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# 23<sup>rd</sup> Annual Highway Report

## State-by-State Summaries of Performance and Cost-Effectiveness



by M. Gregory Fields, Ph.D.  
Project Director: Baruch Feigenbaum

This report continues its annual ratings of state highway systems on cost versus quality, using a methodology developed in the early 1990s by Dr. David T. Hartgen, emeritus professor at the University of North Carolina at Charlotte.

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# Table of Contents

Alabama .....	1
Alaska .....	2
Arizona .....	3
Arkansas .....	4
California.....	5
Colorado.....	6
Connecticut .....	7
Delaware .....	8
Florida .....	9
Georgia.....	10
Hawaii .....	11
Idaho.....	12
Illinois .....	13
Indiana.....	14
Iowa .....	15
Kansas .....	16
Kentucky.....	17
Louisiana.....	18
Maine.....	19
Maryland .....	20
Massachusetts .....	21
Michigan .....	22
Minnesota .....	23
Mississippi .....	24
Missouri .....	25
Montana.....	26
Nebraska.....	27
Nevada.....	28
New Hampshire.....	29
New Jersey .....	30

New Mexico .....	31
New York.....	32
North Carolina .....	33
North Dakota .....	34
Ohio .....	35
Oklahoma .....	36
Oregon .....	37
Pennsylvania .....	38
Rhode Island .....	39
South Carolina.....	40
South Dakota.....	41
Tennessee .....	42
Texas .....	43
Utah .....	44
Vermont.....	45
Virginia .....	46
Washington .....	47
West Virginia.....	48
Wisconsin .....	49
Wyoming.....	50
About the Authors .....	51

# Alabama



Alabama ranks 17<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Alabama ranks 33<sup>rd</sup> in fatality rate, 26<sup>th</sup> in deficient bridges, 21<sup>st</sup> in rural Interstate pavement condition, 38<sup>th</sup> in urban Interstate pavement condition, and 13<sup>th</sup> in urbanized area congestion.

On spending, Alabama ranks 22<sup>nd</sup> in total disbursements per mile and 34<sup>th</sup> in administrative disbursements per mile.

Alabama's best rankings are maintenance disbursements per mile (1<sup>st</sup>), rural arterial pavement condition (10<sup>th</sup>), and urbanized area congestion (13<sup>th</sup>).

Alabama's worst rankings are urban Interstate pavement condition (38<sup>th</sup>) and rural arterial lane-width (38<sup>th</sup>).

Alabama's state-controlled highway mileage makes it the 26<sup>th</sup> largest system.

Alabama's Complete Results	Ranking
Overall Rank in 2015:	17
Overall Rank in 2013:	20
Overall Rank in 2012:	21
Performance by Category in 2015	Ranking
Total Disbursements per Mile	22
Capital-Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	34
Rural Interstate Percent Poor Condition	21
Rural Other Principal Arterial Percent Poor Condition	10
Rural Other Principal Arterial Percent Narrow Lanes	38
Urban Interstate Percent Poor Condition	38
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	13
Bridges Percent Deficient	26
Fatality Rate per 100 Million Vehicle-Miles of Travel	33

\*2016 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2015. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

# Alaska



Alaska ranks 48<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Alaska ranks 35<sup>th</sup> in fatality rate, 18<sup>th</sup> in deficient bridges, 48<sup>th</sup> in rural Interstate pavement condition, 28<sup>th</sup> in urban Interstate pavement condition, and 8<sup>th</sup> in urbanized area congestion.

On spending, Alaska ranks 20<sup>th</sup> in total disbursements per mile and 21<sup>st</sup> in administrative disbursements per mile.

Alaska's best rankings are urbanized area congestion (8<sup>th</sup>), deficient bridges (18<sup>th</sup>) and rural arterial lane-width (19<sup>th</sup>).

Alaska's worst rankings are rural arterial pavement condition (50<sup>th</sup>) and rural Interstate pavement condition (48<sup>th</sup>).

Alaska's state-controlled highway mileage makes it the 35<sup>th</sup> largest system.

<b>Alaska's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	48
Overall Rank in 2013:	50
Overall Rank in 2012:	49
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	20
Capital-Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	21
Rural Interstate Percent Poor Condition	48
Rural Other Principal Arterial Percent Poor Condition	50
Rural Other Principal Arterial Percent Narrow Lanes	19
Urban Interstate Percent Poor Condition	28
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	8
Bridges Percent Deficient	18
Fatality Rate per 100 Million Vehicle-Miles of Travel	35

\*2016 data

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## Arizona



Arizona ranks 16<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Arizona ranks 41<sup>st</sup> in fatality rate, 1<sup>st</sup> in deficient bridges, 22<sup>nd</sup> in rural Interstate pavement condition, 4<sup>th</sup> in urban Interstate pavement condition, and 36<sup>th</sup> in urbanized area congestion.

On spending, Arizona ranks 40<sup>th</sup> in total disbursements per mile and 45<sup>th</sup> in administrative disbursements per mile.

Arizona's best rankings are rural arterial lane-width (tied for 1<sup>st</sup>), deficient bridges (1<sup>st</sup>), and urban Interstate pavement condition (4<sup>th</sup>).

Arizona's worst rankings are administrative disbursements per mile (45<sup>th</sup>) and fatality rate (41<sup>st</sup>).

Arizona's state-controlled highway mileage makes it the 38<sup>th</sup> largest system.

Arizona's Complete Results	Ranking
Overall Rank in 2015:	16
Overall Rank in 2013:	24
Overall Rank in 2012:	19
Performance by Category in 2015	Ranking
Total Disbursements per Mile	40
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	45
Rural Interstate Percent Poor Condition	22
Rural Other Principal Arterial Percent Poor Condition	15
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	4
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	36
Bridges Percent Deficient	1
Fatality Rate per 100 Million Vehicle-Miles of Travel	41

\*2016 data

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## Arkansas

Arkansas ranks 29<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Arkansas ranks 46<sup>th</sup> in fatality rate, 24<sup>th</sup> in deficient bridges, 36<sup>th</sup> in rural Interstate pavement condition, 44<sup>th</sup> in urban Interstate pavement condition, and 11<sup>th</sup> in urbanized area congestion.

On spending, Arkansas ranks 8<sup>th</sup> in total disbursements per mile and 7<sup>th</sup> in administrative disbursements per mile.

Arkansas's best rankings are administrative disbursements per mile (7<sup>th</sup>), total disbursements per mile (8<sup>th</sup>), maintenance disbursements per mile (11<sup>th</sup>) and urban area congestion (11<sup>th</sup>).

Arkansas's worst rankings are fatality rate (46<sup>th</sup>) and rural arterial lane-width (45<sup>th</sup>).

Arkansas's state-controlled highway mileage makes it the 14<sup>th</sup> largest system.

Arkansas's Complete Results	Ranking
Overall Rank in 2015:	29
Overall Rank in 2013:	33
Overall Rank in 2012:	35
Performance by Category in 2015	Ranking
Total Disbursements per Mile	8
Capital-Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	7
Rural Interstate Percent Poor Condition	36
Rural Other Principal Arterial Percent Poor Condition	35
Rural Other Principal Arterial Percent Narrow Lanes	45
Urban Interstate Percent Poor Condition	44
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	11
Bridges Percent Deficient	24
Fatality Rate per 100 Million Vehicle-Miles of Travel	46

\*2016 data

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## California



California ranks 42<sup>nd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

California ranks 14<sup>th</sup> in fatality rate, 28<sup>th</sup> in deficient bridges, 33<sup>rd</sup> in rural Interstate pavement condition, 46<sup>th</sup> in urban Interstate pavement condition, and 49<sup>th</sup> in urbanized area congestion.

On spending, California ranks 43<sup>rd</sup> in total disbursements per mile and 46<sup>th</sup> in administrative disbursements per mile.

California's best rankings are rural arterial lane-width (1<sup>st</sup>), fatality rate (14<sup>th</sup>), and deficient bridges (28<sup>th</sup>).

California's worst rankings are urbanized area congestion (49<sup>th</sup>) and maintenance disbursements per mile (47<sup>th</sup>).

California's state-controlled highway mileage makes it the 15<sup>th</sup> largest system.

California's Complete Results	Ranking
Overall Rank in 2015:	42
Overall Rank in 2013:	42
Overall Rank in 2012:	45
Performance by Category in 2015	Ranking
Total Disbursements per Mile	43
Capital-Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	46
Rural Interstate Percent Poor Condition	33
Rural Other Principal Arterial Percent Poor Condition	45
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	46
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	49
Bridges Percent Deficient	28
Fatality Rate per 100 Million Vehicle-Miles of Travel	14

\*2016 data

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## Colorado



Colorado ranks 31<sup>st</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Colorado ranks 22<sup>nd</sup> in fatality rate, 8<sup>th</sup> in deficient bridges, 47<sup>th</sup> in rural Interstate pavement condition, 29<sup>th</sup> in urban Interstate pavement condition, and 35<sup>th</sup> in urbanized area congestion.

On spending, Colorado ranks 28<sup>th</sup> in total disbursements per mile and 22<sup>nd</sup> in administrative disbursements per mile.

Colorado's best rankings are deficient bridges (8<sup>th</sup>), fatality rate (22<sup>nd</sup>), rural arterial pavement condition (22<sup>nd</sup>) and administrative disbursements per mile (22<sup>nd</sup>).

Colorado's worst rankings are rural Interstate pavement condition (47<sup>th</sup>) and urbanized area congestion (35<sup>th</sup>).

Colorado's state-controlled highway mileage makes it the 29<sup>th</sup> largest system.

Colorado's Complete Results	Ranking
Overall Rank in 2015:	31
Overall Rank in 2013:	35
Overall Rank in 2012:	33
Performance by Category in 2015	Ranking
Total Disbursements per Mile	28
Capital-Bridge Disbursements per Mile	31
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	22
Rural Interstate Percent Poor Condition	47
Rural Other Principal Arterial Percent Poor Condition	22
Rural Other Principal Arterial Percent Narrow Lanes	30
Urban Interstate Percent Poor Condition	29
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	35
Bridges Percent Deficient	8
Fatality Rate per 100 Million Vehicle-Miles of Travel	22

\*2016 data

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## Connecticut



Connecticut ranks 46<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Connecticut ranks 6<sup>th</sup> in fatality rate, 44<sup>th</sup> in deficient bridges, 35<sup>th</sup> in rural Interstate pavement condition, 26<sup>th</sup> in urban Interstate pavement condition, and 27<sup>th</sup> in urbanized area congestion.

On spending, Connecticut ranks 44<sup>th</sup> in total disbursements per mile and 50<sup>th</sup> in administrative disbursements per mile.

Connecticut's best rankings are fatality rate (6<sup>th</sup>), rural arterial lane-width (14<sup>th</sup>), and urban Interstate pavement condition (26<sup>th</sup>).

Connecticut's worst rankings are administrative disbursements per mile (50<sup>th</sup>) and rural arterial pavement condition (48<sup>th</sup>).

Connecticut's state-controlled highway mileage makes it the 44<sup>th</sup> largest system.

Connecticut's Complete Results	Ranking
Overall Rank in 2015:	46
Overall Rank in 2013:	44
Overall Rank in 2012:	44
Performance by Category in 2015	Ranking
Total Disbursements per Mile	44
Capital-Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	50
Rural Interstate Percent Poor Condition	35
Rural Other Principal Arterial Percent Poor Condition	48
Rural Other Principal Arterial Percent Narrow Lanes	14
Urban Interstate Percent Poor Condition	26
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	27
Bridges Percent Deficient	44
Fatality Rate per 100 Million Vehicle-Miles of Travel	6

\*2016 data

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## Delaware



Delaware ranks 19<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Delaware ranks 34<sup>th</sup> in fatality rate, 13<sup>th</sup> in deficient bridges, 12<sup>th</sup> in urban Interstate pavement condition, and 37<sup>th</sup> in urbanized area congestion.

On spending, Delaware ranks 27<sup>th</sup> in total disbursements per mile and 32<sup>nd</sup> in administrative disbursements per mile.

Delaware's best rankings are rural arterial pavement condition (1<sup>st</sup>), urban Interstate pavement condition (12<sup>th</sup>), deficient bridges (13<sup>th</sup>) and capital-bridge disbursements per mile (13<sup>th</sup>).

Delaware's worst rankings are urbanized area congestion (37<sup>th</sup>) and maintenance disbursements per mile (35<sup>th</sup>).

Delaware's state-controlled highway mileage makes it the 40<sup>th</sup> largest system.

Delaware's Complete Results	Ranking
Overall Rank in 2015:	19
Overall Rank in 2013:	37
Overall Rank in 2012:	37
Performance by Category in 2015	Ranking
Total Disbursements per Mile	27
Capital-Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	32
Rural Interstate Percent Poor Condition	NA**
Rural Other Principal Arterial Percent Poor Condition	1
Rural Other Principal Arterial Percent Narrow Lanes	23
Urban Interstate Percent Poor Condition	12
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	37
Bridges Percent Deficient	13
Fatality Rate per 100 Million Vehicle-Miles of Travel	34

\* 2016 data

\*\* Delaware has no rural Interstate mileage for 2015

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## Florida



Florida ranks 35<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Florida ranks 42<sup>nd</sup> in fatality rate, 11<sup>th</sup> in deficient bridges, 5<sup>th</sup> in rural Interstate pavement condition, 6<sup>th</sup> in urban Interstate pavement condition, and 40<sup>th</sup> in urbanized area congestion.

On spending, Florida ranks 49<sup>th</sup> in total disbursements per mile and 41<sup>st</sup> in administrative disbursements per mile.

Florida's best rankings are rural arterial pavement condition (2<sup>nd</sup>), rural Interstate pavement condition (5<sup>th</sup>) and urban Interstate pavement condition (6<sup>th</sup>).

Florida's worst rankings are total disbursements per mile (49<sup>th</sup>), and capital-bridge disbursements per mile (49<sup>th</sup>).

Florida's state-controlled highway mileage makes it the 20<sup>th</sup> largest system.

Florida's Complete Results	Ranking
Overall Rank in 2015:	35
Overall Rank in 2013:	32
Overall Rank in 2012:	31
Performance by Category in 2015	Ranking
Total Disbursements per Mile	49
Capital-Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	41
Rural Interstate Percent Poor Condition	5
Rural Other Principal Arterial Percent Poor Condition	2
Rural Other Principal Arterial Percent Narrow Lanes	21
Urban Interstate Percent Poor Condition	6
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	40
Bridges Percent Deficient	11
Fatality Rate per 100 Million Vehicle-Miles of Travel	42

\*2016 data

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## Georgia



Georgia ranks 18<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Georgia ranks 27<sup>th</sup> in fatality rate, 9<sup>th</sup> in deficient bridges, 29<sup>th</sup> in rural Interstate pavement condition, 18<sup>th</sup> in urban Interstate pavement condition, and 47<sup>th</sup> in urbanized area congestion.

On spending, Georgia ranks 19<sup>th</sup> in total disbursements per mile and 43<sup>rd</sup> in administrative disbursements per mile.

Georgia's best rankings are rural arterial pavement condition (7<sup>th</sup>), deficient bridges (9<sup>th</sup>) and maintenance disbursements per mile (15<sup>th</sup>).

Georgia's worst rankings are urbanized area congestion (47<sup>th</sup>) and administrative disbursements per mile (43<sup>rd</sup>).

Georgia's state-controlled highway mileage makes it the 10<sup>th</sup> largest system.

<b>Georgia's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	18
Overall Rank in 2013:	21
Overall Rank in 2012:	13
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	19
Capital-Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	43
Rural Interstate Percent Poor Condition	29
Rural Other Principal Arterial Percent Poor Condition	7
Rural Other Principal Arterial Percent Narrow Lanes	29
Urban Interstate Percent Poor Condition	18
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	47
Bridges Percent Deficient	9
Fatality Rate per 100 Million Vehicle-Miles of Travel	27

\*2016 data

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## Hawaii



Hawaii ranks 47<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Hawaii ranks 12<sup>th</sup> in fatality rate, 49<sup>th</sup> in deficient bridges, 50<sup>th</sup> in urban Interstate pavement condition, and 20<sup>th</sup> in urbanized area congestion.

On spending, Hawaii ranks 45<sup>th</sup> in total disbursements per mile and 33<sup>rd</sup> in administrative disbursements per mile.

Hawaii's best rankings are fatality rate (12<sup>th</sup>), urbanized area congestion (20<sup>th</sup>) and administrative disbursements per mile (33<sup>rd</sup>).

Hawaii's worst rankings are urban Interstate pavement condition (50<sup>th</sup>) and deficient bridges (49<sup>th</sup>).

Hawaii's state-controlled highway mileage makes it the smallest system.

Hawaii's Complete Results	Ranking
Overall Rank in 2015:	47
Overall Rank in 2013:	48
Overall Rank in 2012:	50
Performance by Category in 2015	Ranking
Total Disbursements per Mile	45
Capital-Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	33
Rural Interstate Percent Poor Condition	NA**
Rural Other Principal Arterial Percent Poor Condition	46
Rural Other Principal Arterial Percent Narrow Lanes	40
Urban Interstate Percent Poor Condition	50
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	20
Bridges Percent Deficient	49
Fatality Rate per 100 Million Vehicle-Miles of Travel	12

\* 2016 data

\*\*Hawaii has no rural Interstate mileage for 2015

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## Idaho



Idaho ranks 7<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Idaho ranks 36<sup>th</sup> in fatality rate, 17<sup>th</sup> in deficient bridges, 32<sup>nd</sup> in rural Interstate pavement condition, 15<sup>th</sup> in urban Interstate pavement condition, and 7<sup>th</sup> in urbanized area congestion.

On spending, Idaho ranks 17<sup>th</sup> in total disbursements per mile and 13<sup>th</sup> in administrative disbursements per mile.

Idaho's best rankings are urbanized area congestion (7<sup>th</sup>), rural arterial pavement condition (12<sup>th</sup>) and administrative disbursements per mile (13<sup>th</sup>).

Idaho's worst rankings are fatality rate (36<sup>th</sup>) and rural Interstate pavement condition (32<sup>nd</sup>).

Idaho's state-controlled highway mileage makes it the 43<sup>rd</sup> largest system.

Idaho's Complete Results	Ranking
Overall Rank in 2015:	7
Overall Rank in 2013:	16
Overall Rank in 2012:	30
Performance by Category in 2015	Ranking
Total Disbursements per Mile	17
Capital-Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	13
Rural Interstate Percent Poor Condition	32
Rural Other Principal Arterial Percent Poor Condition	12
Rural Other Principal Arterial Percent Narrow Lanes	15
Urban Interstate Percent Poor Condition	15
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	7
Bridges Percent Deficient	17
Fatality Rate per 100 Million Vehicle-Miles of Travel	36

\*2016 data

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## Illinois



Illinois ranks 28<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Illinois ranks 15<sup>th</sup> in fatality rate, 7<sup>th</sup> in deficient bridges, 1<sup>st</sup> (tie) in rural Interstate pavement condition, 5<sup>th</sup> in urban Interstate pavement condition, and 46<sup>th</sup> in urbanized area congestion.

On spending, Illinois ranks 41<sup>st</sup> in total disbursements per mile and 29<sup>th</sup> in administrative disbursements per mile.

Illinois's best rankings are rural Interstate pavement condition (tied for 1<sup>st</sup>), rural arterial pavement condition (3<sup>rd</sup>) and urban Interstate pavement condition (5<sup>th</sup>).

Illinois's worst rankings are urbanized area congestion (46<sup>th</sup>), capital-bridge disbursements per mile (46<sup>th</sup>) and total disbursements per mile (41<sup>st</sup>).

Illinois's state-controlled highway mileage makes it the 11<sup>th</sup> largest system.

Illinois's Complete Results	Ranking
Overall Rank in 2015:	28
Overall Rank in 2013:	29
Overall Rank in 2012:	27
Performance by Category in 2015	Ranking
Total Disbursements per Mile	41
Capital-Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	29
Rural Interstate Percent Poor Condition	1
Rural Other Principal Arterial Percent Poor Condition	3
Rural Other Principal Arterial Percent Narrow Lanes	33
Urban Interstate Percent Poor Condition	5
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	46
Bridges Percent Deficient	7
Fatality Rate per 100 Million Vehicle-Miles of Travel	15

\*2016 data

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## Indiana



Indiana ranks 34<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Indiana ranks 20<sup>th</sup> in fatality rate, 16<sup>th</sup> in deficient bridges, 43<sup>rd</sup> in rural Interstate pavement condition, 43<sup>rd</sup> in urban Interstate pavement condition, and 25<sup>th</sup> in urbanized area congestion.

On spending, Indiana ranks 31<sup>st</sup> in total disbursements per mile and 19<sup>th</sup> in administrative disbursements per mile.

Indiana's best rankings are deficient bridges (16<sup>th</sup>), administrative disbursements per mile (19<sup>th</sup>) and fatality rate (20<sup>th</sup>).

Indiana's worst rankings are rural Interstate pavement condition (43<sup>rd</sup>), urban Interstate pavement condition (43<sup>rd</sup>) and maintenance disbursements per mile (42<sup>nd</sup>).

Indiana's state-controlled highway mileage makes it the 22<sup>nd</sup> largest system.

Indiana's Complete Results	Ranking
Overall Rank in 2015:	34
Overall Rank in 2013:	36
Overall Rank in 2012:	36
Performance by Category in 2015	Ranking
Total Disbursements per Mile	31
Capital-Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	19
Rural Interstate Percent Poor Condition	43
Rural Other Principal Arterial Percent Poor Condition	29
Rural Other Principal Arterial Percent Narrow Lanes	32
Urban Interstate Percent Poor Condition	43
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	25
Bridges Percent Deficient	16
Fatality Rate per 100 Million Vehicle-Miles of Travel	20

\*2016 data

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## Iowa



Iowa ranks 15<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Iowa ranks 17<sup>th</sup> in fatality rate, 34<sup>th</sup> in deficient bridges, 24<sup>th</sup> in rural Interstate pavement condition, 25<sup>th</sup> in urban Interstate pavement condition, and 3<sup>rd</sup> in urbanized area congestion.

On spending, Iowa ranks 21<sup>st</sup> in total disbursements per mile and 12<sup>th</sup> in administrative disbursements per mile.

Iowa's best rankings are urbanized area congestion (3<sup>rd</sup>), administrative disbursements per mile (12<sup>th</sup>), and fatality rate (17<sup>th</sup>).

Iowa's worst rankings are rural arterial pavement condition (39<sup>th</sup>) and urban Interstate deficient bridges (34<sup>th</sup>).

Iowa's state-controlled highway mileage makes it the 31<sup>st</sup> largest system.

<b>Iowa's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	15
Overall Rank in 2013:	40
Overall Rank in 2012:	18
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	21
Capital-Bridge Disbursements per Mile	33
Maintenance Disbursements per Mile	21
Administrative Disbursements per Mile	12
Rural Interstate Percent Poor Condition	24
Rural Other Principal Arterial Percent Poor Condition	39
Rural Other Principal Arterial Percent Narrow Lanes	24
Urban Interstate Percent Poor Condition	25
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	3
Bridges Percent Deficient	34
Fatality Rate per 100 Million Vehicle-Miles of Travel	17

\*2016 data

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## Kansas



Kansas ranks 2<sup>nd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Kansas ranks 24<sup>th</sup> in fatality rate, 6<sup>th</sup> in deficient bridges, 10<sup>th</sup> in rural Interstate pavement condition, 22<sup>nd</sup> in urban Interstate pavement condition, and 15<sup>th</sup> in urbanized area congestion.

On spending, Kansas ranks 18<sup>th</sup> in total disbursements per mile and 16<sup>th</sup> in administrative disbursements per mile.

Kansas's best rankings are rural arterial pavement condition (6<sup>th</sup>), deficient bridges (6<sup>th</sup>) and rural Interstate pavement condition (10<sup>th</sup>).

Kansas's worst rankings are fatality rate (24<sup>th</sup>) and urban Interstate pavement condition (22<sup>nd</sup>).

Kansas's state-controlled highway mileage makes it the 27<sup>th</sup> largest system.

<b>Kansas's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	2
Overall Rank in 2013:	3
Overall Rank in 2012:	5
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	18
Capital-Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	16
Rural Interstate Percent Poor Condition	10
Rural Other Principal Arterial Percent Poor Condition	6
Rural Other Principal Arterial Percent Narrow Lanes	12
Urban Interstate Percent Poor Condition	22
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	15
Bridges Percent Deficient	6
Fatality Rate per 100 Million Vehicle-Miles of Travel	24

\*2016 data

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## Kentucky



Kentucky ranks 13<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Kentucky ranks 47<sup>th</sup> in fatality rate, 40<sup>th</sup> in deficient bridges, 19<sup>th</sup> in rural Interstate pavement condition, 20<sup>th</sup> in urban Interstate pavement condition, and 26<sup>th</sup> in urbanized area congestion.

On spending, Kentucky ranks 14<sup>th</sup> in total disbursements per mile and 1<sup>st</sup> in administrative disbursements per mile.

Kentucky's best rankings are administrative disbursements per mile (1<sup>st</sup>), rural arterial pavement condition (8<sup>th</sup>), total disbursements per mile (14<sup>th</sup>), capital-bridge disbursements per mile (14<sup>th</sup>) and maintenance disbursements per mile (14<sup>th</sup>).

Kentucky's worst rankings are fatality rate (47<sup>th</sup>) and deficient bridges (40<sup>th</sup>).

Kentucky's state-controlled highway mileage makes it the 8<sup>th</sup> largest system.

<b>Kentucky's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	13
Overall Rank in 2013:	14
Overall Rank in 2012:	10
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	14
Capital-Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	1
Rural Interstate Percent Poor Condition	19
Rural Other Principal Arterial Percent Poor Condition	8
Rural Other Principal Arterial Percent Narrow Lanes	35
Urban Interstate Percent Poor Condition	20
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	26
Bridges Percent Deficient	40
Fatality Rate per 100 Million Vehicle-Miles of Travel	47

\*2016 data

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## Louisiana



Louisiana ranks 37<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Louisiana ranks 44<sup>th</sup> in fatality rate, 39<sup>th</sup> in deficient bridges, 42<sup>nd</sup> in rural Interstate pavement condition, 49<sup>th</sup> in urban Interstate pavement condition, and 31<sup>st</sup> in urbanized area congestion.

On spending, Louisiana ranks 23<sup>rd</sup> in total disbursements per mile and 5<sup>th</sup> in administrative disbursements per mile.

Louisiana's best rankings are administrative disbursements per mile (5<sup>th</sup>), capital-bridge disbursements per mile (16<sup>th</sup>) and maintenance disbursements per mile (22<sup>nd</sup>).

Louisiana's worst rankings are urban Interstate pavement condition (49<sup>th</sup>) and fatality rate (44<sup>th</sup>).

Louisiana's state-controlled highway mileage makes it the 12<sup>th</sup> largest system.

<b>Louisiana's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	37
Overall Rank in 2013:	34
Overall Rank in 2012:	40
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	23
Capital-Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	5
Rural Interstate Percent Poor Condition	42
Rural Other Principal Arterial Percent Poor Condition	40
Rural Other Principal Arterial Percent Narrow Lanes	26
Urban Interstate Percent Poor Condition	49
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	31
Bridges Percent Deficient	39
Fatality Rate per 100 Million Vehicle-Miles of Travel	44

\*2016 data

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## Maine



Maine ranks 23<sup>rd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Maine ranks 21<sup>st</sup> in fatality rate, 43<sup>rd</sup> in deficient bridges, 6<sup>th</sup> in rural Interstate pavement condition, 24<sup>th</sup> in urban Interstate pavement condition, and 12<sup>th</sup> in urbanized area congestion.

On spending, Maine ranks 11<sup>th</sup> in total disbursements per mile and 4<sup>th</sup> in administrative disbursements per mile.

Maine's best rankings are administrative disbursements per mile (4<sup>th</sup>), rural Interstate pavement condition (6<sup>th</sup>) and capital-bridge disbursements per mile (9<sup>th</sup>).

Maine's worst rankings are deficient bridges (43<sup>rd</sup>) and rural arterial lane-width (42<sup>nd</sup>).

Maine's state-controlled highway mileage makes it the 34<sup>th</sup> largest system.

Maine's Complete Results	Ranking
Overall Rank in 2015:	23
Overall Rank in 2013:	5
Overall Rank in 2012:	16
Performance by Category in 2015	Ranking
Total Disbursements per Mile	11
Capital-Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	4
Rural Interstate Percent Poor Condition	6
Rural Other Principal Arterial Percent Poor Condition	31
Rural Other Principal Arterial Percent Narrow Lanes	42
Urban Interstate Percent Poor Condition	24
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	12
Bridges Percent Deficient	43
Fatality Rate per 100 Million Vehicle-Miles of Travel	21

\*2016 data

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## Maryland



Maryland ranks 40<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Maryland ranks 9<sup>th</sup> in fatality rate, 32<sup>nd</sup> in deficient bridges, 26<sup>th</sup> in rural Interstate pavement condition, 41<sup>st</sup> in urban Interstate pavement condition, and 39<sup>th</sup> in urbanized area congestion.

On spending, Maryland ranks 47<sup>th</sup> in total disbursements per mile and 35<sup>th</sup> in administrative disbursements per mile.

Maryland's best rankings are fatality rate (9<sup>th</sup>), rural arterial lane-width (17<sup>th</sup>), rural Interstate pavement condition (26<sup>th</sup>) and rural arterial pavement condition (26<sup>th</sup>).

Maryland's worst rankings are total disbursements per mile (47<sup>th</sup>) and maintenance disbursements per mile (46<sup>th</sup>).

Maryland's state-controlled highway mileage makes it the 42<sup>nd</sup> largest system.

Maryland's Complete Results	Ranking
Overall Rank in 2015:	40
Overall Rank in 2013:	38
Overall Rank in 2012:	39
Performance by Category in 2015	Ranking
Total Disbursements per Mile	47
Capital-Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	35
Rural Interstate Percent Poor Condition	26
Rural Other Principal Arterial Percent Poor Condition	26
Rural Other Principal Arterial Percent Narrow Lanes	17
Urban Interstate Percent Poor Condition	41
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	39
Bridges Percent Deficient	32
Fatality Rate per 100 Million Vehicle-Miles of Travel	9

\*2016 data

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## Massachusetts



Massachusetts ranks 44<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Massachusetts ranks 1<sup>st</sup> in fatality rate, 46<sup>th</sup> in deficient bridges, 40<sup>th</sup> in rural Interstate pavement condition, 35<sup>th</sup> in urban Interstate pavement condition, and 45<sup>th</sup> in urbanized area congestion.

On spending, Massachusetts ranks 48<sup>th</sup> in total disbursements per mile and 49<sup>th</sup> in administrative disbursements per mile.

Massachusetts's best rankings are fatality rate (1<sup>st</sup>), rural arterial lane-width (tied for 1<sup>st</sup>), and urban Interstate pavement condition (35<sup>th</sup>).

Massachusetts's worst rankings are administrative disbursements per mile (49<sup>th</sup>) and total disbursements per mile (48<sup>th</sup>).

Massachusetts's state-controlled highway mileage makes it the 46<sup>th</sup> largest system.

Massachusetts's Complete Results	Ranking
Overall Rank in 2015:	44
Overall Rank in 2013:	46
Overall Rank in 2012:	46
Performance by Category in 2015	Ranking
Total Disbursements per Mile	48
Capital-Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	49
Rural Interstate Percent Poor Condition	40
Rural Other Principal Arterial Percent Poor Condition	41
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	35
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	45
Bridges Percent Deficient	46
Fatality Rate per 100 Million Vehicle-Miles of Travel	1

\*2016 data

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## Michigan



Michigan ranks 32<sup>nd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Michigan ranks 19<sup>th</sup> in fatality rate, 33<sup>rd</sup> in deficient bridges, 41<sup>st</sup> in rural Interstate pavement condition, 45<sup>th</sup> in urban Interstate pavement condition, and 33<sup>rd</sup> in urbanized area congestion.

On spending, Michigan ranks 33<sup>rd</sup> in total disbursements per mile and 26<sup>th</sup> in administrative disbursements per mile.

Michigan's best rankings are fatality rate (19<sup>th</sup>), rural arterial pavement condition (19<sup>th</sup>) and administrative disbursements per mile (26<sup>th</sup>).

Michigan's worst rankings are urban Interstate pavement condition (45<sup>th</sup>) and rural Interstate pavement condition (41<sup>st</sup>).

Michigan's state-controlled highway mileage makes it the 30<sup>th</sup> largest system.

Michigan's Complete Results	Ranking
Overall Rank in 2015:	32
Overall Rank in 2013:	31
Overall Rank in 2012:	32
Performance by Category in 2015	Ranking
Total Disbursements per Mile	33
Capital-Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	26
Rural Interstate Percent Poor Condition	41
Rural Other Principal Arterial Percent Poor Condition	19
Rural Other Principal Arterial Percent Narrow Lanes	36
Urban Interstate Percent Poor Condition	45
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	33
Bridges Percent Deficient	33
Fatality Rate per 100 Million Vehicle-Miles of Travel	19

\*2016 data

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## Minnesota



Minnesota ranks 25<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Minnesota ranks 3<sup>rd</sup> in fatality rate, 2<sup>nd</sup> in deficient bridges, 39<sup>th</sup> in rural Interstate pavement condition, 39<sup>th</sup> in urban Interstate pavement condition, and 41<sup>st</sup> in urbanized area congestion.

On spending, Minnesota ranks 26<sup>th</sup> in total disbursements per mile and 23<sup>rd</sup> in administrative disbursements per mile.

Minnesota's best rankings are deficient bridges (2<sup>nd</sup>), fatality rate (3<sup>rd</sup>), and rural arterial lane-width (16<sup>th</sup>).

Minnesota's worst rankings are urban area congestion (41<sup>st</sup>), rural Interstate pavement condition (39<sup>th</sup>), and urban Interstate pavement condition (39<sup>th</sup>).

Minnesota's state-controlled highway mileage makes it the 18<sup>th</sup> largest system.

Minnesota's Complete Results	Ranking
Overall Rank in 2015:	25
Overall Rank in 2013:	27
Overall Rank in 2012:	28
Performance by Category in 2015	Ranking
Total Disbursements per Mile	26
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	23
Rural Interstate Percent Poor Condition	39
Rural Other Principal Arterial Percent Poor Condition	30
Rural Other Principal Arterial Percent Narrow Lanes	16
Urban Interstate Percent Poor Condition	39
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	41
Bridges Percent Deficient	2
Fatality Rate per 100 Million Vehicle-Miles of Travel	3

\*2016 data

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## Mississippi



Mississippi ranks 11<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Mississippi ranks 48<sup>th</sup> in fatality rate, 19<sup>th</sup> in deficient bridges, 37<sup>th</sup> in rural Interstate pavement condition, 31<sup>st</sup> in urban Interstate pavement condition, and 16<sup>th</sup> in urbanized area congestion.

On spending, Mississippi ranks 12<sup>th</sup> in total disbursements per mile and 14<sup>th</sup> in administrative disbursements per mile.

Mississippi's best rankings are maintenance disbursements per mile (4<sup>th</sup>), and rural arterial lane-width (10<sup>h</sup>) and total disbursements per mile (12<sup>th</sup>).

Mississippi's worst rankings are fatality rate (48<sup>th</sup>) and rural Interstate pavement condition (37<sup>th</sup>).

Mississippi's state-controlled highway mileage makes it the 24<sup>th</sup> largest system.

Mississippi's Complete Results	Ranking
Overall Rank in 2015:	11
Overall Rank in 2013:	10
Overall Rank in 2012:	8
Performance by Category in 2015	Ranking
Total Disbursements per Mile	12
Capital-Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	14
Rural Interstate Percent Poor Condition	37
Rural Other Principal Arterial Percent Poor Condition	23
Rural Other Principal Arterial Percent Narrow Lanes	10
Urban Interstate Percent Poor Condition	31
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	16
Bridges Percent Deficient	19
Fatality Rate per 100 Million Vehicle-Miles of Travel	48

\*2016 data

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## Missouri



Missouri ranks 9<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Missouri ranks 26<sup>th</sup> in fatality rate, 30<sup>th</sup> in deficient bridges, 16<sup>th</sup> in rural Interstate pavement condition, 19<sup>th</sup> in urban Interstate pavement condition, and 24<sup>th</sup> in urbanized area congestion.

On spending, Missouri ranks 5<sup>th</sup> in total disbursements per mile and 3<sup>rd</sup> in administrative disbursements per mile.

Missouri's best rankings are administrative disbursements per mile (3<sup>rd</sup>), capital-bridge disbursements per mile (3<sup>rd</sup>) and total disbursements per mile (5<sup>th</sup>).

Missouri's worst rankings are rural arterial lane-width (37<sup>th</sup>) and deficient bridges (30<sup>th</sup>).

Missouri's state-controlled highway mileage makes it the 7<sup>th</sup> largest system.

Missouri's Complete Results	Ranking
Overall Rank in 2015:	9
Overall Rank in 2013:	12
Overall Rank in 2012:	12
Performance by Category in 2015	Ranking
Total Disbursements per Mile	5
Capital-Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	3
Rural Interstate Percent Poor Condition	16
Rural Other Principal Arterial Percent Poor Condition	9
Rural Other Principal Arterial Percent Narrow Lanes	37
Urban Interstate Percent Poor Condition	19
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	24
Bridges Percent Deficient	30
Fatality Rate per 100 Million Vehicle-Miles of Travel	26

\*2016 data

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## Montana



Montana ranks 6<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Montana ranks 49<sup>th</sup> in fatality rate, 14<sup>th</sup> in deficient bridges, 17<sup>th</sup> in rural Interstate pavement condition, 8<sup>th</sup> in urban Interstate pavement condition, and 9<sup>th</sup> in urbanized area congestion.

On spending, Montana ranks 6<sup>th</sup> in total disbursements per mile and 18<sup>th</sup> in administrative disbursements per mile.

Montana's best rankings are total disbursements per mile (6<sup>th</sup>), capital-bridge disbursements per mile (8<sup>th</sup>), maintenance disbursements per mile (8<sup>th</sup>) and urban Interstate pavement condition (8<sup>th</sup>).

Montana's worst rankings are fatality rate (49<sup>th</sup>) and rural arterial pavement condition (28<sup>th</sup>).

Montana's state-controlled highway mileage makes it the 25<sup>th</sup> largest system.

Montana's Complete Results	Ranking
Overall Rank in 2015:	6
Overall Rank in 2013:	6
Overall Rank in 2012:	9
Performance by Category in 2015	Ranking
Total Disbursements per Mile	6
Capital-Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	18
Rural Interstate Percent Poor Condition	17
Rural Other Principal Arterial Percent Poor Condition	28
Rural Other Principal Arterial Percent Narrow Lanes	25
Urban Interstate Percent Poor Condition	8
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	9
Bridges Percent Deficient	14
Fatality Rate per 100 Million Vehicle-Miles of Travel	49

\*2016 data

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## Nebraska



Nebraska ranks 4<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Nebraska ranks 28<sup>th</sup> in fatality rate, 25<sup>th</sup> in deficient bridges, 11<sup>th</sup> in rural Interstate pavement condition, 23<sup>rd</sup> in urban Interstate pavement condition, and 10<sup>th</sup> in urbanized area congestion.

On spending, Nebraska ranks 10<sup>th</sup> in total disbursements per mile and 2<sup>nd</sup> in administrative disbursements per mile.

Nebraska's best rankings are administrative disbursements per mile (2<sup>nd</sup>), rural arterial lane-width (9<sup>th</sup>), total disbursements per mile (10<sup>th</sup>), capital-bridge disbursements per mile (10<sup>th</sup>) and urbanized area congestion (10<sup>th</sup>).

Nebraska's worst rankings are fatality rate (28<sup>th</sup>) and deficient bridges (25<sup>th</sup>).

Nebraska's state-controlled highway mileage makes it the 28<sup>th</sup> largest system.

Nebraska's Complete Results	Ranking
Overall Rank in 2015:	4
Overall Rank in 2013:	4
Overall Rank in 2012:	2
Performance by Category in 2015	Ranking
Total Disbursements per Mile	10
Capital-Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	2
Rural Interstate Percent Poor Condition	11
Rural Other Principal Arterial Percent Poor Condition	24
Rural Other Principal Arterial Percent Narrow Lanes	9
Urban Interstate Percent Poor Condition	23
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	10
Bridges Percent Deficient	25
Fatality Rate per 100 Million Vehicle-Miles of Travel	28

\*2016 data

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## Nevada



Nevada ranks 20<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Nevada ranks 32<sup>nd</sup> in fatality rate, 27<sup>th</sup> in deficient bridges, 15<sup>th</sup> in rural Interstate pavement condition, 11<sup>th</sup> in urban Interstate pavement condition and 28<sup>th</sup> in urbanized area congestion.

On spending, Nevada ranks 24<sup>th</sup> in total disbursements per mile and 42<sup>nd</sup> in administrative disbursements per mile.

Nevada's best rankings are urban Interstate pavement condition (11<sup>th</sup>), rural Interstate pavement condition (15<sup>th</sup>) and maintenance disbursements per mile (16<sup>th</sup>).

Nevada's worst rankings are administrative disbursements per mile (42<sup>nd</sup>) and rural arterial pavement condition (33<sup>rd</sup>).

Nevada's state-controlled highway mileage makes it the 41<sup>st</sup> largest system.

<b>Nevada's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	20
Overall Rank in 2013:	22
Overall Rank in 2012:	24
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	24
Capital-Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	42
Rural Interstate Percent Poor Condition	15
Rural Other Principal Arterial Percent Poor Condition	33
Rural Other Principal Arterial Percent Narrow Lanes	27
Urban Interstate Percent Poor Condition	11
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	28
Bridges Percent Deficient	27
Fatality Rate per 100 Million Vehicle-Miles of Travel	32

\*2016 data

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## New Hampshire



New Hampshire ranks 30<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Hampshire ranks 7<sup>th</sup> in fatality rate, 38<sup>th</sup> in deficient bridges, 1<sup>st</sup> (tie) in rural Interstate pavement condition, 2<sup>nd</sup> in urban Interstate pavement condition, and 30<sup>th</sup> in urbanized area congestion.

On spending, New Hampshire ranks 32<sup>nd</sup> in total disbursements per mile and 38<sup>th</sup> in administrative disbursements per mile.

New Hampshire's best rankings are rural Interstate pavement condition (tied for 1<sup>st</sup>), rural arterial lane-width (tied for 1<sup>st</sup>) and urban Interstate pavement condition (2<sup>nd</sup>).

New Hampshire's worst rankings are maintenance disbursements per mile (43<sup>rd</sup>) and rural arterial pavement condition (43<sup>rd</sup>).

New Hampshire's state-controlled highway mileage makes it the 45<sup>th</sup> largest system.

<b>New Hampshire's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	30
Overall Rank in 2013:	26
Overall Rank in 2012:	23
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	32
Capital-Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	38
Rural Interstate Percent Poor Condition	1
Rural Other Principal Arterial Percent Poor Condition	43
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	2
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	30
Bridges Percent Deficient	38
Fatality Rate per 100 Million Vehicle-Miles of Travel	7

\*2016 data

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## New Jersey



New Jersey ranks 50<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Jersey ranks 4<sup>th</sup> in fatality rate, 42<sup>nd</sup> in deficient bridges, 31<sup>st</sup> in rural Interstate pavement condition, 47<sup>th</sup> in urban Interstate pavement condition, and 50<sup>th</sup> in urbanized area congestion.

On spending, New Jersey ranks 50<sup>th</sup> in total disbursements per mile and 48<sup>th</sup> in administrative disbursements per mile.

New Jersey's best rankings are rural arterial lane-width (tied for 1<sup>st</sup>), fatality rate (4<sup>th</sup>), and rural Interstate pavement condition (31<sup>st</sup>).

New Jersey's worst rankings are total disbursements per mile (50<sup>th</sup>), capital-bridge disbursements per mile (50<sup>th</sup>), maintenance disbursements per mile (50<sup>th</sup>), and urbanized area congestion (50<sup>th</sup>).

New Jersey's state-controlled highway mileage makes it the 47<sup>th</sup> largest system.

<b>New Jersey's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	50
Overall Rank in 2013:	49
Overall Rank in 2012:	48
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	50
Capital-Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	48
Rural Interstate Percent Poor Condition	31
Rural Other Principal Arterial Percent Poor Condition	47
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	47
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	50
Bridges Percent Deficient	42
Fatality Rate per 100 Million Vehicle-Miles of Travel	4

\*2016 data

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## New Mexico



New Mexico ranks 24<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Mexico ranks 23<sup>rd</sup> in fatality rate, 4<sup>th</sup> in deficient bridges, 18<sup>th</sup> in rural Interstate pavement condition, 10<sup>th</sup> in urban Interstate pavement condition, and 14<sup>th</sup> in urbanized area congestion.

On spending, New Mexico ranks 13<sup>th</sup> in total disbursements per mile and 44<sup>th</sup> in administrative disbursements per mile.

New Mexico's best rankings are maintenance disbursements per mile (2<sup>nd</sup>), deficient bridges (4<sup>th</sup>) and capital-bridge disbursements per mile (7<sup>th</sup>).

New Mexico's worst rankings are rural arterial lane-width (46<sup>th</sup>) and administrative disbursements per mile (44<sup>th</sup>).

New Mexico's state-controlled highway mileage makes it the 21<sup>st</sup> largest system.

<b>New Mexico's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	24
Overall Rank in 2013:	11
Overall Rank in 2012:	7
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	13
Capital-Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	44
Rural Interstate Percent Poor Condition	18
Rural Other Principal Arterial Percent Poor Condition	14
Rural Other Principal Arterial Percent Narrow Lanes	46
Urban Interstate Percent Poor Condition	10
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	14
Bridges Percent Deficient	4
Fatality Rate per 100 Million Vehicle-Miles of Travel	23

\*2016 data

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## New York



New York ranks 45<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New York ranks 8<sup>th</sup> in fatality rate, 48<sup>th</sup> in deficient bridges, 44<sup>th</sup> in rural Interstate pavement condition, 48<sup>th</sup> in urban Interstate pavement condition, and 48<sup>th</sup> in urbanized area congestion.

On spending, New York ranks 46<sup>th</sup> in total disbursements per mile and 40<sup>th</sup> in administrative disbursements per mile.

New York's best rankings are fatality rate (8<sup>th</sup>), rural arterial pavement condition (34<sup>th</sup>), and administrative disbursements per mile (40<sup>th</sup>).

New York's worst rankings are maintenance disbursements per mile (49<sup>th</sup>), urban Interstate pavement condition (48<sup>th</sup>), urbanized area congestion (48<sup>th</sup>) and deficient bridges (48<sup>th</sup>).

New York's state-controlled highway mileage makes it the 13<sup>th</sup> largest system.

<b>New York's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	45
Overall Rank in 2013:	45
Overall Rank in 2012:	43
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	46
Capital-Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	40
Rural Interstate Percent Poor Condition	44
Rural Other Principal Arterial Percent Poor Condition	34
Rural Other Principal Arterial Percent Narrow Lanes	44
Urban Interstate Percent Poor Condition	48
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	48
Bridges Percent Deficient	48
Fatality Rate per 100 Million Vehicle-Miles of Travel	8

\*2016 data

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## North Carolina



North Carolina ranks 14<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

North Carolina ranks 29<sup>th</sup> in fatality rate, 41<sup>st</sup> in deficient bridges, 14<sup>th</sup> in rural Interstate pavement condition, 7<sup>th</sup> in urban Interstate pavement condition, and 22<sup>nd</sup> in urbanized area congestion.

On spending, North Carolina ranks 3<sup>rd</sup> in total disbursements per mile and 9<sup>th</sup> in administrative disbursements per mile.

North Carolina's best rankings are total disbursements per mile (3<sup>rd</sup>), capital-bridge disbursements per mile (4<sup>th</sup>), maintenance disbursements per mile (7<sup>th</sup>) and urban Interstate pavement condition (7<sup>th</sup>).

North Carolina's worst rankings are rural arterial lane-width (41<sup>st</sup>) and deficient bridges (41<sup>st</sup>).

North Carolina's state-controlled highway mileage makes it the 2<sup>nd</sup> largest system.

North Carolina's Complete Results	Ranking
Overall Rank in 2015:	14
Overall Rank in 2013:	15
Overall Rank in 2012:	20
Performance by Category in 2015	Ranking
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	9
Rural Interstate Percent Poor Condition	14
Rural Other Principal Arterial Percent Poor Condition	25
Rural Other Principal Arterial Percent Narrow Lanes	41
Urban Interstate Percent Poor Condition	7
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	22
Bridges Percent Deficient	41
Fatality Rate per 100 Million Vehicle-Miles of Travel	29

\*2016 data

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## North Dakota



North Dakota ranks 1<sup>st</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

North Dakota ranks 37<sup>th</sup> in fatality rate, 15<sup>th</sup> in deficient bridges, 4<sup>th</sup> in rural Interstate pavement condition, 3<sup>rd</sup> in urban Interstate pavement condition, and 4<sup>th</sup> in urbanized area congestion.

On spending, North Dakota ranks 15<sup>th</sup> in total disbursements per mile and 10<sup>th</sup> in administrative disbursements per mile.

North Dakota's best rankings are maintenance disbursements per mile (3<sup>rd</sup>), urban Interstate pavement condition (3<sup>rd</sup>), rural Interstate pavement condition (4<sup>th</sup>) and urbanized area congestion (4<sup>th</sup>).

North Dakota's worst rankings are fatality rate (37<sup>th</sup>) and capital-bridge disbursements per mile (29<sup>th</sup>).

North Dakota's state-controlled highway mileage makes it the 37<sup>th</sup> largest system.

North Dakota's Complete Results	Ranking
Overall Rank in 2015:	1
Overall Rank in 2013:	7
Overall Rank in 2012:	6
Performance by Category in 2015	Ranking
Total Disbursements per Mile	15
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	10
Rural Interstate Percent Poor Condition	4
Rural Other Principal Arterial Percent Poor Condition	18
Rural Other Principal Arterial Percent Narrow Lanes	13
Urban Interstate Percent Poor Condition	3
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	4
Bridges Percent Deficient	15
Fatality Rate per 100 Million Vehicle-Miles of Travel	37

\*2016 data

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## Ohio



Ohio ranks 26<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Ohio ranks 18<sup>th</sup> in fatality rate, 20<sup>th</sup> in deficient bridges, 28<sup>th</sup> in rural Interstate pavement condition, 27<sup>th</sup> in urban Interstate pavement condition, and 23<sup>rd</sup> in urbanized area congestion.

On spending, Ohio ranks 34<sup>th</sup> in total disbursements per mile and 36<sup>th</sup> in administrative disbursements per mile.

Ohio's best rankings are rural arterial pavement condition (17<sup>th</sup>), fatality rate (18<sup>th</sup>) and deficient bridges (20<sup>th</sup>).

Ohio's worst rankings are capital-bridge disbursements per mile (38<sup>th</sup>) and administrative disbursements per mile (36<sup>th</sup>).

Ohio's state-controlled highway mileage makes it the 9<sup>th</sup> largest system.

Ohio's Complete Results	Ranking
Overall Rank in 2015:	26
Overall Rank in 2013:	9
Overall Rank in 2012:	14
Performance by Category in 2015	Ranking
Total Disbursements per Mile	34
Capital-Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	36
Rural Interstate Percent Poor Condition	28
Rural Other Principal Arterial Percent Poor Condition	17
Rural Other Principal Arterial Percent Narrow Lanes	34
Urban Interstate Percent Poor Condition	27
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	23
Bridges Percent Deficient	20
Fatality Rate per 100 Million Vehicle-Miles of Travel	18

\*2016 data

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## Oklahoma

Oklahoma ranks 33<sup>rd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Oklahoma ranks 38<sup>th</sup> in fatality rate, 23<sup>rd</sup> in deficient bridges, 38<sup>th</sup> in rural Interstate pavement condition, 42<sup>nd</sup> in urban Interstate pavement condition, and 18<sup>th</sup> in urbanized area congestion.

On spending, Oklahoma ranks 29<sup>th</sup> in total disbursements per mile and 39<sup>th</sup> in administrative disbursements per mile.

Oklahoma's best rankings are urbanized area congestion (18<sup>th</sup>), rural arterial lane-width (20<sup>th</sup>), and deficient bridges (23<sup>rd</sup>).

Oklahoma's worst rankings are urban Interstate pavement condition (42<sup>nd</sup>), administrative disbursements per mile (39<sup>th</sup>), rural Interstate pavement condition (39<sup>th</sup>) and fatality rate (38<sup>th</sup>).

Oklahoma's state-controlled highway mileage makes it the 19<sup>th</sup> largest system.

Oklahoma's Complete Results	Ranking
Overall Rank in 2015:	33
Overall Rank in 2013:	17
Overall Rank in 2012:	22
Performance by Category in 2015	Ranking
Total Disbursements per Mile	29
Capital-Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	39
Rural Interstate Percent Poor Condition	38
Rural Other Principal Arterial Percent Poor Condition	37
Rural Other Principal Arterial Percent Narrow Lanes	20
Urban Interstate Percent Poor Condition	42
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	18
Bridges Percent Deficient	23
Fatality Rate per 100 Million Vehicle-Miles of Travel	38

\*2016 data

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## Oregon



Oregon ranks 21<sup>st</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Oregon ranks 30<sup>th</sup> in fatality rate, 29<sup>th</sup> in deficient bridges, 20<sup>th</sup> in rural Interstate pavement condition, 30<sup>th</sup> in urban Interstate pavement condition, and 38<sup>th</sup> in urbanized area congestion.

On spending, Oregon ranks 35<sup>th</sup> in total disbursements per mile and 30<sup>th</sup> in administrative disbursements per mile.

Oregon's best rankings are capital-bridge disbursements per mile (18<sup>th</sup>), rural Interstate pavement condition (20<sup>th</sup>) and rural arterial pavement condition (20<sup>th</sup>).

Oregon's worst rankings are urbanized area congestion (38<sup>th</sup>) and total disbursements per mile (35<sup>th</sup>).

Oregon's state-controlled highway mileage makes it the 33<sup>rd</sup> largest system.

Oregon's Complete Results	Ranking
Overall Rank in 2015:	21
Overall Rank in 2013:	23
Overall Rank in 2012:	26
Performance by Category in 2015	Ranking
Total Disbursements per Mile	35
Capital-Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	30
Rural Interstate Percent Poor Condition	20
Rural Other Principal Arterial Percent Poor Condition	20
Rural Other Principal Arterial Percent Narrow Lanes	22
Urban Interstate Percent Poor Condition	30
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	38
Bridges Percent Deficient	29
Fatality Rate per 100 Million Vehicle-Miles of Travel	30

\*2016 data

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## Pennsylvania



Pennsylvania ranks 41<sup>st</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Pennsylvania ranks 25<sup>th</sup> in fatality rate, 45<sup>th</sup> in deficient bridges, 27<sup>th</sup> in rural Interstate pavement condition, 33<sup>rd</sup> in urban Interstate pavement condition, and 34<sup>th</sup> in urbanized area congestion.

On spending, Pennsylvania ranks 30<sup>th</sup> in total disbursements per mile and 28<sup>th</sup> in administrative disbursements per mile.

Pennsylvania's best rankings are fatality rate (25<sup>th</sup>), rural Interstate pavement condition (27<sup>th</sup>), capital-bridge disbursements per mile (28<sup>th</sup>) and administrative disbursements per mile (28<sup>th</sup>).

Pennsylvania's worst rankings are rural arterial lane-width (48<sup>th</sup>) and deficient bridges (45<sup>th</sup>).

Pennsylvania's state-controlled highway mileage makes it the 5<sup>th</sup> largest system.

<b>Pennsylvania's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	41
Overall Rank in 2013:	39
Overall Rank in 2012:	41
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	30
Capital-Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	28
Rural Interstate Percent Poor Condition	27
Rural Other Principal Arterial Percent Poor Condition	36
Rural Other Principal Arterial Percent Narrow Lanes	48
Urban Interstate Percent Poor Condition	33
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	34
Bridges Percent Deficient	45
Fatality Rate per 100 Million Vehicle-Miles of Travel	25

\*2016 data

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## Rhode Island



Rhode Island ranks 49<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Rhode Island ranks 2<sup>nd</sup> in fatality rate, 50<sup>th</sup> in deficient bridges, 34<sup>th</sup> in rural Interstate pavement condition, 32<sup>nd</sup> in urban Interstate pavement condition, and 29<sup>th</sup> in urbanized area congestion.

On spending, Rhode Island ranks 42<sup>nd</sup> in total disbursements per mile and 47<sup>th</sup> in administrative disbursements per mile.

Rhode Island's best rankings are fatality rate (2<sup>nd</sup>), urbanized area congestion (29<sup>th</sup>) and rural arterial lane-width (31<sup>st</sup>).

Rhode Island's worst rankings are deficient bridges (50<sup>th</sup>) and rural arterial pavement condition (49<sup>th</sup>).

Rhode Island's state-controlled highway mileage makes it the 49<sup>th</sup> largest system.

Rhode Island's Complete Results	Ranking
Overall Rank in 2015:	49
Overall Rank in 2013:	47
Overall Rank in 2012:	47
Performance by Category in 2015	Ranking
Total Disbursements per Mile	42
Capital-Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	47
Rural Interstate Percent Poor Condition	34
Rural Other Principal Arterial Percent Poor Condition	49
Rural Other Principal Arterial Percent Narrow Lanes	31
Urban Interstate Percent Poor Condition	32
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	29
Bridges Percent Deficient	50
Fatality Rate per 100 Million Vehicle-Miles of Travel	2

\*2016 data

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## South Carolina



South Carolina ranks 5<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

South Carolina ranks 50<sup>th</sup> in fatality rate, 21<sup>st</sup> in deficient bridges, 9<sup>th</sup> in rural Interstate pavement condition, 16<sup>th</sup> in urban Interstate pavement condition, and 17<sup>th</sup> in urbanized area congestion.

On spending, South Carolina ranks 2<sup>nd</sup> in total disbursements per mile and 6<sup>th</sup> in administrative disbursements per mile.

South Carolina's best rankings are capital-bridge disbursements per mile (1<sup>st</sup>), total disbursements per mile (2<sup>nd</sup>), and administrative disbursements per mile (6<sup>th</sup>).

South Carolina's worst rankings are fatality rate (50<sup>th</sup>) and rural arterial lane-width (28<sup>th</sup>).

South Carolina's state-controlled highway mileage makes it the 4<sup>th</sup> largest system.

South Carolina's Complete Results	Ranking
Overall Rank in 2015:	5
Overall Rank in 2013:	1
Overall Rank in 2012:	4
Performance by Category in 2015	Ranking
Total Disbursements per Mile	2
Capital-Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	6
Rural Interstate Percent Poor Condition	9
Rural Other Principal Arterial Percent Poor Condition	21
Rural Other Principal Arterial Percent Narrow Lanes	28
Urban Interstate Percent Poor Condition	16
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	17
Bridges Percent Deficient	21
Fatality Rate per 100 Million Vehicle-Miles of Travel	50

\*2016 data

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## South Dakota



South Dakota ranks 3<sup>rd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

South Dakota ranks 43<sup>rd</sup> in fatality rate, 31<sup>st</sup> in deficient bridges, 13<sup>th</sup> in rural Interstate pavement condition, 14<sup>th</sup> in urban Interstate pavement condition, and 5<sup>th</sup> in urbanized area congestion.

On spending, South Dakota ranks 4<sup>th</sup> in total disbursements per mile and 17<sup>th</sup> in administrative disbursements per mile.

South Dakota's best rankings are total disbursements per mile (4<sup>th</sup>), maintenance disbursements per mile (5<sup>th</sup>) and urbanized area congestion (5<sup>th</sup>).

South Dakota's worst rankings are fatality rate (43<sup>rd</sup>) and rural arterial pavement condition (32<sup>nd</sup>).

South Dakota's state-controlled highway mileage makes it the 32<sup>nd</sup> largest system.

South Dakota's Complete Results	Ranking
Overall Rank in 2015:	3
Overall Rank in 2013:	2
Overall Rank in 2012:	3
Performance by Category in 2015	Ranking
Total Disbursements per Mile	4
Capital-Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	17
Rural Interstate Percent Poor Condition	13
Rural Other Principal Arterial Percent Poor Condition	32
Rural Other Principal Arterial Percent Narrow Lanes	8
Urban Interstate Percent Poor Condition	14
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	5
Bridges Percent Deficient	31
Fatality Rate per 100 Million Vehicle-Miles of Travel	43

\*2016 data

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## Tennessee



Tennessee ranks 12<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Tennessee ranks 31<sup>st</sup> in fatality rate, 12<sup>th</sup> in deficient bridges, 7<sup>th</sup> in rural Interstate pavement condition, 9<sup>th</sup> in urban Interstate pavement condition, and 32<sup>nd</sup> urbanized area congestion.

On spending, Tennessee ranks 16<sup>th</sup> in total disbursements per mile and 24<sup>th</sup> in administrative disbursements per mile.

Tennessee's best rankings are rural arterial pavement condition (5<sup>th</sup>), rural Interstate pavement condition (7<sup>th</sup>) and urban Interstate pavement condition (9<sup>th</sup>).

Tennessee's worst rankings are rural arterial lane-width (39<sup>th</sup>) and urbanized area congestion (32<sup>nd</sup>).

Tennessee's state-controlled highway mileage makes it the 17<sup>th</sup> largest system.

<b>Tennessee's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	12
Overall Rank in 2013:	18
Overall Rank in 2012:	17
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	16
Capital-Bridge Disbursements per Mile	20
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	24
Rural Interstate Percent Poor Condition	7
Rural Other Principal Arterial Percent Poor Condition	5
Rural Other Principal Arterial Percent Narrow Lanes	39
Urban Interstate Percent Poor Condition	9
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	32
Bridges Percent Deficient	12
Fatality Rate per 100 Million Vehicle-Miles of Travel	31

\*2016 data

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# Texas



Texas ranks 22<sup>nd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Texas ranks 40<sup>th</sup> in fatality rate, 10<sup>th</sup> in deficient bridges, 23<sup>rd</sup> in rural Interstate pavement condition, 34<sup>th</sup> in urban Interstate pavement condition, and 44<sup>th</sup> in urbanized area congestion.

On spending, Texas ranks 38<sup>th</sup> in total disbursements per mile and 11<sup>th</sup> in administrative disbursements per mile.

Texas's best rankings are deficient bridges (10<sup>th</sup>), administrative disbursements per mile (11<sup>th</sup>), and rural arterial pavement condition (16<sup>th</sup>).

Texas's worst rankings are urbanized area congestion (44<sup>th</sup>) and fatality rate (40<sup>th</sup>).

Texas's state-controlled highway mileage makes it the largest system.

Texas's Complete Results	Ranking
Overall Rank in 2015:	22
Overall Rank in 2013:	19
Overall Rank in 2012:	11
Performance by Category in 2015	Ranking
Total Disbursements per Mile	38
Capital-Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	11
Rural Interstate Percent Poor Condition	23
Rural Other Principal Arterial Percent Poor Condition	16
Rural Other Principal Arterial Percent Narrow Lanes	18
Urban Interstate Percent Poor Condition	34
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	44
Bridges Percent Deficient	10
Fatality Rate per 100 Million Vehicle-Miles of Travel	40

\*2016 data

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## Utah



Utah ranks 10<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Utah ranks 13<sup>th</sup> in fatality rate, 3<sup>rd</sup> in deficient bridges, 8<sup>th</sup> in rural Interstate pavement condition, 13<sup>th</sup> in urban Interstate pavement condition, and 19<sup>th</sup> in urbanized area congestion.

On spending, Utah ranks 36<sup>th</sup> in total disbursements per mile and 27<sup>th</sup> in administrative disbursements per mile.

Utah's best rankings are rural arterial lane-width (tied for 1<sup>st</sup>), deficient bridges (3<sup>rd</sup>) and rural arterial pavement condition (8<sup>th</sup>).

Utah's worst rankings are maintenance disbursements per mile (40<sup>th</sup>) and total disbursements per mile (36<sup>th</sup>).

Utah's state-controlled highway mileage makes it the 39<sup>th</sup> largest system.

Utah's Complete Results	Ranking
Overall Rank in 2015:	10
Overall Rank in 2013:	13
Overall Rank in 2012:	29
Performance by Category in 2015	Ranking
Total Disbursements per Mile	36
Capital-Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	27
Rural Interstate Percent Poor Condition	8
Rural Other Principal Arterial Percent Poor Condition	13
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	13
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	19
Bridges Percent Deficient	3
Fatality Rate per 100 Million Vehicle-Miles of Travel	13

\*2016 data

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## Vermont



Vermont ranks 39<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Vermont ranks 5<sup>th</sup> in fatality rate, 37<sup>th</sup> in deficient bridges, 3<sup>rd</sup> in rural Interstate pavement condition, 1<sup>st</sup> in urban Interstate pavement condition, and 6<sup>th</sup> in urbanized area congestion.

On spending, Vermont ranks 25<sup>th</sup> in total disbursements per mile and 37<sup>th</sup> in administrative disbursements per mile.

Vermont's best rankings are urban Interstate pavement condition (1<sup>st</sup>), rural Interstate pavement condition (3<sup>rd</sup>) and fatality rate (5<sup>th</sup>).

Vermont's worst rankings are rural arterial lane-width (47<sup>th</sup>) and rural arterial pavement condition (38<sup>th</sup>).

Vermont's state-controlled highway mileage makes it the 48<sup>th</sup> largest system.

<b>Vermont's Complete Results</b>	<b>Ranking</b>
Overall Rank in 2015:	39
Overall Rank in 2013:	41
Overall Rank in 2012:	38
<b>Performance by Category in 2015</b>	<b>Ranking</b>
Total Disbursements per Mile	25
Capital-Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	37
Rural Interstate Percent Poor Condition	3
Rural Other Principal Arterial Percent Poor Condition	38
Rural Other Principal Arterial Percent Narrow Lanes	47
Urban Interstate Percent Poor Condition	1
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	6
Bridges Percent Deficient	37
Fatality Rate per 100 Million Vehicle-Miles of Travel	5

\*2016 data

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## Virginia



Virginia ranks 27<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Virginia ranks 10<sup>th</sup> in fatality rate, 36<sup>th</sup> in deficient bridges, 12<sup>th</sup> in rural Interstate pavement condition, 21<sup>st</sup> in urban Interstate pavement condition, and 42<sup>nd</sup> in urbanized area congestion.

On spending, Virginia ranks 7<sup>th</sup> in total disbursements per mile and 15<sup>th</sup> in administrative disbursements per mile.

Virginia's best rankings are rural arterial pavement condition (4<sup>th</sup>), capital-bridge disbursements per mile (5<sup>th</sup>) and total disbursements per mile (7<sup>th</sup>).

Virginia's worst rankings are rural arterial lane-width (49<sup>th</sup>) and urbanized area congestion (42<sup>nd</sup>).

Virginia's state-controlled highway mileage makes it the 3<sup>rd</sup> largest system.

Virginia's Complete Results	Ranking
Overall Rank in 2015:	27
Overall Rank in 2013:	30
Overall Rank in 2012:	25
Performance by Category in 2015	Ranking
Total Disbursements per Mile	7
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	15
Rural Interstate Percent Poor Condition	12
Rural Other Principal Arterial Percent Poor Condition	4
Rural Other Principal Arterial Percent Narrow Lanes	49
Urban Interstate Percent Poor Condition	21
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	42
Bridges Percent Deficient	36
Fatality Rate per 100 Million Vehicle-Miles of Travel	10

\*2016 data

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## Washington



Washington ranks 43<sup>rd</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Washington ranks 16<sup>th</sup> in fatality rate, 35<sup>th</sup> in deficient bridges, 45<sup>th</sup> in rural Interstate pavement condition, 37<sup>th</sup> in urban Interstate pavement condition, and 43<sup>rd</sup> in urbanized area congestion.

On spending, Washington ranks 39<sup>th</sup> in total disbursements per mile and 25<sup>th</sup> in administrative disbursements per mile.

Washington's best rankings are fatality rate (16<sup>th</sup>), administrative disbursements per mile (25<sup>th</sup>) and rural arterial pavement condition (27<sup>th</sup>).

Washington's worst rankings are rural Interstate pavement condition (45<sup>th</sup>), rural arterial lane-width (43<sup>rd</sup>) and urbanized area congestion (43<sup>rd</sup>).

Washington's state-controlled highway mileage makes it the 16<sup>th</sup> largest system.

Washington's Complete Results	Ranking
Overall Rank in 2015:	43
Overall Rank in 2013:	43
Overall Rank in 2012:	42
Performance by Category in 2015	Ranking
Total Disbursements per Mile	39
Capital-Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	25
Rural Interstate Percent Poor Condition	45
Rural Other Principal Arterial Percent Poor Condition	27
Rural Other Principal Arterial Percent Narrow Lanes	43
Urban Interstate Percent Poor Condition	37
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	43
Bridges Percent Deficient	35
Fatality Rate per 100 Million Vehicle-Miles of Travel	16

\*2016 data

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## West Virginia



West Virginia ranks 36<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

West Virginia ranks 39<sup>th</sup> in fatality rate, 47<sup>th</sup> in deficient bridges, 25<sup>th</sup> in rural Interstate pavement condition, 17<sup>th</sup> in urban Interstate pavement condition, and 2<sup>nd</sup> in urbanized area congestion.

On spending, West Virginia ranks 1<sup>st</sup> in total disbursements per mile and 8<sup>th</sup> in administrative disbursements per mile.

West Virginia's best rankings are total disbursements per mile (1<sup>st</sup>), capital-bridge disbursements per mile (2<sup>nd</sup>) and urbanized area congestion (2<sup>nd</sup>).

West Virginia's worst rankings are rural arterial lane width (50<sup>th</sup>) and deficient bridges (47<sup>th</sup>).

West Virginia's state-controlled highway mileage makes it the 6<sup>th</sup> largest system.

West Virginia's Complete Results	Ranking
Overall Rank in 2015:	36
Overall Rank in 2013:	25
Overall Rank in 2012:	34
Performance by Category in 2015	Ranking
Total Disbursements per Mile	1
Capital-Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	8
Rural Interstate Percent Poor Condition	25
Rural Other Principal Arterial Percent Poor Condition	42
Rural Other Principal Arterial Percent Narrow Lanes	50
Urban Interstate Percent Poor Condition	17
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	2
Bridges Percent Deficient	47
Fatality Rate per 100 Million Vehicle-Miles of Travel	39

\*2016 data

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## Wisconsin



Wisconsin ranks 38<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Wisconsin ranks 11<sup>th</sup> in fatality rate, 5<sup>th</sup> in deficient bridges, 46<sup>th</sup> in rural Interstate pavement condition, 40<sup>th</sup> in urban Interstate pavement condition, and 21<sup>st</sup> in urbanized area congestion.

On spending, Wisconsin ranks 37<sup>th</sup> in total disbursements per mile and 31<sup>st</sup> in administrative disbursements per mile.

Wisconsin's best rankings are deficient bridges (5<sup>th</sup>), rural arterial lane-width (11<sup>th</sup>), and fatality rate (11<sup>th</sup>).

Wisconsin's worst rankings are rural Interstate pavement condition (46<sup>th</sup>) and rural arterial pavement condition (44<sup>th</sup>).

Wisconsin's state-controlled highway mileage makes it the 23<sup>rd</sup> largest system.

Wisconsin's Complete Results	Ranking
Overall Rank in 2015:	38
Overall Rank in 2013:	28
Overall Rank in 2012:	15
Performance by Category in 2015	Ranking
Total Disbursements per Mile	37
Capital-Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	31
Rural Interstate Percent Poor Condition	46
Rural Other Principal Arterial Percent Poor Condition	44
Rural Other Principal Arterial Percent Narrow Lanes	11
Urban Interstate Percent Poor Condition	40
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	21
Bridges Percent Deficient	5
Fatality Rate per 100 Million Vehicle-Miles of Travel	11

\*2016 data

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2015. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking 1<sup>st</sup> in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

## Wyoming



Wyoming ranks 8<sup>th</sup> in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Wyoming ranks 45<sup>th</sup> in fatality rate, 22<sup>nd</sup> in deficient bridges, 30<sup>th</sup> in rural Interstate pavement condition, 36<sup>th</sup> in urban Interstate pavement condition, and 1<sup>st</sup> in urbanized area congestion.

On spending, Wyoming ranks 9<sup>th</sup> in total disbursements per mile and 20<sup>th</sup> in administrative disbursements per mile.

Wyoming's best rankings are urbanized area congestion (1<sup>st</sup>), rural arterial lane-width (tied for 1<sup>st</sup>), total disbursements per mile (9<sup>th</sup>) and maintenance disbursements per mile (9<sup>th</sup>).

Wyoming's worst rankings are fatality rate (45<sup>th</sup>) and urban Interstate pavement condition (36<sup>th</sup>).

Wyoming's state-controlled highway mileage makes it the 36<sup>th</sup> largest system.

Wyoming's Complete Results	Ranking
Overall Rank in 2015:	8
Overall Rank in 2013:	8
Overall Rank in 2012:	1
Performance by Category in 2015	Ranking
Total Disbursements per Mile	9
Capital-Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	20
Rural Interstate Percent Poor Condition	30
Rural Other Principal Arterial Percent Poor Condition	11
Rural Other Principal Arterial Percent Narrow Lanes	1
Urban Interstate Percent Poor Condition	36
Urbanized Area Congestion, Peak Hours Spent In Congestion per Auto Commuter*	1
Bridges Percent Deficient	22
Fatality Rate per 100 Million Vehicle-Miles of Travel	45

\*2016 data

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## About the Authors

**M. Gregory Fields, Ph.D.**, is an independent transportation research consultant who has worked with the University of North Carolina at Charlotte and with The Hartgen Group, a consulting company specializing in transportation planning. Over the last 13 years, he has contributed to a number of comparative transportation studies including the John Locke Foundation's study of North Carolina highway cost effectiveness, the Fraser Institute's study of Canadian provinces, and Reason Foundation's studies of national congestion, city accessibility and productivity, and mid-size city congestion. He has been a co-author of Reason's annual highway performance assessments for the last several years. He is a retired military officer with a bachelor's degree from West Point, a master's degree in human resources development from Webster University, master's degrees in geography (transportation planning) and earth sciences (environmental monitoring) from UNC Charlotte, and a doctoral degree in geography and urban regional analysis from UNC Charlotte.

**Baruch Feigenbaum** is the assistant director of transportation policy at Reason Foundation. He has a diverse background researching and implementing transportation issues including public-private partnerships, highways, transit, high-speed rail, ports, intelligent transportation systems and land use. He is a member of the Transportation Research Board Bus Transit Systems and Intelligent Transportation Systems Committees. He is also vice president of membership of the Transportation Research Forum, Washington Chapter. He earned his master's degree in transportation planning from the Georgia Institute of Technology.

*This report does not represent an engineering analysis, standard, specification, or legal statement, and is not to be construed as the practice of engineering. The views expressed in this report are those of the authors and not necessarily the views of any organization.*



5737 Mesmer Ave.  
Los Angeles, CA 90230  
310-391-2245  
reason.org

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