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U.S. Bureau of Public Works.

**CONSIDERATION FOR REIMBURSEMENT
FOR CERTAIN HIGHWAYS ON THE
INTERSTATE SYSTEM**

LETTER

FROM THE

SECRETARY OF COMMERCE

TRANSMITTING

**DATA REGARDING REIMBURSEMENT FOR CERTAIN
HIGHWAYS ON THE NATIONAL SYSTEM OF INTER-
STATE AND DEFENSE HIGHWAYS, PREPARED BY
THE BUREAU OF PUBLIC ROADS IN COOPERATION
WITH THE SEVERAL STATE HIGHWAY DEPARTMENTS,
PURSUANT TO SECTION 114 OF THE FEDERAL-AID
HIGHWAY ACT OF 1956**



**JANUARY 7, 1958.—Referred to the Committee on Public Works
and ordered to be printed, with illustrations**

**UNITED STATES
GOVERNMENT PRINTING OFFICE**

WASHINGTON : 1958

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LETTER OF TRANSMITTAL

THE SECRETARY OF COMMERCE,
Washington, January 7, 1958.

HON. SAM RAYBURN,
Speaker of the House of Representatives,
Washington, D. C.

DEAR MR. SPEAKER: I transmit herewith data regarding reimbursement for certain highways on the National System of Interstate and Defense Highways, prepared by the Bureau of Public Roads in cooperation with the several State highway departments.

This report has been prepared in compliance with section 114 of the Federal-Aid Highway Act of 1956, which declares the intent of Congress to determine whether or not reimbursement should be made to the States for highways, toll or free, which have been completed or put under construction on the Interstate System between August 2, 1947, and June 30, 1957.

This report, as directed by the legislation, includes information on the mileage of highways eligible for consideration for such reimbursement, their cost, and depreciation.

Sincerely yours,

SINCLAIR WEEKS,
Secretary of Commerce.

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CONSIDERATION FOR REIMBURSEMENT FOR CERTAIN HIGHWAYS ON THE INTERSTATE SYSTEM

SUMMARY

In the Federal-Aid Highway Act of 1956, the Congress indicated its intent to determine whether or not reimbursement should be made to the States for highways, toll or free, completed or put under construction on the National System of Interstate and Defense Highways between August 2, 1947, and June 30, 1957. For that purpose, the Secretary of Commerce was directed to determine which highways might be eligible for consideration for such reimbursement, their cost, and depreciation.

With the cooperation of the State highway departments, the Bureau of Public Roads of the Department of Commerce undertook this study and here reports its findings.

Of the 38,548 miles of approved detailed locations on the Interstate System as of September 1957, it was found that 10,859 miles, or 28 percent, met the criteria for consideration for reimbursement. In this mileage were included 1,950 miles of toll roads in 26 States and 8,909 miles of free roads in 47 States. Only 1,955 miles of the 10,859-mile total were fully completed.

The total cost of the highways eligible for consideration for reimbursement amounted to \$6.09 billion, of which \$2.59 billion was for toll roads and \$3.50 billion for free roads. Federal-aid funds accounted for 32 percent of the latter.

Since only highways completed or undertaken in the last 10 years were considered, their average life span was short: 37 percent of the costs represented work under construction or awarded to contract on June 30, 1957; 30 percent represented completed work less than 2 years old; 33 percent represented completed work 2 to 10 years old.

As a consequence, the computed depreciation of the total \$6.09 billion cost amounted to only \$174 million. The total cost less depreciation for the 10,859 miles eligible for consideration for reimbursement amounted to \$5.92 billion, of which \$2.52 billion was accounted for in toll roads and \$3.40 billion in free roads.

PURPOSE AND SCOPE OF STUDY

The purpose and scope of this report are set forth in section 114 of the Federal-Aid Highway Act of 1956, which reads as follows:

It is hereby declared to be the intent and policy of the Congress to determine whether or not the Federal Government should equitably reimburse any State for a portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957: *Provided*, that such highway meets the standards required by this title for the Interstate System. The time, method, and amounts of such reimbursement, if any, shall be determined by the Congress

following a study which the Secretary of Commerce is hereby authorized and directed to conduct, in cooperation with the State highway departments, and other agencies as may be required, to determine which highways in the Interstate System measure up to the standards required by this title, including all related factors of cost, depreciation, participation of Federal funds, and any other items relevant thereto. A complete report of the results of such study shall be submitted to the Congress within ten days subsequent to January 2, 1958.

The 1956 act, in section 108 (d), also called for an estimate of the cost of completing the Interstate System, to be used as a basis for apportioning interstate funds among the States. A report of that work, A Report of Factors for Use in Apportioning Funds for the National System of Interstate and Defense Highways, as required by section 108 (d) of the Federal-Aid Highway Act of 1956 (Public Law 627, 84th Cong.), is now being submitted to the Congress.

Close correlation between these two studies was necessary and was carefully observed. For purposes of both studies, it was necessary to determine the locations of the Interstate System routes in detail. It was also necessary to determine what improvements already made on these routes would be incorporated in the ultimate stage of development of the system in 1975. By July 1957, the States had submitted such information to the Bureau of Public Roads. Immediately thereafter the study called for in section 114 of the 1956 act was initiated.

COOPERATION OF STATES

The cooperation of the State highway departments, as called for in section 114, was solicited by the Bureau of Public Roads and was received with thorough effectiveness. At the request of the Bureau, the American Association of State Highway Officials established an advisory committee, which met with representatives of the Bureau in July 1957 to consider study procedures and report content. Every State highway department participated individually by supplying the information called for by the study. The Bureau worked directly with the State highway departments on all matters pertaining to the assembly of the requested data for both free and toll facilities.

INTERPRETATIONS

Although the general intent of section 114 is clear, certain interpretations of the language were necessary in the interest of uniformity.

Highway

While the language of section 114 specifically referred only to "highways," it seemed evident that highway facilities in total were intended. Consequently, the study encompassed bridges and tunnels, both toll and free, as well as highways in the strictest sense. Hereafter, in this study, when "highways" or "roads" are mentioned it should be understood that bridges and tunnels are included.

Portion of highway

The term "portion" as it applies to a highway may involve a small segment of less than 100 feet in length to a complete highway over 100 miles long.

It is common practice to build free roads in stages. For example, the grading and structures may be completed in one year, and the surface added in the next year. Relatively short sections of a route

may be built in successive years, as funds become available. On a projected divided highway, the second roadway may be built some years after the first roadway was completed.

By way of contrast, toll roads are usually built in long stretches and the time from beginning to completion of construction is relatively short. Since toll roads are commonly financed by revenue bonds (which make all of the needed funds available at once), it is vital to financial success that the road be opened to revenue-producing traffic as quickly as possible.

In this study, all improvements were included irrespective of length, provided they met the other criteria set forth in section 114.

Location

The general locations of the Interstate System routes, to the extent of the 40,000 miles authorized by the Federal-Aid Highway Act of 1944, had been selected and approved in 1947 and 1955. Selection of detailed locations of these routes by the States, completed by September 1957, revealed that the extent of the approved system totaled only 38,548 miles. It is upon these routes and this mileage that the two reports called for by sections 108 (d) and 114 of the 1956 act have been based.

In October 1957, action was taken with respect to new routes in the amount of 1,102 miles within the original 40,000-mile limitation, and of 1,000 miles authorized as an expansion of the system by the Federal-Aid Highway Act of 1956. The 2,102 miles involved in this action were not included in this study.

Portions of routes in this report were classified as being either on "specific" or "tentative" locations depending upon whether or not the locations had been established by engineering studies and approved by the Bureau. Inasmuch as 93 percent of the mileage covered by this study was on "specific" location, the data for both types of locations were combined in this report.

Completion; completion dates

Section 114 relates to construction "completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957." (The date August 2, 1947, was specified in the act because it was the date of original designation of the Interstate System pursuant to section 7 of the Federal-Aid Highway Act of 1944.)

The foregoing phraseology raised certain questions as to the meaning of the term "completed." In many cases, some elements of roads eligible for consideration were already completed and in use, whereas other elements had not yet been constructed. A common example illustrating this point is the present existence of only 2 lanes of an ultimate 4-lane facility. In this case, a considerable amount of construction had been completed but the portion of road, as a whole, was only partially complete. Such partially completed portions were included in this study and are separately identified in this report. The following specific criteria were employed with respect to defining the term "completion" and the completion dates in this study:

Contracts completed prior to August 2, 1947.—Contracts completed (date work accepted or opened to traffic, whichever was later) prior to August 2, 1947, were excluded. In the case of acquisition of right-

of-way only, the date of completion was the date right of entry was acquired and applied only to the parcels involved.

Contracts awarded after June 30, 1957.—Contracts for work awarded after June 30, 1957, were excluded. In the case of long routes or route sections which were definitely scheduled for completion, but for which only segments were let to contract by June 30, 1957, only those segments actually let to contract by that date were included. Further, if the right-of-way only had been acquired by June 30, 1957, then only the right-of-way for the parcels involved was included.

Interstate funds involved.—Some recent improvements, or parts thereof, utilized interstate funds authorized by the 1956 act on a 90-percent Federal, 10-percent State matching basis. The Federal-aid interstate funds and the State matching funds involved in the financing of such improvements were not included.

Standards

Section 114 refers to highways which "measure up to the standards required by this title." Since the standards refer to minimum dimensions and likewise provide for certain latitude in their application to local conditions, this term has been interpreted as meaning "reasonable compliance" with the standards for each facility included in the study. It seemed altogether proper to take this position, for it would obviously be economically unsound to consider construction of a new highway closely paralleling one already in existence and serving traffic well, yet deficient according to the interstate standards in relatively small degree, or to incur unjustifiably large expenditures to effect full compliance with the standards. The same standards were used in both this report and the report required by section 108 (d).

Stage improvements were included provided they form a part of, and are to be retained in, the ultimately developed interstate highway. Improvements that are clearly temporary and are not a part of the ultimate improvement were excluded.

Construction costs

All costs in this report were obtained directly, by the State highway departments or other agencies concerned, from contract and project records. Properly, these costs should be increased by about 10 percent as an allowance for engineering costs and administrative expenses of acquiring right-of-way. However, these latter items were not separately developed because of the difficulty in searching the records to obtain the precise amounts involved.

No adjustment was made for price level changes.

Costs reported excluded so-called nonhighway costs. These non-highway costs, which are most commonly encountered on toll road work, include:

1. Financing costs such as interest payments, bond discounts, financing fees, and other administrative costs.
2. Costs attributable to toll operation such as toll gates, collection facilities, buildings, and highway facilities solely for toll purposes.
3. Costs of service facilities such as those for maintenance operations and for food and fuel.

Included, therefore, are costs representing all public funds from State and local sources including proceeds from all types of bond issues together with all Federal funds regardless of specific class, i. e., inter-

state (prior to 1956 act apportionments), primary, urban, secondary, forest highway, etc., for highway facilities of direct service to traffic.

Costs were segregated according to source as Federal and non-Federal funds, and were further segregated into four items of expenditure: right-of-way, grading and miscellaneous, surface and base, and structures.

Included in the costs of right-of-way were those for purchase of land, property damage, costs in lieu of purchase, and the like. The administrative expense of acquisition was excluded.

The "grading and miscellaneous item" includes costs of all excavation, minor drainage, shoulders, landscaping, traffic services, retaining walls, sidewalks, and other work not included elsewhere.

Costs of structures, including grade separations, bridges, and tunnels, are for those over 20 feet in length. Those of lesser length were included in grading and miscellaneous costs.

Depreciation

Depreciation rates used in this study were applied uniformly for all States and to the costs of toll roads and free roads alike. The original cost of each portion of highway was broken down into cost items and identified as to age on June 30, 1957. The cost items and their depreciation rates are as follows:

	<i>Percent per year</i>
Right-of-way.....	0
Grading and miscellaneous.....	1
Surface and base.....	3
Structures.....	2

These percentages were arrived at by the deliberate judgment of the Bureau of Public Roads and the Advisory Committee of the American Association of State Highway Officials, based on consideration of all available information on experience in the depreciation of investment on high-type primary highways.

The depreciation rates were applied directly to the original cost new without adjustments for price changes or increases in value. Thus, for a portion of road completed in October 1953, the average age on June 30, 1957, was 3.7 years. The depreciation for the various cost items would be zero for right-of-way, 3.7 percent for grading and miscellaneous, 11.1 percent for surface and base, and 7.4 percent for structures.

Total depreciation for all work covered by this study was rather small, less than 3 percent. This is because about two-thirds of the construction costs covered by this study were less than 2 years of age.

FINDINGS OF THE STUDY

In the approximate 10-year period covered by this study, from August 2, 1947, to June 30, 1957, improvements were made in varying degrees on 10,859 miles of the Interstate System at a cost of \$6,096 million. A number of nationwide summary tables are presented in this section of the report. Corresponding State-by-State tabulations will be found in the appendix.

Mileage

Twenty-six States reported construction on 1,950 miles of toll roads incorporated into the Interstate System. All of the States, except

Delaware, reported construction of free roads, totaling 8,909 miles. Distributions of this mileage are shown in table 1.

General locations of the improvements are shown in figure 1.

The distribution in the upper part of table 1 shows the mileage by status of completion: 100 percent complete, and partially complete, with the latter being subdivided into 5 general groups. The distribution in the lower part of the table shows the mileage by rural and urban classifications.

In a press release of August 21, 1957, the Bureau of Public Roads announced 2,102 miles of toll roads were included in the Interstate System. The major reasons for the differences between this 2,102 miles and the 1,950 miles shown in table 1 are: (1) the mileages in table 1 do not include the original Pennsylvania Turnpike or other sections completed prior to August 2, 1947; (2) the press release of August 21 does not include the mileage of separately financed toll bridges and tunnels; and (3) certain portions of the Connecticut Turnpike can be used without payment of tolls and were classified in the "free" road category for purposes of the section 114 study.

TABLE 1.—Distributions of mileage¹
BY STATUS OF COMPLETION

Distributions	Mileage of—		
	Toll roads	Free roads	Total
100 percent complete.....	1,572	383	1,955
Partially complete:			
80 to 99 percent.....	294	538	832
60 to 80 percent.....	57	1,009	1,066
40 to 60 percent.....	16	1,701	1,717
20 to 40 percent.....	1	3,311	3,312
0 to 20 percent.....	10	1,967	1,977
Subtotal.....	378	8,526	8,904
Total.....	1,950	8,909	10,859
BY LOCATION			
Rural.....	1,527	7,405	8,932
Urban.....	423	1,504	1,927
Total.....	1,950	8,909	10,859

¹ Tables A-1a, A-1b, and A-1c in the appendix show these data by States.

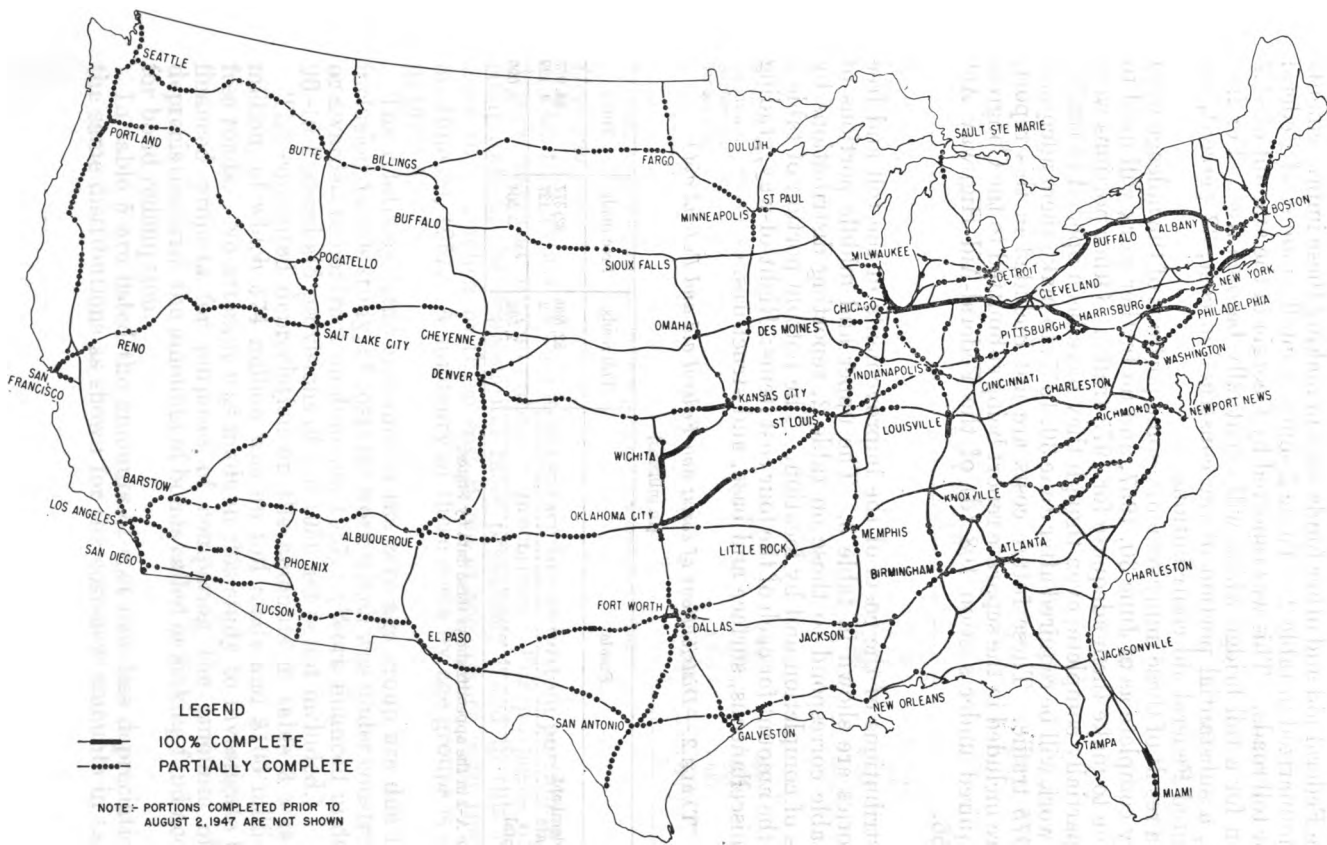


FIGURE I. LOCATION OF COMPLETED PORTIONS OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS AS OF JUNE 30, 1957

Funds

The Federal-aid and other funds used in making these improvements are summarized in table 2. Table 2 shows a small amount of Federal aid for toll roads. This was reported by Georgia in the amount of \$1.7 million for a toll bridge which will eventually become free. For free roads, a substantial portion of the construction cost, 32 percent, represented Federal-aid contributions.

As a result of these improvements, some portions of the mileage were totally complete as of June 30, 1957, and no further work will need to be done to make them adequate for 1975 traffic. Other portions were only partially complete; even though they have been opened to traffic, more work will be required after June 30, 1957, to make them adequate for 1975 traffic. These future costs are not included in this report, but are included in the separate report being submitted to the Congress as required under section 108 (d) of the Federal-Aid Highway Act of 1956.

Costs

Distributions of the costs of the improvements in the toll and free categories are shown in table 3. The upper and middle portions of this table correspond to those on table 2, reporting distributions by status of completion and by location. The bottom portion of table 3 gives the amount for each of the four cost items: Right-of-way, grading and miscellaneous, surface and base, and structures.

TABLE 2.—*Distributions of costs; non-Federal aid and Federal aid*¹

[In millions]

Funds	Toll roads	Free roads	Total
Non-Federal aid	\$2,590	\$2,377	\$4,967
Federal aid	2	1,127	1,129
Total	2,592	3,504	6,096

¹ Table A-2 in the appendix shows these data by States.

TABLE 3.—Distributions of costs by status of completion, location, and cost item¹

BY STATUS OF COMPLETION

[In millions]

Distributions	Toll roads	Free roads	Total
100 percent complete.....	\$1,550	\$806	\$2,356
Partially complete:			
80 to 99 percent.....	875	916	1,791
60 to 80 percent.....	67	510	577
40 to 60 percent.....	95	572	667
20 to 40 percent.....	1	505	506
0 to 20 percent.....	4	195	199
Subtotal.....	1,042	2,698	3,740
Total.....	2,592	3,504	6,096

BY LOCATION

Rural.....	\$1,223	\$1,194	\$2,417
Urban.....	1,369	2,310	3,679
Total.....	2,592	3,504	6,096

BY COST ITEM

Right-of-way.....	\$252	\$847	\$1,099
Grading and miscellaneous.....	789	1,046	1,835
Surface and base.....	422	598	1,020
Structures.....	1,149	1,013	2,162
Total.....	2,592	3,504	6,096

¹ Tables A-3a, A-3b, and A-3c in the appendix show these data by States.*Depreciation*

The distribution by cost items shown in the bottom portion of table 3 was essential to computing depreciation. For purposes of this computation, the depreciation rates previously listed in this report were to be applied to these cost items in accordance with their age on June 30, 1957. A summary of these costs by age groups is shown in table 4.

The relatively large amounts in the zero age group are due to the inclusion, in this study, of costs for work which was under construction or awarded to contract on June 30, 1957. (Work financed under the 90-10 Federal-aid provisions of the 1956 act is not included.)

The computed depreciation on the amounts in table 3 was \$174 million, of which \$74 million was on toll roads and \$100 million on free roads. No attempt was made in this study to investigate bond-financed projects for purposes of comparing the amounts of this depreciation with the amounts of bonds called or sinking fund accruals for bond redemption.

In table 5 are listed the amounts of cost new less depreciation for the same distributions as shown for the cost-new amounts in table 3.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE 4.—*Distribution of total cost by age group*

[In millions]

Cost item	Age group, in years			
	0	0.1 to 1.9	2.0 to 9.9	Total
Right-of-way.....	\$534	\$302	\$263	\$1,099
Grading and miscellaneous.....	541	585	690	1,816
Surface and base.....	240	357	422	1,019
Structures.....	950	566	646	2,162
Total ¹	2,265	1,810	2,021	6,096

¹ Table A-4 in the appendix shows the distribution of these totals separately for toll roads and free roads.TABLE 5.—*Distributions of cost less depreciation*¹

BY STATUS OF COMPLETION

[In millions]

Distributions	Toll roads	Free roads	Total
100 percent complete.....	\$1,500	\$785	\$2,285
Partially complete:			
80 to 99 percent.....	857	899	1,756
60 to 80 percent.....	66	496	562
40 to 60 percent.....	90	553	643
20 to 40 percent.....	1	481	482
0 to 20 percent.....	4	190	194
Subtotal.....	1,018	2,619	3,637
Total.....	2,518	3,404	5,922

BY LOCATION

Rural.....	\$1,180	\$1,143	\$2,323
Urban.....	1,338	2,261	3,599
Total.....	2,518	3,404	5,922

BY COST ITEM

Right-of-way.....	\$252	\$847	\$1,099
Grading and miscellaneous.....	755	1,024	1,779
Surface and base.....	399	554	953
Structures.....	1,112	979	2,091
Total.....	2,518	3,404	5,922

¹ Tables A-5a, A-5b, and A-5c in the appendix show these data by States.

APPENDIX

The tabulations contained in this appendix show the State-by-State amounts that comprise the nationwide totals presented previously in this report.

All tables in this appendix have the letter A as the first designation in the table number. The second designation is a number that corresponds to the table number in the previous pages. Thus table A-2 refers to a table in this appendix which shows a State-by-State listing of the data summarized in table 2 in the preceding portion of this report.

Because of the large amount of information in some of the tables in the appendix, they are subdivided into three parts: Part a refers to toll roads; part b to free roads; and part c to toll roads plus free roads, combined. These parts are indicated by the suffix a, b, or c, following the table number. The tables included are as follows:

<i>Table</i>	<i>Description</i>
A-1a.....	Toll-road mileage
A-1b.....	Free-road mileage
A-1c.....	Total mileage
A-2.....	Funds used for construction
A-3a.....	Distributions of cost new for toll roads
A-3b.....	Distributions of cost new for free roads
A-3c.....	Distribution of total cost new for toll and free roads, combined
A-4.....	Distribution of total cost new by age groups
A-5a.....	Distributions of cost new less depreciation for toll roads
A-5b.....	Distributions of cost new less depreciation for free roads
A-5c.....	Distributions of cost new less depreciation for toll and free roads, combined

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TABLE A-1a.—*Distribution of mileage: Toll roads*

State	Distribution of mileage							By location		Grand total	
	By status of completion							Rural	Urban		
	100 percent complete	Partially complete			Subtotal	0 to 20 percent	20 to 40 percent				40 to 60 percent	60 to 80 percent	80 to 99 percent
		80 to 99 percent	60 to 80 percent	40 to 60 percent				20 to 40 percent			
Alabama.....											
Arizona.....											
Arkansas.....											
California.....	1.0									1.0	
Colorado.....	16.2								6.7	16.2	
Connecticut.....									4.1	4.1	
Delaware.....	41.2		4.1						39.8	42.5	
Florida.....	.8									.8	
Georgia.....											
Idaho.....											
Illinois.....	144.0								109.3	152.5	
Iowa.....	156.9								124.3	156.9	
Indiana.....									3.3	3.3	
Kansas.....	186.6		3.3						163.5	186.6	
Kentucky.....	40.2								38.9	40.2	
Louisiana.....											
Maine.....	59.7	.4							54.1	60.1	
Maryland.....	11.0										
Massachusetts.....	32.4	46.2							85.3	116.5	
Michigan.....		5.0							5.0	5.0	
Minnesota.....											
Mississippi.....											
Missouri.....	3.4	1.4							1.4	4.8	
Montana.....											
Nebraska.....											
Nevada.....											
New Hampshire.....											
New Jersey.....	3.4	44.0							13.9	13.9	
New Mexico.....		1.7							.5	49.9	
New York.....	440.6	11.3							344.3	457.7	
North Carolina.....											
North Dakota.....											
Ohio.....	174.5								170.8	174.5	
Oklahoma.....	175.0								175.0	175.0	

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-1b.—Distribution of mileage: Free roads

State	Distribution of mileage										By location		Grand total	
	100 percent complete	By status of completion					Partially complete					Rural		Urban
		0 to 20 percent												
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent	0 to 20 percent	Subtotal							
Alabama		5.8	25.9	32.3	29.3	93.3	92.5	0.8	93.3					
Arizona	0.1	1.6	37.4	388.4	30.4	457.9	448.7	9.2	457.9					
Arkansas	17.8	3.2	1.2	14.6	14.1	34.8	37.8	14.8	52.6					
California	1.7	88.1	113.8	289.9	202.8	849.2	516.2	333.0	849.2					
Colorado		37.3	86.6	110.7	20.2	272.7	256.6	16.1	272.7					
Connecticut	80.0	3.2	27.7	8.1	8.4	47.4	69.7	57.7	127.4					
Delaware														
Florida	1.5	7.8		7.1	38.5	53.4	22.3	32.6	54.9					
Georgia	13.4	27.7	58.0	7.8	2.8	123.4	102.6	34.2	136.8					
I Idaho		13.1	34.7	64.9	5.0	117.7	111.0	6.7	117.7					
Illinois	17.1	11.0	156.9	110.9	27.4	377.2	314.8	79.5	394.3					
Indiana		6.6	35.0	23.9	33.7	150.0	136.7	13.3	150.0					
Iowa		6.0		21.9		48.8	48.2	6.6	48.8					
Kansas		4.5		109.6	7.2	121.3	103.7	17.6	121.3					
Kentucky	6.9			4.5		36.1	4.5	11.4	36.1					
Louisiana	1.7	8	1.9	28.1	1.4	36.1	25.1	12.7	37.8					
Maine	2.8	6.5	3.5	2.5	86.0	100.0	11.7	1.1	112.8					
Maryland		41.9	22.1	6.7		167.1	117.5	49.6	167.1					
Massachusetts	1.7	6.5	48.9	26.7		34.5	20.8	15.4	36.2					
Michigan	2.5	28.3	41.3	83.1	11.3	283.8	221.8	64.5	286.3					
Minnesota		8.3	15.4	46.9	30.8	159.4	130.0	29.4	159.4					
Mississippi			14.6	46.9	93.5	92.5	73.6	18.9	92.5					
Missouri	.6	27.7	116.6	128.5	1.0	366.7	346.7	18.7	367.3					
Montana		8.9	64.4	98.8		206.9	205.7	1.2	206.9					
Nebraska						12.9	12.9		12.9					
Nevada		2.5	25.5	155.1	40.2	226.9	226.9		226.9					
New Hampshire	10.1		4.8	4.8	2.8	24.8	5.3	4.8	10.1					
New Jersey	9.5	10.8	68.4	177.7	60.4	321.3	319.3	16.4	343.3					
New Mexico		17.0	10.4	17.7	77.2	117.1	117.1	2.2	119.3					
New York	33.8	51.2	66.5	117.1	27.4	270.4	236.5	94.9	110.9					
North Carolina		8.4	50.3	94.2	15.1	148.4	143.4	33.9	148.4					
North Dakota			11.6	58.2	16.1	148.4	143.4	37.4	148.4					
Ohio	7.2	15.1	11.6	8.6	15.1	63.7	63.7	46.9	76.5					
Oklahoma	22.6	27.3	47.1	8.6	21.9	153.9	146.3	30.6	153.9					
Oregon	34.3	36.1	163.3	72.5	21.9	343.7	354.8	23.2	378.0					

Pennsylvania.....	85.5	18.6	42.6	16.0	21.8	.7	99.7	123.1	62.1	185.2
Rhode Island.....	1.0		9.4		9.4		9.4	9.4	1.0	10.4
South Carolina.....		3.6	5.6	5.0	46.2	2.7	63.1	63.1		63.1
South Dakota.....		1.3	7.3		92.5	36.2	137.3	136.8	5	137.3
Tennessee.....	3.1			3.4	6.7	3.5	13.6	15.0	1.7	16.7
Texas.....	25.6	72.0	116.9	195.8	373.5	627.2	1,385.4	1,178.3	232.7	1,411.0
Utah.....			2.5	29.7	159.8	16.3	208.3	205.8	2.5	208.3
Vermont.....			7.8				7.8	7.8		7.8
Virginia.....		4.9	6.4	87.4	12.4	7.1	118.2	115.3	2.9	118.2
Washington.....			52.9	52.6	76.4	153.3	378.2	295.5	82.8	378.3
West Virginia.....	.1	43.0		6.1			6.4	6.1	11.4	6.4
Wisconsin.....	(1)		6.6		11.2	44.5	62.3	50.9		62.3
Wyoming.....			1.0	135.6	167.4		304.0	300.4	3.6	304.0
District of Columbia.....	2.2	.9			.9	.8	2.6		4.8	4.8
Total.....	382.8	538.2	1,009.1	1,700.9	3,311.0	1,967.2	8,526.4	7,405.2	1,504.0	8,909.2

¹ Less than 0.03 mile.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-1c.—Distribution of mileage: Toll and free roads combined

State	Distribution of mileage										By location		Grand total
	By status of completion										Rural	Urban	
	Partially complete					Subtotal							
	100 percent complete	80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent	0 to 20 percent	Subtotal	Rural	Urban				
Alabama.....											92.5	0.8	93.3
Arizona.....	0.1		5.8	25.9	32.3	29.3	487.8	448.7	9.2	497.9	487.9	9.2	497.9
Arkansas.....	17.8	1.7	1.6	37.4	398.4	30.4	34.8	37.8	14.8	62.6	37.8	14.8	62.6
California.....	2.7	62.9	88.1	113.8	289.9	292.8	890.2	516.2	394.0	890.2	516.2	394.0	890.2
Colorado.....		17.9	37.3	86.6	110.7	20.2	272.7	286.6	16.1	272.7	286.6	16.1	272.7
Connecticut.....	96.2	3.2	3.2	27.7	8.1	8.4	47.4	76.4	67.2	143.6	76.4	67.2	143.6
Delaware.....				4.1			4.1			4.1			4.1
Florida.....	42.7		7.8		7.1	39.8	64.7	62.1	36.3	97.4	62.1	36.3	97.4
Georgia.....	14.2	27.1	27.7	58.0	7.8	2.8	123.4	102.6	36.0	137.6	102.6	36.0	137.6
I Idaho.....			13.1	34.7	64.9	5.0	117.7	111.0	6.7	117.7	111.0	6.7	117.7
Illinois.....	17.1	155.0	71.0	156.9	110.9	35.9	529.7	424.1	122.7	546.8	424.1	122.7	546.8
Indiana.....	186.9	6.6	35.0	23.9	50.8	33.7	150.0	261.0	45.9	306.9	261.0	45.9	306.9
I Iowa.....			26.3	3.3	21.9		52.1	51.5	.6	52.1	51.5	.6	52.1
Kansas.....	186.6	4.5			109.6	7.2	121.3	267.2	40.7	307.9	267.2	40.7	307.9
Kentucky.....	47.1		3.9	1.9	4.5		4.5	38.9	12.7	51.6	38.9	12.7	51.6
Louisiana.....	1.7	8		3.5	28.1	1.4	36.1	25.1	12.7	37.8	25.1	12.7	37.8
Maine.....	62.5	6.9	15.5	22.1	2.5	86.0	167.1	10.4	7.1	174.2	65.8	7.1	174.2
Maryland.....	11.0	41.0	59.2	6.7			118.6	106.1	60.6	178.1	117.5	60.6	178.1
Massachusetts.....	34.1	52.7	41.3	48.9	26.7	146.9	288.8	236.8	46.6	335.4	236.8	46.6	335.4
Michigan.....	2.5	25.0	15.4	41.3	83.1	11.3	159.4	180.0	29.4	291.3	180.0	29.4	291.3
Minnesota.....		8.3	15.4	14.8	46.9	30.8	92.5	73.6	18.9	169.4	73.6	18.9	169.4
Mississippi.....							368.1	350.0	22.1	372.1	350.0	22.1	372.1
Missouri.....	4.0	23.1	116.6	64.4	128.5	93.5	206.9	205.7	1.2	206.9	205.7	1.2	206.9
Montana.....		8.9	33.8		98.8	1.0	13.2	12.9	.3	13.2	12.9	.3	13.2
Nebraska.....							228.9	228.9		228.9	228.9		228.9
Nevada.....		2.5	3.6	25.5	165.1	40.2	13.9	19.2	4.8	24.0	19.2	4.8	24.0
New Hampshire.....	10.1		13.9	5.6	4.8	2.8	71.3	18.4	65.8	84.2	18.4	65.8	84.2
New Jersey.....	12.9	64.8	3.3	66.4	177.7	60.4	321.5	319.3	2.2	321.5	319.3	2.2	321.5
New Mexico.....		17.0	1.6	15.0	5.9	9.2	94.2	360.3	208.3	568.6	360.3	208.3	568.6
New York.....	474.4	62.5	51.1	66.2	117.1	27.6	270.4	236.5	33.9	270.4	236.5	33.9	270.4
North Carolina.....		8.4		50.8	94.2	4.4	145.4	145.4		145.4	145.4		145.4
North Dakota.....					58.2	15.1	146.7	287.3	41.1	328.4	287.3	41.1	328.4
Ohio.....	181.7	15.1	47.1	11.2	58.2	8.9	16.6	53.9	45.9	205.6	53.9	45.9	205.6
Oklahoma.....	197.6	36.1	27.3	11.6	163.3	21.9	344.6	205.6	24.1	378.9	205.6	24.1	378.9
Oregon.....	34.3		50.8		72.5			354.8			354.8		

REIMBURSEMENT FOR CERTAIN HIGHWAYS

Pennsylvania.....	285.7	21.4	42.6	16.0	21.8	.7	102.5	285.7	102.5	388.2
Rhode Island.....	1.0		0.4				0.4	9.4	1.0	10.4
South Carolina.....		3.6	5.6	5.0	46.2	2.7	63.1	63.1		63.1
South Dakota.....		1.3	7.3		92.5	36.2	137.3	136.8		137.3
Tennessee.....	3.1		3.4		6.7	3.5	13.6	15.0	1.7	16.7
Texas.....	65.2	72.0	116.9	195.8	373.5	627.2	1,385.4	1,186.3	254.3	1,440.6
Utah.....			2.5	29.7	159.8	16.3	208.3	205.8	2.5	208.3
Vermont.....			7.8				7.8	7.8		7.8
Virginia.....		43.3	8.2	90.8	12.4	7.1	161.8	131.8	30.0	161.8
Washington.....	.1	43.0	63.2	62.6	76.4	153.3	378.5	295.5	83.1	378.6
West Virginia.....		.3	6.6	6.1			6.4	6.1	.3	6.4
Wisconsin.....	()									
Wyoming.....			6.6		11.2	44.5	62.3	50.9	11.4	62.3
District of Columbia.....	2.2	.9	1.0	135.6	167.4		304.0	300.4	3.6	304.0
					.9	.8	2.6		4.8	4.8
Total.....	1,955.5	831.7	1,065.6	1,717.4	3,312.2	1,977.0	8,903.9	8,932.5	1,926.9	10,859.4

¹ Less than 0.05 mile.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-2.—Distribution of costs: Toll roads and free roads; non-Federal aid and Federal aid
 [In millions]

State	Toll roads			Free roads			Total		
	Non-Federal aid	Federal aid	Total	Non-Federal aid	Federal aid	Total	Non-Federal aid	Federal aid	Total
	Alabama.....				\$9.0	\$9.7	\$18.7	\$9.0	\$9.7	$18.7
Arizona.....				19.9	25.0	44.9	19.9	25.0	44.9
Arkansas.....				6.1	8.9	15.0	6.1	8.9	15.0
California.....	\$26.4		\$26.4	271.7	87.5	359.2	298.1	87.5	385.6
Colorado.....				22.7	24.8	47.5	22.7	24.8	47.5
Connecticut.....	47.1		47.1	286.9	15.5	282.4	314.0	15.5	329.5
Delaware.....	39.2		39.2						39.2
Florida.....	20.7		20.7	10.0	5.4	15.4	30.7	5.4	36.1
Georgia.....	5.9	\$1.7	7.6	40.1	46.0	86.1	46.0	24.2	70.2
Idaho.....				4.8	7.5	12.3	4.8	7.5	12.3
Illinois.....	272.8		272.8	201.7	84.4	286.1	474.5	84.4	558.9
Indiana.....	148.5		148.5	18.5	16.2	34.7	167.0	16.2	183.2
Iowa.....	1.2		1.2	4.1	7.0	11.1	5.3	7.0	12.3
Kansas.....	88.9		88.9	12.2	10.3	22.5	101.1	10.3	111.4
Kentucky.....	28.0		28.0	5.6	6.5	12.1	31.6	6.5	38.1
Louisiana.....				21.7	12.6	34.3	21.7	12.6	34.3
Maine.....	30.4		30.4	7.8	3.7	11.5	38.2	3.7	41.9
Maryland.....	86.7		86.7	66.9	13.4	80.3	153.6	13.4	167.0
Massachusetts.....	173.9		173.9	109.2	13.2	122.4	283.1	13.2	296.3
Michigan.....	73.3		73.3	154.8	59.8	214.6	228.1	59.8	287.9
Minnesota.....				15.9	10.8	26.7	15.9	10.8	26.7
Mississippi.....				6.4	6.6	13.0	6.4	6.6	13.0
Missouri.....	20.0		20.0	54.1	46.1	100.2	74.1	46.1	120.2
Montana.....				5.0	11.1	16.1	5.0	11.1	16.1
Nebraska.....	.7		.7	5.4	5.5	10.9	1.1	5.5	6.6
Nevada.....				2.2	9.7	11.9	2.2	9.7	11.9
New Hampshire.....	4.5		4.5	3.8	2.3	6.1	8.3	2.3	10.6
New Jersey.....	311.3		311.3	41.3	22.0	63.3	352.6	22.0	374.6
New Mexico.....				7.6	13.7	21.3	7.6	13.7	21.3
New York.....	607.5		607.5	321.6	133.5	455.1	929.1	133.5	1,062.6
North Carolina.....				35.7	24.2	59.9	35.7	24.2	59.9
North Dakota.....				3.4	4.5	7.9	3.4	4.5	7.9
Ohio.....	166.5		166.5	90.9	50.7	141.6	257.4	50.7	308.1
Oklahoma.....	72.7		72.7	18.4	13.7	32.1	91.1	13.7	104.8
Oregon.....				74.1	31.9	106.0	78.2	31.9	110.1
Pennsylvania.....	219.9		219.9	133.8	102.4	236.2	353.7	102.4	456.1
Rhode Island.....				12.4	6.9	19.3	12.4	6.9	19.3
South Carolina.....				4.4	5.4	9.8	4.4	5.4	9.8
South Dakota.....				5.1	5.2	10.3	5.1	5.2	10.3

Tennessee.....						7.1	9.2	16.3	7.1	9.2	16.3
Texas.....	42.5				167.7	107.7	97.2	254.9	200.2	97.2	287.4
Utah.....					5.9	5.9	13.5	19.4	5.9	13.5	19.4
Vermont.....					1.3	1.3	1.9	3.2	1.3	1.9	3.2
Virginia.....	96.8				13.9	13.9	14.5	28.4	110.7	14.5	125.2
Washington.....	2.8				70.1	70.1	20.8	90.9	72.9	20.8	93.7
West Virginia.....					5.3	5.3	4.5	9.8	5.3	4.5	9.8
Wisconsin.....					7.6	7.6	5.5	13.1	7.6	5.5	13.1
Wyoming.....					8.9	8.9	15.6	24.5	8.9	15.6	24.5
District of Columbia.....					8.6	8.6	9.2	17.8	8.6	9.2	17.8
Total.....	2,590.3	1.7	2,592.0	2,376.6	1,127.0	4,966.9	1,128.7	6,095.6	1,128.7	1,128.7	6,095.6

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-3a.—Distributions of costs by status of completion, location, and cost item: Toll roads
[in millions]

State	By status of completion					By location		By cost item				Grand total	
	100 per- cent complete	Partially complete				Rural	Urban	Right-of-way	Grading and miscellaneous	Surface and base	Struc- tures		
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama.....													
Arizona.....													
Arkansas.....													
California.....	\$3.0	\$23.4				\$23.4	\$26.4	\$0.3	\$7.9	\$1.1	\$17.1		\$26.4
Colorado.....	47.1						35.2	9.6	13.8	4.5	19.2		47.1
Connecticut.....	20.7						39.2	2.2	1.4	1.3	34.3		39.2
Delaware.....	7.6						12.4	2.0	4.0	3.8	10.9		20.7
Florida.....							8.3	2.0	4.0	3.8	10.9		20.7
Georgia.....							7.6				7.6		7.6
Idaho.....													
Illinois.....	148.5	268.5			\$4.3	272.8	160.0	31.0	73.5	56.1	112.2		272.8
Iowa.....							83.3	4.1	51.5	40.2	52.7		148.5
Kansas.....	88.9					1.2	65.2	1.2	1.1	3	6		1.2
Kentucky.....	26.0						18.2	9.6	23.4	36.7	19.2		88.9
Louisiana.....							2.7	3.2	10.1	8.8	3.9		26.0
Maine.....	29.1	1.3				1.3	22.3	1.4	15.2	4.6	9.2		30.4
Maryland.....	86.6						86.6	3.3	11.5	2.9	68.9		86.6
Massachusetts.....	37.0	\$48.2				136.9	101.0	20.1	65.1	20.7	68.0		173.9
Michigan.....						73.3	73.3				73.3		73.3
Minnesota.....													
Mississippi.....													
Missouri.....	16.0	4.0				4.0	16.0	2.2	2.0	1.4	14.4		20.0
Montana.....													
Nebraska.....						.7	.7	(1)	(1)	(1)	.7		.7
Nevada.....													
New Hampshire.....						4.5	4.5	6	2.2	1.4	3		4.5
New Jersey.....	34.4	269.6				276.9	308.0	21.0	82.0	30.7	177.6		311.3
New Mexico.....													
New York.....	547.4	35.0			\$0.6	60.1	283.2	70.4	205.1	93.8	288.2		607.5
North Carolina.....													
North Dakota.....													
Ohio.....	166.5					158.3	8.2	15.9	71.1	33.2	46.3		166.5
Oklahoma.....	72.7					72.7	4.0	4.0	23.2	25.3	20.2		72.7
Oregon.....						4.1	4.1	(1)	(1)	(1)	4.1		4.1
Pennsylvania.....	176.4	43.6				43.6	98.3	25.8	64.9	39.6	89.7		220.0

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-3b.—Distributions of costs by status of completion, location, and cost item: Free roads
[In millions]

State	By status of completion					By location		By cost item				Grand total
	100 per cent complete	Partially complete				Rural	Urban	Right-of-way	Grading and miscellaneous	Surface and base	Structures	
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama.....		\$2.7	\$7.7	\$5.4	\$3.0	\$18.8	(1)	\$1.5	\$3.0	\$6.6	\$2.7	\$18.8
Arizona.....	\$0.6	1.0	3.1	33.2	7.0	44.3	\$5.8	3.6	22.1	12.0	7.2	45.9
Arkansas.....	5.6	1.3	4.4	3.4	8.8	9.4	6.7	1.9	2.7	4.3	5.9	15.0
California.....	3.5	80.8	45.1	63.8	34.4	355.7	296.5	122.9	99.6	49.8	66.9	399.2
Colorado.....		4.9	17.8	10.6	3.3	47.5	17.5	9.3	21.7	8.7	7.8	47.5
Connecticut.....	264.3	4.3	10.6	2.6	.6	18.1	228.6	66.1	86.1	23.4	106.8	282.4
Delaware.....	5.9	6.2		2.0	1.3	9.5	12.8	5.9	3.1	2.1	4.3	15.4
Florida.....	21.9	10.5	8.0	5.7	1.2	40.7	39.6	18.3	22.2	11.9	10.2	62.6
Georgia.....		4.7	2.7	4.4	.5	12.3	1.5	1.4	7.0	3.3	.6	12.3
Idaho.....	38.5	43.9	69.3	75.5	1.7	247.6	215.2	111.4	50.2	60.3	64.2	286.1
Illinois.....		10.1	12.9	1.7	4.2	34.7	17.8	5.4	16.9	11.7	7.4	34.7
Indiana.....		1.7	7.2	2.2		11.1	9.4	1.3	4.3	1.6	3.9	11.1
Iowa.....		7.3		14.9	.3	22.5	13.4	4.6	6.9	8.2	2.8	22.5
Kansas.....	11.4											
Kentucky.....	7.9	12.9	1.3	9.7	1.0	26.4	12.1	3.1	2.9	2.6	3.5	12.1
Louisiana.....	2.3	8.3	1.9				8.3	2.9	10.8	2.3	18.3	34.3
Maine.....		35.1	20.7	4.7	12.2	80.3	26.0	1.2	3.7	2.1	4.5	11.5
Maryland.....		99.2	3.0				37.0	18.9	28.5	14.9	18.0	80.3
Massachusetts.....	5.0	43.9	80.9	9.5	23.6	117.4	111.7	29.7	12.0	6.2	74.5	122.4
Michigan.....	2.2	6.9	7.8	8.6	1.7	26.7	60.0	82.5	43.3	31.5	57.3	214.6
Minnesota.....			5.1	7.3	6.6	13.0	19.0	4.8	9.6	8.7	3.6	26.7
Mississippi.....	5.3	31.4	31.3	19.9	11.7	94.9	7.6	1.8	4.8	3.9	2.5	13.0
Missouri.....		2.5	3.1	7.6	1.1	16.1	15.5	11.8	26.7	32.6	29.1	100.2
Montana.....		1.2		9.9			8.1	1.0	8.7	6.1	.9	16.1
Nebraska.....		1.1	2.4	5.8	1.4	11.9	11.9	.1	.2	.5	.1	11.9
Nevada.....	6.1											
New Hampshire.....	14.4	36.6	5.2	2.5	1.2	48.9	3.6	.8	2.8	1.2	1.3	6.1
New Jersey.....		2.8	6.4	10.1	2.0	21.3	17.2	7.4	10.8	8.0	23.8	63.3
New Mexico.....		225.5	5.5	20.8	18.4	314.9	21.2	10.8	156.3	6.3	3.4	21.3
New York.....	140.2	9.5	17.2	16.6	4.3	59.9	446.2	117.4	188.3	34.5	144.9	455.1
North Carolina.....			3.3	4.5	(1)	7.8	43.9	14.4	18.1	11.2	16.2	59.9
North Dakota.....			15.0	15.0	2.1	127.9	46.5	29.5	33.9	4.9	7.8	7.8
Ohio.....	13.7	52.5	43.3	1.0	1.7	14.9	21.2	6.2	7.3	8.5	50.4	141.6
Oklahoma.....	17.2	11.8	3.3	1.0	2.1	14.9	10.9	6.2	15.9	21.2	10.1	32.1
Oregon.....	13.9	13.5	52.7	11.6	2.3	92.1	86.2	15.9	53.3	18.9	17.9	106.0
Pennsylvania.....	149.5	12.8	40.5	4.9	.3	86.7	63.2	27.2	78.1	35.8	95.1	286.2

REIMBURSEMENT FOR CERTAIN HIGHWAYS

Rhode Island.....	14.5	1.6	4.8	.4	6.2	.2	4.8	4.8	14.5	6.1	3.6	1.9	7.7	19.3
South Carolina.....	.....	.4	1.4	.....	6.7	1.3	9.8	9.8	.....	1.0	3.0	2.3	3.5	9.8
South Dakota.....	.....	.....	1.9	.....	2.7	.....	10.2	10.2	.....	2.1	2.9	6.2	.....	10.3
Tennessee.....	11.9	.....	1.9	1.0	45.9	.....	4.4	4.6	11.7	2.8	2.9	1.4	9.9	16.3
Texas.....	43.1	61.4	26.7	4.7	45.4	32.4	211.8	111.0	143.9	66.6	70.4	62.7	55.2	254.9
Utah.....	.....	.....	1.6	.....	12.4	.7	19.4	17.8	1.6	2.0	9.4	6.5	1.5	19.4
Vermont.....	.....	.....	3.2	.....	.....	.....	3.2	3.2	.....	5	1.4	1.3	.....	3.2
Virginia.....	.....	2.4	1.9	18.3	5.2	.6	28.4	25.1	3.3	4.6	10.0	8.2	5.6	28.4
Washington.....	.3	22.5	24.8	13.7	19.6	10.0	90.6	52.8	38.1	22.1	32.2	19.1	17.5	90.9
West Virginia.....	.....	6.5	.....	3.3	.....	.....	9.8	3.3	6.5	1.8	2.0	.4	5.6	9.8
Wisconsin.....	.....	.....	3.3	.....	3.0	6.6	12.9	7.5	5.6	6.8	2.5	2.0	2.8	13.1
Wyoming.....	.....	.....	.4	13.3	10.9	.....	24.6	23.7	5.9	5.5	14.6	6.5	3.0	24.6
District of Columbia.....	6.3	1.6	.....	.....	6.5	3.3	11.4	.....	17.7	1.5	.9	1.8	13.5	17.7
Total.....	805.7	915.9	509.4	572.2	505.7	194.7	2,697.9	1,193.6	2,310.0	846.8	1,046.0	598.0	1,012.8	3,503.6

¹ Less than \$50,000.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-3c.—Distributions of costs by status of completion, location, and cost item: Toll and free roads combined
[In millions]

State	By status of completion					By location		By cost item				Grand total
	100 per cent complete	Partially complete				Rural	Urban	Right-of-way	Grading and miscellaneous	Surface and base	Structures	
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama.....						\$18.8	(¹)	\$1.5	\$8.0	\$6.6	\$2.7	\$18.8
Arizona.....	\$0.6	\$2.7	\$7.7	\$5.4	\$3.0	39.1	\$6.8	3.6	22.1	12.0	7.2	44.9
Arkansas.....	5.6	1.0	3.1	33.2	7.0	9.4	6.7	1.9	2.7	4.5	5.9	15.0
California.....	6.5	1.3	4.4	3.4	3.8	379.1	312.9	123.2	107.5	50.9	104.0	365.6
Colorado.....		80.8	45.1	63.8	34.4	30.0	17.5	9.3	21.7	8.7	7.8	47.5
Connecticut.....	31.4	4.3	10.6	2.6	.6	18.1	263.8	76.7	99.9	27.9	126.0	329.5
Delaware.....						39.2		2.2	1.4	1.3	34.3	39.2
Florida.....	26.6	6.2	39.2	2.0	1.3	23.0	21.1	7.9	7.1	5.9	15.2	36.1
Georgia.....	29.5	10.5	8.0	5.7	.2	40.7	47.2	18.3	22.2	11.9	17.8	70.2
Idaho.....		4.7	2.7	4.4	.5	12.3	1.5	1.4	7.0	3.3	.6	12.3
Illinois.....	38.5	43.9	59.3	76.5	6.0	520.4	375.2	142.4	123.7	116.4	176.4	593.9
Indiana.....	148.5	12.9	6.8	1.7	4.2	34.7	83.0	9.5	61.7	51.9	60.1	183.2
Iowa.....		7.2	1.2	2.2		12.3	1.7	1.4	4.5	1.9	4.5	12.3
Kansas.....	88.9	1.7	1.2	14.9	.3	22.5	27.3	14.2	30.3	44.9	22.0	111.4
Kentucky.....	37.4	1.5	1.3	9.7	1.0	26.4	14.8	6.3	13.0	11.4	7.4	38.1
Louisiana.....	7.9	12.9	9.9	8.3		27.6	26.0	2.9	10.8	2.3	18.3	34.3
Maine.....	31.4	9.6	20.7	4.7	12.2	10.5	14.3	2.6	18.9	17.8	7.4	41.9
Maryland.....	96.6	7.6	3.0	37.0		80.3	129.9	22.2	40.0	6.7	86.9	166.9
Massachusetts.....	42.0	63.4	80.9	9.5	23.6	254.3	194.6	49.8	77.1	17.8	142.5	296.3
Michigan.....	2.2	117.2	7.8	8.6	1.7	28.7	164.6	82.5	43.3	31.5	130.5	287.9
Minnesota.....		6.9	5.1	7.3	.6	13.0	7.7	4.8	9.6	8.7	3.6	26.7
Mississippi.....		31.3	5.6	19.9	11.7	7.6	5.4	1.8	4.8	3.9	2.5	26.7
Missouri.....	21.3	2.5	8.1	7.6	.1	16.1	64.7	14.0	28.7	6.1	43.5	120.2
Montana.....		2.8	2.4	2.4		1.6	.7	.1	8.1	6.1	.9	16.1
Nebraska.....		1.1	2.4	5.8	1.4	11.9	.7	.2	2.2	5.5	.1	11.9
Nevada.....		4.5	4.5	8.1		4.5	2.5	1.4	5.0	2.0	1.0	11.9
New Hampshire.....	6.1	306.2	6.5	2.5	1.2	325.8	384.1	28.4	106.1	38.7	201.4	374.6
New Jersey.....	48.8	9.4	6.4	10.1	2.0	21.3	1.1	8.8	10.8	6.3	3.4	21.3
New Mexico.....		2.8	69.2	21.4	18.4	375.0	770.5	187.8	363.4	128.3	368.1	1,062.6
New York.....	687.6	5.5	17.2	16.6	4.3	59.9	16.0	14.4	18.1	11.2	16.2	99.9
North Carolina.....		12.3	3.3	4.5	(¹)	7.8	43.8	4.2	2.3	4.9	4.9	36.9
North Dakota.....		43.3	15.0	13.0	2.1	127.9	103.3	46.4	105.0	61.0	96.7	308.1
Ohio.....	180.2	52.5	52.5	1.0	1.7	14.9	83.6	10.2	30.5	33.8	50.3	104.9
Oklahoma.....	89.9	11.8	62.7	11.6	2.3	96.2	20.9	15.9	53.3	11.0	22.0	110.1
Oregon.....	13.9	12.0	52.7	11.6	4.9	189.2	271.3	53.0	143.0	75.4	184.8	466.2
Pennsylvania.....	325.9	56.4	40.5	4.9	.3	130.3						

REIMBURSEMENT FOR CERTAIN HIGHWAYS

Rhode Island.....	14.5	1.6	4.8	.4	6.2	.2	4.8	4.8	14.5	6.1	3.6	1.9	7.7	19.3
South Carolina.....		1.4	1.4	9.8	6.7	1.3	9.8	9.8		1.0	3.0	2.3	3.5	9.8
South Dakota.....		.4	1.9	1.3	6.7	1.3	10.3	10.2		2.1	2.9	6.2	4	10.3
Tennessee.....	11.9		4.4	4.4	2.7	1.7	4.4	4.6	11.7	2.1	2.9	1.4	9.9	16.3
Texas.....	85.6	61.4	28.7	45.9	45.4	32.4	211.8	122.5	174.9	76.6	91.1	70.9	58.8	287.4
Utah.....			1.6	4.7	12.4	.7	19.4	17.8	1.6	2.0	9.4	6.5	1.5	19.4
Vermont.....			3.2	3.2	3.2		3.2	3.2		5.5	1.4	1.3		3.2
Virginia.....		69.8	3.7	45.9	5.2	.6	125.2	37.4	87.8	19.9	30.6	15.1	69.6	125.2
Washington.....	.3		27.6	13.7	19.6	10.0	93.4	52.8	40.9	22.1	32.2	19.1	20.3	93.7
West Virginia.....		6.5	3.3	3.3	3.0	6.6	9.8	3.3	6.5	1.8	2.0	4	5.6	9.8
Wisconsin.....	.2		3.3	12.9	7.5		12.9	7.5	5.6	5.8	2.5	2.0	2.8	13.1
Wyoming.....			.4	13.3	10.9	3.3	24.6	23.7	17.7	1.5	14.6	6.5	3.0	24.6
District of Columbia.....	6.3	1.6			6.5		11.4				.9	1.8	13.5	17.7
Total.....	2,386.1	1,790.7	576.8	666.7	506.3	198.0	3,739.5	2,416.5	3,679.1	1,098.9	1,815.4	1,019.5	2,161.8	6,065.6

1 Less than \$50,000.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-4.—Distribution of total cost by age group
[In millions]

State	Age of highway facility in years 1											
	Toll roads				Free roads				Total		Grand total	
	0	0.1 to 1.9	2.0 to 9.9	Total	0	0.1 to 1.9	2.0 to 9.9	Total	0	0.1 to 1.9		
Alabama.....					\$3.5	\$9.6	\$5.7	\$18.8	\$3.5	\$9.6	\$5.7	\$18.8
Arizona.....					32.7	12.1	32.1	44.9	32.1	12.1	32.1	44.9
Arkansas.....					5.3	3	9.4	15.0	5.3	3	9.4	15.0
California.....	\$23.4	\$3.0		\$26.4	110.9	167.3	81.0	359.2	134.3	170.3	81.0	385.6
Colorado.....					9.0	18.1	20.4	47.5	9.0	18.1	20.4	47.5
Connecticut.....	42.0		\$5.1	47.1	238.5	9.1	34.8	282.4	280.5	9.1	34.8	399.5
Delaware.....					6.3	6.4	2.7	15.4	7.2	20.3	38.2	53.1
Florida.....	.9	13.9	39.2	20.7	32.7	6.8	23.1	62.6	32.7	14.4	23.1	70.2
Georgia.....		7.6		7.6	4.9	5	6.9	12.3	4.9	5	6.9	12.3
Idaho.....	272.8			272.8	98.6	99.6	87.9	286.1	371.4	99.6	87.9	558.9
Illinois.....					3.2	26.7	4.8	34.7	3.2	173.2	7.8	183.2
Indiana.....			1.2	1.2	8.8	1.0	1.3	11.1	8.8	1.0	1.3	12.2
Iowa.....					6.1	5.1	11.3	22.5	6.3	23.6	11.3	33.2
Kansas.....					7.8	3.6	7.7	12.1	7.5	23.2	10.9	34.3
Kentucky.....		26.0		26.0	23.2	2.2	10.9	34.3	23.2	10.9	10.9	34.3
Louisiana.....					3.7	1.5	6.3	11.5	3.7	15.2	22.7	31.4
Maine.....		14.0	16.4	30.4	35.0	24.1	21.2	80.3	121.6	15.5	21.2	166.9
Maryland.....	86.6			86.6	90.1	6.9	23.1	120.1	91.9	158.1	44.3	296.3
Massachusetts.....	1.8	151.2	20.9	73.3	53.9	79.9	80.8	214.6	127.2	174.0	80.8	287.9
Michigan.....	73.3			73.3	5.4	14.6	6.7	26.7	5.4	14.6	6.7	26.7
Minnesota.....					2.2	6.9	3.9	13.0	2.2	6.9	3.9	13.0
Mississippi.....					18.3	26.2	55.7	100.2	22.3	26.2	71.7	130.2
Missouri.....	4.0		16.0	20.0	3.0	2.6	10.5	16.1	3.0	2.6	10.5	16.1
Montana.....			.7	.7		9						
Nebraska.....					1.1	2.1	8.7	11.9	1.1	2.1	8.7	11.9
Nevada.....					4.5	1.2	4	6.1	4.1	7.2	4.9	10.6
New Hampshire.....			4.5	4.5	4.3	25.7	33.3	63.3	32.5	138.5	203.6	374.6
New Jersey.....	28.2	112.8	170.3	311.3	4.3	6.5	21.3	32.1	32.5	68.5	14.8	91.3
New Mexico.....					215.9	168.9	70.3	455.1	368.5	303.7	300.4	1,062.6
New York.....	152.6	134.8	320.1	607.5	30.9	13.6	13.4	57.9	30.9	13.6	13.4	57.9
North Carolina.....					6	1.3	3.9	7.8	6	3.8	5.9	15.7
North Dakota.....					90.1	8.2	43.3	141.6	90.1	150.4	67.6	308.1
Ohio.....	41.7	142.2	24.3	168.5	15.3	7.0	9.8	32.1	57.0	77.0	40.8	104.8
Oklahoma.....	4.1		31.0	72.7	14.0	40.6	10.0	108.0	18.2	47.6	51.4	110.8
Oregon.....	43.6		176.4	220.0	100.0	13.0	153.2	233.2	143.6	13.0	296.6	456.2
Pennsylvania.....					14.5			13.3	14.5			13.3
Rhode Island.....										4.8		4.8

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-5a.—Distributions of cost less depreciation: Toll roads
[In millions]

State	By status of completion					By location		By cost item				Grand total	
	100 per- cent complete	Partially complete				Rural	Urban	Right- of-way	Grading and miscel- laneous	Surface and base	Struc- tures		
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama.....													
Arizona.....													
Arkansas.....													
California.....	\$3.0	\$23.4				\$23.4	\$28.4	\$0.3	\$7.9	\$1.1	\$17.1	\$26.4	
Colorado.....	46.3						35.2	9.6	13.7	4.4	18.6	46.3	
Connecticut.....								2.2	1.3	1.1	30.3	34.9	
Delaware.....	20.3		\$34.9			34.9	8.0	2.0	4.0	3.8	10.5	20.3	
Florida.....	7.5					(1)	7.5	2.0	2.0	7.5	7.5	7.5	
Georgia.....													
Idaho.....													
Illinois.....	268.5					\$4.3	160.0	31.0	73.5	56.1	112.2	272.8	
Indiana.....	147.0						65.0	4.1	51.3	39.3	52.3	147.0	
Iowa.....						1.1	1.1	1.1	1.1	2.2	1.1	1.1	
Kansas.....	87.7			1.1			17.9	9.6	23.2	35.9	19.0	87.7	
Kentucky.....	25.6						2.7	3.2	10.0	8.6	3.8	25.6	
Louisiana.....													
Maine.....	26.3	1.3				1.3	19.6	8.0	14.3	3.8	8.1	27.6	
Maryland.....	86.6						86.6	3.3	11.5	2.9	65.2	86.6	
Massachusetts.....	37.0	85.9	\$48.1			134.0	70.2	20.1	65.0	20.7	73.3	171.0	
Michigan.....		73.3				73.3							
Minnesota.....													
Mississippi.....													
Missouri.....	16.2	4.0				4.0	4.0	2.2	2.0	1.3	13.7	19.2	
Montana.....													
Nebraska.....						.6	.6	(1)	(1)	(1)	.6	.6	
Nevada.....													
New Hampshire.....						4.0	4.0	6	2.1	1.1	2	4.0	
New Jersey.....	33.5	255.4	5.6	1.3		262.3	292.7	21.0	78.8	27.1	168.9	295.8	
New Mexico.....													
New York.....	528.4	34.7		24.5	\$0.6	59.8	316.3	70.4	200.9	87.3	228.6	588.2	
North Carolina.....													
North Dakota.....													
Ohio.....	161.5						163.5	8.0	69.7	31.3	44.6	161.5	
Oklahoma.....	70.6						70.6	4.0	22.8	24.2	19.6	70.6	
Oregon.....			4.1			4.1	95.3	(1)	(1)	4.1	4.1	4.1	
Pennsylvania.....	160.6	43.7				43.7	109.0	26.8	61.6	33.3	83.6	204.3	
Rhode Island.....													

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-5b.—Distributions of cost less depreciation: Free roads

[In millions]

State	By status of completion					By location		By cost item				Grand total
	100 per cent complete	Partially complete				Rural	Urban	Right-of-way	Grading and miscellaneous	Surface and base	Structures	
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama		\$2.6	\$7.5	\$5.3	\$2.8	\$18.2	\$18.2	\$1.5	\$7.8	\$6.3	\$2.5	\$18.2
Arizona	\$0.6	1.0	2.9	30.6	6.8	41.3	36.3	3.6	21.2	10.4	6.3	41.3
Arkansas	3.4	33.2	4.4	3.2	8.7	30.1	7.9	1.9	2.7	47.1	5.3	41.6
California	3.4	130.3	80.4	62.0	34.0	350.1	70.0	122.9	98.0	47.4	85.2	353.5
Colorado		4.9	17.3	9.7	15.8	58.8	28.8	66.3	21.1	8.6	7.4	40.8
Connecticut	263.4	4.0	10.0	2.3	.6	16.9	52.8	227.5	35.3	22.8	106.1	280.3
Delaware												
Florida	6.8	6.3	7.6	1.0	1.2	9.4	2.6	12.0	3.1	2.0	4.2	15.2
Georgia	21.5	9.9	7.6	5.8	.2	39.7	22.3	38.9	21.8	17.9	9.8	61.2
Idaho		4.6	2.6	4.1	.5	11.8	7.4	1.4	0.8	3.0	0.0	11.8
Illinois	35.5	66.1	48.2	74.4	1.5	241.8	68.3	202.0	49.0	55.4	61.5	277.3
Indiana		10.0	5.6	1.4	4.0	33.6	15.3	17.7	10.1	10.8	7.3	53.6
Iowa		7.3	7.2	2.1	.3	11.0	8.3	3.4	4.2	1.6	3.9	11.0
Kansas				14.0		21.7	12.6	0.0	6.8	7.9	2.6	21.6
Kentucky	11.3							3.1	2.9	2.6	3.5	12.0
Louisiana	7.7	1.5	1.3	9.0	1.0	26.2	8.2	12.0	10.7	2.2	17.5	53.3
Maine	2.2	8.1	2.6			8.9	5.2	23.1	3.6	2.0	4.3	11.1
Maryland		34.3	7.4	4.7	12.1	78.7	35.6	43.1	28.2	14.1	17.5	78.7
Massachusetts	4.6	98.0	14.6			110.2	10.0	111.0	11.7	5.7	73.9	121.0
Michigan		42.6	53.7	9.3	23.5	207.7	38.9	150.9	82.5	29.7	56.1	209.8
Minnesota		1.7	6.6	7.4	1.7	23.9	13.4	7.5	9.5	8.1	3.5	25.9
Mississippi			4.8			5.2	7.3	4.8	4.7	3.7	2.3	12.5
Missouri	4.7	30.7	29.2	18.2	11.2	89.9	17.3	37.4	23.8	29.3	27.7	94.6
Montana		2.7	2.4	6.9	.1	15.0	14.4	1.0	7.8	5.4	.8	15.0
Nebraska				5.2		8.8	8.8	.1	2.2	4.4	.1	8.8
Nevada		1.2	1.1	5.2	1.2	10.9	10.9	.2	6.3	4.3	1.1	10.9
New Hampshire	6.1							2.5	2.8	1.2	1.3	6.1
New Jersey	18.9	35.0	3.4	2.3	1.2	46.7	16.6	44.0	23.6	7.4	23.2	60.6
New Mexico		2.0	6.1	3.4	1.8	20.0	13.9	7.4	10.4	3.7	3.1	20.0
New York	135.9	223.3	5.4	20.2	16.4	312.1	8.9	439.1	166.3	33.4	140.9	448.0
North Carolina		9.4	11.8	16.3	4.3	58.5	42.8	15.7	17.8	10.4	15.9	58.5
North Dakota				3.1		6.9	6.9	.2	2.2	4.2	6.9	6.9
Ohio	13.6	51.3	43.3	13.9	2.0	125.0	45.3	93.3	33.3	26.3	46.5	138.6
Oklahoma	16.9	11.2	50.6	1.0	1.7	14.3	10.6	20.6	7.2	8.0	9.8	31.2
Oregon	13.7	11.6	13.1	10.0	2.3	88.2	85.3	15.9	15.9	17.4	17.0	101.9
Pennsylvania	144.2	12.5	26.7	4.5	.3	84.1	60.8	167.5	76.5	33.2	91.4	228.3

REIMBURSEMENT FOR CERTAIN HIGHWAYS

Rhode Island.....	14.5	1.6	4.7	.3	6.0	.2	4.7	4.7	14.5	6.1	3.6	1.8	7.7	19.2
South Carolina.....		4	1.4		6.3	1.2	9.5	9.5		1.0	2.9	2.2	3.4	9.5
South Dakota.....			1.9		2.5		9.6	9.6		.8	2.8	5.8	8.7	9.8
Tennessee.....	10.7	57.7	26.1	1.0	43.0	30.9	201.2	105.0	10.4	2.1	2.7	1.3	8.7	14.8
Texas.....	41.4		1.6	4.4	11.6	.7	18.3	16.7	137.6	66.6	67.9	56.5	51.6	242.6
Utah.....			3.2				3.2	3.2	1.6	2.0	9.1	5.8	1.4	18.3
Vermont.....			1.6	17.0	4.9	6	26.2	23.2	3.0	4.6	1.4	1.3		3.2
Virginia.....		2.1	23.7	13.1	19.0	9.7	87.2	50.4	37.1	22.1	31.2	17.7	16.5	26.2
West Virginia.....	.3	21.7	3.2				9.5	3.2	6.3	1.8	1.9	4	5.4	87.5
Wisconsin.....	.2	6.3		3.2			12.5	7.1	5.6	5.8	2.5	1.7	2.7	12.7
Wyoming.....			.4	12.7	2.7	6.5	23.1	22.3	8	5.5	14.0	5.8	2.8	23.1
District of Columbia.....		1.5			10.0	2.9	10.0		16.2	1.5		1.7	12.1	16.2
Total.....	785.3	898.6	495.6	553.3	481.3	189.6	2,618.4	1,142.3	2,261.4	846.8	1,023.9	554.3	978.7	3,403.7

† Less than \$50,000.

REIMBURSEMENT FOR CERTAIN HIGHWAYS

TABLE A-50.—Distributions of cost less depreciation: Toll and free roads, combined
[in millions]

State	By status of completion					By location		By cost item				Grand total
	100 per cent complete	Partially complete				Rural	Urban	Right-of-way	Grading and miscellaneous	Surface and base	Structures	
		80 to 99 percent	60 to 80 percent	40 to 60 percent	20 to 40 percent								0 to 20 percent	Subtotal
Alabama.....			\$7.5	\$5.3	\$2.8	\$18.2	(1)	\$1.5	\$7.8	\$6.3	\$2.9	\$18.2
Arizona.....	\$0.6	1.0	2.9	30.6	6.8	36.3	\$6.6	3.6	21.2	10.4	6.7	41.9
Arkansas.....	5.3	1.2	4.4	3.2	4.7	7.9	6.1	1.9	2.7	4.1	6.7	14.9
California.....	6.4	\$3.2	4.4	62.0	34.0	70.0	309.9	128.2	105.9	48.5	102.3	379.9
Colorado.....		153.7	80.4	43.4	9.7	28.8	28.8	9.3	21.1	8.0	7.4	45.8
Connecticut.....	309.7	4.9	13.6	17.3	.6	63.9	17.0	75.7	99.0	27.2	194.7	326.6
Delaware.....		4.0	10.0	2.3		34.9	262.7	2.2	1.3	1.1	30.3	34.9
Florida.....	26.1	6.3	9.4	1.9	1.2	14.9	20.6	7.9	7.1	5.8	14.7	35.5
Georgia.....	29.0	16.2	7.6	5.8	.2	22.3	46.4	18.3	21.8	11.3	17.3	68.7
Idaho.....		4.6	2.6	4.1	.5	10.4	1.4	1.4	6.8	3.0	17.3	11.8
Illinois.....	35.5	334.6	41.6	74.4	5.8	181.1	369.0	142.4	122.5	111.5	173.7	680.1
Indiana.....	147.0	10.0	12.6	1.4	4.0	97.9	82.7	9.5	61.4	50.1	59.6	180.6
Iowa.....		1.7	7.2	2.1		10.4	1.7	1.4	4.4	1.8	4.5	12.1
Kansas.....	87.7	7.3	1.1	14.0	.3	82.4	26.9	14.2	30.0	43.5	21.6	109.3
Kentucky.....	36.9			7.7		22.9	14.7	6.3	12.9	11.1	17.3	37.6
Louisiana.....	7.1	1.5	1.3	9.6	1.0	8.2	25.1	2.9	10.7	2.2	17.5	33.3
Maine.....	28.5	9.4	8.8			24.8	13.9	2.6	17.9	5.8	12.4	38.7
Maryland.....	86.6	34.3	20.2	4.7	12.1	78.7	129.7	22.2	39.7	17.0	86.4	165.3
Massachusetts.....	41.8	62.7	2.7			110.8	181.2	49.8	76.7	26.4	139.1	292.0
Michigan.....	2.1	115.9	78.6	9.3	23.5	132.2	160.9	82.5	29.7	29.7	128.4	283.1
Minnesota.....		1.7	7.5	8.4	1.7	18.4	7.5	4.8	9.5	8.1	3.5	25.9
Mississippi.....		6.6	4.8			7.3		1.8	4.7	3.7	2.3	12.5
Missouri.....	19.9	34.7	29.2	18.2	11.2	93.9	61.2	14.0	27.8	30.6	41.4	113.8
Montana.....		2.7	2.4	6.9	.1	14.4	52.6	1.0	7.8	6.4	.8	15.0
Nebraska.....		1.2	2.2	5.2		8.8	.6	.1	2.2	4.4	.7	1.4
Nevada.....		1.1	1.1	6.2	1.2	10.9		.2	6.3	4.3	1.1	10.9
New Hampshire.....	6.1	4.0	6.1	2.3	1.2	7.6	2.5	1.4	4.9	2.3	1.5	10.1
New Jersey.....	47.4	290.4	9.0			19.7	336.7	28.4	102.4	34.5	191.1	366.4
New Mexico.....		2.7	6.1	9.4	1.8	20.0	19.9	8	10.4	6.7	3.1	20.0
New York.....	664.3	258.0	5.4	20.8	18.4	371.9	755.4	187.8	367.2	120.7	370.5	1,086.2
North Carolina.....		9.4	11.8	16.3	4.3	58.5	42.8	14.4	17.8	10.4	15.9	68.5
North Dakota.....		3.1	3.8	3.1	(1)	6.9	16.7	2.2	2.2	6.9	4.2	6.9
Ohio.....	175.1	51.3	43.3	13.9	2.0	198.8	101.3	45.4	103.0	57.6	94.1	300.1
Oklahoma.....	87.5	.1	.3	1.0	1.7	81.2	20.6	10.2	30.0	32.2	29.4	101.8

REIMBURSEMENT FOR CERTAIN HIGHWAYS

Oregon.....	13.7	11.6	17.2	50.6	10.6	2.3	92.3	85.3	20.7	15.9	51.6	17.4	21.1	104.0
Pennsylvania.....	304.8	56.2	26.7	40.1	4.5	.3	127.8	169.8	262.8	63.0	138.1	66.5	175.0	432.6
Rhode Island.....	14.5		4.7				4.7	4.7	14.5	6.1	3.6	1.8	7.7	19.2
South Carolina.....		1.6	1.4	.3	6.0	.2	9.5	9.5		1.0	2.9	2.2	3.4	9.5
South Dakota.....		.4	1.9		6.3	1.2	9.8	9.6		2.1	2.8	5.8	4	9.8
Tennessee.....	10.7			1.0	43.0	30.9	201.2	116.4	10.4	8	2.7	1.3	8.7	14.8
Texas.....	83.9	57.7	26.1	4.4	11.6	.7	18.3	16.7	168.7	76.6	88.6	64.7	55.2	285.1
Utah.....			1.6				3.2	3.2	1.6	2.0	9.1	5.8	1.4	18.3
Vermont.....			3.2				3.2	3.2		.6	1.4	1.3		3.2
Virginia.....		69.4	3.5	44.6	4.9	.6	123.0	35.6	87.4	19.9	30.1	13.9	56.1	123.0
Washington.....	.3	21.7	26.5	13.1	19.0	9.7	90.0	50.4	39.9	22.1	31.2	17.7	19.3	90.3
West Virginia.....		6.3		3.2			9.5	3.2	6.3	1.8	1.9	4	5.4	9.5
Wisconsin.....	.2		3.3		2.7	6.5	12.5	7.1	5.6	5.8	2.5	1.7	2.7	12.7
Wyoming.....			.4	12.7	10.0		23.1	22.3	8	.5	14.0	5.8	2.8	23.1
District of Columbia.....	6.2	1.5			5.6	2.9	10.0		16.2	1.5	.9	1.7	12.1	16.2
Total.....	2,284.9	1,756.1	562.1	643.3	481.9	183.9	3,637.3	2,322.8	3,599.4	1,098.9	1,779.0	952.9	2,091.4	5,922.2

! Less than \$60,000.