--|---|--|--|--|---|--|--|--|--|--|--|---|--|
| Second Street | 11,902 14,929 2,014 2,345 3,57,657 3,971 3,971 10,123 10,123 10,123 2,669 2,669 2,6637 2,669 2,6637 2,004 | 3,565 8,000 1, | 26. 25. 27. 1133. 121. 121. 121. 121. 121. 121. 12 | 16,437 16,437 16,437 16,437 16,132 13,632 | | 6,470 2,487 2,487 3/ 16,322 2,880 13,1399 3/ 13,896 3/ 13,896 3/ 13,896 3/ 13,896 84,552 | 128 2,571 11,261 2,667 2,667 2,667 2,667 2,667 2,667 2,667 2,667 2,667 2,667 2,671 2 | 1,24,5% 1,24,5% 1,3,212 1,4,3,212 1,4,114 1,1114 | 14,537 14,653 14,653 15 | 1,623 1,633 1,634 1,544 1,566 6,28 6,28 1,573 1,689 1,109 2,884 2,844 2, | 1,088 1,088 1,198 | 227 227 10,556 10,651 11,199 11,130 11,067 11,0 | 26,328 26,328 26,328 15,348 180,77 110,249 18,077 110,260 13,1249 18,077 110,260 13,1249 18,077 110,290 110,29 | 10,401 1,051 1,170 39,089 7,689 1,100 1,025 1,102 2,117 2,117 2,112 1,616 1,636 1,64 | 26,338 122,324 123,326 138,829 138,829 138,829 138,829 138,829 138,839 138, | 1,000 1, | 2,930 1,078 15,521 23,232 23,531 1,349 1,349 1,549 1,349 1,549 | 273, 128 657 5, 763 101, 855 101, 855 101, 365 101, 365 101, 365 101, 365 101, 365 101, 609 101, 609 101 |

and disbursements for State-administer foods and bridges. In sdift tion to the receipts and disbursements of the State highway estate from the State highway sets there State highway tends there State highway tends there State highway tends there is corrively these tables also include State highway tends and secondary State highway tends the state for roads and bridges of other State agencies, such as State park boards and special State and quasi-state toll authorities. Sections State and the state state of the state of

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

LV Includes pract, forcest, institutional, and reservation reads. Expenditures in Mains, M.H., M.A., M.Y., Onto, Pa., and M.Va. were parily or entitled, for tell facilities in Masse, District Commission parkeys and boulevards; in N.Y., for State parheays (part).

Ye classification of administration, entered masses and particular size of the classification of administration, entered masses and masses are present to the commission of administration of administration of manufacture and maintenance. For this analysis, undistributed enqual call and the construction and maintenance rependitures on a pro-rate basis.

Juniumes refunding as follows: Galiff., Galind Bay Bridge bonds \$0,663,000; Ma., Fernandina Port Authority bonds \$1,600,000; Me., Kennebee Bridge bonds \$1,600,000;

DISBURSEMENTS FOR STATE - ADMINISTERED HIGHWAYS - 1952 1/ (CLASSIFIED BY OBJECT OF EXPENDITURE)

| The control of the | | | | CAPITAL C | WELAY 2/ | | | | MAINTENANCE | E 2/ | | | | YOUNGO | A DATATEMENT | STA CRA MOTE | STORY I VACOUR | | THE STATE OF | T YOU WALL | 44 | Ì |
|--|--|------------------------|--|---------------------------------------|------------------------------------|--|-------------------------------------|----------------------------|--------------------------------------|------------------------------|---|-------------------------------------|-----------------------------------|--|--|---------------------------|--------------------------|-----------------------------------|-----------------------------------|---------------------------------|--|--|
| The column | | | | CAFLIAL | 2 min | | MAINTENANCE OF | CONDI | OPERATI | ING MAINTEN | TANCE | | EQUIPMENT | GENER | AL ADMINISTR | ATION AND ME | SCELLANEOUS | | STATE H. | STATE HIGHWAY POLICE AND SAFETY | CE AND SAI | ETA |
| Marche March Mar | R | АТЕ | ACQUISI- TION OF RIGHT- | CONSTRUC- TION OF ROADS | CONSTRUC- TION OF BRIDGES | TOTAL | ROADS | BRIDGES | SNOW REMOVAL, SANDING, ETC. | TRAFFIC | OPERATION OF DRAW. BRIDGES, ETC. | | PURCHASE AND OPERATION 3/ | GENERAL ADMINIS- TRATION AND ENGI- NEERING | | | MISCEL- LANEOUS | | STATE HIGHWAY POLICE | SAFETY | WEIGHT ENFORCE- MENT AND MISCEL- LANEOUS | TOTAL |
| Controlled 1,500 1,150 | | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | | | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Commutation 6.19 13,504 13,505 | Alabama Arizona Arkansas Californ: | is | 513 280 826 826 29,846 | 11,488 13,790 23,947 72,930 | 1,519 1,715 | 13,520 15,785 24,773 122,166 | 8,087 2,756 6,4,30 20,403 | 210 117 350 2,571 | 115 2,334 | | 103 | 9,145 3,383 6,883 27,379 | | 283 283 252 254,5 | 237 11.9 224 12.14,1 | 3,640 | 4418 817,1 | 1,271 933 803 12,264 | 2,222 920 115 11,109 | | 69 . | 2,222 971 1,84 11,109 |
| Comparison 1, 10, 10, 10, 10, 10, 10, 10, 10, 10, | Colorado Connecti Delaware Florida | cut | 889 131 640 4, 763 | 18,023 13,594 11,918 37,120 | 3,115 1,296 16,509 | 18,912 16,840 13,854 58,392 | 3,882 5,774 1,960 7,039 | 246 521 3,220 | 2,027 | - 58 239 1,38 | 1,225 | 3,882 9,330 2,773 11,176 | 1,936 3,162 671 3,906 | 1,036 2,289 1,004 2,048 | 308 346 540 540 540 540 540 540 540 540 540 540 | 61 61 528 | 14. 157 78 112. | 1,309 3,210 1,283 3,324 | 1,364 1,058 764 1,928 | , , , , | | 1,364 1,088 764 2,031 |
| Marche 1,85 20,900 2,900 1,9 | Georgia Idaho Dlinois Indiana | | 907 1,006 1,735 2,417 | 35,967 8,115 56,493 23,159 | - 10,594 5,711 | 36,874 9,121 71,822 31,287 | 8,451 3,733 15,152 5,865 | - 181 300 1751 | 4,98 913 2,385 881 | 146 1,223 1,871 | - 1111 556 | 8,94,9 1,976 19,171 8,624 | 3,908 2,255 2,369 727 | 1,050 569 2,163 1,623 | 468 136 902 470 | 20h 658 658 | 96 104 155 | 1,614 909 3,827 2,310 | 2,638 350 4,579 1,727 | 332 | 65 | 2,638 350 1,911 2,025 |
| Marche | Iowa Kansas Kentucky Louisian | as | 1,683 1,385 1,506 1,252 | 28,942 20,900 11,348 34,717 | 7,045 2,837 4,904 | 37,670 25,122 12,851 10,873 | 7,245 10,030 12,747 10,104 | 7.11 1.31 2,731 | 1,634 612 - | 727 502 1467 | - - 1,058 | 9,723 11,275 12,783 14,360 | 2,568 2,820 671 1,042 | 669 1,233 3,010 1,046 | 221 756 295 354 | 323 100 1458 224 | 1,91 321 204 | 1,213 2,580 1,084 1,828 | 1,340 731 2,700 1,428 | - 8 1,6 | | 1,340 731 2,708 1,474 |
| Marinetota 1,500 1,510 | Maine Maryland Massachu Michigan | setts | 1,011 2,698 2,698 4,671 16,891 | 14,963 22,896 60,132 39,180 | 2,823 17,403 4,319 13,555 | 18,797 42,997 69,122 69,626 | 6,800 5,381 6,388 8,703 | 499 56 747 977 | 2,255 354 5,171 5,005 | 158 553 1,175 1,728 | 1,432 514 2,393 | 9,712 7,776 13,995 18,806 | 1,297 1,591 3,729 4,965 | 909 1,363 3,174 1,177 | 041 185 426 151,1 | 226 334 | 329 188 612 557 | 1,378 1,962 4,474 3,185 | 904 2,229 2,039 3,374 | 69 - | 341 | 90t 2,193 2,039 3,715 |
| New Near Street 188 1.2 1.5 | Minnesot Mississi Missouri Montana | ppd | 3,909 1,280 2,925 1,60 | 43,305 20,958 36,379 13,099 | 3,680 1,11,7 1,119 | 50,891 22,238 10,451 14,978 | 10,624 5,201 13,254 5,225 | 325 245 296 168 | 2,953 739 1,034 | 444 | | 14,646 5,446 14,297 6,653 | 4,010 731 3,428 1,520 | 281 719 1,123 766 | 391 191 119 238 | 300 | 15.09 18.09 18.09 | 913 7143 1,623 1,515 | 1,330 1,293 1,988 706 | 244 - | 102 | 1,574 1,293 1,988 1,988 |
| New Naction 6,101 116,602 1.5,202 1,6,202 2.5 1,6,202 1,6,202 1,6,203 2.5 1,6,203 1,5,203 2,5,606 1,903 1,6,002 1,4,17 1,905 300 96 1,903 1,603 1,50 | Nebraska Nevada New Hampi New Jersi | shire By | 388 11,2 51,2 7,500 | 12,907 6,302 7,483 61,484 | 2,580 212 20 20 20,298 | 15,875 6,656 8,045 89,282 | 7,201 1,549 2,466 8,886 | 129 9 110 121 | 856 613 2,285 1,412 | 26.2 24.3 11.83.1 | 205 | 8,452 2,414 5,307 13,826 | 2,405 1,804 832 3,770 | 572 285 1,065 1,846 | 215 141 135 806 | 121 123 61 6 | 129 55 80 | 1,037 60h 1,341 2,658 | 850 170 1,22 1,388 | 18 18 9 | | 964 188 131 143 143 143 143 143 143 143 143 143 |
| Columb C | | co rolina kota | 110 8,631 2,710 517 | 16,082 111,993 88,175 12,628 | 15,592 | 16,192 136,216 790,885 13,881 | | 236 328 - 27 | 785 | 339 1,303 69 | 12,820 | 4,802 36,662 25,698 3,189 | 1,477 935 11,241 1,691 | 1,985 3,800 4,771 4,51 | 309 203 223 | 96 1,315 18 | 140 23 -385 | 2,830 4,723 5,904 692 | 548 2,956 3,463 290 | 11, 11,2 31,2 31,2 | 30 237 21 | 592 3,098 4,012 |
| 191 3,063 1,971 5,224 2,524 2,524 1,954 1,205 1,971 2,525 1,971 2,524 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 11,715 2,524 2,524 1,524 2,524 1,524 2,52 | Ohio Oklahoma Oregon Pennsylv | anta | 6,470 1,296 6,044 18,553 | 57,088 36,305 27,613 114,315 | 17 11,223 3,651 23,815 | 63,575 48,824 37,308 156,683 | 27,852 9,820 8,516 25,371 | 763 | 2,394 1,572 8,299 | 2,045 747 | 102 | 32,393 9,820 12,082 36,494 | 6,343 2,572 1,179 11,714 | 2,863 1,082 1,696 8,137 | 614 342 342 683 | 618 6 777 2,144 | 257 19,14,2 20,4 | 4,352 1,347 3,951 11,868 | 1,266 2,083 1,205 3,890 | 1,286 | 328 | 4,266 2,083 1,533 5,176 |
| (4/4) 95,7144 1,642 97,386 25,574 1, 10 1, | Rhode Is South Ca South Dal Tennessed | land rolina kota | 191 857 590 758 | 3,063 17,152 14,118 30,109 | 1,971 2,524 2,624 | 5,225 20,533 14,708 33,291 | 1,954 10,773 1,201 7,160 | 72 969 89 | 283 29 1,339 | - 257 389 | 113 133 | 2,122 12,1111 5,883 7,519 | 1,708 481 5,935 | 894 141,9 374, 2,293 | 153 133 304 | 76 967 122 248 | 94 745 104 | 1,109 2,294 733 2,845 | 383 1,257 192 2,072 | 18 | | 383 1,257 203 2,110 |
| 3,569 20,561 10,157 24,287 1,564 10,156 10,157 21,150 10,157 10,156 10,157 10,1 | Texas Utah Vermont Virginia | | (J/) 650 101 1,969 | 95,744 11,882 3,087 33,291 | 1,642 167 1,359 11,733 | 97,386 12,699 1,547 1,9,993 | 35,661 2,57th 2,429 23,126 | - 30 149 3,725 | 1,400 1,288 195 | 197 | 339 | 36,000 1,201 3,766 29,007 | 2,856 644 96 7,807 | 3,426 346 416 416 4,527 | 713 137 76 522 | 1,248 32 - 359 | 764 9.00 7.00 | 5,881 1,185 1,92 5,498 | 3,181 433 380 3,198 | 338 209 286 | 120 59 1605 | 3,939 701 380 3,889 |
| 156,486 1,554,830 230,541 1,941,857 456,663 23,217 67,687 23,877 31,110 602,554 133,234 82,345 18,549 17,138 11,283 | Washingt West Vir Wisconsii Wyoming | on grinda n | 3,569 1,749 3,439 86 | 20,561 20,374 40,743 8,968 | 10,157 - 1,439 | 34,287 22,123 14,182 10,493 | 1,,664, 23,459 8,632 2,181 | 732 179 64 | 1,579 1,600 1,186 1,186 | 893 651 191 | 5,205 | 13,073 25,322 13,651 2,954 | 2,477 2,420 4.1 822 | 1,628 585 1,597 (5/) | 465 321 367 102 | 1462 | 25 139 139 252 | 2,806 1,250 2,103 257 | 1,973 780 144 144 145 | til | 197 195 - | 2,2 2,5,4 2,4 2,4 3,4 4,4 4,4 4,4 4,4 4,4 4,4 4,4 4,4 4 |
| | Tota | 7 | 156,486 | 1,554,830 | 230,541 | 1,941,857 | 1,56,663 | 23,217 | 67,687 | 23,877 | | 602,554 | 133,234 | 82,345 | 18,549 | 17,138 | | 129,315 | 88,568 | 3,773 | 2,560 | 94,901 |

If This table gives a further segregation of expenditures shown on table SP-ly, exclusive of expenditures for interest and retirement of obligations for State higheavs.
2/ Segregation by object of expenditure is incomplete in many States. Where expenditures are not segregated, the fodal is given under "o-matruction of reads" and "waintenance of condition, reads" for capital outlay and maintenance expenditures, respectively.

3/ These costs are included in the columns for capital outlay, maintenance and administration and are shown separately for informational purposes only.
1/ State funds cannot be expended for right-of-way purchase.
5/ General administrative costs of \$1,705,000 distributed to other items.

RECEIPTS FOR STATE - ADMINISTERED HIGHWAYS - 1952 1/ (EXCLUSIVE OF TOLL FACILITIES)

Compiled for Calendar Year from Reports of State Authorities

| | BALANCIES C | BALANCES ON JANUARY 1, 1952 | , 1952 | | RECEIP | RECEIPTS FROM CURRENT | œ | tante dapostis 2/ | | | | | | OTHER MEC | RIPTS | | | 7 | - | | |
|--|--|--|--|--|---|--|--|-----------------------------|---|---|---|---|--|--|--|--|--|---|---|--|---|
| | | | | 18 | HIGHWAY-USER REVENUE | REVENUE | 4 | | | • | PEDERAL F | TONDS T | TRANSPIERS FROM ISSUI LOCAL GOVERNMENTS NO. | FROM | ISSUE OF BONDS, NOTES, ETC. | | | | | | Prop.A.T. |
| STATE | YOR CURRENT HIGHWAY WORK | RESERVES FOR DRHE SERVICE | TOTAL | MOTOR- FUEL TAXES | MOTOR- | MOTOR- CARRIER TAXES | TOTAL GR | PRI- ATIONS S PROM IN | STATE THEOGRAPS 3/ | TOTAL | BURRAU OF (| OTSER C | FROM COUNTIES, ETC. | FROM G | - B | FOR DEBUT SERVICE DECLUDING REFUNDING | MISCRIPTS RECRIPTS | TOTAL | CURRENT | PROM | RECEIPTS |
| | 1,000 Dollage | 1,000 Dollars | 1,000 Dollars | 1 | | 1,000 Dollars D | 1,000 1 Dollars Do | 1,000 1 Dollars Do | 1,000 1 | 1,000 1 Dollars Do | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars D | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabema Arisona Arkansas California | | | -00 W | 5,9,9,8, 5,8,6,9,8,0 5,8,6,6,9,6,0 5,8,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6, | 86.600 \$ \$9.600 \$ | 814 1,174 11,813 | 14,24 82,684 88,684 | | 36 | 17,866 14,718 29,602 148,874 | 4,468 6,019 8,511 19,527 | 1,419 | 35 | & | 82,00 | ~ | 292 | 29,76 48,08,8 48,08 48,08 48,08 | 47,631 20,742 38,210 172,173 | 6,520 | 47,631 20,748 38,210 178,693 |
| Colorado Compecticut Delaware Florida | 381.6. 36.4.3 000.2.4.4 | 1,107 | 4, 289 5,000 3,000 3,388 | 15,586 17,73 2,887 50,335 | | 1,199 | 8.48.54 8.48.54 5.48.55 | | 1 1 1 1 | 19,136 3,061 3,896 77,473 | 6,548 3,738 6,739 8,739 | 1111 | 1,235 197 | 37 | 5,000 SIT | , ,±5. | 216 3393 176 189 | 7,999 4,200 6,959 8,291 | 27,137 30,261 10,855 60,766 | 561 | 27,137 30,882 10,855 60,766 |
| Georgia Idabo Illinois Indiana | 23,59 1,983 8,984 8,984 8,984 8,984 | . লে . | 23,590 1,023 3,229 | 38,112 7,603 25,741 25,242 | 3,755 3,131 18,097 13,124 | 작 '8 | 3,0,0,8 8,0,0,8 1,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0 | | | 14,00 00 | 25,39 25,39 24,34 24,36 36,36 | π <u>ς</u> , τ | 3,114 | 1,551 | | | 25. 27. 39. 39. | 10,709 29,299 11,892 | %,667 79,137 76,137 46,137 | | 72,607 116,399 97,137 70,364 |
| Iowa Kansas Kentucky Louisians | 15,384 4,156 14,185 | . 18 .88′a | 10,933 9,000 15,384 77,065 | 13,08t 37,880 39,007 | 15,107 9,738 10,228 6,508 | 2,30 1,091 | 8 8 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 249 - 1.194,5 | 4,015 - 2,868 | 8,8,2,8, 8,4,6,4 | 7,499 9,986 7,99,0 | . 'প্রদ্ধ | & . | .87 .86 | 1111 | | 23 215 265 | 7,5% 9,295 8,408 12,028 | 40,138 41,829 57,607 65,832 | | 40,138 41,829 57,607 65,832 |
| Maine Maryland Masschusetts Michigan | 4,037 25,734 13,914 3,634 | 5,933 1,058 | 4,037 43,989 4,692 | 36,538 37,938 37,939 | 6,067 14,492 10,068 23,170 | . 23 33 519 | | - 765 2,377 | 1111 | 19,061 29,053 46,919 63,985 | 2,473 2,473 9,165 16,718 | | 1,737 | 33 | 11,005 80,5% 80,5% | | 54 500 1487 1,308 | 17,776 3,203 39,270 98,623 | 36,837 38,256 168,189 168,608 | 241 | %%%% %%%% 764,%% 764,%% |
| Mimesota Mississippi Missouri Mortana | 16,439 16,332 3,955 | 1,769 1,335 1,335 | 45,097 6,470 25,727 8,307 | 26,105 19,868 27,897 11,950 | 25,008 844 17,685 2,329 | 8 . | | 38 | 11.2 | 21,113 17,023 14,023 14,023 | 8,357 6,325 13,365 7,741 | . 200. 121. 171. 171. | '85Z' | '8ఇ' | | | 630 7 143 | 8,987 8,469 14,980 8,359 | 60,100 29,884 22,603 22,636 | | 8,58 8,68 8,63 8,63 |
| Mebraska Mevada Mew Bampehire Mew Jersey | ., 4,8, | . 12.88 | 1, 6,8 8,5,8 8,5,8 | 10,84 3,657 28,584,28 | 2,778 624 4,015 23,013 | - রুপ্ত প্র | 13,622 5,502 10,551 45,602 | å | | 13,636 5,502 10,551 15,602 | 2,438 2,438 5,438 | 1,575 | 169. | 15 14 1 | . 'ot' . | & . | ຊຸ _ຕ ຸ | 0,4,5,8,5,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6,6 | 23,905 23,336 51,038 | % | 23,905 23,386 53,386 53,386 |
| Hew Mexico Hew York Horth Carolina Horth Dekota | 4,227 202,227 111,025 6,823 | 2,457 64,934 27,380 233 | 6,684 267,161 144,405 7,056 | 15,253 71,046 6,694 6,010 | 47.48 45.69 46.00 50.00 | 6,615 | 82,98 88,98 98,98 94,98 | | 8, , , | 8,28,68 504,88 504,88 504,89 | 8,656 8,834 8,834 214,0 | 8 | 28 .Fg | 3,070 | | | 5,59 6 | 8,770 27,102 9,501 7,083 | 27,622 159,505 96,829 16,195 | | 27,622 159,505 26,829 16,195 |
| Ohio Oklahoma Oregon Pennsylvania | 19,675 17,597 16,196 27,080 | 8 | 19,675 17,597 16,196 27,776 | 25,737 20,532 103,922 | 19,975 7,036 7,237 51,556 | 8 | 5,8% 14,531 874,231 | 3,32¢ | 60 | 74,023 28,773 25,441 | 19,492 9,953 6,547 17,364 | | 295 - - - - - - - - - - - - - | 2,860 | 14.822 | | 1,036 1,036 | 23,141 10,079 21,634 23,075 | 97,164 42,852 54,075 178,656 | | 97,164 42,852 94,075 178,656 |
| Rhode Island South Carolina South Dakota Temessee | 11,11 604,00 053,00 | 1,315 | 1,315 18,120 6,409 15,043 | %,7,7,8% 1,8%,3 1,8%,3 1,9%,3 | 2,699 5,632 11,394 | ar - 25,1 | 6,803 38,075 9,934 10,015 | 1,894 | 1,370 | 6,803 38,075 13,198 40,015 | 2,380 6,090 5,986 | £. | 984 | | 5,011 820. - | | 257 257 26 | 7,437 8,549 6,633 6,012 | 4,68,68,69,69,69,69,69,69,69,69,69,69,69,69,69, | | 14,240 19,82 19,831 10,831 |
| Teras Utah Vermont Virginia | 13,374 1,320 6,896 | 13,450 | 8,2,1,0, 48,3,1,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0 | 541.68 462.68 21.48 | 50,701 3,218 3,218 13,744 | 1,3%,2% | 123,435 11,996 12,996 14,996 16,996 1 | | | 123,435 11,996 6,839 65,252 | 28,690 5,695 2,156 9,255 | 1,090 487 - 91 | 1,296 - 271 86 | 816 - 640 | | | 23 | %,666 10,24,186 10,303 | 156,101 18,178 9,266 75,555 | ۰،،، | 156,101 18,178 9,266 75,561 |
| Westington West Virginia Wisconsin Wyoming | 15,012 5,351 47,061 5,148 | 416 4,029 | 15,428 9,380 47,061 5,148 | 23,645 19,172 19,425 4,987 | 12,425 14,510 12,372 1,469 | 2,178 1,047 | 36,070 33,980 33,975 7,503 | .82 | 338 | 36,070 35,096 33,975 7,503 | 8,509 4,080 10,087 3,716 | 1,091 | . 'á'. | 1,698 | 21,000 | . 83 | 236 439 1,091 257 | 9,836 25,602 13,667 6,051 | 45,906 60,700 47,642 13,554 | E-28 | 46,079 60,969 47,642 13,554 |
| Total | 946,496 | 180,424 | 1,165,372 | 1,297,707 | 980,909 | 41,738 | 1,945,531 | 15,354 | 9,876 1, | 1,970,761 | 18,663 | 14,576 | 76,92 | 13,322 | 204,231 | 561 | 20,043 | 880,088 | 2,658,849 | 9,837 | 2,668,686 |
| 1/ See tables SP-1 and 2 for general note on SP series. Tables SP-3A and 4a ruppless concerned solicity with receiving and dishuresements for State administered trads and bridges concerned solicity with receiving and dishuresements of the State Iniginary departments for primar and county note that seek the section, these tables also include State Iniginary defice service reported) the receiving and dishuresements for roads and bridges of other State agencies, Transactions of special State and qual-rate tot roads and bridges of other State agencies, Transactions of special State and qual-rate to roads and bridges of other State agencies, Transactions of special State and qual-rate to roads and bridges of other State agencies. | es SF-1 and ; y with receipt the receipts s under State special State analysis, gr | of for general and dish and dishurs and dishurs to control, the lishursement is and quast. | I note on Si Aursements of the Member tables a for roads -state toll | r series. 1 or State-adm also includes and bridges authorities | fables SF-3 ministered proxy depar is State hi of other is are given way-user r | A and 44 st reads and b tments for gheat debt State agenc in tables | uplement tables oridges exclusive primary and sec service transac- ties, such as St ST-3B and hB. | to did | les SF-3 and h and are save of toll facilities. secondary State highways sections and (so far as State park boards. the following amounts. | ties. Tas ras | age inst | t appropriat 333,000, Ion 00, Okla. \$1 Ala., lubri ating oil to tax on mot | tions for S ** \$4,000, 1 7,788,000, 1 [ceting oil ux \$1,590,00 or vehicle | tate-admin. La. \$9,721, S. Dak. \$6, tax; Idaha O; Miss., | istered high 000, Mass. (000, Tenn. (), tax on contax on tax on buttan tax on buttan | \$1,320,000, \$2,218,000, ntracts; Iow ne gas not u | State generalist. \$15,000 ms, seles and med in moton; on aviation | al funds; 000, Miss. 0,000,Wash. d use tax; r vehicles; n fuel; W. | Calif. #2,7 #967,000, Ms #430,000. La., oil ro; Mo., M. Dal Va., capitat | r. #2,770,000, com. \$305,000, 0,000, Mart. #659,000, N. Mex. 0,000. oil royalties \$1,278,000, M. Dak., and S. Dak., use capitation tax. | . \$305,000, 5, N. Mex. 16,000, 1k., use |

Table SF-44, 1952 Issued September 1953

DISBURSEMENTS FOR STATE – ADMINISTERED HIGHWAYS — 1952 $_{L}$ (exclusive of toll facilities)

Compiled for calendar year from reports of State authorities

| | CAPITAL OUTLA | APITAL OUTI | A P | CAPITAL OUTLAY FOR ROADS AND BRIDGES SECONDARY URBAN | | b) / /2 | | Z - | MAINTENANCE 2/ | | | ADMINIS- TRATION, | STATE | | SUBTOTAL. | | | ıαΓ | ON DECEMBER 31, 1952 | 11, 1952 |
|---|--|---|-------------------|--|-----|---|--|--|---|-------------------------|-------------------------------------|---|---|--|--|-------------------------------|---|---|------------------------------------|--------------------------------------|
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | PILMER SECONDS USERN OTHER STATE UNIER SIONS STATE HIGHWAYS STATE OF STATE OF STATE OF STATE (RURAL) CONTROL 3/ SYSTEMS 4/4 | EXTEN- SIONS OF STATE SYSTEMS | | OTHER STATE ROADS | | | PRIMARY STATE HIGHWAYS (RURAL) | SECONDARY ROADS UNDER STATE CONTROL 3/ | URBAN EXTEN- SIONS OF STATE SYSTEMS | other State Roads | TOTAL 5/ | ENGI- NEERING, MISCEL- LANEOUS | HIGHWAY POLICE AND SAFETY | BOND | CURRENT CURRENT EX PENDI- TURES | BOND RETIRE- MENT | TOTAL DISBURSE- MENTS | RESERVES FOR CURRENT HIGHWAY WORK | RESERVES FOR DEBT SERVICE | TOTAL |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 1,000 1,000 1,000 1,000 Dollars Dollars | 1,000 Dollars | | 1,000 Dollars | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| 1,5973 1,190 1,1 | 11,066 3/1,311 1,137 th. 11,706 1,079 1,1078 24,531 1,117 1,117 77,384 1,117 | 1,137 1,079 142 - 736 | 111 | | | 13,520) 15,7854 24,773 | 7,970 7,3,312 6,6,883 621,451 | 3/ 684 | 161 71 3,931 | | 9,145 3,383 6,883 25,382 | 1,271 933 803 11,807 | 2,222 971 484 11,109 | 28 - 13 - 13 - 13 - 13 - 13 - 13 - 13 - 1 | 27,079 22,072 36,787 11,344 | 2,559 5,225 1,775 | 23,638 21,072 42,002 173,119 | 27,720 5,859 14,100 15,139 | 15,288 | 27,720 5,859 29,388 45,199 |
| 1,000 1,00 | 9,863 7,118 1,202 - 9 9,639 - 7,132 9 7,153 2/3,069 165 - 9 24,411 15,976 5,489 291 | 7,118 1,202 - 7,132 7,132 3/3,069 165 - 15,976 5,489 29 | , ,8 | 1 201 | | 18,183+1 16,780+ 10,397 | 7 5,933 7 6,933 7 2,387 7 9,399 | (32) LEB1 | 1,330 | - 83 - 38 | 3,772 8,346 2,387 9,918 | 1,309 3,209 939 2,589 | 1,364 1,088 764 2,031 | 137 327 1484 | 24,765 29,423 14,814 61,189 | 1,831 | 26,596 29,431 15,855 61,902 | 3,700 6,317 2,971 | 1,130 | 4,830 6,347 5,262 |
| 1.00 km 1.00 | 93,750 - 3,114 - 6,045 - 5,227 - 5,045 - 15 | 3,114 - 584 - 10,977 - 6,045 | • • • | ₂₁ | l | 36,874 | 2 8,949 1 4,976 9 16,298 7,661 | 1111 | - 2,762 963 | 1111 | 8,949 4,976 19,060 8,624 | 1,569 909 3,813 2,071 | 2,638 350 1,911 2,025 | 2,048 | 50,030 15,356 101,654 44,007 | 5,930 | 50,030 15,356 107,584 | 26,167 2,066 11,455 9,586 | 183 | 26,167 2,066 11,638 9,586 |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 14,966 - 2,840 - 1,507 - 1,507 - 20 | 14,966 - 2,840 - 1,507 - 1,507 - 20 | 8 | R | • 1 | 25,122,7 42,854,1 10,873,7 | 7,530 10,844 12,344 7,519 | τη 8 *9 | 1,193 | 1111 | 9,723 11,275 12,747 14,360 | 1,213 2,580 4,084 4,828 | 1,340 731 2,708 1,474 | 3,088 | 19,946 39,708 62,393 64,623 | 998 5,736 | 19,946 110,706 62,393 70,359 | 1,125 9,277 10,598 36,033 | 84.6 | 1,125 10,123 10,598 52,538 |
| 11,1781 1.00 | 20,613 6,647 1,272 - 2,644 1,0572 1,0574 1,0572 1,05738 6,214 / 34,613 - 33,638 - 2,214 / 33,638 1,057 | 6,647 1,272 3,950 - 21,738 - 33,838 | | , 4z,6 | _ [| 18,737+1 30,591+1 68,671-1 68,451+1 | 5,092 6,497 11,615 0 13,438 | 4,150 | . 57 . 2,974 | 8 2,178 | 9,307 6,497 13,793 16,412 | 1,314 873 1,318 | 2,493 2,039 3,715 | 165 1,178 1,570 1,789 | 30,427 41,632 90,424 93,443 | 853 14,832 9,598 100 | 31,280 16,164 100,022 93,543 | 9,661 11,159 30,096 72,806 | 6,561 | 9,661 17,720 30,096 73,757 |
| 1,555 1,10 | . 8,515 . 113 11,902 3,356 . 4,929 327 . | . 8,515 . 113 11,902 3,356 . 4,929 327 . | | | | 50,894.7 118,754.1 10,244.7 | 5,446 0 7,827 5,557 5,557 | - 04,69 | 2,865 | % | 14,646 5,446 14,297 6,653 | 913 743 1,601 1,515 | 1,293 1,293 1,988 1,988 | 1,658 1,159 227 | 68,035 27,894 59,289 24,181 | 650 2,529 10,490 | 68,685 30,423 69,779 24,181 | 36,512 4,214 17,700 1,074 | 1,117 251 5,690 | 36,512 5,931 17,952 6,764 |
| 1,1,100 1,1, | 15,384 2,011 1691 - 167 5,501 165 - 178 5,178 178 5,178 178 5,178 11,542 25,178 660 | 2,014 365 - 677 - 607 - 650 - 650 - 651 650 650 650 650 650 650 650 650 650 650 | 99 | 9 | | 15,875 6,656 8,045 37,380 | | 731 2,187 | 128 | | 8,452 2,414 4,985 10,304 | 1,037 | 964 138 1,388 | 1,000,1 | 26,328 9,862 14,858 54,745 | | 26, 328 9, 862 15, 542 55, 996 | -728 657 1,197 19,262 | 28 | -728 657 14,224 19,822 |
| 33,232 - | 3/ 57,657 1,345 1,14639 1,14639 1,14639 | 36,460 14,639 57,657 1,345 - | 14,639 | | | 16,192. 90,581. 90,885. | | | 2,067 | - 286 | 4,802 23,842 25,698 3,189 | 2,830 1,281 5,904 692 | 592 3,098 4,012 | 367 7,560 1,750 | 24,783 129,362 131,249 18,077 | 1,770 | 26,553 140,953 138,849 18,077 | 1,942 71,872 71,874 1,942 | 2,981 67,841 29,511 232 | 7,753 285,713 104,385 5,174 |
| 1, 1, 1, 120 - 945 - 2,365 1,078 1,677 1,132 9,236 1,926 1,937 1,138 1,138 1,137 1,138 1,138 1,138 1,138 1,138 1,138 1,138 1, | 13,765 - 14,111 103 23,525 3,971 3,645 137 77,999 31,354 28,303 506 | 3,220 - 3,645 3,645 33,833 506 | 103 137 506 | | | 57,979+7 30,519-1 37,308 | 32,213 9,795 8,490 5 15,475 | 2,820 13,195 | - 1,188 2,545 | 82. 42. 22.3 | 32,291 9,795 11,812 31,438 | 4,228 1,166 3,951 10,342 | 4,266 2,083 1,533 5,176 | | 98,764 43,563 54,985 185,748 | 1,025 | 98,764 13,563 56,010 187,748 | 18,075 16,886 14,261 18,011 | .673 | 18,075 16,886 14,261 18,684 |
| \$\frac{5}{2}\frac{5}{4}\frac{5}{2}\frac{1} | 2,171 2,964 90 1,667 10,123 2,590 91 11,416 - 3,103 16 | 2,964 2,590 262 3,103 | • | 88 18 | | 5,2254 20,471,4 14,708,7 | 1,420 1,12,444 5,883 7,110 | 1111 | 945 | | 2,365 12,444 5,883 7,549 | 1,078 2,294 733 2,845 | 1,257 2,110 2,110 | 1,312 | 9,236 37,778 21,527 46,593 | 8,450 2,472 | 9,236 46,228 21,527 49,065 | 10,567 10,567 1,713 6,490 | 1,397 | 6,319 18,516 1,9713 12,005 |
| P. 5,276 2,057 - 1,057 - 1,057 - 1,050 - 1,057 - 1,574 - 1,514 <th< td=""><th>10,567 - 10,567 - 1,133 - 1,1568 - 1,1568 - 1,1568 - 1,1568 - 1,15968</th><td>- 10,567 - 1,133 - 89 12,697 2,789</td><td>1 1</td><td></td><td></td><td>97,386+112,699+1</td><td></td><td></td><td>- - 1,741</td><td>1111</td><td>36,000 4,201. 3,766 26,129</td><td>5,881 1,185 1,92 5,277</td><td>3,939 701 380 3,889</td><td>1,087</td><td>18,293 18,786 9,214 78,690</td><td>3,816</td><td>148,109 18,786 9,505 78,690</td><td>56,24,3 1,763 1,080 3,767</td><td>310</td><td>64,816 1,763 1,390 3,767</td></th<> | 10,567 - 10,567 - 1,133 - 1,1568 - 1,1568 - 1,1568 - 1,1568 - 1,15968 | - 10,567 - 1,133 - 89 12,697 2,789 | 1 1 | | | 97,386+112,699+1 | | | - - 1,741 | 1111 | 36,000 4,201. 3,766 26,129 | 5,881 1,185 1,92 5,277 | 3,939 701 380 3,889 | 1,087 | 18,293 18,786 9,214 78,690 | 3,816 | 148,109 18,786 9,505 78,690 | 56,24,3 1,763 1,080 3,767 | 310 | 64,816 1,763 1,390 3,767 |
| 445,788 84,500 29,351 3,496 563,135 122,124 94,901 39,854 2,577,363 103,203 2,680,566 972,691 180,801 | 17,628 5,475 9,189 266 13,408 3,657 2,424 - 33,406 - 10,197 - 1 | 5,475 9,189 6,637 2,424 - 10,497 - 4, | | 266 | | 32,556+11 20,529-9 14,182-1 10,493-1 | | | 751 | 72 - 27 - | 8,131 25,059 13,651 2,954 | 2,580 1,100 2,103 257 | 2,2 275 114 144 145 145 145 145 145 145 145 14 | 263 1,569 10 | 15,741 19,232 60,377 14,057 | 7,020 1,020 1,0 250 | 15,826 56,252 60,417 14,307 | 14,840 9,119 34,286 4,395 | 1718 - | 15,681 14,097 34,286 1,395 |
| | 1,204,500 1,199,891 329,469 23,489 1 | 329,469 23,489 | 23,489 | 23,489 | | 1,757,349 | 1445,788 | 84,500 | 29,351 | 3,496 | 563,135 | 122,124 | 94,901 | | 2,577,363 | + | 2,680,566 | 972,691 | | 1,153,492 |

and Is are concerned folially atthreceipts and disburesments for States of toll facilities. In addition to the receipts and disburesments of states and secondary States highways and county rade under States control, the service transactions and the receipts and disburesments of receipt and States park boards. Prinactions of States and quasi-spate toll authority of Segregation of segregations of States and quasi-spate toll authority are not segregated, the total lag iven under the heading Forthart tures are not segregated, the total lag iven under the heading Forthart Scounty reads are under States (sures counting).

expenditures.

Includes park, forest, institutional, and reservation roads. Expenditures in Mass. were for Metropolitam District Commission parkways and boulevaries in New York for State parkways.

Includes park, forest, institutional, and reservation roads. Expenditures in Mess. were for Metropolitam District Commission parkways and boulevaries in New York for State parkways.

In Classification of administration, and regimeering, and missellameous expenditures is not uniform for all States because of indeterminate charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata assists.

1.8

2,500, or less

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES $-1952~\ensuremath{\mathrm{J}}$

Table SF-3B, 1952 Sheet 1 of 2 Issued September 1953

| year | authoriti es |
|----------|--------------|
| calendar | of State |
| led for | reports |
| die | Z. |

| | | | | | | | High | wa | y | rın | ar | 166 | | | | | | | | |
|-----------------------------------|--|------------------|--|----------------------------------|---|--|--|--------------------------------|---------------------------|-------------------------------------|---------------------------------|--|---|---|-------------------------------|--|--|--|---|--|
| | TOTAL RECEIPTS | 1,000 Dollars | 32,138 1,363 33,501 | 694 | 534 536 327 3,038 1,1 1,1 1,1 1,1 1,1 | 8,394 | 259 1,229 105 5,11,7 567 567 689 8,735 | ଝ | 618 | 2,500 | 1162 | જ | 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2 | 5,342 260 1,217 6,819 | 1,300 | 2,178 2,178 2,176 | | 16,089 16,111 | | 1,077 73,455 90 74,622 |
| | MISCEL- LANEOUS RECEIPTS | 1,000 Dollars | , p | 1 | 1 6 | 67 | \$ 1 R | • | | 2/ 1,642 | • | • | 152 | 黑 [照] | 15 | , xl3 | 1 1 | 12/7 | | 77 % Sep |
| | CONCES- SIONS AND RENTALS | 1,000 Dollars | 131, 131 | | | | 72 /22 | • | • | | 7 | 1 | . ' ₆ ' ' <u>e</u> | | - | | | | | 1,523 |
| | M. G. M.C. | 1,000 Dollars | on [6] | , | 87 ⁻ . E | 6 | 85° , , , | | • | • | | • | , 4, 1, Att | ដ ដ | • | | , , | را , | ٦, ١, | ω ω |
| | RECEIPTS FROM ISSUE OF BONDS | 1,000 Dollars | 21,162 | | | 2,500 | 1,600 | , | • | , | , | ŀ | 1,52 | | • | | , , | 16,024 16,024 | | 55,432 (114/) 55,432 |
| | BRIDGE, R FERRY TOLLS | 1,000 Dollars | 9,470 | 359 | 2,470 2,470 3,829 | 5,836 | 909 57 165 - 561 - 561 | | 819 | | 252 | • | 100 12 - 121-11 | μ,988 57 1,166 5,211 | 1,351 | 571 1,491 2,062 | • • | | 4 8 8 E | 924, 16,24, 17,165 |
| | HIGHWAY- 1 USER REVENUES | 1,000 Dollars | 2882 - 1882 | 110 | 3 3 | | 203 15 382 739 - 689 2,158 | ଝ | ı | 87 858 | 36 | 8/50 | | . 203 . 203 | | 8 45 E | i | - 15 15 | | , , , , |
| 352 3/ | RESERVES R POR R DEBT SERVICE | 1,000 Dollars | | 150 | 1,935 | 459 | 2,789 944 101 135 - 3,969 | • | 196 | • | 63 | • | - 82 220 76 - 78 1,168 | 2,498 | 1,375 | 62 . | 5 <u>7</u> | 111 | 285 11,5 516 916 | 2,009 |
| BALANCES ON JANUARY 1, 1952 3/ | RESERVES FOR CONSTRUC- TION, OPERATION, ETC. | 1,000 Dollars | 3 <mark>3</mark> 322 | 1,000 | 233 225 2154 -164 -285 -285 -285 -285 -285 -285 -285 -285 | 890*17 | 16,291 171 2 13 18,070 108 - | • | 53 | , | • | • | 16 - 3 343 359 | 16,177 830 472 17,479 | 1,065 | 300 1,512 1,812 | 7,227 | , , , | -31.8 41.1 6 -198 | 19,303 24,357 13,660 |
| | OPERATING AUTHORITY 2/ | | California Toll Bridge Authority California Toll Fridge Authority California Toll Bridge Authority | Colorado State Hghway Department | Connecticut State Highway Department Gomecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department | Delaware Crossing Division, State Highway Department | Florida State Road Decartment Overseas Road and Toll Bridge District Santa Rosa Island Authority Cean Highway and Port Authority Florida State Road Department Florida State Improvement Commission | Georgia Turnpike Authority | Cairo Bridge Commission * | Indiana Toll Bridge Commission | Kentucky Department of Highways | Mississippi River Bridge Authority | Maine State Highway Commission Maine Turnpike Authority | Maryland State Roads Commission Maryland State Roads Commission Maryland State Roads Commission | Mystic River Bridge Authority | Michigan State Bridge Commission * Mackinae Bridge Authority Michigan State Highway Department | Miscissippi State Highway Commission Mississippi State Highway Commission | Mascouri State Highway Commission Tennessee-Miscouri Bridge Commission | New Hampshire Toll Bridge Commission Maine-New Hampshire Interstate Bridge Authority * New Hampshire Highway Department | Delaware River Joint Toll Bridge Commission * New Jersey Turnpike Authority State Higham Department New Jersey Higham Authority, State Higham Department |
| | NAME OF PACILITY | | San Francisco-Oakland Bay bridge San Matoo-Alameda Bridges Richmond-San Rafael Bridge | Denver-Boulder Turnbike 5/ | Charter Oak Eridge Grotan-lew London Bridge Old Lyme-Old Saybrook Bridge Merritk and Milbur Cross Parkways Rocky Hill-Clastonbury, Chester-Hadlyme Ferries Total | Delaware River Memorial Bridge | Lower Tempa Bay Bridge Overseas Highway Bridge Fensacola Beach Bridge Buccaneer Trail Askisonvile Expressway System (Arlington & Gilmore Bee Line Ferry Proposed facilities 6/ Total | Proposed facilities ${\it I}/$ | Mississippi River Bridge | Lawrenceburg and Mt. Vernon Bridges | Central Bridge | Mississippi River Bridge (New Orleans) | Augusta Bridge Maldo-Hancok Bridge Garlton Bridge Der Isla-Segprick Bridge Bangor-Erewer Bridge Mains Prurptke | Susquehanna, Potomac, and Chesapeake Bay Bridges 19/ Patwent River Bridge Sandy Point-Matapeake and Romancoke- Claborne Ferries 11/ Total | Mystic River Bridge | Hue Water International Bridge Macking Stratts Bridge Macking-St. Ignace Ferry Total | Pascagoula Bridge Bay St. Louis Bridge Ayal Tones | Paseo Bridge (Kansas City) Mississippi River Bridge (Caruthersville) Total | Hampton Harbor Bridge Mane-Mew Hampshire Interstate Bridge Mew Hampshire Turmpike Total | Various Bridges 13/ New Jersey Turnpike Garden State Parkway Total |
| | STATE | | California | Colomado | Connecticut | Delaware | Florida | Georgia | Tilinois | Indiana | Kentucky | Louisiana | | Maryland | Massachusetts | Mchigan | Masissippi | Mssour | New Hampshire | New Jersey |

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 J

Compiled for calendar year from reports of State authorities

| , | | | | | | | | | | _ | | | | | | | _ | | | |
|--------------|-----------------------------------|--|------------------|--|--|---|---|--|------------------------------|---------------------------------|---|-----------------------------|---|------------------------------------|---|--|--|-----------------------------------|--|---|
| ((() 1000 | | TOTAL RECEIPTS | 1,000 Dollars | 1,591 | 62 | 1,653 273 1,021 | 43,799 871 270 2,606 | 36,250 | 7,272 | 270 | 7,129 1,631 100 85,771 | 24,5 | 62 | 10 | 2,866 1,329 2,866 1,329 5,898 | 1,219 336 5,988 247 7,790 | 824 | 92,692 93,516 | 140,395 594,934 13,560 748,889 | bridge |
| arian nancer | | MISCEL- LANEOUS RECEIPTS | 1,000 Dollars | 12 | ا, ا | 39 . 39 . | 24.7 - 16/ 1,826 | 1 | 392 | | 11 24 1,739 1,824 | 1 | - | | % | 103 | | 707 | 3,088 5,078 145 145 | ay purposes Mortisville |
| | | CONCES- SIONS AND RENTALS | 1,000 Dollars | ı | , | , , , , [,] | | 3 | • | г | 225 | | • | | 1 | 2 2 | 큐 | Ħ. | 3,325 3,325 3,925 3,983 | or nonhighmay n; Trenton-Mon d in annual re of thruway. |
| | | SINKING FUND OR DEST RESERVE | 1,000 Dollars | | | 1111 | 257 | | • | | 166 | • | , | | | 11111 | 9 | 51% | 1,022 1,895 2,917 | allocated f |
| | | RECEIPTS FROM ISSUE OF BONDS | 1,000 Dollars | | 1 | 11111 | 5,948 - 11) | <i>⊞</i> | | | 63,897 | • | , | | | 502 | , | 91,590 | 48,608 542,282 507 591,397 | revenues : 0, 1952. 0, 1952. ges under elements table from date on toll-fre |
| | | BRIDGE, AND FERRY TOLLS | 1,000 Dollars | 1,579 | 62 | 1,00 27,3 533 28,2 18,7 18,7 | 37,34,7 871. 268 656 | 36, 14 | | 566 | 6,727 1,172 100 18,053 26,052 | 245 | • | | 896 153 1,075 5,356 | | 907 | - ROT | 83,110 10,997 11,923 136,030 | road-user fit. July 3 1952. Illipsburg fillipsburg ty estimat expended |
| | | HIGHWAY- USER REVENUES | 1,000 Dollars | • | • | . , , , , | 12% | 111 | | 6 | 135 | • | 95 | q | . 15t | 90 - 24.7 | | ٠. | 1,001 1,357 893 6,251 | offset by ed to traf. duly 30, tuly 30, |
| ŀ | S ON 1952 3/ | RESERVES FOR DEBT SERVICE | 1,000 Dollars | , | , | 193 193 133 133 | 16,505 | 11,12 | 1,615 | | 2,574 | 187 | • | | 30 - 1,387 2,394 | 131 131 695 695 1,850 | 759 | 759 | 1,6,21,0 20,51,1 2,082 68,863 | ropriation ridge open scontinued re Water G re Water G re Water G re Pebruary (Pebruary of Pag (Pebruary of Pag Rebruary of Pa |
| | BALANGES ON JANUARY 1, 1952 3/ | RESERVES FOR CONSTRUCTION, OPERATION, ETC. | 1,000 Dollars | 3,055 | | 3,055 | 11,17 -3,251 -2,568 | 10,013 89 -353 -353 | 23,273 | • | 8,403 2,914 - 27,330 38,647 | 117 | • | 591 | 1,858 175 175 1,340 1,340 5,766 9,139 | 133 350 11,133 11,133 | 1,046 | 1,046 | 122,700 69,996 14,745 197,441 | Edding with a gradu |
| | | OPERATINO AUTHORITY 2/ | | New York State Bridge Authority | New York State Bridge Authority | Lake Champlain Bridge Commission * Thousand Jalands Bridge Authority * Buffalo and Fr. Erfs Pholic Bridge Authority * Misgara Falls Bridge Commission * | | State Bridge Commission of Ohio State Bridge Commission of Ohio Ohio Turupike Commission | Oklahoma Turnpike Authority | Oregon State Highway Commission | Delaware River Port Authority * Pennsylvania Department of Highways Pennsylvania Department of Highways Pennsylvania Tumpike Commission | Jamestown Bridge Commission | South Carolina State Highway Department | Tennessee State Highway Department | Virginia Department of Highways | Washington Toll Bridge Authority | West Virginia State Road Commission | West Virginia Turnpike Commission | | HARCHAR TO THE COLOR OF THE COL |
| | | NAME OF PACILITY | | Kingston, Rip Van Winkle, Mid-Hudson and | Kinger of the Ferry Store of the Ferry | Nouses Point and Crown Point Bridges Thousand Islands Bridge Pace Bridge Rainbow Bridge | noista and instance in the second and Statem island bridges 15/ Meadonbrook, Loop, Wantagh, and Captree Causeways New Took Thruway New Took Thruway | Steubenville-Werton Bridge 17/ East Liverpool-Chester Bridge Onto Turnpike Total | Oklahoma City-Tulsa Turnpike | Astoria-Megler Ferry | Delaware River Bridge (Camden) Various State Toll Bridges Tarentum Bridge 18/ Fennsylvanta Turmpike System Total | Jamestown Bridge | Hilton Road Ferry | Cumberland River Bridge | Yorktown Bridge 19/ James River Erdege System Livington-Creys Point Bridge Livington, Jamestown, and Hopewell Ferries Chesspeake Ferry System Elisabeth River Bridge and Tunnel 20/ Total | Agate Pass Bridge Tacama Narrows Bridge Longries Bridge Puget Sound Ferry System Proposed pro Jacts 21/ Total | Steubenville, Aetnaville, Henderson, and | Mest Virgina Turnpike Total | Total Bridge and Tunnel Pacilities Total Road Facilities Total Perry Facilities Grand Total | Ly See tables SF-1 and 2 for general note on SF series. Tables SF-3B and µB are concerned solely with receipts and disbursement 2 for Sete and quasi-state toll facilities, including (A) these owner of operated other afformatical and or state, and (C) there are afformed to the state, and (C) there are afformed or operated other afformatical three states, and (C) there is not collities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown facilities and adapt-points for still tess on operated by or for counties, local road and bridge districts, and municipalities have been cartified. 2 Interstets or international authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service. 3 Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service. 3 Active possible and analy 19, 1952, Toll collection started January 21. 5 Project opened Annary 19, 1952, Toll collection started January 21. 5 Includes the control of Remnessee line, Project has been deferred. |
| | | STATE | | New York | | | | Ohio | Oklahoma | Oregon | Pennsylvania | Rhode Island | South Carolina | Tennessee | Virginia | Washington | West Virginia | | Sumary | See table receipts and dish by State highway of them and recipilation were under construction of the state of |

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES – 1952 $^{\,\,\mathrm{J}}\!\!\mathrm{J}$

Compiled for calendar year from reports of State authorities

| Cutting | | | | MA TNTS- | | | | | FUND | | BAIANCES ON DECEMBER 31, 1952 3/ | S ON 1952 3/ |
|--|---|------------|------------------------------------|---|---|--|--|---|--|---|--|---|
| 1,000 | NAME OF FACILITY | | CAPITAL | NANCE AND OPERA- TION 2/ | ADMINIS- TRATION AND MISCEL- LANEOUS | INTEREST ON OBLIGA- TIONS | RETIRE- MENT OF OBLICA- TIONS | SUBTOTAL, DIRECT EXPENDI- TURES | THANSFERS TO STATE OR FOR OTHER PURPOSES | TOTAL DISBURSE- MENTS | RESERVES POR CONSTRUC- TION, OPERATION, ETC. | HESERVES FOR DEBT SERVICE |
| 1,500 1,50 | | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| 1,10,10 1,10 | San Francisco-Oakland Bay Bridge San Meteo-Alameda Bridges Richmond-San Rafael Bridge Total | | 99 9 | 1,592 | 248 22 | 217 | 8,976 | 11,259 662 399 12,320 | 6,520 | 17,779 662 399 18,840 | 7,712 536 330 8,578 | 14,250 405 14,655 |
| 1,000 1,00 | Denver-Boulder Turnpike | | 729 | 011 | , | 185 | 62 | 1,053 | • | 1,053 | 275 | 295 |
| 3,4457 366 344 1,802 5,895 5,895 3,187 | Charter Oak Bridge Groten-New London Bridge Groten-New London Bridge Oid Lyme-Old Saybrook Bridge Marritt and Wilbur Gross Parkays Rocky-WillGlastonbury, Chester-Hadlyme Ferries Total | | 3 . 3 | 306 124 124 135 143 984 | 1 1 | 55 70 67 1251 | 160 220 125 1,068 | 521 1,548 1,548 1,548 | | 521 138 319 2,109 1,109 3,109 | 233 255 158 1,338 | 1,948 840 1,24 5,212 |
| 1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1, | Delaware River Memorial Bridge | | 3,457 | 386 | 777 | 1,802 | • | 5,989 | , | 5,989 | 3,167 | 3,765 |
| 111 11 22 232 239 - | Lower Tampa Bay Bridge Overseas Highway Bridge Fenasocla Bach Bridge Bucksnorlle Expressway System (Arlington & Gilmore Street Bridges) Bee Line Ferry Proposed farilities \$/ Trotal | , Bridges) | 2,454 | 576 18 256 108 | , 1 788 138 138 138 138 138 138 138 138 138 1 | 815 31 168 237 768 | 275 275 275 275 275 275 275 275 275 275 | 3,269 882 892 5,097 10,539 10,539 689 | | 3,269 882 99 5,097 10,539 689 21,017 | 11,000 169 2 8,298 233 22,742 | 2,030 1,296 107 63 107 - |
| 111 11 22 229 270 | Proposed facilities 6/ | | • | • | 51 | • | • | 君 | | 24 | 5 | • |
| 1. 1. 1. 1. 1. 1. 1. 1. | Mississippi River Bridge (Cairo) | | • | LLI. | 77. | 22 | 212 | 359 | | 359 | 811 | 390 |
| 1, | Lawrenceburg and Mt. Vernon Bridges | | | | 239 | 1 | • | 239 | • | 239 | 2,261 | • |
| 1, | Central Bridge | | , | 36 | • | 6 | 229 | 274 | • | 274 | • | 83 |
| 1, 10 1, 1 | Mississippi River Bridge (New Orleans) | | | 1 | • | • | • | • | • | • | | • |
| 1,278 1,322 1,322 1,522 1,521 1,523 1,52 | Augusta Bridge Waldo-Wancok Bridge Carlton Bridge Der Isle-Sedgeick Bridge Bargor-Brewer Bridge Wains Turmpike | | | 12 12 150 150 150 150 150 150 150 150 150 150 | उठ | ~%. # 75, 15, 15, 15, 15, 15, 15, 15, 15, 15, 1 | 225 24 1,010,1 | 347258 011,000 | 69 | 113 25,13 26,13 26,13 27 | | 135 195 188 1188 1188 |
| 101 28 | Susqueharma, Potomac, and Chesapeake Bay Bridges Paturent River Bridge Sandy Point-Matapeake and Romancoke-Claiborne Ferries Total | | 12,000 354 52 12,406 | 278 39 282 1,279 | 703 386 1,089 | 1,322 | 918 166 1.081 | 15,221 596 1,400 17,217 | | 15,221 613 1,624 17,458 | 4,238 1,77 65 1,780 | 1,558 1,558 |
| 101 28 | Mystic River Bridge | | 81111 | 202 | 126 | 777 | • | 1,553 | | 1,553 | | 1,526 |
| 1 | Blue Water International Bridge Mackinac Straits Bridge Mackinac-St. Ignace Ferry Total | | 79 1,096 1,175 | 161 - 2,233 2,394 | 28 20 61 109 | 17 | 941 - 148 | 133 20 3,390 3,843 | 1111 | 433 20 3,390 3,843 | | 8 8 |
| The color of the | Pascagoula Bridge Bay St. Louis Bridge Total | | 3,484 | , , , | 111 | 162 162 | , , , | 3,778 | | 3,778 | 3,718 | 476 176 |
| 11/7 11/2 | Paseo Bridge (Kansas City) Mississipi River Bridge (Caruthersville) Total | | 207 | | 55 53 | | | 22 22 | | 22 22 | 11,781 | 101,1 |
| 303 2 683 293 9,251 4,250 56,767 27,150 11,592 3,219 186 8,813 2,240 2,240 2,240 2,240 2,240 2,245 3,522 1,045 9,196 293 66,258 2,000 68,258 37,072 | Hampton Harbor Bridge Mains-New Hampshire Interstate Bridge New Hampshire furmpike Total | | | 23 117 322 | | 44 25 11 2 108 108 108 108 108 108 108 108 108 108 | 50 157 160 367 | 93 346 1118 857 | 1111 | 93 81.1 857 | -333 81 -246 | 22 181 191 100,1 |
| | Various Bridges]/ New Jersey Turnpike Garden State Parkesy Total | | 7,970 41,849 2,083 51,902 | 3,219 3,522 | 886 157 1,045 | 683 8,81.5 9,196 | 83 | 9,251 54,767 2,240 66,258 | 8/ 2,000 | 2,25,000,000,000,000,000,000,000,000,000 | | 1,546 13,415 11,961 |

Table SF-4B, 1952 Sheet 2 of 2 Issued September 1953

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 J

Compiled for calendar year from reports of State authorities

| × | | | MA IN TE- | A DMTNTS. | | | | FUND | | BALANCES ON DECEMBER 31, 1952 | s ON 1952 <u>3/</u> |
|---|--|--|---|--------------------------------|--|--|---|---------------------------------|---|--|--|
| STATE | NAME OF FACILITY | CAPITAL OUTLAY | NANCE AND OPERA- TION 2/ | TRATION AND MISCEL- LANEDUS | INTEREST ON OBLIGA- TIONS | RETIRE- MENT OF OBLIGA- TIONS | SUBTOTAL, DIRECT EXPENDI- TURES | TO STATE OR FOR OTHER PURPOSES | TOTAL DISBURSE- MENTS | RESERVES FOR CONSTRUC- TION, OPERATION, ETC. | RESERVES FOR DEST SERVICE |
| | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| New York | Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges Kingston-Rhinecliff Ferry Subtotal Rouses Point and Crown Point Bridges Thousand Islands Bridge Rainbow Bridge Rainbow Bridge Rainbow Bridge Rainbow Bridge | 322 322 - 13 936 2,653 | 281 262 131 131 10,607 | 2% | 132 132 149 179 179 179 179 179 179 179 179 179 17 | 38 155 25,53 25,53 25,53 | 1,035 62 1,097 1,540 1,008 1,008 1,103 | 2/ 2,550 | 1,035 62 1,097 1,597 1,540 1,008 1,3653 | 3,611 3,611 95 717 11,039 | 22 140 310 161 161 12,783 |
| | Staten island bridges Meadovoky Loop, Wantaugh, and Captree Causeways Veterans Memorial Highway New York Thruway Total | 311 | 636 130 322 12,820 | 387 | 32 32 34 34 34 34 34 34 34 34 34 34 34 34 34 | 77 | 1,095 21,1 1,2,340 89,506 | 10/20 | 1,095 261 <u>1,2,31,0</u> 92,075 | -3,475 26 -42,302 -26,042 | 67 |
| Ohio | Steubenville-Warton Bridge East Liverpool-Chester Bridge Ohio Turmpike | 17 \$5.579 \$5.596 | 100 | 721 | 121°5 | | 117 2 11,177 11,296 | | 117 2 11,177 11,296 | 248 87 309,020 309,355 | |
| Oklahoma | Oklahoma Gity-Tulsa Turnpike | 18,305 | 25 | 181 | 1,199 | | 19,710 | | 19,710 | 101,11 | 1,349 |
| Oregon | Astoria-Megler Ferry | ٠ | 270 | | , | , | 270 | | 270 | | |
| Pennsylvania | Delaware River Bridge (Camden) Various State Toll Bridges Tarentum Bridge Pennsylvania furmpike System Total | 1,382 - 17,229 18,611 | 1,379 657 31 2,989 5,056 | 11/ 481 | 180 77 7,861 8,118 | 10,091 650 10,035 11,776 | 7,513 1,384 31 39,159 18,087 | 1111 | 7,513 1,384 31 39,159 48,087 | 7,780 3,161 69 71,577 82,587 | 2,813 - 19,206 22,019 |
| Rhode Island | Jamestown Bridge | • | 57 | 31 | 017 | 71/1 | 275 | • | 275 | 137 | 137 |
| South Carolina | Hilton Road Ferry | 62 | 1 | • | | | 62 | • | 62 | • | |
| Tennessee | Cumberland River Bridge | 22τ | • | • | 10 | • | 187 | • | 187 | 77.71 | |
| Virginia | Norktown Bridge James River Bridge System Livington-Gray Point Bridge Livington-damestown, and Hopewell Ferries Chesapeake Ferry System Elizabeth Haver Bridge and Tunnel Potal | 1,089 - 65 65 366 5,010 6,598 | 181 191 236 2,000 270 270 2,878 | 13 88 88 221 | 24.7 14.8 10.1 10.1 10.5 1,30.1 | 190 112 - 84 | 2,720 68 68 2,845 6,113 | 9 9 | 1,720 477 68 307 2,645 6,173 11,390 | 600 594 818 12727 3,739 | 2,130 2,130 2,302 |
| Washington | Agate Pass Bridge Tacoms Marrows Bridge Longview Bridge Longview Bridge Puget Sound Ferry System Proposed projects 12/ Total | 364 213 1,130 1,731 | 90 39 4,813 - | 223 226 | 510 104 231 84,5 | 1,236 220 871 2,327 | 2,203 576 7,045 10,071 | 173 | 2,203 2,203 576 7,045 10,246 | 13.4 13.4 53.5 1 | 24. 107 34. 57. |
| West Virginia | Steubenville, Aetnaville, Henderson, and Silver Bridges West Virginia Tumpike Total | 165 1 | 263 | 150 150 | 36 12,924 2,960 | 76 [†] | 791 4,668 5,459 | 269 | 1,060 1,668 5,728 | 81,6 75,250 76,096 | 723 12,774 13,497 |
| Summary | Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities Grand Total | 52,693 129,044 2,771 184,508 | 19,902 8,490 11,027 39,419 | 2,886 3,730 575 7,191 | 12,527 27,908 332 40,767 | 47,034 16,443 955 64,432 | 135,042 185,615 15,660 336,317 | 2,596 2,581 230 13,407 | 144,638 188,196 15,890 348,724 | 111,156 448,789 1,951 561,896 | 53,541 48,486 2,546 104,573 |
| $\frac{1}{\sqrt{1}}$ See tables with receipts and d | 1/ See tables SF-1 and 2 for general note on SF series, Tables SF-38 and 4B are concerned solaly with receipts and disbursements for State and quasi-state toll facilities, including (A) those owned | srned solely | | 6/ Toll road 7/ Portland, | from Carter Delaware Wa | ville to Ter | Toll road from Carterville to Tennessee line. Project has been deferred. Portland, Delaware Mater Cap, and Milford bridges under construction; Frenton-Morrisville | Project hadges under co | s been defer | red. Trenton-Mor | risville |

with receipts and disbursements for State and quasi-state toll facilities, including (A) those owned or operated by State highary departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities from to tolls are shown were under construction, or perliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

Z includes counts of toll collection.

Z includes funds of special toll subtrities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

W Maintenance costs are paid from highway funds. Amounts were not reported.

Protland, Delaware Water cap, and Wilford bridges under construction; Treat one bridge opened to traffic December 1, 1952; Easton-Phillipsburg Bridge in operation.

8 Reimbursement to State highway department for right-of-way and construction expenditures from 1947 to 1951 on roads subsequently taken into the New Wersey Turmpike System.

9 Toll revenue in excess of estimated highway expenditures, considered to have been allocated to other than highway facilities of the Port of New York Authority.

10 Estimated nominghway allocation of toll revenues.

11 Includes preliminary expenses for proposed Philadelphia-Gloucester toll bridge.

Highway Finance

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS-1952 J

Table SF-5, 1952 Issued September 1953

Compiled for calendar year from reports of State authorities

| | BALANCES ON | M JANUARY 1, 1952 2/ | 1952 2/ | | æ | RECEIPTS FROM CURRENT STATS IMPOSTS | CURRENT STAT | E IMPOSTS 3/ | , | | // | | OTHER RECEIPTS | CEIPTS | | | |
|---|--|------------------------------------|---------------------------------|-------------------------------------|------------------------------------|-------------------------------------|--------------------------------------|------------------------------------|-------------------|--------------------------------------|--|----------------------------------|-------------------|--------------------------------|-------------------------------------|----------------------------------|--|
| | RESERVES | | | | HIGHWAY-USER | JSER REVENUE L | | APPRO- PRI- | GI INC | | FEDERAL | TRANSFERS FROM LOCAL GOVERNMENTS | FROM | | 10001 | | TOTAL |
| STATE | FOR CURRENT HIGHWAY WORK | RESERVES FOR DEST SERVICE | TOTAL | MOTOR- FUEL TAXES | MOTOR- VEHICLE FEES, ETC. | MOTOR- CARRIER TAXES | TOTAL | ATIONS FROM GENERAL FUNDS | STATE IMPOSTS 2/ | TOTAL | BUREAU OF PUBLIC ROADS | FROM COUNTIES, ETC. | FROM | DE BONDS, NOTES, ETC. | HISCEL- LANEOUS RECEIPTS | TOTAL | RECEIPTS |
| | 1,000 | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama 6/ Arisona Arkansas Calformia | 8, 369 259 878 878 | | 368 2088 878. 878. | 27,313 1,269 5,159 68,895 | 17. 11. 88.621,9 | 156 - 3 | 28,180 1,283 5,989 78,046 | 1.1.1.1 | 1111 | 28,180 4,283 5,989 78,046 | 2,515 990 356 1,429 | 1,12 355 3,203 | 1111 | 1111 | | 2,515 1,462 17,711 | 30,695 5,745 6,700 85,678 |
| Colorado Connecticut Delaware 6/ | 1,077 | | 1,077 | 9,342 4,375 13,140 | 2,230 1,979 - | 1,256 | 12,828 6,354 6,354 13,589 | | | 12,828 6,354 6,354 13,589 | | , , , , | ٠,,, | | 1111 | 1,1 1 1 | 12,828 6,354 6,354 13,589 |
| Georgia Idaho Illinois Indana | 34,116 | 1 1 1 1 | , 682 34,116 | 14,663 3,777 59,527 21,897 | 1,445 | 12 6 93 | 16,120 5,264 65,912 33,375 | 4,152 | | 20,272 5,264 65,912 33,375 | 819 566 3,293 | - 288 | . 58 | | | 819 854 3,293 85 | 21,091 6,113 69,205 33,460 |
| Iowa Kansas Kentucky Iowisiana | 10,560 2,983 2,082 | 1111 | 10,560 2,983 2,082 | 18,064 8,103 3,850 9,892 | 19,606 1,135 2,457 471 | 179 183 111 | 37,849 9,421 6,418 10,363 | 1111 | 54545 | 13,394 9,421 6,418 10,363 | 2,030 | 2,617 | '. | | 1111 | 75 179641 - 27 | 47,893 14,068 6,418 10,390 |
| Maine Maryland Massachusetts Michiean | 3,068 3,068 3,568 | | 3,068 11,566 | 1,275 14,621 6,978 39,511 | 596 1,739 1,94,9 | - PH2 | 1,871 19,360 8,927 63,371 | | 1111 | 1,871 19,360 8,927 63,371 | 935 | 170 | 676 | 2,736 | 1111 | 1,731 2,736 5,132 | 1,871 21,111 11,663 68,503 |
| Minnesota Mississippi Missouri Montana | 8,075 6,629 4,105 | 1111 | 8,075 6,629 4,105 | 13,053 12,289 9 9 | 6,087 | | 13,053 18,376 15 2,735 | 3,500 | 5,378 | 13,053 23,754 3,576 2,735 | 4,769 1,595 | 3,539 | 22 - | 1 1 1 1 | 37 | 8,366 | 25,380 3,576 2,735 |
| Nebraska Nevada New Hampshire New Jersey | 12,865 | ⁸ 22 | 33.8 | 10,983 605 728 7,838 | 3,796 33 1,38 8,024 | , , , | 14,779 703 1,169 15,862 | | | 14,779 703 1,169 15,862 | 165 | | 103 | 1111 | % | 165 3429 | 14,944 703 1,510 18,291 |
| New Mext co New York North Carolina 6/ | 161 | | 191 | 17,168 | 2,166 19,835 2,897 | . 889 | 2,166 37,991 1,919 1,365 | ,,,, | 8 | 2,166 37,991 1,949 1,431 | 3,753 | 1,706 | | 1111 | | 3,753 | 2,166 11,744 1,949 8,317 |
| Ohio Oklahoma Oregon Pennsylvania | 3,289 365 1,853 1,126 | , , , , | 3,289 365 1,9853 1,126 | 38,677 17,382 9,056 21,522 | 1,2,080 6,783 3,192 1,104 | 298 372 2,015 | 81,055 24,537 14,263 25,926 | 368 | 2,694 | 81,423 27,231 14,263 25,926 | 1,032 11 788 46 | 1,064 216 383 16 | | | 1111 | 2,096 227 1,215 92 | 83,519 27,458 15,478 26,018 |
| Rhode Island South Carolina South Dakota Tennessee | | , , , , | | 76 5,310 1,111 24,158 | 77 | , * , 50 | 127 5,310 5,166 24,950 | | 1111 | 127 5,310 5,166 24,950 | 1,309 2,392 3,805 | - 1,342 102 | 1,309 | 1:11 | 111 | 2,618 3,753 3,907 | 2,745 5,310 8,919 28,857 |
| Texas Utah Vermont Vircinia 6/ | 355 | | 135 | 7,300 177 1,649 1,762 | 21,185 2,244 1,477 319 | | 28,485 2,421 3,139 2,114 | , , , , | | 28,485 2,421 3,139 2,114 | _ 292 _ 53_ | 101 12 | - 69 135 | | | - 1,62 135 107 | 28,185 2,883 3,274 2,221 |
| Washington West Virginia 6/ Wisconsin Wyoming | 1,871 | 9गा | 2,017 | 21,512 | 91. 191. 190. | - 1940,e.t. 94, | 23,030 | 1111 | | 23,030 23,030 2,716 | 1,373 2,140 -1,063 | 160 2,311 46 | 04 - 796 10 | | 184 | 1,575 5,247 5,247 1,247 | 23,436 - 28,277 2,772 12,013 |
| Dist. of Col. | 6,013 | - 017 | 0,013 146,532 | 578,675 | 232,651 | 8,229 | 819,555 | 8,020 | 13,744 | 841,319 | 50,830 | 22,364 | 3,307 | 2,736 | 259 | 79,496 | 920,815 |
| 1/ See tables | See tables SF-1 and 2 for general note on SF series. | r general not | te on SF seri | es. Tables | Tables SF-5 and 6 ar | re concerned | solely with State | | Ly The er | ntries in the | if The entries in these columns are identical Mu. 2. M. 2. and DF. respectively. | re identica | with the to | otals for loc | with the totals for local roads and | d streets on | tables |

y See tables SF-1 and 2 for general note on SF ceries. Tables SF-5 and 6 are concerned solely with Staturecipts and dishurements applicable to county and other local roads and efreets not under State control. See Any difference between damary 1 balances and previous year's closing balances are the tresuit of accounting adjustments, inclusion of funds not previous year's closing balances are the result of 2/ For this analysis, gross nonhighmay allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif. \$1,920,000, lean. \$9,893,000, Mesh. \$17,000.

(0.3) Mr.3; MC-2; and DF; respectively.

5/ Iowa, sales and use tax; Miss., sales tax; Mo., tax on private car (railroad) companies; N. D.,
15/ Iowa, sales and use tax; Miss., sales tax; Mo., tax on motor vehicles purchased out of States; Gkla., severance tax.

6/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W.Va.

Table SF-6, 1952 Issued September 1953

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS-1952 1/

Compiled for calendar year from reports of State authorities

| _ | | | noo | INTY AND OT | COUNTY AND OTHER LOCAL ROADS | OADS | | | | CITY STREETS | TEETS | | - | SERVICE FOR I | SERVICE OF OBLICATIONS FOR LOCAL ROADS | | SUMMARY OF FOR LOCAL | SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS | | BALANCES ON | ON DECEMBER 31, 1952 | 31, 1952 |
|----------|---|--|--|---|--|--|--|---|--|---|-----------------------------|---|--|---|---|---|---|--|--|--|------------------------------------|--------------------------------|
| | | DIRECT | EXPENDITUR | DIRECT EXPENDITURES BY STATE | 2/ | FUND | | DIREC | T EXPENDIT | DIRECT EXPENDITURES BY STATE | | | | STATE | FUND | | DIRECT | | | PESERVES | | |
| | STATE | CON- STRUC- TION | MAINTE- | ADMINIS- TRATION AND OTHER | TAL | TEANSFERS TO COUNTIES, TOWNSHIPS, ETC. | TOTAL | CON- STRUC- TION | MAINTE- NANCE | ADMINIS- TRATION AND OTHER | TOTAL | rund TRANSFERS TO CITIES | TOTAL | ISSUES FOR LOCAL ROADS | PAYMENTS ON LOCAL BONDS | TOTAL | EXPEND- ITURES T BY STATE | FUND TRANSFERS | TOTAL | | RESERVES FOR DEBT SERVICE | TOTAL |
| 1 | | 1,000 Dollers | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| | Alabama Arizona Arkansas California | 6,763 1,655 177 7,631 | | 9 | 6,763 1,695 711 7,631 | 21,189 2,829 5,600 56,838 | 27,952 1,524 6,311 64,469 | ₹, . 18 | 1111 | 1111 | 634 18 | 549 114,1 375 19,196 | 1,183 1,114 375 19,214 | 1111 | 1111 | 1111 | 7,397 1,695 117 7,649 | 21,738 4,243 5,975 76,034 | 29,135 5,938 6,686 83,683 | 9,975 176 273 8,873 | | 9,975 176 273 8,873 |
| | Colorado Connecticut Delaware Florida | 84.6 12.7 007 | - 279 | | 846 352 988 | 10,947 5,012 1,854 | 11,793 5,364 2,842 | 1111 | ۰, ۱ | | 9 | 940 | 940 1,330 | | - 10,746 | - - 10,746 | 846 352 6 988 | 11,887 6,342 12,600 | 12,733 6,694 13,588 | 1,172 5,324 | 1111 | 1,172 5,324 6 |
| | Georgia Idaho Illinois Indiana | 11,774 1,371 8,882 475 | 2,908 | - 614 | 11,774 1,371 12,209 475 | 9,317 1,509 23,108 22,454 | 21,091 5,880 35,617 22,929 | 111 | | 777 | 1,267 | 11,8 21,271 10,526 | 148 22,538 10,531 | 1111 | | 1111 | 11,774 1,371 13,476 1,80 | 9,317 4,657 44,679 32,980 | 21,091 6,028 58,155 33,460 | | | 772 45,166 |
| 25.62 | Iowa Kansas Kentucky Louisiana | 20,208 4,510 | 1,,552 2,706 | 339 | 20,290 1,510 1,891 2,706 | 26,187 7,082 1,418 6,375 | 11,592 6,309 9,081 | ₹ | | 2 | 2775 | 5,985 2,211 1,309 | 6,527 2,211 1,309 | 1111 | , , , , | | 20,832 4,510 4,891 2,706 | 32,172 9,293 1,418 7,684 | 53,004 13,803 6,309 10,390 | 5,149 3,248 2,191 | , | 5,449 3,248 2,191 |
| 1 | Maine Maryl and Mag sachusetts Michigan | 560 671 3,270 4,291 | 2,365 342 | 391 | 578 3,036 1,003 | 179 1,902 3,701 1,1,273 | 1,357 | 128 | 1:11 | ,,,, | 128 | 58 12,294 3,296 22,287 | 13,523 3,625 22,287 | υ ^η - | | - 1,774 | 706 1,265 1,809 1,291 | 837 16,996 6,997 66,560 | 1,543 21,261 11,866 70,851 | 475 727 2,925 9,218 | ; ; 1 1 | 475 727 2,925 9,218 |
| 18. L | Minnesota Mississippi Missouri Montana | 6,911 1,569 | | 388 | 6,954 1,637 15 80 | 12,675 18,364 1,674 2,592 | 19,629 23,001 1,689 2,672 | 1,157 | 1,11 | | 1,157 | 8 | 1,157 | 1111 | | | 8,111 4,637 15 80 | 12,675 18,364 1,674 2,655 | 20,786 23,001 1,689 2,735 | 8,708 9,008 5,992 | | 8,708 9,008 5,992 |
| <u> </u> | Nebraska Nevada New Hampshire New Jersey | 24.7 29.3 13.355 47.3 | | 323 | 24.7 29.3 1,355 | 13,715 | 13,962 703 1,627 8,664 | 1,309 | | 218 | - - 1,529 | 982 | 982 - 83 7,163 | 316 | - - 1,633 | 316 1,915 | 24.7 29.3 1,754 2,609 | 14,697 01,10 72 14,933 | 14,944 703 1,826 17,542 | 13,606 | | 13,835 |
| | New Mexico New York North Carolina North Dakota | 3,886 | 1 1 1 1 | | 3,886 | 2,166 5/ 32,212 4,359 | 2,166 40,468 | | | | 1111 | (\2) (\2) (\2) (\2) | - 646e4 | | | | 8,256 3,886 | 2,166 32,212 4,949 4,359 | 2,166 40,468 4,949 8,245 | 1,467 | | 1,467 |
| ,1., | Ohio Oklahoma Oregon Pennsylvania | 2,464, 232, 1,2,734, 91 | 84 | ., | 2,1664 232 1,756 11,756 | 55,509 24,201 8,776 18,218 | 57,973 24,433 10,532 18,360 | ٠, المراد | | , | 343 | 24,921 3,030 4,315 7,189 | 24,921 3,030 4,658 7,189 | | | 1 1 1 1, | 2,1644 232 232 2,099 142 | 80,430 27,231 13,091 25,407 | 82,894 27,463 15,190 25,549 | 3,914 5,141 1,595 | , | 3,924 360 5,141 1,595 |
| 1 | Rhode Island South Carolina South Dakota Tennessee | 3,729 15,960 | 719 911 | | 3,775 | 74 5,330 14,633 | 11.3 5,310 8,408 30,540 | 2,632 | | | 2,632 | - 187 | 2,632 - 511 14 | 1111 | 1111 | 1111 | 2,671 3,799 16,165 | 74 5,310 5,120 14,389 | 2,745 5,310 8,919 30,554 | 2,800 | | 2,800 |
| J | Texas Utah Vermont Virginia | - 741 7701 | | | 147 103 104 | 25,081 1,892 2,715 718 | 25,081 1,439 3,128 825 | 1,492 | | 1111 | _ 492 | - 981 210 1,396 | 1,473 210 1,396 | | 3,404 | 3,404 | - 639 E13 701 | 28,485 2,273 2,925 2,114 | 28,485 2,912 3,338 2,221 | , 106 176 | - 27 | , see . |
| 5,490 | | 3,712 | 21 - 7 | 8 | 3,716 | 16,428 | 19,124 - 19,927 1,943 | 433 1,263 97 5,229 | 2 - 8 - 8 | 16 - - 6/ 2,765 | 451 1,271 97 9,556 | 5,018 6,710 | 5,469 7,981 571 9,556 | 118 | | 118 | 3,265 4,987 703 9,556 | 22,921 1,811 | 24,711 27,908 2,511, 9,556 | 695 1,661 997 8,470 | | 742 1,661 997 8,470 |
| - | Total | 131,887 | 13,793 | 2,205 | 147,885 | 549,271 | 697,156 | 15,959 | 2,421 | 3,427 | 21,807 | 169,548 | 191,355 | 1,193 | 15,783 | 16,976 | 170,885 | 734,602 | 905 <u>,</u> 487 | 161,557 | 303 | 161,860 |
| <u> </u> | 1/ See tables SP-1 and 2 for general note on SF series. Tables SP-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control. 2/ County roads are under State control in Ala. (three counties), Pal., N.(., is. (all but three counties), and W. For expenditures on roads under State control see table SP-1. 3/ Include expenditures on Federal-aid secondary and urban projects that are located off the State systems. | s SF-1 and ursements a ads are und xpenditures expenditure | 2 for gene pplicable ler State c on roads s on Feder | eral note o to county control in under Stat "al-aid sec | and other ; Ala. (three control ; ondary and | s. Tables SF- local roads an e counties), I see table SF-4 urban project | 5 and 6 are of streets numbers, N _c C., leb., N _c C., leb., strat are leb. | concerned of under S Fa. (all bi located of: | solely wi tate contr ut three c f the State | th State ol. ounties), e systems, d in part | for Stat may | for city streets or service of local road bonds. Expenditures on city streets forming untan extensions of the State systems rate followed under "disbursements for State-administered highways", table SF-L, SF-L, Does not include any part of the per capita State aid (#55 million) to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be segregated. #Highway department administration, engineering, and miscellaneous \$1,155,000, traffic police and safety education \$1,130,000. | s or service re included ut include any highway and department s 0,000. | re of local I under "di; Iny part of Id other pu | road bonds. sbursements the per cap rposes. Amo | for State- pita State- purts camo | ures on ci administer aid (\$85 r t be segre d miscella | Expenditures on city streets: Texte-administered highways Texte aid (#85 million) to its cannot be segregated, ring, and miscellaneous \$1,455 | forming uri s", table S cities, to | urban extensions of the SF-U. towns, and Willages, Wh traffic police and safet | ons of the llages, wh | ich |
| | e Auseur /Tr | tates, the | funds tra | nsierreu v. | Conuctes | COMPSUIDS) C. | Co may uter | Talety III. | ממפוי היי | | | | | | | | | | | | | |

FUNDS USED FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES-1952 Y

Table SF-9, 1952 Issued September 1953

Compiled for calendar year from reports of State authorities

| | | | | | | | | | | Table Attack | 70 00000000 | | | | | | | |
|---|----------------------------------|------------------------------|----------------------------------|----------------------------|---|---|--------------------------------|---------------------------------|--------------------------------------|---|---|--------------------------------------|--|-------------------------------------|--------------------------------|--|------------------------|--------------------------------------|
| | FUN | D BALANCES J | FUND BALANCES JANUARY 1, 1952 2/ | 2 2/ | MOT | MOTOR-FIEL TAXES | | | MOTOR | OR-VEHICLE REGISTRAT | MOTOR-VEHICLE REGISTRATION FEES, ETC. | ES, ETC. | | | | | APPRO- | |
| STATE | MOTOR- FUEL TAX | | MOTOR- CARRIER | | | MOTOR- | | FUNDS RETAINED | BY LOCA | HORITIES 🔟 | STATE MOTOR. | STATE MOTOR-VEHICLE COLLECTIONS | ECTIONS 5/ | | MOTOR- | FROM | ATIONS | TOTAL |
| | ADMINIS- TRATION FUNDS | ADMINIS- TRATION FUNDS | ADMINIS- TRATION FUNDS | TOTAL | GALLON- AGE TAXES | INSPECTION FEES, ETC. | TOTAL | REGISTRA- TION FEES, ETC. | OPERATORS, CHAUFFEURS LICENSES | TOTAL | REGISTRA- TION FEES, ETC. | OPERATORS, CHAUFFEURS LICENSES | TOTAL | TOTAL | CARRIER | HIGHWAY- USER REVENUE | GENERAL FUNDS 1/ | Medal 13 |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama Ariaona Arkangas California | 1 + + 1 | | | | 168 255 77 | 168 | 336 255 84 776 | 585 171 | 32 | 617 177 | 340 753 279 14,711 | | 340 753 298 11,11 | 957 930 298 11,11 | 171 150 14 2,527 | 1,335 | | 1,335 1,335 386 18,014 |
| Colorado Connecticut Delaware Florida | | | 1 1 1 1 | 1111 | ដ្ឋីឱ្យព | 394 | 27. 58 22 21. 7.14 | 1671 - 583 | 179 | 049 - 908 | 923 1,990 1,812 | | 923 1,990 1,87 1,812 | 1,593 1,990 1,87 2,618 | 210 153 - | 2,017 2,201 5,08 3,104 | | 2,017 2,201 508 3,104 |
| Georgia Idaho Illinois Indiana | | | | | 23 23 23 23 23 23 23 23 23 23 23 23 23 2 | _ 397 123 | 27h h1 702 226 | | 380 | 1,060 | 624 3,980 1,686 | 82 726 641 | 706 325 1 ₀ ,696 1 ₀ ,672 | 706 325 1,696 2,732 | 108 138 | 1,088 3,398 3,096 | 1111 | 1,088 389 5,398 3,096 |
| Iowa Kansas Kentucky Louisiana | % | \$8 | 1111 | 36 25 - | 241 650 255 197 | 32 113 - | 273 763 255 374 | 427 010 690 | 250 | 751 310 940 | 25 K K K K K K K K K K K K K K K K K K K | 24.7 11.8 574 | 612 921 649 114,1 | 1,3% 1,589 1,589 1,114 | 101 36,38 63 63 63 | 1,7k3 2,793 2,210 1,851 | 1111 | 1,743 2,793 2,210 1,851 |
| Maine Maryland Massachusetts Michigan | | . 53 . 641 | 10 | 63 - - | 39 90 150 427 | - 63 63 | 39 90 213 433 | 1111 | - 1,34 | 161 | 581 1,382 1,227 2,754 | 345 345 | 581 1,382 4,227 3,099 | 581 1,382 4,227 3,533 | . 151 151 248 | 709 1,472 1,591 1,214 | 11.6 | 709 1,472 4,591 4,214 |
| Mirnesota Mississippi Missouri Montana | 37 | 475 - - 60 | | 475 37 - | 208 856 78 69 | 123 110 6 | 331 856 188 75 | 240 89 | 106 | 106 240 - 89 | 1,040 427 941 256 | 567 122 821 | 1,607 51,9 1,762 256 | 1,713 | 80 172 130 102 | 2,12h 1,817 2,080 522 | 1111 | 2,124 1,817 2,080 522 |
| Nebraska Nevada New Hampshire New Jersey | 221 | 11, 88 - | _ 3 | 235 91 - | 171, 21, 1468 | 77 48 | 251 72 168 | 228 | - 1 | 235 | 32 32 41,73 | . 57 | 2, 12, 12, 12, 12, 12, 13, 13, 14, 14, 14, 14, 14, 14, 14, 14, 14, 14 | 258 312 312 5,714 | 69 | 878 275 319 6,182 | .,., | 878 275 319 6,182 |
| New Mexico New York North Carolina North Dakota | | 1,327 | | | #K & & | . • 187 142 | 334 220 187 192 | 2,080 | 1111 | 2,080 | 545 4,839 1,576 | 10t - 846 23 | 649 4,839 2,422 267 | 64,9 6,919 2,422 270 | 327 1,027 8 47 | 1,310 8,166 2,617 509 | , , ₇ 7 | 1,310 8,166 2,617 523 |
| Ohio Oklahoma Oregon Pennsylvania | | 1,908 | | 1,908 | 285 283 367 | | 285 398 105 367 | 2,218 574 - | 229 | 2,44.7 574 - | 1,505 302 1,932 4,872 | т іі | 1,946 302 1,932 4,872 | 1,393 876 1,932 1,872 | 237 20 - | 4,915 1,312 2,741 5,239 | | 6,915 1,312 2,741 5,239 |
| Rhode Island South Carolina South Dakota Tennessee | 1111 | 1111 | 111 | | 195 195 | , % 11, 11, 11, 11, 11, 11, 11, 11, 11, | 23 92 112 312 | 1611 - | | 522 | 477 851 98 251 | - - 187 | 477 851 98 438 | 774 851 98 98 | 8 8 8 8 8 | 530 1,083 294 1,357 | ,,,, | 530 1,083 294 1,357 |
| Texas Utah Vermont Virginia | 746 - | 599 1411 1445 | 1111 | 1,546 - 11,1 14,5 | 671 82 6 173 | 23 | 671 6 6 173 | 2,413 _ _ | 1111 | 2,413 - - | 1,161 1,05 24,3 797 | 3,026 | 4,487 1,055 24,3 1,240 | 6,80 1,265 1,265 | 116 | 7,687 509 24,9 1,636 | | 7,687 509 24,9 1,636 |
| Washington West Virginia Wisconsin Woming Dist, of Col. | | | _ | 197 | 176 - 189 19 | 315 | 176 - 50u 19 | 632 | 841. | 632 _11,8 | 685 736 2,213 77 589 | 150 - 39 103 | 835 736 2,213 116 692 | 1,467 736 2,361 116 692 | 44 H 25 ' | 2,254 750 3,036 240 240 699 | | 2,254, 776 3,036 240 699 |
| Total | 1,9354 | 400.69 | 828 | 8,186 | 9,527 | 2,845 | 12,372 | 13,313 | 2,018 | 15,331 | 73,234 | 9,076 | 82,310 | 149,676 | 006*6 | 119,913 | 01 | 119,953 |
| ½ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are conditional disbursements for the collection and administration of State highway-user revenues. | SF-1 and 2 for or the collect | general not | e on SF serie | State high | SF-9 and 10 a | are concerned | concerned solely with receipts | receipts | operators in State r | operators licenses, e in State records. In | etc. In some States the amounts allowed are in addition to the State fees, and are not entered. In such cases, the amounts reported are estimated by State authorities. | States the a | mounts allow reported are | ed are in ad estimated b | dition to th y State auth | e State fees | s, and are no | ot entered |

and assistants for the contection and annual retrains of 'State nagra-tuen receives.

2. Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustment's inclusion of funds not previously reported, etc.

2. Any differences between January 1 balances and previously especially etc.

3. These columns indicate the source of funds allocated, and not necessarily the object of expenditure, e.g., and order-fuel tax ollacation costs were paid from actor-fuel impection foes in Flat, and M.S. (partly and S.C.; from motor-vehicle revenues in M.H.; from general funds in Mist, and Mist, of Col. Motor-vehicle collection expense paid partly from motor-fuel tax allocations in Arisansa. Motor-carrier collection expense paid partly N.J., Utah, mit Arisansa. Motor-carrier collection expense relicition and convenient allocations in Maine (part), N.J., Utah, mit W.P.; from general funds in Dist. of Col.

2. In many States county or other local officials are allowed sorrice charges for issuing registrations,

in State records. In such cases, the amounts reported are estimated by State authorities.

I now States allocations of operators and charifurn iteras fees for collection and administration are included with allocations of general more registration fees, and are not reported separately.

If me entries in this column are identiced with the entries in the column for collection and administration of higheav-user revenues an atable DP.

If For this analysis, grees nouhighway allocations of higheav-user revenues were of feet, in the following amounts, against appropriations for collection and administration of higheav-user revenues out of State general funds: 111, \$540,000, Meh. \$719,000, Mem. \$413,000, Mess. \$71,000, Sc. \$72,000, Ferm. \$25,000.

DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES-1952 J

| | COLLECTION OF ! | COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES | PATION SS | ಶ | COLLECTION AND ADMINISTRATION | DMINISTRATIO | ON OF MOTOR-VEHICLE | VEHICLE REGISTRATION | PEES, | ETC. | COLLECTION | | FUND BALA | FUND BALANCES DECEMBER | IR 31, 1952 | |
|--|--|---|--|------------------------------------|--------------------------------------|-------------------|-------------------------------------|--------------------------------------|-----------------------------------|--------------------------------------|--|---|--|---|---|-------------------|
| STA ሞጽ | MOTAL BOO | | | LOCAL | LOCAL SERVICE CHARGES | 2 2/ | STATE | EXPENDITURES | 3/ | | ADMINISTRA- | TOTAL | MOTOR- | MOTOR- | MOTOR- | |
| | | INSPECTING MOTOR FUEL, ETC. | TOTAL | REGIS- TRATION FEES, ETC. | OPERATORS, CHAUFFEURS LICENSES | TOTAL | REGIS- TRATION FEES, ETC. | OPERATORS, CHAUFFEURS LICENSES | TOTAL | TOTAL | MOTOR- CARRIER TAXES | MENTS Ly | FUEL TAX ADMINIS- TRATION FUNDS | VEHICLE ADMINIS- TRATION FUNDS | CARRIER ADMINIS- TRATION FUNDS | TOTAL |
| | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Alabama Arizona Arkansas California | 168 255 14 77 | 168 | 336 255 78 77 | 585 | 28 | 177 | 340 753 274 114,111 | 30 | 340 753 304 117,411 | 957 930 304 111,41 | 171 150 1 1, 2,560 | 1,464 1,335 386 18,047 | | 1111 | 619 | - - 619 |
| Colorado Gonnecticut Delaware Florida | 77 77 88 88 88 88 | · • • | 21.2 22.2 41.7 | 491 - 581 | 179 | 670 - 806 | 923 1,990 1,87 | 1111 | 923 1,990 1,87 1,812 | 1,593 1,990 487 2,618 | 210 153 - | 2,017 2,201 508 3,104 | | 1111 | | 1111 |
| Georgia Idaho Illinois Indiana | 202 11-1 103 | . 397 397 123 | 25 42 702 226 226 | | | 1,060 | 624 325 3,980 1,626 | 82 - 71.6 146 | 706 325 1,696 1,672 | 706 325 14,696 2,732 | 108 23 138 | 1,088 389 5,398 3,096 | 1111 | 1111 | | 1111 |
| Iowa Kangas Kentucky Louisiana | 25 255 257 257 257 257 257 | 25. Ett. | 283 763 374 | 754 310 690 | - 250 | 75h 310 940 | 265 531 846 | 24.7 _ 11.8 574 | 612 907 649 1,14,1 | 1,366 1,217 1,589 1,414 | 10t 799 366 63 | 1,753 2,779 2,210 1,851 | 26 | | | 39.86 |
| Maine Maryland Massachusetts Michigan | 39 90 150 120 | 89 9 | 23 23 433 433 | 1111 | ηεη - - | 7E [†] 1 | 1,382 1,266 1,754 | 345 | 1,382 1,266 1,266 3,099 | 1,382 1,382 1,266 3,533 | 62 151 248 | 539 1,472 1,630 1,214 | 1111 | 18ti _ - | | 233 |
| Minnesota Mississippi Missouri Montana | 208 873 78 69 | 123 | 331 873 188 75 | _ 24,0 _ 89 | 106 | 106 240 | 81.9 1.27 1.19 251, | 567 122 821 - | 1,41,6 1,762 1,762 1,762 | 1,522 789 1,762 343 | 80 172 130 102 | 1,933 1,834 2,080 520 | 8 | 999 | í 1 1 t | 98° - 89 |
| Nebraska Nevada New Hampshire New Jersey | 195 24 21 21 168 | 9½ 9½ | 271 72 21 21 168 | 228 87 _ | | 235 87 _ | 337 72 291 201 111,5 \2 | L5 - | 337 129 291 5,714 | 572 216 291 5,714 | 69 1 7 (\Z) | 912 291 319 6,182 | 201 - - | . 25 . | 1111 | 201 |
| New Maxico New York North Carolina North Dakota | ¥8284 | 156 156 142 | 75.05 75 75 75 75 75 75 75 75 75 75 75 75 75 | 2,080 | m 111 | 2,080 | 545 4,9839 1,544 200 | 62 847 101 | 649 4,839 2,292 223 | 649 6,919 2,292 226 | 327 1,027 8 61 | 1,310 8,166 2,518 1,83 | - - 16 | _ 1,426 272 | , , , , | - 1,426 288 |
| Ohio Oklahoma Oregon Pennsylvania | 285 283 105 367 | . ns | 285 398 105 367 | 2,218 574 - | 229 | 2,447 574 - | 1,491 302 1,932 1,872 | 808 | 1,999 302 1,932 1,932 | 1,932 1,932 1,972 | 237 38 704 | 4,968 1,312 2,741 5,239 | | 1,855 | 1111 | 1,855 |
| Rhode Island South Carolina South Dakota Tennessee | 1883 1883 1874 | - 42 4 11.7 | 23 112 312 | 76 [†] | 88 | 255 | 27. 88.42. | - - 187 | 77. 85. 138 | 77 88 88 89 89 | 86 44 88 84 84 84 84 84 84 84 84 84 84 84 8 | 1,983 1,384 1,357 | ,,,, | 1 + 1 + | | 1111 |
| Texas Utah Verment Virginia | 671 82 6 118 | . 22 | 671 104 6 173 | 2,413 - - | 1111 | 2,413 - - | 1,461 405 232 1,397 | 2,882 | 1,343 1,05 232 1,840 | 6,756 1,05 232 1,81,0 | 223 | 7,543 509 238 2,236 | 94.7 | 74.3 152 -155 | 1 1 1 1 | 1,690 |
| Washington Wast Virginia Wisconsin Wyoming Dist, of Col. | 176 26 187 197 (5/) | 315 | 176 26 502 19 | 632 | 8 1 - - | 632 - 148 | 685 736 2,213 77 589 | 150 - 39 103 | 835 736 2,213 116 692 | 1,9467 736 2,361 116 692 | 113 148 24 24 (%) | 2,254, 776 3,053 180 180 699 | - 95 | 1111 | | .' ₁₈₀ |
| Total | 8,1,8 | 2 81.7 | 10.00 | 200 | 100 | 11-7- | L | | | | | -1 | | 1 | ć | 900 |

with receipts and disbursements for the collection and administration of State highest-user revenues.

In many States county or other local officials are allowed service changes for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

In some States, the cost of administering the operators and chauffeurs license laws is

include with general motor venture registers and an expense, and an integration apparatus.

If The entries in this column are destricted with the entries in the column "Expense of collecting and administering highway-user revenues" on table SS-2.

S Cost of collecting motor-carrier taxes is included with motor-vehicle registration expenses. Amounts were not segregated.

S Cost of collection was paid from general funds. Amount was not reported.

Bridge tolls and road-user taxes

Road-user taxes *

Road

Road-user taxes

Road-user

Road tolls and motor-fuel tax Motor-fuel tax

General State revenues Bridge tolls

Bridge tolls

Bridge tolls and road-user taxes *

Rentals *

Road-user

\Rightarrow OBLIGATIONS ISSUED OR ASSUMED DURING YEAR STATE OBLIGATIONS FOR HIGHWAYS -1952

Compiled for calendar year from reports of State authorities

Table SB-1, 1952 Sheet 1 of 2 Issued September 1953

SOURCE OF FUNDS FOR DEST SERVICE

Puel Lax *

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) 1953 at) 102 None 1962 at 103 1960 at 103 1953 at par 1962 at 102 Nome 1996 at 103 1953 at 105 1972 at par 1962 at per CALL FEATURES 6/ 1957 103 103 **34** None None None None None 1954-57, \$200,000 to \$300,000 1958-59, \$400,000 to \$500,000 1960-69, \$1,700,000 to \$2,800,000 1953-64, \$30,000 to \$45,000 1965, \$20,000 REDEMPTION PROVISIONS 1955-65, \$2,780,000 to \$3,530,000 1966-76, \$3,610,000 to \$4,680,000 MATURITY DATES AND AMOUNTS 1954-63, \$400,000 to \$650,000 1982 1959, \$2,500,000 1966, \$1,500,000 1965, \$1,000,000 1966–67, \$3,000,000 1955–2004, \$50,000 1954-82, \$15,000 to \$4,00,000 1961-62, \$5,330,000 1963-66, \$5,335,000 1953-63, \$1,000,000 1953-72, \$250,000 1952 1953 1954 1955-61 1985 1978 1981 SERIAL OR TERM Ø . . S Ø es es တတ္က 60 H v ໝໝໜ 0000 H 2,912 3,373 1,359 NET INTEREST COST 3.875 1.639 1,817 1,529 2,15) 1.63 INTEREST 5/ 3.375 POSTED 3.25 1,375 3 1.5 1.625 1.375 1.875 2.875 2.5.2 5.7. 4.2 <u></u> ક્ર 1.5 1.6 1.9 2,5 Refund revenue bonds \$6,975,760, reimburse State highway fund \$6,519,849, remainder for construction Construct bridge across Missouri River at Kansas City Refund bonds issued by Fernandina Port Authority (now Ocean Highway and Port Authority) Construction of Ormand Bridge Construction of bridge from Portland to South Portland Construction of toll bridge across Penobsord River between Bargor and Brewer Construction of State highways \$25,263,524, local roads \$2,736,476; Wetropolitan District Commission \$4,000,000 Acquisition of Delaware - New Jersey Ferry Company properties Construction of State-administered highways Debt service reserves, \$7,02\;\text{b,000}; remainder for construction of toll road Numd short term notes, \$7,000,000; construction of State highways, \$3,000,000 Construction of John C. Lodge and Edsel Ford Expressways Construction of State highways PROCEEDS Wefund & percent 1927 bonds State highway construction Construction of toll road APPLICATION OF 1 30,234,375 55,431,632 2,501,270 25,197,257 806,290 4,002,083 10,020,013 5,043,600 2,500,000 7,543,600 000,000,1 5,406,290 7,002,917 32,354,300 80,552,157 16,024,372 \$25,005,404 21,182,361 13,958,127 GROSS PROCEEDS 2,083 1,270 512,157 234,375 \$3,479 182,361 6,287 143,644 24,372 11,458 197,257 4,31,632 6,210 6,210 GROSS PROCEEDS OF SALES ACCRUED INTEREST 3/ 1,840 000,01 41,925 43,600 13,600 8 210,656 8 8,555 . . . PREMIUM OR DISCOUNT 45,430,000 \$900,000 900,000 23,200,000 55,000,000 2,000,000 2,000,000 15,000,000 15,000,000 300,000 700,000 1,500,000 2,500,000 1,500,000 80,000,000 30,000,000 25,000,000 7,500,000 800,000 7,000,000 13,950,000 2,900,000 2,600,000 10,500,000 16,000,000 2,000,000 4,600,000 5,100,000 1,,000,000 32,000,000 34,570,000 10,000,000 25,000,000 2,500,000 PAR ALUE 11-28-52 12-31-52 Vari ous 6-10-52 1-12-52 6-30-52 8-11-52 8-11-52 9-16-52 1-11-52 8-11-52 NOMENAL DATE OF SALE Various 9-4-55 1-1-55 1-2-52 4-4-52 10-1-51 12-1-55 Various 7-1-52 ц---п OMINAL DATE OF ISSUE 2/ 9-1-5 9-1-52 1-1-55 5-1-5 8-1-52 8-1-52 1-1-55 3-1-52 9-1-55 4-1-52 California Toll Bridge Authority: San Francisco-Califand Bay Bridge Refunding & Improvement Bonds -Series A Second Series Bonds - Series A Missouri Paseo Bridge Revenue Bonds 10/ New Jersey Turnpike Authority Revenue Bonds (1950 issue) Maine Highway and Bridge Loan Bonds Michigan Limited Access Highway Revenue bonds - Series 1951 Volueia County Bridge Bonds Assumed (Ormond Road and Bridge District) Total Florida Fernandina Toll Road Revenue Refunding Bonds Delaware Memorial Bridge Revenue Bonds Total Bangor-Brewer Bridge Bonds Kennebec Bridge Refunding Bonds Delaware Highway Improvement Bonds 1951 - Series B Massachusetts Highway Improvement Loan Fore River Bridge Bonds STATE AND MELICATIONS Alabama Highway & Bridge Bonds Lith Issue New Hampshire State Highway Bonds Total Total

\rightarrow OBLIGATIONS ISSUED OR ASSUMED DURING YEAR STATE OBLIGATIONS FOR HIGHWAYS - 1952

General State revenues * Table SB-1, 1952 Sheet 2 of 2 Issued September 1953 Bridge and tunnel tolls and other authority revenue SOURCE OF FUNDS FOR DEBT SERVICE tolls Ferry tolls tolls tolls Road tolls Road-user taxes * Road-user Road-user taxes Road-user taxes * Road-user taxes * Road Road Road 1955 &t 103 1961 at 103 1962 at 103 CALL FEATURES 6/ . . 1952 None 1962 100 1955 103 None 1956 25 ag None None. None REDEMPTION PROVISIONS MATURITY DATES AND AMOUNTS 1958-90, \$130,000 to \$1,600,000 000,000 8600,000 8600,000 1953-58, \$750,000 1959-70, \$750,000 1971-72, \$750,000 1962-66, \$100,000 1953-77, \$240,000 1953 to 1972 1953-60, 1961-67, 1953-54, 1955-64, 1992 1970 1966 1982 SERIAL OR TERM ۲ တ တတ . ဟ 1 03 ٠ တ်တ H ø NET INTEREST COST , 1,635 1,643 3,066 1.817 3,36 3.84 1.98 INTEREST 5/ POSTED RATE 1.25 2.75 3.25 3,73 5.9 . . **'** ع N Acquisition of Puget Sound ferry system under APPLICATION OF PROCEEDS) Construction of State highways Construction of Delaware River Turnpike extension Construction of State highways Construction of Lincoln Tunnel third tube Construction of State highways Construction of State highways Construction of county roads State control Construction of State roads State highway building Construction of toll road road Construction of toll road 育 Construction of 501,000 190,000 691,000 507,234 3,215,372 2,813,450 1,205,764 6,028,852 1,808,647 15,072,085 319,882,972 5,011,271 320,000 798,625,391 \$5,948,000 6,880,328 93,590,000 112,673,163 14,836,604 63,896,563 GROSS PROCEEDS 3,854,565 \$20,000 15,104 5,961 113,560 111,865 5,085 25,1425 7,628 63,563 8,085 125,328 196,563 1,389 1,706,972 GROSS PROCEEDS OF SALES ACCRUED INTEREST 3/ . . -14,090,174 -245,000 -178,500 1,273 1,812 1,585 3,427 1,019 8,522 2,993 **₽-**72,000 -7,82h,000 1,300,000 9,882 -4,800,000 -4,788,485 . . PREMIUM OR DISCOUNT 4, 500,000 9,000,000 3,200,000 2,800,000 1,200,000 6,000,000 1,800,000 15,000,000 6,000,000 501,000 190,000 691,000 808,861,000 320,000 15,000,000 65,000,000 500,000 50,000,000 \$6,000,000 326,000,000 7,000,000 5,000,000 000,000,66 17,000,000 PAR TALUE 12-10-52 3-26-52 9-20-52 9-20-52 9-20-52 9-20-52 9-20-52 2-29-52 7-21-52 10-8-52 11-6-52 IOMINAL DATE OF SALE 7-29-52 4-9-52 2-56-55 . . 4-1-52 10-1-46 11-1-52 11-1-52 10-1-51 7-1-527 OF ISSUE 6-1-52 2-1-5 3-1-52 9-1-52 Reimbursement Obligations Assumed Sinking Fund Commission Notes West Virginia Turmpike Revenue Bonds, Series A Compiled for calendar year from reports of State authorities Bonds M.sconzin County Highest Improvement Bonds Assumed 120 Prace County - Series A Trespealess County - Series A Total Secondary Road Bonds, Series C, 2nd Issue Rhode Island State Highway Improvement Bonds Washington State Ferry System Revenue Pernsylvania Turnpike Revenue Bonds -Delaware River Extension Port of New York Authority Consolidated bonds, First Series 11/ Oklahoma Turnpike Authority Revenue Bonds STATE AND BELIGATIONS Ohio Turnpike Revenue Bonds State Highway Bonds, loth Reissue GRAND TOTAL Oregon State Highway I Series 1952 South Carolina Total Total Herr Zork

V This table is one of a series giving available information concerning State and quasi-state obligations incurred for Righma Purposes. The resulting tables in the series are a follows; Table SB-2, change in indebtedments during the lost of year; Fable SB-3, soligations outstranding at end of year; Fable SB-3, rescipts and disbursements of clot services pervises the SB-3, considered by the services requirement. (Table SB-2, is published for ode-numbered years only.) When bonds were also services the stand partly for other purposes, such itsmess have been charged to State highmays, to county or other lost read attracted, and to monableave purposes, such itsmess have been charged to State highmays, to county or other lost read such seases, and to monableave purposes, respectively, in proportion to the assumits of the original issues used for these purposes, with the nonhighmay portion being outtied from these tables. Also one tited are obligations issued for these parts of controlled the sease of the service of the service of inference that of its service wayments. Interest requirements for toll facility construction bends are usually paid out of band processed our dreaded construction.

| Posted Rite* is declared rate printed on bonds; What Interest Cost* is bid price to borrower for combined bond issue, and reflects the pression or also can select that column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates show, the call pression will usually be scaled downward accordingly.

If where an arterisk appears in this column, the bonds are understood to be secured by the full faith and credit the State in addition to the serve appears in this column, the bonds are understood to be secured by the full faith and credit the State in addition to the specific resemine additioned by law to debt service.

| We have an account to 1956; 3 percent, 1956-1961; 15.5 percent, 1956-1961. The percent of the service and operated by State Highway Commission.

| We have a state of the state of the service and operated by State Highway commission.

| We have a state bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS-1952 CHANGE IN INDEBTEDNESS DURING YEAR L

Compiled for calendar year from reports of State authorities

| | | | | | | , | of mo | Contractor of the contractor | | | Chia curante | |
|----------------|---|---------------------------|--|---|--------------------------|---|--|------------------------------|---|--|---|--|
| STATE | OBLIDATIONS | CLASSIFI- CATION 2/ | OELIGATIONS OUTSTANDING JANUARY 1, 1952 | ORIGINAL | C REFUNDING ISSUES | TOTAL | WITH CURRENT INCOME AND DEBT RESERVES | BY BY REFUNDING | TOTAL | OBLICATIONS OUTSTANDING DECEMBER 31, 1952 | AND OTHER REDEMPTION RESERVES DECEMBER 31, 1952 | NET INDEBTEINESS DECEMBER 31, 1952 |
| Alabama | State Highway Bonds Florence Bridge Bonds Alabama Bridge Finance Corporation Refunding Bonds Reinbursement Chilgations Assumed Total | ¢.*5.0.1. | \$16,172,000 208,000 1,040,000 682,411 18,102,411 | \$25,000,000 | | \$25,000,000 | \$1,853,000 60,000 511,000 129,191 2,553,191 | 11111 | 11,853,000 60,000 511,000 129,191 2,553,191 | \$39,319,000 11,8,000 529,000 553,220 10,51,9,220 | \$260,000 | \$39,319,000 148,000 269,000 553,220 10,289,220 |
| Arkansas | State Highmay Construction Bonds State Highmay Refunding Bonds Refunding Reimbursement Bonds Total Total | 7175 | 19,390,000 72,129,000 35,575,000 127,094,000 | 1111 | | | 1,496,000 2,491,000 1,228,000 5,215,000 | | 1,496,000 2,491,000 1,228,000 5,215,000 | 17,894,000 69,638,000 34,347,000 121,879,000 | 1,247,000 2,572,000 1,269,000 5,088,000 | 16,647,000 67,066,000 33,078,000 116,791,000 |
| California | State Highway Bonds Oakland Bay Bridge Revenue Refunding Bonds San Bato-Alameda Bridge Revenue Bonds Total | 1. 1.* 1.* | 22,125,000 6,863,000 8,350,000 37,338,000 | 14,024,240 | \$6,975,760 6,975,760 | 21,000,000 | 1,775,000 2,000,000 3,775,000 | 6,863,000 | 1,775,000 8,863,000 10,638,000 | 20,350,000 19,000,000 8,350,000 1,7,700,000 | 13,998,326 285,000 14,283,326 | 20,350,000 5,001,671 8,065,000 33,116,671 |
| Colorado | Revenue Articipation Werrants Turnpike Revenue Bonds Total | 1.* | 5,527,000 6,300,000 11,827,000 | , 1 1 | 1 | | 1,831,000 29,000 1,860,000 | , , , | 1,831,000 29,000 1,860,000 | 3,696,000 6,271,000 9,967,000 | 1,099,583 203,333 1,302,916 | 2,596,417 6,067,667 8,664,084 |
| Connecticut 5/ | Milbur Orose Farkway Bonds 7011 Bridge Bonds State Assumed County Bonds (Merritt Parkway) 7045 Assumed County Bonds (Merritt Parkway) | 1 11 | 3,000,000 13,350,000 568,000 16,918,000 | 1111 | 1111 | | 500,000 505,000 568,000 1,573,000 | | 500,000 505,000 568,000 1,573,000 | 2,500,000 12,845,000 15,345,000 | 3,405,649 | 2,500,000 9,439,351 11,939,351 |
| Delaware | State Highney Refunding and Improvement Bonds Delianare Memorial Bridge Revenue Bonds State Assumed County Bonds | 7 7 9 | 17,853,000 1,3,900,000 2,165,000 63,918,000 | 5,000,000 2,500,000 7,500,000 | | 5,000,000 2,500,000 7,500,000 | 836,000 | | 836,000 | 22,017,000 h6,400,000 1,960,000 70,377,000 | 1111 | 22,017,000 46,400,000 1,960,000 70,377,000 |
| Florida | State Improvement Commission Bonds: County Bond Revenue Bonds Toll Road and Bridge Bonds Agreements: State Road Department Lease Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Bridge Obligations Assumed | ** ** 0° t' t' | 7,999,000 119,250,000 8,205,000 14,526,250 69,980,250 | 800,000 800,000 | 1,,600,000 1,,600,000 | 1,600,000 800,000 5,400,000 | 390,000 300,000 901,000 | 000,009,11 | 390,000 1,900,000 301,000 5,591,000 | 7,609,000 1,9,250,000 7,905,000 5,025,250 69,789,250 | 2,107,061 2,134,710 1,633,970 151,907 6,027,648 | 5,501,939 47,115,290 6,271,030 1,873,343 63,761,602 |
| Illinois | State Highway Bonds Cairo Bridge Commission Revenue Refunding Bonds Totel | 17* | 54,064,000 1,011,000 55,075,000 | | 111 | | 5,930,000 211,000 6,141,000 | | 5,930,000 211,000 6,141,000 | 48,134,000 800,000 48,934,000 | 134,000 390,027 524,027 | 48,000,000 409,973 48,409,973 |
| Kansas | County Benefit District Bonds Assumed | * 1 | 5,610,638 | | | | 997,966 | | 997,966 | 4,612,672 | 845,932 | 3,766,740 |
| Louisians | Orace 1011 grange manming rance State Highway Bonds Reinbursement Obligations Assumed Total | , uş | 91,560,000 11,605,000 91,605,000 | | 111 | | 5,714,000 8,000 5,722,000 | , | 5,714,000 8,000 5,722,000 | 85,846,000 37,000 85,883,000 | 7,463,000 | 78,383,000 37,000 78,420,000 |
| Maine | State Highway Bonds Fore Alver Bridge Bonds State 70.1 Bridge Bonds Dear Lale-Sedgrick Bridge Bonds Mains Turnpike Authority Bonds Total | 루투다이니 | 1,574,500 1,555,000 347,000 20,351,000 26,527,500 | 1,000,000 7,000,000 2,500,000 13,500,000 | 000°05†1 | 1,000,000 7,000,000 2,950,000 13,950,000 | 944,000 75,000 16,000 17,100 1,509,000 | 1,50,000 | 944,000 525,000 16,000 474,000 1,959,000 | 7,330,500 7,000,000 3,980,000 331,000 19,877,000 38,518,500 | 194,281 769,375 963,656 | 7,330,500 7,330,500 3,785,719 331,000 19,107,625 37,554,844 |
| Maryland | State Highway Construction Bonds Chesspeake Bay Bridge Revenue Bonds Paturent Hiver Bridge Bonds Paturent First Bridge Bonds | *** | 67,834,000 43,925,000 2,168,000 113,927,000 | | | | 1,,832,000 918,000 166,000 5,916,000 | | 1,832,000 918,000 166,000 5,916,000 | 63,002,000 43,007,000 2,002,000 108,011,000 | 6,560,895 1,558,342 11,119,237 | 56,441,105 38,446,658 2,002,000 96,891,763 |
| Massachusetts | Highmay improvement Loan: State Share Local Share Subtotal Mersupolitan Parks - Series 2 - State Highmay Issue Myotic River Pridge Authority Bonds Total | th 45 | 95,318,000 2,682,000 98,000,000 30,000 27,000,000 125,030,000 | 29,263,000 2,737,000 32,000,000 32,000,000 | | 29,263,000 2,737,000 32,000,000 32,000,000 | 9,590,000 10,000,000 10,000,000 8,500 | | 9,590,000 110,000,000 10,000,000 8,500 | 111,991,000 5,009,000 120,000 27,000,000 147,021,500 | 11111 | 114,921,000 125,009,000 125,000 21,500 147,021,500 |

Highway Statistics, 1952

STATE OBLIGATIONS FOR HIGHWAYS-1952 CHANGE IN INDEBTEDNESS DURING YEAR L

| | OBLICATIONS | | | TEO | OBLIGATIONS ISSUED | 3/ | TRO | OBLIGATIONS REDEEMED | CMED | | STAKTING FUND | dw dw |
|----------------|---|---------------------------|--|--------------------------|---------------------|--|---|----------------------|--|--|--|--|
| STATE | ISSUE | CIASSIFI- CATION 2/ | OBLIGATIONS OUTSTANDING JANUARY 1, 1952 | ORIGINAL | REFUNDING ISSUES | TŒAL | WITH CURRENT INCOME AND DEST RESERVES | BY REFUNDING | TOTAL | OBLIGATIONS OUTSTANDING DECEMBER 31, 1952 | | NET INDEBTEDNESS DECEMBER 31, 1952 |
| Michigan | State Highway Improvement Bonds Limited Access Highway Revenue Bonds State Pari State Dan | r** r** | \$135,000 750,000 885,000 | \$0,000,000 | | \$80,000,000 | \$100,000 114,000 244,000 | 1111 | \$100,000 144,000 244,000 | \$35,000 80,000,000 606,000 80,641,000 | \$35,000 \$2,081 87,081 | \$80,000,000 \$53,919 80,553,919 |
| Minnesota | State Highway Bonds | τ | 920,000 | • | | 1 | 950,000 | | 000*059 | | | |
| Mississippi | State Highway Bonds State Highway Betwaling Bonds State Highway Revenue Refunding Bonds Bay St. Johis Bridge Revenue Bonds Total | 1* 5* 5* | 52,090,000 8,918,000 2,220,000 8,400,000 71,628,000 | | 11111 | 11111 | 2,478,000 51,000 2,529,000 | 1111 | 2,478,000 51,000 2,529,000 | 19,612,000 8,918,000 2,169,000 8,400,000 69,099,000 |) 1,717,133 | 56,812,867 2,169,000 8,400,000 67,381,867 |
| Missouri | State Highway Bonds Reinbursement Obligations Assumed Bridge Remnu Bonds Total | *** *** | 24,990,000 | 16,000,000 16,000,000 | | 16,000,000 | 10,490,000 | | 10,490,000 | 14,500,000 41,921 16,000,000 30,541,921 | 251,035 | 14,248,965 14,921 16,000,000 30,290,886 |
| Montana | Treasury Anticipation Debentures | *1 | 12,000,000 | | | 1 | • | • | | 12,000,000 | 5,690,791 | 6,309,209 |
| New Hampshire | State Highway Bonds 1939 Highway Bonds Local Share Subtool Bhare New Empedite Tumpike Bonds State Toll Bridge Bonds State Toll Bridge Bonds Mark-Mampehire Interstate Bridge Authority Refunding Bonds Total | r* rpr 437 | 2,000 687,000 11,000,000 7,000,000 805,000 1,936,000 | 10,000,000 | | 10,000,000 | 683,565 311,435 995,000 160,000 50,000 153,000 1,358,000 | | 683,565 311,435 995,000 160,000 50,000 153,000 1,336,000 | 10,002,000 3,1,135 1,255 5,000 6,810,000 755,000 1,755,000 | 2,000 3,435 1,565 5,000 54,000 54,720 181,286 1,057,833 | 10,000,000 - 6,292,173 1,33,280 1,601,774 18,327,167 |
| New Jersey | Highway Improvement Bonde: State Share Local Share Subtotal Dalaware River Joint Toll Bridge Commission Revenue Bonds New Jorgan Turmpike Authority Revenue Bonds Total | ** ** | 32,190,000 4,030,000 36,220,000 29,500,000 295,720,000 | 000,000,55 | | 000,000,22 | 1,259,000 161,000 1,120,000 290,000 1,710,000 | | 1,259,000 161,000 1,420,000 290,000 1,710,000 | 30,931,000 3,865,000 34,800,000 29,210,000 285,000,000 349,010,000 | 229,000 229,000 207,646 1,36,646 | 30,931,000 3,640,000 34,571,000 29,002,354 285,000,000 348,573,354 |
| New Mexico | Gas Tax Debentures | 7 | 16,875,000 | , | 1 | • | 1,770,000 | | 1,770,000 | 15,105,000 | 2,964,210 | 12,140,790 |
| New York | State Highway Improvement Bonds - Serial and Term State Highway Improvement Bonds - State Highway Share General State Amprovement Bonds - State Highway Share Mayers Bate Amprovement Bonds - State Highway Share Na State Almorvement Bonds - State Highway Share Hiagers Falls Bridge Commission Refunding Bonds Whiteface Nountain Authority Refunding Bonds - Highway Share Thousand Islands Bridge Authority Refunding Bonds Amproved Commission Refunding Bonds Amproved Amproving Authority Refunding Bonds Buffalo and Fort Erie Bridge Authority Refunding Bonds Port of New York Authority General & Refunding Bonds New York Furuway Authority Notes | りがればればればいって | 88,000,000 185,775,000 185,775,000 6,000,100 6,000,100 1,051,000 1,551,000 118,775,000 118,775,000 118,775,000 | <u>σος,σος,δ</u> | | 000,000,000,000,000,000,000,000,000,00 | 1,000,000 1,191,000 1,000,000 1,191,000 101,000 17,000 17,000 1,00 | | 10,000,000 1,191,000 1,191,000 1,191,000 1,100 1 | 175,785,000 175,775,000 175,775,000 1,910,000 | 65,910,593 | 21,689,407 175,785,000 8,700,000 2,648,210 4,940,000 8,234,567 1,092,000 10,000,000 36,681,941 |
| North Carolina | State Highway Bonds State Secondary Road Bonds Gap San River Bridge Bonds Total. | 1 2 2 | 27,834,000 194,000,000 300,000 222,134,000 | | | , , , , | 2,000,000 6,100,000 100,000 8,200,000 | | 2,000,000 6,100,000 100,000 8,200,000 | 25,834,000 187,900,000 200,000 213,934,000 | 29,511,390 |)) 184,422,610 |
| Ohio | Ohio Turnpike Revenue Bonds | *17 | • | 326,000,000 | | 326,000,000 | • | • | , | 326,000,000 | 1 | 326,000,000 |
| Oklahoma | Oklahoma Turmpike Authority Revenue Bonds Stata Hickary Bonds | * - | 31,000,000 | 7,000,000 | • | 7,000,000 | - 1 000 | • | . 000 000 | 38,000,000 | • | 38,000,000 |
| Pennsylvania | State Highasy Bonds State Highasy and Bridge Authority Bonds State Highasy and Bridge Authority Bonds State Toll Bridge Bonds Delaware Biver Joint Commission Toll Bridge Refunding Bonds Pensylvania Turnpike Authority Revenue and Refunding Bonds Total | · **** | 6,000,000 10,000,000 7,000,000 20,500,000 208,300,000 281,800,000 | | | | 2,000,000 650,000 10,025,000 16,799,000 | | 2,000,000 650,000 10,025,000 16,799,000 | 16,000,000 16,000,000 6,350,000 16,376,000 263,275,000 330,001,000 | 110,742 2,813,206 11,967,523 15,191,471 | 3,589,258 10,000,000 6,350,000 13,562,794 253,901,477 344,869,529 |

STATE OBLIGATIONS FOR HIGHWAYS-1952 CHANGE IN INDEBTEDNESS DURING YEAR L/

| from reports of | Commence to continue journalities from reports of State authorities | CHANGE | Z | INDEBTEDNESS | DURING | YEAR 1/ | | | | | Issued | Table SB-2, 1952 Sheet 3 of 3 Issued September 1963 |
|-----------------|--|---------------------------|--|--|---|---|---|---|---|---|--|---|
| | OBLIGATIONS | | | . 180 | OBLICATIONS ISSUED | 3/ | T&O | OBLIGATIONS REDEEMED | MED | | STAKTAG FIND | |
| 80068 O - 53 | 13.85.II | CLASSIFI- CATION 2/ | OBLICATIONS OUTSTANDING JANUARY 1, 1952 | ORIGINAL ISSUES | REFUNDING ISSUES | TOTAL | WITH CURRENT INCOME AND DEST RESERVES | BY REFUNDING | TOTAL | OBLIGATIONS OUTSTANDING DECEMBER 31, 1952 | | NET INDEPTEDNESS DECEMBER 31, 1952 |
| Rhode Island | Special State Bridge Bonds Jamestown Bridge Commission Bonds Total | # 0 | \$4,574,000 1,595,000 6,169,000 | \$5,000,000 | | 5,000,000 | \$147,000 | | \$11,000 117,000 | \$9,574,000 1,448,000 11,022,000 | \$1,397,055 136,614 1,533,669 | \$8,176,945 1,311,386 9,488,331 |
| South Carolina | State Highesy Bonds and Cartificates of Indebtedness Refunding Melubursement Bonds Sinking Plud Commission Notes State Assumed County Bonds Total | 4200 | 62,517,500 2,054,500 1,000,000 1,500,000 67,072,000 | 500,000 | | \$20,000 | 7,160,500 809,500 100,000 143,000 | | 7,160,500 809,500 100,000 1413,000 | 55, 357,000 1,245,000 1,400,000 1,277,000 | 7,949,392 |) 148,652,608 1,4100,000 1,377,000 |
| Tennessee | State Highway Refunding Bonds State Foll Bridge Bonds Concollated Refunding Retabursement Bonds Total | 14 ² 2 | 11,117,000 725,000 18,552,000 30,394,000 | | | | 2,471,500 2,471,500 | | 2,471,500 | 11,117,000 125,000 16,080,500 | 840,443 | 10,276,557 |
| Texas | Reimbursement Ohligations Assumed | * | 26,133,521 | • | | | 3,816,284 | | 3,816,284 | 22,311,237 | 8,573,024 | 13,744,213 |
| Vermont | Bridge Bonds Flood Bonds of 1927 - Local Roads Total | 2 | 2,740,000 24,000 2,764,000 | 111 | | | 291,000 | ,,, | 291,000 | 2,449,000 24,000 2,473,000 | 24,000 | 2,152,000 |
| Virginia | State Toll Bridge and Ferry Revenue Bonds Elisabeth River Tunnel District Revenue Bonds Total | ** | 18,888,000 23,000,000 41,888,000 | | ,,, | | 370,000 | | 370,000 | 18,518,000 | 524,969 | 17,993,031 |
| Wehington | Descreency Relief Bonds: State Highway Share Local Road Share Subtotal Weshington Toll Bridge Authority Revenue Bonds State Assumed County Bridge Bonds Highway Construction Revenue Bonds: State Share Subtotal | 3.5.8.£ ~~ | 72,483 99,162 171,685 24,999,000 11,282,000 12,000,000 | | ,,,,,,, | 200,000 | 17.1483 99,162 171.6445 2,265,000 13,000 | | 72,483 99,162 171,645 2,269,000 13,000 | 22,321,000 11,285,000 11,285,000 | 865,840 | 21,457,104 21,451,120 58,000 10,700,963 683,548 |
| West Virginia | Total State Highway Bonds State Highway Bonds State Secondary Boad Bonds State 101 Bridge Barbanding Bonds Turnpake Revenue Bonds, Sarles A | ** ** | 36,332,645 51,529,000 26,500,000 1,570,000 | 500,000 6,000,000 15,000,000 | | 500,000 6,000,000 15,000,000 | 2,453,645 5,375,000 1,900,000 4,26,000 | , ,,,, | 2,453,645 5,375,000 1,900,000 426,000 | 34,379,000 52,154,000 39,600,000 1,144,000 96,000,000 | 1,445,329 4,353,491 623,781 723,586 | 32,933,671 17,800,509 38,976,219 120,414 96,000,000 |
| Weonsin | Reinbursement Chilgations Assumed | ŧ | 19,559,9000 | 691,000 | | 117,000,000 | 7,701,000 | 1 , | 7,701,000 | 188,898,000 | 5,700,858 | 183,197,142 |
| Myonding | State Highway Refunding Bonds | т | 520,000 | • | | • | 250,000 | | 250,000 | 270,000 | | 270,000 |
| Sumary | Conseral, Highway Bond liseuse Special Construction Issues for Bridges and Oracle Orce sings Special Construction Issues - State Highway Share Issues for 10.1 Roads, 1969s, and Ferrices State Issues for Redmbursement Subtoral, State Issues for State-administered Highways Relaisursement Oil, gathern Assuese Total Oilgations for State-administered Highways Total Highway Obligations of States of Highways Total Highway Obligations of States | ተልመቋሉ ላ ሎ | 1,158,250,000 194,657,000 11,000,105,000 58,401,500 16,526,63 1,668,311,666 7,866,116 2,476,117,828 | 189, 263,000 12,000,000 590,524,240 772,281,240 1,511,096,724 774,098,240 2,737,000 786,835,240 | 112,025,760 12,025,760 12,025,760 12,025,760 | 189,263,000 12,000,000 500,000 602,550,000 10,113,000 1,113,000 2,737,000 806,121,000 806,121,000 | 80,648,000 10,962,000 51,854,000 4,560,000 59,953,441 5,953,441 156,024,489 981,597 157,006,086 | £11,913,000 11,913,000 11,913,000 11,913,000 | 80,648,000 10,962,000 2,647,008 63,767,000 4,560,000 11,984,048 5,993,441 1167,937,489 981,597 168,919,086 | 1,266,865,000 195,695,000 195,695,000 53,841,900 53,841,900 11,541,422 3,065,343,935 7,665,343,935 3,106,1489,177 9,621,565 3,116,119,712 | 219,233,782 | 2,896,887,960 |

J/ See Table SB-1 for general note on SB series. The following States reported no indebtedness during 1952; Arisons, Georgia, Island, Jose, Inflaza, Newstars, Newstar, Newstar, South Backe, South Backe, South Backe, and Wah.
J/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized an sheet; S. See Table SB-2, note 6. for additional details. Issues asserted with an asteriak are understood to be limited State obligations or quasi-state obligations apported by seculfic 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.

If Balances in this column exclude ascunts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-3.

Solves not include advances by towns in anticipation of State aid.

The highest share has been computed by the Bureau of Public Roads from data contained in annual publications of the authority.

Compiled for calendar year from reports of State authorities

Table SB-2A, 1952 Issued September 1953

STATE OBLIGATIONS FOR HIGHWAYS - 1952

OBLIGATIONS OUTSTANDING AT END OF YEAR LY

Compiled for calendar year from reports of State authorities

| | | | | | | ıgnwa | , 0.4. | istics, | 1732 | | | | т. | |
|---|---|--|---|---|---|--|---|---|--|--|---|---------------------------------------|---|---|
| - | STATE | Alabama Arizona Arkansas California | Colorado Connecticut 1/4 Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Neveda New Hampshire New Jersey | New Mexico New York North Carolina North Dakota | Ohio Oklahoma Oregon Pennsylvania | Rhode Island South Carolina South Dakota Tennessee | Texas Utah Vermont Virginia | Washington West Virginia Wisconsin Woming | Total |
| | rotal highmax obligations of state | \$40,549,220 121,879,000 47,700,000 | 9,967,000 15,345,000 70,377,000 69,789,250 | - 000°ηε6°9η | 4,612,672 240,000 85,883,000 | 38,518,500 108,011,000 147,021,500 80,641,000 | 69,099,000 30,541,921 12,000,000 | 19,385,000 349,010,000 | 15,105,000 399,425,000 213,934,000 | 326,000,000 38,000,000 30,800,000 330,001,000 | 11,022,000 59,379,000 27,922,500 | 22,317,237 2,473,000 41,518,000 | 34,379,000 188,898,000 5,171,94,2 270,000 | 935 411,154,242 3,106,498,177 9,621,565 3,116,119,742 |
| | STATE ISSUES FOR LOCAL ROADS AND BRIDGES | 1111 | | | | 000,600,5\$ | | 1,565 | 1111 | 111 | | 24,000 | 718,000 | 9,621,565 |
| | TOTAL OBLIGATIONS FOR STATE- ADMINISTERED HIGHWAYS | \$40,549,220 121,879,000 47,700,000 | 9,967,000 15,345,000 70,377,000 69,789,250 | 000°7186°871 | 4,612,672 240,000 85,883,000 | 38,518,500 108,011,000 142,012,500 80,641,000 | 69,099,000 30,51,1921 12,000,000 | 19,383,435 345,141,000 | 15,105,000 399,425,000 213,934,000 | 326,000,000 38,000,000 30,800,000 330,001,000 | 11,022,000 59,379,000 27,922,500 | 22,317,237 2,449,000 41,518,000 | 33,661,000 188,898,000 5,171,91,2 270,000 | 3,106,498,177 |
| | REIMBURSEMENT OBLIGATIONS ASSUMED 2/ | \$553,220 | 1,960,000 | | 4,612,672 | | 126 ° TH | 1111 | 1111 | | 1,377,000 | 22,317,237 | 58,000 5,171,942 | 41,154,242 |
| WAYS | SUBTOTAL, STATE ISSUES FOR STATE- ADMINISTERD HIGHWAYS | \$39,996,000 121,879,000 47,700,000 | 9,967,000 15,345,000 68,117,000 64,764,000 | 000,456,84 | 240,000 | 38,518,500 108,011,000 142,012,500 80,641,000 | 69,099,000 30,500,000 12,000,000 | | 15,105,000 399,425,000 213,934,000 | 326,000,000 38,000,000 30,800,000 330,001,000 | 11,022,000 58,002,000 27,922,500 | 2,449,000 41,518,000 | 33,603,000 188,898,000 270,000 | 3,065,343,935 |
| OBLIGATIONS FOR STATE-ADMINISTERED HIGHWAYS | STATE ISSUES FOR REIMEURSEMENT 2/ | \$34,347,000 | | | | | 2,169,000 | 1111 | | | 1,245,000 | 1 | | 53,841,500 |
| SATIONS FOR STATE | ISSUES FOR TOLL ROADS, BRIDGES, AND FERRIES | \$27,350,000 | 6,271,000 15,345,000 46,400,000 6/57,155,000 | 900,008 | 240,000 | 24,188,000 45,009,000 27,000,000 606,000 | 8,400,000 | 9,378,000 314,210,000 | 127,980,000 | 326,000,000 38,000,000 286,001,000 | 1,448,000 | | 22,321,000 97,144,000 - | 1,539,489,000 |
| OBLIC | SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY | 1111 | , , , , | ., | 1111 | , , , , | ,,,, | ±3,435 | 8,050,000 | 1111 | 000,0001,1 | | | 9,453,435 |
| | SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS | \$677,000 | , , , , | , , , , | | 000,000,7 | 1111 | | 175,795,000 | 1111 | 9,574,000 | 2,449,000 | 1111 | 195,695,000 |
| | GENERAL HIGHWAY BOND ISSUES | \$39,319,000 87,532,000 20,350,000 | 3,696,000 | 48,134,000 | - - 85,846,000 | 7,330,500 63,002,000 115,012,500 80,035,000 | 58,530,000 11,500,000 12,000,000 | 10,002,000 | 15,105,000 87,600,000 213,734,000 | 30,800,000 00,000,000 | 55,357,000 | | 11,282,000 91,754,000 270,000 | 1,266,865,000 |
| | STATE | Alabama Arizona Arkansas Galifornia | Colorado Connecticut ly Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Mimesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New York North Carolina North Dakota | Ohio Oklahoma Oregon Pennsylvania | Rhode Island South Carolina South Dakota | Texas Utah Vermont Virginia | Washington West Virginia Wisconsin Wyoming | Total |

Were Table SB-1 for general note on SB series.

When States have assumed or issued obligations to relimburse local governments for their contribution to the cost of State highways, or local roads now on State systems. The relimbursement obligations usually consist of either (4) local bonds assumed in whole or in part by the State, or (B) the arine of the local contribution for which the State has pledged specific payments over a period of years, where obligations have been assumed, they are shown in this table under "reimbursement obligations assumed," where State bonds have been issued to refund local bonds under "reimbursement obligations to consider the state of the state issues for reimbursement."

A Agrees with "obligations outstanding December 31, 1952" on Table SB-2. Where no entry appears

in this column there was no State highway debt reported as of December 31, 1952.

Whose not include advances by towns in anticipation of State aid.

Southy road revenue bonds issued by the Florida State Improvement Commission to finance construction of State highways.

\$\sqrt{1}, 905,000 reinbursement obligations assumed for toll facilities are included with "issues for toll roads bridges, and ferries."

Includes \$\frac{1}{2}(0,000,000 of obligations issued by the Pennsylvania State Highway and Bridge Authority for construction of State Highways.

STATE OBLIGATIONS FOR HIGHWAYS-1952

OBLIGATIONS OUTSTANDING AT END OF YEAR

BY TYPE OF SECURITY

TABLE SB-2B Issued September 1953

| | | | | | Issy | ed September 1953 |
|---|--|---|--|--|-----------------------------------|--|
| | FULL-PAITH | LIMITED | TOLL REVE | ENUE BONDS 3/ | REIMBURSE- | |
| STATE | OBLIGATION BONDS 1 | OBLIGATION BONDS 2/ | CROSSING BONDS | ROAD BONDS | MENT OBLIGATIONS ASSUMED 4/ | TOTAL |
| Alabama Arizona | \$ 39,467,000 | \$ 529,000 | - | - | \$ 553,220 | \$ 40,549,220 |
| Arkansas California | 121,879,000 20,350,000 | = | \$ 27,350,000 | - | = | 121,879,000 47,700,000 |
| Colorado Connecticut Delaware Florida | 3/ 15,345,000 22,017,000 | 3/ 9,967,000 35,609,000 | (3/) 46,400,000 21,250,000 | (3/) (3/) - | 1,960,000 12,930,250 | 9,967,000 15,345,000 70,377,000 69,789,250 |
| Georgia Idaho Illinois Indiana | 48,134,000 | - | 800,000 | : | - | 48,934,000 |
| Iowa Kansas Kentucky Louisiana | - - 85,846,000 | = | 240,000 | | 4,612,672 37,000 | 4,612,672 240,000 85,883,000 |
| Maine Maryland Massachusetts Michigan | 3/ 18,310,500 120,021,500 35,000 | 3/ 65,004,000 80,000,000 | 3/ 331,000 3/ 43,007,000 27,000,000 606,000 | \$ 19,877,000 - - - | - | 38,518,500 108,011,000 147,021,500 80,641,000 |
| Minnesota Mississippi Missouri Montana | 14,500,000 | 60,699,000 3/ 16,000,000 12,000,000 | 8,400,000 (<u>3</u> /) | - | - 41,921 - | 69,099,000 30,541,921 12,000,000 |
| Nebraska Nevada New Hampshire New Jersey | 3/ 17,602,000 34,800,000 | - - - | 3/ 1,783,000 29,210,000 | - (3/) 285,000,000 | - | 19,385,000 349,010,000 |
| New Mexico New York North Carolina North Dakota | 15,105,000 3/281,445,000 213,934,000 | | 112,063,000 | 3/ 5,917,000 | - - - - | 15,105,000 399,425,000 213,934,000 |
| Ohio Oklahoma Oregon Pennsylvania | 30,800,000 3/ 10,350,000 | 40,000,000 | <u>-</u> 3/ 16,376,000 | 326,000,000 38,000,000 263,275,000 | | 326,000,000 38,000,000 30,800,000 330,001,000 |
| Rhode Island South Carolina South Dakota Tennessee | 9,574,000 58,002,000 - 27,197,500 | - - - | 1,448,000 - - 725,000 | - | 1,377,000 | 11,022,000 59,379,000 27,922,500 |
| Texas Utah Vermont Virginia | - 2,473,000 - | - | 41,518,000 | - | 22,317,237 | 22,317,237 2,473,000 41,518,000 |
| Washington West Virginia Wisconsin Wyoming | 91,754,000 | 12,000,000 - - - | 22,321,000 1,144,000 - | 96,000,000 | 58,000 5,171,942 | 34,379,000 188,898,000 5,171,942 270,000 |
| Total | 1,299,211,500 | 331,808,000 | 401,972,000 | 1,034,069,000 | 49,059,242 | 3,116,119,742 |
| | | | | L | | |

^{1/} Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.

road-user revenue or tolls for debt service.

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.

3/ Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith or limited obligations issued for toll road or crossing facilities: Full-faith bonds: Conn., Wilbur Cross Parkway Bonds \$2,500,000, Toll Bridge Bonds \$12,845,000; Maine, Toll Bridge Bonds \$3,980,000; New Hampshire, Turnpike Bonds \$6,840,000, Toll Bridge Bonds \$755,000; N. Y., Turuway Notes \$10,000,000; Pa., Toll Bridge Bonds \$6,350,000. Limited bonds: Colo., Turnpike Bonds \$6,271,000; Md., Patument Bridge Bonds \$2,002,000; Mo., Toll Bridge Bonds, \$16,000,000.

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.

STATE OBLIGATIONS FOR HIGHWAYS-1952 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE LY

| اممه | | | | | | | | | | · · · · · · · · · · · · · · · · · · · | T | | | | | | | Т | \neg | | | |
|---|---------------------|----------------------|---------------------------------------|------------------|---|---------|--|---|--|--|--|---|---------|-------|--|---------|------|-----------------------------------|-------------------------|---|---|---|
| Table SB-3, 1952 Sheet 1 of 3 Issued September 1953 | BALANCE | SINITING FUND OR | DECEMBER 31, 1952 | 1,000 Dellars | | • | 10,975 1,313 15,288 | 14,655 | 1,130 295 1,425 | 3,212 | 3,765 | 2,150 3,603 111 5,891 | • | • | 18 88 575 | , | • | 946 | 83 | 14,505 | - 60/ 881,1 | 6,556 8556 11,113 |
| Ta | | | DISBURSE- MENTS | 1,000 Dollars | 2,807 527 116 3,480 | • | 7,123 1,936 9,059 | 2,701 9,820 12,521 | 1,968 121,2 2,182 | 1,824 | 1,098 1,802 270 3,170 | 673 6,789 524 7,996 | - | • | 7,978 234 8,212 | , | | 866 | 238 | 8,824 128,8 | 1,018 2,599 2,599 | 6,010 2,443 8,453 |
| | | | TOTAL | 1,000 Dollars | 1,913 517 129 2,559 | • | 3,719 1,496 5,215 | 1,775 8,976 10,751 | 1,8% 1,8% | 1,573 | क्ष - ह्या न | 014, 126, 126, 126, 126, 126, 126, 126, 126 | 1 | | 5,930 | - | | 866 | 559 | 5,728 5,736 | 853 174 17868 | 1,084 1,084 5,916 |
| | | REDEMPTIONS | PREMIUM OR DISCOUNT | 1,000 Dollars | | | | 레큐 | 111 | | 1.1.1 | | • | • | 111 | • | | • | -3 | | | |
| | DISBURSEMENTS | | PAR VALUE 3/ | 1,000 Dollars | 1,913 517 129 2,559 | • | 3,719 1,496 5,215 | 1,775 8,863 10,638 | 1,83 | 1,573 | 88 - 20°,1 | 17 000 17 000 000 000 000 000 000 000 00 | • | , | 5,930 2112 6,112 | • | | 8 | 225 | 5,728 5,736 | 1,988 | 1,9832 1,084 5,916 |
| | SIG | | AND ADMINIST TRATION | 1,000 Dollars | 894 10 17 921 | | 3,840 | 926 1,770 | म्ब्रह्म इंद्र | 전 [전 | 262 1,802 65 2,129 | 28 88 25 22 22 25 22 22 25 | , | | 2,04,8 22 2,070 | | | | ٥ | 3,086 | 경크였던 | 1,178 1,359 2,537 |
| | | ADMINIS- TRATION, | | 1,000 Dollars | 1111 | | 10 | _ৱ ৱ | | | | 12 % 101 107 | • | , | -1 | • | 1 | • | • | ۳.۳ | | * 13 |
| CE J/ | | | INTEREST | 1,000 Dollars | 894 10 17 921 | | 3,395 | 926 1,709 | E1 20 25 | 었 . | 262 1,802 2,129 | 262 1,865 119 2,276 | | , | 2,048 21 2,069 | • | • | 1 | 6 | 3,083 | 252 17 18 | 1,162 1,359 2,521 |
| SERVI | | | RECEIPTS | 1,000 Dollars | 2,807 527 11,66 3,480 | 1 | 7,268 2,000 9,268 | 2,701 16,826 19,527 | 1,992 | 0,4,0 8 | 1,098 5,108 270 6,476 | 1,2 6,21,0 19,8 | • | | 8,040 428 8,468 | | - | 1,000 | 258 | 10,139 10,110 | 1,018 623 980 2,621 | 6,638 1,503 1,11,111 |
| STATE OBLIGATIONS FOR HIGHWAYS-1952 AND DISBURSEMENTS FOR DEBT SERVICE | SE CE | MISCEL | LANEOUS THOOPE | 1,000 Dollars | | | 1.1 | 191 <u>194</u> | | • • | | | | • | | , | , | • | 1 | ≱. ½ . % | 2 2 2 | 11 7 |
| FOR HIGH | DEBT SERVICE | NET | OF SINKING FUND | 1,000 Dollars | | | z ˈlz | '링글 | 2 12 | 72 .K | 2 0 0 | 8215 | | • | | 1 | | | • | 22 27 | , ₂₀ 14 | 202 |
| GATIONS IRSEMEI | LICABLE TO | | SALE | 1,000 Dollars | ~ ' ' ~ | | | 7,428 | | | 3, 3 | 169°1 16 009°1 | | | | • | , | • | • | • • • | 1,52 | 11,1 |
| DISBU | RECEIPTS APPLICABLE | CONTRI- BUTIONS | LOCAL GOVERN- | 1,000 Dollars | 1111 | | | 111 | | , , | | | | | | | , | | | | | |
| STAT PTS AND | REX | | TOLLS | 1,000 Dollars | | • | + 1 1 | 8,794 8,794 | 'প্লাষ্ট | 1,373 | 2,000 | , & , k | , | | , 1758 1758 1758 | , | | | 257 | | - 86 T | 4,279 4,279 |
| RECEIPT | | HTGHWAY- | user revenues | 1,000 Dollars | 2,802 1,222 1,524 1,524 1,534 | | 2,000 9,175 | 2,701 | 1,986 | | 1,054 | 1,175 | | | 8,040,8 | • | | 1,000 | | 10,152 10,162 | 1,018 | 6,457 203 6,660 |
| _ | BALANCE | | DEST RESERVE JANUARY 1, 1952 | 1,000 Dollars | | | 10,830 1,249 15,079 | 7,649 | 1,107 | 3,606 | 654 654 | 1,580 3,969 97 5,646 | | 1 | 김정본 | | • | 1718 | 63 | 12,880 | 378 788 1,166 | 5,933 2,498 8,431 |
| | | | FICATION 2/ | | ∢ ∢♡ | | 44 | A EE | W EE | m 0 | ∢ ⋒ ∪ | 4 E O | | | 4 m | | | O | m | ∢ ∪ | 4 m m | 4 Ø |
| Compiled for calendar year from reports of State authorities | OBLIDATIONS | 32 / | ISSUE | | State Highway Bonds Bridge Finance Corporation Bonds Reimburesment Ohligations Assumed Total | None | State Highway Bonds State Issues for Reimbrusement Total | State Highway Bonds Toll Bridge Authority Bonds Total | Revenue Anticipation Marrants Turnpike Revenue Bonds Totel | Toll Road and Bridge Bonds Repayment of Advances by Towns in Anticipation of State aid \$/ | State Highway Bonds Toll Madge Bonds Relaburesment Chilgations Assumed Total | State Improvement Commission Bonds Toll Read and Pridge Bonds Special Bridge Goligations Assumed Total | None | None | State Highway Bonds Toll Bridge Commission Bonds Total | None | None | Reimbursement Obligations Assumed | State Toll Bridge Bonds | State Highway Bonds Reimbursement Obligations Assumed Total | State Highesy Bonds State Toll Bridge Bonds Turnplise Authority Bonds Total | State Highway Bonds State Toll Bridge Bonds Total |
| Compiled for cal from reports of | | CATA BY | 41410 | | Alabama | Artzona | Ark ansas | California | Colorado | Connecticut | Delaware | Florida | Georgia | Idaho | Llinois | Indiana | Iowa | Kansas | Kentucky | Louisiana | Maine | Maryland |

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS-1952 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE L

| compiled tor callends | | | œ | RECEIPTS | PTS AND | JISBURS | FMER | DISBURSEMENTS FOR DEBT SERVICE | DEBI | SERVIC | <u>-</u> | | | | | | מ | heet 2 of 3 |
|-----------------------|--|---------------------|---|--|-----------------------|---|--------------------------------------|-----------------------------------|-----------------------|---|--|---|--|---|------------------------|---|---|---|
| from reports of Stat | Compiled for Calendar year from reports of State authorities | | | | | | | | | | | | | | | | Issued Sep | Issued September 1953 |
| | OBLIGATIONS | | BALANCE | | RECEI | RECEIPTS APPLICABLE | ខ្ន | DEBT SERVICE | | | | | DISBU | DISBURSEMENTS | | - | | BALANCE |
| STATE | ISSUE | CLASSI- FICATION | SINTING FUND OR H DEST RESERVE JANUARY 1, | HIGHWAY- USER 1 REVENUES | TOLLS LOT | CONTRI- BUTIONS FROM SI LOCAL GOVERN- BO | PROCEEDS OF EARS SALE OF SID BONDS F | NET HIS HIS OF LA SINKING IN FUND | LANEOUS REX | TOTAL IN | ADA TENTEREST PA | TRATION, IN PAYING AGENT ADI FEES, THE ETC. | TOTAL INTEREST AND ADMINIS- TRATION | PAR PRE (VALUE (S) | PREMIUM TO DISCOUNT | DISI TOTAL M | TOTAL DISBURSE- MENTS DEC | SINKING FUND OR DEST RESERVE DECEMBER 31, |
| | | | | 1,000 J | 1,000 1 Dollars Do | | 1,000 1, Dollars Dol | 1,000 1 Dollars Do | 1,000 1 Dollars Do | 1,000 1 Dollars Do | 1,000 1 Dollars Do | 1,000 1 Dollars D | 1,000 1 Dollars Do | 1,000 l, Dollars Dol | 1,000 1, Dollars Do | 1,000 1 Dollars Do | 1,000 Dollars | 1,000 Dollars |
| Massachusetts | State Highway Bonds State Toll Bridge Bonds State Jesues for Local Roads Total | ⊀ ⊞Ω | 1010 | 11,153 | 928 | 1111 | | 1111 | 1111 | 11,153 928 477 12,558 | 1,570 777 67 2,414 | | 1,570 777 67 2,414,2 | 9,598 | | 9,598 | 11,168 777 177 12,422 | 1,526 |
| Michigan | State Highay Revenue Bonds State Highay Bonds Bridge Commission Bonds Total | ∢ < □ | 896 162 62 1,120 | 1,782 | , . zzi zzi | 1111 | | | 1111 | 1,782 | 1,772 1, 1, 1,793 | a a | 1,785 1,17 1,806 | - 8큐 큐 | - 1 - 1 - | 00 H 88 | 1,735 104 165 165 165 165 | 1,003 |
| Minnesota | State Highway Bonds | ٧ | 859 | | | • | , | • | | - | 80 | - | | 9,59 | - | 920 | 658 | • |
| g. | State Highway Bonds State Issues for Relabursement Bridge Revenue Bonds Total | 4 4 m | 1,769 | 4,135 - - - - - - - - - - - - - - - - - - - | .,,, | | 1111 | 1111 | 111 1 | 4,135 - - 1,135 | 1,658 _294 1,952 | | 1,658 294 1,952 | 2,529 | 1111 | 2,529 | 29h 181-41 | 1,717 _ 476 2,193 |
| Masouri | State Highway Bonds Pridge Revenue Bonds Totel | B | 7,335 | 4,565 | 1 1 1 | 111 | 1,096 | , who | | 1,565 1,101 5,666 | 1,152 | -1- | 1,159 1 | 10,490 10,490 | 111 | 10,490 | 11,649 | 251 1,101 1,352 |
| Montana | State Highway Bonds | ٧ | 4,352 | 1,422 | • | • | • | 143 | • | 1,565 | 227 | | 227 | • | • | | 227 | 2,690 |
| Nebraska | None | • | • | • | • | - | • | | | • | • | | • | • | | | • | • |
| | None | | • | • | • | • | - | • | • | - | | • | | • | | - | | |
| pehire | State Highway Bonds Special Construction Issues, State Highway Share State Toll Road and Bridge Bonds Toll Bridge Authority Bonds State Issues for Local Roads Total | A 8 8 8 U | 2 699 801 115 116 1,963 | 91 91 | - 1004 235 - 35 | | 8 , , , , 8 | | 1 , 1 1 1 | इ. इट्टूट इ | * 28 23 28 88 88 88 88 88 88 88 88 88 88 88 88 | | . %%37\% | - 488 153 153 153 153 153 153 153 153 153 153 | | - 684 220 230 230 230 24 24 254 1,362 | - 55 50 50 10 10 10 10 10 10 10 10 10 10 10 10 10 | 22 870 181 1,078 |
| New Jeraey | State Highway Bonds Toll Road and Bridge Authority Bonds State Issues for Local Roads Total | < 80 | 2,009 2,009 221 2,812 | 2,289 | | | 7,844 | , e , le | | 2,289 22,741 290 25,320 | 1,060 9,154 121 10,335 | - 2F - 2F | 1,060 9,496 121 121 10,677 | 1,251 280 161 161 157 1 | . " . I m | 283 281 201,1 | 2,311 282 12,382 | 85,41 15,751 |
| New Mexico | State Highway Bonds | ¥ | 2,457 | 2,623 | • | • | • | 82 | • | 2,661 | 700 | 3 | 367 | 1,770 | • | 1,770 | 2,137 | 2,981 |
| New York | State Highway Bonds Cheek Greesing Elimination Bonds General State Improvement Bonds Toll Authority Bonds Through Authority Notes | < < m m | 64,122 812 17,725 82,659 | 3,896 11,195 1,434 | 25,760 | 343 | 8.18 | 25.231 | y 3,520 | 5,899 11,725 1,434 26,037 130 18,425 | 3,710 3,607 24,3 2,694 330 10,584 | | 3,710 3,607 2,801 330 10,691 | 10,000 1,191 27,059 38,650 | | 10,000 1,191 27,478 39,069 | 13,607 13,607 30,279 19,760 | 6,911 1,930 113,463 81,324 |
| North Carolina | State Highway Bonds | ٧ | 27,380 | 13,851 | • | | | 069 | • | 14,481 | 4,750 | , | 4,750 | 7,600 | • | 7,600 | 12,350 | 29,511 |
| North Dakota | State Highway Bonds | ¥ | 233 | • | • | • | • | , | | • | 1 | • | П | - | • | - | 7 | 232 |
| Ohto | Turnpike Revenue Bonds | В | • | • | • | ı | 1,9807 | 199 | • | 5,474 | 5,298 | 176 | 5,474 | | | , | 5,474 | • |
| Oklahoma | Turnpike Authority Bonds | В | 1,615 | , | • | • | 933 | • | | 933 | 1,199 | • | 1,199 | • | • | + | 1,199 | 1,349 |
| Oregon | State Highway Bonds | Ą | , | 1,339 | • | | સ | 83 | • | 1,406 | 372 | 6 | 186 | 1,025 | - | 1,025 | 1,406 | • |

STATE OBLIGATIONS FOR HIGHWAYS-1952 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

| Compiled for ca from reports of | Compiled for calendar year from reports of State authorities | | | RECEIPT | S AND | | | NTS FOR | DEBT | SERVICE | GE J | | | | | | Tab | Table SB-3, 1952 Sheet 3 of 3 |
|--|---|---------------------------|--|--|-----------------------------------|-------------------------------------|-----------------------------------|--|---|--|---|--|---|---|---------------------------|---|--|--|
| | OBLIGATIONS | | BALANCE | | REC | RECEIPTS APPLICABLE | ဥ | DEBT SERVICE | 8 | | | | DIS | DISBURSEMENTS | | - | | BALANCE |
| | | | SINKING | | | _ | PROFERING | MEN | | | | | | 40 | OWOTHOWS. | | | SINKING |
| STATE | ISSUE | CLASSI- FICATION 2/ | FUND OR DEBT RESERVE JANUARY 1, | HICHWAY- USER REVENUES | TOLLS | BUTIONS FROM LOCAL GOVERN- | | EARNINGS OF SINKING FUND | MISCEL- LANEOUS INCOME | TOTAL | INTEREST | TEATION, PATING AGENT FEES, ETC. | IOTAL INTEREST AND ADMINIS- TRATION | PAR VALUE 3/ | PREMIUM OR DISCOUNT | TOTAL | TOTAL DISBURSE- MENTS | FUND OR DEST RESERVE DECEMBER 31, |
| | | | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars | 1,000 Dollars |
| Pennsylvania | State Highway Bonds State Highway and Bridge | 4 | 969 | 1,895 | | , | , | 7 | • | 1,909 | 187 | - | 194 | 2,000 | | 2,000 | 2,194 | 14 |
| | Authority Bonds Toll Phidge Bonds Delaware Hiver Joint Commission Bonds Turnpike Authority Bonds Total | A H H H | 2,574 16,841 20,111 | 788 | 727 12,346 12,336 17,409 | | - 69,462 6,462 | 1,005 | <u>1</u> - <u>1</u> | 788 727 12,512 20,259 28,195 | 526 77 181 7,597 8,568 | 263 | 526 77 181 7,860 8,838 | 650 10,035 10,035 | <u></u> | 650 10,091 10,035 | 526 127 127 17,895 25,611 | 262 2,814 19,205 |
| Rhode Island | Special State Bridge Issues Jamestown Toll Facility Bonds Total | В | 1,315 | 215 | 137 | 1 1 1 | 111 | 8 8 | 1 1 1 | 267 137 104 | 18 18 18 18 18 18 18 18 18 18 18 18 18 1 | | 25.04 | , H | 111 | , ZTI ZT | 185 | 1,397 |
| South Carolina | State Highway Bonds Reimbursement Chilgations Assumed Total | 4 O | 7,004 | 10,153 408 10,561 | | 1,1 | 111 | 977 | | 10,299 | 1,272 | 1 12 | 1,284 | 8,070 380 8,450 | | 8,070 380 8,450 | 9,354 1,08 9,762 | 676.67 |
| South Dakota | None | | | | , | | | | | , | , | | | , | | , | 1. | ı |
| Tennessee | State Highway Bonds State Tasues for Reinburgement State Toll Bridge Bonds Total | 448 | 1,265 2,825 - | 4,872 10 1,882 | | | 1:11 | ,,,, | | 10,872 | 1,22 54,7 978 | wwulc | 125 550 10 10 985 | 27,172 | | 2,172 | 3,022 | 840 44,675 - |
| Texas | Reimbursement Obligations Assumed | ပ | 13,450 | | | | | % | | % | 1,033 | 귟 | 1,087 | 3,816 | ١. | 3,816 | 4,903 | 8,573 |
| Utah | None | 1 | • | | | | | 1 | • | | | | | | | , | | |
| Vermont | Special State Bridge Issues State Issues for Local Roads Total | ΑŪ | 309 336 | Z ZZ | 111 | 111 | | | 111 | 321 | 8 8 | 111 | 62 | 291 | 111 | 291 | 380 | 310 |
| Virginia | Toll Revenue Bonds | æ | 2,394 | | 1,595 | | • | - | , | 1,595 | 1,301 | | 1,301 | 370 | 16 | 386 | 1,687 | 2,302 |
| Washington | State Highway Donds Toll bridge Authority Bonds Reinbursement Chilgettons Assumed State Issues for Local Roads Total | 4 m U A | 1,810 1,810 146 2,372 | 152 117 185 | 2,231 | 1111 | ." " | 2 1 0 0 | | 2,232 16 16 19 3,024 | 260 844 3 3 1,126 | | 260 845 3 3 1,127 | 2,269 13 99 2,453 | 82 82 | 2,327 13 13 2,511 | 3,172 3,172 16 118 3,638 | 847.1 070 1,758 |
| West Virginia | State Highway Bonds State Toll Road and Bridge Bonds Total | ¥ Ø | 4,029 759 1,,788 | 9,349 | 981 | 4 1 1 | 83 15,300 15,383 | अबुद्ध | | 9,538 16,190 25,728 | 1,559 2,736 1,295 | 22 10 23 10 | 1,569 2,960 1,529 | 7,020 | | 7,020 | 8,589 3,452 12,041 | 13,1978 13,197 16,475 |
| Wisconsin | Reimbursement Obligations Assumed | υ | | 07 | • | , | 1 | ı | | 01 | | | • | 03 | | 04 | 017 | |
| Myomng | State Highway Bonds | ¥ | • | 360 | | • | | | | 560 | 10 | • | ដ | 250 | • | 250 | 560 | • |
| Sumary | State Highway and Bridge Bonds Toll Road and Bridge Bonds Reinbursement Obligations Assumed Tral for State Roads and Bridges State Issues for Local Roads Grand Total | ∢mu a | 166,033 68,823 14,391 249,247 710 249,957 | 133,422 1,436 2,340 137,198 784 137,982 | 86,752 | 8 E 2 | 167 148,91,3 91, 19,201, | 3,609 2,917 27 6,553 6,555 | 3,705 | 140,942 140,949 2,492 284,383 786 285,169 | 39,556 1,297 79,187 212 79,399 | 1,211 126 126 1,134 1,134 | 38,431 40,767 1,423 80,621 80,833 | 97,303 63,814 5,900 167,017 981 | 588 | 97,303 64,432 5,900 167,635 168,616 | 135,734 105,199 7,323 248,256 1,193 249,449 | 171,241 104,573 9,560 285,374 303 285,677 |
| 1/ See tabl 2/ For pur summarized on sh 3/ Differen | 1/ See table SB-1 for general note on SB series. 2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3. 3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities | en classif. | ied in accor | dance with | the types of by Januar | of issues ry 1 maturi | ties | paid in ly ly laneous $5/$ | December. I Income from sources in Not included | Table SB-2 concession Pa. | reports su is and rent SB tables. | ch redempticals in Cali | ons in the [., Me., an | /ear due, 1 N.Y.; fr | while SB-3 om railroa | reports t | December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid, Income from concessions and rentals in Calif., Me., and N.Y.; from railroad rentals in La.; from miscelsources in Pa. Not included in other SB tables. | ear paid. miscel- |

Highway Finance

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS 1

Calendar Year 1952

Table CA-3 Issued January 1953

| | | CTS FINANCED | | | | JECTS FINANCE | 1 | тоти | L, ALL PROJE | cts |
|---|---|---|---|---|------------------------------|---|--|---------------------------------------|--|--------------------------------|
| STATE | NUMBER OF PROJECTS | COST | FEDERAL FUNDS | MILES | NUMBER OF PROJECTS | COST | MILES | NUMBER OF PROJECTS | COST | MILES |
| ALABAMA AR IZONA ARKANSAS CAL IFORNIA | 139 42 58 117 | 1,000 DOLLARS 18,557 10,579 7,962 62,167 | 1,000 DOLLARS 9,875 6,958 3,837 34,760 | 560 166 292 310 | 169 81 44 519 | 1,000 DOLLARS 8,335 4,230 5,103 33,152 | 761 125 263 467 | 308 123 102 636 | 1,000 DOLLARS 26,892 14,809 13,065 95,319 | 1,321 291 555 777 |
| COLORADO CONNECT I CUT DELAWARE FLOR I DA | 94 16 12 83 | 14,117 6,645 6,412 15,642 | 9,782 3,279 3,256 8,059 | 6l12 25 140 36l1 | 26 187 20 138 | 2,286 4,516 2/4,042 14,296 | 158 102 35 412 | 120 203 32 221 | 16,403 11,161 10,454 29,938 | 800 126 75 776 |
| GEORGIA IDAHO ILL INOIS INDIANA | 119 67 252 132 | 23,107 11,990 53,124 24,823 | 11,835 8,720 27,264 13,782 | 491 238 698 481 | 100 5 173 57 | 6,436 351 37,502 6,685 | 495 25 1,122 312 | 219 72 425 189 | 29,543 12,341 90,626 31,508 | 986 263 1,820 793 |
| IOWA KANSAS KENTUCKY LOUISIANA | 340 373 110 37 | 19,540 21,478 16,305 17,767 | 9,860 10,739 8,228 9,147 | 1,327 1,613 404 135 | 630 154 304 92 | 17,108 5,710 16,741 15,362 | 108 1,786 9 710 631 5 710 1,868 4 1,362 421 1 1,570 133 1 1,174 83 1 1,222 232 4 1,577 724 5 754 935 1 1,394 93 1 1,394 93 1 1,394 93 1 1,394 93 1 1,394 93 1 1,454 207 1,998 54 1 1,988 301 338 290 2 1,177 2,072 1 1,173 84 1 1,330 2,312 3 1,539 1,778 1 1,330 2,312 3 1,539 1,778 1 1,330 2,312 3 1,573 2,272 1,55 2,575 2 | 970 527 414 129 | 36,648 27,188 33,046 33,129 | 3,113 2,244 2,272 556 |
| MAINE MARYLAND MASSACHUSETTS MICHIGAN | 35 66 13 227 | 9,486 9,465 17,579 38,217 | 4,718 7,944 8,783 16,372 | 85 101 18 546 | 27 56 455 297 | 8,570 16,174 44,222 23,457 | 83 232 | 62 122 468 524 | 18,056 25,639 61,801 56,674 | 218 184 250 1,270 |
| MINNESOTA MISSISSIPPI MISSOURI MONTANA | 329 133 190 56 | 20,833 15,385 21,131 10,382 | 10,799 8,470 10,567 6,357 | 1,426 673 614 327 | 169 45 213 | 19,754 2/ 2,394 11,829 | 93 | 498 178 403 56 | 40,587 17,779 32,960 10,382 | 2,361 766 1,641 327 |
| NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY | 130 35 26 28 | 7,839 5,087 4,249 20,422 | 4,001 4,409 2,342 10,062 | 8,470 673 45 2/2,394 10,567 644 213 11,829 6,357 327 - 4,001 503 14 693 14,409 346 27 371 2,342 35 19 2,454 10,062 32 51 2/15,998 8,344 398 86 2/143,338 9,131 461 208 18,757 5,855 1,452 15 1,173 16,108 149 193 2/10,330 9,401 424 120 2/21,639 | 93 207 | 114 62 45 79 | 8,532 5,458 6,703 36,420 | 605 439 242 86 | | |
| NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA | 133 15,385 8,470 673 45 2/2,394 190 21,131 10,567 644 213 11,829 56 10,382 6,357 327 - 130 7,839 4,001 503 14 693 35 5,087 4,409 346 27 371 26 4,249 2,342 35 19 2,454 28 20,422 10,062 32 51 2/15,998 69 12,612 8,344 434 30 2,984 2/15,998 107 18,859 9,131 461 208 2/14,338 18,757 182 11,740 5,855 1,452 15 1,173 107 33,776 16,108 149 193 2/10,330 77 18,348 9,401 424 120 2/21,639 110 32,264 21,843 447 27 1,778 44 43 39,613 19,791 136 1,518 2/65,753 | 290 2,072 | 99 213 315 197 | 15,596 214,489 37,616 12,913 | 735 689 2,533 1,536 | | | | | |
| OH IO OKLAHOMA OREGON PENNSYLVAN IA | 77 110 | 18,348 32,264 | 9,401 21,843 | 14214 1414.7 | 120 27 | 27 | 300 197 137 1,561 | հկ,106 39,987 3կ,0կ2 105,366 | 2,461 841 580 2,408 | |
| RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE | 16 149 97 143 | 6,159 11,023 13,760 20,429 | 3,079 6,468 10,111 10,498 | 33 520 587 660 | 1402 23 | 8,955 2,950 | 1,066 296 | 22 551 120 1,089 | 6,403 19,978 16,710 45,678 | 37 1,586 883 5,116 |
| TEXAS UTAH VERMONT VIRGINIA | Ы42 37 42 175 | 59,246 7,526 4,002 20,694 | 32,401 5,737 2,079 10,408 | 2,089 240 58 427 | 718 16 4 237 | 46,640 1,923 235 10,742 | 4,757 58 10 695 | 1,160 53 46 412 | 105,886 9,449 4,237 31,436 | 6,846 298 68 1,122 |
| WASHINGTON WEST VIRGINIA WISCONSIN WYOMING | 140 61 186 36 | 16,768 12,844 29,620 7,244 | 10,012 6,421 15,060 5,236 | 408 179 591 179 | 83 192 109 61 | 16,948 2/ 14,168 16,343 2,673 940 | 312 1,389 1,15 361 33 | 223 553 295 97 11 | 33,716 27,012 45,963 9,917 2,788 | 720 1,568 1,006 540 |
| TOTAL | 5,608 | 1,848 3/ 954,816 | 963 518,897 | 22,395 | 9,374 | <u>L</u> 741,533 | 34,369 | 14,982 | 1,696,349 | 56,764 |

l/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.

2/ Contracts awarded for special toll facilities are included as follows: Delaware Memorial Bridge \$355,000; Mississippi, Bay St. Louis Bridge \$791,000; New Jersey, Garden State Parkway \$5,861,000, New Jersey Turpike \$673,000, and Delaware River Joint Toll Bridge Commission \$679,000; New York, Lincoln Tunnel \$13,185,000, and New York State Thruway \$112,393,000; Onto Turnpike \$1,188,000; Oklahoma Turnpike \$5,116,000; Pennsylvania Turnpike Extension \$1,685,000; and West Virginia Turnpike \$3,701,000.

3/ Includes 15,159 force account projects totaling \$10,660,000.

1/ Includes 1,159 force account projects totaling \$72,998,000.

LOCAL ROAD AND STREET FINANCE

The receipts, disbursements, and debt status of the local governmental units for highway and street purposes during 1951 are reported in the following tables. The receipts and disbursements of the urban places for allied street functions are reported in detail for the first time.

INTERGOVERNMENTAL TRANSFERS

There are some discrepancies between the State and local finance tables with respect to intergovernmental transfers. Differences in fiscal periods covered account for most of this disagreement. However, some of the direct expenditures by the local units on State highways have been reported as transfers to and as direct expenditures of the State in the State finance tables.

The treatment of so-called "reimbursement obligations" in the tables for the local rural units also introduces an apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is considered to be aid for local roads and is included in the receipts from the States reported in table LF-R-1.

In those States in which the State reimbursements are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, as in Delaware and in Iowa, the outstanding local debt for which the State has assumed responsibility and all transactions relating thereto are omitted from the local finance tables. In Texas and Wisconsin, where the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported as local debt in the local finance tables. Therefore, the receipts from the State reported for Texas and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

SOURCES AND PROCEDURE

Rural data, either partial or complete, were received from 43 State highway departments in time for inclusion in the tables. All States are now engaged in the collection of rural highway finance data, but a limited number are not yet on a reasonably current basis.

Urban data were received from 39 States. The information concerning allied functions, which includes street lighting, street cleaning, storm sewers, sidewalks, and parking facilities, has been excluded from the regular street finance tables and presented in separate tables. Only 34 States reported these data for 1951, but the number of States reporting such data is increasing rapidly.

LOCAL ROAD FINANCE - 1951

RECEIPTS OF THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

| The color of the | | | | | Local re | evenue | | | | | Tran | Transfers from | State | | | Borrowings | | |
|--|--|---|---|--|-----------------------------------|--|--|---|---|---|--|-----------------------|--|--|--|--|---|--------------------------------------|
| Distance Colores Col | State 1/ | | Special assess-ments | 1 | Appropriations from general funds | | Толля | Miscel- laneous | Total | Trans- fers from urban places | Highway- user imposts | Other | Total | Trans- fers from Federal govern- ment 4/ | Long | Short | Total | Total receipts |
| 1,000 | | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand |
| 3,000 3,00 | Alabema 5/ Arizona Arkansas California | 3,305 1,026 1,750 3,129 | 208 | 3,305 1,234 1,750 3,129 | 4.247 1,352 1,431 5,068 | 809 | 3,986 | | 9,323 2,824 4,446 16,394 | , , , , g g | 20,642 2,303 6,850 47,269 | | 2,553 | 1,321 88 88 | 2,346 | 780 | 3,626 | 33,66,71 |
| 1,10,10 1,10,10 1,0,10 | Colorado 1/ Connecticut Delaware 7/ Florida | 3,000 | 68 - | 3,000 | 500 3,336 113 1,153 | | | 30 10 472 | 3,530 3,355 133 7,730 | 1111 | 10,261 | | 10,261 | 01 040 | 306 | | 314 42 7,950 | 13,931 8,618 175 30,568 |
| 1,000 | Georgia Idabo Illinois Indiana 1/ | 10,209 3,423 27,040 173 | 3,262 | 10,210 3,423 30,302 173 | 650 3,165 482 | 1 1 1 | 209 - 287 45 | 289 29 74 168 | 11,359 3,458 33,828 868 | | 7,067 4,603 17,240 21,158 | , | 7,067 4,610 17,253 21,179 | 210 | 253 | , 82,7 83 | 253 92 8,102 28 | 18,889 8,556 59,183 22,075 |
| 1,150 1,15 | Iowa Kansas Kantucky Louisiana 1/ | 27,361 22,254 3,874 2,900 | _ 30 _ 175 | 27,361 22,284 3,874 3,075 | 1,100 59 2,492 1,800 | | | 1,918 361 355 150 | 30,379 22,704 6,721 5,025 | | 24,342 7,085 1,290 5,868 | 3,308 | 24, 342 10,393 1,290 6,868 | , 45, 60, 01 | 634 874 119 322 | 100 86.73 88.88 | 734 1,667 179 622 | 55,455 35,078 8,219 12,525 |
| 1,500 1,00 | Waine Waryland Wassachusetts Michigan | 4,194 580 - 2,321 | 100 | 4,194 580 10 2,321 | 3,936 7,973 5,513 | 1 1 1 1 | 115 | 258 106 346 | 4,334 4,774 8,089 8,216 | 1 | 736 4,705 3,693 39,985 | 1,025 | 536 5,730 3,693 40,025 | 111 | 409 350 55 5,519 | 83 | 492 350 55 55 | 5,367 10,854 11,837 53,782 |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | finnesota fississippi fissouri 8/ fontana | 23,069 4,887 13,587 4,960 | | 23,069 4,887 13,587 5,022 | 574 711 1,325 - | 621 | 952 1,400 | 23 483 1,002 239 | 23,666 7,654 17,314 5,261 | 172 - 29 | 11,939 16,709 15 2,568 | 522 1,847 1,475 | 12,461 18,556 1,490 2,568 | 1,038 78 65 | 2,521 3,898 2,455 110 | 81 123 2,561 | 2,602 4,027 5,016 | 39,086 31,275 23,927 8,004 |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | ebraska evada ew Hampshire $\underline{1}/$ ew Jersey $\underline{8}/$ | 6,778 | 81 . | 6,7% | 170 2,480 10,670 | | 70 - 350 | 767 141 21 21,1,1 | 7,803 1,481 2,492 12,205 | 1 | 13,343 2 99 11,829 | | 13,343 | | 3,294 | 184 | 3,478 | 24,636 1,555 2,591 30,027 |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | ew Mexico ew York orth Carolina 5/ orth Dakota | 342 47,539 4,324 5,548 | 309 | 342 47,848 4,324 5,548 | 38 5,782 1,733 | | 2,922 | , 921 115 | 380 61,473 4,324 7,396 | 84 - 133 - | 1,342 22,487 - 4,099 | 5,351 | 1,342 27,838 4,099 | | 6,463 | 1,387 | 7,850 | 1,814 97,193 4,649 12,120 |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | hio klahoma <u>1</u> / regon ennsylvania <u>1</u> / | 5,623 600 4,332 14,031 | 906 | 6,429 600 4,332 14,031 | 3,070 2,654 749 200 | , , , , | ozī . | 1,786 593 455 2,271 | 11,285 3,847 5,656 16,502 | -3 | 45,855 19,701 7,552 14,638 | ૪ૐૣ૾ૢ ૹૢ | 45,905 22,065 7,555 14,900 | 2,422 | 1,738 900 3,013 4,478 | 772 | 2,709 3,013 4,74 | 60,115 26,812 18,648 36,151 |
| 31,170 3 | hode Island outh Carolina 1/ outh Dakota ennessee | - 582 7,898 7,513 | 1111 | - 582 7,898 7,513 | 701 1,195 126 689 | | 1111 | 2844 | 717 1,967 8,035 8,356 | 1111 | 55 4,816 4,570 12,962 | | 4,816 4,638 13,056 | 29 168 | 300 36 | 171 901 | 300 207 2,385 | 6,983 12,909 23,959 |
| 6,124 | ezas tah ermont irginia 5/ | 37,170 1,741 - 380 | 1111 | 37,170 1,741 380 | 3,112 | | 285 | 2,390 | 39,845 1,857 3,172 380 | | 33,960 1,320 2,740 659 | 01 . | 33,960 1,330 2,740 659 | 432 | 20,052 | 82 | 20,637 | 24,666 3,315 5,912 1,039 |
| 2,454 11,949 30,948 479,034 992 509,792 24,223 534,015 8,615 86,305 10,814 97,119 1, Lincludes National Porest carnings apportioned to counties, payments in lieu of taxes, and other miscellamous payments. Does counties to destrollamous payments. Does counties to destrollamous transferred to counties in Wirginia. And in all but three counties in Wirginia. | -; I | 8,124 1,055 15,364 | | 8,124 1,055 15,425 | 7.11 9,773 572 | | . 80 1465 - | 580 56 2,329 | 8,901 1,576 27,527 572 | | 14,513 | 901 | 14,619 | 1,312 | 151 | 2/145 | 1,615 | 25,157 1,576 47,904 2,083 |
| payments in list of taxes, and other miscellaneous payments. Does not include Federal-aid secondary road funds. 2/ All rural roads under State control. 2/ All rural roads under State control. 3/ All rural roads under State control. 1/ All rural roads under State control. 2/ All rural roads under State control. 2/ All rural roads under State control. 3/ All rural roads under State control. 4/ All rural roads under State control. 5/ All rural roads under State control. 6/ Includes \$13,688,000 traffic fines. | otal | 337,824 | 4,980 | 342,804 | 90,879 | | 11,949 | 30,948 | 450,674 | 86 | 509,792 | 24,223 | 534,015 | 8,615 | 86,305 | 10,814 | 911,119 | 1,119,775 |
| | 1/ Partially or 2/ County motor veads; county wheel t i deorgia. 3/ Includes Sta and proceeds of | entirely e-fuel taxes ax in Tennei te general-i | stimated. in Alabema, ssee; and ro fund appropr | , Mississip; olling-store tations for uxes. | pl, and licenses local | payment not inc West Vi countie | 4/ Includes in lieu cilude Federa 5/ All rura rginia, and si in Alabam 6/ Includes | Mational F of taxes, an 11-aid secon 11 roads und 1 in all but 143,868,000 | forest earn, ad other mis adary road i ler State com: three coun ed to State | ings apport scellaneous funds. ntrol in N ities in Vii control in | foned to co payments. orth Carolification. The 1951. | e e pu | ounty continual corrections of revisions of g/ Pre | rural road nucs to serv nuties resp 1945 Subur liminary. | is under Ste ice a limit consible for ben Road Ac cities and | ate control. ted number cr servicing ot. villages. | . However, l of bridge by debt incura | few Castle unds. |

LF-D-1, 1951 October 1953

LOCAL ROAD FINANCE - 1951

DISBURSEMENTS BY THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primerily upon reports prepared by the State Highway Departments from State and local records

| | | | Local rural roads | 1 roads 2/ | | | | Stat | State highways 2/ | 2/ | | Urben | streets 2/ | | | | , |
|---|--|---|--|--|-------------------------------------|---|--|--|--|--|--------------------------|--|--|---|--|---|---|
| | Current d | Current direct expenditures | litures | | | | Current direct | direct | | | | | - | | | | |
| State 1 | Capital outlay, mainte-nance, and miscel-laneous | Interest | Total | Trans- fers to State | Debt retire- ment | Total | Capital outlay and mainte- nance | Interest | V Trans- fers to State | Debt retire- ment. | Tota.1 | Current direct expend- itures | frans- fers to urban places | Total | Total highway disburse- ments | Non- highwy purposes 3/ | Total |
| | Thousand | Thousand | Thousand dollars | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand dollars | Thousand | Thousand | Thousand dollars | Thousand | Thousand | Thousand | Thousand | Thousand dollars |
| Alabama 5/ Arizona Arkanasa California | 28,016 4,782 9,793 58,269 | 1,101 | 29,117 4,888 9,793 59,838 | 379 417 1,601 | 4,270 566 876 | 33,387 5,833 10,210 62,315 | 8 | | 304 | | 304 80 231 | 45t | 343 | 3,049 | 33,698 5,833 10,633 65,595 | 2 2 2 3 8 | 33,851 5,958 10,733 65,621 |
| Colorado 1/ Connecticut Delaware 6/ Florida | 7,685 8,312 142 16,451 | 3,4,8 | 7,695 8,323 179 19,861 | ; · · · | 84 33 9,453 | 7,695 8,418 212 29,314 | 4,850 - 581 | н | 209 | 1111 | 5,691 13 - 790 | 50 | °, ' - | 20 _ 50 _ 829 | 13,406 8,481 212 30,933 | - - - 234 | 13,406 8,481 212 31,167 |
| Georgia Idaho Illinois Indiana 1/ | 17,980 6,148 42,370 22,386 | 1,841 1,841 33 | 18,434 6,182 112,44 22,419 | 표 연 경 8 | 1,218 251 6,269 120 | 20,483 50,480 50,480 22,632 | 335 9 140 | 1111 | | 1111 | 332 | 482 86 771,21 | 220 | 692 281 12,177 | 21,507 7,284 63,124 22,632 | 98 28 97.79 4 | 21,593 7,312 64,098 22,640 |
| Iowa Ensas Estucky Louisiana 1/ | 53,693 31,350 5,730 11,110 | 124 88 74 74 74 | 53,817 31,430 6,233 11,850 | μο΄.ι 94 | 11,360 1,510 00,11 | 54,228 33,834 7,743 13,496 | - 742 | | 88 | 1111 | 2#2 682 | 50 | 4t - | †π _ - 50 | 54,228 33,848 7,990 14,198 | 232 | 33,42 33,948 32,22 32,44 38,52 38,53 |
| Maine Maryland Messachusette Michigan | 4, 6, 9, 9, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 316 | 2,974 10,238 9,502 44,238 | 1,246 | 198 459 113 384 | 3,172 10,697 9,615 45,868 | | | 1,502 | | 2,195 | , 131 ₈ | . 37 1,130 | 37 1,348 | 5,367 10,734 10,963 47,368 | - 29 874 5 | 5,367 10,763 11,837 14,373 |
| Minnesota Mississippi Missouri I/ | 34,642 23,318 15,560 7,595 | 071 880 444 11 | 34,812 24,298 16,004 7,606 | 2,551 | 5, 158 6,650 49 | 38,205 29,456 22,654 7,670 | 1 % ' | | . 1 | | . 57 | , 25t . 63 | 417 514 514 66 | 701 1,26 577 66 | 38,907 29,882 23,288 7,736 | <i>క</i> చేభి <i>8</i> | 38,966 30,295 23,313 7,832 |
| Hebraska Nevada New Hampshire 1/ New Jersey 7/ | 20,126 1,109 2,130 23,939 | 195 118 | 20,321 1,110 2,136 24,750 | 186 293 | 280 26 78 4,127 | 20,601 1,136 2,400 29,170 | | 1111 | , 12% 111. | . 1 1 1 1 | 592 171 | - 1 50 | £8 | ୍ଥିୟ ଓ | 21,296 1,194 2,591 29,170 | 157 , 43 , 941 | 21,453 1,237 2,591 30,011 |
| New Mexico New York North Carolina 5/ North Dekota | 1,397 80,388 10,029 | 1,586 1,331 29 | 1,411 81,974 1,331 10,058 | | 81,21 3,318 4 ⁵ 2, | 1,483 649,411 | 72. | , | | 111 | 238 | # | | 2 | 1,669 4,583 11,629 | | 1,669 99,339 4,649 12,042 |
| Ohio Oklahoma 1/ Oregon Pennsylvania 1/ | 4,48,819 25,23 375,23 | 3.56 256 252 252 2,307 | 55,025 25,075 14,775 21,583 | 字 ¹ 2.88 | 1,524 1,093 733 5,277 | 57,023 26,168 15,653 32,956 | | | 196 | | 263 _ 5,335 | 193 - - | ₹. 128 705 | 238 - 122 700 | 57,524 26,168 15,775 38,991 | 2,313 37 11 | 29,837 26,205 15,736 38,991 |
| Rhode Island South Carolina 1/ South Dakota Temnessee | 713 9,647 18,702 | 250 26 1,358 | 20,06 20,06 20,06 | - - 719 - | 4 651 374 3,262 | 717 6,701 10,964 23,322 | 28 25 | | 282 | | 282 - 599 | | - 116 169 | 3116 931 | 6,983 11,080 24,090 | . 18t | 2, u 4 2, 09, 2, 09, |
| Teras Utah Vermont Virginia 5/ | 2,74 2,936 5,575 750 750 | 5,317 | 59,858 2,937 5,575 | , , , | 16,834 13 141 | 76,692 3,006 5,575 1,068 | #,377 | 1,440 - - - | 3,716 8 337 137 | 4,697 - - | 14,230 8 337 43 | 1,754 35 | 183 | 1,937 38 - | 92,859 3,952 5,912 11,111 | 497 25 | 83,356 3,067 11,11 |
| Washington West Virginia 1/, 5/ Wisconsin | # EH, \$4 EF, \$4 EF, \$8 | 17 % S ~ | 24,234 147 12,774 1,822 | 782 2,136 95 | 322 870 573 | 25,338 1,317 45,483 1,917 | - 246 9 | 69 · | .,%. | ₹ | 94 1,283 9 | 8 | | | 25,460 1,317 46,766 1,926 | 276 - | 25,460 1,317 47,042 1,926 |
| Total | 897,733 | 26,828 | 924,561 | 618,41 | 045,46 | 1,033,920 | 12,876 | 1,562 | 17,084 | 4,751 | 36,273 | 15,518 | 8,695 | 24,213 | 1,094,406 | 13,018 | 1,107,424 |
| 1/ Partially or entirely estimated. 2/ Classification of disbursements by system and purpose in not smot. Therefore, current direct expenditures on local rural roads may include trensfers for local roads, and expenditures and trensfers for State higherys and local streets. 3/ Includes allied functions: Mass. \$72,000, Miss. unkno | r entirely e | stimated. reements by rect expend; ocal roads, local street us: Mass. | system and Itures on 1 and expend ts. | I purpose is cocal rural litures and liss. unknow | amount, to general Laneous | amount, N. J. \$941,000, N. Y. \$1,742,000, Ohio \$233,000; transft to general funds, and other miscallaneous payments. 4, Includes administration, engineering, and other miscallaneous payments. 2/ All rural roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia. | ul,000, M. , and other es administ ral roads u | r. \$1,742,000, miscellaneous ration, enginee mder State cont | 00, Ohio \$23 fores payments fineering, an control in M | π. J. \$941,000, π. Υ. \$1,742,000, Ohio \$233,000; transfers real funds, and other missellaneous payments. **Discludes administration, engineering, and other miscelity against roads under State control in North Carolina forginia, and in all but three counties in Virginia. | nefers scel- ina | Three counties in Alabama transf. 6 All rural roads under: Castla County continues to servit bonds. Individual counties resp. provisions of 1945 Suburban Road If Preliminary. | ies in Alabama 11 rural roads ty continues t ividual counti of 1945 (suburb reliminary. | labems transferred roads under State nues to service a l counties responsibl Suburban Road Act. | State State Se a meil | i to State control in 195; soutrol. Brever, New limited number of bridge ble for debt incurred und | in 1951. |

CURRENT DIRECT EXPENDITURES BY THE LOCAL RURAL UNITS FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES LOCAL ROAD FINANCE - 1951

LF-D-2, 1951

Based primarily upon reports prepared by the State Highway Departments from State and local

| | | Loca | Local rural roads | ds 2/ | | | State highways | // sa sa sh- | | | | 10. | | | | | | October 1953 | ا س ا |
|--|-----------------------------|--|--------------------------------------|--|--------------------------------------|-------------|-------------------|------------------|--------------------|--------------|-------------------|------------------|---------------------------|------------------------------|---------------------------------|--------------------------------------|--------------------------|---|-------------|
| `. | Right | | | | | 1170 | Samo | Sumayo E/ | | | Urban streets 2/ | eets 2/ | | | All ro | All roads and streets | reets | | |
| State 1/ | way 3/ | Construc- tion | Mainte- nance | Miscel- laneous | Total | Magnt of 3/ | Construc- tion | Mainte- nance | Total | Right of way | Construc- tion | Mainte- nance | Total | Right of way | Construc- tion | Mainte- nance | Miscel- laneous | Total | T |
| | Thousand dollars | Thousand dollars | Thousand | Thousand dollars | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | |
| Alabama 5/ Arizona Arkansas California | 426 - 1,689 | 9,175 1,938 1,625 27,162 | 17,493 2,485 7,765 25,001 | 922 359 403 4,417 | 28,016 4,782 9,793 58,269 | | 1 1.1 1 | 1111 | | | | 1111 | 1.1. | , 426 , 80 | 9,175 1,938 1,625 | 17,493 2,485 7,765 | 922 359 403 | 28,016 4,782 9,873 | |
| Colorado 1/ Connecticut Delaware 6/ Florida | 10 | 3,500 2,264 142 6,285 | 3,600 6,021 9,846 | 575 17 - 320 | 7,685 8,312 142 16,451 | 50 | 2,400 | 2,400 | 4,850 | | ₹ | 9 | 08 | 60 - 10 | 492,6 | 6,006 | 575 | 8,312 14,555 | T |
| Georgia Idaho Illinois Indiana 1/ | 805 36 36 34 34 | 6,00 4 1,214 11,886 11,986 | 10,517 4,669 25,226 20,670 | 657 229 4,732 741 | 17,980 6,148 42,370 22,386 | 332 9 | 237 | 1111 | 332 | 3,336 | 476 6,768 | 2,073 | 482 86 12,177 | 1,140 | 6,480 1,214 18,891 | 10,517 4,755 20,670 | 550 657 4,732 | 16,734 6,243 7,987 8,987 | |
| Iowa Kansas Kentucky Louisiana 1/ | 5.00 . | 16,071 13,214 248 700 | 34,179 17,544 5,464 10,150 | 2,931 527 8 260 | 53,693 31,350 5,730 11,110 | | | | - - 242 - | | 50 | | 50 | 512 65 257 | 16,071 13,214 248 720 | 34,179 | 2,931 527 8 8 | 53,693 | |
| Maine Maryland Massachusetts Michigan | 1,038 | 252 4,143 2,691 12,841 | 2,691 4,892 6,150 28,299 | 1 885 654 1,982 | 2,944 9,922 9,495 44,160 | | | 693 | 693 | | 218 | | 218 | 1,038 | 2,909 2,909 12,941 | 3,384 4,892 6,150 28,299 | 885 654 1,982 | 3,637 9,922 9,713 | · · · · · · |
| Minnesota Mississippi Missouri]/ Montana | 741 8 - | 9,518 4,032 5,371 619 | 24, 977 19,088 9,315 6,710 | - 190 874 266 | 34,642 23,318 15,560 7,595 | 35. | 1111 | т | . 56 | | 17 . 8 . | . 25 | - 25 4 - 63 | 147 8 56 | 9,589 4,032 5,379 619 | 25,161 19,088 9,370 6,710 | 190 190 874 266 | 34,897 23,318 15,679 7,595 | T |
| Nebraska Nevada New Hampshire $1/$ New Jersey $7/$ | | 7,874 183 100 8,151 | 11,604 868 2,000 15,753 | i i i i i i i i i i i i | 20,126 1,109 2,130 23,939 | | | 8 . | 8 | 1111 | | | 50 | 135 | 7,874 183 105 8,151 | 11,604 868 2,075 15,753 | IX & & & | 20,126 1,109 2,210 23,939 | |
| New Mexico New York North Carolina 5/ North Dakota | 375 - 33 | 18,392 18,392 5,430 | 1,118 56,605 1,371 | 5,016 | 1,397 80,388 10,029 | 174 | 1111 | | 174 | | 15 | 62 | - 1 | 17 ⁴ 375 33 | 185 18,392 - 5,44,5 | 56,605 | 5,016 | 1,571 80,388 | |
| Ohio Oklahoma 1/ Oregon Pennsylvania 1/ | 32 tz tg ' | 7,599 3,295 2,332 6,862 | 43,453 21,065 11,573 14,350 | 3,571 442 527 4,064 | 54,685 24,819 14,523 25,276 | 1111 | | | £ | | 01 | 153 | 193 | 852 | 7,639 3,295 2,332 6,862 | 43,673 21,065 11,573 14,350 | 3,571 | 24, 945 14, 915 14, 523 276, 276 | |
| Rhode Island South Carolina 1/ South Dakota Tennessee | gr | 1,300 3,458 3,101 | 699 4,200 5,876 14,416 | 300 313 11,052 | 713 5,800 9,647 18,702 | - 299 | | 55 | 55 - 599 | | 1 1 1 1 | 1 1 1 1 | 1111 | 732 | 1,300 3,458 3,101 | 754 4,200 5,876 14,416 | 300 | 768 5,800 9,647 19,301 | |
| Terns Utah Vermont Virginia 5/ | 1,187 | 18,825 1,329 2,613 147 | 29,970 1,504 2,908 603 | 4,559 103 52 | 54,541 2,936 5,575 750 | 3,866 | 115 | | 4,377 | 1111 | 1,577 | 1771 | 1,754 | 5,053 | 20,913 1,348 2,613 147 | 30,147 1,520 2,908 603 | 4,559 103 52 | 60,672 2,971 5,575 | |
| Washington West Virginia 1/, 5/ Wisconsin Wyoming | | 8,94, 73, 413 467 | 15,170 54 29,629 1,349 | 3,669 | 24, 113 151 1,820 1,820 | | - 165 - | . 81 | 246 | | 58 | 4 1 1 4 | 87 | n | 8,968 73 9,578 467 | 15,170 54 29,710 1,349 | 3,669 | 24,141 151 42,957 1,829 | |
| | 7,354 | 251,919 | 591,890 | 025,54 | 897,733 | 6,206 | 3,313 | 3,357 | 12,876 | 3,342 | 9,383 | 2,793 | 15,518 | 16,902 | 264,615 | 598,040 | 46,570 | 721,926 | |
| 1/ Partially or | entirely | Batimeted. | | | | 7 | : | | | | | | | | | | | Ī | |

 $\frac{1}{2}/$ Partially or entirely estimated. $\frac{2}{2}/$ Classification of disburesments by system and purpose is not exact. Therefore, current direct expenditures on local rural roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

3/ Identifiable expenditures for right of way. $\frac{1}{4}$ / Includes administration, engineering and other miscellaneous payments. $\frac{1}{2}$ / All rurel roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

6/All rural roads under State control. However, New Castle County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Suburban Road Act. $I \to Preliminary.$

LD-C-1, 1951 October 1953

LOCAL ROAD FINANCE - 1951

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF LOCAL RURAL UNITS

Based primarily on reports prepared by the State Highway Departments from State and local records

| | | | | Long term debt | debt | | | | | Short term debt | m debt | | | |
|---|--|---|--|---|---|---|---|---|-------------------------|--|--|--|--|------------------------------------|
| | Total | Amount | Issued | Pe | Redeemed | pen | Amount | Amount | Issued | 7 | Redeemed | peg | Amount | Total debt |
| State $1/$ | out- standing at beginning of year | out- etanding at begin- ning of year 2/ | Original | Refund- ing | From current or sinking funds | By refund- ing | out- standing at end of year | out- standing at begin- ning of year 2/ | Original | Exten- sions | From current or sinking funds | By exten- sions or funding | out- standing at end of year | standing at end of year |
| Alabama 3/ | Thousand dollars | Thousand dollars 35,462 | Thousand dollars | Thousand dollars | Thousand dollars 3,698 566 | Thousand dollars | Thousand dollars | Thousand dollars 654 | Thousand dollars | Thousand dollars | Thousand dollars | Thousand dollars | Thousand dollars 862 | Thousand dollars 35,470 3,183 |
| Arkansas 4/ California | 36,447 | 36,447 | 3 | | 976 | | 35,571 | | | | | | | 35,571 |
| Colorado 1/ Connecticut Delaware 5/ Florida | 1,058 84,783 | 1,058 1,058 491,48 | - 482 4,850 | - 21 3,080 | - 67 33 6,372 | 3,080 | 785 1,067 83,242 | _ 37 _ 1.9 | 8 | 1111 | | 71 _ | . ' 81 81 | 81,067 83,260 |
| Georgia Idaho Illinoia Indiana 1/ | 20,333 637 70,564 2,038 | 20,333 54,889 2,038 | 250 | ₹ . | 1,218 161 5,900 105 | ₹ | 19,365 384 66,292 1,933 | 28 5,675 (U) | - 82 747 (28) | 1111 | 6/92 345 (35) | | - %,076 (17) | 19,365 476 72,368 1,933 |
| Iowa Kansas Kentucky Louisiana 1 | 5,289 5,275 12,496 16,349 | 5,289 3,910 12,354 15,940 | 634 874 - | - 611 | 411 599 1,323 1,250 | - 911 | 2,512 4,185 11,031 15,012 | 1,365 142 409 | 100 793 60 300 | 1111 | 761 68 350 | | 100 1,397 134 359 | 5,612 5,582 11,165 15,371 |
| Maine Maryland Massachusetts Michigan | 1,077 6,557 409 1,437 | 1,032 6,557 409 1,437 | 409 350 55 5,519 | | 165 459 113 367 | 1 1 1 1 | 1,276 6,448 351 6,589 | (/I) | , 83 (22) | | 33 | | 68 | 1,371 6,448 351 6,589 |
| Minnesota Mississippi Missouri 8/ Montana | 4,883 27,335 14,500 355 | 4,765 27,057 12,201 355 | 2,515 3,793 52 110 | 98 86,500 | 748 4,807 2,106 49 | 98 86 7,400 | 6,532 26,043 10,147 401 | 2,299 | 78 129 2,561 | ε 111 | 85 253 2,144 - | mv0 I I | 2,736 | |
| Nebraska Nevada Nev Hampshire $\underline{1}/$ Nev Jersey $\underline{8}/$ | 2,788 61 266 26,730 | 2,763 1 266 25,430 | 3,484 | | 255 1 78 2,814 | 1111 | 5,992 50 188 27,878 | 25 60 1,300 | 18t | 1111 | 25 1,200 | | 184 35 | 6,176 85 188 28,709 |
| New Mexico New York North Carolina 3/ North Dakota | 323 55,759 37,866 1,064 | 323 55,759 37,866 528 | 6,¥63 . 22 | 32 4 | 8,878 2,994 96,5 | 324 | 305 33,344 34,872 464 | (U) 536 | (1,387) | | (3,731) | | `Ð'.₫ | 305 53,344 34,872 893 |
| Ohio Oklahoma 1/ Oregon Pennsylvania 1/ | 11,199 10,279 5,036 95,728 | 11,015 10,279 2,601 4,676 | 1,738 900 3,100 4,478 | | 1,417 1,093 723 5,110 | 1 1 1 1 | 10,086 10,086 7,378 9,049 | 18t - 35 1,052 | ης - 172 | | 107 - 01 167 | | 1,048 25 1,156 | 12,38 10,086 7,403 95,200 |
| Rhode Island South Carolina 1/ South Dakota Tennessee | 8,719 963 38,406 | 8,719 609 38,320 | 300 36 2,172 | 8. | 651 172 3,108 | , , , & | 8,368 473 37,384 | 8 ³⁵ 8 | . 171 109 | 111 | ± 8,8% | | 323 | 8,368 37,796 |
| Texas Utah Vermont Virginia 3/ | 207,491 13 3,329 | 20 6, 853 13 3,329 | 17,341 | 2,686 | 18,324 13 141 | 2,686 | 205,870 3,188 | 638 | ŧ.,, | ₹ | 9 | 7 | 8 | 3,188 |
| Washington West Virginia 1/, 3/ Wasconsin | <u> </u> | 6,025 6,061 7,661 | 150 1,149 | | 306 870 573 | , , , , | 5,869 5,191 8,537 | 327 | 346 | | | | to# | 6,272 5,191 8,537 - |
| Total | 817,918 | 862,180 | 77,606 | 8,850 | 79,033 | 8,829 | 860,774 | 15,738 | 9,188 | 11 | 7,488 | 19 | 17,415 | 878,189 |
| 1/ Partially or entirely 2/ Differences in debt reen of 1550 and beginning of 19 justments. 3/ All rural roads under Carolina and West Virginia, and | | estimated. eported outstanding at 51 due to necessary ad- State control in North in all but three | anding at essary ad- ol in North | counties ferred to for road Mew Cast | \$ 2 July 1 8 | n Virginia. Three costs and virginia. Three control in 1951. Counties prohibited from myrovement districts a Mall rural roads under continues to bonds. Individual contones to bonds. | s counties 1951. ed from 1s ots not and nder State to servical | counties in Alabama trans- 51. I from anourring debt. Data is retate control. Enever, to service a limited number counties responsible for | | debt incur 6/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2 | debt incurred under provision of Information on out Information on out Borrovings and retirements cluded in column totals. | ovisions of 194 ,181 cancelled on outstanding sents shown in la. | escame of 1945 Suburban Road Act. cancelled notes outstanding debt not available se shown in parentheses not in- | san Road Act |

LOCAL ROAD FINANCE - 1951

OF URBAN PLACES FOR HIGHWAYS RECEIPTS

UF-R-1, 1951 October 1953

Based primarily upon reports prepared by the State H.ghway Departments from State and local records

Total receipts 10,624 1,387 5,356 32,263 4,668 10,592 7,479 68,500 10,94 5,169 11,486 11,486 51,142 2,304 2,57 13,157 26,095 10,215 13,282 4,024 13,2% 3,750 2,822 66,680 ~8,8°4 44,8°6 1,002,245 Thousand dollars funds miscellaneous payments. Does not include Federal-aid urban [6] Includes \$9,288,000 traffic fines.

7 Includes \$667,000 special assessment paper.

8/Feliminary. 1,634 15 350 1,408 48,51 18,24 18,318 1,595 101 1,314 19,816 7,196 928 12,000 3,465 313 Thousand dollars 6,743 28 2,4 1,6 1,1 1,4 1,475 9,221 59 8,597 6,65 9,61 19,61 19,61 6,493 1,663 1,663 3,176 377 175 4,662 1,302 1,560 3,832 2,185 1,136 201,068 ₽8 Total 1,150 1,066 19 17 2,387 7 **%** ପ୍ଥ 885 1,432 7,177 7,762 2,911 8 જ્ઞ 2,069 Thousand dollars 781 Short 13,917 80 342 2,318 798 40 1/11,404 1,633 1,999 377 175 2,275 16,905 7,196 928 12,000 15 350 1,388 3,465 67 1,483 6,743 2,608 2,761 3,40 1,663 2, 302 2, 7598 2, 185 185 1,14 3,814 701 -4,314 1,475 8,155 40 8,580 6,64 9,80 10,64 9,80 10,64 10, 185,999 Thousand dollars Long 355 ្ព 13† Trans-fers from Federal govern-ment 5/ Thousand dollars 8 æ 2,789 88 848 1,673 9,788 236 161,987 592 1,126 372 372 22,358 3,209 178 17,369 9,689 5,663 2,679 1,144 12,2% 15,9% 15,9% 1,447 7 976 --452,4 22,661 2,519 4,108 6,701 - 4 8 Thousand dollars 796,4 Total 5,493 337 Thousand dollars 3,199 from Ŧ -877 923 Other $\frac{3}{4}$ Information incomplete. $\frac{1}{4}$ Information and proceeds of miscellamous State taxes. $\frac{1}{2}$ Includes payments in lieu of taxes, flood relief, and other Transfers 22,661 2,519 4,108 6,701 まっ 88 84 679, 1 675, 1 4,892 9,788 236 981 1,938 -10 976 2,789 8.61 592 1,126 372 372 184,13 5,663 2,342 -1,135 12,28 2,986,51 15,935 , 22t Thousand 178 17,365 9,684 Highway-user imposts . , 8 205 1 50 8,092 31.5 2,925 37 £ 47 ₹ ς, **,** δ **7**1 205 285 Thousand 017 77 fers from local rurel 8,109 1,923 2,135 37,035 17,695 6,015 12,428 2,292 6,367 725 5,181 23,377 3,126 115,730 10,672 2,321 22,130 877 2,443 48,899 9,278 7,15 4,966 7,1969 7,839 3,155 10,588 240 5,722 8,602 6,718 10,139 21,526 21,526 40,178 19,794 499, 429 23,268 23,268 23,43,669 Total 3,419 26 25 411 31 342 6/9,740 2,4,5 20 30 45 . 1,169 1,168 3,136 103 135 135 3,077 5,676 3,000,5 350 50 d 34,384 Æ8 966 Thousand 200 356 Miscel-laneous 1,627 87 . . 16,223 1,351 3,363 716 157 234 . 181 502 . 50 631 1,515 1,036 18 775 Thousand Parking meter fees 3/ £8. &2,2,₹ 1,819 1,937 365 . 326 50 5 37,443 357 1,072 27,940 -Thousand dollars . . SI SI \$£ 8€ 655 Tolls 3,500 . 484,6 .01 1,114 300 263 3 1,414 24,527 Thousand dollars 2,586 -657 100 352 -418 130 1,981 Local reven highway-user imposts 2/ 1/ Partially or entirely estimated.
2/ Information incomplete. Includes proceeds of motor-fuel
taxes, registration fees, wheel taxes, comercial vehicle fees,
franchies taxes and other miscellaneous fees and licenses imposed by
local urban units, which are used for streets. 9,228 4,244 1,312 7,555 4,488 2,840 8,421 55 2,197 818 979 2,909 4,290 173 193 193 193 193 12,428 159 1,472 4,084 Appropriations from general funds 575 351 5,413 4,197 4,486 35,568 14,329 2,022 4,939 118 171 348 5,171 20,056 72,988 7,559 1,359 339,274 Thousand dollars 6,20 3,4,6,6 3,36,6,8 88,36,8 2,981 1,846 1,846 4,813 307 709 13,327 2,900 4,075 7,835 4,202 2,887 2,887 2,500 2,039 2,835 10,270 1,680 949 1,547 1,074 3,695 1,619 1,007 8,422 1,814 2,548,631 2,86,680 2,163 8228 172,813 Total taxee 5,563 1,840 31. 34. 50. 2,418 186 -709 , & & 3,165 8 8 41,701 Special assess-ments Thousand dollars 1,314 693 375 1,767 96 2,270 1,51 3,72 1,680 18 Property 8,264 915 2,900 2,931 307 140 1,324 6,541 -28 4,389 4,750 300,13 233 381 3,695 1,80c -487 9,286 106 7,575 1,557 3,700 6,063 1,932 9,9¢ 1,11,2 2,500,1 7,535 2,395 300 Street and bridge levies Rhode Island South Carolina 1/ South Dakota Tennessee New Hampshire $\frac{1}{2}$ New Jersey $\frac{3}{2}$ Ohio Oklahoma 1/ Oregon $\frac{1}{2}/$ Pennsylvania $\frac{1}{2}/$ New Mexico New York North Carolina North Dakota Maryland 1/ Maryland 1/ Massachusetts Michigan 1/ Washington West Virginia Wisconsin Wyoming 1/ State 1/ Kentucky Louisiana 8/ Texas Utah Vermont Virginia <u>1</u>/ Colorado 1/ Connecticut Delaware Florida Minnesota Mississippi Missouri 1/ Montana Idaho Illinois Indiena <u>l</u> Alabama 1/ Arizona Arkansas California Nebraska Georgia Total

UF-D-1, 1951 October 1953

LOCAL ROAD FINANCE - 1951

DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

| | | | Urbe | Urban streets 2 | 5 | | | S | State highways | 8 2/ | | | | | |
|--|---|-------------------------------------|--|-------------------------------|--|--|--|--|-------------------------------|---|---|--|---|-------------------------------------|-------------|
| | Current d | ent direct expenditures | nditures | | | | | | | | Current | | | | |
| State $\underline{1}/$ | Capital outlay, mainte, nance, and miscellaneous 3/ | Interest | Total | Trans- fers to State | Trans- fers to local rural units | Debt retire- ment | Total | Current direct expend- itures | Trans- fers to State | Total | atrect structs for local rural roads | Total highway disburse- ments | Non- highway purposes | Total | |
| | Thousand | Thousand dollars | Thousand dollars | Thousand dollars | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | 1 |
| Alabama 1/ Arizona Arkansas California | 10,865 2,612 2,787 62,670 | 665 | 11,530 2,783 2,787 63,317 | - - - 75 | 346 | 2,183 795 2,124 | 13,713 3,578 2,787 65,862 | _ _167 | 259 | 167 | 1111 | 13,713 3,745 2,787 66,150 | 36 | 13,713 3,713 2,787 66,186 | |
| Colorado 1/ Connecticut Delaware Florida | 8,700 10,379 657 22,796 | 306 306 11 3,060 | 8,780 10,685 668 25,856 | 1111 | 1111 | 1,102 5,201 | 9,180 11,787 119 31,057 | 1111 | 6 | 9 | 1111 | 9,180 11,796 179 31,057 | 226 | 9,180 12,022 719 31,057 | |
| Georgia Idaho Illinois Indiana 1/ | 8,300 2,261 45,662 17,261 | 190 46 1,160 30 | 8,490 2,307 46,822 17,291 | | 1111 | 3,271 183 183 | 9,031 2,545 50,093 17,474 | 100 | 84 | 1,48 | | 9,031 2,593 50,136 17,474 | 15 ⁴ 25 ⁴ 341 | 9,031 2,593 50,590 17,620 | 1 |
| Iowa 1/ Kansas Kentucky Louisiana 4/ | 11,750 13,813 6,215 15,972 | 250 576 145 852 | 12,000 14,389 6,360 16,824 | | 1111 | 860 6,508 298 1,378 | 12,860 20,897 6,658 18,202 | , i i | - 147 - 106 | 147 | | 12,860 21,044 6,661 18,308 | - 29 29 239 | 12,860 21,067 6,690 18,547 | Т |
| Maine Maryland 1/ Massachusetts Michigan 1/ | 4,368 21,700 41,417 36,571 | 11,000 1,000 1,460 700 | 4,379 22,700 42,877 37,271 | | †2† † | 89 15,000 7,516 3,771 | 4,472 38,124 50,393 41,042 | 390 | 457 - 1,500 | 2,686 | 1111 | 5,319 38,124 50,393 43,728 | | 5,319 38,124 50,918 43,728 | 1 |
| Minnesota Mississippi Missouri 1/ Montana | 21,129 6,091 10,518 3,128 | 408 450 670 50 | 21,537 6,541 11,188 3,178 | | 175 - 29 | 2,375 3,633 1,929 241 | 24,183 10,174 13,146 3,419 | 310 | 174 | 310 | | 24,493 10,174 13,320 3,419 | 516 | 25,009 10,174 13,320 3,426 | |
| Nebraska Nevada New Hampshire 1/ New Jerasy 4/ | 8,612 1,021 4,500 23,822 | 535 24 46 1,658 | 9,147 1,045 4,546 25,480 | 118 99 | N 1 1 1 | 2,813 107 454 6,783 | 11,962 1,170 5,099 32,263 | 20Z - 1+0 | 148 - 217 | 350 | 1111 | 12,312 1,170 5,356 32,263 | ਸ _{ਵੀ} | 12,325 1,324 5,356 32,263 | T |
| New Wexico New York North Carolina North Dakota | 3,790 113,422 11,064 3,709 | 71 15,038 840 138 | 3,861 128,460 11,904 3,847 | | | 36,182 1,861 567 | 164,642 13,765 13,765 1,445 | 1 4 1 1 | 2/ 16 336 24 | . 16 336 24 | | 164,642 14,101 14,101 4,469 | 118 | 4,182 164,660 14,101 4,177 | · |
| Ohio Oklahoma 1/ Oregon 1/ Pennsylvania 1/ | 43,201 9,752 6,050 50,000 | 1,544 202 140 140 4,500 | 4,745 9,954 6,190 7,500 | †9† - | 142 | 9,057 502 800 14,000 | 73,94 10,456 7,458 88,588 | | 1,161 | 1,161 200 25 | 1111 | 55,105 10,656 7,479 68,500 | 925 | 56,030 10,656 7,479 68,500 | + |
| Rhode Island South Carolina 1/ South Dakota Tennessee | 5,241 4,750 2,452 9,328 | 306 154 24 801 | 5,547 4,904 2,476 10,129 | 4,518 | 1111 | 861 390 113 1,765 | 10,926 42,2,2 42,589 48,11 | 31 | | . 31 E . | | 10,957 5,294 2,592 11,894 | ຸ ສຸ | 10,957 5,294 2,615 11,894 | , |
| Texas Utah Vermont Virginia 1/ | 36,361 2,080 2,035 9,700 | 3,632 41 26 1,418 | 39,993 2,121 2,061 11,118 | 37 | J. S. | 7,940 89 86 1,500 | 47,948 2,279 2,157 12,618 | 5,436 | 635 | 6,071 | , , , , | 54,019 2,279 2,157 13,140 | 210 35 | 54,229 2,314 2,157 13,140 | |
| Weshington West Virginia Wisconsin Wyoming 1 | 10,426 2,793 22,392 670 | 236 158 99 7 | 10,662 2,951 22,491 677 | 6 88 8 | . 28 145 | 731 365 773 50 | 3,316 3,316 23,491 789 | | , 108 235 | 408 | | 11,838 3,316 23,726 789 | 45. 45. | 12,052 3,316 23,880 789 | , |
| Total | 774,793 | 925,44 | 819,369 | 5,374 | 1,469 | 147,781 | 973,993 | 7,807 | 6,627 | 14,434 | 33 | 988,460 | 3,955 | 992,415 | |
| 1/ Partially or entirely 2/ The classification of system is not exact as the local adequate. Therefore, the report | y or entirely e sification of d as the local r e, the reported | | estimated. disbureements by records are often in- ed current direct | | expenditures on unl fers for streets an for State highways | oan stre nd some and loc s admin: | ets may include expenditures an al rural roads. stration, engin | e some nd trar neering | | other miscel $\frac{1}{2}/$ Fr $\frac{5}{2}/$ In made through | miscellaneous pay 4/ Preliminary. 5/ Includes \$5,000 through counties. | miscellaneous payments. 4/ Preliminary. 5/ Includes \$5,000 transfer to State actually through counties. | to State | ctually | |



LOCAL ROAD FINANCE - 1951

CURRENT DIRECT EXPENDITURES BY URBAN PLACES FOR CAPITAL OUTLAY, MAINTENANCE, AND MISCELLANEOUS PURPOSES

| Based primerily upon reports prepared by the State Highway Departments from State and local records | on reports] ruments fros | prepared by | the local recor | de | | ! |)) | | ı İ | | | | | | | | _ 0 | UF-D-2, 1951 October 1953 |
|---|---|---|--|--|---|--|---|------------------------------------|---|------------------------|--|------------------|---------------------|---|------------------------------------|---------------------------------------|-------------------------------|--|
| | | Urbs | Urban streets 2 | | | | State highways | ghways 2/ | | | Local rural roads | al roads 2/ | | | All roads | and | streets | |
| State 1/ | Right of way | Construc- tion | Mainte- nance | Miscel- leneous | Total | Right of way | Construc- tion | Mainte- nance | Total | Right of vay | Construc- tion | Mainte- nance | Total | Right of way | Construc- tion | Mainte- nance | Miscel- laneous | Total |
| | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand dollars | Thousand | Thousand | Thousand dollars | Thousand | Thousand dollars | Thousand | Thousand | Thousand dollars | Thousand | Thousand dollars |
| Alabame 1/ Arizona Arkansas California | | 5,840 1,138 532 26,670 | 4,495 1,228 2,255 27,192 | 530 146 .3,683 | 10,865 2,612 2,787 2,787 62,670 | 167 | - 1 - 28 | | _ 751_ | 1111 | | 1.1.1.1 | | | 5,840 1,138 532 26,699 | 4,495 1,228 2,255 27,192 | 530 146 3,683 | 10,865 2,779 2,787 62,699 |
| Colorado 1/ Connecticut Delaware Florida | 2,026 | 3,500 2,416 178 6,820 | 5,000 7,963 468 7,863 | 200 - 11 6,087 | 8,700 10,379 657 22,796 | 1111 | | 1111 | | 1111 | 1 1 1 1 | 1 1 1 1 | | 2,026 | 3,500 2,416 178 6,820 | 5,000 7,963 462 7,863 | 200 _ 17 6,087 | 8,700 10,379 657 22,796 |
| Georgia Idaho Illinois Indiana 1/ | 2,845 | 3,822 571 19,353 3,315 | 3,869 1,690 18,192 13,805 | 362 5,272 141 | 8,300 2,261 45,662 17,261 | | 1111 | | | | 1 1 1 1 • | . 33 | 33 | 242 - 5+8+5 | 3,822 571 19,353 3,315 | 3,869 1,690 18,235 13,805 | 362 - 5,272 141 | 8,300 2,261 45,705 17,261 |
| Iowa 1/ Kansas Kentucky Louisiana 5/ | 1,02 1,02 1,73 | 5,600 9,578 633 8,948 | 5,200 3,905 5,533 5,556 | 800 228 41 41,298 | 11,750 13,813 6,215 15,972 | ۳ ۱۱ ۱ | 1111 | 1111 | m 11 1 | 1111 | 1111 | | | 150 102 38 170 | 5,600 9,578 633 8,948 | 5,200 3,905 5,533 5,536 | 800 228 41 1,298 | 11,750 13,813 6,218 5,972 |
| Maine Maryland 1/ Massachusetts Michigan 1/ | | 391 17,119 16,482 | 3,954 8,000 13,946 13,946 | 23 1,700 2,089 6,143 | 4,368 21,700 41,417 36,571 | 1 1 1 | 1,186 | 86 | 390 | | | | | | 391 12,000 17,119 17,668 | 8,000 8,000 22,209 13,946 | 23 1,700 2,089 6,143 | 4,758 21,700 11,417 37,757 |
| Minnesota Mississippi Missouri 1/ | ₹ | 8,607 2,654 7,000 1,450 | 12,518 3,365 5,008 1,636 | , 8, 0, 5, 5, | 21,129 6,091 10,518 3,128 | 1 1 11 | 7tt | 193 | 310 | 1111 | | | | ≠ ₹ | 8,724 2,654 2,000 1,450 | 12,711 3,365 1,636 1,636 | , 8 510 54 | 21,439 6,091 10,518 3,128 |
| Nebraska Nevada New Hampshire 1/ New Jersey 5/ | 111 | 5,267 382 750 8,467 | 3,110 583 3,500 15,355 | ਜ਼ ³ % ਨੂੰ ਼ | 8,612 1,021 4,500 23,822 | 1111 | 88 | O ⁴ | 202 | 1111 | 1111 | | | 111 | 5,469 382 750 8,467 | 3,110 583 3,540 15,355 | , 25 ° 5 | 8,821 1,021 23,740 822 822 |
| New Mexico New York North Carolina North Dakota | 659 227 | 2,698 17,122 3,575 2,550 | 1,092 61,908 4,774 1,010,1 | 3,733 2,468 149 | 3,790 113,422 11,064 3,709 | 1 1 1 1 | 111 | | | 1:1-1-1 | | 1111 | 1111 | 659 227 | 2,698 47,122 3,575 2,550 | 1,098 61,908 1,734 1,010 | 3,733 2,468 149 | 2,511 2,04 4,04 3,73 4,04 |
| Ohio Oklahoma 1/ Oregon 1/ Pennsylvania 1/ | 1,000 | 16,465 7,195 3,100 22,000 | 23,495 2,557 2,600 23,000 | 3,237 | 43,201 9,752 6,050 50,000 | 1 1 1 1 | 1111 | 1111 | | 1111 | 1111 | | 1111 | οο,ίι - - | 16,465 7,195 3,100 22,000 | 23,495 2,557 2,600 23,000 | 3,237 350 4,000 | 43,201 9,732 50,050 |
| Rhode Island South Carolina 1/ South Dakota Temnessee | , 001 007 | 1,368 1,900 1,009 1,009 | 3,879 2,000 1,230 3,594 | - 750 213 714 | 5,241 4,750 2,452 9,328 | 1111 | 1111 | 31 3 | . 31 . 3 | | | | | , 100 L | | 3,910 2,000 1,233 3,594 | , 52 g.t. | 272,272 4,750 9,328 |
| Teras Utah Verment Virginia 1/ | \$4, ' | 16,367 1,045 755 5,000 | 12,760 848 1,275 1,275 | 6,750 187 - | 36,361 2,080 2,035 9,700 | 4,356 - - | 1,080 | 1111 | 5,436 | | | | | 048,4 - 5 | - | 12,760 848 1,275 1,275 | 6,750 181 600 | 2,080 2,080 2,035 9,700 |
| Washington West Virginia Wisconsin Wyoming 1 | 1 1 1 | 1,86, 1,42, 1,65,000 | 6,362 2,251 9,793 425 | 2,200 1 3,7 ^{4,4} | 10,426 2,793 22,392 670 | 1111 | 1 1 1 1 | | | | | , , , , | 1111 | | 1,864 1,47 8,855 200 | 8,2,9 12,2,0 12,53,1 12,53,1 | | 10,126 22,793 392 670 |
| Total | 14,051 | 325,406 | 376,365 | 78,871 | 774,793 | 4,526 | 2,614 | L999 | 7,807 | 1 | • | 33 | 33 | 18,577 | 328,020 | 377,065 | 78,971 | 782,633 |
| 1/ Partially or entirely estimated. 2/ The classification of expenditures by system and purpose is not exact as the local, records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some | ly or entire ssification local record | aly estimate of expendit is are often iditures on | d. ares by sys i inadequate urben stree | tem and pur; . Therefore ts may inch | | transfers for highways and 1 3/ Ide itures for rig | for streets and and local roads. / Identifiable e: right-of-way a: | and some e sads. le expendit | safers for streets and some expenditures and transfers for State mays and local roads. 3/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures. | and transfight-of-way. | transfers for State f-way. Some expend th direct expenditu | _ [| construct: | for construction, maintenance, and miscallaneous. 14 Includes administration, engineering, laneous payments. 5 Preliminary. | ance, and mi | scellaneous engineering | 3. and other | miscel- |

UD-C-1, 1951 October 1953

LOCAL ROAD FINANCE - 1951

CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

Resed primarily upon reports prepared by the State Highway Departments from State and local records

| Charle C | | Total | | | Long term debt | n debt | | | | | Short term debt | m debt | | | |
|--|---|--|---|--|---------------------|-------------------------------------|----------------------|---------------------------------------|---|-------------------|---------------------------------|---|--|-------------------------------------|---------------------------------------|
| | | debt out- | Amount | Iseu | pet | Redee | med | Amount | Amount | Issu | pe pe | Redee | med | | Total debt |
| Column | State 1/ | standing at beginning of year | | Original | Refund- ing | From current or or funds | By refund- ing | out- standing at end of year | out- standing at begin- ning of year 2/ | Original | Exten- sions | From current or sinking funds | By exten- sions or funding | Amount out- standing at end of year | out- standing at end of year |
| 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | | Thousand | Thousand | Thousand dollars. | Thousand dollars | Thousand dollars | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand dollars | Thousand |
| 1,1,565 10,596 10,596 10,506 10,605 10,605 10,605 10,605 10,506 1 | Alabama 1/ Arizona Arkansas California | 21,112 4,447 373 25,936 | 20,454 4,447 3/373 25,936 | 3,741 701 4,300 | 1111 | 1,592 795 - 121,24 | | 22,540 4,353 373 28,112 | 658 | 781 | -t 1 1 1 | 528 | 1111 | 116 | 23,451 4,353 373 28,112 |
| 1,679 1,671 1,02 | Colorado 1/ Connecticut Delaware Florida | 1,865 10,986 980 99,955 | 1,865 10,984 980 99,955 | 67 1,811 5,688 | - - 1,063 | 400 1,100 51 4,138 | 1,063 | 1,532 10,365 929 101,505 | 0 1 1 1 | | | α | 1111 | | 1,532 10,365 929 101,505 |
| 1,056 6,056 6,050 1,173 1,020 1,173 1,020 1,173 1,020 1,173 1,020 1,02 | Georgia Idaho Illinois 4/ Indiana 1] | 8,211 1,685 37,675 (5/) | 8,211 1,667 37,398 (5/) | 815 40 10,953 (1,633) | | 541 220 2,721 (183) | 1111 | 3,485 1,487 45,630 (2/) | 18 777 (\Z) | • • | | , 18 12 . | ,,,, |] 326 (5/) | 8,185 1,187 15,956 (5/) |
| 1,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0 | Iowa 1/ Kansas Kentucky Louisiana 1/ | 6,656 33,133 5,738 32,103 | 6,656 29,246 5,668 32,083 | 1,475 6,365 40 8,575 | 1,783 | 860 4,022 6/284 1,367 | 1111 | 7,271 33,372 5,424 39,291 | 3,887 70 20 | 1,4, | | - 703 23 11 | 1,783 | 2,467 66 26 26 | 7,271 35,839 5,490 39,317 |
| 13,000 13,000 1,001 1,000 1,001 1,000 1, | Maine Maryland 1/ Massachusetts Michigan 1/ | 607 40,795 58,635 35,372 | 602 40,795 58,635 35,372 | 75,000 6,614 9,210 | 1 1 1 1 | 84 15,000 7,516 3,771 | 1111 | 593 30,795 57,733 40,811 | 111 | | 1111 | 1 | | | 613 30,795 57,733 40,811 |
| 1,111 | Mimesota Mississippi Missouri 1/ Montana | 19,025 20,066 19,630 1,067 | 13,406 13,609 19,680 1,067 | 5,521 2,663 340 1,647 | | 1,693 2,270 1,929 241 | 91 - | 22,234 19,002 18,091 2,473 | 619 | 982 1,430 - | , , , , | 595 1,272 | | 906 | 23,140 20,617 18,091 2,473 |
| 12, 243 24, 24, 24, 24, 24, 24, 24, 24, 24, 24, | Nebraska Nevada New Hampshire $\underline{1}/$ New Jersey $\underline{1}/$ | 17,361 1,111 1,776 54,424 | 15,937 1,106 1,776 50,851 | 1,381 377 175 2,275 | 117 - - - | 1,318 103 454 4,783 | 7tt - - - | 16,500 1,380 1,497 48,343 | 1,424 | 1,177 | 1111 | 1,378 | | 1,223 | 17,723 1,381 1,497 52,303 |
| 66,219 62,155 16,909 - 6,435 - 12,665 - 108,67 | New Mexico New York North Carolina North Dakota | 2,430 744,520 30,744 4,824 | 2,430 744,520 30,236 4,816 | 1,297 34,798 2,550 2,178 | | 30,102 1,401 561 | | 3,422 749,216 31,385 6,433 | (5/) 508 508 | | | , (080,6) 460 460 | | (5/) 1,325 2 | 1 |
| 12,825 | Ohio]/ Oklahoma]/ Oregon]/ Pennsylvania]/ | 66,219 5,115 4,532 110,675 | 62,155 5,115 4,532 110,675 | 16,905 7,196 928 12,000 | ,,,, | 6,435 502 800 14,000 | | 72,625 11,809 4,660 108,675 | 4,064 | 2,911 | | 2,622 | | 4,353 | 76,978 11,809 4,660 108,675 |
| 138,207 138,156 12,735 1,150 6,753 1,150 144,148 41 54 13 24 13 147 147 147 145 1,150 1,15 | Rhode Island South Carolina 1/ South Dakota Tennessee | 12,825 4,570 1,968 33,479 | 12,379 4,570 1,968 33,459 | 268 15 351 1,380 | 216 | 645 390 113 1,748 | 216 | 12,002 4,195 2,206 33,091 | 9 ^{††} | 1,150 | 1 1 1 1 | 10 | 1111 | 1,596 | 13,598 4,195 2,206 33,121 |
| 6,049 5,887 1,111 - 621 - 6,377 1,432 | Texas Utah Vermont Virginia 1/ | 138,207 478 1,079 45,250 | 138,166 473 1,079 45,250 | 12,735 80 342 2,318 | 1,150 | 6,753 89 86 1,500 | 1,150 | 144,148 469 1,335 46,068 | 141 | ± 1 | | | | | 144,219 470 1,335 46,068 |
| 4,514 126,616 2,794 1,822,279 17,264 13,284 13 9,792 1,796 1,796 2,000 1,796 1 | Washington West Virginia Wisconsin Wyoming 1/ | 6,049 4,797 6,333 322 | 5,887 4,797 6,333 322 | 1,111 3,465 313 | 1111 | 621 365 773 50 | | 6,377 4,432 9,025 585 | 391 | | | 011 | | | 6,451 4,432 9,025 585 |
| 3/ Complete information not available. Represents column totals. 1950 issues. 4/ Does not include "Public Benefit" debt and tirements in table UF-D-1. 8pecial assessment paper. 7/ Includes an unknown amounts in the column of the column | Total | 1,785,190 | ,767,926 | 179,249 | 415,4 | 919,651 | | 1,822,279 | 17,264 | 13,284 | ะน | 9,792 | 1,796 | 18,973 | 1,841,252 |
| THE WILLIAM DICTORIST CONTRACTOR OF THE PROPERTY. | 1/ Partiall 2/ Differen ing at the end of due to necessary a incomplete. | y or entirely ces between am 1950 and the djustments. | r estimated. nounts reports beginning of Data for shor | ed outstand- 1951 are rt term debt | | 3/ Completes. 4/ Does no completes. | س"ب وا | ion not avai "Public Bene: | lable. Repr fit" debt an | •sents id | column tota 6/1 tirements 1 I/1 | 8.28 | 000 judgmen D-1. unknown amo | at not incla | ided in re- |

LOCAL ROAD FINANCE - 1951

RECEIPTS OF URBAN PLACES FOR ALLIED STREET FUNCTIONS

UF-R-A, 1951 October 1953

Based Frimmilly upon Reports Prepared by the State Highway Departments from State and Local Records

| | | PROPERTY TAXES | | TRANS- | PARK | PARKING FACILITY REVENUE | VEHUE | | | | NUMBER OF PARKING | ARKLING |
|---|---|-----------------------------|--|---|--------------------------------|--------------------------|---------------------------------------|--|-----------------------|---------------------------------|--------------------------------|----------------------|
| STATE | GENERAL | SPECIAL ASSESS- MENTS | TOTAL | FROM OTHER URBAN FUNDS | METERS | LOTS | TOTAL | OTHER | BORROW- INGS | TOTAL | NUMBER OF METERS | HUMBER OF LOTS |
| | Thousand Dollars | Thousand | Thousand Dollars | Thousand | Thousand Dollars | Thousand | Thousand Dollars | Thousand | Thousand Dollars | Thousand | | |
| Alabeme Arizona Arkansas California | | | | 8, 15, 8, 8, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15 | 1,059 | 1114 | 1,059 | 193 31 | 335 | 2,1,92 4,5 1,094 | 16,063 (77) 86,430 | 8 |
| Connecticut Delaware Florida Georgia | | 82 | 28 | 1,862 19 5,354 1,137 | 588 1,463 1,234 | | 588 65 1,463 1,231 | 65 | - 85 | 2,573 84 6,902 2,368 | 2,0% (1) (1) 23,155 | |
| Idaho Illinois Indiana Kanses | 2,176 2,476 294 | 26 101 - 3 | 203 2,277 297 | 154 5,513 2,368 706 | 3,985 3,985 2,164 776 | 797 | 262 127, 4 140, 122 140, 123 | 8 155 215 5 | | 628 13,572 4,747 2,413 | 8,8,8 5,557 | .%., |
| Kentucky Louisiana 2/ Maine Massachusetts | 336 | ı گ ، ، | 372 | 2,923 13,346 | 781 753 44 2,341 | 25 - 280 | 781 778 44 621 | . 23 | 2,785 | 781 4,107 44 18,752 | 5555 | |
| Minesota Mississipi Mebraka Mevada 3/ | 8,48 8,48 1,48 1,48 1,48 1,48 1,48 1,48 | 1,269 | %, 2099 14.49 14. | 1,171 398 376 | 1,381 589 824 148 | | 1,361 589 824 148 | 161 - 4 8 | 1,235 - 37 | 8,047 1,018 2,105 151 | 16,741 (U) 14,682 (U) | 10 1 d 1. |
| Hew Jersey 2/ Hew York Horth Carolina Horth Dakota | अ | 647 | 647 143 | 9,336 14,974 3,036 375 | 1,702 3,161 3,481 18 | - 33 | 1,751 3,194 1,481 18 | 14 59 - 38 | | 11,146 18,825 4,517 | 250°, | , 4 |
| Ohio Oklahoma South Dakota Tennessee | 2,438 | 1111 | 2,438 | 6,255 72 661 - | 3,932 342 958 | " | 3,932 342 961 | 5/ 2,860 - - | 2,296 | 17,781 72 1,003 961 | (y) \$4.85 (y) | |
| Texas Utah Vermont Washington | 888° 1 2. | 8 | 341 69 - 274 | 6,429 79 495 1,514 | 4,526 378 1,432 | 1 1 1.1 | 4,526 378 1,432 | 6/ 160 26 - 147 | 4,923 _ 10 _ | 16,379 552 505 3,267 | 73,508 6,138 18,875 | &≠ |
| West Virginia Wisconsin | 7,302 | 558 | 7,860 | 880 | 802 1,935 | 233 | 1,035 | - 17 | 665 | 1,961 10,411 | 14,839 (T) | ឌ . |
| | 17,236 | 2,860 | 20,0% | 88,633 | 45,076 | 1,434 | 46,510 | 4,064 | 14,035 | 173,338 | 7/ 371,490 | 199 |
| Amount tran 2/ Preliminary 3/ Data for pa 4/ From State. | Amount transferred to street funds. Preliminary. Data for parking facilities only. From State. | treet funds. ties only. | | | | الموس | | Includes \$1,895,000 motor-fuel taxes and motor-vehicle fees. Includes \$80,000 from counties. Number of meters not reported in all States reporting revenues. | el taxes and mo.es. | tor-vehicle fee | s. mes. | |

LOCAL ROAD FINANCE - 1951

DISBURSEMENTS BY URBAN PLACES FOR ALLIED STREET FUNCTIONS

| | | | Capital outlay | outlay | : | | | SA. | Maintenance a | and operation | g | | А | Debt service | | | Parking | |
|---|---|------------------------------------|--|-----------------|----------|---------------------------|---|--|--|------------------|----------------------|----------------------------------|--------------------------|---|--|---|---|--------------------------------------|
| State | Parking facili- ties | Street 11ghting | Street | Side- | Storm | Total | Parking facili- ties | Street | Street | Side- walks | Storm | Total | Interest | Princi- | Total | Other | revenue trans- ferred to street funds | Total |
| | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand | Thousand dollars | Thousand dollars | Thousand | Thousand | Thousand dollars | Thousand | Thousand |
| Alabema Arizona Arkansas California | (3/) 1,940 | 1,094 | | 1 1 1 1 | · · · § | 2,934 | 1, 343 (3/) 748 | 1/731 1/310 1/310 6,889 | - 72 | 52T /T | | 1,199 45 121 7,637 | | | 1111 | 3,216 | 71. 151. | 1,915 4,5 578 14,021 |
| Connecticut Delawere Florida Georgia | 14.0 163.3 158.2 | | | , 53 1,553 | 1,043 | 357 43 2,759 158 | 95 ⁻ [±] 1 | 1,440 1,206 1,2,460 1,1,034 | 1/1117 95 | 31. | 721 - 182 8 | 1,753 330 2,758 1,151 | | 36 | | 395 | 1,351 | 2,570 418 6,868 2,368 |
| Idaho Illinois Indiana Kansas | 1,375 | 4. F. | | , . % . | 338 | 1,779 | 19 19 19 19 19 | 3,846 | 2,355 | 4 1. 1. | ,143 - 5 | 7,900 | 28 - 6 | 94 - 35 | 1η 211 1 | 3,124 6/1,318 393 | 199 153 846 | 636 13,068 2,164 2,080 |
| Kentucky Louisiana I/ Maine Massachusetts | _179 _2,934 | ່ ສ | | 1,002 | 8 | 179 | 9, 91 620 | 699 | - 999 - 3,536 | 9, 35 8,835 | 1,258 | 3,142 - 706,11 | - 6π. (<u>\</u> . | _ _ 165 _ 2 ⁴³ | - 284 - 243 | 1111 | 781 502 44 1,627 | 781 4,107 44 18,714 |
| Minnesota Mississippi Nebraska Nevada | ह्य द्वेश्व | £, \$ | 2/ 1,015 | 601 | 1,981 | 696'E | ott 4 | 1,920 | 20/27 | ₫ | 347 | 3,219 429 1,183 | 1 1 1 1 | 1 1 1 1 | 1 1 1 4 | 289 - 569 59 | 509 589 50 | 7,986 1,013 2,114 158 |
| New Jersey 7/ New York North Carolina North Dakota | 1,646 | 201 | 2 | - 293 194 | 9/ 1,108 | 3,474 731 296 | 1/ 1,120 4,98 135 | 1/ 5,834 8,717 1/ 1,407 375 | 1/3,561 4,358 1/1,261 | . ₫ | 163 | 10,515 13,820 2,803 375 | - - 11 | - - 139 | 9\$t - - | - 77 82 | 631 1,515 1,036 1,036 | 11,146 18,886 4,652 845 |
| Ohio Oklahoma South Dakota Tennessee | 707 | £8 | 328 | 629 | 04 | 2,268 | 766 | 6,007 11/72 606 | - - - - - - | 196 | ,564 - 53 | ης, τι 72 117 - | | 009 | | 2,027 _ 68 | 7.75 | 17,773 72 831 961 |
| Texas Utah Vermont Washington | % G , ₹ | 62T - 62T - | | 4. | 5,612 23 | 6,310 177 1,216 | 437 _ 5 _ 211 | 2,473 1/189 1/801 | 2,043 - 272 | 25 1 50 37 | 108 1/266 | 5,086 5 505 1,324 | #63 #8 | 99 , , 808 | 1,132 | 47 395 \ <u>21</u> 991,1 | 3,363 | 15,965 552 505 705 4,157 |
| West Virginia Wisconsin | 150 | O t | | 8, | 94 - | - 268 | 197 | 1/ 3,931 | 1/ 2,896 | 1, 614 | 1/993 | 9,56 | 27 (<u>13</u> /) | 36 | 96 36 | 689 810 | | 1,981 10,410 |
| Total, 34 States | 10,953 | 3,887 | 1,380 | 854,4 | 18,387 | 33,065 | 7,572 | 59,355 | 26,587 | 2,617 | 5,989 | 102,120 | 206 | 2,245 | 3,152 | 15,829 | 16,223 | 170,389 |
| 1/ Capite 2/ Repres clusive of parkit 3/ Not av | 1/ Capital outlay and maintenance not segregated. 2/ Represents total expended for allied street functions excorparting faculties. 3/ Port available. 4/ Includes \$35,000 for curbs and gutters. | I maintenand expended for B. | e not segre allied stra d gutters. | gated. | 78 ex- | i «Λιοι⊷ ∞] | 5/ Included 6/ Reported 1/ Prelimina 8/ Includes | with expend total allie ry. \$15,000 for | Included with expenditures for streets. Reported total allied functions. Preliminary. Includes \$15,000 for operation of free lot. | streets. | | | <u>ज्ञामात्रा</u> ञ्च | Includes unknown amount for curbs and gutter Includes sidewalks. Includes unknown amount for traffic signals. Includes \$7,000 for curbs and gutters. Included with principal payments. | mown amount levalks. mown amount 000 for cur h principal | t for curbs t for traffi be and gutt payments. | Includes unknown amount for curbs and gutters Includes sidewalks. Includes unknown amount for traffic signals. Includes \$7,000 for curbs and guters. Included with principal payments. | <u>i</u> |

MILEAGE OF PUBLIC ROADS AND STREETS

During 1952 the State highway departments built nearly 58,000 miles of roads and streets, compared with 55,000 miles built in 1950 and 51,000 miles in 1951. A comparison, expressed in percentages, of the types of roads built in 1940, 1950, and 1952 are given below:

| 1940 | 1950 | 1952 53 includes a segregation of rural and urban mileage b |
|-------|---|--|
| 6.8 | 6.1 | 4.2 ** surface types. |
| 21.9 | 31.6 | 29.029.0 The total mileages of surfaced and unsurface |
| 55.0 | 36.6 | 34.4 306 rural roads in the United States, expressed in per |
| 10.2 | 23.2 | 29.7 33 Scentages, are given below for the years 1930, 1940 |
| 5.0 | 2.5 | 2.7 2.7 and 1952: |
| 1.1 | - | - <u>1930</u> <u>1940</u> <u>1952</u> |
| 100.0 | 100.0 | 100.0 100.0 Unsurfaced 76.9 55.2 40.4 |
| | | Surfaced 23.1 44.8 59.6 |
| | 6.8 21.9 55.0 10.2 5.0 1.1 | 6.8 6.1 21.9 31.6 55.0 36.6 10.2 23.2 5.0 2.5 1.1 - |

By far the larger part of present-day construction consists of rebuilding and modernizing old roads. Only a minor portion of highway construction results in an increase in the mileage of highways. The construction does, however, provide wider, safer roads, designed to serve more vehicles at greater speeds than the roads they replaced. Pavements 22 feet wide and wider on the State highway systems have increased 56,000 miles in the period from 1940 through 1952.

STATE-ADMINISTERED HIGHWAYS

The mileage of roads and streets for which the States are responsible increased 7,000 miles, or 1.1 percent, in 1952, compared to 1951, and over 76,000 miles in the period from 1940 through 1952. This increase is due largely to transfers of local mileage into the State systems. The tables of the SM (State mileage) series provide data on classifications by systems, surface types, and widths. The surface type information, unfortunately, does not reflect the safety, adequacy, or condition of the roadway.

MILEAGE OF ALL ROADS AND STREETS

The latest available data for all mileage of roads

and streets, classified by government unit which administers them, by system, and by type of surface, are given in tables M-1, M-2, and M-3. Table M-3 ed r-Ю,

> 100.0 100.0 100,0

A similar breakdown of surfaced and unsurfaced mileages of the State primary rural systems appears below:

| | <u> 1930</u> | <u> 1940</u> | <u>1952</u> |
|------------|--------------|--------------|-------------|
| Unsurfaced | 29.9 | 8.2 | 2.7 |
| Surfaced | 70.1 | 91.8 | 97.3 |
| | 100,0 | 100.0 | 100.0 |

The total State primary rural system mileages represented above are as follows: 1930, 324,000 miles: 1940, 329,000 miles; and 1952, 371,000 miles.

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, and institutions; also toll and other roads which do not form parts of the designated State or local systems. Included with the mileages under State control are 595 miles of toll roads.

Rural roads under local control, which include 77.5 percent of all rural mileage, are reported by surface types in table LM-O.

MILEAGE BUILT DURING 1952 BY STATE HIGHWAY DEPARMENTS-SUMMARY

| STATE STAT | General III | STERED HIGHWAYS | 0 | | - | , | | 6 | ATE-ADMINIST | STATE-ADMINISTERED HIGHWAYS | rs | | | L |
|--|------------------|-----------------|---------------------------------------|------------------|----------------|--------------------------|--|------------------------------|--|---|-----------------------------------|------------------------------|------------------------|---------------------------------|
| STATE SECONDARY STATE STSTEM S | H W K M D | | | | - | | | I.o. | | | | | | |
| STATE STATE STATE STATE STATE STATE STATE STATE 18 30 155 16 10 10 11 11 12 13 11 11 12 12 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15 | B 8 8 8 8 8 | | | | Office | 4 | | RURAL ROADS | OADS | | | | | <i>*</i> |
| STATE STATE STATE SECONDARY SECONDARY STATEM | | | | | MILEAGE | TOTAL | | SECONDARY ROADS | Y ROADS | | MUNICIPAL | | OTHER MILEAGE | TOTAL |
| 255 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | , , , , , | TOTAL | MUNICIPAL EXTENSIONS OF STATE SYSTEMS | TOTAL | AND DRAINED | GRADED AND DRAINED | STATE PRIMARY SYSTEM | STATE SECONDARY SYSTEM | COUNTY ROADS UNDER STATE CONTROL | TOTAL | EXTENSIONS OF STATE SYSTEMS | TOTAL | SURFACED 1/ | SURF |
| 255 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ı | | | F F T T | 33 | 28 | 23 23 23 23 23 23 23 | | 86 | 氏 45 65 85 85 85 85 85 85 85 85 85 85 85 85 85 | 77 77 77 77 77 | 402 218 679 567 | 718 75 98 102 | 1,120 293 777 669 |
| 155 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | , [~] , | | | 6 ¹ | | | 23 23 14 393 | 294 - 58 431 | 86 | 1,67 23 1,70 8,24 | 47.04 | 181 38 176 878 | 17 - 9 | 198 38 176 887 |
| 6 8 10 10 10 10 10 10 10 10 10 10 10 10 10 | 1111 | 155 | <u>۷</u> | 160 | 41. | 274 12 | 801 1,41 1,27 1,27 | | 1111 | 801 141 142 142 142 | 100 5 86 1,9 | 901 146 827 476 | 6 74.2 05.1 | 1,651 218 1,101 1,85 |
| ittes | 1 1 1 1 | ®줬었구 | , | 8 % O → | 778 | 786 57 10 1 | 1,075 768 1,801 | 2/ 523 | | 1,075 768 1,801 641 | ፠፠፠ <i>ቚ</i> | 1,157 797 1,859 675 | 186,1 1.18 - | 2,538 1,638- 1,859 675 |
| . 37 | 1111 | 1111 | 1111 | 1111 | 111 | 7 | 119 168 129 902 | 3/ 24.7 | | 366 168 129 902 | 12 9 9 79 | 378 177 138 981 | 274 193 360 | 652 171 331 14, 41 |
| | | 84 | | 8 [†] 1 | 62 | 8 [†] - 8 | 1,516 587 703 1,51 | - 1,156 167 | | 1,516 587 1,859 621 | 27 27 47 8 | 1,669 603 1,913 629 | 1,097 | 2,766 603. 1,913 629 |
| Nebraska h Novada New Mapshire | 1 1 1 1 | -3 | | 7 11 | | | 659 100 12 31 | 154 | . 37 | 659 291 65 65 | 82.20 | 678 293 70 100 | . 28 . 17 | 706 293 70 72 |
| New Mexico New York North Carolina North Dakota | , , 98 , | . 585 - | 1, 1 | ns | | - 571 99 | 536 218 677 1,053 | , , , , | 7,322 | 536 218 7,999 1,053 | 44 42 E | 550 222 8,165 1,068 | off9 , | 550 318 8,165 1,708 |
| Ohio Oklabona Oregon Pennsylvania | | . 196 | | 199 | 121 | - 200 12 | 1,270 592 115 616 | - 98 1,386 | 1111 | 1,270 592 213 2,002 | 99 20 9 134 | 1,369 612 222 2,136 | े हुए भूट भूट | 1,693 647 251 2,136 |
| Riode Island South Garolina South Daketa | 1111 | 1 1 1 | | .,,, | 45 | - - 12 | 13.5 13.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 | 818 | 1 4 1 1 | 14 953 721 642 | 12 102 10 | 26 1,055 731 662 | 4 144 1,732 | 30 1,058 1,178 2,394 |
| Texas 72 | 7 | 2 7 | ຶ, ,≨ | 27 - 1 | | ۲. ا ا | 3,599 317 4,3 240 | | 25,452 | 3,599 317 1,3 2,692 | 871 514 €∑4 | 3,777 358 16 2,692 | . 13 18 18 | 3,777 371 64 2,692 |
| West Virginia 4 | | . 23 | 1 1 1 1 | 11. | .27 © | 17 | 232 152 1,342 237 | 104 | 1,052 | 336 1,504 1,342 237 | 218 21 | 348 1,534 1,157 240 | 92 256 285 | 1,534 1,534 1,713 525 |
| Total 589 4.5 | 586 | 1,220 | 18 | 1,238 | 1,204 | 2,44.2 | 26,601 | 65465 | 650°TI | 611,654 | 26,601 5,459 11,059 43,119 1,997 | 911654 | 10,289 | 55,405 |

MILEAGE BUILT DURING 1952 BY STATE HIGHWAY DEPARTMENTS—SUMMARY CLASSIFIED BY TYPE OF SURFACE ${\cal L}$

| | | | | | E E | ROADS AND STREETS ON STA | ESETS ON STAT | TR STREET | | | | | | | | | OTHER MAN | OTHER ROADS AND STREETS 2/ | 2 | | | | |
|--|---|---|---------------------------------------|------------------------------|--------------------------|--|---------------|---|--|-------------|--|--|------------------------------------|---|-----------------------------|--|---|--------------------------------------|--|---|---|--|---------------------------------|
| ٠ | | | | | | | MILIENG | AGE SURFACED | | | | | _ | | | ` | | METTER | MILITARIE SURPACIED | | f | | |
| | | | TI ZAGE | | D,E | 3. | 1 | | E E | 9 | H | r | 21 | TLEAGE | | 3,0 | | 7 | ı | | | H | 5 |
| SEPTERS | YORAL COMPTENC- LOW | TOTAL | GRADED AND DRADED | TOTAL | يو دو او د | BUTU- MUDIOUS SUIR-ACE- TREATED | | | MITTOUS NO. 100 MITTOUS NO. 10 | | BUTU- MUNICUS CONCRETES CONCRETES CONCRETES CONCRETES AND CONCRETES ASSENTE | PORTEAND | TOTAL | AND AND AND AND AND AND AND AND AND AND | TOTAL SOE | SOLL- SURFACED, 1 SUAG, 3 GRAVEL, SU OR TE | BLEV- MUNOUS SURFACE- FREATED (1 | MIXED BITTO- MINOUS (NOURIGID) | MICKED (NICEOUS (NICE | BUTFU- BUTBUDS PREE- TRAFICON (BOURCIGID) BASE() | MITHOUS MITHOUS PRING- TRACTION (RIGID BASE) | BLTU- MINOUS COMCHETE AND SHEEF ASPEALE | PORETARD CIBARRE CORCRUEN |
| Alabema Arisona Arkansas California | 88.55 | 28 EX | 1 | 36.95 | 385 | 72.82±2.22 | | 1888 | ۸ | 2, 8 | .,8∞ | 88 | 8 FE 88 42 | 8 | 5 F-86 54 | 일요* | ۇر ^ا ياش | , 4 * % | ###################################### | | | ۱,۵, | |
| Colorado Commerticut Delaware Florida | 建始长 8 | ₹ <i>₩</i> ₹ | | 3 8 5 8 | ئے ' ا | 139 | 61 | £, '₹, | , | , , , | # 88g | 하~~4 | 7t _ | 1111 | 11 6 . | | 6 | | | | | | Ħ |
| Georgia Idaho Illinois Tudiana | 2, 2, 1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, | 4 4 8 E | 8g | 8382 | εξί ξί | 25.5E | ~బితి . | 9# B | ٠,,, | £ | 28°, 28€ | 8 86. | Q8 45°2 € | ਜ਼ੈ ^ਕ | కొదళ్ళా | ಕ್ಷಿ ವಹ | &~ ° ° | , m | ± 2 | | ม | ۱ , ۵ , | ۰,۰۰, |
| Jose Esnes Esntucky Louistans | ¥89. | 1,165 | ∞ १८ ठ ≄ | 721,1 797 1,859 579 | 청구봉 | E38. | 8,25. | 52 | 8.9. | 221 | స్థాజేజ | 84.44.00 No. | 2,159 843 - | 8F | | 21,312 88 | 89 , , | | | | | 1* (1 | ۳ |
| Maryland Maryland Massachusetts Michigan | 652 171 185 185 | 8584 8673 | | 8538 | 5-1 | 33 758 | a E | 귤, ", | '8a' | 84 °° | E 55 5 7 4 | - 23 13 | £ 25.00 | | £ 28 | ₹ , ²¹ 23 | - NA | × 7. | | a. | | %:4 | |
| Mimesota Mississippi Missouri Montana | 86.8.1.7.0 8.0.1.7.0 | 1, 689 1, 883 1, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, | 2 | 8.8.8.8 8.8.8.8 | 85. 87. | , \$5. 5. 5. 5. | 82 E 80 | 923 7 144 | | | *\$£, | ន្ម ^១ ទី , | 1,159 | 8 | 1,097 | 757 | · | £ | | | | ٦ | |
| Hebraska Hevada Hev Hampshire Hev Jersey | \$ 25 E | 8253 | .e | 62553 | हात <u>।</u> | er ,& , | 264 253 | | | ~1 1 1 1 | . 159 31 | ī.,° | 8 | | 98 | a | | | | | | # | |
| New Mexico New York North Carolina North Dalota | 8, 18, 18, 18, 18, 18, 18, 18, 18, 18, 1 | 88 5.86 88 5.88 | | 8 8 2 8 1 | 3,600 | 821 ° 2' - | 8 F | 481 . E. 481 | | e | 경 경 경 구 구 구 구 구 구 구 구 구 구 구 구 구 구 구 구 구 | . 27. 9 | , 8 739 | 8 | | 9 | | | | | .8 | | . ವ |
| Ohio Oklaboma Oregon Pennsylvania | 1,693 847 2,136 | * 3 8 5 5 | , ⁸⁵ ,, | * 3 8 5 5 | ω8′. 2√3 | 7,38,28 | 195 | 372 Se : | | . 18 289 | *354 | 28 t | ¥×± ' | . r | ¥25. | 8.63 | क्ष्यम् . | 83 | ₹‡ | | | g v . | |
| Rhode Island South Carolina South Dakota Tennessee | 1,058 | 8.25.438 | | 2,05 1,98 | . ' , 8cr | 203 163 203 | - H | | | | 88 - 4 | . 25 | 518 1,745 | <u>-</u> | 1,732 | , * 8 | . 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 293 | · · #/8 | | | -, , & | m, -10 |
| Terns Utah Vermont Virginia | 8, 9, 8, 4, 8, | 8,873,8 | ٤. ٠ | 3,777 358 2,692 | 17 67 1,213 | 2,668 | , % | म ⁸⁸ - | 525 | 8 | 8,88 | 8 | Eg | | . E. E. | | | 0 | | | | | |
| Washington West Virginia Wisconsin Woming | 4 K. K. | 8 17 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 1.7 | 1,534 1,534 1,457 | 7588 7588 | 747 418 71 | 669 # | 37 139 139 | 1111 | % in Re | 233 69 | 3/ 13 57 | 8, 88 | a+ 60 II | 8 88 | 26. t. 38 | F . 12 | F. 63 | 9. 18g F | | | ۱,۰۰۱ | |
| Total | 57,847 | 46,354 | 1,238 | 9TT, ₹# | 11,053 | 12,779 | 3,077 | 5,855 | 3% | 1,220 | 9,259 | . 174°L | 11,493 | 1,204 | 10,289 | 2,688 | 2,313 | 1,347 | × × | Ħ | Q. | <u>.</u> | ۾ [|
| 1) Segregation seconding to base course (nonrigid and rigid) for G and E surface types interpret of the relatings was arbitrarily classified as G-1 as there to segregation was reported for them, the milange was arbitrarily classified as G-1 as 2/ Includes construction of reads and streets (not a part of the designated State system.) | ion seconding ation was represented | to base of reads for | ourse (non them, the and street | rigid and mileage w | rigid) for servituari | 3 and H surfly classifie | | is not unifor md H-l. m) as follows | s not uniform for all States d H-l. 1) as follows: county and | States. | A FI | Parks, Pore Thrusas, 14 3/ Inclu | st, etc., miles. des one mil | 94 miles; le of bric | Colorado, De k construct | miles; Colorado Denver-Boulder Turnpik of brick construction in West Virginia | r Turnpike, Virginia. | 17 mtles; 1 | lev Jersey | 17 miles; New Jersey Turnpike, 9 miles; and | mailes; and | New York | State |

2) Base course muches or oners endow high my

MILEAGE BUILT DURING 1952 ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS CLASSIFIED BY TYPE OF SURFACE JJ

| | | | | | | | | MILEAGE SURFACED | PACED | | | | | | Ø | MILEAGE WIDENED | GE WIDENED |
|---|--|-------------------|---|--|---------------------------------------|-------------------|---------------------------------|--|---|---|--|--|--|--------------------------------|---|--------------------------|--------------------------------|
| | | | | SUBT | SUBTOTALS | | | | TYPE | TYPE OF SURFACE BUILT | UILT | | | | | TYPE OF WIDENING | WIDENING |
| STATE | TOTAL | MILEAGE GRADED | | ZIVEO AGICINO | RECON- | a , | ω | (E. | G-1 | 9-2 | H-1 | H-2 | I | , | | F,G,H,I | 2 |
| | SURFACED | AND DRAINED | TOTAL | OLF HOLING ON EARTH ROADS OR NEW LOCATION | STRUC- TION OR RESUR- FACING | SOIL- SURFACED | SLAG, GRAVEL, OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUS (NONRIGID BASE) | MIXED BITU- MINOUS (RIGID BASE) | BITU- MINOUS PENE- TEATION NONEIGID BASE) | BITU- MINOUS PENE- TRATION (RICID BASE) | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | TOTAL | BITU- MINOUS TYPES | PORTLAND CEMENT CONCRETE |
| Alabama Arizona Arkansas California | 273 214 653 525 | | 273 214 653 835 835 | 103 103 148 148 | 229 111 605 433 | 7.77 | 112 86 2 | 8 8 E E | | 197 197 197 198 198 | | ,,,, | 62 | 17 | m 01 m | m 8 m | |
| Colorado Connecticut Delaware Florida | 173 23 41 114 | | 173 23 14 393 | 6 2 2 173 | 167 21 12 220 | 1111 | | 1 127 | 72 | 154 | | . 13 | 10 10 | 139 | 8 % 2 | 2 | 8270 |
| Georgia Idaho Illinois Indiana | 956 11,9 71,1 1,27 | 155 | 801 141 741 142 | 305 1,22 30 | 496 99 771 118 | 181 | 77 | 399 | 3 23 80 | 69 | 1111 | 0 | 201 | 2, 28, 24 | 1, (3, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | n | 1, |
| Iowa Kansas Kentucky Louisiana | 1,083 822 1,811 | ∞귟റ⊐ | 1,075 768 1,801 11.8 | 44 00 04 6 | 1,031 642 1,761 112 | 1111 | 127 146 904 - | 158 530 - | 358 | . 32 | 0 1 18 | 23 | 1,30 1,30 52 | 182 67 7.75 | - 27 | | |
| Maryland Massachusette Mchigan | 11.9 168 129 902 | 1111 | 119 168 129 902 | 37.7 37.7 37.7 37.7 37.7 37.7 37.7 37.7 | 110 131 95 877 | 1111 | 1 | 8 | - 11, | - 28 | 118 | 8 | 53 127 104 284 | 22 - 27 | 100 | ۱ ، | , 9, |
| Minnesota Mississippi Missouri Montana | 1,516 587 703 104 | - 37 | 1,516 587 703 1,514 | 116 55 71 25 | 1,100 | 6 6 | 5tı) - 11 | 359 | 153 170 165 106 | 840 6 76 332 | | | , 42 291 | 106 10 29. | 7 72 | 01 | 77 - |
| Nebraska Mevada New Hampshire New Jersey | 659 100 124 12 | 1111 | 659 100 120 31 | 198 1 11 8 | 19th | | 209 | 18 - 8 - | 237 | # - 34 | 1111 | | 121. | 8 8 | 6 | 9 | |
| New Mexico New York North Carolina North Dakota | 536 218 677 1,053 | | 536 218 677 1,053 | 182 39 14 | 354 179 631 1,009 | | . 3 1 870 | 120 | ω | 179 | | | 147 159 159 159 | <u>'</u> 477 | | | |
| Ohio Oklahoma Oregon Pennsylvania | 1,270 738 11,5 61,6 | 196 | 1,270 592 115 616 | 21 317 36 87 | 1,249 275 79 529 | | 198 - 24 | 241 191 - EZ | 191 | 88., | | , , _E | 32 E E E | 88.8 | 99 | 79 | |
| Rhode Island South Carolina South Dakota Tennessee | 13. 13. 12. 12. 12. 13. 13. 13. 13. 13. 13. 13. 13. 13. 13 | | 12 135 135 135 135 135 135 135 135 135 135 | - 14 125 23 | 11, 94, 5% 619 | | 193 | 1 58 162 202 | 1. 16 07 | 326 | | | 13.7 | 12 . | , % | . % | |
| Texas Utah Vermont Virginia | 3,671 317 4,3 240 | 72 | 3,599 317 43 240 | 1,886 111, 1,0 | 1,713 203 39 240 | 큐 | 79 _ | 2,612 | , , , | 1886. | 88 | 8 | 800 17 86 | 69 | 37 | 8 | ω , , , |
| Washington West Virginia Wisconsin Wyoming | 232 1456 1,342 260 | . 4 . 23 | 232 452 1,342 237 | ጽድጽቋ | 193 426 1,299 181 | , , , , , | 2428 | 38 | 22 | 24 133 127 136 | | 84. | 7 203 228 288 | , ya. | . 67 | 19 - | ~ |
| Total | 27,190 | 589 | 26,601 | Total 27,190 589 26,601 1,,737 21,864 | 21,864 | 216 | 3,535 | 111,6 | 2,590 | 4,909 | 22.7 | 435 | 7,043 | 1,245 | 17.77 | 367 | 011 |

MILEAGE BUILT DURING 1952 ON SECONDARY RURAL ROADS UNDER STATE CONTROL CLASSIFIED BY TYPE OF SURFACE $\mathcal U$

Compiled for calendar year from reports of State authorities

Table SMB-3, 1952 Issued September 1953

Louisiana: Secondary Farm-to-market Grand Total Montana: Secondary State-aid 3/ South Carolina North Carolina 6/ In Alabama (3 counties), Dalaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada et small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.

Soil-surfaced classification includes slag, gravel, or stone surfaces. Segregation is not evaluable. New Hampshire West Virginia Pennsylvania STATE Washington Total Total Total Virginia Matne 2/ Missouri Alabama Delaware Colorado Delaware Plorida Nevada Nevada PORTLAND CEMENT CONCRETE 1.1 TYPE OF WIDENING 3 6 ĸ F,G,H,I ٥ & BITY-MINOUS TYPES MILEAGE WIDENED UNTREATED w D,E 33 84 콗 Ħ 3 # TOTAL PORTLAND CEMENT CONCRETE 62 ଝ ~킈드 1,130 1,342 BITU-MINOUS CONCRETE AND SHEET 'ASPHALT 1,105 7 2 77 64 ខ្ព 15 212 Ħ . . 於 55 ALL SECONDARY ROADS UNDER STATE CONTROL 723 15 181 ໘ 89 表寫落 . બ CONTROL 23 SECONDARY STATE HIGHWAYS TYPE OF SURFACE BUILT STATE 12 ដ 252 대 379 262 22 × Ħ ã lã MIXED BITTO 3 COUNTY ROADS UNDER Ж £ 23 9 Ë 252 22 I MILEAGE SURFACED Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all there no segregation as reported for them the mileage was arbitrarily classified as G-1 and H-1. Whese built on State-aid system.

No construction was completed.

Less than one mile widened.

See Table SM-IOI for segregation between resurfacing to a different type and resurfacing to the same type. 91049 1,916 8 274 4,100 ጽ 2,576 1,067 ĸ 89 67 BITU-MINOUS SURFACE-TREATED 3 111 요 12, 348 3,854 1,948 (7) 1,906 1,498 107 8 8 2 8 उं | उ 8 켮 3,351 2,090 13 8 1/ 1,213 3,325 8 1,898 2,933 82 3,554 5/ 9,342 ä z ൨ 겫 192 15 ដ 7 Ę 153 5/ 6,409 3 2 × 8 236 872 ឌ្ឍន RECON-STRUC-TION OR RESUR-FACING 3 SUBTOTAL 7,176 SURFACING ON EARTH ROADS OR NEW LOCATION 2,526 ଯ 3,768 4,650 22 12 917 Ħ ຄ 9 23 933 8 ន 5 8 ત્રં°|8 륁 ᆏᆝᆏ 202 815*****91 5,459 7,322 1,052 11,059 253 242 243 243 243 1,386 98 8 33 2,452 762 ۶۱.۱۶ 껈 S 8 818 ğ 农 13 1,156 TOTAL 169 芫 8 ដ 86 MILEAGE GRADED AND DRAINED ጸ **=** |= 2,456 11,645 17,149 TOTAL MILEAGE GRADED OR SURFACED 8 ğ 33 1,065 178 S 8 1,386 818 켢 5,504 7,888 294 9 E 22 23 3156 158 ଝ Louisiana: Secondary Farm-to-market Total Grand Total Montana: Secondary State-eid 3/ Total South Carolina North Carolina West Virginia New Hampshire Pennsylvania STATE Washington Total Total Virginia Maine 2/ Masouri Alabama Delaware Colorado Delaware Florida प्रहेश अ Nevada Oregon Nevada

SMB-1A

Ju 548-14

MILEAGE BUILT DURING 1952 ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS CLASSIFIED BY TYPE OF SURFACE LJ

Compiled for Calendar Year from Reports of State Authorities

| | | | | | | *************************************** | | MT. PART | WIT PARTY STIDBARTON | | | | | | | | | 5762 |
|---|---|---|--|---|---|---|--|---|--|------------------------|--|--|---|----------------------------------|-----------|-----------------|-------------------------------|--------------------------------|
| | | | | 200000 | | | | | | | | | | | | Marita | MILESALES WILLESPIED | |
| | TOTAL | MITTER | | SUBIOLAL | MAT. | | | | FIFE | TYPE OF SURPACE BUILT | TILL | | | | | Ë | TYPE OF WINESTING | |
| STATE | CRADED OR SURFACED | MILEANGE GRADED AND DRADED | TOTAL | SURFACING ON EARTH NOADS ON MEN LOCATION | RECOM- STRUC- TIOM OR RESUR- PACING | D SOIL- SURPACED | STAG, GRAVEL, OR STORE | F BITU- MINOUS SURFACE- THEATED | G-1 MINESS BETTO- MINESS BETTO | | H-1 BLITU- MINUUS FESSE- FESSE | H MINU- MINUS MINU | ELTU- BLTOUS CONCRETE AND SHEET ASTERIT | FORTIAND CINCRETE CONCRETE | TOTAL | D SOIL-SURFACED | F, G, H, I BITU- MINOUS TIPES | FORTIAND CEMENT CONCRETE |
| Alabama Arizona Arkansas Galifornia | 지 3 8 5 | | 라 -4 % 3 | 8 t 4 t | % ⁻ ଷ # | | | a . t~a | | % → 0/% | 1 | 2, | , , 0 % | , , ma | £.2€3. | | E 1 | , ۵, |
| Colorado Comecticut Delaware Florida | 4 50 80 | ٠,,,٩ | ¥7.0.¥ | 니크디었 | 21.8 | | 1111 | 83ء، | - - 7 | ₹. .∞ | | ۰۳., | - ⁷ E1 | .~.« | , 6, 4 | | ,,,, | |
| Georgia Idabo Illinois Indiana | 105 288.5 29.5 | ~ | 8,283 | 17 1 6 | 8 4 8 3 | ۰,۱۱ | | 8 | | ' ~ ' _' ' . | ۲.,, | я | 크 '&콘 | e. 'ö' ч | ۳.,٦ | ۵.,, | | ٦,,٦ |
| Iowa Kansas Kantucky Louisiana | & ጽጽጽ | | <i>ት</i> አየ <i>ያ</i> ዜ | りたりひ | አ የ የ | | 5 00 - | ₹ 200 ° - | е. 4 . | , , | ۰ | ٠ | ልጟቘ፟ራ | 7-4 m.4 | , -1 , -6 | | | ~ |
| Maryland Massachusetts Michigan | वे००६ | | ৸৽৽ঢ় | п,по | 1 0 0 E | 1,111 | | , , , ^m | ٠٣ | ٦ | | ۳,,, | ထထထဒ္ဌ | 1,1,2 | , , , , , | | | , , , 4 |
| Minesota Mississippi Missouri Montana | చ్చికాళా | .1 + 1 + | చ్చి 40 | 지다하다 | 88. 15. 7 | τ - | 8 . % . | . 1951 | გოდო | &4 wa | | | 쿠이큐, | ٤٠٠، | , , a , | , , , , | | % . |
| Bebraska Bevada Bev Haupshire Hev Jersey | ₹ | | ฉีตกอ | ۳,,۳ | ed a rvo | | e | ۱۵۱ | ra | | | | ທ່ພຜ | e, , 1 | 411 | | « | ٦,,« |
| New Merico New York Sorth Carolina North Dakota | 41.4.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2 | | 44 4 25 25 25 | ന വ ർ വ | ដ∽⊈ដ | 121 . | , , & & | ۰ . ۲۲ . | | ก่ผ≄ | | | r-m% . | ่นสพ | ,,,,, | | ۰ ۳۰ ۱ | |
| Ohio Oklahoma Orvegon Pennsylvania | 88°54 | ı ^m . ı | 8804 | 25-12 | \$ 25.0 E | , , , , | , ri , at | w w , 9 | 4 | ង | | 1113 | ପ୍ରସ ୧୫ | ∞m . ₹ | .ე | | , , , ~ | ~ |
| Rhode Island South Caroline South Dakote Tempessee | ងនឹងខ | | ងន្ទីងន | a≌e.' | 3468 | | _{Ed} | 95 1 | | i, -≠ (v | ٦ | | 11. 15. | н,н, | .# | | | |
| Terms Utah Vermont Virginia h | 엽다. | m.,, | 85.1 14 ° . | 74 | 133 336 136 137 | ı | 8 | 8 | , ω , , | .8.1 | | ۰,,, | 84 | ส | 6 | | e | ۰و |
| Westington West Virginia Wisconsin Wyoming | ងសដ្ឋ | • • • • | ងមដ្ឋ | ™ NI NI I | 98 II E | | | ٠, ١ | 8 | പങ്ങല | | ٠-,, | ଜ୍ୟୁଷ୍ଟ । | 185. | 1 17 10 1 | | ٠,٠,٠ | ۰۰"، |
| Total | 2,015 | 8 ² | 1,997 | 3,5 | 1,643 | 83 | 75 | 352 | 129 | 305 | 8 | 88 | 874 | 170 | t, | 8 | 9 | 62 |
| 1) Segregation according to base course (nonrigid and rigid) for 6 and H surface Whate no segregation was reported for them, the mileage was arbitrarily classified as 2 See Table SH-101 for segregation between resurfacing to a different type and r | a according to tion was report SM-101 for seg | base cours led for them regation be | e (nourigid i, the miles tween resur | l and rigid) i age was arbitz facing to a d | for G and H strartly classif | urface types : fied as G-l su e and resurfa | types is not unifor G-1 and H-1. esurfacing to the | not uniform for all States. H-l. Eg to the same type. | stes. | m)=1 | Less than one mile videned. Construction data were not reported | mile widened. late were not | reported. | | | | | |

| 8 | |
|--|-------------------------------|
| ETC-195 | |
| ROADS, | |
| LOCAL | - |
| Ö | ACE |
| MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON LOCAL ROADS, ETC1952 | CLASSIFIED BY TYPE OF SURFACE |
| ~ | |

| TOTAL SURFACED. SURFA | MILEAGE BUILT OF COURTY OF OTHER LOCAL RIBER. | RIBAL ROADS NOT HENRE STATE CONTROL 3 | Commerce 3/ | Ī | | | | | | | | Tarano de como es | 566 |
|--|--|--|--|---|---|---|---|---|--|---|---|--|----------------------------------|
| Tube | | | <i>(</i> | | | | | ALBEN OFFILM | Townson . | 7 | | | |
| SERECTAL CORRESSION TOTAL T | 72.170 | NOTICE STREAMED | | | | | | | MILITAGE SURFACED | REACHD | | | |
| The content of the | F. | | | יי | | MTT.RACHE | n,d | B, | g-1 | ş | B-2 | 7 | 2 |
| 12 | | N COLOR OF THE COL | MINOUS MINOUS FEBRE- CONCRETS FRACTION AND SHEET ASSET | PORTLAND CEMENT CONCRETE | TOTAL | GRADIED TO DRATHED | SOLL- SURPACED, SLAG, GRAYEL, OR STORE | BLTU- MIBOUS SURPACE- TRRATED | MICED BITTO- MINOUS (NORRIGID BASE) | MIXED BITU- MUROUS (RIGID BASE) | BITU- MINOUS PERS- TRATION (RIGID BASE) | BITU- MINOUS CONCRETS AND SHEET ASPEALE | PORTITARD CIDENTE CONCRETE |
| 2-1-19 | - 687 - 50 - 50 - 19 - 19 | 1 ****************************** | | | ∄ %·· | | 1 1 1 1 A 1 1 1 | £ | | ٠ | | | |
| 8-64 | | 1111 | , , , , | | 9/17 | | 7 | " | | | 1 1 1 1 | | 17 |
| 2,159 2,153 TT6 1,375 1,399 63 63 643 643 643 643 643 643 643 643 6 | 1.35 22 22 24 22 36 - 8 | 4 22 - 1 | a | ч.с. | ఇస్తి | 9 | 8 | & | | | ٠ | ٦ | |
| 274 274 274 274 274 274 274 274 274 274 | 1,309 63 866 10 | | | m | ۰ | , , , , | w | m | | , | | | |
| 1,139 1,117 66 1,057 736 28 28 28 29 29 640 640 38 319 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 274 - 91 28 38 511 | | 64 | | 1,00 | | , , o a | | | | | , ۷, | |
| 28 | ð5 | 1111 | 1111 | | 3 | ٥ | g | | 82 | | | ٠ | |
| 9.6 6.0 6.0 6.0 6.0 7.1 8.3 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 | a | | 1111 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 2 | | | | | | 1111 | = | |
| 354 319 - 1 319 83 100 44 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 049 | | 27 33 | | .% | | | | | , ~ , , | | .g., | .ដ |
| 1, 7, 7, 7, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 83 3 7 7 13 13 13 | 25 25 25 25 25 25 25 25 25 25 25 25 25 2 | % 3 . | 1111 | ~ a zi . | 2. | " " " " | ٠٦., | m,,, | ,, | | 7 | |
| 13 13 13 13 13 13 13 13 13 13 13 13 13 1 | 378 378 602 661 | 4 87 | 8 | m , vo | | | 11891 | 1410 | | | , , , , | ۲ | |
| 256 26 4 29 447 256 213 - 213 40 - 255 259 259 8 269 249 240 - 255 250 259 259 8 269 249 249 | | 1 1 1 1 | 1111 | | | | | | | | 1 1 1 4 | , , , , | |
| 200 2 200 21 101 1 201 11 201 11 | 36 47 | 6 112 112 113 113 113 113 113 113 113 113 | 1 1 L | | 2. | | Eq. | | | 1 . 29 . | | | |
| TOWN TOWN 1,493 LL,100 L,104 10,002 5,633 2,222 1,302 | 5,633 2,222 1,302 | 536 11 | 38 241 | 19 | 307 | 8 | 287 55 | ಡ | 545 | 8 | 8 | ₹. | O q |
| J. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Here no segregation was reported for them, the milesey was arbitrarily classified as G-1 and H-1. 2/ States for which on assumes are given, reported no special construction. 3/ Includes milesey built by State highesy departments on Federal-aid secondary roads located off the State Pidgmey systems. Also includes milesey built by local anthonities on Federal-aid secondary roads but only where Federal-aid secondary roads but only where Pederal-aid tends are involved. | d rigid) for 0 and N surface types is mileage was architectur. o special construction. to on Federal—aid secondary roads loss infortities on Federal—aid secondary roads | not uniform for all G-1 and H-1. ted off the State ads but only where | streets : 2/ Z/ | / Mileage ets not con / Less ths / Includes pike, 9 mil | built on mecting S an one mil toll ros | roads in Peritate highway in construct; | Ghvey systems. "ruction as follows: iew York Thruway, lk | and State parks, forests, institutional grounds, etc., and on local city cms. follows: Colorado, Danver-Boulder Turnpike, 17 miles type J; Hew Jerse runey, là miles type J. | institution , in | onel groun Turnpike, | ional grounds, etc., and on local city r Turnpike, 17 miles type J; New Jersey | nd on loca | 1 city Jersey |

y See 5mB-1A

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-SUMMARY 1952

| Table SM-1, 1952 Issued September 1953 | | TOTAL | ADMINISTERED TERED ROADS AND STREETS | 9,830 3,689 9,687 13,872 | 10,476 3,135 3,278 11,172 | 13, 345 4, 363 12,213 10,623 | 9,823 9,633 15,733 11,984 | 10,969 4,764 2,211 9,266 | 12,268 7,604 20,166 8,315 | 9,700 5,094 3,934 2,209 | 8,206 11,363 52,603 6,423 | 18,382 9,944 7,374 10,099 | 904 15,869 6,254 8,378 | 42,178 4,746 1,992 45,358 | 6,379 18,988 11,335 1,1787 | 576,918 | Segregation n. Segre- |
|--|------------------|-------------|---|--|--|---|---|--|--|---|--|--|---|--------------------------------------|--|---------|--|
| Tabl Issued Ser | | | OTHER STATE ROADS 1/ | _ 1 _ 266 | 17 177 23 | 8 - 3 | 105 - - | . 172 Lili | - - - | 15 15 148 | 105 105 | - 215 645 | 148 77 8 258 | , , , | . 83 . 75 | 3,713 | y system. population.) populatio |
| | | TOTA I | SURFACED MILEAGE, STATE SYSTEMS | 9,830 3,688 9,687 13,606 | 10,459 2,958 3,278 11,149 | 13,337 h,360 12,213 10,623 | 9,718 9,633 15,733 14,984 | 10,897 4,764 2,070 9,266 | 11,84,9 7,604 20,166 8,315 | 9,685 5,094 3,919 1,761 | 8,206 13,859 52,579 6,423 | 18,382 9,944 7,159 39,454 | 856 15,792 6,246 8,120 | 42,178 4,746 1,926 45,358 | 6,296 18,988 11,260 μ,787 | 573,205 | State highwa: than 3,500 ss than 3,501 |
| | AGE | | MUNICIPAL EXTENSIONS OF STATE SYSTEMS | 832 93 536 1,242 | 1,34 592 158 1,163 | 1,423 207 1,788 903 | 1,054 517 509 609 971 | 1,021 130 1,021 | 1,460 513 1,010 210 | 412 68 275 529 | 370 884 2,270 231 | 2,355 527 391 2,832 | 338 1,508 21,9 604 | 2,227 598 160 140 | 454 556 15,234 111 | 37,110 | the existing towns of less d towns of le |
| 52 | SURFACED MILEAGE | | TOTAL | 8,998 3,595 9,151 12,364 | 10,025 2,366 3,120 9,986 | 11,914 1,153 10,425 9,720 | 8,664 9,116 15,124 14,013 | 10,191 1,519 1,940 8,245 | 10,389 7,091 19,156 8,105 | 9,273 5,026 3,644 1,232 | 7,836 12,975 50,309 6,192 | 16,027 9,417 6,768 36,622 | 518 14,284 6,027 7,516 | 39,951 4,148 1,766 44,918 | 5,842 18,432 10,026 4,673 | 536,095 | ing added to incorporated incorporate |
| AND STREETS-SUMMARY 1952 | | ROADS | COUNTY ROADS UNDER STATE CONTROL | 1,943 | 1,500 | 1111 | 1111 | | | 2/2n | 39,618 | | | | 13,960 | 93,871 | Mileage maintained by the State without being added to the existing State highway system. Includes 267 miles maintained by State in incorporated towns of less than 3,500 population. Segregat satisble. Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segres s not available. |
| RETS-SU | | RURAL H | STATE SECONDA RY SYSTEM | /,,, | 6,246 - 1,181 1,440 | 1111 | - 2/ 11,826 | 3/ 7,585 | 11,256 14, 2,767 | 2,612 2,158 | 1111 | 2,333 23,826 | 6,315 | 1 1 1 1 | 2,063 | 81,608 | ined by the St iles maintaine ge maintained e. |
| | | | STATE PRIMARY SYSTEM | 7,055 3,595 9,151 12,364 | 3,779 2,366 1,39 8,546 | 11,914 1,153 10,425 9,720 | 8,664 9,116 15,124 2,187 | 2,909 h,519 1,940 8,245 | 10,389 7,091 7,900 5,338 | 9,273 2,11,3 1,486 1,232 | 7,836 12,975 10,691 6,192 | 16,027 9,417 4,435 12,796 | 518 7,969 6,027 7,516 | 39,951 L,1LB 1,766 8,339 | 3,779 1,472 10,026 1,673 | 360,616 | Mileage maintained by the Includes 267 miles maintai available. Includes mileage maintaints not available. |
| ED ROADS | | TOTAL | STATE- ADMINIS- TERED ROADS AND STREETS | 11,041 3,965 9,992 14,147 | 12,271 3,146 3,977 11,291 | 15,139 4,762 12,221 10,625 | 9,845 9,959 15,841 14,995 | 11,138 1,764 2,211 9,311 | 13,106 7,604 20,167 8,983 | 9,812 5,909 3,937 2,331 | 10,916 15,802 67,455 6,786 | 18,397 10,219 8,089 4,4,788 | 920 23,135 6,124 8,497 | 42,311 5,436 1,994 18,801 | 6,476 31,257 11,344 1,851 | 636,388 | |
| NISTER | | | OTHER STATE ROADS 1/ | 285 | 17 188 - | 252 | 112 | 27. Idi. | 1,256 | 33 | 537 145 | - 796 3,658 | 4 4 4 5 7 8 8 8 8 8 | 89 | . 81 - 81 | 8,680 | See |
| STATE-ADMINISTERED | | | TOTAL EXISTING MILEAGE, STATE SYSTEMS | 11,041 3,962 9,992 13,862 | 12,254 2,958 3,977 11,265 | 15,117 4,757 12,221 10,625 | 9,733 9,959 15,841 14,995 | 11,063 4,764 2,070 9,311 | 11,850 7,604 20,167 8,983 | 9,779 5,909 3,922 1,761 | 10,913 15,265 67,410 6,786 | 18,397 10,219 7,293 11,130 | 856 23,016 6,361 8,142 | 42,311 5,436 1,926 1,8,801 | 6,333 31,257 11,263 1,851 | 627,708 | control. |
| P | SAGE | | MUNICIPAL EXTENSIONS. OF STATE SYSTEMS | 832 94 536 1,242 | 142 592 160 1,167 | 1,481 207 1,788 903 | 1,054 521 609 971 | 403 245 130 1,022 | 1,460 513 1,011 | 41.2 68 275 529 | 381 886 2,412 24,3 | 2,366 528 391 2,874 | 338 1,875 220 220 604 | 2,236 599 160 140 | 45. 45. 45. 45. 45. 71. | 37,797 | ds under State e surfaced. ed. |
| MILEAGE | TOTAL MILEAGE | | TOTAL | 10,209 3,868 9,456 12,620 | 11,812 2,366 3,817 10,098 | 13,636 1,550 10,433 9,722 | 8,679 9,438 15,232 14,024 | 10,660 4,519 1,940 8,290 | 10,390 7,091 19,156 8,770 | 9,367 5,841 3,647 1,232 | 10,532 11,379 61,998 6,51,3 | 16,031 9,691 6,902 38,256 | 21,12 141,6 141,6 141,6 1538 | 10,075 1,837 1,766 18,361 | 5,879 30,697 10,029 1,734 | 589,911 | and other ros l of which ar ch are surfac |
| EXISTING MILEAGE | | DADS | COUNTY ROADS UNDER STATE CONTROL | 3,145 | 2,165 | 1111 | | 9:3 9 8 | | 15, zn | 54,269 | ,,,, | | | 26,205 | 126,056 | cutional, toll cket system, al |
| | | RURAL ROADS | STATE SECONDARY SXSTEM | ,,,, | 8,033 1,213 1,491 | 1 | 2/ 11,826 | 3/ 7,739 | 11,256 14,3,259 | 3,427 | , , , , | 2,406 | 13,023 | ,,,, | 2,090 | 93,279 | forest, instit as farm-to-man State-aid syst |
| ndar year thorities | | | STATE PRIMARY SYSTEM | 7,064 3,868 9,156 12,620 | 3,779 2,366 1,39 8,607 | 13,636 4,550 10,433 9,722 | 8,679 9,438 15,232 2,198 | 2,921 4,519 1,940 8,290 | 10,390 7,091 7,900 5,511 | 9,367 2,11,3 1,486 1,232 | 10,532 11,379 10,729 6,51,3 | 16,031 9,691 4,496 12,901 | 518 8,118 6,111 7,538 | 10,075 1,837 1,766 8,360 | 3,789 1,94,92 10,029 1,973th | 370,576 | of State park, this mileage. illes designated |
| Compiled for end of calendar year from reports of State authorities | | | STATE | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New York Worth Carolina North Dakota | Onio Oklahoma Oregon Pennsylvania | Rhode Island South Carolina South Dakota Tennessee | Texas Utah Vermont Virginia | Washington West Virginia Wasconsin | Total | 1/ includes mileage of State park, forest, institutional, toll and other roads table GSW for details of this mileage. 2/ includes 6,588 milea designated as farm-to-market system, all of which are system. 3/ State-aid system. 1/ includes 19 miles designated as State-aid system, all of which are surfaced. |

A may in there miles you

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-SUMMARY-1952 1

Compiled for end of calendar year from reports of State authorities

| from reports of State authorities | authorities | | | | | ე | CLASSIFIED B | BY TYPE (| OF SURFACE | 3E 2/ | | | | | | Table Issued Se | Table SM-1A, 1952 Issued September 1953 |
|---|--|--------------------------------------|---|--|--|---|---|----------------------------------|--|--|---|--|---|---|--|---|--|
| | | | MONSURFA | MONSURFACED MILEAGE | / | | ۷ | > | ~ | ~ | A SURFACED MILEAGE | MILEAGE | 3 | 7 | 1 | 4 | 7 |
| | | | A | æ | υ | | Q | Ø | (z. | G-1 | 2-5 | Ξ | H-2 | H | | × | . 1 |
| STATE | TOTAL | TOTAL | PRIMI- TIVE | UNIM- PROVED | GRADED AND DRAINED | TOTAL | SOIL- SURFACED | SLAG, GRAVEL, OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUIS (NONRIGID) BASE) | MIXED BITUL MINOUS (ALCED) | BITU- MINCUS PENE- TEATION NOWRIG ID BASE) | BITU- MINOUS PENE- TRATION (ALGID) BASE) | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLCCK |
| Alabama Arizona Arkansas California | 13,965 3,965 9,992 14,11 | 1,211 276 305 275 | - 13 - | 293 62 14 | 918 214 240 275 | 9,830 3,689 9,687 13,872 | 555 _ _ 2,134 | 1,338 196 1,000 257 | 2,661 850 855 555 1,406 | 1,191 | 1,21,7 1,999 2,959 5,205 | 133 | 232 282 38 | 403 31 632 632 | 393 109 1,274 | 1 2 | |
| Colorado Connecticut Delaware Florida | 12,271 3,116 3,977 11,291 | 11,795 11 699 9119 | 큐 「 | 342 3 26 | 672 672 611 | 10,476 3,135 3,278 11,172 | , , , , , , , | 4,457 137 71 38 | 120 385 694 5,679 | 154 | 5,363 15 299 | 379 | 19461 | 206 | 535 820 667 612 | 44.2% | |
| Georgia Idaho Illinois Indiana | 15,1.39 1,762 12,221 10,625 | 1,794 399 8 8 | . 19 | 70. | 1,790 310 8 2 | 13,345 4,363 12,213 10,623 | 1,258 | 476 597 21 240 | 5,149 1,97 - | 1,168 1,168 14/376 522 | 89 2,003 2,899 | 911 | 1,1480 | 2,364,166 | 1,951 38 9,028 2,841 | . 22 188 16 | 11 1 |
| Iowa Kansas Kertucky Louisiana | 9,845 9,959 15,841 14,995 | 108 | 191 | 36 | 7,2,2,1 | 9,823 9,633 15,733 14,984 | | 1,853 847 5,455 7,887 | 731 4,654 912 | 214, 1,384, 3,668 | 697 2,094 | , zz - | 77. 32. 700°¢1 | 802 535 2,517 234 | 5,909 1,331 1,025 2,857 | %H _~ ~ | m 111 |
| Maine Maryland Massachusetts Michigan | 11,138 1,764 2,21 9,311 | 169 | 111 | . 15 | 14.9 - | 10,969 1,764 2,211 9,266 | 9 | 2,512 5 | 7,071 639 78 1,139 | - 266 64 17.11,61 | 24,3 - 20 | 1,285 | | 363 1,064 797 1,829 | 11,196 1,196 3,708 | 두 기 등 | 17 |
| Minesota Missisippi Missouri Mortana | 13,106 7,60h 20,167 8,983 | 8.38 | | 351 | 287 1 518 | 12,268 7,604 20,166 8,315 | 2005 | 2,054 1,937 8,258 2,453 | 233 1,812 4,151 1,566 | 3,019 932 2,020 1,353 | 3,730 87 341 2,873 | 19 | 54 . | 157 737 900 88 | 3,048 2,068 3,894 4.2 | ¤-≈' | 9 |
| Nebraska Nevada New Hampshire New Jersey | 9,812 5,909 3,937 2,331 | 112 815 3 122 | 18 1 33 1 43 | - 473 - 90 | 94 243 2 8 | 9,700 5,094 3,934 2,209 | 32 | 5,00h 1,29h 110 212 | 126 3,095 555 | 2,479 3,623 | 183 172 3 | 1 8 | ., ¹ 091 | 337 4 105 521 | 1,203 4 290 1,315 | 2 | 6 |
| New Mexico New York North Carolina North Dakota | 10,916 15,802 67,455 6,786 | 2,710 1,439 14,852 363 | 234 2 520 166 | 683 1,410 2,872 21 | 1,793 27 11,460 176 | 8,206 11,363 52,603 6,423 | 22 8,898 | 2,028 105 12,994 3,953 | 1,036 5/12 17,169 348 | 556 1462 1,91 | 3,637 1,429 799 1,478 | 1111 | 520 1,675 53 | 364 1,095 9,824 21 | 65 6,280 2,374 1,31 | 132 | 83 |
| Ohio Oklahoma Oregon Pennsyl vania | 18,397 10,219 8,089 44,788 | 275 275 775 775 4,689 | 12 28 | 2 80 280 | 273 621 4,381 | 18,382 9,944 7,374 10,099 | 15 83 139 | 1,020 1,921 800 4,310 | 829 1,269 2,582 15,184 | 3,087 1,216 - | 5,235 1,066 185 | #2 | 329 17 2,275 9,730 | 5,874 1,857 1,070 1,011 | 1,467 2,532 379 6,110 | 35. 36. | 1 19 |
| Rhode Island South Carolina South Dakota Temessee | 920 23,135 6,424 8,497 | 1,266 1,70 1,170 | , % , % | 6,717 | 136 136 66 | 904 15,869 6,254 8,378 | 911 | 19 17 2,276 608 | 24,3 11,992 1,097 1,611 | 8 977 1,583 | - 1,431 730 | 29 6 | 8 | 136 1,196 2,366 | 202 1,7/1,7 1,60 1,356 | , 2,4,4 | 1 1 1 |
| Texas Utah Vermont Virginia | 42,311 5,436 1,994 48,801 | 133 690 3,443 | | 2,70h | 128 577 739 | 42,178 1,746 1,992 15,358 | 42 5/ 22,507 | 95 1,161 326 (5/) | 27,239 88 1,99 15,739 | 206 | 787 2,693 693 | 211 | 2,801 | 5,837 198 202 2,689 | 4,883 14,8 185 600 | | |
| Washington West Virginia Wisconsin Wyoming | 6,476 31,257 11,344 1,951 | 97 12,269 9 64 | 718 | 10,339 | 97 1,012 4 54 | 6,379 18,988 11,335 1,787 | 1,267 | 331 7,761 121 196 | 1,895 4,220 1,220 98 750 | 230 3,413 580 | 873 1,935 6/ 2,523 3,199 | , et . | 144. 148 25. 25. | 501 1,617 1,124 30 | 1,328 1,030 1,033 | , 19 16 16 | 7 111 |
| Total | 636,388 | 59,470 | 25,452 | 27,522 | 29,496 | 576,918 | 39,131 | 92,815 | 150,095 | 41,612 | 64,214 | 7,143 | 29,208 | 66,627 | 84,093 | 1,800 | 180 |
| Include, minage of State park, forest, institutional, toil, and other roads under State control. See table OSM for details of this milages. 2 Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the milages was arbitrarily classified as G-1 and H-1, and H-1, and h-1, a primitive road is defined as an unimproved route on which there is no public maintenance, but which its usable by L-wheel wehicles and publicly traveled by small numbers of vehicles. | ie of State park if this mileage. cording to base egregation was d is defined as dies and publicities | Gourse (nonreported for an unimprove | stitutional, igid and rigi them, the mi ed route on W y small numbe | toll, and ot doll for G and leage was ar which there is as of vehicle. | her roads ur H surface t bitrarily cl s no public ess. | under State control. types is not uniform classified as G-l and c maintenance, but wh | ntrol. See uniform for G-1 and H-1. but which is | - | oot available. Soil sur | ce types G-1 se surfaced class des 581 miles des 862 miles | Surface types G-1 and I include small mileages of F, [1able]. Soil surface classification includes slag, gerwel, c [Includes 58] miles of mixed bituminous resurfacing of Includes 862 miles of bituminous concrete resurfacing of the surface of the | small mileages of F, (ncludes slag, gravel, or tuminous resurfacing of is concrete resurfacing | ges of F, G-Z gravel, or a rfacing of ol esurfacing of | 0-2, and H-1, H-2, respectively. Segregation is or stone. Segregation is not available. If old concrete pavement. | i-1, H-2, respectively. Segre Segregation is not available. ete pavement. Ancrete pavement. | ely. Segregavailable. | ation is |

| | | | NONSURFACI | NONSURFACED MILEAGE | | | | | | | SUKFACED MILEAGE | MILEAGE | | | | | |
|---|------------------------------------|-----------------------------|----------------|-------------------------|--------------------------|-------------------------------------|-------------------|---------------------------------|--|---|--|--|---|---|-----------------------------------|----------------------------|--------------|
| | | | A | В | 0 | | D | ы | ČE, | ાં | 3 | H-1 | H-2 | I | ſ | × | ı |
| STATE | TOTAL | TOTAL | PRIMG- TIVE | UNIM- PROVED | GRADED AND DRAINED | TOTAL | SOIL- SURFACED | SLAG, GRAVEL, OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUS NOWRIGID BASE) | MIXED BITU- MINOUS RICID BASE) | BITU- MINOUS PENE- TEATION NONRISTE BASE) | BITU- MINOUS PENE- TRATION (ALGID) BASE) | BITU- HINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | ВКІСК | BLOCK |
| Alabama Arizona Arkansas Galifornia | 7,064 3,868 9,456 12,620 | 27.3 | | -8 ₄ | 213 210 210 256 | 7,055 3,595 9,151 12,364 | 2,120 | 112 195 3,979 11 | 2,275 845 526 1,372 | - 1,180 | 3,82 1,951 2,82 4,930 | 9 _ 9 | 195 1 7.14 | 287 1.6 54,1 673 | 299 90 1,043 1,541 | ,,,, | |
| Colorado Connecticut Delaware Florida | 3,779 2,366 4,39 8,607 | | | 1111 | | 3,779 2,366 1,39 8,546 | 7.7 | 57 - | 63 331 10 1,321 | 2,575 | 3,237 | ⊒23 53 | 1,302 | 103 153 153 827 | . 422 573 250 192 | - 2 1 ₁ 3 | [#] |
| Georgia Idaho Illinois Indiana | 13,636 4,550 10,433 9,722 | 1,722 397 8 8 | - 19 | 288 | 1,720 310 8 8 | 11,91h 4,153 10,425 9,720 | 1,221 | 553 88 89 89 89 | 1,697 1,897 - | 1,104 1,106 3/340 508 | 85 1,911 2,820 | - 1 | 1,309 | 2,012 13 3/ 2,028 2,968 | 1,627 28 7,952 2,563 | . 6 . 82 . 1 | 1 1 1 H |
| Iona Karsas Kartucky Louisiana | 8,679 9,438 15,232 2,198 | 15 322 108 11 | 191 | 8% | ਮਕ21 | 8,664 9,116 15,124 2,187 | 1111 | 1,774 833 5,4.24 23 | 597 14,530 885 | 200 1,337 3,560 | . 687 2,011 | 198 _ 21 _ | - 12 og 86 | 670 147 2,280 132 | 5,263 1,190 920 1,652 | 88 | |
| Maine Maryland Massechusetts Michigan | 2,921 4,519 1,940 8,290 | я | , , , , | 8 | 12 | 2,909 4,519 1,940 8,245 | 26 | 138 5 | 1,765 633 76 11,11 | - 254 63 1,435 | 12 ° ' | 1,239 1,235 11 | 470 752 | 221 968 586 11,44,7 | 102 11,411 218 3,217 | | |
| Minnesota Mississippi Missouri Montana | 10,390 7,091 7,900 5,511 | 173 | | 1111 | 1 - 173 | 10,389 7,091 7,900 5,338 | 0. 00 | 1,587 1,915 158 362 | 209 1,737 1,139 214,1 | 2,64,3 84,8 1,54,7 1,179 | 3,375 73 308 2,357 | 80 1 1 1 | 12 | 31 666 805 1 | 2,542 1,852 3,304 24 | | |
| Nebraska Nevada New Hampshire New Jersey | 9,367 2,143 1,486 1,232 | 76 | 1111 | 1 1 1 1 | 76 | 9,273 2,11,3 1,486 1,232 | 1111 | 10 | 948 25 | 2,131 | 180 | & & 1 1 | _ | 28.43 3.34 25.42 25.43 3.34 3.34 3.34 3.34 3.34 3.34 3.34 | 1,064 1 232 954 | ສ | |
| New Mexico New York North Carolina North Dakota | 10,532 11,379 10,729 6,513 | 2,696 1,104 38 351 | 232 | 681 1,404 4 21 | 1,783 34 164 | 7,836 12,975 10,691 6,192 | | 2,006 14 163 3,877 | 1,021 508 4,592 339 | 529 - 72 1460 | 3,4,38 1,395 692 1,398 | | 1,550 | 312 3,615 3,266 13 | 32 5,809 1,826 105 | 8 | |
| Ohio Oklahoma Oregon Pennsylvania | 16,031 9,691 1,496 12,901 | 272 61 105 | 00 V | 8 9 | - 272 63 94 | 16,027 9,417 12,135 12,796 | 15 | 1,011 1,898 106 92 | 779 1,239 1,458 3,016 | 2,957 | 1,952 1,029 153 | E 91 | 323 16 1,808 2,481 | 4,602 1,727 666 2,782 | 1,155 2,292 20,10 10,107 | 235 10 15 | |
| Rhode Island South Carolina South Dakota Tennessee | 8,118 114,6,7,5 | , ⁴ 77 8 | 1 | 'u'. | _ K 77 K | 518 6,927 6,027 7,516 | ₹Z | 2,245 375 | 5,586 1,083 1,543 | - 4 - 930 1,528 | - 1,376 713 | 176 - - 54 | 26 | 852 10 2,043 | 1,207 1,202 1,202 | ٥ ا ا | |
| Texas Utah Vermont Virginia | 10,075 1,837 1,766 1,766 | 121 689 12 | 7/ | 201 801 81 | 119 576 | 39,951 h,148 1,766 8,339 | 39 | 92 1,123 27և - | 26,50h 74 165 3,081 | 365 | 2,371 64,8 | 196 | 2,640 | 5,199 123 155 2,400 | 1,398 11,8 1,34 1,34 | ਰੋ ' ' ' | |
| Washington West Virginia Wasonsin Wyoming | 3,789 4,192 10,029 4,734 | 38.2 | | 1. 6 | 01 8 % 82 22 | 3,779 1,472 10,026 1,673 | 10 | 94 162 106 195 | 818 806 27 72 74 75 | 109 3,11,8 570 | 1,002 5/ 2,359 3,133 | , , , | 1,302 | 258 1,208 6/ 912 | 3,406 3,406 | 12 | |
| Total | 370,576 | 096,6 | 673 | 2,680 | 6,607 | 360,616 | 3,704 | 37,639 | 85,538 | 36,455 | 606 695 | 14,902 | 16,336 | 1759*811 | 69,903 | 557 | 13 |

EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL-1952

| | | | NONSURFACED MILEAGE | D MILEAGE | | | | | | | SURFACED MILEAGE | (IL3AGE | | | | | | |
|--|--------------------------|---------|---------------------|-----------------|---------------------------|--------------------------|-------------------|---------------------------------|--|--|---|--|--|--|--------------------------------|-------|-------|--|
| | | | A | В | υ | | Q | æ | Ŀ | Ţ | 6-2 | F. | H-2 | I | 5 | × | 13 | |
| STATE | TOTAL | TOTAL | PRIM TIVE | UNIM. PROVED | GRADED AND DRA.INED | TOTAL | SOLL- SURFACED | SLAG, GRAVEL, OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINONE (NONREGED BASE) | MIXED BITU- MINOUS MINOUS BASE) | BITUL MINOUS PENE- TRATION NONHIGID BASE) | BITJ- MINOUS PENE- TRATION RIGIZ ASEL | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | ВГОСК | STATE |
| | | | | | | | 9) | SECONDARY | | STATE HIGHWAYS | 2 | | | | | | | |
| Colorado | 8,033 | 1,787 | ਕੋ | 339 | 1,0474 | 6,246 | | 846 44 | Х. | - | 1,802 | • | | | οη | | , | Colorado |
| Delaware | 1,233 | 32 | • | | 32 | 1,181 | 96 | 8 | 369 | 300 | | TOZ | | 92 | 322 | | | Delaware |
| Florida | 1,491 | ß | | , | 다 | 1,440 | | | 1,002 | 37.7 | 22 | OT. | | 23 | | 2 | 4 | Florida |
| Louisiana: Secondary Farm-to-market Total | 5,238 6,588 11,826 | 111 | , , , | , , , | 111 | 5,238 6,588 11,826 | 111 | 1,961 5,805 7,766 | | | 1 1 1 | | 2,593 691 3,284 | 8 15 | 676 48 607 | .a a | | Louisiana: Secondary Farm-to-market Total |
| Maine 3/ | 7,739 | 151 | | 15 | 13% | 7,585 | 15 | 2,344 | 5,121 | • | 92 | | ις | 22 | 9 | | | Maine 3/ |
| Missouri | 11,756 | | | | | 11,256 | 139 | 7,992 | 2,523 | 289 | 13 | 2 | 18 | 6 | 218 | | | Missouri |
| Montana: Secondary State-aid Total | 3,240 | 767 | # # | 811 - | 품 | 2,748 19 2,767 | | 2,058 114 2,072 | 128 | 18.1 18.1 | 2 <u>51</u> <u>5</u> 121 | 111 | .1.1 | 111 | ٦ ٦ | | 1 1 1 | Montana: Secondary State-aid Total |
| Nevada | 3,427 | 815 | 8 | £173 | 24,3 | 2,612 | 32 | 1,236 | 125 | 1,219 | | | • | | | | , | Nevada |
| New Hampshire | 2,161 | 3 | 1 | • | 2 | 2,158 | • | 100 | 2,007 | • | 77 | | 15 | 8 | 7 | | | New Hampshire |
| Oregon | 2,406 | 73 | | -77 | 69 | 2,333 | 19 | 525 | 1,027 | 1 | 35 | | 017 | 239 | 77 | | | Oregon |
| Pennsylvania | 25,355 | 1,529 | ٦ | 261 | 1,265 | 23,826 | 136 | 1,097 | 11,413 | | 1 | | 4,3 ₁ 44 | 675 | 603 | ጜ | 2 | Pennsylvania |
| South Carolina | 13,023 | 902,9 | E¶ | 6,212 | 1,53 | 6,315 | 839 | 16 | 5,374 | • | | | | 947 | 39 | · T | | South Carolina |
| Washington | 2,090 | 27 | - | • | 12 | 2,063 | | 500 | 1,004 | • | 371 | | % | 120 | 27.1 | , | 8 | Washing ton |
| Total | 93,279 | 11,671 | 1/1.Z | 7,422 | 4,035 | 809,18 | | 101,00 | 30,149 | 2,125 | 2,722 | 21.9 | 10,717 | 1,233 | 2,306 | 98 | 8 | Total |
| | , , , | | | 000 | 0.50 | c lo c | COUNTY | R OADS UP | OADS UNDER SIAIE | AI E CON I | CON I ROL & | | | • | | 1 | | Alabams |
| ALabama | 2,165 | 599 | - T | 26 | 869 | 1,500 | 1400 | 69 | 862 | 35 | | 2415 | | 85 | 33 | ı | | Delaware |
| Nevada | 27.7 | | | 1 | | 27.1 | • | 85 | | 215 | | | | | | | , | Nevada |
| North Carolina | 54,269 | 14,651 | 513 | 2,824 | 11,334 | 39,618 | 8,726 | 12,709 | 11,831 | 378 | 7.2 | | 13 | 5,668 | 211 | 52 | | North Carolina |
| Virginia 5/ | 100,001 | 3,422 | • | 2,686 | 736 | 36,579 | 707,22 /9 | (/9) | 12,622 | , | • | 1,386 | - | 121 | 917 | , | • | Virginia 5/ |
| West Virginia | 502,205 | 12,245 | 918 | 10,325 | 1,002 | 13,960 | 1,257 | 7,583 | 3,353 | 116 | 893 | × | 291 | 178 | 225 | 29 | | West Virginia |
| Total | 126,056 | 32,185 | 1,432 | 16,153 | 11,600 | 93,871 | 33,716 | 21,634 | 28,336 | 744 | 950 | 1,566 | 304 | 6,052 | 515 | 75 | , | Total |
| | | | | | | ALL | | SECONDARY ROADS UNDER | DS UNDE | STATE | CONTROL | | | | | | | |
| Grond Total | 210.335 | 1,3,856 | 1.646 | 23,575 | 18,635 | 175,479 | 35,084 | 52,335 | 58,485 | 2,369 | 3,672 | 1,785 | 11,021 | 7,285 | 2,821 | 1717 | 8 | Grand Total |

States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

24 A primitarie road is defined as an unimproved route on which there is no public maintenance, but which is usable by i-wheel vehicles and publicly traveled by small numbers of vehicles.

3/ State-aid system.

county roads are under State control. In Neveda, a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.

Includes mileage maintained by the State in incorporated towns of less than 3,500 population.

EXISTING MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS-1952

Compiled for End of Calendar Year from Reports of State Authorities

| | | | NOWSURFA | NOWSURFACED MILEAGE | | | | | | | | | | | | | |
|---|---|--------------------|----------------------|---------------------|--------------------------|------------------------------|-------------------|---------------------------------|--|---|---|--|--|---|--|-----------------|--------------------|
| | | | • | ٩ | L | | | | | | SURPACED MILEAGE | ITEAGE | | | | | |
| ОШУШО | | | ∢ | n | . | | Α | M | E4 | G- 5 | G-2 | H-1 | н-2 | I | ט | × | ıı |
| STATE | TOTAL | TOTAL | PRIMI- TIVE 2/ | UNIM- PROVED | GRADED AND DRAINED | TOTAL | SOLL- SURFACED | SLAG, GRAVEL, OR STONE | BITU- MINOUS SURFACE- TREATED | MIXED BITU- MINOUS MONKIGED BASE) | MIXED BITTO- MIGHES BASE BASE | BITU- MINOUS PENE- TRATION NONFLEID BASE) | BITU- MINOUS PENE- TRATION (RIGID RASE) | BITU- MINOUS CONCRETE AND SHEET ASPHALT | PORTLAND CEMENT CONCRETE | BRICK | BLACK |
| Alabama Arizona Arkansas California | 88 87 87 87 87 87 87 87 87 87 87 87 87 8 | | | 1111 | | 832 93 536 1,242 | 1 - 01 | 3 25 | 154 29 29 29 | , 99 I | 138 138 285 | | 37 | 116 | 2531 395 | 1,5, | |
| Colorado Comecticut Delaware Florida | 985 981,1 791,1 | ∞ ₋ α.≄ | | m | ν ' απ | 434 592 158 1,163 | | 52 | 1, 17 356 | 332 - 1 | 超。12 | - 11508 | 179 | 103 103 208 | 24.5 74.9 7.49 7.49 7.49 7.49 7.49 7.49 7.49 | 11 m4 | ۰. ۳ |
| Georgia Idaho Illinois Indiana | 1,481 | 8 | 1111 | 1111 | 8 | 1,423 207 1,788 903 | 37 | 8411 | 451 8 - 18 | 3 15 32 38 15 32 38 | 38. € | 21 | 171 1 | 3/ 565 | 324 10,076 278 | 16 106 15 | , , = , |
| lowa Kansas Kentucky Louisiana | 40,1 42,00 42,00 43,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40,00 40 40 40 40 40 40 40 40 40 40 40 40 4 | 1.4 1.1 | 1111 | | | 1,054 7.17 999 1.79 | | 82 428 | 109 124 27 | 14 74 108 | 1381 | 17 | , E 87 8 | 138 257 89 | 046 141 105 | 480r | m,,, |
| Maine Maryland Massachusetts Michigan | 130 1,021 | | | 11,11 | | 1403 245 130 1,021 | 1111 | 39: - 5 | 185 6 2 25 | 33 123 | ۰،،، | . 3∞1 | 8 - 12 - | £%£% | 37 14 14 191 | \ | h |
| Minnesota Mississippi Missouri Nontana | 1,460 1,011 213 | 1148 | | · · · · · | , , [,] d | 1,460 513 1,010 210 | ۱ ، ∞ ، | 5 8 8 9 1 9 1 | % ଧୃଷ୍ଟି ଅ | 376 184 184 04 | \$\$ # 8 8 | , | 15 | 120 17.00 17 | 206 372 372 | 28 1 28 2 | 9 |
| Nebraska Nevada New Hampshire New Jersey | 27.88 27.57 28.99 | | | | 111,1 | 41.2 68 27.5 52.9 | | 88 - 1 | 23 140 8 | 28 | ლ , ფო | 'w '∓ | 1 142 2 | 52 139 | 13.7.7.7.3.3.7.3.3.7.3.3.3.3.3.3.3.3.3.3 | & . a = | , , , [∞] |
| New Mexico New York North Carolina North Dakota | 381 2,412 243 | 다.~ ³ 4 | 1 1 ^m 1 | 37 | ឧស្ស | 370 884 2,270 231 | ध्रु . | 8 - 92 | 171-80 | 2 - 3 E | 26,78 | | 853. | % 1 21 88 88 8 | 33 240 337 337 | ' 5rv- | . 2. |
| Ohio Oklahome Oregon Pennsylvania | 2,366 322 331 2,874 | ゴ · 3 | 2.18 | 1:13 | чч •о | 2,355 527 391 2,832 | | 23 16 31 | 25.73.2 | 130 | 283 | ٦ | 40 40 40 40 40 | 1,272 130 165 165 954 | 25 8.45 25 8.45 | 25. | 1 |
| Muche Island South Carolina South Dakota Tennessee | 1,933 828 40 40 | 367 | . " | 355 | .01. | 1, 508 60, 19 604 | ۱۱ کتا | - 53 7 | 88 844 44 E | 4 - 47 74 55 | | II 4 | « | 295 | 202 7.7 1.51 | , # H W | ٠,٠,٠ |
| Texas Utah Vermont Virginia | 2,236 599 5 | ٥٩., | | | 61.1 | 2,227 598 160 140 | · • · · · · | బత్రం • | 735 14 22 36 | 01 6 - 1 | 421 /4 325 - | 15 | 161 2 6 | 638 175 168 | £8.75.02 27.02 | 53 | ,,,,,, |
| Washington West Virginia Wisconsin Wyoming | \$ 85°41 | , 4 , 60 | | , w , - | , or , or | 454 556 1,234 114 | | 1200 | 37 61 6 | 50°2 - | 5 15 15 15 15 15 15 15 15 15 15 15 15 15 | , ∞ ~ , | 74 65 - | 121 231 6/ 212 23 | 206 145 886 8 | . k83 | ۵., |
| Total | 37,797 | 684 | γ, | 7:1 | | | | | | - | | | | | | | |

form for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as $\theta-1$ and H-1.

A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by ψ -wheel webloes and publicly traveled by small numbers of vehicles.

3/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segregation is not available.

4/ Includes some mileage of surface types F, H, and I, as complete segregation of bituminous surface types are not available.

5/ Includes 33 miles of mixed bituminous resurfacing of old concrete pavement.

6/ Includes 184 miles of bituminous concrete resurfacing of old concrete pavement.

| | | | | | | ٨ | Aileag | e of | Public | : Roa | ds and | d Stre | ets | | | | | | |
|-------|--|--|--|---|---|--|---|--|---|--|---|--|---|---|--|---|---------------|--|---------|
| | | 1952 | | r M c | ~4 u& | ឍង្គ 🛭 🛱 | £95,8 | 38%k | Sta Br | 758 12 · | 27 318 | 1,305 | ¥20878 | 87.8 | 82°°5 | 45. 13. 13. | 6,555 | ; | |
| J. | _ ; | grember | 17 (038 17) | 1 2 5 H | 930 930 1,000 | 8% 1 2 | 85 167 205 | . ₹2 <u>4°</u> ε. | 23.95 E | 8 2 8 4 E | a • 25 € | 3,53,6 | 35 £ 83 | <u>ღნ</u> 1ნ | ₫£°°5 | \$54.28 | 7,724 | gid base all Stat | |
| | | TABLE S | 27 FEST AND OVER TYPE OF SURFACE 1/ | #13 m | 48.8 | 17 0,13 | 48% u | 2,076 | α δ <mark>ί</mark> δια ε | 8,118 | £82.cr | · 겨류큐 | m8', 8 | 27-10 | 8,008 | wu Ed | 4,633 | uminous penetration nonrigid base; types is not uniform for all States. | |
| 2 - 2 | 12 3 | - | 27 FESST TYPE | AM | - 85 G & | ۲ ۲ | 3∞ | 23g 15 | ' u ' v | 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3 | , 1 1 1 1 1 1 1 1 1 | 0gī , * | '경국 ' | 1.139 | 27. | 5 88 7 | 2,501 | penetrat s not uni | |
| - OF | 1. S. | z | | TOTAL | 308 1,308 21 1,597 | 214 169 89 845 | 193 164 167 505 | 8,58,5 50,5 50,5 50,5 50,5 50,5 50,5 50, | 83 gg & 85 | 1,002 1,002 1,002 1,002 | 34 pm | 249 1,900 215 4,9 | 888 200 1,1 1,1 1,1 1,1 1,1 | 853 2 | 1,7,6 18,4,188 | 174 253 274 275 275 | | | ھ |
| , F 2 | نج کج | | 1 | PMH | ឌ៧៨% | 점법+3 | 8 - 89 | ድଝଝଘ | 174 174 2 | ងងឡី . | 7,00 | 다.큙 & | 551 84 551 | - ឧងស | 334 E o T | #38° | 3,205 | H surface | - |
| 3 | ے ک | | 27 FEST ACE 1/ | 7 7 H | 108 165 191 | 38 E 3 57 | 35,82 | Ę₽ <i>₩</i> | 15 15 15 15 15 15 15 15 15 15 15 15 15 1 | 2,903 7 191 969 | ଖି • ଧିଧ | 86¥£ | 665 624 173 215 | 1,0 4 ,1 538 | 2,001 597 16 95 | 3348 | 19,822 | rigid base; for G and H | |
| | 1952 | 5 | FRET AND LESS THAN 27 FEST TYPE OF SURFACE 1/ | 4.1.1. 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1 | 365 | 14 15 616 | 188 | 3,125 | 4 0 d d | 2,398 25 111 168 | 1, 28, 28, 2, 28, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, | 25. 108 | ,⊈8,⊦ | 1,345 21 | 1,5% 56 8 72 | 1,423 267 | 17,538 | minous ri | |
| | NAYS- | | EET AND I | АМ | 1 6 6 1 1 6 6 1 | ٠,,, | ह्यु है । । | 33.38 | ۹, ۳, | १६ च १८ छ | 2,946 | 530 14 157 | 333 | . 107 36 | 137 137 - | 3546 | 6,998 | mired bituminous | |
| | STATE HIGHWAYS-1952 | | 23.4 | TOTAL | 251 252 263 263 263 263 263 263 263 263 263 26 | 699 219 44 1,383 | 27.8°E | 26.4 26.4 26.8 26.8 26.8 | 2632 | 5,996 54 789 1,553 | 5,349 167 333 222 | 1,119 1,137 473 359 | 2,018 215 397 | 2,512 5,511 608 | 3,906 793 46 240 | 98 75 2,285 1,174 | 47,563 | e; G-2, m | 12 |
| | STATE | | | PMH | 87 4 A | 55 54 | 105 14 615 491 | 337 165 103 | 123 -24 | रुषे श्रुष्ट रूप | 145 - 3 | 1884 1884 1895 | 전 88년 다 | 1384 1384 | 370 | 17697 | 7,174 | igid bas base cou | |
| | | | STIRPACE 1/ | 331 | 338 338 34,1 | 1, ¹ 51 662 1,60 1,59 | 411 467 933 1,263 | 278 315 81 | 166 191 17 215 | 8,88,88 | % [©] 8 - | 891 658 1,139 1,218 | 669 1,191 476 910 | 150 150 1,090 | ¥688 | 1,345 89.88 1,988 | 23,989 | nous nonr rding to | |
| | EAGE ON PRIMARY SYSTEMS OF RURAL CLASSIFIED BY WIDTH AND TYPE OF SURFACE | | 22 FEET | -11 | 104 272 51 51 317 | 88 5 5 7 7 8 2 2 6 7 7 | ₹88 | 206 650 - 24 | 24. 174. 119 | 252 279 1,079 1,13 | 287 285 36 | ម្ខង្សង្ | 518 17 141 | 1,191 171 171 | £ 48,62,88 | 273 4,48 3747 | 15,423 | surface-treated; G-1, mixed bituminous norrigid base; G-2, brick; L, block. Segregation according to base course (| |
| | FEMS YPE OF | | 8 1 | AM | 3 - 152 83 - 18 | 8 | 84.5% 1 | 7 ⁴⁶ 86. | ٥.١٤ | 81.8 | ₫ | 다 4월 | . 198 | 531 | 57 c - | o-4 81 85 | 3,413 | G-1, mix Segrega | a |
| | SYS7 | | - | TOTAL | 75 1,283 1,94,1 | 1,561 747 81 1,430 | 1,152 | 8,4,5,5,4 8,4,5,5,4,6 1,4,6,4,6,4,6,4,6,4,6,4,6,4,6,4,6,4,6,4, | 5.88 ¥ 120,1 | 8855 | 88824 | 1,081 | 2,470 617 1,395 | 1,387 973 1,510 | 8,294 % | 2,435 2,435 1,100 | 666'64 | treated; | رنخ |
| | PRIMARY BY WIDTH | f | | PMH | 133 | 8 II 254 | 1,074 1,200 840 | £4 £4 | 521 25,1 | 1,774 | ‡ 84 83 83 | 1,578 393 26 | 1,045 1,045 1,045 | \$\$ 2 2\$ | 1,647 12 12 12 9 | 2, 28, 2, 1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, | 24,931 | surface- brick; L | |
| | ON PR | | MN 22 PKET | 25 H | 3,101 593 2,287 | 382101 | 1,823 1504 1,104 | 8888 | 3588 | 88.5 35.5 35.5 35.5 35.5 35.5 35.5 35.5 | £ . £ | 2,606 271,2 3,172 63 | 4,059 777 883 899 | ងឱ្យម៉ូស្ | 3.03 5.08 5.08 5.08 5.08 5.08 5.08 5.08 5.08 | 823 82 1.1 83 87 87 1.1 | 39,889 | tuminous rete; K, | · |
| | ILEAGE (| | IND LESS THAN 22 PRET | 3 | 1,971 224 1,209 | ,38°,2° | 3,175 429 228 293 | g9g. | 355 | 2,00,1,1 1,1369 1,186 | 1,136 386 31,136 31,136 | 48, 58, 48 48, 58, 48 | 885% | 3,760 | 5,740 160 247 2,42 | 3×42 | 40,83B | ne; F, bi ment conc 1. | |
| | 를 | | | АМ | 52 68 52 | ७ व | 8,48 | <u>ቷ</u> ፎዥ . | ۵،۱۵۲ | 253 253 101 | 1,388 | 426 - 1,855 | 8춘 -= | 1,44,13 | 3772 | 00'B | + | l, or sto rtland ce | |
| | SURFACED | | 20 PRET / | TOTAL | 3,168 3,168 372,4 | + | 6,605 1,232 1,535 2,623 | 1,513 | 8884 | | 4,1,2,5 4,2,6,5 4,2,6,5 5,2,6,5 | 2,307 3,730 3,973 2,128 | 3,351 | 3,830 1,514 1,514 | | 3,88,1 | 115,582 9,924 | tt; J. Po | 3 |
| | | \mid | | PMH | 도라함쪽 | £8888 | 332 1 5,676 818 | 3,513 3,52 1,252 | 3828 | 248 176 1,060 5 | 8.21 | 1,958 | 396 871 872 85 12,127 | 31 1,227 1 505 | 1,77 1,21 1,21 1,21 1,21 1,21 | 33 gr - | 28,614 | ed; E, sla set asphally classi | |
| | EXISTING | l | | | 1,00°4. | 8,8 - 8 | 2,333 | \$1.88 8.45 1. | 작문장리 | 45 E E E | ম ' হুল | 2,515 1,041 4 | 1,048 3,006 | 88 · 88 | 2, 8, 2, 4, 4, | | - | ll surfac se and sh reditrari | |
| | ω | | LESS THAN 20 FEET | G-1 | 8,59 89 1, | 313 15 2,035 | 1,386 660 833 2 | 10 10 10 3 | 18,4,1 1,4,73 1,13 1,04 | 85±38 | 200 200 357 | 240 1405 2,246 | 18, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8 | 2, 1, 1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, | | - | 148,1463 30 | D, soil | |
| | | | LESS THA | Q Q | ļ | | 3967 117 1173 | | 129 100 1,1 531 | | 원 . 영 . | 201 191 710,1 | <u> </u> | - 32 g | ļ | + | + | follows bituminou the mile |]. } |
| | | | - | | 25 103 103 103 103 103 103 103 103 103 103 | + | | 12 129 17 5,29 17 2,29 17 2,29 | | ਜੌ | 2,500 2,000 | | | | | | 8, | Sase; I, for them, | ٠, |
| | | r Year wities | | TOTAL | 863 243 3,578 | | 3,477 1,374 6,235 4,367 | 13,077 13,077 | 478,1 586,2 573,1 | 1 | | 98,4,4,1 | 8,805 1,378 2,191 8,469 | 2, 2, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, | ļ., | | + | hese column rigid l | , b 54 |
| | | of Calenda | | TOTAL SURFACED MILEAGE | 7,055 3,595 121,9 | 8,43,48, | 11,914 1,153 10,425 9,720 | 8,664 9,116 15,124 2,187 | 2,519 1,519 6,10 6,10 8,245,8 | 10,369 7,991 7,900 5,336 | 9,273 2,143 1,486 1,232 | 7,836 20,691 80,691 | 16,027 9,417 4,435 26,736 | 812,000,000,000,000,000,000,000,000,000,0 | 39,951 4,148 1,766 6,339 | 3,479 | 360,616 | ypes in the | elool |
| | | Compiled for End of Calendar Year from Reports of State Authorities | | STATE | Alabams Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kaneas Kentucky Louisians | Meine Meryland Massachusetts Michigan | Minnesota Missisippi Missouri Montana | Nebraska Nevada Nev Hampshire Nev Jersey | Hew Mexico Hew York Horth Carolina Horth Dekota | Ohio Oklahome Oregon Pennsylvania | Rhode Island South Carolina South Dakota Tennessee | Texas Utah Vermont Virginia | Washington West Virginia Wisconsin | Total | J/ Surface types in these columns are as follows: D, soil surfaced; E, sing, gravel, or stone; F, bituminous H-c/ bituminous penetration rigid base; I, bituminous concrete and sheet amphalit; J, Fortland cement concrete; K, Where no segregation was reported for them, the mileage was arbitrarily classified as G-i and E-1. | |

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL-1952 CLASSIFIED BY WIDTH AND TYPE OF SURFACE

| | | | LES | LESS THAN 20 | FERT | | | 41. 41.0 | | | | | | | | | | | | ł | | ra | | issued September 1953 | <u>ہ</u> ا |
|--|--|---|---|--|---|--|--|-------------|---------------------|--|----------------------------------|--|---------------------|--------------------|-----|-------|-----------------------|--------------|----------------------|----------|------------------|-----------|--------------|-----------------------|------------|
| | | | | S Time S | Total | | 8 | PEET AND IE | AND LESS THAN 22 | 22 FEET | | - | 22 PEET | 14 | | 23 | FEET AND LESS THAN 27 | LESS THAI | 1 27 PEET | | ., | 27 FEET A | AND OVER | | |
| STATE | TOTAL | | | o⊷. I | SURFACE 1/ | | | TYPE | TYPE, OF SURFACE 1/ | ICE IV | | | TYPE OF | TYPE OF SURFACE 19 | | | TYI | TYPE OF SURI | SURFACE 1 | | | TYPE (| OF SURFACE | 7.7 | 1 |
| | MILEAGE | TOTAL | ÐЫ | *11 | F22 1 | ניאנ | TOTAL | ОМ | *21 | G-2 H-2 I | 101 101 | TOTAL D | * 2 I | 9-2 H-2 I | האנ | TOTAL | ΩИ | ~ 2 <u>7</u> | 1.22 1.22 | L X J | TOTAL | e G E | 122 | - 74 | 1 |
| | | | | | | | | | SECO | SECONDARY | STATE | HIGHWAY | VAYS | | | | | | | 1 | | 1 | | 1 | ı |
| Colorado | 6,246 | 773 | 290 | 1 | 197 | 18 | 1,519 | 7179 | 23 | 834 | 18 1,1 | 1,126 47 | 1,76 | 32 618 | ŀ | 1,400 | 1,243 | | 155 | 2 1. | 1.428 1.395 | 195 | F | 31 | |
| Delaware | 1,181 | 932 | ጽ | 543 | ٤ | 291 | 82 | 7 | 125 | 53 | 23 | 18 | 2 | - | 7 | 19 | | ~ | 9 | +- | _ | + | ` - | ╀ | |
| Florida | 1,440 | 880 | • | 871 | 3 | 9 | 63 | • | 73 | t | - | 25 | | | | 694 | | 92 | 5 | | + | . | + | - | - 1 |
| Louisiana: Secondary Farm-to-market Total | 5,238 6,588 11,826 | 2,861 5,148 8,309 | 1,339 5,093 6,432 | , | 1,011 | 73 E D | 2,161 859 3,020 | 937 | | ļ | 25 4 83 20 4 83 20 4 83 | <u> </u> | 2519 | <u> </u> | *J* | 886 | 57 65 | 3 | 3 ° ~ 2 | 271 | <u> </u> | | , | . 7.17 | 1 |
| Maine | 7,585 | 7,418 | 2,319 | 5,044 | 25 | ٣ | OTT | * | 19 | 汞 | m | 큐 | 3 | 7 | | п | 7 | v | r | + | Ļ | | | ٔ ۲ | 1 |
| Missouri | 11,256 | 2,915 | 2,706 | 87 | 12 | 01.0 | 7,522 | 5,316 2 | 2,090 | 22 | 9 78 | 809 | 29 574 | 1 1 | -77 | 191 | 123 | . % | | | ┿ | ~ | \downarrow | + | |
| Montana: Secondary State-aid Total | 2,748 19 2,767 | 1,024 | 991 | # <u> </u> # | ۰، ۰ | | [23 | 79. 1792 | क्र । | 8, 191 | | 77. TI | 88 88 | 9 19 | | 1,023 | 경투용 | g . lg | र् _ष । हि | | # 1 ⁹ | 8 8 | 61 13 | | 1 |
| Nevada | 2,612 | 1,222 | 1,073 | 6111 | • | , | 1,226 | 110 | 1,116 | , | - | 귟 | 5 169 | | | 26 | 8 | 22 | | <u> </u> | \bot | + | + | <u></u> | 1 |
| New Hampshire | 2,158 | 1,321 | 62 | 1,228 | 77. | • | 727 | 8 | 989 | 17 | 12 | 33 | 1 28 | 77 | | ħ | | 63 | 12 | + | Τ. | | 2 | 1 | |
| Oregon | 2,333 | 1,306 | 0.7 | 525 | 274 | 37 | 81,5 | п | 1,57 | 355 | 2 1 | 113 | 143 28 | 4 | ٦ | 72 | 63 | 7 | ~ | 2 | ຄ | 9 | 13 4 | · | 1 |
| Pennsylvania | 23,826 | 23,130 | 4,193 | 11, 344 | 7,085 | 208 | 334 | Ж | 3 | 234 | 31 1 | 170 | 5 11 | 105 | 6# | 29 | 6 | ~ | 75 | 8 | 125 | H | 8 | 52 | 1 |
| South Carolina | 6,315 | 4,304 | 757 | 3,510 | 15 | 88 | 1,746 | 76 1, | 1,649 | 12 | 9 1 | 179 | 191 71 | -7 | | 렸 | 2 | 29 | 2 | | 55 | 2 | 38 | 8 | |
| Weshington | 2,063 | 885 | 131 | 362 | 526 | 166 | 873 | 33 | 184 | 256 II | 104 | 142 | 5 137 | 86 | 7 | 큐 | 22 | 2 | -3 | н | R | 20 | 22 | 2 . 1 | |
| Total | 81,608 | 54,419 | 19,830 | 23,695 | 9,169 | 1,725 | 18,737 | 7,468 6, | 6,868 3, | 3,953 4 | 148 3,039 | 39 931 | 1,064 | t 943 | 101 | 3,642 | 2,364 | 753 | 1,95 | 30 | 1,772 1,476 | <u> </u> | 113 112 | 2 | 1 |
| | | | | | | | | COO | COUNTY RO | ROADS U | UNDER | STATE (| CONTRO | <u>ي</u> | | | | | | | - | | | | |
| ALRORMS | 1,94,3 | 1,943 | 1,72 | 232 | • | • | • | • | | | | Ŀ | • | • | - | - | | - | | Ŀ | ŀ ŀ | Ŀ | Ŀ | Ŀ | |
| Delaware | 1,500 | 1,219 | 786 | 3% | 97 | ผ | 197 | 82 | 퀻 | 37 | -7 | χ χ | 16 1 | 12 | н. | 82 | 13 | 7 | 6 | 9 | 93 | 1 | 3 11 | - | 1 |
| nevada | 1/2 | 7 | • | Ħ | | | 232 | 25 | 176 | <u>'</u> | _ | - 5 | 5 | 1 | | | , | | | - | 3 | - | 3 | • | |
| North Carolina | 39,618 | 28,972 | 13,322 | 971,01 | 5,290 | ਜੋੜ | 3,755 | 1,470 1, | 1,949 | 328 | 8 1,640 | 164 1 0th | 77 | 63 | 9 | 94164 | 4,088 | 큐 | 21 | 5 1,102 | 19061 20 | ┡ | 23 15 | | 1 |
| Virginia | 36,579 | 35,978 | 22,350 | 13,513 | 95 | R | 397 | £3 | 336 | 큠 | <u> </u> | 52 | 1 % | 1 | 큐 | 83 | 7 | 69 | -7 | 6 | 69 | 5 | 75 | 2 | ı |
| West Virginia | 13,960 | 13,786 | 8,710 | 3,488 | 1,342 | 246 | 88 | ß | ភ | 13 | 2 | 27 24 | - | - | 2 | 142 | 14 | | | 1 | 17 | 큐 | - | • | 1 |
| Total | 93,871 | 81,929 | 16,879 | 27,806 | 6,743 | 501 | 4,669 | 1,702 2, | 2,548 | 398 2 | 21 1,9754 | 54 1,535 | 911 S | 11 | 23 | 4,312 | 4,155 | 87 | 75 | 15 1,207 | 1,079 | _ | 33 | 6 | |
| | | | | | | | 1 | ALL SEC | ONDAR | SECONDARY ROADS UNDER | OND SC | ER STA | STATE CO! | CONTROL | | | | | | | | | | | |
| Grand Total | 175,479 136,348 | 136,348 | 60, 109 | 51,501 | 15,912 | 2,226 | 23,406 | 9,170 9, | 9,416 4,351 | | 469 h, 793 | 93 2,466 | 6 1,183 | 1,020 | 124 | 7,954 | 6,519 | 910 | 550 | LS 2,978 | 78 2,555 | 55 199 | 9 145 | 62 | 1 |
| J Surface types are as follows: D, soil surfaced; E, slag, gravel, or stone; nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration normigil J, bituminous concrete and sheet asphalit; J, Portland cement concrete; K, brick; L, and rigid; for and is urface types is not uniform for all States. Where no segregizatified as G-1 and H-1. | pes are as indeed bit rete and shi nd H surface | follows: 1 uminous rig eet asphalt b types is |), soil su tid base; ;; J, Port, not unifo | rfaced; E, H-1, bitum land cemen rm for all | slag, grav fnous penet t concrete; States, W | el, or sto ration non K, brick; here no seg | ne; F, bitu rigid base; L, block. gregation | a = | rface transitions | eated; G- cenetratic ding to t wem the md | l, mixed on rigid base com | dinous surface treated; G-1, mixed bituminous H-2, bituminous penetration rigid base; Segregation according to base course (nourigid as reported for them the mileage was arbituaril, | us igid artly | | • | | | | | | | | | | l . |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

EXISTING SURFACED MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS-1952

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled for End of Calendar Year

| | | E COR | | LESS | LESS THAN 20 FEET | FEET | | 8 | FEST AND | AND LESS THAN | প্র | FEET | | ď | as Feet | , t | | * | | SAPER AND LESS THAN | 27 PEET | | 7 | Igras di | AND OVER | CH PERST AND OVER - 4-4-4 |
|---|--|--------------------|---|----------------|--|---------------------------|------------------|--|------------|---|------------------------------|-------------|------------------|--------------------|--|---|-------------------|---------------------------------------|--------------------|---------------------|--------------------------|----------|---|----------------|------------|--|
| STATE | TOTAL | CLASSI- FIED BY | į | | TYPE OF SURFACE | SURFACE 1 | _ | | F | a. I | SURGRACE 1/ | | | TYPE | TYPE OF SURFACE | RFACE 1 | | | TYPE | TYPE OF SURFACE 1 | CB 3/ | | | TYPE | OF SURPACE | GB 3√ |
| | Millerage | WIDIN | TOTAL | ÐЩ | 11.1 | 4 4 H | гжч | TOTAL | ΑМ | F G-1 H-1 | 1 H 2 L | האט | TOTAL | AM | # 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | - H - H - H | TOTAL | ДЩ | F G-1 | G-2 H-2 T | TOTAL | 73 | F 2 H | 351 | 910 |
| Alabama Arizona Arkansas California | 88 88,23,43 84,84,84 | | 도 _그 강8 | m , ង្គ« | п. 5 | 3 -2% | 2,48 | 86. 94.58 | ٦,87 | 4,28 | ¥488 | 5.39 | 8028 | 1 1 mH | 0,40 | 46 75 ES | ~ '4.8 | 3 - 28 | 1.4° | ww-1~ | % 여러경 | E 0 2 4 | 8543 | 1115 | 8448 | 25 57 59 25 57 59 28 58 58 |
| Colorado Connecticut Delaware Florida | 434 592 158 1,163 | | 8883 | 4 , ۲-1 | - 883 | ^ო д∾8 | £822 | 2.88 a.\$ | 4 | 1 60 08 | 254 E | ឧដ្តឧ | ខេម្ម | W | 1 mar & | 8845 | 1242 | E848 | ω,,, | - 5° 4 | 834017 | 1 8 9 E | | | | 208 1813 3 75 |
| Georgia Idabo Illinois Indiana | 1,423 1,788 903 | | 259 1068 106 | 27 | 88 4 4 15 | 8/ ଅ ଅପ | ₹. •\$ | 87 22 25 | 9 | 8222 | 8448 | ± 28 8 | 2842 | ⊅ ⊓ | 3 2001 | 538E | य . य | 8828 | 97.1 | Sec al ⊢ | 8848 | 24.42 | £53,88 | 4 , , , | 800 4 | 175 116 54 6 385 551 376 206 |
| Iowa Kansas Kentucky Louisiana | 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 3 2 3 | | 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 4,426 | , 88 h | 34 169 169 | 88 23 58 | 24. 29. 29. 29. | อดกฎ | 8 5 T | 4 v4 7 | នី <u> </u> | <u>ቁ</u> ଅଧ୍ୟ ଥ | 일이 - # | 85°° | લજજ્ઞુ | 8300 | 5223X | 27.4.1.E | &&\(\alpha\) . | 88-88 | £-₹® g | 258 238 238 213 | 4 NO 1 | 23 2 | 88 88 88 88 88 88 88 88 88 88 88 88 88 |
| Maine Maryland Massachusetts Michigan | 1,021 1,021 | 1111 | ¥88 ~ £2 | 4 , | 25 25 71 | 8441 | 1 % . 81 | 17.88 2.04 3.04 3.04 3.04 3.04 3.04 3.04 3.04 3 | 25 | 15 14 17 17 17 | ¤₀-1% | 173 173 | \$10°5 | , , , ^Q | ∞ ∞ , α | 9 - 2 | 37 | 823 | 1 1 1 ^m | 5 2 € | 23 17 17 | e2-1 | 25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 1110 | 2 1 1 2 2 | 29. 23. 34 29. 23. 34 29. 23. 34 |
| Minnesota Mississippi Missouri Montana | 1,010 | | १ १ १ ४ ४ ४ | 18 Kr | ပ အဖွင့ | 4024 | 경디론 [©] | 253 263 263 263 263 | ဖဖစ်- မ | # 13 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 4888 | 3,30,50 | \$ 2 G | α,,α | 8243 | 8-20 | &r-4° | 478 213 37 | 8d ' g & | 261 27 29 | 84 m 34g | -951 | 8,53,13,8 | 62 49 | 8831 | 245 18 20 50 50 50 148 118 118 |
| Nebraska Nevada New Hampshire New Jersey | 3 8 £ § | | 24 52 | | . 37 | m , v # | ผานีย | ដូចជូ | 17 | လထ ဣပ | 7,46 | E. 0, 84 | びってっ | α | r-v-9-1 | ด ' №4 | ω,,, | 6886 6886 | 4.11 | ₹3₩° | 1 - 81 9 | | 8,678,8 | 80.1 | 3838 | 38 100 34 - 6 30 6 |
| New Mexico New York North Carolina North Dakota | 2,270 231 231 | | 고 2.2.2 2.2 2.2 2.2 2.2 2.2 2.2 3.2 3.2 3 | ។ ខ្លួន | 151 | 13 195 | 20%. | <u>ፙ</u> ፠ኇ፟፞፞፞፞ | 4 - E | 8,186,0 | ខ្លុកក្ពុន | r-02+8 | 2488 | ~ . ৱ% | e. '¥ÿ | ដងខ្លីដ | 1 m Q = | 213 25 25 25 25 25 | စ ့မှုဖ | പ ന്യമ | 25883 25.50 | | 25 E 23 ± | 7 - 2 2 | F 0 2 4 | 85 7 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 |
| Ohio Oklahoma Oregon Pennsylvania | 2, 35 28,33 32 32 32 | 1111 | 1,039 1,039 | 9000 | 38 ⁴ 3.3 | 991 97.4 41.4 | 14 E 25 | ጅቭ ፝፞፞፞፞፞ዹ፞፞፞፞ | 0.80 EL | #88# | 42 82 82 101 101 | 8'8∞8 | <i>ବ୍ୟ</i> ଅନ୍ଧ | ۱۰ ۷۰ | 0 C 4 4 | 8133 | ₹ - 9 5 | 홪곀첧箔 | , 00 H | ~ \pi & & | 22 4 83 ESI | 7 7 | 345 143 143 143 143 143 143 143 143 143 143 | 1 man | 35 9 | 978 105 139 672 139 140 150 |
| Rhode Island South Carolina South Dakota Tennessee | 338 1,508 219 604 | 1111 | 5 . 8 . 5 . 5 . 5 . 5 . 5 | ١٥.١ | 려왔 • 명 | ۶۱.۵° | ~8 · 8 | 车车电路 | ,%4, | 883 g | 7 2 7 % | 8548 | ± 18 € 5 ° ° | , | 18898 | . °9₹ | 25-44 | 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | ლ გაგ ლ | . o . r | | 883.7.4 | , 0 m u | 4,84.2 | ₹. 85.59 |
| Texas Utah Vermont Virginia | 2,227 598 160 140 | O바 - - | 38 11 84 · | ٦. ۳. | 88°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°° | न्नु <i>ख</i> ४२ . | . r.83 | 338 | 12,11 | 861 4 ° ° | 888 - | \$300. | 8ंदत्र ' | 1111 | 109 | 1 전환 | &± 1. | 233 | | . 21833 1283 | 92 . E . | - | 章4. | νω'' Ψ | 4 5 6 F | 143 227 25 25 9 |
| Washington West Virginia Wisconsin Wyoming | 454 556 1,234 114 | | 4,235 104 3 | - 점 | 2 63 4 1 | 26 2 8 2 1 | ¥728' | 28 88 | | 7.00 B 4 | 8255 | ್ಟ್ ಜ್ಞಾನ್ನ | 288 747 13 | | 쿠 . 알 º | 8481 | 1 22 2 - | 5,2,3,3 | , - , , | 3988 | 25 10 55 16 13 - 6 | | 25 E E E | цач , | 0187 | 116 116 183 183 298 6 |
| Total | 37,110 | Offt | 7,373 | ξ , | 2,460 | 2,110 | 2,373 | 7,299 | 304 | 2,327 | 2,283 2 | 2,385 | 2,605 | 8 | 747 | 1,233 5 | 525 | 3,667 | 210 1,1 | 1,136 1,698 | 88 | 3 15,726 | 26 173 | 3 1,402 | 2 8,145 | 6,006 |

ON STATE-ADMINISTERED ROADS AND STREETS - SUMMARY - 1952 1 Linguisting only DIVIDED HIGHWAY MILEAGE

28 1 Car

CLASSIFIED BY WIDTH AND TYPE OF SURFACE 2/

TABLE SM-11, 1952 Issued September 1953 G-1, mixed bituminous pointigid base; G-2, mixed bituminous rigid base; H-7, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; In bituminous converte and elect appliant; J, profilering description scoreties and elect appliant; J, block. Segregation according to base course (semantial electrical cand H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily L-M R divided highway mileage was reported. **1**437 533 급등 ല്പ TYPE OF SURPACE 3/ 55 FEET AND OVER 1811 5 91(~ A . 4 8028 2.3 ო**გ**ა , 54.4 1,011 はったお . ~8~ TOTAL 1,475 4 ti ನಿನೆಔ Z . . Z . 23. 8,508 8 . . 159 5 × -TYPE OF SURFACE 3/ 6569 ۵۰. ۳ 8405 46.8 1,098 88 32-45 AND LESS THAN 55 FRET æ F. 2.2. Q 2,653 848 2. t . \$ 582 88.4 TOTAL 2⁴7 5 63 33355 3888 , RE. . ∵⊐4 22-8 TYPE OF SURFACE 3/ 125 H . 25. 8 36 AND LESS THAN 45 FEET If This table summarizes divided highway milege data for State primary rural systems, secondary rural roads under State control, and municipal and under same extensions of State highway systems.

2) A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip may be a planted area, ralkway, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mildling except at intervals where excessorers are provided. Widths abon are totals for all surfaced lanes and do not include the dividing strips.

3) Surface types are as follows: D, soil surface; E, shee, gravel, or stone; F, bituminous surface-treated; summarizes divided highray mileage data for State primary rural systems, secondary rural roads 무급급 ŧ 8118 7 5 8 7 5 8 13 E2 8 **୯ ଅ ଅ** و٠٠٪ 8448 1872 97 99 . 2122. TOTAL ひれこ 13 32 H TYPE OF SURPACE 3/ LESS THAN 36 PEET TOTAL ፠ Compiled for end of Calendar Year from Reports of State Authorities 5,626 **ខ**េត្ត ខេ Nebraska Nevada New Hampshire 4/ New Jersey New Mexico New York North Carolina North Dakota Rhode Island South Carolina South Dakota 1/4 Tennessee Ohio Oklahoma Oregon Pennsylvania Minnesota Mississippi Missouri Montana 4/ Texas Utah Vermont 4/ Virginia STATE Alabama Arizona Arkansas California Total

The Esthers he

0.0 101 702

8

lu w 36

40- 454

INTER -H J1 H elman to Die

70 m

| | SYSTEMS |
|----------------------------|----------------------------------|
| STATE HIGHWAY MILEAGE-1952 | MILEAGE CHANGES ON STATE HIGHWAY |

| | | | | Т | | | , | | _ | · | - | | | _ | | | · | , | · |
|--|---------------------------------|-----------------|---|--------------------------|---------------------------|------------------------------|---|----------------------------------|---------|---------------------------|---------------------------|-------------------------------------|--------------------------------|---------|--------------------------|------------------------|--------------------------------|----------------------------------|--------|
| issued September 1953 | | EXISTING | AT END OF YEAR (1 + 24) | (25) | 2,355 26,671 25,177 | 38,999 90,980 11,9,616 | 41,545 64,167 7,080 79,124 | 66,223 83,498 1,793 | 627,708 | 673 2,680 6,607 | 37.64 37.639 85,538 | 36,455 56,909 4,902 16,336 | 163,654 69,903 557 19 | 370,576 | \$\$£\$ | 211 1,006 5,593 | 2,221 3,586 393 1,767 | 10,284 10,774 1,122 153 | 37,797 |
| des penss | | | CHANGE IN MILEAGE (2+23) | (57) | 52 52 5,037 | -298 -1,370 8,078 | 1, 28, 858 3, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 6,778 -3,154 -160 -1. | 609"9 | -62 -253 -796 | -17h -2,2hh 2,69h | 1,241 1,128 -79 -23 | 4,970 -3,016 -74 | 3,603 | #989 | 2,842 | 55° ~ X | 25 P | 772 |
| | | NET | HILEAGE CHANGE DUE TO CONSTRUC- TION (21-22) | (23) | ** -2,298 -7,317 | -3,469 73,500 7,935 | धूर् _य दे | 1,293 -1,204 -121- | 1,870 | * 177 -215 -215 | -3,225 2,763 | 2,746 -57 -250 | 5,460 -2,177 -1,9 | 1,533 | *%&& | 455 | 8,52,40 | £\$4. | 155 |
| | ANGES | | MILEAGE OF FORMER TYPES REPLACED | (22) | 2,298 183 3,598 | 10,933 10,933 | 2,774 2,379 14,7 875 | 1,966 4,540 125 3 | 44,444 | 77 77 215 3,159 | 6,760 3,648 | 2,589 2,163 274 685 | 1,583 | 759,25 | # 5 83 119 | 63 171 | 작전다용 | %334° | 1,860 |
| | SUMMARY OF CONSTRUCTION CHANGES | YEAR | TOTAL | (2) | (269) | 3,589 7,464 12,779 | 3,077 | 9,259 | 46,354 | (123) | 3,535 | 2,590 4,909 21.7 1.35 | 7,043 | 27,190 | (15 18 18 | នក៥ | 2128 8 8 8 8 8 | 874 170 | 2,015 |
| | I OF CONST | DURING | RESUR- FACING TO SAME TYPE | (20) | * * * * | 1,175 3,644 5,058 | 1,643 260 276 | 1,506 34.7 | 12,791 | ###∄ | 2,508 1,140 | 1,340 1,479 109 173 | 1,206 307 | 8,766 | **** | æ838 | 2 ~ 83 | 33 260 | 591 |
| | SUMMA | MILEAGE BUILT | NEW TYPES REFLAC- ING OLD SURFACE | (19) | * * * * 2 | द्रव्यु | 1,322 3,658 121 182 882 | 679 | 20,938 | # # # # ELS | . 296 2,513 | 1,103 2,972 94 236 | 544.6 566 - | 13,482 | ###9 | 138 | E82.E | 59 | 1,062 |
| | | E | ON EARTH ROADS OR NEW LOCA- TION | (18) | * * * * * | 2,323 3,116 4,507 | <u>भृष्य</u> ्य २ ८ | 28. 150. | 12,625 | * * * * | 139 731 2,458 | 금월급경 | % | 1,942 | * * * ° | 2,882 | 081€ | 45 - | 362 |
| | | ы | BLOOK | (11) | * * * | | | · | ~ | .**. | | | | , | ** | | 1111 | 6 | 3 |
| ĺ | | × | BRICK | (16) | ** | | 6 1 1 | 96 19 | 125 | **, | | 1111 | ¥7,1 | 윤 | YSTEMS- | 111 | 4 | 27-4 | 19 |
| ON CHANGES | | د | PORTLAND CEMENT CONCRETE | (15) | 7 * * * 19 | , 유큐 | 279 | 3,84 7,24 1 | 042,4 | HIGHWAYS 3 114 ** ** 11 | ۰ % | 21.3 | 3,440 307 - | 1,021 | ο - * * | 1 4 6 | -8 ⁻ 1 | 88 | 168 |
| ACCOUNTING TABLE OF CONSTRUCTION CHANGES | | н | BITU- MINOUS CONCRETE AND SHEET ASPHALT | (14) (15) | | . zu | ដជីងដ | 132 | 1,966 | | - 22 | ដដីងភ | 1,206 | 1,583 | TE HIGHWAY | 17 | , ⁸ , ⁸ | 8ε | 329 |
| BLE OF | | H-2 | BITU- MINOUS PENE- TRATION | (13) (13) (13) (13) (14) | ~** | 127 | 276 | 804 | 875 | L STATE | . ' ₈ | 53 | 표 | 685 | OF STAT | ~ | 52 6 | ਰੋ | 82 |
| NTING TA | ABANDONED | I | BITU- MINOUS PENE- TRATION T | (12) 2Y OF | | 0,80 | , 98°- | 277 | 1417 | RURAL | 0 10 | 109 | E 2 | 274 | SIONS - ** - | 111 | 77 0 | 00 | 17 |
| ACCOL | 10 | 25 | MIXED BITU- 1 | (II) (I | £ # # C | 288 | 1,643 11 | % - 38 18 - 1 | 2,379 | PRIMARY 13 ** ** | , %% | 1,479 01 | 98 - | 2,163 | EXTENS | 2 | ~8 | ς, ₁ | 133 |
| | REPLACED | Į | MIXED BITU- MINOUS | (01) | <u>-*</u> ** | 193 | 1,440 684 - 5 | 218 85 | 2,774 | £ ** # £ | - 176 106 | 1,340 634 - 5 | 210 78 - | 2,589 | | 13 | 39 | 00 | 151 |
| | TYPE OF ROAD | Es. | BITU- MINOUS SURFACE- TREATED | (6) | 61 # # 61 | 2,058 | \$\$ % <u>\$</u> | 776 177 - | 1,9844 | ∺ ‡‡% | 1 52 1,440 | | 611 62 | 3,648 | MUNICIPAL ** | 8 | 10 17 17 17 | 85 - 1 | 174 |
| | F | £Ω | SLAG, GRAVEL, OR. STONE | (8) | 75 * * \$15 | 3,644 3,545 | 679 1,544 18 548 | 333 264 | 10,933 | 25 * * 89 | 16 2,508 1,875 | 513 1,229 18 47 | 167 210 - | 092 69 | *** | 29 79 | 13 - 22 - 23 - | 13 | 198 |
| | | Q | SOIL- SURFACED | (1) | 32 ** 167 | 1,175 374 2,222 | 13 14 25 15 | 188 1 | 4,562 | 27 * * 86 | 60 2 243 | % ~ 11 | 16 14 - | 1,33 | 7 * * * 5 | 36.0 8 | | 12 | 63 |
| | | υ | GRADED AND DRA INED | (9) | 2 * * E | 1,580 2,064 3,463 | 15t 146 146 | %8 ' ' | 8,555 | , H * # I | 108 281 2,265 | 109 | 113 80 - | 3,159 | c**u | 325 | 36 0 | п _® | 911 |
| | | Д | UNIM. PROVED | (5) | 61 107 | 679 788 788 | %2 1 | ۰۱ % | 2,298 | 0.2.2 | 정요 | 91.1 | NH WH | 215 | °** | 47 67 | 1111 | 7 H | 83 |
| | | Ą | PRIMI- TIVE | (†) | ≒ ‡‡⊓ | 28 d | 13 | -78 <u>2</u> -11 | 183 | . * * % | 122 | | , s | 11 | . * * . | | 1111 | r | 2 |
| | | FITTE | ON NEW LOCA- TION | (3) | * * * * 75 | 393 | 38252 | 9 7 8 | (2,139) | 172 | 13% 13% | 85,48 | 272 | (1,656) | **** | 27 17 19 | л % чч | 27 63 - | (191) |
| | | | SIONS OR TRANS- FERS | (3) | 235 -339 2,281 | 675 2,099 14,3 | -1,161 1,130 5 13 | 55. 54. | 4,739 | ** 15 1,774 | ∃ ğ & | -1,245 1,382 -22 4 | -153 -23 -25 -1 | 2,070 (| * , 60% | ያያራ | አይቷሪ የ | 10 118 17 | 617 |
| | | MILEAGE | NING OF YEAR | (1) | 2,303 29,308 30,513 | 39,297 92,350 141,538 | 42,403 59,261 7,126 28,766 | 59,445 86,652 1,954 183 | 651,099 | 735 735 74,403 | 3,878 39,883 82,844 | 37,699 52,781 4,981 16,582 | 12,919 72,919 631 20 | 366,973 | \$3.8 * | 24.3 1,034 5,362 | 2,189 3,331 388 1,731 | 9,729 10,954 1,200 1,55 | 37,025 |
| | | TYPE OF ROAD | OR BUILT | | Abandoned A B C | ОМР | 유유 다양다양 999999 | нъмц | Total | Abandoned A B C | ДМЕ | 2223 2222 22222 | הצלו | Total | Abandoned A B C | OM P | 1211 2222 2222 | нвен | Total |

Compiled for calendar year from reports of State authorities

ar Remir

Table SM-101 Sheet 2 of 2 Issued September 1953

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS STATE HIGHWAY MILEAGE - 1952

| | | TIRAGE | of Year (1+24) | (52) | 1,646 23,575 18,635 | 35,084, 52,335 58,485 | 2,869 3,672 1,785 11,021 | 7,285 2,821 114 8 | 219,335 | 214 7,422 1,035 | 1,368 30,701 30,149 | 2,125 2,722 219 10,717 | 2,306 60 8 | 93,279 | ** 1,432 16,153 14,600 | 33,716 21,634 28,336 | 1, 28, 24 26, 26 26, 26 | 6,052 515 54 | 126,056 | and being |
|----------------------|-------------------------|---------------------------|--|---------------------------|---------------------------|-----------------------------|--|----------------------------|----------|---|---------------------------|---------------------------------|---------------------------|---------|---------------------------------|----------------------------|---|--------------------|----------|--|
| T | | | CHANGE A IN ON MILEAGE (1 (2423) | (57) | *116- 116- 1101-4- | ├ ── | | 1,253 | 2,234 2 | ** 18 -994 | 359 1,579 | 75 % S | 287, | 1,538 9 | ** 98 -1,416 -3,056 | 3,546 | ដូន្តីន | 1,077 -14 -5 | _ | ies), Delaware, North Carolina, Virginia (all but 3 counties), and been constructed and taken over for State maintenance without being |
| | | T | MILLEAGE CHANGE DUE TO CONSTRUC- (121-22) | (23) | -2,000 1,016 1,016 | - | 58 52 88 58 53 88 | 1,288 | 182 | *************************************** | -113 -249 0,520 | ₹£78 | 187 | 185 | ** -100 -1,305 -3,024 | -602 128 3,174 | ೫ಇಭ್ವ | 1,101 | - | ull but 3 c |
| | SES | | MILEAGE OF CO PYORMER DI TYPES COI REPLACED (; | (22) | 10h 2,000 5,277 | - | #8%# | | 16,967 | ** 4, 695 1,667 | 2,197 396 | 8476 | 25.80 | 5,319 | 1,305 3,610 | 3,927 1,778 626 | ឧឌន្តន | 82. | 11,648 | irginia (a for State |
| | CTION CHANGES | | TOTAL F | (21) | (134) | 3,351 | 84455 84455 | 1,342 | 17,149 | 8 * * 3 | 26 1,948 1,916 | 252 379 668 | 212 82 | 5,504 | (78) * * * \$85 | 3,325 1,906 1,100 | 106 171 55 | 1,130 | 11,645 | arolina, V aken over |
| | SUMMARY OF CONSTRUCTION | TRING YEAR | RESUR- FACING TO SAME TYPE | (20) | * * * * % | 1,107 | ಬಳಸಿಕ | 07 | 3,434 17 | ###A | 127 | ~&,& | a.'' | 1,007 5 | * * * * 8 | 1,107 380 1,03 | 325 | 27 7 | 2,427 11 | e, North C |
| | SUMMARY | MILEAGE BUILT DURING YEAR | NEW RI TYPES F. REPLACTING OLD TO SURFACE | (61) | * * * & | 72 388 3,563 | 862.88 89.288 | 816 84 - | 6,394 | ***. | 8 20 727 | 132 273 584 | 741 84 | 1,939 | 198 | 2,8% & 3,8% & 3,8% & | 3222 | 699 | 4,455 |), Delawar en constru |
| | | MILEAC | ON EARTH T ROADS OR NEW IN IN LOCA- SU | (18) | * * * * * | 2,172 2,359 1,891 | 159 | 984 | 7,321 | * * * * % | 1,201 1,030 | 11.75 [™] 4. | 52 | 2,558 | * * * * 113 | 2,154 1,158 861 | 2 [†] ¹ | # | 1,763 | 1 ti a |
| | | п | BLOCK OF | (11) | * * * | | | 1111 | | ,**, | | | • • • • | 1 | ,**, | | | | , | Alabama (3 mall mileag iighway syst |
| | | × | BRICK | (16) ROL | ** | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 6 | 77 | .**. | | -3 , , | 20 | 6 | 4) '##' | | | -3 , , , | ~ | ages in vada a s State h |
| N CHANGES | | ۵. | PORTLAND CEMENT CONCRETE | 15) CONT | ~ * * | | 9 1 | %~ ' ' | נג | HIGHWAYS | | 1111 | 25. | 92 | CONTROL ** | | , , , | 77. | 52 | M. Includes mileages in Alabama (3 cou West Virginia. In Newada a small mileage heat to the existing State highway system. |
| CONSTRUCTION CHANGES | | н | BITU- MINOUS CONCRETE AND SHEET ASPHALT | (14) (ER STATE | ~** <u>.</u> | | | 9" | 75 | STATE HIG | 11 | 111 | a | 52 | STATE CO | | | 27 | 82 | Mest Virgin |
| 8 | | #-2 | BITU- MINOUS PENE- FRATION | (12) (13) (1) ROADS UNDER | * * | - 18 | | £ | 134 | | - T | % | 37 | 10% | UNDER ST | | 8 | | 53 | heury |
| ACCOUNTING TABLE | OR ABANDONED | I | BITU- MINOUS PENE- TRATION | _ | ~ # # | ۳. | . _{वि} . | ~ | 156 | Y RURAL | | | 8 | 7 | , | - 1 | 149 | 1111 | 152 | E E |
| ACCO | | 7 | MIXED BITU- MINOUS | 10) (11) SECONDARY | * * * | -3 | 12. | -3 | 83 | SECONDARY ** ** ** | . 7 | - 39 1 | | 7 | ROADS | | . _% | -3 | 39 | form for |
| | ROAD REPLACED | I | MIXED BITU- MINOUS | (IO) | * * | | äя,, | 21 | 31 | S .**, | | | | 8 | COUNTY ** | | ឧដ | ~ ' ' ' ' | ຄ | s not uniform and H-1. |
| | TYPE OF ROA | (be) | BITU- MINOUS SURFACE- TREATED | (6) ALL | 9 * * | 248 ² | 28 178 128 | 300 | 1,022 | O * * , | - 11 159 | 12 12 118 | % | 3%6 | -3 -7** - | 2 1403 | 7.7° | 27 | 929 | se types is |
| | L | æ | SLAG, GRAVEL, OR STONE | (8) | £; ‡; 3; | 0, 1,107 1,591 | 292 173 173 | 81 · · | 3,975 | ∄ ‡‡, | 8 727 566 | 120 257 - | 2 [‡] | 2,197 | 11 * * * 9 | 62 380 1,025 | 24,7 | 158 | 1,778 | d H surface. |
| | | Ω | SOLL- SURFACED | (1) | 134 * \$1 | 1,107 | ដងង ' | 094 | 4,066 | ~* * , | - 135 | | , , , , | 139 | 16 ** 136 | 1,107 368 1,808 | ដងង ្ | 091 | 3,927 | arbitraril |
| | | ၁ | GRADED AND DRAINED | (9) | £ * * % | 1,462 | 57 R | żτ , | 5,277 | 13 * * 5 | 15 1,135 318 | %¥ | 22 | 1,667 | 283 | 1,4447 643 809 | 12 - - | 8 | 3,610 | nd rigid |
| | | В | UNIM. PROVED | (5) | 84 * * 501 | 679 1,37 668 | 7 - 73 | & | 2,000 | 7 * * 31 | - 638 | | 21 | 569 | 17 /*** | 679 14.314 30 | 1.8 | 17 | 1,305 | mrigid a |
| | | Ą | PRIMI- TIVE | (7) | - * * · | 12.28 æ | | e | 104 | ,**, | 1 3 | 1111 | • • • • | 7 | | 12.12.12 | 1111 | ۳ | 001 | ted the m |
| | | | BUILT ON NEW LOCA- TION | (3) | * * * \$ | 988 | £ 383° | 2 ¹ 1 | (316) | * * * % | , 28.27 | 28,4 | 87 | (च्या) | **** | 3 16 17 | T | ಸೆ | (73) | base costs report |
| | NET | DUE TO | SIONS OR TRANS- FERS | (2) | 220 -110 152 | 623 1,023 159 | ន ម្ត | -35 28 - | 2,052 | 22 -299 1181 | 472 652 59 | £4.4 | ±42, - | 1,353 | ** 198 -111 | 다. 전 001 | 8 9 9 8 | मह- 1- | 669 | cording to |
| | | | AT BECIN- NING OF YEAR | (1) | 1,530 25,985 22,829 | 35,176 51,433 53,332 | 2,515 3,119 1,757 10,453 | 6,032 2,779 123 8 | 217,101 | ** 196 8,416 5,173 | 1,009 30,298 28,570 | 1,884 2,428 216 10,172 | 1,057 2,250 64 8 | 1,17,12 | ** 17,569 17,656 | 34,167 21,135 24,762 | 631 721 1,541 281 | 4,975 529 59 | 125,360 | Segregation according to base course (nomrigid and rigid) for G and H sur Margin to segregation was reported the mileage has been arbitrarily class Hard the segregation of the course o |
| | | TYPE OF ROAD | EXISTING OR BUILT J | | Abandoned A B C | បសុក | 6-1 6-2 H-1 H-2 W-2 W-2 H-2 H-2 H-2 H-2 H-2 H-2 H-2 H-2 H-2 H | IFKI | Total | Abandoned A B C | 口瓦萨 | # F 5-1 | באלא | Total | Abandoned A B C | 日日 年 | 9-1- 8-2-2-4-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2- | ньжп | Total | States. Mo |

Compiled for calendar year from reports of State authorities

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.-1952 arphi

CLASSIFIED BY TYPE OF SURFACE

MATCH AND MACK TABLE OSM, 1952 Issued September 1953 (3) Mileage previously reported here is now a part of State and local systems.

Frintiive and unimproved mileage included with graded and drained. Complete classification not evallable. PORTILAND CEMENT CONCRETE 17 23. HIGH-TYPE BITU-MINOUS 74 - 85 - ខ្លួក 535 SURPACED MILEAGE LOW-TYPE BITU-NINOUS 82.5 8 120 - ខេដ្ត ۴. ۱ SLAG, GRAVEL, OR STORE .13 137 8, 18 · 53 24 4 . . ያል ٠.٤ 8.5 1,835 STATE CONTROL SOLL-SURPACED 1.81 웘 .8. . . 8 . ٠, ١٥٠ UNDER TOTAL ۷۰۰۰ 3,713 177 23 £. . ಸ•ಸಹೆ **3** E∞8 . . 5 윤·돺 , ಕ್ಲೆಸೆ - - 23-3 . .8 4.3 GRADED AND DRAINED . -191 3,013 4,019 3 · 43 ۶, ۱ پ • សូង NONSURFACED MILEAGE PRIMITIVE AND UNIMPROVED 9.14 몿 . . 8 . **አ**ጵዬ. .4.~ TOTAL . ~ . 2 **출이**. 9.18 ឧន . -. -3,013 なみだか 8,0 1,961 837 B TOTAL 188 188 148 1,256 . . 888 . . 888 8,680 , % 8.25 3 . . € • ₹ భెచ్చిలిస్ల . 육 . 3 . 57 . .⊋ . N 105 HIGH-TYPE BITU-MINOUS , ဗွာ ဋ £ • 4 ıχ, 73 1/ Includes only the mileage of roads not forming a part of the State or local highray systems.
2/ Includes toll roads as follows: Colorado, 17 miles; Florida, 15 miles; Maine, 47 miles; New Jampshire, 15 miles; New Jersey, 118 miles; New Jork, 55 miles; and Pennsylvania, 326 miles. ' 心ሄ⊈ LOW-TYPE BING-MINOUS . 5. 8 . % . -3 °8 ሌ ! ፙ 1,805 8., . . & & SURFACED MILEAGE -13°9% . 33 .8 1,200 . sel SLAG, GRAVEL, OR STONE · 8 · 61 - 5**1** 83.28 15,493 8 - 18 88889 ٠ <u>۲</u>% 232 . & ដន្ត क्य सम् ' ' ' ' ' ' ' ' 8 1,588 <u>4</u> 4 8 8 4 <u>8</u>8. . ત્રં∙છુ 3,889 133 , % a & 4 '器' ៲ឣౙ 18,786 TOTAL 절 - 돈챟 8,5,2,3 1,935 GRADIED
AND
DRAINED 1,779 93 10,610 121 1,561 , g \$88£ · · 823 8 8 8 8 8 8 8 8 25,958 8.48 NONSURFACED MILEAGE Ŧ PREDICTIVE AND UNDEPROVED *,688 ...,7 5,825 8,68 . 7 E 9 (E 88224 8..8 . . የጸ . £3. . . gg 2,750 31,686 2388 6,623 8,488 3,615 . 200,01 90,01 90,01 67. ,60°, . . 182 . &8.2 £.3 -¤,4 3,85 1,28,54 1,28,54 ₹9,72 1 8/2 461,01 8,552 . ងង្គ 3,916 - 85 4 33 8 · Ĕ88 \$ 4 8 8 ¢ 76,430 <u>۾</u> ، ، 15° 23 .86 New Mexico Mew York Morth Carolina North Dekota Rhode Island South Carolina South Dekota Tennessee Maine Maryland Massachusetts Michigan Hebraska Hevada Hev Hampshire New Jersey Washington West Virginia Wisconsin Wyoming Ohio Oklahoma Oregon Pennsylvania STATE Minnesota Mississippi Missouri Montana Iowa Kansas Kentucky Louisiana Total Georgia Idaho Illinois Indiana Texas Utah Vermont Virginia

1 1/2 C

Compiled for Latest Available Year from State Highway Planning Survey Data

EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS-1952

CLASSIFIED BY TYPE OF SURFACE J

Compiled for Latest Available Year from State Highway Planning Survey

TABLE LM-0, 1952 Issued September 1953

AND AND BLOCK 9 ß ₹ აფ⊦ 윩 y 207 PORTILAND CEMERT CONCRETE . 1285 - 125 ខ្លួខ្លួខ 883 ង ដ 418 151 183 3,027 205 1,418 1,741 5,282 743 1,329 83 2 829 330 14,407 13 정착단종 388 HICH-TYPE BITU-MINOUS 5,00,17 2,747 1,675 5,321 8,549 3,133 2,233 2,233 8,44,48 8,64,68 8,64,68 801. 48. 34. 19, 14 3, 936 5, 030 LOW-TYPE BITU-MINOUS 470,826 STAG, GR OR STONE 7 1,86 3,248 88 . . SOLL-SURPACED 48 88 1,826 884. BII 1,083 331 2,156 ₫8. 683 143 143 65,636 45,457 22,737 10,746 88,044,8 198,98 74,996 26,455 57,655 11,959 26,000 1,653 5,283 12,119 1,601 56,273 -23,908 6,72 15,72 19,11 19,11 1,223,881 2,255 1,619 357 9,021 GRADED AND DRAINED 1,153 501 646 15,059 22,675 2,440 2,440 28,677 55,793 16,472 1,610 2,250 555,900 NONSURFACED 83,43 120,49 80,480,49 21,187 21,194 21,512 41,523 64,242 18,025 3,386 3,205 \$,8 5,75 60,981 13,515 26,584 19,773 11,65 11,66 9,348 1,094,698 46,525 64,815 107,263 2,318,579 6,51,54 8,68 18,68 96,183 53,649 79,167 53,482 90,242 19,678 8,669 15,324 26,282 84,282 55,856 55,856 OTAL. New Mexico New York North Carolina 3/ North Dakota Washington West Virginia 3/ Wisconsin Wyoming Rhode Island South Carolina South Dakots Tennessee Nebraska Nevada Nev Eampshire Nev Jersey Maine Maryland Massachusetts Michigan Ohio Oklahoma Oregon Pennsylvania Texas Utah Vermont Virginia 3/ Mimesota Miseiseippi Missouri Montana Total

1/ Complete surface type classification was not available for all States. 2. Because of reinventory, transfer of alleage to or from the States systems, or rural roads, some of the mileages in this column differ substantially from those

urban reclassification reported for former years.

3/ County roads are under State control in the following States; Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. See Table SM-3 "existing mileage esecondary rural roads under State Control - 1992".

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EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES-1952

CLASSIFIED BY SYSTEM

TABE M-1, 1952

Compiled for Latest Available Year from State Highway Planning Survey Data

| - | TOTAL RUPAL AND MUNICIPAL MILEAGE | | <u> </u> | 86,104 122,667 128,667 | 133,286 133,286 63,813 46,101 | 21,928 19,460 24,485 | 121,021 65,846 112,185 | 105,352 26,051 13,657 | 20,737 100,580 74,420 74,420 74,420 | 101,851 99,828 58,301 104,736 | 1,061 51,798 93,917 69,403 | 222,330 30,493 13,783 | 26,206 36,108 36,108 26,933 | 3,343,170 |] ໘ .ິ∞ |
|-------------|---|---|--|--|--|--|--|--|--|--|--|---|--|--|--|
| > | TOTAL MINICIPAL MILEAGE | 7,401 | 4,664 4,730 556 12,597 | 9,255 1,560 20,198 11,666 | 10,232 7,461 3,585 6,472 | 2,157 2,760 6,479 | 11,765 | 5,451 2,208 1,208 | 20,849 8,229 9,239 | 16,294 | 2,384 4,256 2,253 4,977 | 26,858 3,605 816 4.223 | 6,614 9,108 9,108 853 1.154 | 349,570 | al highway system. In such instances, timery system. Sixto for all States. than 3,500 population. Segrent 3,500 population. |
| | | | | 1,774 1,353 18,410 | 2,946 6,946 5,976 5,501 | 2,515 6,349 13,114 | 10,305 3,564 11,763 | 5,039 | 19,963 | 13,928 6,949 4,477 13,975 | 2,046 2,381 2,033 4,373 | 3,006 | 6,160 2,424 7,874 7,874 | 311,773 | local highway system ary system. In such primary system. Frested for all Statems. ss than 3,500 populatithan 3,500 populatithan 3,500 populatithan 3,500 populatit |
| LEAGE | LOCAL CONT | 1 | 4,222 4,138 396 11,430 | | · | 2,3391 | 8,815 3,406 11,763 1,539 | 5,039 1,639 1,644 1,639 | 15,363 | 13,928 6,326 3,861 11,822 | 2,046 2,381 2,033 4,373 | 3,622 3,006 3,727 3,783 | 6,160 2,424 7,330 7,330 1,154 | 294,565 | State or local g a secondary s the State prin mot be segregate local systems. Owns of less th |
| NICLEAL M | EXTEN- EXTEN- SIONS OF COUNTY, TOWN AND TOWN AND | 954 | 1 1 1 | 2,574 | | †a | 1,490 | 1.758 | 009,4 | - 683 616 2,153 | | | ₹., | 17,208 | I by administrative system. I alloage of roads not forming a part of the State or local highway system. I alloage is not available for all States having a secondary system. In such in with mamicipal and urban area extensions of the State primary system. I will ammicipal and urban area extensions of the State primary system. I would not obtain the system of the system of the state primary system. I weported here is now a part of State and local system. I weported here is now a part of State and local system. I would wrainable. In incorporated towns of less than 3,500 population maintenined by the State in incorporated towns of less than 3,500 population. |
| 1 | g | 84,83 | 598 160 1,167 | 1,481 | 1,054 521 669 971 | 130 130 1,021 | 1,460 | 188 E | 381 886 814,2 843 | 2,366 528 391 2,874 | 338 1,875 220 604 | 2,2,8 2,8 1,68 1,68 1,44 | 454 560 1,234 117 | 37,797 | for all Statud and area extended and consults and consults and consults are and consults are and area area. |
| | STATE | | 8 | | 631 | | | 108 | 1,291 | | 1,167 | ١١ | 911 | 3,525 | ministrative system. age of roads not forming is not swallable for all monicipal and urban area monicipal and urban area orted here is now a part masined by the State in i wallable. |
| | EXTEN- SIONS OF STATE PRIMARY | | 1,087 | 1,481 | | | | 488 791 792 | 381 886 1,121 243 | 2,366 528 391 2,874 | 8,8,2,3 | 2, 2,2,3 1,5,3,4 1,5,3,4 1,5,3,4 1,5,3,4 1,5,3,4 1,5,3,4 1,5 | 325 441 1,234 711 | 34,272 | administra leage of ro ge is not a h municipal of county, eported her aintained b available. |
| 1 | TOTAL FURAL ROADS | 86,263 88,263 65,126 104,900 | 69,313 10,380 3,817 42,148 | 86,849 102,559 102,469 47,48 | 100,916 125,825 60,228 39,629 | 20,77, 16,700 18,006 87,88 | 109,256 61,769 99,411 68,878 | 25,519 12,449 17,126 | 60,976 79,731 66,191 114,268 | 85,557 91,751 53,433 87,887 | 1,677 47,542 91,664 64,46 | 25,472 26,888 22,967 49,949 | 49,592 33,124 86,622 26,080 | 2,993,600 | the been classified by administrative system includes only the mileage of roads not forn Segregation of mileage is not swallable for sege is included with manifolan and urban is Multipal, extensions of county, town, and Multipal extensions of county, town, and Includes 267 mileage maintained by the State by surface types not wratished to the wallable. |
| 72 | TOTAL | (%) 112,8 401,01 | 984. | 8,552 | 의 운 . | 81 | 1,029 | 259 | 3,916 | - 339 14,439 332 | 1,020 1,020 | 5,577 969 | 4,760 514 393 1,994 | 76,430 | t been Include Segrega Segrega Segrega Multage Include by surf Include not ava: |
| Dame | OTHER NATIONA ROADS | | 338 | 6 | 51 . | 7 | 125 - 295 | 146 | 308 | 209 119 | - 88 741 | 1,041 8 445 | 208 | 5,211 | A PART TO THE PART OF THE PART |
| WDER FEDERA | NATIONAL INDIAN RESER- VATION ROADS | 1,316 113 | 13 | ar₹ . | | | 1408 - 632 | | 1,504 | - 339 1,295 4 | 952 | 520 | 217 297 352 | 12,524 | Δ. |
| = | NATIONAL FOREST HIGHWAYS | 3,388 | 653 - - 736 | 8,031 | 170 | 29 | 1,011 904 1,088 5,699 | 11.3 11.8 - | 2,380 - 716 | - 12,935 209 | - 530 | 4,016 14 524 | 3,970 | 58,695 | erolina, ouisiana; re not a Florida, (C lvania, 32 esota, |
| | TOTAL | 49,863 16,181 55,670 81,801 | 56,696 7,826 30,898 | 73,191 27,483 92,036 75,012 | 92,125 116,375 44,658 25,605 | 9,936 12,181 15,925 84,468 | 96, 183 53, 649 79, 167 53, 182 | 90,242 19,678 8,669 15,324 | 107,263 | 69,526 81,721 31,296 45,641 | 1,095 26,282 84,440 55,856 | 155,397 16,474 111,111 619 | 38,810 1,913 76,119 19,352 | 2,318,579 | ware, Morth Carolina, i system in Louisiana, urban, that are not i, and Pennsylvania, if miles; Minnesota, f miles; Minnesota, Colorado, and Wyoming |
| CAL CONTRO | OTHER LOCAL LOCAL ROADS | 33 | | 1111 | 1111 | | | 1111 | | | | | 1,913 1,735 | 148,763 | ies), Delai m-to-marke rural and i c Colorad k, 55 miles nis, 18,347 |
| UNDER LC | | | | | | | | | | 444,04 - 444,877 | 1,095 | 8,542 | 57,734 | 560,699 | itted as farmine as farmine as farmines; New York, Illing was Illi |
| | COUNTY ROADS | | 30,8% | 73,19 17,919 18,347 75,012 | 2,537 2,637 3,636 3,636 | 181,21 244,48 | 13,647 53,649 79,167 53,482 | 67,032 19,678 4,894 | 46,525 17,466 24,275 | 29,082 81,721 31,296 | 26,282 20,334 55,828 | 155,337 | 38,810 18,385 14,617 | 1,709,117 | 1 in Alaban les designa in Montana in Montana al, and oth e included y, 118 mile ge as folic e mileage e |
| 2 | TOTAL | | | | | | | | 10,535 14,916 65,043 6,543 | 16,031 9,691 7,698 11,914 | 21,260 6,204 7,893 | | | 598,591 | tate control as 6,588 miserial roads and 11 roads ar 1 New Jerse e-aid miles |
| ATE CONTRO | | • • | _ ' | | 111 | | + | 33 | 537 | 11 63 | | -11 | | 8,680 | under State Virginians of |
| UNDER ST. | | · | | 0.0 may | | | | | ı | | | ~ (≘) | | 219,335 | county your was and We and We state park highway sys 'Hampshire, 'Hampshire, '569 miles town, or t |
| | STATE PRIDAR: SYSTER | 3,5 8,5 8,4,5 8,4,5 8,4,6 | F. 69 . 69 . 69 . 69 . 69 . 69 . 69 . 69 | 13,63 | 8,67; 9,436 15,235 2,198 | | 10,3% | | | 16,031 80,69 10,531 | 8,118 6,141 7,538 | 8,366 | 3,789 10,029 4,734 134 | 370,576 | n in Maine; n in Maine; n in Maine; mileage of e or local /miles; New county road d VermontK |
| | STATE | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | reorgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana Maine | Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nevada Nev Hampshire New Jersey | New Mexico New York Morth Carolina North Dakota | Ohio Oklahoma Oregon Pennsylvania | Kaode island South Carolina South Dakota Tennessee | Utah Vermont Virginia | Washington West Virginia Wisconsin Wyoming Dist. of Col. | Total | Virginia (all but 3 counties), and West Virginia; 6,588 miles designated as farm-to-market Better-aid system in Maines and west Virginia; 6,588 miles designated as farm-to-market Better-aid system in Maine; and 19 miles of State-aid roads in Montana. Juniudes milesge of State park, forest, institutional, and other roads, rural and upart of the State or local highway systems. Foll roads are included as follows: Colorado miles; Maine, 47 miles; Mer Marphire, 15 miles; Mer Jerrey, 116 miles; mer York, 55 miles 31 Includes county roads designated as State-aid milesge, 2010/99: Illinois, 18,347 15, 189 miles and Vermorite (5.59 miles 5 state-aid milesge shown for California) (4.80 miles and Vermorite, 500 miles systems. The milesge shown for California) |
| | EDVITTIN TENTENT COMMENCE (| Under Strue Court The court of the | The companies of the companies The compani | The court of the | STATES COMPANY COMPA | Things Stroke S | The color of the | The color of the | The color of the | The color of the | The control of the | | Column C | The color of the |

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| STATES- 1952 | |
| UNITED | |
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| MILEAGE IN THE | |
| MUNICIPAL | |
| AND | |
| RURAL | |
| XISTING | |

Compiled for Latest Available Year from State Highway Planning Survey Data ω

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

(6)

Sared September 1952

1,000 MILES 88 ജ 132 8 70, HIGH TYPE 87.0 INTER-MEDIATE TYPE 2/ 1,000 MILES 걸ゃĸult 376 æ R æ 卆 SURFACED MILEAGE 3820 1,216 1,138 E æ 97 1,000 MILES 22 L Ğq¥<u>+</u>18 2,070 88 A 48 1,782 88 1,000 MILES 8 37 251 TOTAL AND DRAINED GRADED 1,000 MILES 4 B 656 36,55 8 な NONSURFACED MILEAGE AND ON DATE OF THE OWER PRIMITIVE 1,000 MILES <u></u> Ж 617 8 1,273 9 1,04 £ 2.89 ያያ TOTAL 1,000 MILES 348 MB 1,211 3,343 1,709 561 561 84 84 82,318 अह 1,000 MILES 92 2,993 ቈ 329 TOTAL £ 83 TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES Under Federal control: National parks, forests, reservations, etc. 5/County rooms under State control \(\frac{1}{4} \)
State parks, forests, reservations, etc. \(\frac{5}{4} \) Extensions of State highway systems SYSTEM County roads
Town and township roads
Other local roads State primary systems State secondary systems Total Municipal Mileage Municipal Mileage: Under State control: Under local control: Under local control: Rural Mileage: Under State control: Total Rural Mileage City streets

Consists of slag, stabilized soil, and gravel or stone surfaces.

Consists of bituminous treated and mixed bituminous surfaces.

Consists of bituminous penetration, bituminous concrete, sheet asphalt, Fortland cement concrete, brick, and block surfaces.

County roads are under State states.

County roads are under State states.

County roads are under State or local in Alabama (3 counties), Delaware, Morth Carolina, Virginia (all but 3 counties), and West Virginia.

County roads are under State or local systems. नालानानानी

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| EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES-1952 | CLASSIFIED BY TYPE OF SURFACE 14 | |
|--|----------------------------------|---|
| EXISTIN | | : |

| Compiled for Latest Available Year from State Highway Planning Survey Data | t Available Year Planning Survey | Data | | | | CLASSITIED BY LITTE OF SURFACE THE | | or sunr | 4 4 2 2 | | | | | | | TABLE M-3, 1952 Issued September 1953 | -3, 1952 ser 1953 |
|---|---|---|---|---|---|--|--------------------------------|--------------------------------------|--|---------------------------------------|---|---|--|---------------------------------------|--|--|-----------------------------------|
| | , cucou | TOTAL | | | , w | | RURAL MILEAGE | SURFACED MOREAGE | /g 2/ | | | - | | MUNICIPAL MILEAGE | ACED | MILEAGE 2/ | |
| STATE | EXISTING | NOM- SURFACED | TOTAL | TOTAL | SURFACED A, B, C | TOTAL | 6,69 | 3/2 | F-1 | G-2 H-2 I | ㅋ보니 | TOTAL | SURFACED | TOTAL | ФМ | F G-1 H-1 | G-2 H-2 I,J |
| Alabeme Arizona Arkansas California | 67,473 29,922 69,763 125,433 | 19,788 18,038 35,930 36,760 | 47,685 11,874 33,833 86,673 | 60,072 28,263 65,126 104,900 | 17,608 17,481 35,295 35,680 | 12,464 10,782 29,831 69,220 | 930 472 30 13,931 | 19,387 4,630 23,965 13,443 | 8,321 3,386 3,28 32,224 | 4,408 2,028 3,862 7,185 | 418 266 1,093 2,437 | 7,401 1,649 4,637 20,533 | 2,180 557 635 3,080 | 5,221 1,092 4,002 17,453 | 2,478 272 1,878 2,669 | 958 2,464 | 1,816 279 1,166 12,320 |
| Colorado Connecticut Delaware Florida | 73,977 15,110 4,373 54,745 | 48,456 320 836 24,117 | 25,521 14,790 3,537 30,626 | 69,313 10,380 3,817 42,148 | 47,943 290 697 21,172 | 21,370 10,090 3,120 20,976 | 4 41 937 2,556 | 15,182 1,792 71 2,148 | 205 5,402 1,191 13,699 | 5,478 2,247 314 1,423 | 501 608 607 850 | 4,664 4,730 556 12,597 | 513 30 139 2,945 | 4,151 4,700 417 9,652 | 1,349 154 17 1,810 | 2,421 2,723 185 5,258 | 381 1,823 215 2,584 |
| Georgia Idaho Illinois Indiana | 86,104 122,667 123,667 86,34 | 60,785 20,251 14,554 9,740 | 35,319 21,899 106,113 86,600 | 86,849 40,590 102,469 84,734 | 56,835 19,920 13,339 8,889 | 30,014 20,670 89,130 75,845 | 9,701 452 9,488 941.8 | 6,793 14,806 61,769 53,496 | 7,953 3,298 5,661 9,678 | 3,824 2,081 2,211 8,815 | 1,743 33 10,001 3,708 | 9,255 1,560 20,198 11,606 | 3,950 331 1,215 851 | 5,305 1,229 18,983 10,755 | 603 623 5,819 1,954 | 88 88 88 88 88 88 88 88 | 3,770 280 10,035 5,115 |
| I Owa Kansas Kentucky Louislana | 111,148 133,286 63,813 46,101 | 29,036 73,456 22,477 16,082 | 82,112 59,830 41,336 30,019 | 100,916 125,825 60,228 39,629 | 26,511 71,240 22,087 14,870 | 74,405 54,585 38,141 24,759 | 633 229 1-13 | 66,035 44,008 25,069 18,256 | 1,500 7,580 7,606 | 862 1,339 1,484 1,057 | 5,375 1,429 939 2,424 | 10,232 7,461 3,585 6,472 | 2,525 2,216 390 1,212 | 7,707 5,245 3,195 5,260 | 3,547 2,490 831 2,621 | 1,051 600 1,335 96 | 3,109 2,155 1,029 2,543 |
| Maine Maryland Massachusetts Michigan | 21,928 19,460 24,485 106,893 | 3,830 2,174 1,052 26,005 | 18,098 17,286 23,433 80,888 | 20,771 16,700 18,006 92,758 | 3,584 2,120 1,003 24,125 | 17,187 14,580 17,003 68,633 | 315 1,092 331 2,156 | 8,453 3,549 10,121 17,607 | 7,236 7,148 3,378 11,265 | 1,074 1,173 2,914 3,188 | 109 1,618 259 4,417 | 1,157 2,760 6,479 14,135 | 246 54 1,9 1,880 | 2,706 6,430 12,255 | 287 528 2,376 4,023 | 316 756 640 2,863 | 308 1,422 3,414 5,369 |
| Minnesota Mississippi Missouri Montana | 121,021 65,846 112,185 77,630 | 24,676 27,603 27,179 48,133 | 96,345 38,243 85,006 82,497 | 109,256 61,769 99,411 68,878 | 22,528 27,380 21,797 47,633 | 86,728 34,389 77,614 21,245 | 454 1,871 888 | 73,637 25,730 63,420 15,086 | 6,590 3,727 8,207 3,342 | 3,454 945 1,358 2,790 | 2,593 2,056 3,741 27 | 11,765 4,077 12,774 1,772 | 2,148 223 5,382 500 | 9,617 3,854 7,392 1,252 | 2,876 1,502 2,552 474 | 3,795 1,052 1,034 546 | 2,946 1,300 3,806 232 |
| Nebraska Nevada New Hampshire New Jersey | 105,352 26,051 13,657 28,815 | 65,663 18,880 3,416 3,874 | 39,689 7,171 10,241 24,941 | 99,901 25,519 12,449 17,126 | 64,589 18,840 3,399 3,327 | 35,312 6,679 9,050 13,799 | 104 122 15 | 30,580 2,717 3,806 1,,867 | 2,984 3,836 6,7631 2006 | 491 3 371 1,416 | 1,153 1 242 1,475 | 5,451 532 1,208 11,689 | 1,074 40 17 547 | 4,377 492 1,191 11,142 | 2,450 165 105 1,461 | 211 317 832 4,388 | 1,716 10 254 5,293 |
| New Mexico New York North Carolina North Dakota | 62,797 100,580 74,420 116,451 | 51,822 14,912 16,878 84,370 | 10,975 85,668 57,542 32,081 | 60,976 79,731 66,191 114,268 | 51,238 9,979 15,301 83,844 | 9,738 69,752 50,890 30,424 | 1,848 8,881 | 3,737 30,391 13,185 28,052 | 1,663 9,319 16,917 842 | 4,306 21,120 9,845 1,424 | 32 7,074 2,062 106 | 1,821 20,849 8,229 2,183 | 584 4,933 1,577 526 | 1,237 15,916 6,652 1,657 | 579 1,151 1,952 1,259 | 193 742 748 115 | 14,023 3,952 283 |
| Ohio Okishoms Oregon Pennsylvania | 101,651 99,226 58,301 104,736 | 7,939 63,223 25,550 33,674 | 93,912 36,005 36,005 177,72 170,062 | 85,557 91,751 53,433 87,887 | 7,803 61,357 24,840 31,370 | 77,754 30,394 28,593 56,517 | 238 2115 89 138 | 37,469 21,231 18,294 16,621 | 22,883 3,004 6,493 19,736 | 15,159 3,553 3,428 14,111 | 1,985 2,491 289 5,911 | 16,294 77,477 4,868 16,849 | 136 1,866 710 2,304 | 16,158 5,611 4,158 14,545 | 2,016 2,487 1,574 1,882 | 4,971 460 2,286 6,034 | 9,171 2,664 298 6,629 |
| Rhode Island South Carolina South Dakota Tennessee | 4,061 51,798 93,917 69,403 | 431 28,750 59,919 9,662 | 3,630 23,048 33,998 59,741 | 1,677 47,542 91,664 64,426 | 26,672 59,277 9,548 | 1,550 20,870 32,387 54,878 | 28 4,369 120 | 520 16 28,229 40,440 | 741 13,994 2,386 9,951 | 1,386 3,943 3,046 | 1,548 386 1,321 | 2,384 4,256 2,253 4,977 | 2,030 970,078 9411 411 | 2,080 2,178 1,611 4,863 | 174 113 11,210 1,270 | 1,120 11,178 112 102 | 786 887 289 3,491 |
| Texas Utah Vermont Virginia | 222,330 30,493 13,783 54,172 | 111,750 15,248 2,706 4,727 | 110,580 15,245 11,077 14,64 | 24,261 26,888 73,957 27,964 | 105,226 14,779 2,699 3,475 | 90,246 12,109 10,268 10,474 | 39 2,558 22,800 | 41,427 7,659 5,145 326 | 34,986 1,386 20,323 | 8,858 9,939 894 227,522 | 4,936 151 148 506 | 26,858 3,605 816 4,223 | 6,524 1,69 7 1,252 | 20,334 3,136 809 2,971 | 7,547 1,293 172 1,070 | 8,801 1,086 455 707 | 3,986 757 182 1,194 |
| Washington West Virginia Wisconsin Wywming Dist. of Col. | 56,206 36,108 95,730 26,933 1,154 | 14,933 14,692 8,838 17,648 | 41,273 21,416 86,892 9,285 1,154 | 49,592 33,124 86,622 26,080 | 13,557 13,808 13,808 8,474 17,569 | 36,035 19,316 78,148 8,511 | 1,753 3,262 8 | 22,654 8,070 47,514 3,613 | 7,887 1,532 19,280 1,696 | 3,766 4,035 4,246 3,193 | 1,721 926 3,846 1 | 6,614 2,984 9,108 853 1,154 | 1,376 884 364 79 | 5,236 2,100 8,744 1,154 | 1,985 1,595 14 14 161 | 3,675 | 2, 145 1, 341 3, 475 899 |
| Total | 3,343,170 | 1,272,783 | 2,070,387 | 2,993,600 | 1,211,125 | 1,782,475 | 102,216 | 1,035,376 | 376,490 | 182,702 | 85,691 | 349,570 | 61,658 | 216,785 | 78,189 | 77,819 | 131,904 |
| 1/ For more detail of surface types by systems, see table series SM for 1952 and table LM-0. SJ Surface types indicated by symbols in these columns are as follows: 0, soil serfaced; B. 4. sing, gravel, or stops; F. bituminous surface treated; G.1., stand bituminous, promigid base; G.2, mixed bituminous, rigid base; H.1, bituminous penetration, rigid base; I. bituminous concrete and | tail of surface es indicated by a us surface treat netration, nonrig | types by system symbols in the ed; G-1, mixed gid base; E-2, | ms, see table a se columns are bituminous, no bituminous pen | series SM for las follows: I mrigid base; G | 1952 and table), soil surface -2, mixed bitu d base; I, bit | IM-O. d; E, slag, gr. minous, rigid uminous concret | avel, or base; te and | sheet (nour repor | sheet asphalt; J. Fortland cement (nonrigid and rigid), for G and H reported, the mileage was arbitrar 3/ Complete segregation of sur | Portland cend), for G an age was arbi | l cement concrete; K, bi G and H surface types 1 arbitrarily classified on of surface types D an | 5 2 2 | ik; and L, block. not uniform for al s G-1 and H-1. E is not available | k. Segregati r all States. ble. | . Segregation according to base course all States. Where no segregation was ble. | ag to base o | ourse , was |

FEDERAL AID

FEDERAL-AID SYSTEM MILEAGE

As of January 1, 1953, the Federal-aid primary highway system in the continental United States consisted of over 233,000 miles of rural roads and streets in urban areas. This includes the designated National System of Interstate Highways of nearly 38,000 miles. These roads, selected jointly by the States and the Federal Government, are almost entirely on the State highway systems, and comprise 35.9 percent of all State system mileage.

The Federal-aid secondary highway system in the United States includes more than 439,000 miles, of which half are on State systems and half on local roads and streets.

Mileage in the continental United States eligible for Federal aid thus totals 672,000 miles and represents 20.1 percent of all of the mileage of roads and streets in the United States.

CURRENT FEDERAL-AID CONSTRUCTION

Under the Federal-aid Highway Act of 1952, Congressional authorizations of \$575 million were made available for each of the fiscal years 1954 and 1955 for construction and reconstruction of highways on the approved Federal-aid systems. For the first time, funds have been specifically provided for improvements on the National System of Interstate Highways.

The apportionment of the authorization for the fiscal year 1954 is given on page 139. This statutory apportionment of the authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1952 appears as income to the States in table SF-1 and in

other tables of the SF series, in the highway finance section of this bulletin.) Although an apportionment is made for each year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State and local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction unit costs in recent years is illustrated in the table on page 140. The various costs for materials and supplies and a distribution of costs by type and system for Federal-aid highway construction contracts and the average hourly wage rates on Federal-aid projects are given on page 141. In addition to these tables, the average employment in 1952 on Federal-aid and other State projects is given, by States, in the table on page 142.

Federal-aid projects completed during 1952 totaled 22,147 miles, consisting of 7,034 miles on the rural primary system, 868 miles on the urban primary system, and 13,975 miles on the secondary system. Federal construction on the forest highway system amounted to 302 miles. Details of this construction are given in the tables on pages 136 and 137. This mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments) but is included in the total of 57,847 miles built during the year as given in table SMB-1.

234,417 233

£23,8,83

. ~8 . 4

888888

17,336 88 17,500

1,060

16,276

8

8

161

4,889

215,973

4,649

211,324

121

1,483

597

209,103

Subtotal Hawaii Puerto Rico

Texas Utah Vermont Virginia

Total Federal-Aid Mileage

216,917 3.4

88888

134

TABLE FM-21, 1952 Sheet 1 of 2 Issued October 1953

36/2

MILEAGE OF DESIGNATED FEDERAL-AID SYSTEMS-SUMMARY

(BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS)

PRELIMINARY AS OF DECEMBER 31, 1952

TOTAL
FEDERAL-AID
FRIDARY
HIGHWAY
SYSTEM
(RURAL & URBAN) 4,051 1,093 4,331 44.8.4 84.8.4 2,409 2,802 1,802 1,702 2,106 3,165 1,196 28,89,9 28,88,49 7,3% 8,563 5,865 5,865 7,630 7,395 3,913 7,829 4,519 5,153 5,153 TOTAL SYSTEM MILEAGE 8 5 8 8 852 838 £83± ¥¥86€ **국 인원을** 8888 \$5.5% ઌ૾ૢઌૹૻૡૼ 242 212 119 119 ద్*టిం*, స్థ 8428 APPROVED RELOCATIONS . 157 ያይ.. ພ^ຜະນະ 13.0 8 . . . 84°2' - 3E -ନ୍ଷ୍ୟ . ଦ 똢콬욬K 7888 1,785 37,188 FEDERAL-AID PROMOR HIGHWAY SYSTEM-URBAN 1/ 8.8% 8.3% 47.58 છૂત્ર*&*જૂ 7£85 *ጅ* ଅନ୍ୟୁକ୍ତି **%%%%** _{స్ట్ర} శ్రీ శ్రీ **365**53 IN STATE
AND FEDERAL
PARK AND
FOREST AREAS
2/ OFF CITY STREETS 74 -· 85. £3. . 8548 ON COUNTY, TOWN, OR TOWNSHIP ROADS ON STATE SECONDARY SYSTEM . . . చేస్తి 8 45,88 ON STATE PRIMARY SYSTEM 88233 123 **2388 2223** ዿ፞፞፞ቘጟ፞ቖ ቘዄቑቘ ₹%₽8 ₽%₽8 83523 <u>ಜಿ</u>ಷ್ಟ್ ಒ್ಗ 82823 3,985 6,1759 3,170 5,270 20,170 4,064 1,161 6,542 7,153 3,794 6,680 5,4,5,6 6,3,8,5,6 6,3,8,6,6 7,8,6,6,6 6,4,7,7 8,8,6,7 8,7,8,8,7,7 25,1% 26,1% 15,248 2,157 1,184 4,796 TOTAL SYSTEM MILEAGE 3,938 2,034 3,847 6,994 3,318 9,228 4,231 3,254 2,187 5,597 3,396 APPROVED RELOCATIONS **श्रुप्ट**प्त # 14년 12년 . . 93 240.8 3845 8888 ያጽቭ . ቈቔቘቜ 13.4 ~경검. <u>축</u>ㅂ - 눈 TOTAL EXISTING RURAL SYSTEM 3,896 769 3,854 3,854 2,436 3,835 6,117 6,810 7,989 5,989 1,989 6,8% 9,8% 139,8% 139,8% 6,955 3,166 4,939 1,182 9,231 7,507 3,529 2,337 6,52 6,52 44 6,598 FEDERAL-AID FRIMARY HIGHWAY SYSTEM-RURAL 1 IN STATE
AND FEDERAL
PARK AND
FOREST AREAS
2 UNDER 5,000
POPULATION
(CITY STREETS) COUNTY, TOWN, OR TOWNSHIP ROADS °. 33 بة . ع 6 . 215 . 발. 8,5 ·3 135 <u> የጀ</u>ካ ነ ON STATE
STREAM
STREAM
A
A
A 8 . **ι** χ . . 125 1 ON STATE PRIMARY SYSTEM 4,8,63 63,4,63 12,63,4 12,63,4 3,82 2,68 3,74 3,74 3,74 949,949 3,166 717,4 9,23 3,529 2,337 1,585 1,688 1,475 1,407 6,810 4,241 7,853 5,601 5,009 2,161 1,013 1,065 894,894 99,996, New Mexico Hew York North Carolina Horth Dekota Rhode Island South Carolina South Dakota Tennessee Maine Maryland Massachusetts Michigan Rebraska Revada Bew Hampshire Hew Jersey Westington West Virginia Wisconsin Wyoming Dist. of Col. Okiahoma Oregon Pennsylvania STATE OR TERRITORY Georgia Idaho Illinois ~ '' Minnesota Mississippi Missouri Montana Colorado Connecticut Delaware Florida

Iowa Kansas Kentucky Louisiana

Compiled in Cooperation with State Highway Departments

| | | | | | | | | | euerui | AIG | | | | | | | | |
|---|------------------|---|--|--|---|---|--|---|---|--|---|---|---|--|-----------|-----------------------|---------------------------|--|
| Sheet 2 of 2 Issued October 1953 | TOTAL | HILEAGE IN STATE STATE (EXCLUDES APPROVED RELOCATIONS) | 67,473 29,912 69,763 125,433 | 73, <i>977</i> 15,110 4,373 54,745 | 96,104 42,150 122,667 96,340 | 111,148 133,286 63,813 46,101 | 21,928 19,460 24,485 106,893 | 121,021 65,846 112,185 70,630 | 105,352 26,051 13,657 28,815 | 62,797 100,580 74,420 116,451 | 101,851 99,228 58,301 104,736 | 4,061 51,798 93,917 69,403 | 222,330 30,493 13,783 54,172 | 56,206 36,108 26,933 1,154 | 3,343,170 | | | ords and |
| S Issued C | | TOTAL MILEAGE NOT ON A FEDERAL-AID SYSTEM | 51,171 24,525 53,206 109,165 | 66,296 12,998 2,589 40,005 | 76,535 35,284 104,638 82,559 | 69,082 104,411 48,590 37,911 | 18,077 12,125 20,225 83,429 | 98,448 52,670 89,765 61,672 | 89,677 21,755 11,207 25,283 | 54,404 71,217 53,777 102,767 | 82,129 81,414 49,939 86,182 | 3,265 36,789 77,866 54,856 | 186,085 25,324 32,750 48,334 | 2,82,52 11,92,23 16,62 3,92,2 3,03,2 | 2,679,416 | | | ith former rec |
| , | PROTEGE | STATE AND FEDERAL PARK AND FOREST AREAS 2/ | 8,214 10,414 | 805 188 1,152 | 22 73,8 | या - १६ | 175 141 | 2,679 1,029 1,088 6,626 | 292 - 115 570 | 3,919 537 1,193 462 | 325 15,235 3,990 | 64 940,1 940,1 1,032 | 5,565 89 957 | 4,903 514 474 1,972 | 84,915 | | | The Federal-aid mileages given are not in complete agreement in some cases with former records and Primary System. |
| | FEDERAL-AID | CIUM SINEENS | 6,569 1,592 3,542 3,542 19,145 | 4,220 4,040 396 11,271 | 5,139 1,302 18,057 10,703 | 8,690 6,664 2,24,5 5,11,7 | 754 2,235 5,578 5,578 12,434 | 8,766 3,364 11,763 1,539 | 5,014 464 919 9,402 | 1,424 15,363 5,805 1,452 | 13,616 6,180 3,796 11,777 | 1,928 2,381 1,896 4,373 | 24,622 3,003 1,91 3,702 | 6,001 6,870 736 736 800 | 289,951 | | | agreement |
| , | MILEMEE NOT ON | COUNTY, TOWNSHIP TOWNSHIP ROADS | 102,07 14,069 11,069 105,07 | 56,622 7,782 21,115 | 70,130 25,179 84,055 71,658 | 60,189 97,307 14,329 25,634 | 9,933 9,333 14,366 70,735 | 96,807 96,067 76,292 53,482 | 84,029 19,379 8,654 15,125 | 1,6,128 54,864 >> 100,1€3 | 64,385 74,324 30,580 47,688 | 1,062 25,724 74,741 49,451 | 155,397 15,770 10,165 | 34,616 1,913 68,242 18,864 | 2,119,528 | | | in complete |
| | / | STATE SECONDARY SYSTEM | 3,145 | 4,649 - 293 | • • • • | - - - 6,885 | 6,597 | - 541 25 | 1,912 1,439 | - 45,914 - | _ 249 20,745 | 8,435 | - - - - - - - - - - - - - - - | 300 18,238- | 148,318 | | | lven are not |
| 2 | | STATE PRIMARY SYSTEM | 388 76 348 3,405 | 988 168 | 1,244 246 2,526 198 | 91 140 3,978 | 618 557 140 260 | 196 210 1480 | 342 - 80 186 | 2,933 453 865 430 | 4,128 585 79 1,982 | 211 130 181 | 6,066 986 5 5 | स्ट ८८ _{१५} ५ - | 36,704 | | | mileages gi |
| DECEMBER 31, 1952 | TOTAL | PEDERAL-AID MILEAGE (EXCLUDES APPROVED RELOCATIONS) | 16,302 5,387 16,557 16,268 | 7,681 2,112 1,784 14,740 | 19,569 6,866 18,029 13,781 | 42,066 28,875 15,223 8,190 | 3,851 7,335 4,260 23,464 | 22,573 13,176 22,420 8,958 | 15,675 4,296 2,450 3,532 | 8,393 29,363 20,643 13,684 | 19,722 17,814 8,362 18,554 | 796 15,009 16,051 14,547 | 36,245 5,169 3,033 21,838 | 10,302 13,397 19,901 5,317 194 | 663,754. | | | systems. The Federal-aid the State Primary System. |
| AS OF | | TOTAL SYSTEM MILEAGE | 11,250 2,953 13,164 9,529 | 3,705 1,112 1,272 10,409 | 12,290 3,662 8,193 9,094 | 32,42,12 143,11 143,11 1484,11 | 2,226 5,475 2,177 17,563 | 15,351 8,613 14,218 3,290 | 10,633 2,106 1,251 1,921 | 4,326 19,349 13,898 10,543 | 12,324 10,735 4,552 10,747 | 338 10,585 12,012 9,394 | 22,797 2,941 1,784 16,758 | 6,829 10,991 14,053 1,929 58 | 439,104 | 1,021 | 440,704 | systems. The |
| PRELIDURARY | | APPROVED RELOCATIONS | 88 #86 | 41 | 91 6 701 - | ٠, ٠, ٦ | τ | 26 | 82 | 90 | 9 11% - | 25.58° | 1,924 19 - | - 9 25 - 25 | 2,950 | | | State and/or local sy a the columntunder th |
| | / Fix | TOTAL EXISTING SYSTEM MILEAGE | 11,230 2,867 13,133 9,430 | 3,691 1,107 1,272 10,409 | 12,271 3,656 8,086 9,094 | 32,424 21,137 11,484 5,652 | 2,225 5,475 2,177 17,563 | 15,292 8,613 14,218 3,290 | 10,404 2,106 1,251 1,921 | 19,320 19,349 13,898 10,493 | 12,308 10,691 4,516 10,747 | 336 11,962 439,14 | 20,873 2,922 1,784 16,758 | 6,829 10,982 13,980 1,904 78 | 436,154 | | | |
| , | SECONDARY SYSTEM | IN STATE AND FEDERAL PARK AND FOREST AREAS 2 | - - - 24 | 1111 | | | | at | | | - 1 1 | | 1111 | | જ | | | This table gives a tentative classification of Federal-aid highways by resurvey may be subject to change or reclassification. Excludes a considerable mileage in parks and forests that is reported: |
| 04/ | PEDERAL-AZD/SE | ONE CITY STREETS | 30 102 143 | ~%.8 | 51 305 | 27. | . 4 % . | % | | 4 | 281 119 49 13 | % - ह्य - | 25 | ጽያ ፙ • ቋ | 3,512 | • | | of Federal- fication. |
| | 13. | COUNTY, TOWNSHIP ROADS | 8,717 1,405 6,810. 5,594 | 69 1.1 3,644 | 5,629 2,304 7,761 3,334 | 32,424 19,068 3,329 80 | 2,971 1,087 14,413 | 10,861 5,595 2,875 | 6,075 299 15 1,857 | 397 14,551 7,326 | 5,135 7,898 1,327 104 | 6,538 6,636 65,636 | 704 1,072 179 | 4,187 8,419 488 | 214,674 | | | ssification or reclassi In parks and |
| | | OH STATE SECONDARY SYSTEM | 1471 | 3,620 1,267 1,272 | 1111 | - 5,572 | 1,142 - - | - 3,1,11 3,290 | 1,807 | 9,616 | 2,146 5,314 | 5,720 - | - - 12,835 | 1,862 8,083 - | 75,453 | | | atative cla t to change he mileage |
| ration y Department | / | ON STATE STATE PRIMARY STSTEM | 2,513 1,432 6,221 3,669 | 1,028 5,403 | 6,642 1,301 20 5,760 | 1,796 8,155 | 1,083 2,450 434 3,150 | 4,391 3,018 1 <i>97</i> | 4, 38, 1, 38, 1, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, | 3,919 4,738 3,167 | 8,8,2 8,8,2,4,2,4,2,4,2,4,2,4,2,4,2,4,2,4,2,4, | 24, 26, 27 28, 28, 28, 28, 28, 28, 28, 28, 28, 28, | 20,873 2,218 677 3,665 | 681 2,472 5,174 1,416 | 142,453 | | -Aid Milesg | gives a tery y be subjections considerab |
| Compiled in Cooperation with State Highway Departments | | STATE OR TERRITORY | Alabama Arisona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idabo Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Metraka Mevada Mev Hampehire Mev 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 Wyoming Dist. of Col. | Subtotal | Hawaii Puerto Rico | Total Federal-Aid Mileage | <pre>1/ This table after resurvey ma 2/ Excludes a</pre> |

orland proteurs

| <i>ž</i> – | | | 3 | | | Hig | hway : | Statist | ics, 195 | 2 | | | | | | |
|---|------------------|---|--|--|--|---|--|---|---|--|--|---|--------------------------------------|---|--|----------|
| ON PROJECTS FINANCED WITH FEDERAL AID MISHWAT LONDS | | STATE OR TERRITORY | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisians | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New 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 | Hawaii Dist. of Col. Puerto Rico | Total |
| | | BRIDGES | 3.3 2.2 1.9 | 5. 1.0 | 0. E. 1. 0. E. | 1.7 4.1 2.1 3.0 | .1 .1.0 5.6 | 2.9 3.6 1.0 | 4. d. d. č. | 1.6 | ഗപപ ഫ്ഫ്ച്ക് | 2.7 1.0 2.1 | 5.5 .1 .3 1.7 | 3.1 .6 1.0 7. | oi' αi | 74.6 |
| | | COMBI- | इ. 0.51 | | 8.5 | 5.2 | _ _ 12.6 | 1.0 | 1111 | | 7.9 | 6.2 | 11.5 - 2.9 | ۲. دغ ۱ | | 69.5 |
| | | PORTLAND CEMENT CONCRETE | 1.0 1.9 8.4 | 26.8 10.0 4.4 9.3 | 6.5 121.1 18.0 | 98.4 57.5 1.1 66.6 | 3.3 14.4 58.3 | 115.7 6.8 89.9 1. | 29.3 | -1.0 5.6 4.5 | 87.4 13.7 6. 47.2 | 3.7 16.4 2.5 | 91.6 - 1.45 | 7.3 3.3 63.3 | 1.6 1.7 | 1,176.5 |
| | | BITU- MINOUS CONCRETE AND SHEET ASHALF | 29.5 79.0 | 1.1 .3 12.6 81.0 | 35.9 477.7 383.0 | 17.9 154.4 156.2 | 11.4 1.4 36.3 55.3 | 1.5 2.1 107.1 1.7 | 78.1 1.1 6.8 | 3.5 179.3 127.0 | 89.6 40.0 129.6 38.7 | 14.5 46.5 28.9 | 228.8 - 9. 119.6 | 50.7 50.2 24.6 | 8.9 | 2,802.8 |
| 400 | (FACED | BITU- MINOUS FENE- TRATION | 46.8 - 7.3 | 1.1 | 1111 | 34.2 | 28.5 13.5 5.4 5.6 | 1111 | 1111 | 21.2 | 24.9 13.3 | 9 | 0.45 | 36.6 9.6 - | 10.0 | 302.5 |
| | MILEAGE SURFACED | MIXED BITU- MINOUS | 6.2 126.2 142.3 183.1 | 268.6 | 111.4 46.4 42.6 | 65.8 70.5 1.4 | 39.0 16.6 213.9 | 634.0 3.8 3.3 224.8 | 263.1 256.7 26.8 1.7 | 283.9 18.0 22.8 186.3 | 100.6 - 1.0 | ት*ተε 9*95ε - | 90.4 18.0 18.0 | 101 2.1 2.040.5 96.9 | 111 | 4,356.0 |
| | | BITU- MINOUS SURFACE- TREATED | 394.0 12.5 48.5 | - 19.8 191.2 | 323.0 27.0 92.9 | 54.5 128.1 43.8 | 34.2 | 334.4 28.4 28.4 13.0 | 15.9 | 88.8 31.3 138.1 | 141.8 18.2 | 337.8 43.7 204.0 | 1,046.2 26.5 311.0 | 0.701 - - 4.7 | 6.4 - | 9.126,4 |
| | | GRAVEL OR STONE | 37.6 164.0 11.2 | 83.5 | 48.4 55.8 6.2 | 704.2 777.0 189.7 | - - 165.9 | 659.1 122.1 666.0 120.0 | 251.3 26.3 | 1,296.4 | 7.4 3.7 19.1 | 4,92.5 311.7 | 29.6 | 99.5 198.7 82.7 | 1 1 1 | 6,454,9 |
| | | SOLL- SURFACED | 14.1 _ _ 1.6 | 1 1 7 1 | 1.1 | 3.9 | 1111 | 33.8 | 1111 | | | 1111 | 0.9 | 1 1 1 1 | 111 | 60.5 |
| | | TOTAL MILEAGE SURFACED | 194.9 179.1 138.5 257.5 | 380.5 11.6 36.9 367.3 | 370.4 187.1 804.2 450.6 | 924.6 1,064.2 382.9 158.6 | 82.3 80.2 42.7 534.4 | 1,415.7 505.9 899.3 360.6 | 623.2 283.2 43.9 17.6 | 418.5 295.7 296.1 1,488.8 | 295.2 200.5 193.9 101.0 | 18.8 387.0 910.2 589.8 | 1,419.2 90.5 45.7 540.8 | 346.1 136.7 528.3 187.7 | 19.1 1.6 9.8 | 19,918.9 |
| | 1_ | MILEAGE GRADED AND DRAINED | 39.4 76.8 35.6 | 35.9 | 2.7 18.5 3.9 | 133.4 273.4 3.4 | : <u>.</u> £ | 517.9 185.9 9.8 | 6.49 - 2.1 | 66.4 265.2 | 30.7 24.2 | 25.2 17.9 | 83.7 | 04.8 0.6 0.7 0.5 0.8 | 111 | 2,227.8 |
| | | TOTAL MILEAGE GRADED OR SURFACED | 534.3 229.1 515.3 293.1 | 416.4 23.3 36.9 391.0 | 373.1 198.3 822.7 454.5 | 1,058.0 1,337.6 382.9 162.0 | 885.3 7.54 7.66.3 | 1,933.6 691.8 909.1 360.6 | 624.1 348.1 13.9 18.8 | 418.6 296.3 362.5 1,754.0 | 300.5 231.2 218.1 101.0 | 18.8 387.0 935.4 607.7 | 1,502.9 90.5 45.7 546.3 | 387.0 145.4 626.8 210.5 | 1.9.1 1.6 9.4 | 22,146.7 |
| | | STATE OR TERRITORY | Alabama. Arizona. Arkansas Galifornia | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New 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 | Hawaii Dist. of Col. Puerto Rico | Total |

FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR-1952

| | | т— | | | | | | γ | | | | | 4º | | | | |
|-------------------|-----------------------|------------------|--|--|---|---|---|---|---|--|--|---|--------------------------------------|---|--|----------|---------------------|
| шчшо | OR OR TERRITORY | | Alabema Arizona Arkansas | Colorado Connecticut Delaware | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louteiana | Maine Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New York North Carolina North Dakota | Ohio Oklahoma Oregon Pennsylvania | Rhode Island South Carolina South Dakota Tennessee | Texas Utah Vermont Virginia | Washington West Virginia Wisconsin | Alaska Hawaii Dist. of Col. Puerto Rico | Total | |
| Y. Archive | MILES | | 13.0 | 7.42 | 27.2 | 1111 | 12.1 | . (a) % | 5.4 | 11.5 | 20.5 | 13.5 | 6.3 | 27.1 | 12.9 | 301.9 | |
| FOREST HIGHWAY | FEDERAL | 1,000 Dollars | 707 | 607 | 1,328 | | | 0,08 | 169 | 629 | 1,555 | 1 | 328 | 1,027 | 2,109 | 11,422 | |
| FO | TOTAL | 1,000 Dollars | 707 | 607 | 1,328 | | - 171 | . 1 oz 88 | 171 | 629 | 1,555 | 546 | 155 43 111 | 1,027 | 2,109 | क्€ा दा | |
| | MILES | | 534.3 229.1 515.5 | 416.4 23.4 37.0 | 372.9 198.4 822.5 454.7 | 1,057.9 1,337.6 382.9 162.0 | 4.08 8.03 8.03 8.03 8.03 9.03 9.03 9.03 9.03 9.03 9.03 9.03 9 | 1,933.6 691.9 909.1 360.4 | 624.0 348.1 43.9 19.0 | 418.6 296.3 362.3 1,754.0 | 300.5 231.3 218.1 100.9 | 18.8 386.9 935.4 607.8 | 1,503.0 90.4 45.8 546.3 | 387.0 145.5 626.8 210.4 | 19.0 1.6 9.7 | 22,146.7 | |
| TOTAL | FEDERAL | 1,000 Dollars | 8,468 1,232 16,538 16,588 | 8,424 4,872 1,530 8,211 | 11,397 4,367 36,507 11,383 | 12,374 13,139 9,898 8,323 | 3,903 3,512 16,650 15,368 | 17,519 9,848 15,500 10,705 | 9,472 4,553 2,873 6,923 | 10,405 19,299 8,068 8,680 | 23,855 7,085 9,520 14,543 | 2,788 8,429 9,850 9,398 | 25,826 3,147 1,700 13,955 | 13,274 5,296 12,904 5,257 | 2,049 665 2,366 | 505,444 | |
| | TOTAL | 1,000 Dollars | 16,632 10,836 14,628 33,122 | 15,651 9,611 3,071 | 21,428 6,763 72,484 22,545 | 24,836 26,396 19,016 16,636 | 7,529 6,887 33,461 30,085 | 33,915 19,690 30,708 18,121 | 18,809 5,459 5,788 14,312 | 16,249 42,807 16,023 17,267 | 46,576 13,251 17,032 29,240 | 5,371 12,557 16,993 19,051 | 50,872 4,102 3,369 26,751 | 26,012 10,622 26,357 8,146 | 5,410 952 5,377 | 845,776 | |
| | MILES | | 16.3 | 3.8 (1.) 18.8 | 8.8 2.3 136.3 59.6 | 29.1 7.9 9.4 29.0 | 8.5 30.5 19.0 | 50.9 13.5 21.5 6.5 | 2.6 2.7 1.1 9.1 | 26.2 34.5 18.5 | 7.3 6.11 | 11.4 | 1,421 (3/) 1,0.2 | 20.7 5.5 20.5 1.3 | । तत्त्व युज्ञ | 868.5 | |
| URBAN | FEDERAL | 1,000 Dollars | 851 1,243 490 6,354 | 765 3,199 2,676 | 2,498 447 15,318 3,147 | 1,753 965 541 1,061 | 795 570 14,603 5,382 | 3,421 1,255 3,179 1,025 | 7## #11 222 4,513 | 2,323 8,506 1,134 565 | 5,82 2,223 2,320 5,775 | 2,025 1,081 79 2,041 | 8,870 15 4,5 887 | 1,764 1,086 2,848 113 | 877 665 1,925 | 133,420 | |
| | TOTAL | 1,000 Dollars | 1,377 | 2,099 6,580 8 4,914 | 4,224 749 749 29,972 5,648 | 3,545 1,995 1,140 2,103 | 1,339 1,576 29,223 10,967 | 6,232 2,446 6,349 1,769 | 1,470 501 448 9,453 | 3,578 18,459 2,237 1,095 | 13,348 3,847 3,907 11,660 | 3,919 2,144 141 4,478 | 17,104 23 48 1,847 | 9,487 2,190 5,385 175 | 2,892 952 4,415 | 264,754 | |
| 13 | MILES | | 466.5 68.3 301.7 226.8 | 196.9 2.8 22.6 264.8 | 292.6 127.6 208.6 120.3 | 707.2 907.0 226.4 59.9 | 18.9 12.2 12.2 12.3 | 1,446.1 407.1 702.7 194.3 | 266.6 202.4 18.0 3.2 | 252.9 86.9 240.8 1,330.7 | 158.0 98.3 129.5 61.1 | 7.4 295.5 580.5 537.3 | 981.8 11.6 24.6 355.8 | 238.5 106.0 378.1 102.0 | 3.1 | 13,974.6 | |
| SECONDARY - RURAL | FEDERAL FUNDS | 1,000 Dollars | 4,11, 2,58 6,73 6,83 | 2,719 454 461 2,693 | 4,162 1,801 3,070 2,466 | 4,312 3,069 3,507 2,814 | 1,606 535 838 4,928 | 6,046 4,375 4,165 2,848 | 2,976 1,856 932 238 | 3,403 3,136 2,736 3,762 | 5,453 1,644 3,318 4,100 | 456 1,857 4,063 4,543 | 6,800 388 822 6,408 | 3,658 2,205 3,469 1,719 | | 143,255 | |
| SEC | TOTAL | 1,000 Dollers | 8,389 3,682 12,691 18,891 | 4,928 973 931 5,993 | 7,845 2,905 6,153 5,394 | 8,713 6,187 6,865 5,628 | 3,232 1,014 1,722 9,860 | 11,777 8,800 8,341 4,943 | 5,845 2,268 1,882 477 | 5,357 6,932 5,353 7,479 | 10,689 3,190 5,820 8,243 | 919 3,823 7,061 9,105 | 13,495 563 1,639 11,598 | 7,565 4,391 7,302 2,650 | 320 | 277,700 | |
| ы | MILES | | 66.7 144.5 209.4 45.0 | 215.7 13.5 14.4 107.5 | 71.5 68.5 477.6 274.8 | 321.6 422.7 147.1 73.1 | 25.0 15.0 .1 | 436.6 271.3 184.9 159.6 | 354.8 143.0 24.8 6.7 | 139.5 174.9 103.0 420.5 | 135.2 126.6 79.6 27.9 | (2/) 74.6 353.4 57.0 | 397.1 78.8 21.1 185.5 | 127.8 34.0 228.2 107.1 | 14.7 | 7,303.6 | |
| PRIMARY - RURAL | FEDERAL FUNDS | 1,000 Dollars | 3,503 3,721 3,969 3,809 | 4,940 1,219 1,066 2,842 | 4,737 2,119 18,119 5,770 | 6,309 9,105 5,850 4,448 | 1,502 2,407 1,209 5,058 | 8,052 4,218 8,156 6,832 | 5,752 2,286 1,719 2,172 | 4,679 7,657 4,198 4,353 | 12,580 3,218 3,882 4,668 | 307 5,491 5,708 2,814 | 10,156 2,744 833 6,660 | 4,852 2,005 6,587 3,425 | - 777 - 284 | 228,769 | |
| ă. | TOTAL | 1,000 Dollars | 6,866 5,460 7,957 7,680 | 8,624 2,058 2,132 5,835 | 9,359 3,109 36,359 11,503 | 12,578 18,214 11,011 8,905 | 2,958 4,297 2,516 9,258 | 15,906 8,444 16,018 11,409 | 464,11 2,690 3,4,8 388,4 | 7,314 17,416 8,433 8,693 | 24,539 6,214 7,305 9,337 | 533 6,590 9,791 5,468 | 20,273 3,516 1,682 13,306 | 8,960 4,041 13,670 5,321 | 1,570 | 435,094 | : |
| STATE | TERRITORY | | Alabama Arizona Arkansas California | Colorado Connecticut Delaware Florida | Georgia Idaho Illinois Indiana | Iowa Kansas Kentucky Louisiana | Majne Maryland Massachusetts Michigan | Minnesota Mississippi Missouri Montana | Nebraska Nevada New Hampshire New Jersey | New Mexico New York North Carolina North Dakota | Ohio Oklaboma Oregon Pennsylvania | Rhode Island South Carolina South Dakota Tennessee | Texas Utah Vermont Virginia | Washington West Virginia Wisconsin Wyoming | Alaska Hawaii Dist. of Col. Fuerto Rico | Total | 1/ Highway planning |

2/ Less than 0.05 mile.
3/ Railroad grade crossing protections.

ROABS church Han Burner PUBLIC BUREAU OF FUNDS ADMINISTERED BY THE DURING CALENDAR YEAR 1952 FEDERAL PF EXPENDITURES

12, 436, 372 4,080,030 12,407,549 5,276,861 20,248,548 9,505,775 12,568,450 17,410,098 29,556,527 6,724,896 2,144,051 9,437,890 1,051,032 3,466,390 1,791,416 7,073,753 \$7,239,260 7,737,348 8,654,041 26,97,621 7,844,748 3,726,069 1,738,564 6,752,210 9,482,474 5,987,249 27,296,296 10,770,512 11,997,831 11,108,006 7,951,463 9,564,379 5,272,939 3,433,946 9,130,949 16,511,949 13,428,527 7,919,437 12,865,337 8,991,581 7,594,584 2,791,631 2,467,267 6,502,451 9,845,168 22,418,508 8,827,032 8,550,523 3,480,401 6,540,067 8,750,140 9,643,956 197,034,332 28,544,308 525,578,640 Grand Total Punds 1,114,788 3,204,666 1,546,898 30,089 21,109 21,109 21,500 36,365 1, 151, 194, 1 92,569 10,035 20,035 20,092 유 10,13 10,13 10,13 33,794,626 \$18,453 124,995 14,095 225,110 225,36 111,924 6,63 ¥**%**¥ ¥**%**\$& 83 64 23.50 23.50 270,103 42,100 67,7⁴1 361,188 14,339,452 19,455,174 508,703 176,440 8 Forest Road Funds 2,336,488 45,330 180,609 585,867 \$604,366 198,124 3,108,047 104,164 1,361 304,822 93,566 147,606 287,294 42,519 48,319 ,872,864 84,750 26,550 15,354 15,782 15,782 455,284 23,185,381 4,108 41,313 11,928 242,497 8,956 1,294,214 2,085 199 619,508 22,730,097 3,869,087 20,354 10,023 88,390 7,134 1,995 22,265 28,305 26,711 232,155 24,722 114,668 121,938 110,813 62,189 5,000 116,216 3,390 139,9th 170,113 18,69,87 210,979 352,995 ۰ 88% مروزي مروزي مروزي 26,220 29,736 13,231 平6,772 1,257 \$72,464 2,386,304 2,386,304 Total Orossing \$72,464 2,765 232,135 11,122,135 121,608,131 20,354 10,023 88,390 85,80 ¥£,86,6 21,201 6,142 39,261 90,633 88,89 75,89 4£6,775 7,13 8 2,135,860 110,813 26,71 Prewer Federal-Aid Fund 2,135, Secondary \$28,305 27,342 27,342 -2,220 1,35 \$19,500 223,102 8 1,995 223,102 189,778 2,795 ğ Primary ፞፠ છું 3,724,585 3,408,580 9,038,571 16,504,966 12,989,012 7,875,602 12,672,128 7,527,963 8,409,128 22,226,986 8,786,834 8,514,322 19,993,617 9,085,039 7,334,398 17,322,553 3,393,368 5,007,384 8,417,010 9,368,600 8,475,238 5,098,882 2,061,160 9,108,247 9,260,780 11,876,756 11,876,756 1,690,994 1,043,898 2,351,602 1,789,421 27,069,741 10,669,741 11,943,457 11,081,081 7,701,398 9,365,675 4,213,290 2,113,655 6,113,401 6,113,211 \$7,148,343 7,008,887 8,384,508 23,636,159 6,015,120 3,726,069 1,738,564 6,571,662 97,578,479 466,212,329 8,633,850 Total. Flood Relief and Dam and Bridge Design Projects 151,374 526,853 17. 19.53. 654,154 711,991 141,922 153,656 63,640 \$3,962 675,303 9,626 16,661 187,258 10,324 3,108,691 Postwar Federal-Aid Funds 3,108,691 1,325,340 1,713,776 590,542 197,318 945,553 788,769 154,664 868,827 2,145,186,2 1,182,189,17 1,78,045,045 107,903 868,459 696,778 1,035,601 259,430 8,623,331 1,687,686 142,359 1,155,430 5,617,596 6,075,991 1,600,159 930,094 182,512 29, 28, 28, 128, 439, 28, 621,123 9,717,64 50,634 95,173,106 618,715 2,253,751 2,719 1,128,891 95,173,106 25, 43, 15,67, 41, 50,69, 4,106,916 1,865,632 2,877,947 2,430,918 5,215,629 2,354,619 2,719,304 3,955,265 821,640 2,066,489 3,765,515 4,101,100 7,202,585 1,306,753 876,415 4,121,831 2,691,490 1,261,992 3,877,796 1,766,081 \$3,264,733 2,257,059 3,382,238 5,493,887 2,355,868 724,266 858,283 2,353,652 4,358,956 2,623,906 3,540,531 3,462,567 1,360,847 382,352 1,149,462 3,940,280 3,018,437 4,291,733 3,618,444 3,316,999 388,889 604,130 611,956 100,117 769,091 123,681 512,054 250,633 002,500 626,500 886,088 8 136,896,209 Secondary 136,896, 2,152,126 4,390,714 1,554,174 1,186,219 1,612,700 5,806,083 2,684,407 6,216,546 6,216,546 3,570,305 5,705,790 4,769,568 8,217,610 4,650,786 4,138,106 7,662,901 5,100,785 3,938,655 7,004,227 16,330,663 3,091,454 1,110,479 4,969,169 3,971,506 2,042,472 15,568,243 6,521,565 2,221,379 1,870,798 2,271,513 6,488,695 547,106 815,373 480,687 \$3,459,288 4,325,357 4,853,638 8,541,907 6,977,719 3,168,698 5,952,481 4,832,965 4,597,770 2,962,215 1,188,497 2,387,902 222,400,473 222,400,473 3,040,537 748,052 877,562 3,089,119 Primary Foreign Programs (\$17,288,866) and other Expenditures not Distributed by States Territory District of Columbia Hawaii Puerto Rico Alaska Hew Maxico Hew York Horth Carolina Horth Dakota Rhode Island South Carolina South Dakota Tennessee Washington West Virginia Wisconsin Wyoming Hebraska Hevada Hew Hampshire Hew Jersey þ Maryland Massachusetts Michigan Ohio Oklahoma Oregon Pennsylvania Colorado Connecticut Delaware Florida Minnesota Mississippi Missouri Montana Grend Total State Alabama Arizona Arkansas California Georgia Idaho Illinois Indiana Texas Utah Vermont Virginia To tel

Federal Aid

FEDERAL HIGHWAY FUNDS APPORTIONED DURING THE CALENDAR YEAR-1952

FEDERAL FUNDS AUTHORIZED FOR THE FISCAL YEAR 1954

| · | | | RAL FUNDS AUTHORIZE | D FOR THE FISCAL I | EAR 1954 - \ | FOREST | |
|--|---|--|--|--|---|---------------------------|--|
| STATE | · · · · · · · · · · · · · · · · · · · | | DERAL-AID FUNDS 1/ | | | HIGHWAY | STATE |
| OR ERRITORY | PRIMARY (\$247,500,000) | SECONDARY (\$165,000,000) | URBAN (\$137,500,000) | (\$25,000,000) | (\$575,000,000) | (\$22,500,000) | OR TERRITORY |
| Alabama | \$5,217,552 | \$4,043,898 | \$1,758,127 | \$532,314 | \$11,551,891 | \$64,403 | Alabama |
| Arizona | 3,653,303 | 2,487,990 | 521,973 | 371,953 | 7,035,219 | 1,278,120 | Arizona |
| Arkansas | 4,064,364 | 3,254,652 | 750,706 | 414,318 | 8,484,040 | 305,550 | Arkansas |
| California | 11,273,990 | 5,808,764 | 11,929,002 | 1,154,002 | 30,165,758 | 3,220,955 | California |
| Colorado Connecticut Delaware Florida | 4,402,054 1,571,238 1,200,375 3,903,613 | 2,940,172 800,250 800,250 2,550,784 | 1,115,307 2,598,965 275,217 2,406,316 | 448,362 161,200 121,250 398,804 | 8,905,895 5,131,653 2,397,092 9,259,517 | 1,613,827 - 130,667 | Colorado Connecticut Delaware Florida |
| Georgia | 6,059,367 | 4,627,705 | 1,955,727 | 618,094 | 13,260,893 | 78,894 | Georgia |
| Idaho | 3,033,324 | 2,132,917 | 258,267 | 308,736 | 5,733,244 | 2,291,973 | Idaho |
| Illinois | 9,415,818 | 5,124,593 | 9,384,933 | 963,234 | 24,888,578 | 27,064 | Illinois |
| Indiana | 5,833,702 | 4,020,406 | 3,210,481 | 595,500 | 13,660,089 | 14,074 | Indiana |
| Iowa Kansas Kentucky Louisiana | 5,915,625 5,950,738 4,496,820 3,812,021 | 4,328,851 4,165,742 3,736,080 2,759,226 | 1,593,160 1,261,297 1,393,596 1,967,149 | 602,769 605,853 459,028 389,375 | 12,440,405 11,983,630 10,085,524 8,927,771 | 730 46,256 51,960 | Iowa Kansas Kentucky Louisiana |
| Maine Maryland Massachusetts Michigan | 2,061,148 2,151,491 3,102,505 7,594,942 | 1,474,586 1,314,877 1,149,426 4,633,662 | 560,854 2,277,541 5,585,538 6,245,790 | 210,101 220,394 318,932 776,456 | 4,306,689 5,964,303 10,156,401 19,250,850 | 8,357 - 241,009 | Maine Maryland Massachusetts Michigan |
| Minnesota | 6,444,508 | 4,545,371 | 2,185,224 | 656,907 | 13,832,010 | 304,060 | Minnesota |
| Mississippi | 4,357,237 | 3,632,971 | 742,978 | 444,235 | 9,177,421 | 106,219 | Mississippi |
| Missouri | 7,127,588 | 4,822,289 | 3,304,889 | 726,976 | 15,981,742 | 114,474 | Missouri |
| Montana | 4,957,442 | 3,409,119 | 315,997 | 504,310 | 9,186,868 | 1,789,397 | Montana |
| Nebraska | 4,751,285 | 3,369,779 | 787,065 | 483,631 | 9,391,760 | 21,014 | Nebraska |
| Nevada | 3,174,465 | 2,121,392 | 102,203 | 322,835 | 5,720,895 | 403,921 | Nevada |
| New Hampshire | 1,200,375 | 800,250 | 397,419 | 121,250 | 2,519,294 | 119,448 | New Hampshire |
| New Jersey | 3,175,262 | 1,071,050 | 5,874,465 | 326,438 | 10,447,215 | - | New Jersey |
| New Mexico New York North Carolina North Dakota | 4,003,539 11,527,309 6,048,757 3,562,057 | 2,749,711 4,622,354 5,170,669 2,585,761 | 440,412 17,937,120 1,724,427 226,915 | 407,468 1,182,803 617,527 362,325 | 7,601,130 35,269,586 13,561,380 6,737,058 | 904,800 137,921 80 | New Mexico New York North Carolina North Dakota |
| Ohio | 8,609,919 | 5,240,955 | 7,765,686 | 880,712 | 22,497,272 | 11,912 | Ohio |
| Oklahoma | 5,245,994 | 3,755,923 | 1,466,130 | 534,576 | 11,002,623 | 15,507 | Oklahoma |
| Oregon | 4,198,212 | 2,933,480 | 1,076,050 | 427,813 | 8,635,555 | 3,100,639 | Oregon |
| Pennsylvania | 9,582,120 | 5,699,723 | 10,159,251 | 981,618 | 26,422,712 | 60,020 | Pennsylvania |
| Rhode Island | 1,200,375 | 800,250 | 959,321 | 121,250 | 3,081,196 | - | Rhode Island |
| South Carolina | 3,291,443 | 2,726,238 | 923,122 | 335,960 | 7,276,763 | 73,755 | South Carolina |
| South Dakota | 3,827,991 | 2,733,672 | 260,648 | 389,370 | 7,211,681 | 175,728 | South Dakota |
| Tennessee | 5,293,910 | 4,127,446 | 1,940,548 | 540,208 | 11,902,112 | 75,334 | Tennessee |
| Texas | 15,842,002 | 10,607,168 | 6,428,891 | 1,615,515 | 34,493,576 | 71,267 | Texas |
| Utah | 2,824,094 | 1,868,149 | 568,628 | 287,607 | 5,548,478 | 747,581 | Utah |
| Vermont | 1,200,375 | 800,250 | 208,950 | 121,250 | 2,330,825 | 39,023 | Vermont |
| Virginia | 4,645,445 | 3,611,080 | 2,092,640 | 474,439 | 10,823,604 | 146,100 | Virginia |
| Washington | 4,064,587 | 2,715,106 | 2,024,855 | 414,845 | 9,219,393 | 1,564,131 | Washington |
| West Virginia | 2,678,927 | 2,330,488 | 873,369 | 273,683 | 6,156,467 | 88,835 | West Virginia |
| Wisconsin | 5,802,073 | 4,047,423 | 2,627,837 | 591,968 | 13,069,301 | 125,268 | Wisconsin |
| Wyoming | 3,053,021 | 2,068,920 | 145,912 | 310,556 | 5,578,409 | 960,490 | Wyoming |
| Alaska Hawaii Dist. of Col. Puerto Rico | 1,200,375 1,200,375 1,269,948 | 800,250 800,250 1,327,682 | 451,260 1,159,334 1,153,508 | - 121,250 | 2,451,885 3,281,209 3,751,138 | 1,962,886 - 6,351 | Alaska Hawaii Dist. of Col. Puerto Rico |

^{1/} Apportioned to the States effective November 1, 1952.
2/ Apportionment effective November 1, 1952. No National Forests in States for which no apportionments are shown.

PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

| ſ | | | 1 | | T | | | | | | | | \top |
|---|----------------------|-------------------|------------------|----------------------|---|--------------------------------------|---|---|--|---|---|-----------------------------|--------|
| | Ħ | | | 1946 1/ • 100 | | | | | 100.0 113.6 127.1 122.5 115.8 | 126.5 130.4 131.7 129.2 | 134.0 136.2 137.5 138.6 | 139.4 133.2 | |
| | MPOSITIE MI | INDEX 2/ | | 1940 1/ • 100 | | | 100.0 | 113.7 151.9 174.3 157.8 | 166.1 188.6 211.3 203.6 192.4 | 210.3 212.9 216.6 218.9 214.7 | 222.5 226.3 228.5 230.2 226.9 | 231.7 | |
| | <u>წ</u> | | | 1925-29 1/ • 100 | 107.5 103.4 101.9 95.3 92.1 85.7 | 76.8 61.0 76.7 84.0 80.6 | 82.9 79.4 72.6 72.6 | 81.4 108.8 124.9 113.1 | 119.0 135.0 151.2 145.8 | 150.6 152.4 155.1 156.7 | 159.3 162.1 163.6 164.9 162.5 | 165.9 | |
| | | | | 1946 100 | | | | | 100.0 119.6 136.0 127.7 | 139.9 142.1 147.2 148.3 144.4 | 147.2 149.1 155.1 150.4 150.5 | 149.0 | |
| | | SUB-INDEX | | 1940 | | | 100.0 | 115.1 139.6 153.4 155.8 151.3 | 188.0 224.8 255.6 240.1 227.6 | 263.0 267.1 276.8 278.9 271.5 | 276.8 280.3 291.6 282.9 | 280.1 | |
| | | SI | | 1925-29 | 103.9 103.7 101.5 96.1 95.0 | 6.67 6.65 6.65 6.68 7.18 | 90.0 91.5 87.2 87.9 87.6 | 100.8 122.3 134.4 136.5 | 164.7 196.9 223.9 210.3 199.4 | 230.4 234.0 242.5 242.5 244.3 | 242.5 245.5 255.4 247.7 247.8 | 245.4 237.1 | |
| uction | STRUCTURES | CE | Strict Preprint | CONCRETE CU. YD. | \$2 82.53 82.13 82.13 83.13 83.13 | 18.02 15.33 16.15 17.73 | 20.25 19.76 19.06 19.13 19.13 | 26.16 30.19 30.19 31.94 31.62 | 38.79 45.84 51.00 47.36 | 50.12 51.45 53.21 53.51 82.07 | 88.38 86.53 86.53 86.53 86.53 | 53.91 51.67 | |
| based on contract prices for Federal-aid construction | | AVERAGE BID PRICE | SPRIICHTRAT. | STEEL LBS. | \$0.067 .071 .070 .059 | .054 .046 .046 .053 | 060 063 059 059 053 | .076 .090. .095 .089 | 113 138 158 146 139 | 180 1.170 1.182 1.180 | .184 .175 .195 .191 | .192 | |
| ses ror Feder | | AV | RETIN- | FORCING STEEL-LB. | \$0.056 .053 .051 .051 .040 .048 | 040. 480. 880. 840. | 940. 640. 640. 640. 640. | 450. 590. 750. 450. | .075 .093 .108 .104 | 611. 911. 921. 921. | 521. 521. 521. 521. | 121. | |
| act pri | | | | 1946 | | | | | 100.0 113.4 127.2 128.2 125.4 | 132.5 131.3 132.5 137.7 133.5 | 140.0 142.6 141.1 149.8 143.4 | 149.4 140.8 | |
| on cont | PAVEMENT 1/ | J. | SUB-INDEX 1940 1 | | | | 100.0 | 111.0 142.4 161.5 146.0 141.9 | 157.5 178.9 200.6 202.1 197.8 | 208.9 207.1 208.9 217.3 | 220.8 225.0 222.6 236.3 226.3 | 235.7 |]. |
| pased | CONCRETE PAVE | |)S | 1925-29 # 100 | 106.4 103.1 103.3 94.5 92.7 | 75.6 64.8 75.1 85.8 85.6 | 86.0 85.1 77.5 77.8 75.6 | 84.1 107.9 122.3 110.6 | 119.3 135.5 151.9 153.1 149.8 | 158.3 156.9 158.3 164.6 159.5 | 167.3 170.4 168.6 179.0 171.3 | 178.5 168.2 | |
| | 0 | | AVERAGE | RICE SQ. YD. | \$2.36 2.29 2.29 2.05 1.86 | 88458 777777 | 1.99 1.73 1.68 | 1.87 2.39 2.17 2.45 2.45 | 8.85 8.37 8.45 8.45 8.45 8.45 8.45 8.45 8.45 8.45 | 3.57 3.57 3.65 3.57 4.50 | 2.8.8.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2 | 3.96 3.73 | 1 |
| | | | | 1946 100 | | | | | 100.0 109.3 120.3 108.4 95.3 | 107.2 112.4 114.7 109.5 | 113.8 116.4 119.0 111.5 | 115.8 |] ' |
| | ATTON 1/ | ח | SUB-INDEX | 1940 | | | 100.00 | 117.3 176.5 210.3 180.8 172.2 | 168.0 183.9 202.3 182.1 160.2 | 180.2 188.9 192.8 184.1 | 191.3 195.7 200.0 187.4 193.6 | 194.7 189.9 |], |
| | COMMON EXCAVATION 1/ | | ß | 1925-29 • 100 | 103.7 103.7 100.3 86.0 86.0 | 77.6 55.0 74.0 83.3 73.3 | 74.8 690.0 59.8 59.8 | 69.2 104.1 124.0 106.6 101.6 | 99.1 108.4 119.3 107.4 | 106.3 111.4 113.7 108.5 | 112.8 115.4 117.9 110.5 | 114.8 | |
| | Ś | | AVERAGE | FRICE CU. YD. | 8 & & & & & & & & & & & & & & & & & & & | 25. 84. 89. 89. 89. | 844 | 45. 44. 37. 36. | ÷ | జ్ఞు కాట్లేకజుల్ల | સંસંસ્ટ્રેસ્ | o4. | |
| | | YEAR | į | | 1925 1926 1927 1928 1929 1930 | 1931 1932 1933 1934 1935 | 1936 1938 1938 1939 1940 | 1945 1943 1945 1945 | 946 1947 1948 1949 1950 | 1951 lst. Qtr. 2nd. " 3rd. " 4th. " | 1952 lst. 4tr. 2nd. " 3rd. " 4th. " | 1953 lst. Qtr. 2nd. " | 7, 044 |

1/ Bid prices and index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements.

2/ The composite mile is made up of sverage quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

Federal Aid

FEDERAL-AID HIGHWAY CONSTRUCTION EXPENDITURES

An analysis of Federal-aid construction contracts awarded during the calendar year 1952, showing the percentage distribution of the costs of the principal types of work, is given in table 1. The data included in table 2 were derived from a similar analysis of Federal-aid projects completed during the calendar year 1952 and show the percentage distribution of the costs of the major elements of highway construction.

The percentage distribution by systems of total construction expenditures (exclusive of right-of-way

Table 1.-Percentage Distribution of the Costs of Grading and Drainage, Bases, Surfaces, and Structures, by System, 1952.

| | Pri | mary | Secondary | Average | | |
|--|--------|-------|-----------|---------|--|--|
| Items | Rural | Urban | | | | |
| Grading & drainage (inc. pipe items only - | | _ | | | | |
| not culverts) | . 30.5 | 17.6 | 29.9 | 27.3 | | |
| Bases | | | | | | |
| Gravel & clay gravel | . 6.2 | 1.8 | 13.5 | 7.4 | | |
| Macadam or stone | . 5.4 | 1.8 | 7.8 | 5-3 | | |
| Portland cement concrete | . 2.4 | 2.6 | -5 | 1.8 | | |
| Surfaces | | | | | | |
| Gravel & clay gravel | 6 | .1 | 3.6 | 1.4 | | |
| Bituminous surface treatment . | . 1.2 | .0 | 7.6 | 2.8 | | |
| Bituminous road-mix | . 1.2 | .1 | 5.4 | 2.2 | | |
| Bituminous intermediate | . 3.5 | 1.1 | 3.5 | 3.0 | | |
| Bituminous concrete | . 11.3 | 4.1 | 5.2 | 7.7 | | |
| Portland cement concrete | . 16.8 | 15.8 | 2.0 | 11.7 | | |
| Total bases & surfaces | | | | | | |
| (inc. pavement reinforcement). | . 48.6 | 27.4 | 49.1 | 43.3 | | |
| Structures (concrete, str. reinf., str. steel, & | | | | | | |
| str. excavation) | . 20.9 | 55.0 | 21.0 | 29.4 | | |
| Total | 100.0 | 100.0 | 100.0 | 100.0 | | |

and engineering costs) for projects completed during the calendar year 1952 is as follows:

| Federal-aid rural primary system . | 45.8 |
|------------------------------------|------|
| Federal-aid urban primary system . | 22.0 |
| Federal-aid secondary system | 28.5 |
| Other | 37 |

"Other" refers to access roads, forest and park roads, emergency and miscellaneous projects.

Table 2.-Percentage Distribution of the Costs of Materials and Supplies, Labor, Equipment, Miscellaneous, and Overhead, by System

| | Primary | | Secondary | Average |
|---|---------|-------|-----------|---------|
| Elements | Rural | Urban | | |
| Cement | 5.7 | 3.5 | 1.9 | 4.0 |
| Aggregates | 8.3 | 4.3 | 8.3 | 7-3 |
| Bituminous material | 3.9 | .8 | 5.4 | 3.7 |
| Lumber | .8 | 1.4 | 1.3 | 1.1 |
| Timber piling | .2 | •3 | •3 | .2 |
| Metal culvert pipe | •7 | •3 | 2.1 | 1.0 |
| Reinforcing steel | 2.7 | 3.8 | 1.9 | 2.7 |
| Structural steel | 3.6 | 10.6 | 2.8 | 4.8 |
| Ready-mix concrete | 1.7 | 5.8 | 1.2 | 2.5 |
| Pre-mixed bituminous | | | | _ |
| paving materials | 3.0 | 1.8 | 2.0 | 2.4 |
| Concrete culvert pipe | 1.5 | 1.6 | 2.2 | 1.7 |
| Clay pipe | .1 | .1 | .1 | .1 |
| Not reported | 1.0 | 5.0 | 1.4 | 2.1 |
| Petroleum products | 3.8 | 2.1 | 4.6 | 3.6 |
| Explosives | .4 | .2 | .4 | .4 |
| Total material & supplies . | 37.4 | 41.6 | 35-9 | 37.6 |
| Labor | 26.0 | 27.1 | 27.0 | 26.8 |
| Equipment, misc., overhead, inc. profit | 36.6 | 31.3 | 37.1 | 35.6 |
| Total cost | 100.0 | 100.0 | 100.0 | 100.0 |

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

| CLASSIFICATION | new | MIDDLE | east North Central | WEST NORTH CENTRAL | SOUTH ATLANTIC | EAST SOUTH CENTRAL | West South Central | MOUNTAIN | PACIFIC | UNITED STATES |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| | | | CALE | DAR YEAR 1 | 952 | | | | | |
| Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled | \$2.08 2.29 1.59 1.47 | \$2.45 2.74 1.98 1.84 | \$2.46 2.65 1.97 1.76 | \$1.98 2.05 1.59 1.37 | \$1.89 1.74 1.26 1.00 | \$1.80 1.94 1.34 .98 | \$1.80 1.84 1.29 1.03 | \$2.47 2.53 1.96 1.68 | \$2.75 2.66 2.22 1.97 | \$2.21 2.30 1.71 1.41 |
| | | | FIRST | QUARTER 19 | 953 | | | | | |
| Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled | 2.54 2.59 1.97 1.76 | 2.55 2.80 2.11 1.93 | 2.72 2.68 1.95 1.79 | 2.25 2.16 1.55 1.42 | 1.94 1.56 1.29 .97 | 1.87 1.85 1.26 .89 | 1.89 1.87 1.31 1.03 | 2.50 2.47 1.90 1.57 | 2.76 2.67 2.23 1.96 | 2.29 2.24 1.69 1.31 |
| , | | | SECONI | QUARTER 19 | 953 | | | | | |
| Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled | 2.40 2.38 1.74 1.80 | 2.57 2.68 1.98 1.86 | 2.72 2.74 2.04 1.85 | 2.14 2.14 1.71 1.48 | 1.91 1.73 1.24 •97 | 1.96 2.07 1.35 1.00 | 1.92 1.94 1.33 1.07 | 2.48 2.55 1.97 1.69 | 2.76 2.70 2.21 2.01 | 2.32 2.33 1.73 1.40 |
| | | THIRD QUARTER 1953 | | | | | | | | |
| Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled | 2.23 2.46 1.72 1.62 | 2.51 2.70 2.15 1.88 | 2.63 2.85 2.20 1.95 | 2.05 2.18 1.67 1.39 | 1.98 1.91 1.33 1.08 | 2.03 2.06 1.40 .98 | 1.82 1.91 1.33 1.04 | 2.59 2.62 2.14 1.79 | 2.70 2.84 2.36 2.08 | 2.32 2.52 1.86 1.52 |

FEDERAL AND STATE HIGHWAY EMPLOYMENT AVERAGE NUMBER OF EMPLOYEES

During the Calendar Year 1952

| | , | | During to | e Calendar Y | ear 1952 | | · · · · · · · · · · · · · · · · · · · | |
|---|---|-------------------------------------|----------------------------------|------------------------------|-----------------------------------|--|---------------------------------------|------------------------------------|
| | CONSTRUCTION INVOLVING FEDERAL FUNDS STATE WORK NOT INVOLVING FEDERAL FUNDS | | | | | | | |
| STATE OR TERRITORY | FEDERAL-AID PRIMARY, SECONDARY, AND URBAN | FORESTS, PARKS, AND MISCEL- IANEOUS | TOTAL | CONSTRUC- TION | MAINTENANCE | STATE ENGINEERING, SUPERVISORY, AND ADMIN- ISTRATIVE | TOTAL | GRAND TOTAL |
| Alabama Arizona Arkansas California | 1,537 711 1,050 3,296 | 11 27 16 323 | 1,548 738 1,066 3,619 | 1,071 483 650 2,136 | 1,223 515 1,718 3,238 | 598 687 288 4,893 | 2,892 1,685 2,656 10,267 | 4,440 2,423 3,722 13,886 |
| Colorado Connecticut Delaware Florida | 655 422 311 874 | 226 9 | 881 422 311 883 | 146 586 208 2,030 | 682 1,527 669 2,198 | 739 1,367 27 1,995 | 1,567 3,480 904 6,223 | 2,448 3,902 1,215 7,106 |
| Georgia Idaho Illinois Indiana | 1,825 419 2,786 1,292 | 34 98 4 2 | 1,859 517 2,790 1,294 | 2,832 58 1,499 142 | 2,089 712 3,634 2,588 | 1,847 452 1,661 687 | 6,768 1,222 6,794 3,417 | 8,627 1,739 9,584 4,711 |
| Iowa Kansas Kentucky Louisiana | 1,072 1,429 1,011 1,304 | 40 63 14 3 | 1,112 1,492 1,025 1,307 | 1,523 503 547 745 | 1,601 1,836 3,506 4,533 | 969 794 1,853 520 | 4,093 3,133 5,906 5,798 | 5,205 4,625 6,931 7,105 |
| Maine Maryland Massachusetts Michigan | 584 445 1,109 2,062 | 108 298 38 | 692 743 1,109 2,100 | 709 1,558 2,064 | 1,238 1,633 3,318 3,755 | 267 995 2,747 1,642 | 2,214 4,186 8,129 5,397 | 2,906 4,929 9,238 7,497 |
| Minnesota Mississippi Missouri Montana | 1,710 1,331 1,713 661 | 90 87 22 151 | 1,800 1,418 1,735 812 | 1,495 3,600 681 86 | 3,166 1,563 2,537 856 | 2,237 637 991 582 | 6,898 5,800 4,209 1,524 | 8,698 7,218 5,944 2,336 |
| Nebraska Nevada New Hampshire New Jersey | 714 312 330 1,211 | 28 63 16 | 742 375 346 1,211 | 30 7 191 265 | 1,319 342 1,080 1,224 | 561 329 314 949 | 1,910 678 1,585 2,438 | 2,652 1,053 1,931 3,649 |
| New Mexico New York North Carolina North Dakota | 882 2,769 966 740 | 98 29 73 | 980 2,769 995 813 | 60 649 1,712 | 726 5,560 8,716 519 | 711 2,331 2,018 358 | 1,497 8,540 12,446 877 | 2,477 11,309 13,441 1,690 |
| Ohio Oklahoma Oregon Pennsylvania | 2,726 1,213 1,684 3,048 | 4 387 | 2,730 1,213 2,071 3,048 | 649 647 172 4,615 | 4,793 1,807 1,883 10,948 | 2,140 471 1,095 3,052 | 7,582 2,925 3,150 18,615 | 10,312 4,138 5,221 21,663 |
| Rhode Island South Carolina South Dakota Tennessee | 488 1,390 710 1,313 | 5 56 30 123 | 493 1,446 740 1,436 | 42 656 1,326 | 616 2,636 717 2,116 | 234 818 499 442 | 892 4,110 1,216 3,884 | 1,385 5,556 1,956 5,320 |
| Texas Utah Vermont Virginia | 4,513 451 354 1,545 | 62 92 4 64 | 4,575 543 358 1,609 | 2,336 68 1 1,681 | 5,644 577 659 6,603 | 3,925 598 284 1,422 | 11,905 1,243 944 9,706 | 16,480 1,786 1,302 11,315 |
| Washington West Virginia Wisconsin Wyoming | 1,097 858 1,436 488 | 235 18 19 52 | 1,332 876 1,455 540 | 441 275 618 250 | 1,160 4,932 3,421 312 | 940 668 897 150 | 2,541 5,875 4,936 712 | 3,873 6,751 6,391 1,252 |
| Hawaii Dist. of Columbia Puerto Rico Alaska | 903 101 811 | 398 44 205 | 1,301 145 811 205 | 465 1,414 | 188 399 3,182 | 279 332 712 | 467 1,196 5,308 | 1,768 1,341 6,119 205 |
| Total | 62,662 | 3,769 | 66,431 | 43,922 | 122,414 | 56,004 | 222,340 | 288,771 |

U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Estimate of Highway Receipts and Expenditures, 1952 - 1953

June 1953

Total expenditures for highway purposes are increasing steadily, according to preliminary estimates for 1952 and 1953. No spectacular increases are noted, but the annual expenditures for all items are larger than corresponding expenditures for previous years. Total expenditures are estimated at \$5,014 million in 1952 and forecasted to be \$5,453 million in 1953, as compared with \$4,541 million in 1951.

The major portion of the estimated increase in total expenditures for each year is accounted for by the capital outlay item, which will increase from \$2,548 million in 1951 to \$2,913 million in 1952 and to \$3,243 million in 1953. These amounts represent 56.1, 58.1, and 59.5 percent respectively, of the total expenditures for each of these three years. The 1953 capital outlay expenditures for the first time are expected to exceed \$3 billion.

Maintenance expenditures are increasing steadily also, but as a percentage of total expenditures show a consistent decrease, from 33.7 percent in 1951 to 32.1 in 1952 and to 30.6 in 1953. Similarly, expenditures for administration, while steadily increasing, have shown a constant decrease as a percentage of total expenditures.

Interest payments are estimated to be \$144 million in 1952 and \$176 million in 1953, as compared with \$136 million in 1951. As a percentage of total expenditures, in 1953. The 1953 increase reflects the impact of the large bond issues floated during the last few years.

Total disbursements, consisting of total expenditures plus debt retirement, are now approaching the \$6 billion mark. These disbursements were \$4,878 million in 1951, and are estimated to be \$5,343 million in 1952 and \$5,774 million in 1953. These amounts include debt retirement of \$337 million, \$329 million and \$320 million, respectively, for each of the three years.

Estimates of highway revenues for 1952 and 1953 indicate substantial increases in Federal funds and in highway-user imposts. Federal funds for each of these two years will constitute 11.3 and 12.0 percent, respectively, of total estimated revenues, compared with 10.8 in 1951. Highway-user imposts continue to be the largest single source of highway revenue, representing 58.7 percent of the total revenues in each of the years 1952 and 1953, compared with 58.2 in 1951. Toll receipts are a relatively small part of total estimated revenues but are increasing at a much greater rate than are other revenue items and are expected to exceed \$200 million in 1953, 48 percent greater than in 1951.

Total receipts, including borrowings, like total disbursements, are approaching \$6 billion per year. For 1951, 1952 and 1953 they amount to \$5,039 million, \$5,889 million and \$5,883 million; included in these amounts are borrowings of \$778 million, \$1,250 million and \$957 million, respectively. Borrowings scared to a new which amount still represents a substantial increase over 1951.

It is estimated that total highway debt outstanding will increase by \$1.5 billion between 1951 and 1953. Huge borrowings for toll facilities have swelled this total, which is expected to reach a record high of \$6,475 million at the end of 1953. Of this amount, slightly over \$2 billion is for toll facilities. Total debt revenues in each year, as compared with 12.4 in 1951.

U. S. DEFARIMENT OF COMMERCE BURRAN OF PUBLIC ROADS

Estimated Revenues for Highway and Street Purposes, 1952-1953 1/

Table HF-1 Preliminary June, 1953

| Source | 19 Preliminary | 52 Estimate | 1953 Forecast | | |
|--|--------------------|----------------|--------------------|-----------------|--|
| DOWN | Million dollars | Percent | Million dollars | Percent | |
| | 19.22.3 | | | | |
| deral Government: | | | 1 | 1 | |
| | | 10.0 | 515 | 10.5 | |
| of Rureau of Fubility | 465 | 0.6 | 36 | 0.7 | |
| Major funds millic lands | 26 | 0.0 | 2 | - | |
| mark, and public | 1 | | | 11.2 | |
| | 492, | 10.6 | 553 | | |
| Subtotal compared to 138 And so Subtotal funds Eng. TVA . lick . In Su | wetc 34 | 0.7 | 40 | 0.8 | |
| Subtotal F. TVA - lich for S | en ere 34 | | . | - | |
| Other Federal funds 27 | | 11.3 | 593 | 12.0 | |
| _ asmont. | 526 | 1 | | | |
| Total Federal Government | | 1 | | | |
| | | 58.7 | 2,892 | 58.7 | |
| State Governments: | 2,724 | 1 | 146 | 3.0 | |
| Highway-user imposts | 126 | 3 0 | لو ا | 1.9 | |
| Toll receipts | 88 | 1.9 | | _ | |
| Miscellaneous | | - 1 | 3,13 | 2 63.6 | |
| MIRCOI | 2,938 | 63.3 | | | |
| Total | | | | | |
| | | | 149 | 0 9.9 | |
| Local Rural Units: | 485 | 5 10.5 | ' | 8 0.4 | |
| Local Rural Units: Property tax and miscellaneous | 1 | | 3 | | |
| Property tax tax | | | _ | 10.3 | |
| Toll receipts | 50 | 0 10.8 | 3 5 | 08 10.3 | |
| | 70 | | | | |
| Total | | 1 | | 50 13.2 | |
| | 63 | 13. | | | |
| Urban Places: Property tax and miscellaneous | | 0. | . 1 | 43 0.9 | |
| Property tax and missis | | - | | 14.1 | |
| Toll receipts | 6 | 75 14. | .6 \ 6 | 693 14.1 | |
| | 0 | 12 - | | | |
| Total | | | | 1 | |
| | _ | 26 11 | | 593 | |
| Summary: | | 20 | | $692 \mid 58.7$ | |
| | 2,7 | - 1 | .9 | 207 4.3 | |
| State highway-user purpos | | | | 234 25.0 | |
| Toll receipts | 1,2 | 208 26 | | | |
| Toll receipts Property tax and miscellaneous | | 100 | 4. | 926 100.0 | |
| Grand total | 491 | 639 100 | , | | |

^{1/} Federal and State data are for calendar year; local data are for varying fiscal years.

U. S. DEPARIMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Estimated Expenditures for Highway and Street Purposes, 1952-1953 1/

Table HF-2 Preliminary June, 1953

| | | | | 100, 1773 | |
|--|------------|----------|------------------|-----------|------|
| - | 1 | 952 | 10 | 553 | |
| Expended on | Preliminar | | 1953 Forecast | | |
| | | , 200 | | | |
| | Million | Percent | Million | Percent | |
| A second of the s | dollars | 10100110 | dollars | | |
| State Highways: | | | | | |
| Capital outlay | 2,070 | 41.3 | 2,371 | 43.5 | |
| Maintenance | 616 | 12.3 | 652 | 11.9 | |
| Administration 3/ | 130 | 2.6 | 135 | 2.5 | |
| Highway police | 98 | 2.0 | 103 | 1.9 | |
| Interest | 72 | 1.4 | 100 | 1.8 | |
| Interest | | | | | |
| Total | 2,986 | 59.6 | 3,361 | 61.6 | |
| 10001 | | | 3,3== | | |
| Local Rural Roads: | | | | | |
| Capital outlay | 396 | 7.9 | 401 | 7.4 | |
| Maintenance | 604 | 12.0 | 613 | 11.2 | |
| Administration 3/ | 57 | 1.1 | 60 | 1.1 | |
| Interest | 28 | 0.6 | 30 | 0.6 | |
| meresc | | | | | |
| Total | 1,085 | 21.6 | 1,104 | 20.3 | |
| Urban Streets: | | | | | |
| | 402 | 8.0 | 421 | 7.7 | |
| Capital outlay | 391 | 7.8 | 407 | 7.5 | |
| Maintenance | 61 | 1.2 | 64 | 1.2 | |
| Administration 3/ | 44 | 0.9 | 46 | 0.8 | |
| Interest | | | | | |
| Total | 898 | 17.9 | 938 | 17.2 | |
| Federal expenditures not classified by system: 4/ not metaling that f.R. | B | | | | |
| by system: 4/ not matching 100 | A 45 | 0.9 | 50 | 0.9 | |
| • | | | | _ | 18.3 |
| All roads and streets: | 2,913 | 58.1 | 3,243 | 59.5 | 10.4 |
| Capital outlay | 1,611 | 32.1 | 1,672 | 30.6 | |
| Maintenance | 248 | 4.9 | 259 | 4.8 | |
| Administration | | 2.0 | 103 | 1.9 | |
| State highway police | 98 144 | | 176 | 3.2 | |
| Interest | 144 | 2.9 | 110 | ٥٠٤ | |
| Grand total | 5,014 | 100.0 | 5,453 | 100.0 | |

^{1/} Federal and State data are for calendar year; local data are for varying fiscal years.

^{2/} Includes expenditures by States on transcity connections of State highways. 3/ Includes engineering and equipment costs not charged to capital outlay and

maintenance, and other miscellaneous expenditures.

^{4/} Includes funds of other agencies expended directly by Public Roads as well as funds expended by those agencies. Expenditures were principally for capital outlay and are included as such in the totals.

U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Estimated Long-Term Highway Obligations Issued, Redeemed and Outstanding, 1952-1953, 1/

Table HB-1 Preliminary June, 1953

| Item | 1952 Preliminary Estimate | 1953 Forecast | | | | |
|--|------------------------------|------------------|--|--|--|--|
| | Million | Million | | | | |
| | dollars | dollars | | | | |
| Issued during year: 2/ | | | | | | |
| State obligations | 985 | 680 | | | | |
| Local rural obligations | 53 | 58 | | | | |
| Urban obligations | 213 | 220 | | | | |
| Total | 1,251 | 958 | | | | |
| Less duplicated and interunit obligations: | | 1 | | | | |
| State-assumed local debt duplicated | 1 | 1 | | | | |
| Interunit obligations not public debt | - | _ | | | | |
| | | | | | | |
| Total public long-term highway debt issued | 1,250 | 957 | | | | |
| Retired during year: 3/ | · | | | | | |
| State obligations | 140 | 205 | | | | |
| Local rural obligations | | 125 | | | | |
| Urban obligations | 85 110 | 87 | | | | |
| | | 115 | | | | |
| Total | 335 | 327 | | | | |
| Less duplicated and interunit obligations: | _ | | | | | |
| State-assumed local debt duplicated | . 5 1 | 5 1 | | | | |
| Interunit obligations not public debt | 1 | 1 | | | | |
| Total public highway debt redeemed | 329 | 321 | | | | |
| | 3~2 | <i>J2.</i> 4. | | | | |
| Outstanding at end of year: | | • | | | | |
| State obligations | 3,321 | 3,876 | | | | |
| Local rural obligations | 829 | 800 | | | | |
| Urban obligations | 1,726 | 1,831 | | | | |
| Total | 5,876 | 6,507 | | | | |
| Less duplicated and interunit obligations: | 7,0,0 | ا ٥٠,٥٠ | | | | |
| State-assumed local debt duplicated | 27 | 23 | | | | |
| Interunit obligations not public debt | 10 | 9 | | | | |
| Total public highway debt outstanding | 5, 839 | 6,475 | | | | |

^{1/} State data are for calendar year; local data are for varying fiscal years.
2/ Refunding issues not included.
3/ Redemptions by refunding not included.