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22nd Annual Highway Report State-by-State Summaries of Performance and Cost-Effectiveness

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Alabama



Alabama ranks 20th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Alabama ranks 36th in fatality rate, 25th in deficient bridges, 34th in rural Interstate pavement condition, 37th in urban Interstate pavement condition, and 9th in urbanized area congestion.

On spending, Alabama ranks 27th in total disbursements per mile and 35th in administrative disbursements per mile.

Alabama's best rankings are rural arterial lane-width (6th), urbanized area congestion (9th), and rural arterial pavement condition (16th).

Alabama's worst rankings are urban Interstate pavement condition (37th) and fatality rate (36th).

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

Alabama's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	20
Overall Rank in 2012:	21
Overall Rank in 2011:	28
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	27
Capital-Bridge Disbursements per Mile	30
Maintenance Disbursements per Mile	18
Administrative Disbursements per Mile	35
Rural Interstate Pavement, Percent in Poor Condition	34
Rural Other Principal Arterial, Percent in Poor Condition	16
Rural Other Principal Arterial, Percent Narrow Lanes	6
Urban Interstate Pavement, Percent in Poor Condition	37
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	9
Bridges, Percent Deficient	25
Fatality Rate per 100 Million Vehicle-Miles of Travel	36

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

Alaska



Alaska ranks 50th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Alaska ranks 25th in fatality rate, 20th in deficient bridges, 48th in rural Interstate pavement condition, 31st in urban Interstate pavement condition, and 21st in urbanized area congestion.

On spending, Alaska ranks 20th in total disbursements per mile and 23rd in administrative disbursements per mile.

Alaska's best rankings are deficient bridges (20th), total disbursements per mile (20th), and urbanized area congestion (21st).

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 35th largest system.

Alaska's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	50
Overall Rank in 2012:	49
Overall Rank in 2011:	48
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	20
Capital-Bridge Disbursements per Mile	23
Maintenance Disbursements per Mile	30
Administrative Disbursements per Mile	23
Rural Interstate Pavement, Percent in Poor Condition	48
Rural Other Principal Arterial, Percent in Poor Condition	50
Rural Other Principal Arterial, Percent Narrow Lanes	23
Urban Interstate Pavement, Percent in Poor Condition	31
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	21
Bridges, Percent Deficient	20
Fatality Rate per 100 Million Vehicle-Miles of Travel	25

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Arizona



Arizona ranks 24th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Arizona ranks 41st in fatality rate, 3rd in deficient bridges, 29th in rural Interstate pavement condition, 9th in urban Interstate pavement condition, and 41st in urbanized area congestion.

On spending, Arizona ranks 40th in total disbursements per mile and 44th in administrative disbursements per mile.

Arizona's best rankings are rural arterial lane-width (tied for 1st), deficient bridges (3rd), and urban Interstate pavement condition (9th).

Arizona's worst rankings are administrative disbursements per mile (44th), urbanized area congestion (41st), and fatality rate (41st).

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

Arizona's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	24
Overall Rank in 2012:	19
Overall Rank in 2011:	21
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	40
Capital-Bridge Disbursements per Mile	37
Maintenance Disbursements per Mile	26
Administrative Disbursements per Mile	44
Rural Interstate Pavement, Percent in Poor Condition	29
Rural Other Principal Arterial, Percent in Poor Condition	18
Rural Other Principal Arterial, Percent Narrow Lanes	1
Urban Interstate Pavement, Percent in Poor Condition	9
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	41
Bridges, Percent Deficient	3
Fatality Rate per 100 Million Vehicle-Miles of Travel	41

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Arkansas



Arkansas ranks 33rd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Arkansas ranks 43rd in fatality rate, 18th in deficient bridges, 42nd in rural Interstate pavement condition, 44th in urban Interstate pavement condition, and 14th in urbanized area congestion.

On spending, Arkansas ranks 12th in total disbursements per mile and 3rd in administrative disbursements per mile.

Arkansas's best rankings are administrative disbursements per mile (3rd), maintenance disbursements per mile (10th), and total disbursements per mile (12th).

Arkansas's worst rankings are rural arterial lane-width (46th) and urban Interstate pavement condition (44th).

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

Arkansas's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	33
Overall Rank in 2012:	35
Overall Rank in 2011:	37
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	12
Capital-Bridge Disbursements per Mile	21
Maintenance Disbursements per Mile	10
Administrative Disbursements per Mile	3
Rural Interstate Pavement, Percent in Poor Condition	42
Rural Other Principal Arterial, Percent in Poor Condition	25
Rural Other Principal Arterial, Percent Narrow Lanes	46
Urban Interstate Pavement, Percent in Poor Condition	44
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	14
Bridges, Percent Deficient	18
Fatality Rate per 100 Million Vehicle-Miles of Travel	43

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California



California ranks 42nd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

California ranks 10th in fatality rate, 1st in deficient bridges, 45th in rural Interstate pavement condition, 48th in urban Interstate pavement condition, and 48th in urbanized area congestion.

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

California's best rankings are deficient bridges (1st), fatality rate (10th), and rural arterial pavement condition (29th).

California's worst rankings are urban Interstate pavement condition (48th) and urbanized area congestion (48th).

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

California's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	42
Overall Rank in 2012:	45
Overall Rank in 2011:	46
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	44
Capital-Bridge Disbursements per Mile	40
Maintenance Disbursements per Mile	43
Administrative Disbursements per Mile	47
Rural Interstate Pavement, Percent in Poor Condition	45
Rural Other Principal Arterial, Percent in Poor Condition	29
Rural Other Principal Arterial, Percent Narrow Lanes	32
Urban Interstate Pavement, Percent in Poor Condition	48
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	48
Bridges, Percent Deficient	1*
Fatality Rate per 100 Million Vehicle-Miles of Travel	10

* California does not include functionally obsolete bridges in its deficient bridges total.

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Colorado



Colorado ranks 35th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Colorado ranks 22nd in fatality rate, 15th in deficient bridges, 46th in rural Interstate pavement condition, 27th in urban Interstate pavement condition, and 33rd in urbanized area congestion.

On spending, Colorado ranks 33rd in total disbursements per mile and 31st in administrative disbursements per mile.

Colorado's best rankings are deficient bridges (15th), fatality rate (22nd), and urban Interstate pavement condition (27th).

Colorado's worst rankings are rural Interstate pavement condition (46th) and maintenance disbursements per mile (39th).

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

Colorado's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	35
Overall Rank in 2012:	33
Overall Rank in 2011:	29
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	33
Capital-Bridge Disbursements per Mile	31
Maintenance Disbursements per Mile	39
Administrative Disbursements per Mile	31
Rural Interstate Pavement, Percent in Poor Condition	46
Rural Other Principal Arterial, Percent in Poor Condition	31
Rural Other Principal Arterial, Percent Narrow Lanes	31
Urban Interstate Pavement, Percent in Poor Condition	27
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	33
Bridges, Percent Deficient	15
Fatality Rate per 100 Million Vehicle-Miles of Travel	22

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Connecticut



Connecticut ranks 44th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Connecticut ranks 9th in fatality rate, 46th in deficient bridges, 24th in rural Interstate pavement condition, 26th in urban Interstate pavement condition, and 31st in urbanized area congestion.

On spending, Connecticut ranks 47th in total disbursements per mile and 50th in administrative disbursements per mile.

Connecticut's best rankings are fatality rate (9th), rural arterial lane-width (12th), and rural Interstate pavement condition (24th).

Connecticut's worst rankings are administrative disbursements per mile (50th) and total disbursements per mile (47th).

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

Connecticut's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	44
Overall Rank in 2012:	44
Overall Rank in 2011:	43
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	47
Capital-Bridge Disbursements per Mile	42
Maintenance Disbursements per Mile	32
Administrative Disbursements per Mile	50
Rural Interstate Pavement, Percent in Poor Condition	24
Rural Other Principal Arterial, Percent in Poor Condition	44
Rural Other Principal Arterial, Percent Narrow Lanes	12
Urban Interstate Pavement, Percent in Poor Condition	26
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	31
Bridges, Percent Deficient	46
Fatality Rate per 100 Million Vehicle-Miles of Travel	9

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Delaware



Delaware ranks 37th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Delaware ranks 27th in fatality rate, 22nd in deficient bridges, 45th in urban Interstate pavement condition, and 34th in urbanized area congestion.

On spending, Delaware ranks 38th in total disbursements per mile and 30th in administrative disbursements per mile.

Delaware's best rankings are rural arterial pavement condition (4th), rural arterial lane-width (15th), and capital-bridge disbursements per mile (20th).

Delaware's worst rankings are maintenance disbursements per mile (49th) and urban Interstate pavement condition (45th).

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

Delaware's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	37
Overall Rank in 2012:	37
Overall Rank in 2011:	35
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	38
Capital-Bridge Disbursements per Mile	20
Maintenance Disbursements per Mile	49
Administrative Disbursements per Mile	30
Rural Interstate Pavement, Percent in Poor Condition	NA*
Rural Other Principal Arterial, Percent in Poor Condition	4
Rural Other Principal Arterial, Percent Narrow Lanes	15
Urban Interstate Pavement, Percent in Poor Condition	45
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	34
Bridges, Percent Deficient	22
Fatality Rate per 100 Million Vehicle-Miles of Travel	27

*Delaware has no rural Interstate mileage for 2013

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Florida



Florida ranks 32nd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Florida ranks 35th in fatality rate, 11th in deficient bridges, 7th in rural Interstate pavement condition, 12th in urban Interstate pavement condition, and 29th in urbanized area congestion.

On spending, Florida ranks 49th in total disbursements per mile and 40th in administrative disbursements per mile.

Florida's best rankings are rural arterial pavement condition (5th), rural Interstate pavement condition (7th), and deficient bridges (11th).

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

Florida's state-controlled highway mileage makes it the 21st largest system.

Florida's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	32
Overall Rank in 2012:	31
Overall Rank in 2011:	33
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	49
Capital-Bridge Disbursements per Mile	49
Maintenance Disbursements per Mile	44
Administrative Disbursements per Mile	40
Rural Interstate Pavement, Percent in Poor Condition	7
Rural Other Principal Arterial, Percent in Poor Condition	5
Rural Other Principal Arterial, Percent Narrow Lanes	16
Urban Interstate Pavement, Percent in Poor Condition	12
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	29
Bridges, Percent Deficient	11
Fatality Rate per 100 Million Vehicle-Miles of Travel	35

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

Georgia



Georgia ranks 21st in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Georgia ranks 28th in fatality rate, 16th in deficient bridges, 33rd in rural Interstate pavement condition, 22nd in urban Interstate pavement condition, and 37th in urbanized area congestion.

On spending, Georgia ranks 24th in total disbursements per mile and 33rd in administrative disbursements per mile.

Georgia's best rankings are rural arterial pavement condition (12th), deficient bridges (16th), capital-bridge disbursements per mile (17th), and maintenance disbursements per mile (17th).

Georgia's worst rankings are rural arterial lane-width (38th) and urbanized area congestion (37th).

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

Georgia's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	21
Overall Rank in 2012:	13
Overall Rank in 2011:	11
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	24
Capital-Bridge Disbursements per Mile	17
Maintenance Disbursements per Mile	17
Administrative Disbursements per Mile	33
Rural Interstate Pavement, Percent in Poor Condition	33
Rural Other Principal Arterial, Percent in Poor Condition	12
Rural Other Principal Arterial, Percent Narrow Lanes	38
Urban Interstate Pavement, Percent in Poor Condition	22
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	37
Bridges, Percent Deficient	16
Fatality Rate per 100 Million Vehicle-Miles of Travel	28

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

Hawaii



Hawaii ranks 48th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Hawaii ranks 21st in fatality rate, 48th in deficient bridges, 50th in urban Interstate pavement condition, and 40th in urbanized area congestion.

On spending, Hawaii ranks 42nd in total disbursements per mile and 49th in administrative disbursements per mile.

Hawaii's best rankings are fatality rate (21st), rural arterial lane-width (24th), and urbanized area congestion (40th).

Hawaii's worst rankings are urban Interstate pavement condition (50th) and administrative disbursements per mile (49th).

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

Hawaii's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	48
Overall Rank in 2012:	50
Overall Rank in 2011:	49
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	42
Capital-Bridge Disbursements per Mile	44
Maintenance Disbursements per Mile	41
Administrative Disbursements per Mile	49
Rural Interstate Pavement, Percent in Poor Condition	NA*
Rural Other Principal Arterial, Percent in Poor Condition	46
Rural Other Principal Arterial, Percent Narrow Lanes	24
Urban Interstate Pavement, Percent in Poor Condition	50
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	40
Bridges, Percent Deficient	48
Fatality Rate per 100 Million Vehicle-Miles of Travel	21

*Hawaii has no rural Interstate mileage for 2013

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Idaho



Idaho ranks 16th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Idaho ranks 37th in fatality rate, 17th in deficient bridges, 36th in rural Interstate pavement condition, 28th in urban Interstate pavement condition, and 12th in urbanized area congestion.

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

Idaho's best rankings are urbanized area congestion (12th), rural arterial lane-width (13th), and administrative disbursements per mile (15th).

Idaho's worst rankings are fatality rate (37th) and rural Interstate pavement condition (36th).

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

Idaho's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	16
Overall Rank in 2012:	30
Overall Rank in 2011:	8
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	16
Capital-Bridge Disbursements per Mile	22
Maintenance Disbursements per Mile	24
Administrative Disbursements per Mile	15
Rural Interstate Pavement, Percent in Poor Condition	36
Rural Other Principal Arterial, Percent in Poor Condition	32
Rural Other Principal Arterial, Percent Narrow Lanes	13
Urban Interstate Pavement, Percent in Poor Condition	28
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	12
Bridges, Percent Deficient	17
Fatality Rate per 100 Million Vehicle-Miles of Travel	37

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

Illinois



Illinois ranks 29th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Illinois ranks 16th in fatality rate, 9th in deficient bridges, 1st (tie) in rural Interstate pavement condition, 1st in urban Interstate pavement condition, and 44th in urbanized area congestion.

On spending, Illinois ranks 39th in total disbursements per mile and 37th in administrative disbursements per mile.

Illinois's best rankings are rural Interstate pavement condition (tied for 1st), urban Interstate pavement condition (1st), and deficient bridges (9th).

Illinois's worst rankings are urbanized area congestion (44th), capital-bridge disbursements per mile (43rd), and total disbursements per mile (39th).

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

Illinois's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	29
Overall Rank in 2012:	27
Overall Rank in 2011:	30
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	39
Capital-Bridge Disbursements per Mile	43
Maintenance Disbursements per Mile	36
Administrative Disbursements per Mile	37
Rural Interstate Pavement, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent in Poor Condition	11
Rural Other Principal Arterial, Percent Narrow Lanes	37
Urban Interstate Pavement, Percent in Poor Condition	1
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	44
Bridges, Percent Deficient	9
Fatality Rate per 100 Million Vehicle-Miles of Travel	16

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Indiana



Indiana ranks 36th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Indiana ranks 19th in fatality rate, 21st in deficient bridges, 44th in rural Interstate pavement condition, 36th in urban Interstate pavement condition, and 28th in urbanized area congestion.

On spending, Indiana ranks 36th in total disbursements per mile and 20th in administrative disbursements per mile.

Indiana's best rankings are fatality rate (19th), administrative disbursements per mile (20th), and deficient bridges (21st).

Indiana's worst rankings are rural Interstate pavement condition (44th) and maintenance disbursements per mile (40th).

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

Indiana's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	36
Overall Rank in 2012:	36
Overall Rank in 2011:	41
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	36
Capital-Bridge Disbursements per Mile	39
Maintenance Disbursements per Mile	40
Administrative Disbursements per Mile	20
Rural Interstate Pavement, Percent in Poor Condition	44
Rural Other Principal Arterial, Percent in Poor Condition	33
Rural Other Principal Arterial, Percent Narrow Lanes	33
Urban Interstate Pavement, Percent in Poor Condition	36
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	28
Bridges, Percent Deficient	21
Fatality Rate per 100 Million Vehicle-Miles of Travel	19

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Iowa



Iowa ranks 40th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Iowa ranks 20th in fatality rate, 35th in deficient bridges, 37th in rural Interstate pavement condition, 46th in urban Interstate pavement condition, and 4th in urbanized area congestion.

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

Iowa's best rankings are urbanized area congestion (4th), total disbursements per mile (19th), and fatality rate (20th).

Iowa's worst rankings are rural arterial pavement condition (48th) and urban Interstate pavement condition (46th).

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

Iowa's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	40
Overall Rank in 2012:	18
Overall Rank in 2011:	12
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	19
Capital-Bridge Disbursements per Mile	24
Maintenance Disbursements per Mile	22
Administrative Disbursements per Mile	25
Rural Interstate Pavement, Percent in Poor Condition	37
Rural Other Principal Arterial, Percent in Poor Condition	48
Rural Other Principal Arterial, Percent Narrow Lanes	28
Urban Interstate Pavement, Percent in Poor Condition	46
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	4
Bridges, Percent Deficient	35
Fatality Rate per 100 Million Vehicle-Miles of Travel	20

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Kansas



Kansas ranks 3rd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Kansas ranks 31st in fatality rate, 13th in deficient bridges, 1st (tie) in rural Interstate pavement condition, 3rd in urban Interstate pavement condition, and 20th in urbanized area congestion.

On spending, Kansas ranks 15th in total disbursements per mile and 18th in administrative disbursements per mile.

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

Kansas's worst rankings are fatality rate (31st) and urbanized area congestion (20th).

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

Kansas's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	3
Overall Rank in 2012:	5
Overall Rank in 2011:	3
Performance by Category in the 22nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	15
Capital-Bridge Disbursements per Mile	13
Maintenance Disbursements per Mile	14
Administrative Disbursements per Mile	18
Rural Interstate Pavement, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent Narrow Lanes	10
Urban Interstate Pavement, Percent in Poor Condition	3
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	20
Bridges, Percent Deficient	13
Fatality Rate per 100 Million Vehicle-Miles of Travel	31

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Kentucky



Kentucky ranks 14th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Kentucky ranks 38th in fatality rate, 43rd in deficient bridges, 15th in rural Interstate pavement condition, 13th in urban Interstate pavement condition, and 23rd in urbanized area congestion.

On spending, Kentucky ranks 10th 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 (10th), and capital-bridge disbursements per mile (11th).

Kentucky's worst rankings are deficient bridges (43rd) and rural arterial lane-width (40th).

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

Kentucky's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	14
Overall Rank in 2012:	10
Overall Rank in 2011:	26
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	10
Capital-Bridge Disbursements per Mile	11
Maintenance Disbursements per Mile	13
Administrative Disbursements per Mile	1
Rural Interstate Pavement, Percent in Poor Condition	15
Rural Other Principal Arterial, Percent in Poor Condition	14
Rural Other Principal Arterial, Percent Narrow Lanes	40
Urban Interstate Pavement, Percent in Poor Condition	13
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	23
Bridges, Percent Deficient	43
Fatality Rate per 100 Million Vehicle-Miles of Travel	38

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Louisiana



Louisiana ranks 34th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Louisiana ranks 45th in fatality rate, 40th in deficient bridges, 43rd in rural Interstate pavement condition, 49th in urban Interstate pavement condition, and 25th in urbanized area congestion.

On spending, Louisiana ranks 18th in total disbursements per mile and 14th in administrative disbursements per mile.

Louisiana's best rankings are maintenance disbursements per mile (6th), administrative disbursements per mile (14th), and capital-bridge disbursements per mile (16th).

Louisiana's worst rankings are urban Interstate pavement condition (49th), rural arterial pavement condition (45th) and fatality rate (45^h).

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

Louisiana's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	34
Overall Rank in 2012:	40
Overall Rank in 2011:	24
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	18
Capital-Bridge Disbursements per Mile	16
Maintenance Disbursements per Mile	6
Administrative Disbursements per Mile	14
Rural Interstate Pavement, Percent in Poor Condition	43
Rural Other Principal Arterial, Percent in Poor Condition	45
Rural Other Principal Arterial, Percent Narrow Lanes	25
Urban Interstate Pavement, Percent in Poor Condition	49
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	25
Bridges, Percent Deficient	40
Fatality Rate per 100 Million Vehicle-Miles of Travel	45

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Maine



Maine ranks 5th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Maine ranks 23rd in fatality rate, 38th in deficient bridges, 11th in rural Interstate pavement condition, 6th in urban Interstate pavement condition, and 3rd in urbanized area congestion.

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

Maine's best rankings are urbanized area congestion (3rd), administrative disbursements per mile (4th), and urban Interstate pavement condition (6th).

Maine's worst rankings are deficient bridges (38th) and rural arterial lane-width (35th).

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

Maine's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	5
Overall Rank in 2012:	16
Overall Rank in 2011:	18
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	11
Capital-Bridge Disbursements per Mile	8
Maintenance Disbursements per Mile	27
Administrative Disbursements per Mile	4
Rural Interstate Pavement, Percent in Poor Condition	11
Rural Other Principal Arterial, Percent in Poor Condition	9
Rural Other Principal Arterial, Percent Narrow Lanes	35
Urban Interstate Pavement, Percent in Poor Condition	6
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	3
Bridges, Percent Deficient	38
Fatality Rate per 100 Million Vehicle-Miles of Travel	23

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Maryland



Maryland ranks 38th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Maryland ranks 6th in fatality rate, 32nd in deficient bridges, 27th in rural Interstate pavement condition, 40th in urban Interstate pavement condition, and 46th in urbanized area congestion.

On spending, Maryland ranks 43rd in total disbursements per mile and 36th in administrative disbursements per mile.

Maryland's best rankings are fatality rate (6th), rural arterial lane-width (21st), and rural Interstate pavement condition (27th).

Maryland's worst rankings are urbanized area congestion (46th) and capital-bridge disbursements per mile (46th).

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

Maryland's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	38
Overall Rank in 2012:	39
Overall Rank in 2011:	38
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	43
Capital-Bridge Disbursements per Mile	46
Maintenance Disbursements per Mile	42
Administrative Disbursements per Mile	36
Rural Interstate Pavement, Percent in Poor Condition	27
Rural Other Principal Arterial, Percent in Poor Condition	36
Rural Other Principal Arterial, Percent Narrow Lanes	21
Urban Interstate Pavement, Percent in Poor Condition	40
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	46
Bridges, Percent Deficient	32
Fatality Rate per 100 Million Vehicle-Miles of Travel	6

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Massachusetts



Massachusetts ranks 46th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Massachusetts ranks 1st in fatality rate, 45th in deficient bridges, 38th in rural Interstate pavement condition, 30th in urban Interstate pavement condition, and 45th in urbanized area congestion.

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

Massachusetts's best rankings are fatality rate (1st), rural arterial lane-width (29th), and urban Interstate pavement condition (30th).

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

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

Massachusetts's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	46
Overall Rank in 2012:	46
Overall Rank in 2011:	45
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	48
Capital-Bridge Disbursements per Mile	48
Maintenance Disbursements per Mile	45
Administrative Disbursements per Mile	48
Rural Interstate Pavement, Percent in Poor Condition	38
Rural Other Principal Arterial, Percent in Poor Condition	42
Rural Other Principal Arterial, Percent Narrow Lanes	29
Urban Interstate Pavement, Percent in Poor Condition	30
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	45
Bridges, Percent Deficient	45
Fatality Rate per 100 Million Vehicle-Miles of Travel	1

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Michigan



Michigan ranks 31st in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Michigan ranks 18th in fatality rate, 31st in deficient bridges, 40th in rural Interstate pavement condition, 41st in urban Interstate pavement condition, and 35th in urbanized area congestion.

On spending, Michigan ranks 34th in total disbursements per mile and 22nd in administrative disbursements per mile.

Michigan's best rankings are fatality rate (18th), administrative disbursements per mile (22nd), and rural arterial pavement condition (24th).

Michigan's worst rankings are urban Interstate pavement condition (41st) and rural Interstate pavement condition (40th).

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

Michigan's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	31
Overall Rank in 2012:	32
Overall Rank in 2011:	36
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	34
Capital-Bridge Disbursements per Mile	36
Maintenance Disbursements per Mile	33
Administrative Disbursements per Mile	22
Rural Interstate Pavement, Percent in Poor Condition	40
Rural Other Principal Arterial, Percent in Poor Condition	24
Rural Other Principal Arterial, Percent Narrow Lanes	39
Urban Interstate Pavement, Percent in Poor Condition	41
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	35
Bridges, Percent Deficient	31
Fatality Rate per 100 Million Vehicle-Miles of Travel	18

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Minnesota



Minnesota ranks 27th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Minnesota ranks 2nd in fatality rate, 6th in deficient bridges, 39th in rural Interstate pavement condition, 39th in urban Interstate pavement condition, and 36th in urbanized area congestion.

On spending, Minnesota ranks 25th in total disbursements per mile and 29th in administrative disbursements per mile.

Minnesota's best rankings are fatality rate (2nd), deficient bridges (6th), and rural arterial lane-width (17th).

Minnesota's worst rankings are rural arterial pavement condition (41st), rural Interstate pavement condition (39th), and urban Interstate pavement condition (39th).

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

Minnesota's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	27
Overall Rank in 2012:	28
Overall Rank in 2011:	31
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	25
Capital-Bridge Disbursements per Mile	19
Maintenance Disbursements per Mile	35
Administrative Disbursements per Mile	29
Rural Interstate Pavement, Percent in Poor Condition	39
Rural Other Principal Arterial, Percent in Poor Condition	41
Rural Other Principal Arterial, Percent Narrow Lanes	17
Urban Interstate Pavement, Percent in Poor Condition	39
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	36
Bridges, Percent Deficient	6
Fatality Rate per 100 Million Vehicle-Miles of Travel	2

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Mississippi



Mississippi ranks 10th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Mississippi ranks 48th in fatality rate, 23rd in deficient bridges, 32nd in rural Interstate pavement condition, 25th in urban Interstate pavement condition, and 19th in urbanized area congestion.

On spending, Mississippi ranks 14th in total disbursements per mile and 16th in administrative disbursements per mile.

Mississippi's best rankings are maintenance disbursements per mile (4th), and rural arterial lane-width (14th), and total disbursements per mile (14th).

Mississippi's worst rankings are fatality rate (48th) and rural Interstate pavement condition (32nd).

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

Mississippi's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	10
Overall Rank in 2012:	8
Overall Rank in 2011:	10
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	14
Capital-Bridge Disbursements per Mile	27
Maintenance Disbursements per Mile	4
Administrative Disbursements per Mile	16
Rural Interstate Pavement, Percent in Poor Condition	32
Rural Other Principal Arterial, Percent in Poor Condition	17
Rural Other Principal Arterial, Percent Narrow Lanes	14
Urban Interstate Pavement, Percent in Poor Condition	25
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	19
Bridges, Percent Deficient	23
Fatality Rate per 100 Million Vehicle-Miles of Travel	48

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Missouri



Missouri ranks 12th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Missouri ranks 29th in fatality rate, 34th in deficient bridges, 20th in rural Interstate pavement condition, 20th in urban Interstate pavement condition, and 26th in urbanized area congestion.

On spending, Missouri ranks 4th in total disbursements per mile and 2nd in administrative disbursements per mile.

Missouri's best rankings are administrative disbursements per mile (2nd), total disbursements per mile (4th), and capital-ridge disbursements per mile (4th).

Missouri's worst rankings are rural arterial lane-width (43rd) and deficient bridges (34th).

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

Missouri's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	12
Overall Rank in 2012:	12
Overall Rank in 2011:	13
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	4
Capital-Bridge Disbursements per Mile	4
Maintenance Disbursements per Mile	12
Administrative Disbursements per Mile	2
Rural Interstate Pavement, Percent in Poor Condition	20
Rural Other Principal Arterial, Percent in Poor Condition	13
Rural Other Principal Arterial, Percent Narrow Lanes	43
Urban Interstate Pavement, Percent in Poor Condition	20
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	26
Bridges, Percent Deficient	34
Fatality Rate per 100 Million Vehicle-Miles of Travel	29

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Montana



Montana ranks 6th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Montana ranks 50th in fatality rate, 14th in deficient bridges, 21st in rural Interstate pavement condition, 17th in urban Interstate pavement condition, and 2nd in urbanized area congestion.

On spending, Montana ranks 5th in total disbursements per mile and 11th in administrative disbursements per mile.

Montana's best rankings are urbanized area congestion (2nd), total disbursements per mile (5th), and capital-bridge disbursements per mile (7th).

Montana's worst rankings are fatality rate (50th) and rural arterial pavement condition (34th).

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

Montana's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	6
Overall Rank in 2012:	9
Overall Rank in 2011:	9
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	5
Capital-Bridge Disbursements per Mile	7
Maintenance Disbursements per Mile	9
Administrative Disbursements per Mile	11
Rural Interstate Pavement, Percent in Poor Condition	21
Rural Other Principal Arterial, Percent in Poor Condition	34
Rural Other Principal Arterial, Percent Narrow Lanes	20
Urban Interstate Pavement, Percent in Poor Condition	17
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	2
Bridges, Percent Deficient	14
Fatality Rate per 100 Million Vehicle-Miles of Travel	50

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Nebraska



Nebraska ranks 4th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Nebraska ranks 30th in fatality rate, 26th in deficient bridges, 1st (tie) in rural Interstate pavement condition, 18th in urban Interstate pavement condition, and 10th in urbanized area congestion.

On spending, Nebraska ranks 9th in total disbursements per mile and 6th in administrative disbursements per mile.

Nebraska's best rankings are rural Interstate pavement condition (tied for 1st), administrative disbursements per mile (6th), and rural arterial lane-width (7th).

Nebraska's worst rankings are fatality rate (30th) and deficient bridges (26th).

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

Nebraska's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	4
Overall Rank in 2012:	2
Overall Rank in 2011:	2
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	9
Capital-Bridge Disbursements per Mile	10
Maintenance Disbursements per Mile	16
Administrative Disbursements per Mile	6
Rural Interstate Pavement, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent in Poor Condition	15
Rural Other Principal Arterial, Percent Narrow Lanes	7
Urban Interstate Pavement, Percent in Poor Condition	18
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	10
Bridges, Percent Deficient	26
Fatality Rate per 100 Million Vehicle-Miles of Travel	30

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Nevada



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

Nevada ranks 26th in fatality rate, 5th in deficient bridges, 30th in rural Interstate pavement condition, 24th in urban Interstate pavement condition and 30th in urbanized area congestion.

On spending, Nevada ranks 32nd in total disbursements per mile and 41st in administrative disbursements per mile.

Nevada's best rankings are rural arterial pavement condition (2nd), deficient bridges (5th), and maintenance disbursements per mile (21st).

Nevada's worst rankings are administrative disbursements per mile (41st) and total disbursements per mile (32nd).

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

Nevada's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	22
Overall Rank in 2012:	24
Overall Rank in 2011:	16
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	32
Capital-Bridge Disbursements per Mile	29
Maintenance Disbursements per Mile	21
Administrative Disbursements per Mile	41
Rural Interstate Pavement, Percent in Poor Condition	30
Rural Other Principal Arterial, Percent in Poor Condition	2
Rural Other Principal Arterial, Percent Narrow Lanes	30
Urban Interstate Pavement, Percent in Poor Condition	24
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	30
Bridges, Percent Deficient	5
Fatality Rate per 100 Million Vehicle-Miles of Travel	26

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New Hampshire



New Hampshire ranks 26th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

New Hampshire ranks 24th in fatality rate, 39th in deficient bridges, 31st in rural Interstate pavement condition, 4th in urban Interstate pavement condition, and 13th in urbanized area congestion.

On spending, New Hampshire ranks 31st in total disbursements per mile and 42nd in administrative disbursements per mile.

New Hampshire's best rankings are rural arterial lane-width (tied for 1st), urban Interstate pavement condition (4th), and urbanized area congestion (13th).

New Hampshire's worst rankings are administrative disbursements per mile (42nd) and deficient bridges (39th).

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

New Hampshire's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	26
Overall Rank in 2012:	23
Overall Rank in 2011:	23
Performance by Category in the 22nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	31
Capital-Bridge Disbursements per Mile	26
Maintenance Disbursements per Mile	20
Administrative Disbursements per Mile	42
Rural Interstate Pavement, Percent in Poor Condition	31
Rural Other Principal Arterial, Percent in Poor Condition	37
Rural Other Principal Arterial, Percent Narrow Lanes	1
Urban Interstate Pavement, Percent in Poor Condition	4
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	13
Bridges, Percent Deficient	39
Fatality Rate per 100 Million Vehicle-Miles of Travel	24

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New Jersey



New Jersey ranks 49th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

New Jersey ranks 3rd in fatality rate, 36th in deficient bridges, 28th in rural Interstate pavement condition, 43rd in urban Interstate pavement condition, and 50th in urbanized area congestion.

On spending, New Jersey ranks 50th in total disbursements per mile and 46th in administrative disbursements per mile.

New Jersey's best rankings are rural arterial lane-width (tied for 1st), fatality rate (3rd), and rural Interstate pavement condition (28th).

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

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

New Jersey's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	49
Overall Rank in 2012:	48
Overall Rank in 2011:	47
Performance by Category in the 22nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	50
Capital-Bridge Disbursements per Mile	50
Maintenance Disbursements per Mile	50
Administrative Disbursements per Mile	46
Rural Interstate Pavement, Percent in Poor Condition	28
Rural Other Principal Arterial, Percent in Poor Condition	47
Rural Other Principal Arterial, Percent Narrow Lanes	1
Urban Interstate Pavement, Percent in Poor Condition	43
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	50
Bridges, Percent Deficient	36
Fatality Rate per 100 Million Vehicle-Miles of Travel	3

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New Mexico



New Mexico ranks 11th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

New Mexico ranks 34th in fatality rate, 8th in deficient bridges, 18th in rural Interstate pavement condition, 15th in urban Interstate pavement condition, and 18th in urbanized area congestion.

On spending, New Mexico ranks 13th in total disbursements per mile and 43rd in administrative disbursements per mile.

New Mexico's best rankings are maintenance disbursements per mile (1st), capital-bridge disbursements per mile (6th), and deficient bridges (8th).

New Mexico's worst rankings are administrative disbursements per mile (43rd) and fatality rate (34th).

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

New Mexico's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	11
Overall Rank in 2012:	7
Overall Rank in 2011:	6
Performance by Category in the 22nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	13
Capital-Bridge Disbursements per Mile	6
Maintenance Disbursements per Mile	1
Administrative Disbursements per Mile	43
Rural Interstate Pavement, Percent in Poor Condition	18
Rural Other Principal Arterial, Percent in Poor Condition	26
Rural Other Principal Arterial, Percent Narrow Lanes	26
Urban Interstate Pavement, Percent in Poor Condition	15
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	18
Bridges, Percent Deficient	8
Fatality Rate per 100 Million Vehicle-Miles of Travel	34

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New York



New York ranks 45th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

New York ranks 13th in fatality rate, 47th in deficient bridges, 35th in rural Interstate pavement condition, 47th in urban Interstate pavement condition, and 49th in urbanized area congestion.

On spending, New York ranks 46th in total disbursements per mile and 39th in administrative disbursements per mile.

New York's best rankings are fatality rate (13th), rural arterial pavement condition (19th), and rural Interstate pavement condition (35th).

New York's worst rankings are urbanized area congestion (49th) and maintenance disbursements per mile (48th).

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

New York's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	45
Overall Rank in 2012:	43
Overall Rank in 2011:	44
Performance by Category in the 22nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	46
Capital-Bridge Disbursements per Mile	41
Maintenance Disbursements per Mile	48
Administrative Disbursements per Mile	39
Rural Interstate Pavement, Percent in Poor Condition	35
Rural Other Principal Arterial, Percent in Poor Condition	19
Rural Other Principal Arterial, Percent Narrow Lanes	45
Urban Interstate Pavement, Percent in Poor Condition	47
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	49
Bridges, Percent Deficient	47
Fatality Rate per 100 Million Vehicle-Miles of Travel	13

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North Carolina



North Carolina ranks 15th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

North Carolina ranks 33rd in fatality rate, 42nd in deficient bridges, 19th in rural Interstate pavement condition, 21st in urban Interstate pavement condition, and 15th in urbanized area congestion.

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

North Carolina's best rankings are total disbursements per mile (3rd), capital-bridge disbursements per mile (5th), and maintenance disbursements per mile (8th).

North Carolina's worst rankings are rural arterial lane-width (42nd) and deficient bridges (42nd).

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

North Carolina's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	15
Overall Rank in 2012:	20
Overall Rank in 2011:	17
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	9
Rural Interstate Pavement, Percent in Poor Condition	19
Rural Other Principal Arterial, Percent in Poor Condition	23
Rural Other Principal Arterial, Percent Narrow Lanes	42
Urban Interstate Pavement, Percent in Poor Condition	21
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	15
Bridges, Percent Deficient	42
Fatality Rate per 100 Million Vehicle-Miles of Travel	33

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

North Dakota



North Dakota ranks 7th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

North Dakota ranks 44th in fatality rate, 19th in deficient bridges, 12th in rural Interstate pavement condition, 7th in urban Interstate pavement condition, and 8th in urbanized area congestion.

On spending, North Dakota ranks 17th in total disbursements per mile and 7th in administrative disbursements per mile.

North Dakota's best rankings are maintenance disbursements per mile (2nd), administrative disbursements per mile (7th), and urban Interstate pavement condition (7th).

North Dakota's worst rankings are fatality rate (44th) and rural arterial pavement condition (38th).

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

North Dakota's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	7
Overall Rank in 2012:	6
Overall Rank in 2011:	7
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	17
Capital-Bridge Disbursements per Mile	33
Maintenance Disbursements per Mile	2
Administrative Disbursements per Mile	7
Rural Interstate Pavement, Percent in Poor Condition	12
Rural Other Principal Arterial, Percent in Poor Condition	38
Rural Other Principal Arterial, Percent Narrow Lanes	11
Urban Interstate Pavement, Percent in Poor Condition	7
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	8
Bridges, Percent Deficient	19
Fatality Rate per 100 Million Vehicle-Miles of Travel	44

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Ohio



Ohio ranks 9th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Ohio ranks 8th in fatality rate, 2nd in deficient bridges, 13th in rural Interstate pavement condition, 14th in urban Interstate pavement condition, and 22nd in urbanized area congestion.

On spending, Ohio ranks 29th in total disbursements per mile and 21st in administrative disbursements per mile.

Ohio's best rankings are deficient bridges (2nd), rural arterial pavement condition (6th), and fatality rate (8th).

Ohio's worst rankings are rural arterial lane-width (36th) and capital-bridge disbursements per mile (34th).

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

Ohio's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	9
Overall Rank in 2012:	14
Overall Rank in 2011:	19
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	29
Capital-Bridge Disbursements per Mile	34
Maintenance Disbursements per Mile	25
Administrative Disbursements per Mile	21
Rural Interstate Pavement, Percent in Poor Condition	13
Rural Other Principal Arterial, Percent in Poor Condition	6
Rural Other Principal Arterial, Percent Narrow Lanes	36
Urban Interstate Pavement, Percent in Poor Condition	14
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	22
Bridges, Percent Deficient	2*
Fatality Rate per 100 Million Vehicle-Miles of Travel	8

* Ohio does not include functionally obsolete bridges in its deficient bridges total.

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Oklahoma



Oklahoma ranks 17th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Oklahoma ranks 42nd in fatality rate, 28th in deficient bridges, 14th in rural Interstate pavement condition, 34th in urban Interstate pavement condition, and 38th in urbanized area congestion.

On spending, Oklahoma ranks 21st in total disbursements per mile and 17th in administrative disbursements per mile.

Oklahoma's best rankings are rural Interstate pavement condition (14th), maintenance disbursements per mile (15th), and administrative disbursements per mile (17th).

Oklahoma's worst rankings are fatality rate (42nd) and rural arterial pavement condition (39th).

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

Oklahoma's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	17
Overall Rank in 2012:	22
Overall Rank in 2011:	32
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	21
Capital-Bridge Disbursements per Mile	28
Maintenance Disbursements per Mile	15
Administrative Disbursements per Mile	17
Rural Interstate Pavement, Percent in Poor Condition	14
Rural Other Principal Arterial, Percent in Poor Condition	39
Rural Other Principal Arterial, Percent Narrow Lanes	18
Urban Interstate Pavement, Percent in Poor Condition	34
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	38
Bridges, Percent Deficient	28
Fatality Rate per 100 Million Vehicle-Miles of Travel	42

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Oregon



Oregon ranks 23rd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Oregon ranks 14th in fatality rate, 27th in deficient bridges, 25th in rural Interstate pavement condition, 29th in urban Interstate pavement condition, and 39th in urbanized area congestion.

On spending, Oregon ranks 23rd in total disbursements per mile and 34th in administrative disbursements per mile.

Oregon's best rankings are fatality rate (14th), capital-bridge disbursements per mile (15th), and rural arterial lane-width (22nd).

Oregon's worst rankings are urbanized area congestion (39th) and administrative disbursements per mile (34th).

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

Oregon's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	23
Overall Rank in 2012:	26
Overall Rank in 2011:	15
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	23
Capital-Bridge Disbursements per Mile	15
Maintenance Disbursements per Mile	31
Administrative Disbursements per Mile	34
Rural Interstate Pavement, Percent in Poor Condition	25
Rural Other Principal Arterial, Percent in Poor Condition	28
Rural Other Principal Arterial, Percent Narrow Lanes	22
Urban Interstate Pavement, Percent in Poor Condition	29
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	39
Bridges, Percent Deficient	27
Fatality Rate per 100 Million Vehicle-Miles of Travel	14

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Pennsylvania



Pennsylvania ranks 39th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Pennsylvania ranks 32nd in fatality rate, 49th in deficient bridges, 17th in rural Interstate pavement condition, 16th in urban Interstate pavement condition, and 24th in urbanized area congestion.

On spending, Pennsylvania ranks 28th in total disbursements per mile and 26th in administrative disbursements per mile.

Pennsylvania's best rankings are urban Interstate pavement condition (16th), rural Interstate pavement condition (17th), and capital-bridge disbursements per mile (18th).

Pennsylvania's worst rankings are rural arterial lane-width (49th) and deficient bridges (49th).

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

Pennsylvania's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	39
Overall Rank in 2012:	41
Overall Rank in 2011:	40
Performance by Category in the 22nd Annual Highway Report	
Performance by Category in the 22nd Annual Highway Report	Ranking
Total Disbursements per Mile	28
Capital-Bridge Disbursements per Mile	18
Maintenance Disbursements per Mile	34
Administrative Disbursements per Mile	26
Rural Interstate Pavement, Percent in Poor Condition	17
Rural Other Principal Arterial, Percent in Poor Condition	21
Rural Other Principal Arterial, Percent Narrow Lanes	49
Urban Interstate Pavement, Percent in Poor Condition	16
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	24
Bridges, Percent Deficient	49
Fatality Rate per 100 Million Vehicle-Miles of Travel	32

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Rhode Island



Rhode Island ranks 47th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Rhode Island ranks 7th in fatality rate, 50th in deficient bridges, 1st (tie) in rural Interstate pavement condition, 5th in urban Interstate pavement condition, and 32nd in urbanized area congestion.

On spending, Rhode Island ranks 45th in total disbursements per mile and 45th in administrative disbursements per mile.

Rhode Island's best rankings are rural Interstate pavement condition (tied for 1st), urban Interstate pavement condition (5th), and fatality rate (7th).

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

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

Rhode Island's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	47
Overall Rank in 2012:	47
Overall Rank in 2011:	50
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	45
Capital-Bridge Disbursements per Mile	45
Maintenance Disbursements per Mile	47
Administrative Disbursements per Mile	45
Rural Interstate Pavement, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent in Poor Condition	49
Rural Other Principal Arterial, Percent Narrow Lanes	34
Urban Interstate Pavement, Percent in Poor Condition	5
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	32
Bridges, Percent Deficient	50
Fatality Rate per 100 Million Vehicle-Miles of Travel	7

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

South Carolina



South Carolina ranks 1st in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

South Carolina ranks 47th in fatality rate, 24th in deficient bridges, 9th in rural Interstate pavement condition, 11th in urban Interstate pavement condition, and 17th in urbanized area congestion.

On spending, South Carolina ranks 1st in total disbursements per mile and 5th in administrative disbursements per mile.

South Carolina's best rankings are total disbursements per mile (1st), capital-bridge disbursements per mile (1st), maintenance disbursements per mile (5th), and administrative disbursements per mile (5th).

South Carolina's worst rankings are fatality rate (47th) and rural arterial lane-width (27th).

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

South Carolina's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	1
Overall Rank in 2012:	4
Overall Rank in 2011:	5
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	1
Capital-Bridge Disbursements per Mile	1
Maintenance Disbursements per Mile	5
Administrative Disbursements per Mile	5
Rural Interstate Pavement, Percent in Poor Condition	9
Rural Other Principal Arterial, Percent in Poor Condition	7
Rural Other Principal Arterial, Percent Narrow Lanes	27
Urban Interstate Pavement, Percent in Poor Condition	11
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	17
Bridges, Percent Deficient	24
Fatality Rate per 100 Million Vehicle-Miles of Travel	47

The *Annual Highway Report* is based on spending and performance data submitted by state highway agencies to the federal government for 2013, the most recent year with complete data available. For more details on the calculation of each of the 11 performance measures used in the report, as well as the overall performance measure, please refer to the appendix in the main report. The report's dataset includes Interstate, federal and state roads but not county or local roads. All rankings are based on performance measures that are ratios rather than absolute values: the financial measures are disbursements per mile, the fatality rate is fatalities per 100 million vehicle-miles of travel, the urban congestion measure is the annual delay per auto commuter, and the others are percentages. For example, the state ranking first in deficient bridges has the smallest percentage of deficient bridges, not the smallest raw number of deficient bridges.

South Dakota



South Dakota ranks 2nd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

South Dakota ranks 46th in fatality rate, 33rd in deficient bridges, 10th in rural Interstate pavement condition, 8th in urban Interstate pavement condition, and 5th in urbanized area congestion.

On spending, South Dakota ranks 6th in total disbursements per mile and 12th in administrative disbursements per mile.

South Dakota's best rankings are maintenance disbursements per mile (3rd), urbanized area congestion (5th), and total disbursements per mile (6th).

South Dakota's worst rankings are fatality rate (46th) and deficient bridges (33rd).

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

South Dakota's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	2
Overall Rank in 2012:	3
Overall Rank in 2011:	1
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	6
Capital-Bridge Disbursements per Mile	12
Maintenance Disbursements per Mile	3
Administrative Disbursements per Mile	12
Rural Interstate Pavement, Percent in Poor Condition	10
Rural Other Principal Arterial, Percent in Poor Condition	10
Rural Other Principal Arterial, Percent Narrow Lanes	8
Urban Interstate Pavement, Percent in Poor Condition	8
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	5
Bridges, Percent Deficient	33
Fatality Rate per 100 Million Vehicle-Miles of Travel	46

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Tennessee



Tennessee ranks 18th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Tennessee ranks 40th in fatality rate, 10th in deficient bridges, 16th in rural Interstate pavement condition, 19th in urban Interstate pavement condition, and 27th urbanized area congestion.

On spending, Tennessee ranks 22nd in total disbursements per mile and 24th in administrative disbursements per mile.

Tennessee's best rankings are rural arterial pavement condition (8th), deficient bridges (10th), and rural Interstate pavement condition (16th).

Tennessee's worst rankings are rural arterial lane-width (41st) and fatality rate (40th).

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

Tennessee's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	18
Overall Rank in 2012:	17
Overall Rank in 2011:	20
Performance by Category in the 22 nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	22
Capital-Bridge Disbursements per Mile	32
Maintenance Disbursements per Mile	23
Administrative Disbursements per Mile	24
Rural Interstate Pavement, Percent in Poor Condition	16
Rural Other Principal Arterial, Percent in Poor Condition	8
Rural Other Principal Arterial, Percent Narrow Lanes	41
Urban Interstate Pavement, Percent in Poor Condition	19
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	27
Bridges, Percent Deficient	10
Fatality Rate per 100 Million Vehicle-Miles of Travel	40

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Texas



Texas ranks 19th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Texas ranks 39th in fatality rate, 12th in deficient bridges, 23rd in rural Interstate pavement condition, 35th in urban Interstate pavement condition, and 42nd in urbanized area congestion.

On spending, Texas ranks 30th in total disbursements per mile and 10th in administrative disbursements per mile.

Texas's best rankings are administrative disbursements per mile (10th), deficient bridges (12th), and rural arterial lane-width (19th).

Texas's worst rankings are urbanized area congestion (42nd), fatality rate (39th), urban Interstate pavement condition (35th), and capital-bridge disbursements per mile (35th).

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

Texas's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	19
Overall Rank in 2012:	11
Overall Rank in 2011:	14
Performance by Category in the 22nd Annual Highway Report	
Total Disbursements per Mile	30
Capital-Bridge Disbursements per Mile	35
Maintenance Disbursements per Mile	28
Administrative Disbursements per Mile	10
Rural Interstate Pavement, Percent in Poor Condition	23
Rural Other Principal Arterial, Percent in Poor Condition	22
Rural Other Principal Arterial, Percent Narrow Lanes	19
Urban Interstate Pavement, Percent in Poor Condition	35
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	42
Bridges, Percent Deficient	12
Fatality Rate per 100 Million Vehicle-Miles of Travel	39

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Utah



Utah ranks 13th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Utah ranks 5th in fatality rate, 4th in deficient bridges, 6th in rural Interstate pavement condition, 2nd in urban Interstate pavement condition, and 11th in urbanized area congestion.

On spending, Utah ranks 37th in total disbursements per mile and 28th in administrative disbursements per mile.

Utah's best rankings are rural arterial lane-width (tied for 1st), urban Interstate pavement condition (2nd), and rural arterial pavement condition (3rd).

Utah's worst rankings are maintenance disbursements per mile (46th) and total disbursements per mile (37th).

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

Utah's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	13
Overall Rank in 2012:	29
Overall Rank in 2011:	27
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	37
Capital-Bridge Disbursements per Mile	25
Maintenance Disbursements per Mile	46
Administrative Disbursements per Mile	28
Rural Interstate Pavement, Percent in Poor Condition	6
Rural Other Principal Arterial, Percent in Poor Condition	3
Rural Other Principal Arterial, Percent Narrow Lanes	1
Urban Interstate Pavement, Percent in Poor Condition	2
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	11
Bridges, Percent Deficient	4
Fatality Rate per 100 Million Vehicle-Miles of Travel	5

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Vermont



Vermont ranks 41st in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Vermont ranks 17th in fatality rate, 41st in deficient bridges, 8th in rural Interstate pavement condition, 10th in urban Interstate pavement condition, and 6th in urbanized area congestion.

On spending, Vermont ranks 26th in total disbursements per mile and 38th in administrative disbursements per mile.

Vermont's best rankings are urbanized area congestion (6th), rural Interstate pavement condition (8th), and urban Interstate pavement condition (10th).

Vermont's worst rankings are rural arterial lane-width (50th) and rural arterial pavement condition (43rd).

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

Vermont's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	41
Overall Rank in 2012:	38
Overall Rank in 2011:	39
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	26
Capital-Bridge Disbursements per Mile	14
Maintenance Disbursements per Mile	38
Administrative Disbursements per Mile	38
Rural Interstate Pavement, Percent in Poor Condition	8
Rural Other Principal Arterial, Percent in Poor Condition	43
Rural Other Principal Arterial, Percent Narrow Lanes	50
Urban Interstate Pavement, Percent in Poor Condition	10
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	6
Bridges, Percent Deficient	41
Fatality Rate per 100 Million Vehicle-Miles of Travel	17

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Virginia



Virginia ranks 30th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Virginia ranks 12th in fatality rate, 29th in deficient bridges, 22nd in rural Interstate pavement condition, 42nd in urban Interstate pavement condition, and 47th in urbanized area congestion.

On spending, Virginia ranks 7th in total disbursements per mile and 13th in administrative disbursements per mile.

Virginia's best rankings are capital-bridge disbursements per mile (3rd), total disbursements per mile (7th), and fatality rate (12th).

Virginia's worst rankings are rural arterial lane-width (48th) and urbanized area congestion (47th).

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

Virginia's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	30
Overall Rank in 2012:	25
Overall Rank in 2011:	22
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	7
Capital-Bridge Disbursements per Mile	3
Maintenance Disbursements per Mile	29
Administrative Disbursements per Mile	13
Rural Interstate Pavement, Percent in Poor Condition	22
Rural Other Principal Arterial, Percent in Poor Condition	20
Rural Other Principal Arterial, Percent Narrow Lanes	48
Urban Interstate Pavement, Percent in Poor Condition	42
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	47
Bridges, Percent Deficient	29
Fatality Rate per 100 Million Vehicle-Miles of Travel	12

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Washington



Washington ranks 43rd in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Washington ranks 4th in fatality rate, 37th in deficient bridges, 47th in rural Interstate pavement condition, 33rd in urban Interstate pavement condition, and 43rd in urbanized area congestion.

On spending, Washington ranks 41st in total disbursements per mile and 27th in administrative disbursements per mile.

Washington's best rankings are fatality rate (4th), rural arterial pavement condition (27th), and administrative disbursements per mile (27th).

Washington's worst rankings are rural Interstate pavement condition (47th) and capital-bridge disbursements per mile (47th).

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

Washington's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	43
Overall Rank in 2012:	42
Overall Rank in 2011:	42
Performance by Category in the 22 nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	41
Capital-Bridge Disbursements per Mile	47
Maintenance Disbursements per Mile	37
Administrative Disbursements per Mile	27
Rural Interstate Pavement, Percent in Poor Condition	47
Rural Other Principal Arterial, Percent in Poor Condition	27
Rural Other Principal Arterial, Percent Narrow Lanes	44
Urban Interstate Pavement, Percent in Poor Condition	33
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	43
Bridges, Percent Deficient	37
Fatality Rate per 100 Million Vehicle-Miles of Travel	4

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West Virginia



West Virginia ranks 25th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

West Virginia ranks 49th in fatality rate, 44th in deficient bridges, 1st (tie) in rural Interstate pavement condition, 23rd in urban Interstate pavement condition, and 7th in urbanized area 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 rural Interstate pavement condition (tied for 1st), total disbursements per mile (2nd), and capital-bridge disbursements per mile (2nd).

West Virginia's worst rankings are fatality rate (49th) and rural arterial lane width (47th).

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

West Virginia's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	25
Overall Rank in 2012:	34
Overall Rank in 2011:	34
Performance by Category in the 22 nd Annual Highway Report	
	Ranking
Total Disbursements per Mile	2
Capital-Bridge Disbursements per Mile	2
Maintenance Disbursements per Mile	7
Administrative Disbursements per Mile	8
Rural Interstate Pavement, Percent in Poor Condition	1
Rural Other Principal Arterial, Percent in Poor Condition	35
Rural Other Principal Arterial, Percent Narrow Lanes	47
Urban Interstate Pavement, Percent in Poor Condition	23
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	7
Bridges, Percent Deficient	44
Fatality Rate per 100 Million Vehicle-Miles of Travel	49

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Wisconsin



Wisconsin ranks 28th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Wisconsin ranks 11th in fatality rate, 7th in deficient bridges, 41st in rural Interstate pavement condition, 38th in urban Interstate pavement condition, and 16th in urbanized area congestion.

On spending, Wisconsin ranks 35th in total disbursements per mile and 32nd in administrative disbursements per mile.

Wisconsin's best rankings are deficient bridges (7th), rural arterial lane-width (9th), and fatality rate (11th).

Wisconsin's worst rankings are rural Interstate pavement condition (41st) and rural arterial pavement condition (40th).

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

Wisconsin's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	28
Overall Rank in 2012:	15
Overall Rank in 2011:	25
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	35
Capital-Bridge Disbursements per Mile	38
Maintenance Disbursements per Mile	19
Administrative Disbursements per Mile	32
Rural Interstate Pavement, Percent in Poor Condition	41
Rural Other Principal Arterial, Percent in Poor Condition	40
Rural Other Principal Arterial, Percent Narrow Lanes	9
Urban Interstate Pavement, Percent in Poor Condition	38
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	16
Bridges, Percent Deficient	7
Fatality Rate per 100 Million Vehicle-Miles of Travel	11

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Wyoming



Wyoming ranks 8th in the nation in highway performance and cost-effectiveness in the 22nd Annual Highway Report by Reason Foundation.

Wyoming ranks 15th in fatality rate, 30th in deficient bridges, 26th in rural Interstate pavement condition, 32nd in urban Interstate pavement condition, and 1st in urbanized area congestion.

On spending, Wyoming ranks 8th in total disbursements per mile and 19th in administrative disbursements per mile.

Wyoming's best rankings are urbanized area congestion (1st), rural arterial lane-width (tied for 1st), and total disbursements per mile (8th).

Wyoming's worst rankings are urban Interstate pavement condition (32nd), rural arterial pavement condition (30th), and deficient bridges (30th).

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

Wyoming's Complete Results	Ranking
Overall Rank in the 22 nd Annual Highway Report:	8
Overall Rank in 2012:	1
Overall Rank in 2011:	4
Performance by Category in the 22 nd Annual Highway Report	Ranking
Total Disbursements per Mile	8
Capital-Bridge Disbursements per Mile	9
Maintenance Disbursements per Mile	11
Administrative Disbursements per Mile	19
Rural Interstate Pavement, Percent in Poor Condition	26
Rural Other Principal Arterial, Percent in Poor Condition	30
Rural Other Principal Arterial, Percent Narrow Lanes	1
Urban Interstate Pavement, Percent in Poor Condition	32
Urbanized Area Traffic Congestion, Annual Delay Per Auto Commuter	1
Bridges, Percent Deficient	30
Fatality Rate per 100 Million Vehicle-Miles of Travel	15

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