2. EXISTING CAPITAL PLANT

(a) *Distribution and Growth*

A comparison of total, municipal, and unsurfaced mileages for the years 1956–64 follows:

[In thousands of miles]

Year	Total mileage	Municipal mileage	Unsurfaced mileage
1956	3,430	379	1,107
1957	3,454	389	1,082
1958	3,479	405	1,031
1959	3,503	416	1,008
1960	3,538	430	989
1961	3,573	446	985
1962	3,600	455	953
1963	3,620	475	927
1964	3,644	491	914

The distribution by States of the total mileage at the end of 1964 is given in appendix table A.

Of the 491,000 miles of city streets, 62,000 are under State control and are, for the most part, the more important cross-city connections of the main trunkline systems, including most of the major urban expressways and arterials. The remaining 429,000 miles are generally the local community and residential streets for which the cities have responsibility for maintenance and improvement.

No recent inventory of local streets has been made, but upon the basis of a study of 1961 local mileages by city population groups, it is possible to estimate that the 429,000 miles of local government streets would be arrayed as follows:

Population group	Mileage	Number of cities	Average mileage per city
Under 5,000	130,743	15,172	8.62
5,000 to 9,999	47,102	1,420	33.17
10,000 to 24,999	64,791	1,141	56.78
25,000 to 49,999	43,237	422	102,46
50,000 to 99,999	40,403	209	193.32
100,000 and over	103,091	140	736.36
Total	429,367	18,504	----------

No precise correlation exists between the mileage of streets and the population of the community, but a composite ratio of 240 persons to 1 mile of street was developed in 1961 for cities under 100,000 population, taken as a group.

Much study has been made of the service life of various types of roads, and the various elements comprising the road, such as land, grading, surfacing, and structures. Some of the factors developed from such studies will be discussed later. First, two other factors must be understood: (1) Roads not only wear out, they become functionally obsolete as a result of community growth, unanticipated changes in community patterns that change the volume of traffic, technological improvements in vehicles, and general reorientation of the economy that results in increased traffic movements and/or