

# KEY TO Pages



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REGION 1: CT, ME, MA, NH, NJ, NY, RI, VT, PR, VI (Virgin Is.) = 10

3: DE, DC, MD, PA, VA, WV = 6

4: AL, FL, GA, KY, MS, NC, SC, TN = 8

5: IL, IN, MI, OH, WI, MN = 6

6: AR, LA, NM, OK, TX = 5

7: IA, KS, MO, NE = 4

8: CO, MT, ND, SD, UT, WY = 6

9: AZ, CA, HI, NV, AS (Am. Samoa), Guam = 6

10: AK, ID, OR, WA = 4

SAMPLE

**SAMPLE**

Interstate (I-15) ← State ← Mile Post ← Longth (2 decimal places) ← Segment (starting group) ← 1AIF = Interstate ← month/year ← month/year status change from Group 3 to Group 2. ← month/year status change from Group 1 to Group 2.

Route No. 103

AS OF JUNE 30, 1980

INCREMENT CODE 1 - 42500

LISTING OF PR-511 FILE  
AS OF JUNE 30, 1993  
INCREMENT CODE 1 - 42500-MILE SYST

SH	I	RTE	SEQ	ST	MPOST	SEG	C	ST	GP.										
01	1	0150	06	30	00000	0850	R	1A1F	0781000007811158	3 to 1	2 to 1	3 to 1	4 to 3	4 to 3	4 to 3	4 to 3	4 to 3	4 to 3	4 to 3
01	1	0150	06	30	00850	0358	R	1A1F	0781 07811158										
01	1	0150	06	30	01208	0500	R	1A1F	0781000007810480										
01	1	0150	06	30	01708	0556	R	1A1F	0883 11711157 09680985										
02	1	0150	06	30	02254	0200	R	1A1F	07800971 068909850255										
02	1	0150	06	30	02464	1324	R	1A1F	08830971 068909850985										
02	1	0150	06	30	03788	0595	R	1A1F	0781000007810982										
03	1	0150	06	30	04383	0718	R	1A1F	1286 12860982										
03	1	0150	06	30	05101	0184	R	1A1F	09880988 0436										
03	1	0150	06	30	05285	0164	R	1A1F	0988 098810561264										
03	1	0150	06	30	05449	0329	R	1A1F	06830683										
03	1	0150	06	30	05778	0246	R	1A1F	06830683 046810860168										
04	1	0150	06	30	06024	0310	R	1A1F	09840584 013304680166										
04	1	0150	06	30	06334	0170	R	1A1F	11731173 117104680166										
04	1	0150	06	30	06504	0950	R	1A1F	11731173 047012670166										
04	1	0150	06	30	07454	0830	R	1A1F	11731173 057105690366										
05	1	0150	06	30	08284	0180	R	1A1F	11731173 057105691266										
05	1	0150	06	30	08464	0180	R	1A1F	11731173 067105691266										
05	1	0150	06	30	08644	0550	R	1A1F	11731173 017205691266										
05	1	0150	06	30	09194	0300	R	1A1F	07760776 017205691266										
05	1	0150	06	30	09494	0550	R	1A1F	07760776 097211890967										
06	1	0150	06	30	10044	0130	R	1A1F	07760776 097211890967										
06	1	0150	06	30	10174	0820	R	1A1F	07760776 017407690967										
06	1	0150	06	30	10994	0300	R	1A1F	07760776 097306690967										
06	1	0150	06	30	11294	0300	R	1A1F	07760776 097306690967										
06	1	0150	06	30	11594	0173	R	1A1F	0780 07760761										
06	1	0150	06	30	11767	0108	R	1A1F	07800761										
06	1	0150	06	30	11875	0144	R	1A1F	08830781										
07	1	0150	06	30	12019	0059	R	1A1F	0786 09690757										
07	1	0150	06	30	12080	0253	R	1A1F	0183 09690757										
07	1	0150	06	30	12333	0116	R	1A1F	01830964										
07	1	0150	06	30	12449	0062	U	1A1F	01830964										
07	1	0150	06	30	12511	0200	U	1A1F	01830964										
07	1	0150	06	30	12705	0137	U	1A1F	07800964										
07	1	0150	06	30	12848	0401	R	1A1F	1286 0964										
07	1	0150	06	30	13249	0835	R	1A1F	01831177 0175 0366										
07	1	0150	06	30	13884	0241	R	1A1F	01830872 087607690366										
08	1	0150	06	30	14122	0779	R	1A1F	12861286 0964 0475										
08	1	0150	06	30	14901	0720	R	1A1F	10861086										
08	1	0150	06	30	15599	0540	R	1A1F	07730773 027104680565										
08	1	0150	06	30	15621	0590	R	1A1F	10821082 0780 0475										
09	1	0150	06	30	16139	0480	R	1A1F	10741074 117 04680261										
09	1	0150	06	30	16211	0168	R	1A1F	08830773 087104680366										
10	1	0150	06	30	16619	0574	R	1A1F	08830773 087104680366										
10	1	0150	06	30	17193	0357	R	1A1F	11780869 116704680864										
10	1	0150	06	30	17550	0555	R	1A1F	08830869 07670765										
11	1	0150	06	30	18105	0074	R	1A1F	08830862										
11	1	0150	06	30	18179	0129	U	1A1F	08830862										
11	1	0150	06	30	18308	0199	U	1A1F	07800975 027404680565										
11	1	0150	06	30	18507	0101	U	1A1F	08830983										
11	1	0150	06	30	18608	0716	R	1A1F	08830963										
11	1	0150	06	30	19324	0799	P	1A1F	11780763										
12	1	0150	06	30	20123	0580	R	1A1F	0883 08770763										
12	1	0150	06	30	20703	0227	R	1A1F	08830763										

## LEO 1213A

84

STATE 29

01	1	6700	04	29	00080	0050	U	1A1F	09880786	0680	0372	06J	06840685	336	0951L	01
01	1	6700	04	29	00130	0010	U	1A1F	09880786	068C	0372	06J		336	0951N	01

ENCLOSURE

XFWX 140489

Route No. (I-15)  
State ( )

State (Code 30)  
Mile Post

Mile Post (Code 30)

Length of

segment (2 decimal places):

Month/Year when (AIF: started)  
Month/Year when (AIF: started)  
Month/Year when (AIF: started)

	Month/Year	when I A/F.	Status	Standard
1960	1960	1960	1960	1960
1961	1961	1961	1961	1961
1962	1962	1962	1962	1962
1963	1963	1963	1963	1963
1964	1964	1964	1964	1964
1965	1965	1965	1965	1965
1966	1966	1966	1966	1966
1967	1967	1967	1967	1967
1968	1968	1968	1968	1968
1969	1969	1969	1969	1969
1970	1970	1970	1970	1970
1971	1971	1971	1971	1971
1972	1972	1972	1972	1972
1973	1973	1973	1973	1973
1974	1974	1974	1974	1974
1975	1975	1975	1975	1975
1976	1976	1976	1976	1976
1977	1977	1977	1977	1977
1978	1978	1978	1978	1978
1979	1979	1979	1979	1979
1980	1980	1980	1980	1980
1981	1981	1981	1981	1981
1982	1982	1982	1982	1982
1983	1983	1983	1983	1983
1984	1984	1984	1984	1984
1985	1985	1985	1985	1985
1986	1986	1986	1986	1986
1987	1987	1987	1987	1987
1988	1988	1988	1988	1988
1989	1989	1989	1989	1989
1990	1990	1990	1990	1990
1991	1991	1991	1991	1991
1992	1992	1992	1992	1992
1993	1993	1993	1993	1993
1994	1994	1994	1994	1994
1995	1995	1995	1995	1995
1996	1996	1996	1996	1996
1997	1997	1997	1997	1997
1998	1998	1998	1998	1998
1999	1999	1999	1999	1999
2000	2000	2000	2000	2000
2001	2001	2001	2001	2001
2002	2002	2002	2002	2002
2003	2003	2003	2003	2003
2004	2004	2004	2004	2004
2005	2005	2005	2005	2005
2006	2006	2006	2006	2006
2007	2007	2007	2007	2007
2008	2008	2008	2008	2008
2009	2009	2009	2009	2009
2010	2010	2010	2010	2010
2011	2011	2011	2011	2011
2012	2012	2012	2012	2012
2013	2013	2013	2013	2013
2014	2014	2014	2014	2014
2015	2015	2015	2015	2015
2016	2016	2016	2016	2016
2017	2017	2017	2017	2017
2018	2018	2018	2018	2018
2019	2019	2019	2019	2019
2020	2020	2020	2020	2020
2021	2021	2021	2021	2021
2022	2022	2022	2022	2022
2023	2023	2023	2023	2023
2024	2024	2024	2024	2024
2025	2025	2025	2025	2025
2026	2026	2026	2026	2026
2027	2027	2027	2027	2027
2028	2028	2028	2028	2028
2029	2029	2029	2029	2029
2030	2030	2030	2030	2

40 months/year } Group 3 for Group 4  
40 months/year } States from Group 2 to 4

Water from Exp. 2 to 1  
Water Shaded Copying No 2  
from Group 3 to 1

with the Beatles Copying the 2  
from Group 3 to Group 2

2009

ENCLOSURE  
XFR

CLOSURE

→ RWX

ORE 1

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x 140

1  
4048

9

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STATE 30

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## PROCESS OF LOOKING UP THE DATES WHEN SEGMENTS OF THE INTERSTATE WERE OPEN TO TRAFFIC

The question frequently asked is when a certain segment of the Interstate was opened to traffic. Outlined below is the procedure for looking up the pertinent month and year using the printouts in this folder, which were obtained from the Mainframe Computer as of June 30, 1993. That was the last time the Mainframe Computer was used in reporting the status of the Interstate System.

**Enclosure 1** shows a "blow-up" of a page in the printouts showing various columns. They are arranged in the exact positions as in the Coding Sheet (**Enclosure 3**, not included) when the data were posted and then fed to the Mainframe Computer. For a particular State, **Montana** as an example, the columns to look at are the Mile Post (column F) and the highlighted columns (referring to status groups), (3 to 2) and (3 to 1).

**Enclosure 2** shows the classifications of the status of the Interstate System. **Status Group 3** is the status of a segment which is under construction but **not yet open to traffic**. **Status Group 2** is attained when that segment is deemed reasonably adequate for Interstate and local traffic and, therefore, **opened to traffic**. **Status Group 1** is attained when full or acceptable Interstate standards are met and, therefore, the segment is **opened to traffic**. There are times when a segment goes from Status Group 3 to Status Group 1. Other times, a segment would proceed from Status Group 3 to Status Group 1 without going through status Group 2.

A segment in the Interstate System was opened to traffic on the month and year indicated when the status changed from 3 to 2 to 1; i.e., look at either column (3 to 2) or column (3 to 1) to figure out the dates when opened to traffic. The dates are shown as four digits number system, for example 0883, would mean the segment opened in August of 1983. The columns that would be most useful to you are columns K, L, which are highlighted on the original sample sheet enclosure. That is your key guide.

The Interstate I-26 goes through two states North Carolina and South Carolina. Interstate I-81 goes through six states Tennessee, Virginia, West Virginia, Maryland, Pennsylvania and New York City. I have highlighted the Interstate route number of the copies made of each state so you would know where they began and end.

## CLASSIFICATIONS TO BE USED FOR REPORTING THE STATUS OF THE INTERSTATE SYSTEM

Status Group 1	Status Group 2	Status Group 3
Full or acceptable standards and open to traffic.  Financed with Interstate funds. Full control of access.	Standards reasonably adequate for and open to present Interstate and local traffic.  Financed with Interstate funds. Full or partial control of access.	Under construction, not open to traffic.  Financed with Interstate funds.
1a(1) f - Completed to full Interstate standards No additional required (zero cost section)  1a(1) f* - Completed to acceptable Interstate and is a zero cost section. The additional improvement needed to meet full Interstate standards is not justified and will not be made.  1a(2) f - Full or acceptable geometric standards met, but additional work is underway to bring to zero cost.  1a(3) f - Full or acceptable standards met, but additional work is necessary (not underway) to bring to zero cost.	2a(1) f - Currently under construction. Completion of present contracts will bring segment up to full or acceptable Interstate standards (zero cost). Full control of access on present facility.  2a(1) p - Same as above except: Partial control of access  2a(2) f - No construction work is currently under contract, but additional development is necessary before segment will meet full or acceptable Interstate standards. Full control of access.  2a(3) f - Currently under construction. Completion of present contracts will not bring segment up to full or acceptable Interstate standards. Full control of access.  2a(3) p - Same as above except: Partial control access.	3a(1) f - Final construction contract completed, but segment is not open to traffic.  3a(2) - Segment is currently under construction. When project is completed, segment will move to open to traffic status (either group 1 or group 2) or to status 3a(1) f.  3a(3) - Segment is currently under construction. At least one more contract is necessary to move segment to open to traffic status.
Financed with other public funds. 1/ Full control of access Continued on next page	Financed with other public funds. 1/ Full, partial, or no control or access Continued on next page	Financed with other public funds. 1/ Continued on next page

### LEGEND

Red represents classifications used for status of Group 1

Dark Blue represents classifications used for status of Group 2

Green represents classifications used for status of Group 3

Blue/Gray represents classifications used for financing of un-obligated Interstate funds.

Status Group 1	Status Group 2	Status Group 3
<p>1b(1) f – Completed to full Interstate standards. No additional construction required (zero cost section).</p> <p>1b(1) f* – Completed to acceptable Interstate standards and is a zero cost section. The additional improvement needed to meet full Interstate standards is not justified and will not be made.</p> <p>1b(2) f – Full or acceptable standards met, but additional work is necessary (not underway) to bring section to zero cost.</p> <p>1b(3) f – Full or acceptable standards met, but additional work is necessary (not underway) to bring section to zero cost.</p>	<p>2b(1) f – Currently under construction. Completion of present contract will bring segment up to full or acceptable Interstate standards (zero cost). Full control of access on present facility.</p> <p>2b(1) p – Same as above except: Partial control of access.</p> <p>2b(1) n – Same as above except: No control of access.</p> <p>2b(2) f – No construction work is currently under contract, but additional development is necessary before segment will meet full or acceptable Interstate standards. Full control or access.</p> <p>2b(2) p – Same as above except: Partial control of access.</p> <p>2b(2) n – Same as above except: No control of access.</p> <p>2b(3) f – Currently under construction. Completion of present contracts will not bring segment up to full or acceptable Interstate standards. Full control of access.</p> <p>2b(3) p – Same as above except: Partial control of access.</p> <p>2b(3) n – Same as above except: No control of access.</p>	<p>3b(1) f – Final construction contract completed, but segment is not open to traffic.</p> <p>3b(2) – Segment is currently under construction. When project is completed, segment will move to open to traffic status (either group 1 or group 2) or to status 3b(1) f.</p> <p>3b(3) – Segment is currently under construction. At least one more contract is necessary to move segment to open to traffic status.</p>
<p>I/ Category (b) shall be maintained for all segments on which Interstate funds have not been obligated. This segment will move to category (a) as soon as Federal Interstate funds (regardless of the time) have been obligated for their improvement or upgrading.</p>		

## LEGEND

Red represents classifications used for status of Group 1.

Dark Blue represents classifications used for status of Group 2.

Green represents classifications used for status of Group 3.

Blue/Gray represents classifications used for financed of un-obligated Interstate funds.

## CLASSIFICATIONS TO BE USED FOR REPORTING THE STATUS OF THE INTERSTATE SYSTEM

Status Group 4	Status Group 5	Status Group 6
Preparation of plans, specifications, and estimates, and/or right-of-way acquisition.	Designated mileage.	Toll facilities – all stages from route designation to open traffic.
Financed with Interstate Funds	Financed with Interstate Funds	
4a(1) – Preparation of PS&E and right-of-way acquisition underway.	5a(1) e – Public hearings held on route location. (Existing alignment)	6a – Does not apply since Interstate funds are not involved.
4a(2) – Right-of-way acquisition underway.	5a(1) p – Same as above: Except projected alignment	
4a(3) – Preparation of PS&E underway.	5a(2) – Route location studies underway.	
	5a(3) - General location only established. Route location work not started.	
		Financed with toll bonds or other toll facility funds.
		6b(1) – Completed and open to traffic.
		6b(2) – Construction work underway.
		6b(3) – Segment approved as part of Interstate System. Engineering and/or ROW may or may not be underway.

### LEGEND

Violet represents classifications used for status of Group 4.

Dark Pink represents classifications used for status of Group 5.

Dark Red represents classifications for status of Group 6.