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21ST ANNUAL REPORT ON THE PERFORMANCE OF STATE HIGHWAY SYSTEMS (1984–2012): STATE SUMMARIES

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Alabama



Alabama ranks 21st in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Alabama ranks 36th in fatality rate, 23rd in deficient bridges, 32nd in rural Interstate pavement condition, 35th in urban Interstate pavement condition and 16th in urban Interstate congestion.

On spending, Alabama ranks 21st in total disbursements per mile and 32nd in administrative disbursements per mile.

Alabama's best rankings are urban Interstate congestion (16th), rural arterial pavement condition (18th) and maintenance disbursements per mile (18th).

Alabama's worst rankings are fatality rate (36th) and urban Interstate pavement condition (35th).

Alabama's state-controlled highway mileage makes it the 25th largest system.

Alabama's Complete Results	Ranking
Overall Rank in 2012:	21 st
Overall Rank in 2011:	28 th
Overall Rank in 2009:	27 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	21
Capital and Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	32
Rural Interstate Pavement Condition	32
Rural Arterial Pavement Condition	18
Urban Interstate Pavement Condition	35
Urban Interstate Congestion	16
Deficient Bridges	23
Fatality Rate	36
Narrow Rural Arterial Lanes	27
Overall Performance	21

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Alaska

Alaska ranks 49th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Alaska ranks 29th in fatality rate, 26th in deficient bridges, 48th in rural Interstate pavement condition, 30th in urban Interstate pavement condition and 11th in urban Interstate congestion.

On spending, Alaska ranks 16th in total disbursements per mile and 21st in administrative disbursements per mile.

Alaska's best rankings are urban Interstate congestion (11th), capital bridge disbursements per mile (14th) and total disbursements per mile (16th).

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

Alaska's state-controlled highway mileage makes it the 36th largest system.

Alaska's Complete Results	Ranking
Overall Rank in 2012:	49 th
Overall Rank in 2011:	48 th
Overall Rank in 2009:	50 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	16
Capital and Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	21
Rural Interstate Pavement Condition	48
Rural Arterial Pavement Condition	50
Urban Interstate Pavement Condition	30
Urban Interstate Congestion	11
Deficient Bridges	26
Fatality Rate	29
Narrow Rural Arterial Lanes	20
Overall Performance	49

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Arizona



Arizona ranks 19th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Arizona ranks 37th in fatality rate, 2nd in deficient bridges, 26th in rural Interstate pavement condition, 8th in urban Interstate pavement condition and 38th in urban Interstate congestion.

On spending, Arizona ranks 39th in total disbursements per mile and 35th in administrative disbursements per mile.

Arizona's best rankings are narrow rural arterial lanes (1st), deficient bridges (2nd) and urban Interstate pavement condition (8th).

Arizona's worst rankings are total disbursements per mile (39th) and urban Interstate congestion (38th).

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

Arizona's Complete Results	Ranking
Overall Rank in 2012:	19 th
Overall Rank in 2011:	21 st
Overall Rank in 2009:	23 rd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	39
Capital and Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	35
Rural Interstate Pavement Condition	26
Rural Arterial Pavement Condition	34
Urban Interstate Pavement Condition	8
Urban Interstate Congestion	38
Deficient Bridges	2
Fatality Rate	37
Narrow Rural Arterial Lanes	1
Overall Performance	19

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Arkansas

Arkansas ranks 35th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Arkansas ranks 46th in fatality rate, 18th in deficient bridges, 44th in rural Interstate pavement condition, 47th in urban Interstate pavement condition and 18th in urban Interstate congestion.

On spending, Arkansas ranks 9th in total disbursements per mile and 3rd in administrative disbursements per mile.

Arkansas's best rankings are administrative disbursements per mile (3rd), total disbursements per mile (9th) and maintenance disbursements per mile (10th).

Arkansas's worst rankings are narrow rural arterial lanes (47th) and urban Interstate pavement condition (47th).

Arkansas's state-controlled highway mileage makes it the 16th largest system.

Arkansas's Complete Results	Ranking
Overall Rank in 2012:	35 th
Overall Rank in 2011:	37 th
Overall Rank in 2009:	36 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	9
Capital and Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	3
Rural Interstate Pavement Condition	44
Rural Arterial Pavement Condition	31
Urban Interstate Pavement Condition	47
Urban Interstate Congestion	18
Deficient Bridges	18
Fatality Rate	46
Narrow Rural Arterial Lanes	47
Overall Performance	35

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California

California ranks 45th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

California ranks 9th in fatality rate, 1st in deficient bridges, 46th in rural Interstate pavement condition, 49th in urban Interstate pavement condition and 46th in urban Interstate congestion.

On spending, California ranks 46th in total disbursements per mile and 47th in administrative disbursements per mile.

California's best rankings are deficient bridges (1st), fatality rate (9th) and narrow rural arterial lanes (33rd).

California's worst rankings are maintenance disbursements per mile (49th) and urban Interstate pavement condition (49th).

California's state-controlled highway mileage makes it the 11th largest system.

California's Complete Results	Ranking
Overall Rank in 2012:	45 th
Overall Rank in 2011:	46 th
Overall Rank in 2009:	47 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	46
Capital and Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	47
Rural Interstate Pavement Condition	46
Rural Arterial Pavement Condition	35
Urban Interstate Pavement Condition	49
Urban Interstate Congestion	46
Deficient Bridges	1
Fatality Rate	9
Narrow Rural Arterial Lanes	33
Overall Performance	45

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Colorado

Colorado ranks 33rd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Colorado ranks 17th in fatality rate, 9th in deficient bridges, 43rd in rural Interstate pavement condition, 21st in urban Interstate pavement condition and 37th in urban Interstate congestion.

On spending, Colorado ranks 29th in total disbursements per mile and 37th in administrative disbursements per mile.

Colorado's best rankings are deficient bridges (9th), fatality rate (17th) and rural arterial pavement condition (20th).

Colorado's worst rankings are rural Interstate pavement condition (43rd), urban Interstate congestion (37th), maintenance disbursements per mile (37th) and administrative disbursements per mile (37th).

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

Colorado's Complete Results	Ranking
Overall Rank in 2012:	33 rd
Overall Rank in 2011:	29 th
Overall Rank in 2009:	41 st

Performance by Category in 2012	Ranking
Total Disbursements per Mile	29
Capital and Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	37
Rural Interstate Pavement Condition	43
Rural Arterial Pavement Condition	20
Urban Interstate Pavement Condition	21
Urban Interstate Congestion	37
Deficient Bridges	9
Fatality Rate	17
Narrow Rural Arterial Lanes	31
Overall Performance	33

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Connecticut



Connecticut ranks 44th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Connecticut ranks 3rd in fatality rate, 45th in deficient bridges, 33rd in rural Interstate pavement condition, 33rd in urban Interstate pavement condition and 23rd in urban Interstate congestion.

On spending, Connecticut ranks 44th in total disbursements per mile and 49th in administrative disbursements per mile.

Connecticut's best rankings are fatality rate (3rd), narrow rural lanes (11th) and urban Interstate congestion (23rd).

Connecticut's worst rankings are administrative disbursements per mile (49th) and deficient bridges (45th).

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

Connecticut's Complete Results	Ranking
Overall Rank in 2012:	44 th
Overall Rank in 2011:	43 th
Overall Rank in 2009:	44 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	44
Capital and Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	49
Rural Interstate Pavement Condition	33
Rural Arterial Pavement Condition	45
Urban Interstate Pavement Condition	33
Urban Interstate Congestion	23
Deficient Bridges	45
Fatality Rate	3
Narrow Rural Arterial Lanes	11
Overall Performance	44

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Delaware

Delaware ranks 37th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Delaware ranks 30th in fatality rate, 20th in deficient bridges, 41st in urban Interstate pavement condition and 39th in urban Interstate congestion. Delaware has no rural Interstate mileage.

On spending, Delaware ranks 40th in total disbursements per mile and 29th in administrative disbursements per mile.

Delaware's best rankings are narrow rural arterial lanes (1st), deficient bridges (20th) and capital and bridge disbursements per mile (22nd).

Delaware's worst rankings are maintenance disbursements per mile (44th) and urban Interstate pavement condition (41st).

Delaware's state-controlled highway mileage makes it the 41st largest system.

Delaware's Complete Results	Ranking
Overall Rank in 2012:	37 th
Overall Rank in 2011:	35 th
Overall Rank in 2009:	20 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	40
Capital and Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	29
Rural Interstate Pavement Condition	N/A
Rural Arterial Pavement Condition	36
Urban Interstate Pavement Condition	41
Urban Interstate Congestion	39
Deficient Bridges	20
Fatality Rate	30
Narrow Rural Arterial Lanes	1
Overall Performance	37

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Florida



Florida ranks 31th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Florida ranks 32nd in fatality rate, 11th in deficient bridges, 10th in rural Interstate pavement condition, 16th in urban Interstate pavement condition and 50th in urban Interstate congestion.

On spending, Florida ranks 48th in total disbursements per mile and 36th in administrative disbursements per mile.

Florida's best rankings are rural Interstate pavement condition (10th), deficient bridges (11th), narrow rural arterial narrow lanes (12th) and rural arterial pavement condition (12th).

Florida's worst rankings are urban Interstate congestion (50th) and capital and bridge disbursements per mile (49th).

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

Florida's Complete Results	Ranking
Overall Rank in 2012:	31 st
Overall Rank in 2011:	33 rd
Overall Rank in 2009:	37 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	48
Capital and Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	36
Rural Interstate Pavement Condition	10
Rural Arterial Pavement Condition	12
Urban Interstate Pavement Condition	16
Urban Interstate Congestion	50
Deficient Bridges	11
Fatality Rate	32
Narrow Rural Arterial Lanes	12
Overall Performance	31

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Georgia

Georgia ranks 13th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Georgia ranks 23rd in fatality rate, 16th in deficient bridges, 1st in rural Interstate pavement condition, 4th in urban Interstate pavement condition and 44th in urban Interstate congestion.

On spending, Georgia ranks 24th in total disbursements per mile and 39th in administrative disbursements per mile.

Georgia's best rankings are rural Interstate pavement condition (1st), rural arterial pavement condition (2nd) and urban Interstate pavement condition (4th).

Georgia's worst rankings are urban Interstate congestion (44th) and administrative disbursements per mile (39th).

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

Georgia's Complete Results	Ranking
Overall Rank in 2012:	13 th
Overall Rank in 2011:	11 th
Overall Rank in 2009:	12 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	24
Capital and Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	39
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	2
Urban Interstate Pavement Condition	4
Urban Interstate Congestion	44
Deficient Bridges	16
Fatality Rate	23
Narrow Rural Lanes	36
Overall Performance	13

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Hawaii



Hawaii ranks 50th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Hawaii ranks 31st in fatality rate, 46th in deficient bridges, 49th in rural Interstate pavement condition, 50th in urban Interstate pavement condition and 49th in urban Interstate congestion.

On spending, Hawaii ranks 42nd in total disbursements per mile and 50th in administrative disbursements per mile.

Hawaii's best rankings are fatality rate (31th), maintenance disbursements per mile (40th) and total disbursements per mile (42nd).

Hawaii's worst rankings are administrative disbursements per mile (50th) and urban Interstate pavement condition (50th).

Hawaii's state-controlled highway mileage makes it the 50th largest system.

Hawaii's Complete Results	Ranking
Overall Rank in 2012:	50 th
Overall Rank in 2011:	49 th
Overall Rank in 2009:	48 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	42
Capital and Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	50
Rural Interstate Pavement Condition	49
Rural Arterial Pavement Condition	49
Urban Interstate Pavement Condition	50
Urban Interstate Congestion	49
Deficient Bridges	46
Fatality Rate	31
Narrow Rural Lanes	46
Overall Performance	50

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Idaho

Idaho ranks 30th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Idaho ranks 24th in fatality rate, 17th in deficient bridges, 42nd in rural Interstate pavement condition, 36th in urban Interstate pavement condition and 35th in urban Interstate congestion.

On spending, Idaho ranks 17th in total disbursements per mile and 14th in administrative disbursements per mile.

Idaho's best rankings are percent narrow rural lanes (13th), administrative disbursements per mile (14th), total disbursements per mile (17th) and deficient bridges (17th).

Idaho's worst rankings are rural Interstate pavement condition (42nd) and rural arterial pavement condition (42nd).

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

Idaho's Complete Results	Ranking
Overall Rank in 2012:	30 th
Overall Rank in 2011:	8 th
Overall Rank in 2009:	17 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	17
Capital and Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	14
Rural Interstate Pavement Condition	42
Rural Arterial Pavement Condition	42
Urban Interstate Pavement Condition	36
Urban Interstate Congestion	35
Deficient Bridges	17
Fatality Rate	24
Narrow Rural Arterial Lanes	13
Overall Performance	30

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Illinois



Illinois ranks 27th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Illinois ranks 12th in fatality rate, 10th in deficient bridges, 1st in rural Interstate pavement condition, 3rd in urban Interstate pavement condition and 47th in urban Interstate congestion.

On spending, Illinois ranks 38th in total disbursements per mile and 34th in administrative disbursements per mile.

Illinois's best rankings are rural Interstate pavement condition (1st), urban Interstate pavement condition (3rd) and deficient bridges (10th).

Illinois's worst rankings are urban Interstate congestion (47th) and capital and bridge disbursements per mile (43rd).

Illinois's state-controlled highway mileage makes it the 13th largest system.

Illinois's Complete Results	Ranking
Overall Rank in 2012:	27 th
Overall Rank in 2011:	30 th
Overall Rank in 2009:	34 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	38
Capital and Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	34
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	15
Urban Interstate Pavement Condition	3
Urban Interstate Congestion	47
Deficient Bridges	10
Fatality Rate	12
Narrow Rural Arterial Lanes	35
Overall Performance	27

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Indiana

Indiana ranks 36th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Indiana ranks 14th in fatality rate, 24th in deficient bridges, 45th in rural Interstate pavement condition, 39th in urban Interstate pavement condition and 43rd in urban Interstate congestion.

On spending, Indiana ranks 33rd in total disbursements per mile and 20th in administrative disbursements per mile.

Indiana's best rankings are fatality rate (14th), administrative disbursements per mile (20th) and deficient bridges (24th).

Indiana's worst rankings are rural Interstate pavement condition (45th) and urban Interstate congestion (43rd).

Indiana's state-controlled highway mileage makes it the 24th largest system.

Indiana's Complete Results	Ranking
Overall Rank in 2012:	36 th
Overall Rank in 2011:	41 st
Overall Rank in 2009:	22 nd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	33
Capital and Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	20
Rural Interstate Pavement Condition	45
Rural Arterial Pavement Condition	39
Urban Interstate Pavement Condition	39
Urban Interstate Congestion	43
Deficient Bridges	24
Fatality Rate	14
Narrow Rural Arterial Lanes	32
Overall Performance	36

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Iowa



Iowa ranks 18th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Iowa ranks 26th in fatality rate, 35th in deficient bridges, 17th in rural Interstate pavement condition, 37th in urban Interstate pavement condition and 32nd in urban Interstate congestion.

On spending, Iowa ranks 20th in total disbursements per mile and 15th in administrative disbursements per mile.

Iowa's best rankings are administrative disbursements per mile (15th), rural Interstate pavement condition (17th) and total disbursements per mile (20th).

Iowa's worst rankings are rural arterial pavement condition (40th) and urban Interstate pavement condition (37th).

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

Iowa's Complete Results	Ranking
Overall Rank in 2012:	18 th
Overall Rank in 2011:	12 th
Overall Rank in 2009:	33 rd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	20
Capital and Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	15
Rural Interstate Pavement Condition	17
Rural Arterial Pavement Condition	40
Urban Interstate Pavement Condition	37
Urban Interstate Congestion	32
Deficient Bridges	35
Fatality Rate	26
Narrow Rural Arterial Lanes	25
Overall Performance	18

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Kansas

Kansas ranks 5th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Kansas ranks 33rd in fatality rate, 15th in deficient bridges, 1st in rural Interstate pavement condition, 11th in urban Interstate pavement condition and 3rd in urban Interstate congestion.

On spending, Kansas ranks 27th in total disbursements per mile and 17th in administrative disbursements per mile.

Kansas's best rankings are rural Interstate pavement condition (1st), urban Interstate congestion (3rd) and rural arterial pavement condition (5th).

Kansas's worst rankings are fatality rate (33rd) and total disbursements per mile (27th).

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

Kansas's Complete Results	Ranking
Overall Rank in 2012:	5 th
Overall Rank in 2011:	3 rd
Overall Rank in 2009:	2 nd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	27
Capital and Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	17
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	5
Urban Interstate Pavement Condition	11
Urban Interstate Congestion	3
Deficient Bridges	15
Fatality Rate	33
Narrow Rural Arterial Lanes	10
Overall Performance	5

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Kentucky

Kentucky ranks 10th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Kentucky ranks 45th in fatality rate, 42nd in deficient bridges, 22nd in rural Interstate pavement condition, 14th in urban Interstate pavement condition and 25th in urban Interstate congestion.

On spending, Kentucky ranks 8th in total disbursements per mile and 1st in administrative disbursements per mile.

Kentucky's best rankings are administrative disbursements per mile (1st), total disbursements per mile (8th) and capital and bridge disbursements per mile (11th).

Kentucky's worst rankings are fatality rate (45th) and deficient bridges (42nd).

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

Kentucky's Complete Results	Ranking
Overall Rank in 2012:	10 th
Overall Rank in 2011:	26 th
Overall Rank in 2009:	14 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	8
Capital and Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	1
Rural Interstate Pavement Condition	22
Rural Arterial Pavement Condition	17
Urban Interstate Pavement Condition	14
Urban Interstate Congestion	25
Deficient Bridges	42
Fatality Rate	45
Narrow Rural Arterial Lanes	38
Overall Performance	10

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Louisiana

Louisiana ranks 40th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Louisiana ranks 44th in fatality rate, 39th in deficient bridges, 41st in rural Interstate pavement condition, 48th in urban Interstate pavement condition and 19th in urban Interstate congestion.

On spending, Louisiana ranks 25th in total disbursements per mile and 19th in administrative costs per mile.

Louisiana's best rankings are maintenance disbursements per mile (8th), administrative disbursements per mile (19th) and urban Interstate congestion (19th).

Louisiana's worst rankings are urban Interstate pavement condition (48th), fatality rate (44th) and rural arterial pavement condition (44th).

Louisiana's state-controlled highway mileage makes it the 14th largest system.

Louisiana's Complete Results	Ranking
Overall Rank in 2012:	40 th
Overall Rank in 2011:	24 th
Overall Rank in 2009:	35 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	25
Capital and Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	19
Rural Interstate Pavement Condition	41
Rural Arterial Pavement Condition	44
Urban Interstate Pavement Condition	48
Urban Interstate Congestion	19
Deficient Bridges	39
Fatality Rate	44
Narrow Rural Arterial Lanes	21
Overall Performance	40

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Maine

Maine ranks 16th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Maine ranks 25th in fatality rate, 38th in deficient bridges, 14th in rural Interstate pavement condition, 7th in urban Interstate pavement condition and 17th in urban Interstate congestion.

On spending, Maine ranks 13th in total disbursements per mile and 4th in administrative disbursements mile.

Maine's best rankings are administrative disbursements per mile (4th), urban Interstate pavement condition (7th) and capital and bridge disbursements per mile (9th).

Maine's worst rankings are narrow rural arterial lanes (45th) and deficient bridges (38th).

Maine's state-controlled highway mileage makes it the 33rd largest system.

Maine's Complete Results	Ranking
Overall Rank in 2012:	16 th
Overall Rank in 2011:	18 th
Overall Rank in 2009:	29 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	13
Capital and Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	4
Rural Interstate Pavement Condition	14
Rural Arterial Pavement Condition	14
Urban Interstate Pavement Condition	7
Urban Interstate Congestion	17
Deficient Bridges	38
Fatality Rate	25
Narrow Rural Arterial Lanes	45
Overall Performance	16

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Maryland



Maryland ranks 39th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Maryland ranks 10th in fatality rate, 33rd in deficient bridges, 27th in rural Interstate pavement condition, 44th in urban Interstate pavement condition and 48th in urban Interstate congestion.

On spending, Maryland ranks 45th in total disbursements per mile and 31st in administrative disbursements per mile.

Maryland's best rankings are fatality rate (10th), narrow rural arterial lanes (14th) and rural arterial pavement condition (22nd).

Maryland's worst rankings are urban Interstate congestion (48th) and maintenance disbursements per mile (48th).

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

Maryland's Complete Results	Ranking
Overall Rank in 2012:	39 th
Overall Rank in 2011:	38 th
Overall Rank in 2009:	40 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	45
Capital and Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	31
Rural Interstate Pavement Condition	27
Rural Arterial Pavement Condition	22
Urban Interstate Pavement Condition	44
Urban Interstate Congestion	48
Deficient Bridges	33
Fatality Rate	10
Narrow Rural Arterial Lanes	14
Overall Performance	39

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Massachusetts

Massachusetts ranks 46th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Massachusetts ranks 1st in fatality rate, 47th in deficient bridges, 39th in rural Interstate pavement condition, 34th in urban Interstate pavement condition and 28th in urban Interstate congestion.

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

Massachusetts's best rankings are fatality rate (1st), urban Interstate congestion (28th) and narrow rural arterial lanes (30th).

Massachusetts's worst rankings are total disbursements per mile (49th) administrative disbursements per mile (48th) and capital bridge disbursements per mile (48th).

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

Massachusetts's Complete Results	Ranking
Overall Rank in 2012:	46 th
Overall Rank in 2011:	45 th
Overall Rank in 2009:	43 rd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	49
Capital and Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	48
Rural Interstate Pavement Condition	39
Rural Arterial Pavement Condition	47
Urban Interstate Pavement Condition	34
Urban Interstate Congestion	28
Deficient Bridges	47
Fatality Rate	1
Narrow Rural Arterial Lanes	30
Overall Performance	46

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Michigan

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

Michigan ranks 15th in fatality rate, 31st in deficient bridges, 40th in rural Interstate pavement condition, 38th in urban Interstate pavement condition and 26th in urban Interstate congestion.

On spending, Michigan ranks 31st in total disbursements per mile and 22nd in administrative disbursements per mile.

Michigan's best rankings are fatality rate (15th), rural arterial pavement condition (19th) and administrative disbursements per mile (22nd).

Michigan's worst rankings are rural Interstate pavement condition (40th) and urban Interstate pavement condition (38th).

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

Michigan's Complete Results	Ranking
Overall Rank in 2012:	32 nd
Overall Rank in 2011:	36 th
Overall Rank in 2009:	30 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	31
Capital and Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	22
Rural Interstate Pavement Condition	40
Rural Arterial Pavement Condition	19
Urban Interstate Pavement Condition	38
Urban Interstate Congestion	26
Deficient Bridges	31
Fatality Rate	15
Narrow Rural Arterial Lanes	37
Overall Performance	32

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Minnesota



Minnesota ranks 28th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Minnesota ranks 2nd in fatality rate, 5th in deficient bridges, 37th in rural Interstate pavement condition, 43rd in urban Interstate pavement condition and 24th in urban Interstate congestion.

On spending, Minnesota ranks 19th in total disbursements per mile and 26th in administrative disbursements per mile.

Minnesota's best rankings are fatality rate (2nd), deficient bridges (5th) and narrow rural arterial lanes (6th).

Minnesota's worst rankings are rural arterial pavement condition (43rd) and urban Interstate pavement condition (43rd)

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

Minnesota's Complete Results	Ranking
Overall Rank in 2012:	28 th
Overall Rank in 2011:	31 st
Overall Rank in 2009:	42 nd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	19
Capital and Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	26
Rural Interstate Pavement Condition	37
Rural Arterial Pavement Condition	43
Urban Interstate Pavement Condition	43
Urban Interstate Congestion	24
Deficient Bridges	5
Fatality Rate	2
Narrow Rural Arterial Lanes	6
Overall Performance	28

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Mississippi

Mississippi ranks 8th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Mississippi ranks 43rd in fatality rate, 21st in deficient bridges, 30th in rural Interstate pavement condition, 6th in urban Interstate pavement condition and 2nd in urban Interstate congestion.

On spending, Mississippi ranks 15th in total disbursements per mile and 16th in administrative disbursements per mile.

Mississippi's best rankings are urban Interstate congestion (2nd), maintenance disbursements per mile (5th) and urban Interstate pavement condition (6th).

Mississippi's worst rankings are fatality rate (43rd) and rural Interstate pavement condition (30th).

Mississippi's state-controlled highway mileage makes it the 26th largest system.

Mississippi's Complete Results	Ranking
Overall Rank in 2012:	8 th
Overall Rank in 2011:	10 th
Overall Rank in 2009:	10 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	15
Capital and Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	16
Rural Interstate Pavement Condition	30
Rural Arterial Pavement Condition	7
Urban Interstate Pavement Condition	6
Urban Interstate Congestion	2
Deficient Bridges	21
Fatality Rate	43
Narrow Rural Arterial Lanes	28
Overall Performance	8

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Missouri



Missouri ranks 12th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Missouri ranks 27th in fatality rate, 34th in deficient bridges, 23rd in rural Interstate pavement condition, 24th in urban Interstate pavement condition and 4th in urban Interstate congestion.

On spending, Missouri ranks 6th in total disbursements per mile and 2nd in administrative disbursements per mile.

Missouri's best rankings are administrative disbursements per mile (2nd), urban Interstate congestion (4th) and capital and bridge disbursements per mile (5th).

Missouri's worst rankings are narrow rural arterial lanes (39th) and deficient bridges (34th).

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

Missouri's Complete Results	Ranking
Overall Rank in 2012:	12 th
Overall Rank in 2011:	13 th
Overall Rank in 2009:	8 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	6
Capital and Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	2
Rural Interstate Pavement Condition	23
Rural Arterial Pavement Condition	21
Urban Interstate Pavement Condition	24
Urban Interstate Congestion	4
Deficient Bridges	34
Fatality Rate	27
Narrow Rural Arterial Lanes	39
Overall Performance	12

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

Montana



Montana ranks 9th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Montana ranks 48th in fatality rate, 13th in deficient bridges, 28th in rural Interstate pavement condition, 18th in urban Interstate pavement condition and 7th in urban Interstate congestion.

On spending, Montana ranks 10th in total disbursements per mile and 10th in administrative disbursements per mile.

Montana's best rankings are urban Interstate congestion (7th), administrative disbursements per mile (10th) capital and bridge disbursements per mile (10th) and total disbursements per mile (10th).

Montana's worst rankings are fatality rate (48th) and rural arterial pavement condition (37th).

Montana's state-controlled highway mileage makes it the 23rd largest system.

Montana's Complete Results	Ranking
Overall Rank in 2012:	9 th
Overall Rank in 2011:	9 th
Overall Rank in 2009:	5 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	10
Capital and Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	10
Rural Interstate Pavement Condition	28
Rural Arterial Pavement Condition	37
Urban Interstate Pavement Condition	18
Urban Interstate Pavement Congestion	7
Deficient Bridges	13
Fatality Rate	48
Narrow Rural Arterial Lanes	16
Overall Performance	9

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Nebraska

Nebraska ranks 2nd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Nebraska ranks 22nd in fatality rate, 28th in deficient bridges, 1st in rural Interstate pavement condition, 9th in urban Interstate pavement condition and 12th in urban Interstate congestion.

On spending, Nebraska ranks 5th in total disbursements per mile and 5th in administrative disbursements per mile.

Nebraska's best rankings are rural Interstate pavement condition (1st), administrative disbursements per mile, (5th) and total disbursements per mile (5th).

Nebraska's worst rankings are rural arterial pavement condition (30th) and deficient bridges (28th).

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

Nebraska's Complete Results	Ranking
Overall Rank in 2012:	2 nd
Overall Rank in 2011:	2 nd
Overall Rank in 2009:	6 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	5
Capital and Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	5
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	30
Urban Interstate Pavement Condition	9
Urban Interstate Congestion	12
Deficient Bridges	28
Fatality Rate	22
Narrow Rural Arterial Lanes	7
Overall Performance	2

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Nevada

Nevada ranks 24th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Nevada ranks 21st in fatality rate, 3rd in deficient bridges, 29th in rural Interstate pavement condition, 26th in urban Interstate pavement condition and 45th in urban Interstate congestion.

On spending, Nevada ranks 35st in total disbursements per mile and 41st in administrative disbursements per mile.

Nevada's best rankings are rural arterial pavement condition (3rd), deficient bridges (3rd) and fatality rate (21st).

Nevada's worst rankings are urban Interstate congestion (45th) and administrative disbursements per mile (41st).

Nevada's state-controlled highway mileage makes it the 40th largest system.

Nevada's Complete Results	Ranking
Overall Rank in 2012:	24 th
Overall Rank in 2011:	16 th
Overall Rank in 2009:	16 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	35
Capital and Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	41
Rural Interstate Pavement Condition	29
Rural Arterial Pavement Condition	3
Urban Interstate Pavement Condition	26
Urban Interstate Congestion	45
Deficient Bridges	3
Fatality Rate	21
Narrow Rural Arterial Lanes	26
Overall Performance	24

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



New Hampshire

New Hampshire ranks 23rd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Hampshire ranks 8th in fatality rate, 40th in deficient bridges, 35th in rural Interstate pavement condition, 1st in urban Interstate pavement condition and 13th in urban Interstate congestion.

On spending, New Hampshire ranks 30th in total disbursements per mile and 42nd in administrative disbursements per mile.

New Hampshire's best rankings are urban Interstate pavement condition (1st), rural arterial narrow lanes (1st) and fatality rate (8th).

New Hampshire's worst rankings are administrative disbursements per mile (42nd) and deficient bridges (40th).

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

New Hampshire's Complete Results	Ranking
Overall Rank in 2012:	23 rd
Overall Rank in 2011:	23 rd
Overall Rank in 2009:	18 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	30
Capital and Bridge Disbursements per Mile	20
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	42
Rural Interstate Pavement Condition	35
Rural Arterial Pavement Condition	13
Urban Interstate Pavement Condition	1
Urban Interstate Congestion	13
Deficient Bridges	40
Fatality Rate	8
Narrow Rural Arterial Lanes	1
Overall Performance	23

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



New Jersey

New Jersey ranks 48th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Jersey ranks 5th in fatality rate, 36th in deficient bridges, 31st in rural Interstate pavement condition, 46th in urban Interstate pavement condition and 41st in urban Interstate congestion.

On spending, New Jersey ranks 50th in total disbursements per mile and 45th in administrative disbursements per mile.

New Jersey's best rankings are fatality rate (5th), narrow rural arterial lanes (19th) and rural Interstate pavement condition (31st).

New Jersey's worst rankings are total disbursements per mile (50th) maintenance disbursements per mile (50th) and capital and bridge disbursements per mile (50th).

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

New Jersey's Complete Results	Ranking
Overall Rank in 2012:	48 th
Overall Rank in 2011:	47 th
Overall Rank in 2009:	46 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	50
Capital and Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	45
Rural Interstate Pavement Condition	31
Rural Arterial Pavement Condition	46
Urban Interstate Pavement Condition	46
Urban Interstate Congestion	41
Deficient Bridges	36
Fatality Rate	5
Narrow Rural Arterial Lanes	19
Overall Performance	48

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



New Mexico

New Mexico ranks 7th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New Mexico ranks 39th in fatality rate, 8th in deficient bridges, 11th in rural Interstate pavement condition, 12th in urban Interstate pavement condition and 10th in urban Interstate congestion.

On spending, New Mexico ranks 11th in total disbursements per mile and 40th in administrative disbursements per mile.

New Mexico's best rankings are maintenance disbursements per mile (1st), capital and bridge disbursements per mile (6th) and rural arterial pavement condition (6th).

New Mexico's worst rankings are administrative disbursements per mile (40th) and fatality rate (39th).

New Mexico's state-controlled highway mileage makes it the 21th largest system.

New Mexico's Complete Results	Ranking
Overall Rank in 2012:	7 th
Overall Rank in 2011:	6 th
Overall Rank in 2009:	4 th

Performance by Category in 2012	Ranking
Total Disbursements Per Mile	11
Capital and Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	40
Rural Interstate Pavement Condition	11
Rural Arterial Pavement Condition	6
Urban Interstate Pavement Condition	12
Urban Interstate Congestion	10
Deficient Bridges	8
Fatality Rate	39
Narrow Rural Arterial Lanes	22
Overall Performance	7

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



New York

New York ranks 43rd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

New York ranks 11th in fatality rate, 49th in deficient bridges, 38th in rural Interstate pavement condition, 45th in urban Interstate pavement condition and 36th in urban Interstate congestion.

On spending, New York ranks 43rd in total disbursements per mile and 38th in administrative disbursements per mile.

New York's best rankings are fatality rate (11th), rural arterial pavement condition (28th) and urban Interstate congestion (36th).

New York's worst rankings are deficient bridges (49th) and maintenance disbursements per mile (47th).

New York's state-controlled highway mileage makes it the 15th largest system.

New York's Complete Results	Ranking
Overall Rank in 2012:	43 rd
Overall Rank in 2011:	44 th
Overall Rank in 2009:	45 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	43
Capital and Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	38
Rural Interstate Pavement Condition	38
Rural Arterial Pavement Condition	28
Urban Interstate Pavement Condition	45
Urban Interstate Congestion	36
Deficient Bridges	49
Fatality Rate	11
Narrow Rural Arterial Lanes	43
Overall Performance	43

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



North Carolina

North Carolina ranks 20th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

North Carolina ranks 28th in fatality rate, 43rd in deficient bridges, 34th in rural Interstate pavement condition, 22nd in urban Interstate pavement condition and 22nd in urban Interstate congestion.

On spending, North Carolina ranks 3rd in total disbursements per mile and 11th in administrative disbursements per mile.

North Carolina's best rankings are total disbursements per mile (3rd), capital and bridge disbursements per mile (4th), and maintenance disbursements per mile (6th).

North Carolina's worst rankings are deficient bridges (43rd) and narrow rural arterial lanes (40th).

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

North Carolina's Complete Results	Ranking
Overall Rank in 2012:	20 th
Overall Rank in 2011:	17 th
Overall Rank in 2009:	19 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	3
Capital and Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	11
Rural Interstate Pavement Condition	34
Rural Arterial Pavement Condition	29
Urban Interstate Pavement Condition	22
Urban Interstate Congestion	22
Deficient Bridges	43
Fatality Rate	28
Narrow Rural Arterial Lanes	40
Overall Performance	20

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



North Dakota

North Dakota ranks 6th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

North Dakota ranks 47th in fatality rate, 19th in deficient bridges, 1st in rural Interstate pavement condition, 1st in urban Interstate pavement condition and 15th in urban Interstate congestion.

On spending, North Dakota ranks 14th in total disbursements per mile and 7th in administrative disbursements per mile.

North Dakota's best rankings are rural Interstate pavement condition (1st), urban Interstate pavement condition (1st) and maintenance disbursements per mile (2nd).

North Dakota's worst rankings are fatality rate (47th) and capital and bridge disbursements per mile (25th).

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

North Dakota's Complete Results	Ranking
Overall Rank in 2012:	6 th
Overall Rank in 2011:	7 th
Overall Rank in 2009:	1 st

Performance by Category in 2012	Ranking
Total Disbursements per Mile	14
Capital and Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	7
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	25
Urban Interstate Pavement Condition	1
Urban Interstate Congestion	15
Deficient Bridges	19
Fatality Rate	47
Narrow Rural Arterial Lanes	9
Overall Performance	6

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Ohio

Ohio ranks 14th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Ohio ranks 16th in fatality rate, 25th in deficient bridges, 18th in rural Interstate pavement condition, 29th in urban Interstate pavement condition and 14th in urban Interstate congestion.

On spending, Ohio ranks 28th in total disbursements per mile and 28th in administrative disbursements per mile.

Ohio's best rankings are rural arterial pavement condition (11th), urban Interstate congestion (14th) and fatality rate (16th).

Ohio's worst rankings are narrow rural arterial lanes (34th) and capital and bridge disbursements per mile (33rd).

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

Ohio's Complete Results	Ranking
Overall Rank in 2012:	14 th
Overall Rank in 2011:	19 th
Overall Rank in 2009:	25 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	28
Capital and Bridge Disbursements per Mile	33
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	28
Rural Interstate Pavement Condition	18
Rural Arterial Pavement Condition	11
Urban Interstate Pavement Condition	29
Urban Interstate Congestion	14
Deficient Bridges	25
Fatality Rate	16
Narrow Rural Arterial Lanes	34
Overall Performance	14

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Oklahoma

Oklahoma ranks 22nd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Oklahoma ranks 42nd in fatality rate, 30th in deficient bridges, 19th in rural Interstate pavement condition, 40th in urban Interstate pavement condition and 20th in urban Interstate congestion.

On spending, Oklahoma ranks 22nd in total disbursements per mile and 27th in administrative costs per mile of state highway.

Oklahoma's best rankings are maintenance disbursements per mile (16th), rural Interstate pavement condition (19th) and urban Interstate congestion (20th).

Oklahoma's worst rankings are fatality rate (42nd) and urban Interstate pavement condition (40th).

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

Oklahoma's Complete Results	Ranking
Overall Rank in 2012:	22 nd
Overall Rank in 2011:	32 nd
Overall Rank in 2009:	38 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	22
Capital and Bridge Disbursements per Mile	31
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	27
Rural Interstate Pavement Condition	19
Rural Arterial Pavement Condition	26
Urban Interstate Pavement Condition	40
Urban Interstate Congestion	20
Deficient Bridges	30
Fatality Rate	42
Narrow Rural Arterial Lanes	24
Overall Performance	22

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Oregon

Oregon ranks 26th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Oregon ranks 18th in fatality rate, 27th in deficient bridges, 25th in rural Interstate pavement condition, 31st in urban Interstate pavement condition and 30th in urban Interstate congestion.

On spending, Oregon ranks 32nd in total disbursements per mile and 33rd in administrative disbursements per mile.

Oregon's best rankings are capital and bridge disbursements per mile (15th), narrow rural arterial lanes (18th) and fatality rate (18th).

Oregon's worst rankings are maintenance disbursements per mile (35th) and administrative disbursements per mile (33rd).

Oregon's state-controlled highway mileage makes it the 34th largest system.

Oregon's Complete Results	Ranking
Overall Rank in 2012:	26 th
Overall Rank in 2011:	15 th
Overall Rank in 2009:	13 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	32
Capital and Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	33
Rural Interstate Pavement Condition	25
Rural Arterial Pavement Condition	32
Urban Interstate Pavement Condition	31
Urban Interstate Congestion	30
Deficient Bridges	27
Fatality Rate	18
Narrow Rural Arterial Lanes	18
Overall Performance	26

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Pennsylvania

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

Pennsylvania ranks 34th in fatality rate, 48th in deficient bridges, 20th in rural Interstate pavement condition, 23rd in urban Interstate pavement condition and 33rd in urban Interstate congestion.

On spending, Pennsylvania ranks 26th in total disbursements per mile and 24th in administrative disbursements per mile.

Pennsylvania's best rankings are rural Interstate pavement condition (20th), capital and bridge disbursements per mile (21st) and urban Interstate pavement condition (23rd).

Pennsylvania's worst rankings are narrow rural arterial lanes (50th) and deficient bridges (48th).

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

Pennsylvania's Complete Results	Ranking
Overall Rank in 2012:	41 st
Overall Rank in 2011:	40 th
Overall Rank in 2009:	39 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	26
Capital and Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	24
Rural Interstate Pavement Condition	20
Rural Arterial Pavement Condition	24
Urban Interstate Pavement Condition	23
Urban Interstate Congestion	33
Deficient Bridges	48
Fatality Rate	34
Narrow Rural Arterial Lanes	50
Overall Performance	41

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Rhode Island

Rhode Island ranks 47th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Rhode Island ranks 7th in fatality rate, 50th in deficient bridges, 1st in rural Interstate pavement condition, 17th in urban Interstate pavement condition and 31st in urban Interstate congestion.

On spending, Rhode Island ranks 47th in total disbursements per mile and 44th in administrative disbursements per mile.

Rhode Island's best rankings are rural Interstate pavement condition (1st), fatality rate (7th) and urban Interstate pavement condition (17th).

Rhode Island's worst rankings are deficient bridges (50th) and rural arterial pavement condition (48th).

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

Rhode Island's Complete Results	Ranking
Overall Rank in 2012:	47 th
Overall Rank in 2011:	50 th
Overall Rank in 2009:	49 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	47
Capital and Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	44
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	48
Urban Interstate Pavement Condition	17
Urban Interstate Congestion	31
Deficient Bridges	50
Fatality Rate	7
Narrow Rural Arterial Lanes	23
Overall Performance	47

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



South Carolina

South Carolina ranks 4th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

South Carolina ranks 49th in fatality rate, 22nd in deficient bridges, 13th in rural Interstate pavement condition, 15th in urban Interstate pavement condition and 29th in urban Interstate congestion.

On spending, South Carolina ranks 1st in total disbursements per mile and 6th in administrative disbursements per mile.

South Carolina's best rankings are total disbursements per mile (1st), capital and bridge disbursements per mile (3rd) and maintenance disbursements per mile (4th).

South Carolina's worst rankings are fatality rate (49th), urban Interstate congestion (29th) and narrow rural arterial lanes (29th).

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

South Carolina's Complete Results	Ranking
Overall Rank in 2012:	4 th
Overall Rank in 2011:	5 th
Overall Rank in 2009:	7 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	1
Capital and Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	6
Rural Interstate Pavement Condition	13
Rural Arterial Pavement Condition	10
Urban Interstate Pavement Condition	15
Urban Interstate Congestion	29
Deficient Bridges	22
Fatality Rate	49
Narrow Rural Arterial Lanes	29
Overall Performance	4

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



South Dakota

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

South Dakota ranks 41st in fatality rate, 32nd in deficient bridges, 12th in rural Interstate pavement condition, 13th in urban Interstate pavement condition and 6th in urban Interstate congestion.

On spending, South Dakota ranks 4th in total disbursements per mile and 13th in administrative disbursements per mile.

South Dakota's best rankings are maintenance disbursements per mile (3rd), total disbursements per mile (4th) and urban Interstate congestion (6th).

South Dakota's worst rankings are fatality rate (41st) and deficient bridges (32nd).

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

South Dakota's Complete Results	Ranking
Overall Rank in 2012:	3 rd
Overall Rank in 2011:	1 st
Overall Rank in 2009:	9 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	4
Capital and Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	13
Rural Interstate Pavement Condition	12
Rural Arterial Pavement Condition	27
Urban Interstate Pavement Condition	13
Urban Interstate Congestion	6
Deficient Bridges	32
Fatality Rate	41
Narrow Rural Arterial Lanes	8
Overall Performance	3

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Tennessee

Tennessee ranks 17th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Tennessee ranks 38th in fatality rate, 12th in deficient bridges, 21st in rural Interstate pavement condition, 20th in urban Interstate pavement condition and 21st in urban Interstate congestion.

On spending, Tennessee ranks 18th in total disbursements per mile and 23rd in administrative disbursements per mile.

Tennessee's best rankings are deficient bridges (12th), rural arterial pavement condition (16th) and total disbursements per mile (18th).

Tennessee's worst rankings are narrow rural arterial lanes (41st) and fatality rate (38th).

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

Tennessee's Complete Results	Ranking
Overall Rank in 2012:	17 th
Overall Rank in 2011:	20 th
Overall Rank in 2009:	21 st

Performance by Category in 2012	Ranking
Total Disbursements per Mile	18
Capital and Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	21
Administrative Disbursements per Mile	23
Rural Interstate Pavement Condition	21
Rural Arterial Pavement Condition	16
Urban Interstate Pavement Condition	20
Urban Interstate Congestion	21
Deficient Bridges	12
Fatality Rate	38
Narrow Rural Arterial Lanes	41
Overall Performance	17

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Texas

Texas ranks 11th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Texas ranks 40th in fatality rate, 14th in deficient bridges, 24th in rural Interstate pavement condition, 27th in urban Interstate pavement condition and 27th in urban Interstate congestion.

On spending, Texas ranks 23rd in total disbursements per mile and 9th in administrative disbursements per mile.

Texas' best rankings are rural arterial pavement condition (8th), administrative disbursements per mile (9th) and deficient bridges (14th).

Texas' worst rankings are fatality rate (40th) and capital and bridge disbursements per mile (32nd).

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

Texas' Complete Results	Ranking
Overall Rank in 2012:	11 th
Overall Rank in 2011:	14 th
Overall Rank in 2009:	11 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	23
Capital and Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	9
Rural Interstate Pavement Condition	24
Rural Arterial Pavement Condition	8
Urban Interstate Pavement Condition	27
Urban Interstate Congestion	27
Deficient Bridges	14
Fatality Rate	40
Narrow Rural Arterial Lanes	17
Overall Performance	11

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Utah

Utah ranks 29th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Utah ranks 6th in fatality rate, 4th in deficient bridges, 9th in rural Interstate pavement condition, 5th in urban Interstate pavement condition and 34th in urban Interstate congestion.

On spending, Utah ranks 41st in total disbursements per mile and 46th in administrative disbursements per mile.

Utah's best rankings are narrow rural arterial lanes (1st), rural arterial pavement condition (4th) and deficient bridges (4th).

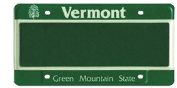
Utah's worst rankings are administrative disbursements per mile (46th), maintenance disbursements per mile (41st) and total disbursements per mile (41st).

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

Utah's Complete Results	Ranking
Overall Rank in 2012:	29 th
Overall Rank in 2011:	27 th
Overall Rank in 2009:	26 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	41
Capital and Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	46
Rural Interstate Pavement Condition	9
Rural Arterial Pavement Condition	4
Urban Interstate Pavement Condition	5
Urban Interstate Congestion	34
Deficient Bridges	4
Fatality Rate	6
Narrow Rural Arterial Lanes	1
Overall Performance	29

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Vermont

Vermont ranks 38th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Vermont ranks 20th in fatality rate, 41st in deficient bridges, 15th in rural Interstate pavement condition, 10th in urban Interstate pavement condition and 5th in urban Interstate congestion.

On spending, Vermont ranks 34th in total disbursements per mile and 43rd in administrative disbursements per mile.

Vermont's best rankings are urban Interstate congestion (5th), urban Interstate pavement condition (10th) and rural Interstate pavement condition (15th).

Vermont's worst rankings are administrative disbursements per mile (43rd), maintenance disbursements per mile (42nd) and narrow rural arterial lanes (42nd).

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

Vermont's Complete Results	Ranking
Overall Rank in 2012:	38 th
Overall Rank in 2011:	39 th
Overall Rank in 2009:	28 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	34
Capital and Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	43
Rural Interstate Pavement Condition	15
Rural Arterial Pavement Condition	41
Urban Interstate Pavement Condition	10
Urban Interstate Congestion	5
Deficient Bridges	41
Fatality Rate	20
Narrow Rural Arterial Lanes	42
Overall Performance	38

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Virginia

Virginia ranks 25th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Virginia ranks 13th in fatality rate, 29th in deficient bridges, 8th in rural Interstate pavement condition, 19th in urban Interstate pavement condition and 40th in urban Interstate congestion.

On spending, Virginia ranks 7th in total disbursements per mile and 12th in administrative disbursements per mile.

Virginia's best rankings are rural arterial pavement condition (1st), capital and bridge disbursements per mile (1st) and total disbursements per mile (7th).

Virginia's worst rankings are narrow rural arterial lanes (48th) and urban Interstate congestion (40th).

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

Virginia's Complete Results	Ranking
Overall Rank in 2012:	25 th
Overall Rank in 2011:	22 nd
Overall Rank in 2009:	15 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	7
Capital and Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	12
Rural Interstate Pavement Condition	8
Rural Arterial Pavement Condition	1
Urban Interstate Pavement Condition	19
Urban Interstate Congestion	40
Deficient Bridges	29
Fatality Rate	13
Narrow Rural Arterial Lanes	48
Overall Performance	25

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Washington

Washington ranks 42nd in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Washington ranks 4th in fatality rate, 37th in deficient bridges, 47th in rural Interstate pavement condition, 42nd in urban Interstate pavement condition and 42nd in urban Interstate congestion.

On spending, Washington ranks 37th in total disbursements per mile and 25th in administrative disbursements per mile.

Washington's best rankings are fatality rate (4th), rural arterial pavement condition (23rd) and administrative disbursements per mile (25th).

Washington's worst rankings are rural Interstate pavement condition (47th), narrow rural arterial narrow lanes (44th) and capital and bridge disbursements per mile (44th).

Washington's state-controlled highway mileage makes it the 12th largest system.

Washington's Complete Results	Ranking
Overall Rank in 2012:	42 nd
Overall Rank in 2011:	42 nd
Overall Rank in 2009:	24 th

Performance by Category in 2012	Ranking
Total Disbursements per Mile	37
Capital and Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	25
Rural Interstate Pavement Condition	47
Rural Arterial Pavement Condition	23
Urban Interstate Pavement Condition	42
Urban Interstate Congestion	42
Deficient Bridges	37
Fatality Rate	4
Narrow Rural Arterial Lanes	44
Overall Performance	42

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



West Virginia

West Virginia ranks 34th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

West Virginia ranks 50th in fatality rate, 44th in deficient bridges, 36th in rural Interstate pavement condition, 25th in urban Interstate pavement condition and 9th in urban Interstate congestion.

On spending, West Virginia ranks 2nd in total disbursements per mile and 8th in administrative disbursements per mile.

West Virginia's best rankings are total disbursements per mile (2nd), capital and bridge disbursements per mile (2nd) and maintenance disbursements per mile (7th).

West Virginia's worst rankings are fatality rate (50th) and narrow rural arterial lanes (49th).

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

West Virginia's Complete Results	Ranking
Overall Rank in 2012:	34 th
Overall Rank in 2011:	34 th
Overall Rank in 2009:	32 nd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	2
Capital and Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	8
Rural Interstate Pavement Condition	36
Rural Arterial Pavement Condition	33
Urban Interstate Pavement Condition	25
Urban Interstate Congestion	9
Deficient Bridges	44
Fatality Rate	50
Narrow Rural Arterial Lanes	49
Overall Performance	34

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Wisconsin

Wisconsin ranks 15th in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Wisconsin ranks 19th in fatality rate, 7th in deficient bridges, 16th in rural Interstate pavement condition, 28th in urban Interstate pavement condition and 8th in urban Interstate congestion.

On spending, Wisconsin ranks 36th in total disbursements per mile and 30th in administrative disbursements per mile.

Wisconsin's best rankings are deficient bridges (7th), urban Interstate congestion (8th) and narrow rural arterial lanes (15th).

Wisconsin's worst rankings are rural arterial pavement condition (38th) and total disbursements per mile (36th).

Wisconsin's state-controlled highway mileage makes it the 22nd largest system.

Wisconsin's Complete Results	Ranking
Overall Rank in 2012:	15 th
Overall Rank in 2011:	25 th
Overall Rank in 2009:	31 st

Performance by Category in 2012	Ranking
Total Disbursements per Mile	36
Capital and Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	30
Rural Interstate Pavement Condition	16
Rural Arterial Pavement Condition	38
Urban Interstate Pavement Condition	28
Urban Interstate Congestion	8
Deficient Bridges	7
Fatality Rate	19
Narrow Rural Arterial Lanes	15
Overall Performance	15

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.



Wyoming

Wyoming ranks 1st in the nation in highway performance and cost-effectiveness in the *Annual Highway Report* by Reason Foundation.

Wyoming ranks 35th in fatality rate, 6th in deficient bridges, 1st in rural Interstate pavement condition, 32nd in urban Interstate pavement condition and 1st in urban Interstate congestion.

On spending, Wyoming ranks 12th in total disbursements per mile and 18th in administrative disbursements per mile.

Wyoming's best rankings are rural Interstate pavement condition (1st), urban Interstate congestion (1st) and narrow rural arterial lanes (1st).

Wyoming's worst rankings are fatality rate (35th) and urban Interstate pavement condition (32nd).

Wyoming's state-controlled highway mileage makes it the 35th largest system.

Wyoming's Complete Results	Ranking
Overall Rank in 2012:	1 st
Overall Rank in 2011:	4 th
Overall Rank in 2009:	3 rd

Performance by Category in 2012	Ranking
Total Disbursements per Mile	12
Capital and Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	18
Rural Interstate Pavement Condition	1
Rural Arterial Pavement Condition	9
Urban Interstate Pavement Condition	32
Urban Interstate Congestion	1
Deficient Bridges	6
Fatality Rate	35
Narrow Rural Arterial Lanes	1
Overall Performance	1

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2012 except on urban Interstate congestion. The federal government has not collected the previously used urban Interstate congestion data since 2009, so this report uses 2011 (the most recent year available) congestion data from the Texas A&M Transportation Institute. The report's dataset includes Interstate, federal and state roads but not county or local roads. Each ranking represents a percentage. For example, the state ranking 1st in deficient bridges has the smallest percentage of deficient bridges, not the smallest number of deficient bridges.

About the Authors

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