

State-by-State Results

Alabama



For the year 2012, Alabama ranked 21st in the overall performance rankings, up from 27th in 2009. With 11,064 miles under state highway control, it is a mid-sized system, ranking 25th in size. Although administrative disbursements are (in 2012) 64 percent above the per-mile national average, total disbursements are slightly below (7 percent) the national average. In 2012 performance categories, Alabama bests the national averages in three categories (rural arterial mileage in poor condition, rural arterial mileage with narrow lanes, and deficient bridges) but is bested by the national averages in three (urban Interstate mileage in poor condition, fatality rate, and rural Interstate mileage in poor condition). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the overall performance calculation. Here Alabama beats the US average by 26 percent.

Alabama	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	85,631	74,699	86,015	28	23	26	1.07	0.91	1.00
Maintenance Disbursements per Mile	14,442	16,009	17,559	15	17	18	0.57	0.64	0.67
Administrative Disbursements per Mile	16,614	15,504	17,376	32	30	32	1.46	1.49	1.64
Total Disbursement per Mile	131,103	127,313	150,998	24	19	21	0.91	0.83	0.93
Rural Interstate Percent Poor Condition	3.18	3.07	2.08	41	40	32	1.91	1.72	1.17
Rural Other Principal Arterial Percent Poor	0.29	0.28	0.38	24	17	18	0.46	0.36	0.43
Urban Interstate Percent Poor	8.08	6.79	5.97	43	40	35	1.62	1.31	1.20
Urban Interstate Percent Congested	53.68	30.99	NA	40	16	NA	1.15	0.74	NA
Rural Arterial Percent Narrow Lanes	3.77	12.50	5.24	18	36	27	0.39	1.39	0.59
Percent of Deficient Bridges	22.17	21.25	20.91	22	22	23	0.95	0.94	0.97
Fatality Rate	1.51	1.38	1.33	41	37	36	1.33	1.25	1.18
Overall Performance*				27	28	21	1.05	1.01	0.91

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Alaska



In 2012, Alaska ranked 49th in the overall performance ratings, one position up from 2009 when it was ranked 50th. Alaska has 7,405 miles under the state-owned highway system. Although ranked next to last, Alaska has just three major problem areas: rural arterials percent in poor condition (over 22 times the national average), rural Interstates percent in poor condition (5.5 times the national average), and the fatality rate (9 percent above the national rate). All other performance categories are at or below national averages. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Despite spending more per mile on maintenance (which in 2012 was 22 percent above the national average), Alaska’s rural highways continue to perform poorly.

Alaska	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	78,220	56,053	53,508	25	16	14	0.98	0.68	0.62
Maintenance Disbursements per Mile	32,431	29,824	31,825	36	32	33	1.27	1.19	1.22
Administrative Disbursements per Mile	7,594	9,164	9,287	20	20	21	0.67	0.88	0.88
Total Disbursement per Mile	126,156	106,873	108,742	22	16	16	0.87	0.70	0.67
Rural Interstate Percent Poor Condition	5.88	11.20	9.91	45	48	48	3.53	6.28	5.57
Rural Other Principal Arterial Percent Poor	19.03	19.05	19.98	50	49	50	29.47	24.89	22.45
Urban Interstate Percent Poor	1.28	2.29	4.26	16	21	30	0.26	0.44	0.86
Urban Interstate Percent Congested	2.16	27.10	NA	5	11	NA	0.05	0.64	NA
Rural Arterial Percent Narrow Lanes	8.72	3.98	3.91	32	21	20	0.90	0.44	0.44
Percent of Deficient Bridges	22.85	22.37	21.77	26	27	26	0.98	0.99	1.01
Fatality Rate	1.30	1.57	1.23	31	44	29	1.14	1.43	1.09
Overall Performance*				50	48	49	3.70	3.55	3.28

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Arizona



In 2012, Arizona ranked 19th overall, up from 23rd in 2009. With 7,143 miles under state highway control, it is a smaller system, ranking 38th in size. Arizona spends a little over twice as much per mile as the average state, but has a solidly-performing highway system to show for it. In 2012, this system bested the national averages in all performance categories but two, the fatality rate (21 percent above the national rate) and rural arterials in poor condition (14 percent above the national average). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) A particular strength seems to be maintaining its bridges and urban Interstate highways: in both areas, the national averages were bested by 49 percent or more.

Arizona	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	170,352	138,219	142,943	42	39	37	2.13	1.69	1.66
Maintenance Disbursements per Mile	19,895	18,649	20,818	23	19	24	0.78	0.74	0.80
Administrative Disbursements per Mile	37,396	27,368	18,196	44	44	35	3.29	2.62	1.72
Total Disbursement per Mile	303,680	257,225	331,557	41	40	39	2.10	1.69	2.04
Rural Interstate Percent Poor Condition	0.00	0.97	1.32	1	27	26	0.00	0.54	0.74
Rural Other Principal Arterial Percent Poor	0.43	0.18	1.02	28	11	34	0.66	0.24	1.14
Urban Interstate Percent Poor	0.00	2.58	0.47	1	25	8	0.00	0.50	0.10
Urban Interstate Percent Congested	46.28	45.19	NA	33	38	NA	0.99	1.07	NA
Rural Arterial Percent Narrow Lanes	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Percent of Deficient Bridges	10.22	10.32	11.03	1	1	2	0.44	0.46	0.51
Fatality Rate	1.31	1.38	1.37	33	39	37	1.15	1.26	1.21
Overall Performance*				23	21	19	0.94	0.88	0.91

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Arkansas



For the year 2012, Arkansas ranked 35th in the overall performance rankings, up from 36th in 2009. With 16,395 miles under state highway control, it is the 16th largest system in the country. Arkansas spends much less per mile than the national average (in 2012, 55 percent less), but it bests national averages in only two performance categories: deficient bridges (13 percent better than the average) and urban Interstate/freeway congestion (25 percent better than average). (Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations.) In all other categories, Arkansas trails the US. Of particular note are the rural arterial mileage with narrow lanes (3.7 times the national average), the rural Interstate mileage in poor condition (2.5 times the national average), and the urban Interstate mileage in poor condition (2.3 times the national average).

Arkansas	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	32,273	40,745	48,429	5	10	12	0.40	0.50	0.56
Maintenance Disbursements per Mile	10,586	11,219	11,706	7	11	10	0.42	0.45	0.45
Administrative Disbursements per Mile	1,984	1,994	2,024	2	2	3	0.17	0.19	0.19
Total Disbursement per Mile	55,294	70,164	72,796	6	10	9	0.38	0.46	0.45
Rural Interstate Percent Poor Condition	3.69	4.50	4.54	44	44	44	2.21	2.52	2.55
Rural Other Principal Arterial Percent Poor	0.66	0.84	0.94	34	31	31	1.02	1.10	1.06
Urban Interstate Percent Poor	7.04	11.61	11.51	40	48	47	1.42	2.24	2.32
Urban Interstate Percent Congested	45.41	31.44	NA	31	18	NA	0.97	0.75	NA
Rural Arterial Percent Narrow Lanes	33.36	34.27	33.07	49	47	47	3.45	3.80	3.72
Percent of Deficient Bridges	20.71	19.39	18.80	19	18	18	0.89	0.86	0.87
Fatality Rate	1.76	1.67	1.65	46	47	46	1.55	1.52	1.46
Overall Performance*				36	37	35	1.18	1.32	1.31

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

California



With a state-owned highway system of 18,198 miles (11th largest), California ranked 45th in the overall performance rankings in 2012, up from 47th in 2009. This improvement coincided with significantly higher than average per-mile highway expenditures (at least three times the national average in 2009, 2011 and 2012). The improvement in bridge condition is particularly noteworthy; the state now ranks first in this category, 71 percent above the average. But despite these expenditures and the two point increase in overall standings, California remains in the bottom ten, where it has been since 2000. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Interstate condition remains a problem, with the percentage of poor condition urban and rural Interstate mileage standing at over three times the national average.

California	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	320,323	224,155	219,469	48	46	45	4.01	2.74	2.55
Maintenance Disbursements per Mile	149,934	87,080	102,889	49	48	49	5.88	3.47	3.95
Administrative Disbursements per Mile	77,184	40,623	48,754	48	46	47	6.80	3.89	4.61
Total Disbursement per Mile	679,296	478,559	501,136	49	47	46	4.70	3.14	3.09
Rural Interstate Percent Poor Condition	7.18	8.74	6.00	48	47	46	4.31	4.90	3.37
Rural Other Principal Arterial Percent Poor	0.94	0.91	1.03	39	34	35	1.45	1.19	1.16
Urban Interstate Percent Poor	16.16	17.89	15.47	49	49	49	3.25	3.46	3.11
Urban Interstate Percent Congested	80.35	54.92	NA	50	46	NA	1.72	1.30	NA
Rural Arterial Percent Narrow Lanes	5.86	9.68	9.57	25	33	33	0.61	1.07	1.08
Percent of Deficient Bridges	17.58	17.53	6.26	12	14	1	0.76	0.78	0.29
Fatality Rate	0.95	0.87	0.88	14	10	9	0.84	0.79	0.77
Overall Performance*				47	46	45	2.57	2.10	1.93

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Colorado



In the overall performance rankings, Colorado stood at 33rd in 2012, up eight positions from 2009. With 9,912 miles under the state owned highway system, it has a mid-sized system, with total per-mile expenditures slightly (10 percent) above the national average. This above-average spending is accompanied by improved performance over 2009; Colorado bested the national averages in all performance categories but one, the condition of its rural Interstates, where it improved 1.49 percentage points. Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here, Colorado is slightly worse (7 percent) than the US average.

Colorado	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	86,164	60,299	82,786	29	17	24	1.08	0.74	0.96
Maintenance Disbursements per Mile	23,335	40,408	42,082	29	39	37	0.92	1.61	1.61
Administrative Disbursements per Mile	22,573	20,164	20,673	40	35	37	1.99	1.93	1.95
Total Disbursement per Mile	163,028	165,224	179,126	30	26	29	1.13	1.08	1.10
Rural Interstate Percent Poor Condition	6.72	3.08	4.52	47	41	43	4.03	1.73	2.54
Rural Other Principal Arterial Percent Poor	0.49	0.53	0.56	29	22	20	0.76	0.70	0.63
Urban Interstate Percent Poor	5.64	2.99	2.66	33	28	21	1.13	0.58	0.54
Urban Interstate Percent Congested	47.58	45.17	NA	36	37	NA	1.02	1.07	NA
Rural Arterial Percent Narrow Lanes	12.77	6.77	7.53	35	32	31	1.32	0.75	0.85
Percent of Deficient Bridges	13.48	16.07	15.65	5	9	9	0.58	0.71	0.73
Fatality Rate	1.00	0.96	1.01	18	19	17	0.88	0.87	0.89
Overall Performance*				41	29	33	1.32	1.04	1.14

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Connecticut



For the year 2012, Connecticut ranked 44th in the overall performance rankings, the same as in 2009. With 4,054 miles under the state highway control, it is one of the smaller systems in the country. Connecticut's total per-mile highway disbursements are 2.9 times the national per-mile average, and administrative disbursements are 7.3 times the national per-mile average. Rural principal arterial mileage in poor condition is 3.7 times the national average. Connecticut performed well in several areas, besting the US averages in rural arterial mileage with narrow lanes (89 percent better than the national average), fatality rate (33 percent below the national rate), and urban Interstate mileage in poor condition (7 percent better than the national average). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations, with Connecticut besting the US average by 17 percent.

Connecticut	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	162,230	186,185	190,868	40	42	41	2.03	2.27	2.22
Maintenance Disbursements per Mile	27,656	28,126	25,027	32	30	28	1.08	1.12	0.96
Administrative Disbursements per Mile	81,249	79,226	77,140	50	50	49	7.15	7.60	7.29
Total Disbursement per Mile	527,419	416,687	470,399	46	44	44	3.65	2.73	2.90
Rural Interstate Percent Poor Condition	0.00	0.00	2.17	1	1	33	0.00	0.00	1.22
Rural Other Principal Arterial Percent Poor	0.61	1.15	3.30	33	40	45	0.95	1.51	3.71
Urban Interstate Percent Poor	4.28	2.91	4.61	31	27	33	0.86	0.56	0.93
Urban Interstate Percent Congested	67.95	35.12	NA	47	23	NA	1.46	0.83	NA
Rural Arterial Percent Narrow Lanes	0.89	0.96	0.96	10	13	11	0.09	0.11	0.11
Percent of Deficient Bridges	36.13	36.09	35.88	46	46	45	1.55	1.60	1.67
Fatality Rate	0.71	0.71	0.75	2	3	3	0.62	0.64	0.67
Overall Performance*				44	43	44	1.65	1.61	1.93

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Delaware



In 2012, Delaware ranked 37th in the overall performance rankings, down 17 slots from 20th in 2009. With 5,457 miles under state highway control, it is the 10th smallest system in the country. Despite above-average total per-mile spending (2.13 times the national average), overall performance is below average. Delaware bested the US average in two categories: rural primary arterial lane-width (0 miles with narrow lanes) and bridge condition (10 percent better), while underperforming the average in the other categories. Urban Interstate condition is 57 percent worse than average and rural primaries are 25 percent worse than average; Delaware has no rural Interstates. Since 2012 urban Interstate congestion/freeway data is not available, 2011 data was used for the performance calculations. Here Delaware is 9 percent worse than the US average.

Delaware	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	62,149	53,409	81,748	17	14	22	0.78	0.65	0.95
Maintenance Disbursements per Mile	20,116	73,997	71,815	24	43	44	0.79	2.94	2.75
Administrative Disbursements per Mile	17,382	12,288	15,664	33	25	29	1.53	1.18	1.48
Total Disbursement per Mile	132,028	218,939	345,992	25	36	40	0.91	1.43	2.13
Rural Interstate Percent Poor Condition	NA	NA	NA	NA	NA	NA	NA	NA	NA
Rural Other Principal Arterial Percent Poor	0.00	0.74	1.11	1	30	36	0.00	0.96	1.25
Urban Interstate Percent Poor	10.00	6.62	7.78	45	38	41	2.01	1.28	1.57
Urban Interstate Percent Congested	25.03	45.94	NA	12	39	NA	0.54	1.09	NA
Rural Arterial Percent Narrow Lanes	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Percent of Deficient Bridges	20.42	20.19	19.42	18	20	20	0.88	0.90	0.90
Fatality Rate	1.28	1.10	1.24	29	26	30	1.12	1.00	1.10
Overall Performance*				20	35	37	0.89	1.20	1.39

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Florida



In 2012, Florida ranked 31st in the overall performance rankings, up from 37th in 2009. With 12,154 miles under state highway control, it is a mid-sized system, ranking 20th in size. Florida's total per-mile disbursements are well above the national per-mile average (by a factor of 3.5 in 2012), but the state's system is improving. Ranked in the bottom ten four times since 2000, Florida is now in the middle of the pack. In 2012 it bests the national averages in all but one performance area: fatality rate (12 percent above the national rate). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the overall performance calculation and Florida is 53 percent worse than the average).

Florida	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	367,718	333,317	353,684	49	49	49	4.60	4.07	4.11
Maintenance Disbursements per Mile	76,557	76,318	76,759	45	45	45	3.00	3.04	2.94
Administrative Disbursements per Mile	19,763	19,854	19,452	38	34	36	1.74	1.90	1.84
Total Disbursement per Mile	551,045	525,887	572,337	47	48	48	3.81	3.45	3.53
Rural Interstate Percent Poor Condition	0.15	0.20	0.05	25	17	10	0.09	0.11	0.03
Rural Other Principal Arterial Percent Poor	0.28	0.38	0.27	22	19	12	0.43	0.50	0.30
Urban Interstate Percent Poor	1.47	1.73	0.93	17	15	16	0.29	0.33	0.19
Urban Interstate Percent Congested	47.91	64.50	NA	38	50	NA	1.03	1.53	NA
Rural Arterial Percent Narrow Lanes	6.44	1.00	1.27	28	14	12	0.67	0.11	0.14
Percent of Deficient Bridges	17.19	16.03	15.94	10	8	11	0.74	0.71	0.74
Fatality Rate	1.31	1.25	1.27	34	32	32	1.16	1.14	1.12
Overall Performance*				37	33	31	1.21	1.17	1.12

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Georgia



For the year 2012, Georgia ranked 13th in the overall performance rankings, down one slot from 12th in 2009. It is the 10th largest highway system in the nation, with 18,268 miles under state control. Georgia spent slightly less than the per-mile national average in 2012 (1 percent less), but still has a solid system, ranking in the top ten nine times since 2000. In 2012, Georgia bested the national averages in all performance categories but one: rural arterial lane-width (53 worse than the national average). (Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here, Georgia was 23 percent worse than the average). A particular strength seems to be maintaining the condition of its highways: in all three condition categories, Georgia's systems were substantially better than the national averages.

Georgia	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	114,901	72,537	69,830	34	22	16	1.44	0.89	0.81
Maintenance Disbursements per Mile	11,670	12,427	13,092	11	12	11	0.46	0.49	0.50
Administrative Disbursements per Mile	23,426	21,739	22,692	41	38	39	2.06	2.08	2.15
Total Disbursement per Mile	185,575	166,256	161,171	34	27	24	1.28	1.09	0.99
Rural Interstate Percent Poor Condition	0.14	0.42	0.00	23	22	1	0.09	0.24	0.00
Rural Other Principal Arterial Percent Poor	0.00	0.01	0.01	1	3	2	0.00	0.01	0.01
Urban Interstate Percent Poor	0.00	0.00	0.09	1	1	4	0.00	0.00	0.02
Urban Interstate Percent Congested	46.84	51.77	NA	35	44	NA	1.00	1.23	NA
Rural Arterial Percent Narrow Lanes	3.58	1.77	13.62	17	16	36	0.37	0.20	1.53
Percent of Deficient Bridges	19.69	18.90	17.56	17	17	16	0.85	0.84	0.82
Fatality Rate	1.18	1.13	1.11	24	27	23	1.03	1.03	0.98
Overall Performance*				12	11	13	0.73	0.69	0.78

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Hawaii



In 2012, Hawaii ranked 50th in the overall performance rankings, slipping two positions from 2009 where it ranked 48th. With just 1,013 miles under the state owned highway system, Hawaii is the smallest system among the 50 states. It has also been in the bottom five performing systems each year since 2000, except 2004 when it finished 43rd. In 2012, its system underperformed the US averages in all categories, despite spending 2.6 times the national per-mile average. Of particular note is the condition of the roads: rural principal arterial, rural Interstate and urban Interstate mileage in poor condition exceeds the national averages by factors of 14.5, 7.3 and 6.4, respectively. 2012 urban Interstate congestion/freeway data is not available, so 2011 data was used for the performance calculations. Here too, Hawaii was worse than average (by 46 percent).

Hawaii	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	273,718	212,366	219,859	47	44	46	3.42	2.59	2.55
Maintenance Disbursements per Mile	55,196	39,107	55,000	43	38	40	2.16	1.56	2.11
Administrative Disbursements per Mile	79,203	73,274	90,001	49	48	50	6.97	7.03	8.51
Total Disbursement per Mile	461,992	382,041	426,861	45	42	42	3.20	2.50	2.63
Rural Interstate Percent Poor Condition	0.00	12.91	12.91	1	49	49	0.00	7.24	7.26
Rural Other Principal Arterial Percent Poor	2.73	13.36	12.92	47	48	49	4.22	17.46	14.52
Urban Interstate Percent Poor	27.08	32.04	32.04	50	50	50	5.45	6.19	6.45
Urban Interstate Percent Congested	42.43	61.48	NA	28	49	NA	0.91	1.46	NA
Rural Arterial Percent Narrow Lanes	23.96	32.15	32.15	45	45	46	2.48	3.56	3.62
Percent of Deficient Bridges	38.05	37.45	36.80	49	48	46	1.64	1.66	1.71
Fatality Rate	1.09	0.99	1.25	20	22	31	0.96	0.90	1.11
Overall Performance*				48	49	50	2.73	4.63	4.59

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Idaho



For the year 2012, Idaho ranked 30th in the overall performance rankings, down from 17th in 2009, and 8th in 2011. With 4,986 miles under state highway control, it is 8th smallest system in the country. Historically, Idaho’s system has generally performed quite well, finishing in the top 20 every year since 2000, despite total disbursements being slightly below the per-mile national average. But in 2012 Idaho reported large increases in the percent of poor-condition rural and urban Interstate, and poor-condition rural arterial mileage. Otherwise, Idaho bested the national averages in two performance areas: rural arterial lane width (84 percent better than average) and deficient bridges (15 percent better than average). And Idaho also significantly improved its fatal accident rate over 2009. Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Idaho was about average.

Idaho	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	97,820	88,964	75,395	31	27	19	1.22	1.09	0.88
Maintenance Disbursements per Mile	21,072	25,027	18,577	25	29	20	0.83	1.00	0.71
Administrative Disbursements per Mile	5,944	5,574	5,550	14	15	14	0.52	0.53	0.52
Total Disbursement per Mile	137,105	136,286	117,559	26	23	17	0.95	0.89	0.72
Rural Interstate Percent Poor Condition	1.34	0.07	4.39	34	13	42	0.80	0.04	2.47
Rural Other Principal Arterial Percent Poor	0.12	0.14	2.43	13	10	42	0.18	0.18	2.73
Urban Interstate Percent Poor	6.67	0.11	6.11	39	5	36	1.34	0.02	1.23
Urban Interstate Percent Congested	33.15	42.41	NA	15	35	NA	0.71	1.01	NA
Rural Arterial Percent Narrow Lanes	2.21	1.69	1.45	14	15	13	0.23	0.19	0.16
Percent of Deficient Bridges	18.56	18.18	18.34	15	16	17	0.80	0.81	0.85
Fatality Rate	1.46	1.05	1.13	40	24	24	1.28	0.95	1.00
Overall Performance*				17	8	30	0.80	0.60	1.11

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Illinois



For the year 2012, Illinois ranked 27th in the overall performance rankings, up from 34th in 2009. With 16,735 miles under state highway control, it is the 13th largest system in the country. Illinois spends almost twice as much per mile as other states, but has a solid performing system to show for it. Illinois bested the US averages in rural Interstate condition (0 miles poor), urban Interstate congestion (98 percent better than the national average), rural principal arterial condition (63 percent better than the national average), deficient bridges (27 percent better than the national average), and fatality rate (19 percent below the national rate). It was worse than average in rural arterial lane-width by 29 percent, and in urban Interstate/freeway congestion by 31 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Illinois	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	170,460	135,539	200,159	43	38	43	2.13	1.66	2.32
Maintenance Disbursements per Mile	47,096	40,414	41,034	41	40	36	1.85	1.61	1.57
Administrative Disbursements per Mile	14,980	15,046	18,036	27	28	34	1.32	1.44	1.70
Total Disbursement per Mile	277,977	250,663	327,605	40	39	38	1.92	1.64	2.02
Rural Interstate Percent Poor Condition	0.00	0.04	0.00	1	12	1	0.00	0.02	0.00
Rural Other Principal Arterial Percent Poor	0.55	0.99	0.33	31	35	15	0.86	1.29	0.37
Urban Interstate Percent Poor	5.82	1.96	0.08	35	17	3	1.17	0.38	0.02
Urban Interstate Percent Congested	41.13	55.25	NA	25	47	NA	0.88	1.31	NA
Rural Arterial Percent Narrow Lanes	12.47	11.63	11.50	34	35	35	1.29	1.29	1.29
Percent of Deficient Bridges	16.44	16.17	15.74	9	10	10	0.71	0.72	0.73
Fatality Rate	0.86	0.89	0.91	6	11	12	0.76	0.81	0.81
Overall Performance*				34	30	27	1.11	1.05	1.04

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Indiana



In 2012, Indiana ranked 36th overall, down 14 slots from 22nd in 2009. With 11,177 miles under state highway control, it is a mid-sized system, ranking 24th in size. Indiana spends more per mile than the national average (about 32 percent more in 2012), and has generally had a good performing highway system to show for it. The worsening condition of roads (rural Interstates, rural primaries and urban Interstates all saw increased mileage in poor condition since 2009) contributed to the drop in the standings for 2012. Additionally, urban Interstate/freeway congestion was 20 percent worse than the national average, which also contributed. (2011 congestion data was used since 2012 data is not available.) Indiana outperformed the national averages in three performance areas: fatality rate, rural arterial lane-width and bridge condition, by 13 percent, 4 percent and 2 percent, respectively.

Indiana	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	141,380	120,531	152,162	38	36	38	1.77	1.47	1.77
Maintenance Disbursements per Mile	10,900	52,581	44,371	9	42	39	0.43	2.09	1.70
Administrative Disbursements per Mile	34,260	25,462	7,260	43	43	20	3.02	2.44	0.69
Total Disbursement per Mile	222,546	236,493	213,964	38	37	33	1.54	1.55	1.32
Rural Interstate Percent Poor Condition	0.00	5.21	5.04	1	45	45	0.00	2.92	2.83
Rural Other Principal Arterial Percent Poor	0.25	1.83	1.31	19	44	39	0.39	2.39	1.47
Urban Interstate Percent Poor	3.64	8.06	7.19	28	42	39	0.73	1.56	1.45
Urban Interstate Percent Congested	19.51	50.75	NA	10	43	NA	0.42	1.20	NA
Rural Arterial Percent Narrow Lanes	6.21	3.19	8.49	26	18	32	0.64	0.35	0.96
Percent of Deficient Bridges	21.42	20.81	21.06	21	21	24	0.92	0.92	0.98
Fatality Rate	0.90	0.98	0.99	10	20	14	0.80	0.89	0.87
Overall Performance*				22	41	36	0.93	1.58	1.35

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Iowa



For the year 2012, Iowa ranked 18th in the overall performance rankings, up substantially from 33rd in 2009, but down 6 slots from 2011. With 9,512 miles under state highway control, it is a mid-sized system, ranking 31st in size. Iowa's total disbursements are 18 percent below the national per-mile average, and its system performs worse than the national average in all but two areas. Rural Interstate mileage in poor condition is 86 percent better than the national average and rural arterial mileage with narrow lanes is 50 percent better than the national average. Additionally, 2011 urban Interstate/freeway congestion is 4 percent better than the national average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Other categories are worse than national averages by 2 percent or more.

Iowa	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	71,529	61,508	93,982	22	18	28	0.89	0.75	1.09
Maintenance Disbursements per Mile	19,773	21,303	21,365	22	25	25	0.78	0.85	0.82
Administrative Disbursements per Mile	7,292	5,708	6,258	19	16	15	0.64	0.55	0.59
Total Disbursement per Mile	111,422	101,204	133,499	17	15	20	0.77	0.66	0.82
Rural Interstate Percent Poor Condition	2.07	0.00	0.24	38	1	17	1.24	0.00	0.14
Rural Other Principal Arterial Percent Poor	1.96	0.59	1.44	46	24	40	3.04	0.77	1.62
Urban Interstate Percent Poor	6.58	3.81	6.14	37	34	37	1.32	0.74	1.24
Urban Interstate Percent Congested	35.99	40.39	NA	19	32	NA	0.77	0.96	NA
Rural Arterial Percent Narrow Lanes	7.18	4.77	4.46	29	25	25	0.74	0.53	0.50
Percent of Deficient Bridges	27.10	25.67	25.05	35	35	35	1.17	1.14	1.16
Fatality Rate	1.20	1.15	1.16	26	29	26	1.05	1.05	1.02
Overall Performance*				33	12	18	1.11	0.71	0.89

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Kansas



With 10,555 miles under state control, in 2012, Kansas dropped three positions from 2009 to 5th in the overall performance ratings. With slightly above-average spending in 2012, Kansas, a perennial top performer in this annual assessment, had excellent performance scores across the board. There was only one area in which it did not best the US average: its fatality rate was 17 percent higher than the national rate. Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Kansas beat the US average by 56 percent.

Kansas	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	70,175	64,399	87,490	21	19	27	0.88	0.79	1.02
Maintenance Disbursements per Mile	15,713	15,983	13,807	17	16	14	0.62	0.64	0.53
Administrative Disbursements per Mile	6,585	4,852	6,416	16	13	17	0.58	0.47	0.61
Total Disbursement per Mile	109,198	116,178	172,159	16	17	27	0.76	0.76	1.06
Rural Interstate Percent Poor Condition	0.15	0.00	0.00	24	1	1	0.09	0.00	0.00
Rural Other Principal Arterial Percent Poor	0.03	0.00	0.02	4	1	5	0.05	0.00	0.03
Urban Interstate Percent Poor	0.66	0.46	0.66	13	7	11	0.13	0.09	0.13
Urban Interstate Percent Congested	22.90	18.63	NA	11	3	NA	0.49	0.44	NA
Rural Arterial Percent Narrow Lanes	0.55	0.64	0.93	8	10	10	0.06	0.07	0.10
Percent of Deficient Bridges	19.16	17.67	17.09	16	15	15	0.82	0.78	0.79
Fatality Rate	1.31	1.29	1.32	32	34	33	1.15	1.17	1.17
Overall Performance*				2	3	5	0.52	0.48	0.54

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Kentucky



In 2012, Kentucky ranked 10th in the overall performance rankings, up from 14th in 2009 and from 26th in 2011. With 28,006 miles under state highway control, it is the 8th largest system in the country. Kentucky performed well in the spending categories (especially in administrative spending – 91 percent better than the national average) and the three highway condition categories (at least 60 percent better than the national average). Problem areas are rural arterial mileage with narrow lanes (82 percent worse than the national average), fatality rate (39 percent above the national rate), and deficient bridges (36 percent worse than the national average). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Kentucky beat the US average by 13 percent.

Kentucky	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	53,382	37,415	45,624	13	7	11	0.67	0.46	0.53
Maintenance Disbursements per Mile	13,494	14,892	14,570	14	13	15	0.53	0.59	0.56
Administrative Disbursements per Mile	645	833	904	1	1	1	0.06	0.08	0.09
Total Disbursement per Mile	79,588	63,400	70,566	13	8	8	0.55	0.42	0.44
Rural Interstate Percent Poor Condition	0.00	1.66	0.35	1	32	22	0.00	0.93	0.20
Rural Other Principal Arterial Percent Poor	0.04	0.57	0.35	6	23	17	0.07	0.74	0.39
Urban Interstate Percent Poor	0.48	3.04	0.70	11	29	14	0.10	0.59	0.14
Urban Interstate Percent Congested	61.05	36.84	NA	44	25	NA	1.31	0.87	NA
Rural Arterial Percent Narrow Lanes	19.72	26.79	16.18	41	43	38	2.04	2.97	1.82
Percent of Deficient Bridges	31.75	29.75	29.18	43	42	42	1.37	1.32	1.36
Fatality Rate	1.67	1.50	1.58	43	43	45	1.47	1.36	1.39
Overall Performance*				14	26	10	0.75	0.95	0.72

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Louisiana



For the year 2012, Louisiana ranked 40th in the overall performance rankings, down from 35th in 2009. With 16,690 miles under state highway control, it is one of the larger systems, ranking 14th in size. Louisiana’s per-mile spending is about average for 2012, although it is down considerably from 2009. But Louisiana underperformed the national averages in five performance areas in 2012: rural Interstate condition, rural principal arterial condition, urban Interstate condition, deficient bridges, and fatality rate. Of particular note is the highway mileage in poor condition – the state was at least two times worse than the national average in each classification. Only in rural arterial lane-width and urban Interstate/freeway congestion was Louisiana better than the national average. (2011 congestion data was used in the 2012 performance calculations since 2012 data is not available.)

Louisiana	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	178,148	94,113	81,781	44	30	23	2.23	1.15	0.95
Maintenance Disbursements per Mile	19,616	9,653	9,204	21	8	8	0.77	0.38	0.35
Administrative Disbursements per Mile	3,158	13,136	6,569	9	26	19	0.28	1.26	0.62
Total Disbursement per Mile	208,215	134,076	165,438	36	21	25	1.44	0.88	1.02
Rural Interstate Percent Poor Condition	0.21	0.22	4.07	26	18	41	0.13	0.12	2.29
Rural Other Principal Arterial Percent Poor	0.71	0.53	3.06	36	21	44	1.11	0.69	3.44
Urban Interstate Percent Poor	8.49	8.73	15.31	44	43	48	1.71	1.69	3.08
Urban Interstate Percent Congested	36.12	31.67	NA	20	19	NA	0.77	0.75	NA
Rural Arterial Percent Narrow Lanes	8.97	4.16	3.99	33	22	21	0.93	0.46	0.45
Percent of Deficient Bridges	28.89	27.61	27.80	39	39	39	1.24	1.23	1.29
Fatality Rate	1.83	1.45	1.54	49	40	44	1.61	1.32	1.36
Overall Performance*				35	24	40	1.12	0.91	1.42

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Maine



In 2012, Maine ranked 16th overall, up from 29th in 2009 and 18th in 2011. With 8,696 miles under state highway control, it is a mid-sized system, ranking 33rd in size. Maine seems to have just one major problem area: rural principal arterial mileage with narrow lanes. In 2012, the percent with narrow lanes was 3.6 times the national average. Other than deficient bridges (20 percent above the national average), performance in all other categories was quite good, despite well below average spending (half the national average). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Maine beat the US average by 26 percent.

Maine	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	34,664	43,614	43,702	6	12	9	0.43	0.53	0.51
Maintenance Disbursements per Mile	25,521	24,284	24,333	30	28	27	1.00	0.97	0.93
Administrative Disbursements per Mile	2,812	2,405	2,410	8	4	4	0.25	0.23	0.23
Total Disbursement per Mile	72,518	78,833	78,993	10	13	13	0.50	0.52	0.49
Rural Interstate Percent Poor Condition	0.00	0.10	0.14	1	15	14	0.00	0.06	0.08
Rural Other Principal Arterial Percent Poor	3.18	0.10	0.32	48	9	14	4.92	0.13	0.36
Urban Interstate Percent Poor	0.00	0.94	0.44	1	12	7	0.00	0.18	0.09
Urban Interstate Percent Congested	2.35	31.13	NA	6	17	NA	0.05	0.74	NA
Rural Arterial Percent Narrow Lanes	21.30	32.23	32.08	43	46	45	2.20	3.57	3.61
Percent of Deficient Bridges	27.82	25.64	25.77	36	34	38	1.20	1.14	1.20
Fatality Rate	1.10	0.95	1.16	21	18	25	0.97	0.87	1.02
Overall Performance*				29	18	16	1.07	0.84	0.87

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Maryland



For the year 2012, Maryland ranked 39th in the overall performance rankings, up from 40th in 2009. With 5,439 miles under state highway control, it is the 9th smallest system in the country. Maryland's highway disbursements exceeded national averages in all categories, by factors of 2.3 (capital-bridge), 3.6 (maintenance), 1.6 (administrative) and 2.9 (total). Despite this spending, performance in two areas was worse than national averages: urban Interstate condition (79 percent worse than the national average), and deficient bridges (15 percent worse than the national average). 2011 urban Interstate/freeway congestion was also worse than average by 33 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) However, the rural Interstate and rural primary pavements are in better shape than the US averages, as is the percent of rural arterials with narrow lanes, and Maryland's fatality rate is 21 percent below the US average.

Maryland	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	263,932	242,311	198,131	46	47	42	3.30	2.96	2.30
Maintenance Disbursements per Mile	71,345	74,225	93,620	44	44	48	2.80	2.95	3.59
Administrative Disbursements per Mile	17,436	16,382	16,791	34	32	31	1.54	1.57	1.59
Total Disbursement per Mile	422,852	414,321	470,419	44	43	45	2.93	2.72	2.90
Rural Interstate Percent Poor Condition	0.00	1.63	1.44	1	31	27	0.00	0.91	0.81
Rural Other Principal Arterial Percent Poor	0.23	0.85	0.74	18	32	22	0.36	1.10	0.83
Urban Interstate Percent Poor	5.56	9.11	8.90	32	44	44	1.12	1.76	1.79
Urban Interstate Percent Congested	69.85	55.94	NA	48	48	NA	1.50	1.33	NA
Rural Arterial Percent Narrow Lanes	3.87	3.77	1.78	19	19	14	0.40	0.42	0.20
Percent of Deficient Bridges	25.75	25.31	24.67	31	32	33	1.11	1.12	1.15
Fatality Rate	0.99	0.86	0.89	17	9	10	0.87	0.78	0.79
Overall Performance*				40	38	39	1.29	1.45	1.42

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Massachusetts



In 2012, Massachusetts ranked 46th in the overall performance rankings, down from 43rd in 2009. MA has 3,662 miles under the state owned highway system, the 4th smallest system. Total highway disbursements (4.2 times the national per-mile average), administrative disbursements (7.1 times the national per-mile average) and maintenance per-mile disbursements (3.0 times the national average) are all relatively high. Rural principal arterial pavement is also in poor condition (5.1 times worse than the national average). Despite its poor overall score, Massachusetts' system achieved a number one ranking in fatality rate (45 percent below the national rate) and outperformed US averages in one other category (rural arterial lane-width). Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Massachusetts beat the US average by 7 percent.

Massachusetts	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	206,699	290,673	290,584	45	48	48	2.59	3.55	3.37
Maintenance Disbursements per Mile	109,161	78,264	78,240	48	46	46	4.28	3.11	3.00
Administrative Disbursements per Mile	69,458	74,878	74,855	47	49	48	6.12	7.18	7.08
Total Disbursement per Mile	642,834	675,520	675,312	48	49	49	4.45	4.43	4.16
Rural Interstate Percent Poor Condition	0.00	2.61	2.97	1	37	39	0.00	1.46	1.67
Rural Other Principal Arterial Percent Poor	0.00	1.37	4.52	1	43	47	0.00	1.80	5.07
Urban Interstate Percent Poor	0.42	6.07	5.48	10	36	34	0.08	1.17	1.10
Urban Interstate Percent Congested	42.87	39.28	NA	29	28	NA	0.92	0.93	NA
Rural Arterial Percent Narrow Lanes	5.21	5.95	6.41	23	29	30	0.54	0.66	0.72
Percent of Deficient Bridges	35.34	35.10	38.10	44	45	47	1.52	1.56	1.77
Fatality Rate	0.61	0.62	0.62	1	1	1	0.54	0.56	0.55
Overall Performance*				43	45	46	1.56	1.99	2.28

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Michigan



For the year 2012, Michigan ranked 32nd in the overall performance rankings, down from 30th in 2009. With 9,692 miles under state highway control, it is a mid-sized system, ranking 30th in size. Michigan spends more than the national per-mile average (27-53 percent more, over the period 2009-2012), but is making some headway from 2000-2006, when it placed in the bottom ten states. In 2012, it bested national averages in two areas: rural principal arterial condition (39 percent better than the average) and fatality rate (12 percent better). It also did well in 2011 urban Interstate/freeway congestion (11 percent better). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Areas of concern are rural Interstate condition, urban Interstate condition and rural principal arterial lane-width, which were worse than the national averages by 99 percent, 29 percent, and 74 percent, respectively.

Michigan	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	131,132	120,478	113,639	36	35	34	1.64	1.47	1.32
Maintenance Disbursements per Mile	30,504	29,282	29,354	35	31	31	1.20	1.17	1.13
Administrative Disbursements per Mile	12,585	8,697	9,863	26	19	22	1.11	0.83	0.93
Total Disbursement per Mile	221,854	205,845	206,144	37	33	31	1.53	1.35	1.27
Rural Interstate Percent Poor Condition	3.29	3.42	3.55	43	42	40	1.98	1.92	1.99
Rural Other Principal Arterial Percent Poor	0.27	1.05	0.54	21	37	19	0.42	1.37	0.61
Urban Interstate Percent Poor	3.78	6.74	6.39	29	39	38	0.76	1.30	1.29
Urban Interstate Percent Congested	36.34	37.71	NA	21	26	NA	0.78	0.89	NA
Rural Arterial Percent Narrow Lanes	13.96	15.77	15.50	39	38	37	1.44	1.75	1.74
Percent of Deficient Bridges	23.74	23.56	23.63	29	29	31	1.02	1.05	1.10
Fatality Rate	0.90	0.94	0.99	9	15	15	0.79	0.85	0.88
Overall Performance*				30	36	32	1.07	1.20	1.13

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Minnesota



In 2012, Minnesota ranked 28th in the overall performance ratings, up 14 positions from 42nd in 2009. With 13,563 miles under its state controlled highway system, it has the 18th largest system in the country. In 2012 Minnesota's total per-mile disbursements were about 18 percent below the national average; nonetheless, it also beat national averages in three performance categories: rural principal arterial lane-width (by 99 percent), deficient bridges (by 41 percent) and the fatality rate (by 39 percent). It also bested the 2011 national average in urban Interstate/freeway congestion (by 15 percent). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.). However, rural principal arterial mileage, urban Interstate mileage, and rural Interstate mileage in poor condition was 2.8, 1.7, and 1.5 times the national average, respectively.

Minnesota	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	65,785	91,146	70,056	19	29	17	0.82	1.11	0.81
Maintenance Disbursements per Mile	33,912	36,177	28,926	37	36	30	1.33	1.44	1.11
Administrative Disbursements per Mile	10,461	10,449	12,559	23	21	26	0.92	1.00	1.19
Total Disbursement per Mile	128,849	168,731	132,230	23	28	19	0.89	1.11	0.82
Rural Interstate Percent Poor Condition	9.37	3.56	2.71	49	43	37	5.62	2.00	1.53
Rural Other Principal Arterial Percent Poor	0.74	1.99	2.45	37	45	43	1.15	2.60	2.76
Urban Interstate Percent Poor	5.73	7.36	8.28	34	41	43	1.15	1.42	1.67
Urban Interstate Percent Congested	77.66	35.86	NA	49	24	NA	1.66	0.85	NA
Rural Arterial Percent Narrow Lanes	5.16	0.00	0.13	22	1	6	0.53	0.00	0.01
Percent of Deficient Bridges	12.95	13.51	12.68	3	4	5	0.56	0.60	0.59
Fatality Rate	0.74	0.65	0.69	3	2	2	0.65	0.59	0.61
Overall Performance*				42	31	28	1.38	1.14	1.07

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Mississippi



(Dave stopped here)

In 2012, Mississippi ranked 8th in the overall performance ratings – an improvement from 2009, when it ranked 10th, and a sharp improvement from 2007, when it ranked 28th. With 11,043 miles in the state owned highway system, Mississippi bested the US averages in all but one category (fatality rate, which was 33 percent above the national rate), while spending less than 2/3^{ds} of the national per-mile average. Additionally, Mississippi also bested the national average (by 60 percent) in 2011 urban Interstate/freeway congestion. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Mississippi	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	64,349	69,378	74,960	18	20	18	0.80	0.85	0.87
Maintenance Disbursements per Mile	11,603	9,908	7,884	10	9	5	0.46	0.39	0.30
Administrative Disbursements per Mile	6,661	6,472	6,258	18	17	16	0.59	0.62	0.59
Total Disbursement per Mile	94,379	97,237	99,493	15	14	15	0.65	0.64	0.61
Rural Interstate Percent Poor Condition	0.82	2.02	1.68	30	34	30	0.49	1.13	0.94
Rural Other Principal Arterial Percent Poor	0.16	0.09	0.13	16	8	7	0.24	0.11	0.15
Urban Interstate Percent Poor	2.83	0.39	0.39	24	6	6	0.57	0.08	0.08
Urban Interstate Percent Congested	29.71	16.83	NA	13	2	NA	0.64	0.40	NA
Rural Arterial Percent Narrow Lanes	8.59	5.14	5.33	30	26	28	0.89	0.57	0.60
Percent of Deficient Bridges	23.63	21.72	20.65	28	24	21	1.02	0.96	0.96
Fatality Rate	1.73	1.62	1.51	45	46	43	1.52	1.48	1.33
Overall Performance*				10	10	8	0.70	0.65	0.61

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Missouri



With 33,884 miles under state control, Missouri is the 7th largest state-administered system. In 2012, it ranked 12th in the overall performance rankings, dropping four slots from 8th in 2009. Despite spending only about 41 percent of the national average per-highway mile, Missouri bested the US averages in all but three categories (rural arterial mileage with narrow lanes, deficient bridges, and fatality rate), where it exceeded national averages by 119, 15 and 7 percent, respectively. It also bested the 2011 national average in urban Interstate/freeway congestion by 47 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Missouri	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	43,822	38,002	35,197	12	8	5	0.55	0.46	0.41
Maintenance Disbursements per Mile	15,646	15,484	13,676	16	15	13	0.61	0.62	0.52
Administrative Disbursements per Mile	2,138	2,194	2,021	3	3	2	0.19	0.21	0.19
Total Disbursement per Mile	73,616	75,976	67,290	11	12	6	0.51	0.50	0.41
Rural Interstate Percent Poor Condition	0.00	0.69	0.72	1	26	23	0.00	0.39	0.40
Rural Other Principal Arterial Percent Poor	0.13	0.35	0.65	14	18	21	0.20	0.46	0.73
Urban Interstate Percent Poor	1.53	3.25	2.76	18	31	24	0.31	0.63	0.55
Urban Interstate Percent Congested	34.45	22.46	NA	16	4	NA	0.74	0.53	NA
Rural Arterial Percent Narrow Lanes	13.05	15.93	19.46	36	39	39	1.35	1.77	2.19
Percent of Deficient Bridges	38.34	25.59	24.75	37	33	34	1.22	1.14	1.15
Fatality Rate	1.27	1.14	1.21	28	28	27	1.12	1.04	1.07
Overall Performance*				8	13	12	0.63	0.71	0.75

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Montana



In 2012, Montana ranked 9th in the overall performance ratings, a 4-slot drop from the 5th position in 2009. With 11,339 miles under state control, Montana has a medium sized state highway system. Montana bested the US averages in all but two categories (rural principal arterial mileage in poor condition and fatality rate), while spending at less than half the national per-mile rate. Montana’s fatality rate has also been significantly improved. (Since 2012 urban Interstate/freeway congestion data is not available, 2011 data was used for the performance calculations. Here Montana beat the US average by 43 percent.) The state has been in the top ten every year since 2000, except in 2004 when it finished 13th.

Montana	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	39,149	42,325	44,226	8	11	10	0.49	0.52	0.51
Maintenance Disbursements per Mile	9,640	10,707	13,524	6	10	12	0.38	0.43	0.52
Administrative Disbursements per Mile	5,031	2,598	4,199	13	7	10	0.44	0.25	0.40
Total Disbursement per Mile	59,736	61,930	74,204	8	7	10	0.41	0.41	0.46
Rural Interstate Percent Poor Condition	1.06	1.28	1.47	33	29	28	0.64	0.72	0.83
Rural Other Principal Arterial Percent Poor	0.04	1.04	1.25	5	36	37	0.06	1.36	1.40
Urban Interstate Percent Poor	6.45	0.84	1.78	36	10	18	1.30	0.16	0.36
Urban Interstate Percent Congested	0.00	24.18	NA	1	7	NA	0.00	0.57	NA
Rural Arterial Percent Narrow Lanes	0.00	0.03	2.03	1	7	16	0.00	0.00	0.23
Percent of Deficient Bridges	18.00	17.19	16.47	14	13	13	0.77	0.76	0.77
Fatality Rate	2.01	1.79	1.72	50	50	48	1.77	1.63	1.52
Overall Performance*				5	9	9	0.58	0.63	0.70

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Nebraska



Nebraska is rated 2nd in the overall performance ratings in 2012, up from 6th place in 2009. With 10,142 miles under state control (28th largest in the standings), it has been in the top ten performers since 2006. With six top ten rankings in the eleven categories in 2012, Nebraska failed to beat US averages in just two categories: percent deficient bridges (6 percent worse than average) and rural principal arterial mileage in poor condition (4 percent worse than average). It also bested the 2011 US average in urban Interstate/freeway congestion by 35 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Nebraska achieved this performance while spending less than half the national average per highway mile.

Nebraska	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	41,959	33,428	40,172	10	5	8	0.52	0.41	0.47
Maintenance Disbursements per Mile	17,229	15,052	15,727	19	14	17	0.68	0.60	0.60
Administrative Disbursements per Mile	2,756	2,535	2,591	5	6	5	0.24	0.24	0.24
Total Disbursement per Mile	69,629	59,325	65,872	9	5	5	0.48	0.39	0.41
Rural Interstate Percent Poor Condition	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Rural Other Principal Arterial Percent Poor	0.56	0.63	0.93	32	27	30	0.86	0.82	1.04
Urban Interstate Percent Poor	3.23	0.48	0.48	27	8	9	0.65	0.09	0.10
Urban Interstate Percent Congested	35.68	27.49	NA	18	12	NA	0.76	0.65	NA
Rural Arterial Percent Narrow Lanes	0.95	0.21	0.20	11	8	7	0.10	0.02	0.02
Percent of Deficient Bridges	23.15	23.41	22.91	27	28	28	1.00	1.04	1.06
Fatality Rate	1.15	0.95	1.10	23	17	22	1.01	0.86	0.97
Overall Performance*				6	2	2	0.58	0.47	0.52

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Nevada



In 2012, Nevada ranked 24th overall, down from 16th in 2009. With 5,693 miles under state highway control, it is the 11th smallest system in the country. It spends more than the national per-mile average (35 percent more in 2012). Nevada bested national averages in 6 performance areas, but it exceeded the 2011 national average in urban Interstate/freeway congestion by 29 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) A particular strength seems to be highway condition, with low mileage in poor condition, and few miles of rural arterials (less than 5 percent) with narrow lanes.

Nevada	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	121,411	99,156	127,127	35	32	36	1.52	1.21	1.48
Maintenance Disbursements per Mile	22,557	20,913	23,698	27	22	26	0.88	0.83	0.91
Administrative Disbursements per Mile	22,152	24,662	23,053	39	42	41	1.95	2.36	2.18
Total Disbursement per Mile	199,722	179,148	219,535	35	30	35	1.38	1.17	1.35
Rural Interstate Percent Poor Condition	0.00	0.00	1.52	1	1	29	0.00	0.00	0.86
Rural Other Principal Arterial Percent Poor	0.07	0.00	0.01	8	1	3	0.11	0.00	0.01
Urban Interstate Percent Poor	0.83	0.00	3.26	14	1	26	0.17	0.00	0.66
Urban Interstate Percent Congested	53.95	54.53	NA	41	45	NA	1.16	1.29	NA
Rural Arterial Percent Narrow Lanes	0.00	5.63	4.99	1	28	26	0.00	0.62	0.56
Percent of Deficient Bridges	10.54	10.91	11.15	2	2	3	0.45	0.48	0.52
Fatality Rate	1.19	1.02	1.07	25	23	21	1.05	0.93	0.94
Overall Performance*				16	16	24	0.78	0.78	0.95

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

New Hampshire



For the year 2012, New Hampshire ranked 23rd in the overall performance rankings, down from 18th in 2009. With 4,030 miles under state highway control, it is the 6th smallest system in the country. Disbursements per mile averaged 15 percent above the national average, but maintenance disbursements per mile are 24 percent below the national average. This system has improved since 2006 when it finished in the bottom ten. In 2012, New Hampshire bested national averages in all performance categories but two: rural Interstate condition (where it was 40 percent worse than the average) and deficient bridges (where it was 32 percent worse than the average). The state also bested the 2011 US average in urban Interstate/freeway congestion by 34 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

New Hampshire	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	55,466	79,369	79,284	16	24	20	0.69	0.97	0.92
Maintenance Disbursements per Mile	51,780	19,901	19,880	42	21	22	2.03	0.79	0.76
Administrative Disbursements per Mile	15,792	23,602	23,577	30	41	42	1.39	2.26	2.23
Total Disbursement per Mile	149,840	186,155	185,957	29	32	30	1.04	1.22	1.15
Rural Interstate Percent Poor Condition	0.42	2.56	2.49	28	36	35	0.25	1.44	1.40
Rural Other Principal Arterial Percent Poor	0.11	0.06	0.29	12	6	13	0.17	0.08	0.33
Urban Interstate Percent Poor	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Urban Interstate Percent Congested	35.53	28.00	NA	17	13	NA	0.76	0.66	NA
Rural Arterial Percent Narrow Lanes	2.52	0.00	0.00	15	1	1	0.26	0.00	0.00
Percent of Deficient Bridges	30.17	29.20	28.41	41	40	40	1.30	1.30	1.32
Fatality Rate	0.85	0.71	0.84	5	4	8	0.75	0.64	0.74
Overall Performance*				18	23	23	0.82	0.91	0.92

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

New Jersey



New Jersey, with 3,338 miles of state controlled highways (4th smallest), stands at 48th in the overall performance ratings in 2012, down two places from 2009. New Jersey spends 12.5 times the national per-mile average (the highest of all the states), but bests the national averages in just two categories: rural arterial mileage with narrow lanes (57 percent better than average) and fatality rate (30 percent below the national rate). However road conditions (rural Interstates, urban Interstates and rural principal arterials) are worse than national averages. 2011 urban Interstate/freeway congestion is also worse than average (by 12 percent). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) New Jersey has ranked in the bottom 10 every year since 2000.

New Jersey	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	478,374	864,843	790,953	50	50	50	5.98	10.57	9.18
Maintenance Disbursements per Mile	185,102	196,776	154,552	50	50	50	7.26	7.83	5.93
Administrative Disbursements per Mile	49,897	46,810	44,388	46	47	45	4.39	4.49	4.20
Total Disbursement per Mile	1,221,403	1,873,954	2,027,711	50	50	50	8.45	12.28	12.50
Rural Interstate Percent Poor Condition	0.00	2.65	2.05	1	38	31	0.00	1.48	1.15
Rural Other Principal Arterial Percent Poor	0.79	3.53	4.11	38	47	46	1.22	4.62	4.61
Urban Interstate Percent Poor	16.02	11.57	10.71	48	47	46	3.22	2.23	2.16
Urban Interstate Percent Congested	62.77	47.36	NA	45	41	NA	1.35	1.12	NA
Rural Arterial Percent Narrow Lanes	0.00	1.98	3.85	1	17	19	0.00	0.22	0.43
Percent of Deficient Bridges	27.03	26.66	25.33	34	36	36	1.16	1.18	1.18
Fatality Rate	0.80	0.86	0.79	4	8	5	0.70	0.78	0.70
Overall Performance*				46	47	48	2.24	3.15	2.93

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

New Mexico



In 2012, New Mexico ranked 7th in overall performance ratings, down three slots from 4th in 2009. With 12,091 miles under state highway control, it is the 21st largest system in the country. In 2012, it bested the US average in all categories except administrative disbursements per mile and fatality rate, where it exceeded the averages by 118 percent and 26 percent, respectively. It also bested the 2011 national average in urban Interstate/freeway congestion by 38 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) In 2012, total per-mile spending was 43 percent below the national average.

New Mexico	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	43,414	39,195	36,644	11	9	6	0.54	0.48	0.43
Maintenance Disbursements per Mile	12,539	3,445	955	12	1	1	0.49	0.14	0.04
Administrative Disbursements per Mile	19,328	15,364	23,020	37	29	40	1.70	1.47	2.18
Total Disbursement per Mile	91,248	128,108	75,852	14	20	11	0.63	0.84	0.47
Rural Interstate Percent Poor Condition	0.00	0.11	0.07	1	16	11	0.00	0.06	0.04
Rural Other Principal Arterial Percent Poor	0.11	0.07	0.04	11	7	6	0.17	0.09	0.04
Urban Interstate Percent Poor	0.00	0.85	0.69	1	11	12	0.00	0.16	0.14
Urban Interstate Percent Congested	19.37	26.05	NA	9	10	NA	0.42	0.62	NA
Rural Arterial Percent Narrow Lanes	4.96	5.54	4.22	20	27	22	0.51	0.61	0.48
Percent of Deficient Bridges	15.97	15.02	15.11	8	7	8	0.69	0.67	0.70
Fatality Rate	1.39	1.38	1.43	37	38	39	1.22	1.26	1.26
Overall Performance*				4	6	7	0.57	0.58	0.58

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

New York



New York ranked 43rd in the overall performance ratings in 2012, up two positions from 2009. With 16,482 miles, it has the 15th largest state-controlled highway system in the nation. In 2012 it spent 2.8 times the national average per-mile expenditures, but bested the US performance averages in only one category, the fatality rate, which was 19 percent better than the national rate. The 2011 urban Interstate/freeway congestion levels were also worse than the national average by 3 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available).

New York	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	169,358	174,586	174,132	41	41	39	2.12	2.13	2.02
Maintenance Disbursements per Mile	85,676	92,146	91,907	46	49	47	3.36	3.67	3.52
Administrative Disbursements per Mile	19,156	22,391	22,333	36	39	38	1.69	2.15	2.11
Total Disbursement per Mile	374,102	463,301	462,098	43	46	43	2.59	3.04	2.85
Rural Interstate Percent Poor Condition	6.08	2.82	2.82	46	39	38	3.65	1.58	1.59
Rural Other Principal Arterial Percent Poor	0.67	0.72	0.93	35	29	28	1.03	0.94	1.04
Urban Interstate Percent Poor	11.26	10.37	10.53	46	46	45	2.26	2.00	2.12
Urban Interstate Percent Congested	46.43	43.25	NA	34	36	NA	0.99	1.03	NA
Rural Arterial Percent Narrow Lanes	23.52	28.58	24.93	44	44	43	2.43	3.17	2.81
Percent of Deficient Bridges	37.03	36.74	38.82	47	47	49	1.59	1.63	1.80
Fatality Rate	0.87	0.92	0.91	7	13	11	0.76	0.83	0.81
Overall Performance*				45	44	43	1.99	1.96	1.92

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

North Carolina



For the year 2012, North Carolina ranked 20th in the overall performance rankings, down one slot from 19th in 2009. It is the second largest state controlled highway system, with 80,456 miles, behind Texas by just a few miles. North Carolina spent about 30 percent of the national per-mile average for state-owned roads, but in 2012 all but one performance measure was worse than the national averages. Urban Interstate condition was 45 percent better than average. The state also did well on the 2011 urban Interstate/freeway congestion measure, which was 17 percent better than average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) On the other hand, 2012 rural Interstate condition, rural principal arterial condition, rural principal arterial lane-width, deficient bridges, and fatality rate were all worse than the national average.

North Carolina	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	24,806	31,456	32,416	4	4	4	0.31	0.38	0.38
Maintenance Disbursements per Mile	8,651	9,548	8,966	5	7	6	0.34	0.38	0.34
Administrative Disbursements per Mile	4,040	3,692	4,208	11	10	11	0.36	0.35	0.40
Total Disbursement per Mile	43,785	51,940	52,282	3	4	3	0.30	0.34	0.32
Rural Interstate Percent Poor Condition	1.53	1.49	2.33	36	30	34	0.92	0.83	1.31
Rural Other Principal Arterial Percent Poor	0.95	0.88	0.93	40	33	29	1.47	1.15	1.04
Urban Interstate Percent Poor	2.22	2.00	2.74	22	18	22	0.45	0.39	0.55
Urban Interstate Percent Congested	60.89	35.00	NA	43	22	NA	1.30	0.83	NA
Rural Arterial Percent Narrow Lanes	13.09	12.99	20.22	37	37	40	1.35	1.44	2.28
Percent of Deficient Bridges	29.54	29.75	29.19	40	41	43	1.27	1.32	1.36
Fatality Rate	1.28	1.18	1.23	30	30	28	1.13	1.08	1.09
Overall Performance*				19	17	20	0.83	0.79	0.91

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

North Dakota



In 2012, North Dakota ranked 6th overall, down from 1st in 2009. It has a total of 7,397 miles under the state-owned highway system, making it the 37th largest. Performance measures were better than national averages in 10 of 11 categories, except for fatality rate, which was 49 percent worse than the national rate. The 2011 urban Interstate/freeway congestion measure also bettered national rate. The drop in ratings comes largely from jumps in congestion and poor-mileage rural primaries. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) Overall, North Dakota’s modest congestion and good system condition, combined with relatively low expenditures, have consistently placed it in the top-performing states – it has been in the top ten every year since 2000.

North Dakota	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	40,324	55,983	84,805	9	15	25	0.50	0.68	0.98
Maintenance Disbursements per Mile	5,087	4,678	3,576	1	2	2	0.20	0.19	0.14
Administrative Disbursements per Mile	2,774	2,520	3,074	7	5	7	0.24	0.24	0.29
Total Disbursement per Mile	52,143	67,325	95,898	5	9	14	0.36	0.44	0.59
Rural Interstate Percent Poor Condition	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Rural Other Principal Arterial Percent Poor	0.10	1.26	0.80	10	42	25	0.16	1.65	0.89
Urban Interstate Percent Poor	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Urban Interstate Percent Congested	3.86	30.63	NA	8	15	NA	0.08	0.73	NA
Rural Arterial Percent Narrow Lanes	0.82	0.75	0.87	9	11	9	0.08	0.08	0.10
Percent of Deficient Bridges	20.85	19.71	19.31	20	19	19	0.90	0.88	0.90
Fatality Rate	1.72	1.62	1.69	44	45	47	1.51	1.47	1.49
Overall Performance*				1	7	6	0.37	0.58	0.56

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Ohio



For the year 2012, Ohio ranked 14th in the overall performance rankings, up 11 slots from 25th in 2009. With 20,371 miles under state highway control, it is 9th largest system in the country. Ohio's total per-mile spending was 7 percent above the national average in 2012. But only one performance category was worse than the national averages (rural arterial lane-width was 21 percent worse than average). All others were at or below US averages. Highway pavement condition (rural Interstates, urban Interstates, and rural principal arterials) were in better condition than US averages, by 85, 25, and 71 percent, respectively. 2011 urban Interstate/freeway congestion was also better than average (by 33 percent). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Ohio	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	87,641	86,208	105,229	30	25	33	1.10	1.05	1.22
Maintenance Disbursements per Mile	29,959	21,054	20,694	33	24	23	1.17	0.84	0.79
Administrative Disbursements per Mile	15,219	22,573	15,332	28	40	28	1.34	2.16	1.45
Total Disbursement per Mile	170,346	162,401	174,199	32	25	28	1.18	1.06	1.07
Rural Interstate Percent Poor Condition	0.44	0.30	0.27	29	19	18	0.27	0.17	0.15
Rural Other Principal Arterial Percent Poor	0.53	0.26	0.26	30	16	11	0.82	0.34	0.29
Urban Interstate Percent Poor	1.71	2.43	3.72	19	22	29	0.34	0.47	0.75
Urban Interstate Percent Congested	63.08	28.12	NA	46	14	NA	1.35	0.67	NA
Rural Arterial Percent Narrow Lanes	13.87	10.57	10.74	38	34	34	1.44	1.17	1.21
Percent of Deficient Bridges	22.73	21.76	21.43	24	25	25	0.98	0.97	1.00
Fatality Rate	0.92	0.91	1.00	11	12	16	0.81	0.83	0.88
Overall Performance*				25	19	14	0.95	0.85	0.83

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Oklahoma



Oklahoma ranked 22nd overall in 2012, up 16 slots from 38th 2009. With 13,369 miles under state highway control, it is a mid-sized system, ranking 19th in size. Oklahoma spends slightly less than the national per-mile average. In 2012 its system bested the national averages in three areas: rural Interstate condition (84 percent better), rural arterial lane-width (51 percent better) and rural principal arterial condition (10 percent better). The 2011 urban Interstate/freeway congestion measure was also better than the US average (by 19 percent). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.) On the other hand, urban Interstate condition, deficient bridges and the fatality rate were worse than average by 48, 9 and 31 percent, respectively.

Oklahoma	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	71,633	121,719	101,608	23	37	31	0.90	1.49	1.18
Maintenance Disbursements per Mile	13,272	17,183	15,543	13	18	16	0.52	0.68	0.60
Administrative Disbursements per Mile	9,573	13,566	13,007	21	27	27	0.84	1.30	1.23
Total Disbursement per Mile	114,722	216,527	155,408	18	35	22	0.79	1.42	0.96
Rural Interstate Percent Poor Condition	3.23	1.14	0.29	42	28	19	1.94	0.64	0.16
Rural Other Principal Arterial Percent Poor	1.90	1.21	0.80	45	41	26	2.95	1.58	0.90
Urban Interstate Percent Poor	11.82	9.35	7.35	47	45	40	2.38	1.81	1.48
Urban Interstate Percent Congested	37.10	34.00	NA	22	20	NA	0.79	0.81	NA
Rural Arterial Percent Narrow Lanes	2.93	4.31	4.37	16	24	24	0.30	0.48	0.49
Percent of Deficient Bridges	28.57	27.43	23.36	38	38	30	1.23	1.22	1.09
Fatality Rate	1.57	1.47	1.48	42	42	42	1.38	1.33	1.31
Overall Performance*				38	32	22	1.27	1.15	0.92

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Oregon

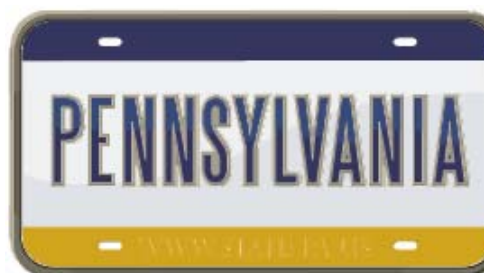


For the year 2012, Oregon ranked 26th in the overall performance rankings, down from 13th in 2009. It is a smaller system (with 8,331 miles under state highway control) which since 2000 has been in the top ten seven times. For 2012 Oregon reported spending 30 percent more than the US per-mile average, but it also bested the national averages in five performance categories. The two worse-than-average performance areas (rural principal arterial condition and deficient bridges) were just 6 and 2 percent worse, respectively, than national averages. (2011 congestion data is used in the 2012 overall performance calculation since 2012 data is not available.) The drop in ranking is caused largely by a worsening of the urban Interstate system and rural primary conditions, along with an increase in disbursements.

Oregon	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	83,744	69,621	68,303	27	21	15	1.05	0.85	0.79
Maintenance Disbursements per Mile	26,153	29,928	35,078	31	33	35	1.03	1.19	1.35
Administrative Disbursements per Mile	15,843	17,558	17,951	31	33	33	1.40	1.68	1.70
Total Disbursement per Mile	148,911	143,708	210,930	27	24	32	1.03	0.94	1.30
Rural Interstate Percent Poor Condition	0.00	0.03	1.25	1	11	25	0.00	0.02	0.70
Rural Other Principal Arterial Percent Poor	0.18	0.21	0.95	17	14	32	0.28	0.28	1.06
Urban Interstate Percent Poor	0.58	0.96	4.28	12	13	31	0.12	0.18	0.86
Urban Interstate Percent Congested	39.76	39.59	NA	24	30	NA	0.85	0.94	NA
Rural Arterial Percent Narrow Lanes	5.38	3.93	3.45	24	20	18	0.56	0.44	0.39
Percent of Deficient Bridges	22.83	22.19	22.04	25	26	27	0.98	0.99	1.02
Fatality Rate	1.11	0.99	1.01	22	21	18	0.98	0.90	0.90
Overall Performance*				13	15	26	0.74	0.76	0.99

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Pennsylvania



For the year 2012, Pennsylvania ranked 41st in the overall performance rankings, down slightly from 39th in 2009. With 41,147 miles under state highway control, it is the 5th largest system in the country. Pennsylvania's total per-mile spending in 2012 was close to the US average, but maintenance spending and administrative spending were higher (by 28 and 15 percent, respectively). But rural arterial mileage with narrow lanes was 5.6 times the national average, and percent of deficient bridges was 80 percent worse than the national average. Pennsylvania's fatality rate was also worse than the national rate, by 17 percent. All other performance areas are better than average, including 2011 urban Interstate/freeway congestion levels. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Pennsylvania	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	79,318	119,806	80,566	26	34	21	0.99	1.46	0.94
Maintenance Disbursements per Mile	39,676	32,790	33,509	39	34	34	1.56	1.30	1.28
Administrative Disbursements per Mile	10,435	11,457	12,204	22	22	24	0.92	1.10	1.15
Total Disbursement per Mile	149,813	212,867	165,728	28	34	26	1.04	1.40	1.02
Rural Interstate Percent Poor Condition	1.02	0.37	0.33	32	21	20	0.61	0.21	0.19
Rural Other Principal Arterial Percent Poor	0.32	0.63	0.75	26	28	24	0.50	0.82	0.84
Urban Interstate Percent Poor	2.11	2.21	2.75	20	20	23	0.42	0.43	0.55
Urban Interstate Percent Congested	41.87	41.08	NA	27	33	NA	0.90	0.97	NA
Rural Arterial Percent Narrow Lanes	40.14	52.03	49.60	50	50	50	4.15	5.77	5.58
Percent of Deficient Bridges	37.61	40.24	38.74	48	49	48	1.62	1.79	1.80
Fatality Rate	1.21	1.30	1.32	27	35	34	1.06	1.18	1.17
Overall Performance*				39	40	41	1.28	1.53	1.44

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Rhode Island



Rhode Island ranked 47th in the overall performance rankings in 2012, up two positions from 49th in 2009. With 1,114 miles in the state owned highway system, Rhode Island is the second smallest system. It ranks 47th in total per-mile spending, with disbursements per mile 3.3 times the national average. The highway system lags the 2012 US averages in two performance areas: rural arterials in poor condition (almost 10 times the national average) and deficient bridges (2.3 times the national average, the highest in the US). The other performance measures are quite good, and 2011 urban Interstate/freeway congestion levels are also better than average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Rhode Island	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	135,032	207,026	282,917	37	43	47	1.69	2.53	3.28
Maintenance Disbursements per Mile	98,270	79,843	68,375	47	47	43	3.85	3.18	2.62
Administrative Disbursements per Mile	27,782	35,831	33,092	42	45	44	2.45	3.44	3.13
Total Disbursement per Mile	345,970	417,684	533,614	42	45	47	2.39	2.74	3.29
Rural Interstate Percent Poor Condition	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Rural Other Principal Arterial Percent Poor	10.20	29.83	8.73	49	50	48	15.80	38.99	9.81
Urban Interstate Percent Poor	0.00	0.82	1.55	1	9	17	0.00	0.16	0.31
Urban Interstate Percent Congested	57.34	40.15	NA	42	31	NA	1.23	0.95	NA
Rural Arterial Percent Narrow Lanes	6.35	4.17	4.30	27	23	23	0.66	0.46	0.48
Percent of Deficient Bridges	52.85	49.34	50.52	50	50	50	2.27	2.19	2.35
Fatality Rate	1.01	0.84	0.82	19	7	7	0.89	0.76	0.72
Overall Performance*				49	50	47	2.75	4.94	2.35

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

South Carolina



In 2012 South Carolina ranked 4th, climbing up three positions from 7th in 2009. South Carolina has finished every year since 2000 except in 2002. With 41,584 miles under state control, it is the 4th largest state-administered system in the country. South Carolina has traditionally had a thin budget relative to system size: for 2012, it ranked in the top six in all disbursement categories. Nevertheless it bested the US averages in all but one performance category (fatality rate, 56 percent worse than the US average). It also bested the US average in 2011 urban Interstate/freeway congestion levels by 7 percent. (2011 congestion data was used in the 2012 performance calculations since 2012 data is not available.)

South Carolina	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	15,515	21,684	24,523	1	2	3	0.19	0.26	0.28
Maintenance Disbursements per Mile	8,634	8,644	7,320	4	4	4	0.34	0.34	0.28
Administrative Disbursements per Mile	2,180	2,899	2,967	4	8	6	0.19	0.28	0.28
Total Disbursement per Mile	31,379	37,805	39,403	1	1	1	0.22	0.25	0.24
Rural Interstate Percent Poor Condition	2.07	0.01	0.13	37	10	13	1.24	0.00	0.07
Rural Other Principal Arterial Percent Poor	0.16	0.20	0.25	15	12	10	0.24	0.26	0.29
Urban Interstate Percent Poor	1.15	2.14	0.87	15	19	15	0.23	0.41	0.18
Urban Interstate Percent Congested	47.83	39.39	NA	37	29	NA	1.02	0.93	NA
Rural Arterial Percent Narrow Lanes	5.08	6.30	5.43	21	30	29	0.53	0.70	0.61
Percent of Deficient Bridges	22.19	21.47	20.77	23	23	22	0.96	0.95	0.97
Fatality Rate	1.82	1.70	1.76	48	48	49	1.60	1.55	1.56
Overall Performance*				7	5	4	0.62	0.55	0.53

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

South Dakota



South Dakota ranked 3rd in overall performance in 2012, up 6 slots from 9th in 2009. With 9,428 miles under state control, South Dakota has a smaller system, 32nd in size. South Dakota spends about a third of the national per-mile average for its state-owned roads. But performance in five of seven categories is better than or equal to the national averages. Two areas were worse (deficient bridges were 14 percent worse and the fatality rate was 29 percent worse). (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

South Dakota	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	35,073	36,368	39,403	7	6	7	0.44	0.44	0.46
Maintenance Disbursements per Mile	7,962	6,646	5,433	2	3	3	0.31	0.26	0.21
Administrative Disbursements per Mile	4,653	4,590	5,493	12	12	13	0.41	0.44	0.52
Total Disbursement per Mile	51,631	51,521	54,834	4	3	4	0.36	0.34	0.34
Rural Interstate Percent Poor Condition	0.00	0.09	0.10	1	14	12	0.00	0.05	0.06
Rural Other Principal Arterial Percent Poor	1.62	0.01	0.89	44	4	27	2.51	0.02	1.00
Urban Interstate Percent Poor	6.58	3.13	0.70	37	30	13	1.32	0.60	0.14
Urban Interstate Percent Congested	0.00	23.25	NA	1	6	NA	0.00	0.55	NA
Rural Arterial Percent Narrow Lanes	0.00	0.34	0.26	1	9	8	0.00	0.04	0.03
Percent of Deficient Bridges	24.08	24.24	24.43	30	30	32	1.04	1.08	1.14
Fatality Rate	1.36	1.23	1.46	36	31	41	1.20	1.12	1.29
Overall Performance*				9	1	3	0.69	0.45	0.53

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Tennessee



For the year 2012, Tennessee ranked 17th in the overall performance rankings, up 4 slots from 21st in 2009. This mid-size system, with 14,226 miles under state highway control (17th largest), has hovered around the 20th rank since 2000. Tennessee's per-mile disbursements have been close or below the national averages. In 2012, it bested national averages in all performance areas but two: rural arterial mileage with narrow lanes (2.3 times the US average) and fatality rate (26 percent above the national rate). It also bested the 2011 US average in urban Interstate/freeway congestion levels. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Tennessee	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	71,693	90,096	95,087	24	28	29	0.90	1.10	1.10
Maintenance Disbursements per Mile	22,636	21,010	19,868	28	23	21	0.89	0.84	0.76
Administrative Disbursements per Mile	18,467	11,567	11,676	35	24	23	1.63	1.11	1.10
Total Disbursement per Mile	115,369	125,117	129,018	19	18	18	0.80	0.82	0.80
Rural Interstate Percent Poor Condition	0.87	0.36	0.33	31	20	21	0.52	0.20	0.19
Rural Other Principal Arterial Percent Poor	0.27	0.21	0.33	20	13	16	0.41	0.28	0.37
Urban Interstate Percent Poor	2.16	2.64	2.50	21	26	20	0.44	0.51	0.50
Urban Interstate Percent Congested	46.05	34.99	NA	32	21	NA	0.99	0.83	NA
Rural Arterial Percent Narrow Lanes	18.45	20.83	20.24	40	40	41	1.91	2.31	2.28
Percent of Deficient Bridges	17.42	16.17	16.06	11	11	12	0.75	0.72	0.75
Fatality Rate	1.41	1.34	1.42	39	36	38	1.24	1.22	1.26
Overall Performance*				21	20	17	0.92	0.87	0.87

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Texas

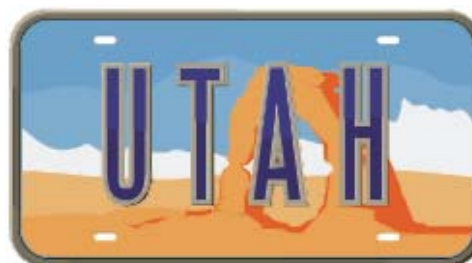


In 2012, Texas ranked 11th overall, unchanged from 2009. With 80,476 miles under state highway control, it is the largest system in the country, just 20 miles more than North Carolina. Despite the large size, this system has consistently ranked in the top 20 since 2000. Total per-mile disbursement is below the national average, although capital-bridge and maintenance disbursements were slightly above averages. In 2012, Texas bested the national averages in all performance areas except fatality rate (26 percent worse than average). 2011 urban Interstate/freeway congestion levels were also better than the US average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Texas	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	66,883	86,699	102,395	20	26	32	0.84	1.06	1.19
Maintenance Disbursements per Mile	16,032	21,382	26,467	18	26	29	0.63	0.85	1.01
Administrative Disbursements per Mile	3,601	3,959	3,779	10	11	9	0.32	0.38	0.36
Total Disbursement per Mile	117,439	135,494	157,053	20	22	23	0.81	0.89	0.97
Rural Interstate Percent Poor Condition	0.37	0.46	1.06	27	23	24	0.22	0.26	0.59
Rural Other Principal Arterial Percent Poor	0.33	0.25	0.14	27	15	8	0.51	0.33	0.16
Urban Interstate Percent Poor	3.13	4.13	3.48	26	35	27	0.63	0.80	0.70
Urban Interstate Percent Congested	48.59	38.53	NA	39	27	NA	1.04	0.91	NA
Rural Arterial Percent Narrow Lanes	8.68	6.51	2.38	31	31	17	0.90	0.72	0.27
Percent of Deficient Bridges	17.93	16.77	16.53	13	12	14	0.77	0.74	0.77
Fatality Rate	1.33	1.27	1.43	35	33	40	1.17	1.16	1.26
Overall Performance*				11	14	11	0.71	0.73	0.74

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Utah



For the year 2012, Utah ranked 29th in the overall performance rankings, down slightly from 26th in 2009. With 5,866 miles under state highway control, it is one of the smaller systems in the country, 39th in size. Total per-mile highway disbursements are 2.3 times the national average, and per-mile administrative disbursements are 4.5 times the national average. However, the system bests the 2012 national averages in all performance areas, ranking in the top ten in each category. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Utah	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	156,163	214,969	181,815	39	45	40	1.95	2.63	2.11
Maintenance Disbursements per Mile	41,360	37,095	55,876	40	37	41	1.62	1.48	2.14
Administrative Disbursements per Mile	42,390	21,403	47,471	45	37	46	3.73	2.05	4.49
Total Disbursement per Mile	276,601	351,990	367,185	39	41	41	1.91	2.31	2.26
Rural Interstate Percent Poor Condition	0.14	0.66	0.05	22	25	9	0.08	0.37	0.03
Rural Other Principal Arterial Percent Poor	0.28	0.39	0.02	23	20	4	0.44	0.51	0.03
Urban Interstate Percent Poor	0.00	1.07	0.18	1	14	5	0.00	0.21	0.04
Urban Interstate Percent Congested	41.78	41.51	NA	26	34	NA	0.90	0.99	NA
Rural Arterial Percent Narrow Lanes	0.00	0.00	0.00	1	1	1	0.00	0.00	0.00
Percent of Deficient Bridges	13.72	12.52	11.35	6	3	4	0.59	0.56	0.53
Fatality Rate	0.93	0.92	0.82	12	14	6	0.82	0.83	0.72
Overall Performance*				26	27	29	1.00	1.00	1.09

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Vermont



For the year 2012, Vermont ranked 38th in the overall performance rankings, down 10 slots from 28th in 2009. With 2,669 miles under state highway control, it is the third smallest system in the country. Vermont spends about 32 percent more, per mile, than the average state. In 2012 its rural principal arterial system mileage in poor condition is 2.2 times the national average, and percent of rural arterial mileage with narrow lanes is 2.7 times the national average. The percentage of deficient bridges is 34 percent worse than national averages. But the Interstate system, both rural and urban, reported less than one percent in poor condition. 2011 urban Interstate /freeway congestion levels were also better than average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Vermont	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	54,665	97,937	97,988	14	31	30	0.68	1.20	1.14
Maintenance Disbursements per Mile	30,391	35,066	64,692	34	35	42	1.19	1.40	2.48
Administrative Disbursements per Mile	11,936	20,682	25,023	25	36	43	1.05	1.98	2.37
Total Disbursement per Mile	119,431	178,910	214,396	21	29	34	0.83	1.17	1.32
Rural Interstate Percent Poor Condition	1.43	0.61	0.18	35	24	15	0.86	0.34	0.10
Rural Other Principal Arterial Percent Poor	1.56	3.08	1.95	43	46	41	2.42	4.03	2.19
Urban Interstate Percent Poor	0.00	2.48	0.50	1	23	10	0.00	0.48	0.10
Urban Interstate Percent Congested	3.04	22.87	NA	7	5	NA	0.07	0.54	NA
Rural Arterial Percent Narrow Lanes	20.25	23.65	23.74	42	41	42	2.10	2.62	2.67
Percent of Deficient Bridges	31.62	30.04	28.73	42	43	41	1.36	1.33	1.34
Fatality Rate	0.97	0.77	1.07	16	5	20	0.85	0.70	0.94
Overall Performance*				28	39	38	1.05	1.46	1.41

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Virginia



Virginia ranked 25th in overall performance rankings in 2012, down 10 points from 15th in 2009. But the system has been ranked in the top half each year since 2000. It is the third largest system in nation (58,355 miles under state control) after Texas and North Carolina. Total disbursements per mile are about 57 percent below the national average. In 2012, Virginia bested national averages in all performance measures but two: rural arterial mileage with narrow lanes (4.5 times the average) and percent of deficient bridges (8 percent worse than the average). 2011 urban Interstate/freeway congestion levels were also 10 percent above the average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Virginia	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	18,765	20,843	23,278	2	1	1	0.23	0.25	0.27
Maintenance Disbursements per Mile	21,342	24,220	29,431	26	27	32	0.84	0.96	1.13
Administrative Disbursements per Mile	6,311	5,308	5,216	15	14	12	0.56	0.51	0.49
Total Disbursement per Mile	55,333	60,321	70,017	7	6	7	0.38	0.40	0.43
Rural Interstate Percent Poor Condition	0.00	0.00	0.04	1	9	8	0.00	0.00	0.02
Rural Other Principal Arterial Percent Poor	0.07	0.02	0.00	9	5	1	0.12	0.02	0.00
Urban Interstate Percent Poor	2.90	2.52	2.36	25	24	19	0.58	0.49	0.48
Urban Interstate Percent Congested	38.13	46.39	NA	23	40	NA	0.82	1.10	NA
Rural Arterial Percent Narrow Lanes	25.00	35.37	40.39	46	48	48	2.59	3.92	4.54
Percent of Deficient Bridges	26.96	26.73	23.26	33	37	29	1.16	1.19	1.08
Fatality Rate	0.94	0.94	0.96	13	16	13	0.82	0.86	0.85
Overall Performance*				15	22	25	0.75	0.90	0.97

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Washington



For the year 2012, Washington ranked 42nd in the overall performance rankings, down significantly from 24th in 2009. With 17,232 miles under state highway control, it ranks 12th in size. In 2012, total per-mile spending was 86 percent above the national average. But Washington bested national averages in only two performance measures: rural principal arterial condition was 17 percent better than average and the fatality rate was 31 percent better than the national rate. All other measures were worse than the US averages, with the percent of rural Interstate mileage in poor condition (3.8 times the average) and the percent of rural arterial mileage with narrow lanes (2.9 times the national average) being the worst relatively. 2011 urban Interstate/freeway congestion levels are also worse than average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Washington	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	99,814	139,881	201,441	32	40	44	1.25	1.71	2.34
Maintenance Disbursements per Mile	36,260	45,930	42,863	38	41	38	1.42	1.83	1.64
Administrative Disbursements per Mile	11,685	11,492	12,505	24	23	25	1.03	1.10	1.18
Total Disbursement per Mile	176,786	245,435	301,035	33	38	37	1.22	1.61	1.86
Rural Interstate Percent Poor Condition	0.00	6.83	6.73	1	46	47	0.00	3.83	3.78
Rural Other Principal Arterial Percent Poor	0.05	0.59	0.74	7	25	23	0.08	0.77	0.83
Urban Interstate Percent Poor	2.35	6.44	7.79	23	37	42	0.47	1.24	1.57
Urban Interstate Percent Congested	32.26	48.59	NA	14	42	NA	0.69	1.15	NA
Rural Arterial Percent Narrow Lanes	27.11	26.08	26.01	47	42	44	2.81	2.89	2.93
Percent of Deficient Bridges	25.80	25.30	25.62	32	31	37	1.11	1.12	1.19
Fatality Rate	0.87	0.80	0.78	8	6	4	0.77	0.73	0.69
Overall Performance*				24	42	42	0.95	1.59	1.69

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

West Virginia



For the year 2012, West Virginia ranked 34th in the overall performance rankings, down slightly from 32nd in 2009. With 34,645 miles under state highway control, it is the 6th largest system in the country. Per-mile spending is significantly below the national averages. Virginia’s rural Interstate and rural principal arterials condition is worse than national averages. Deficient bridges and the fatality rate are also over 50 percent worse than average. But the urban Interstate poor pavement is 37 percent better than the national average and congestion is 40 percent better (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

West Virginia	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	24,331	23,642	23,707	3	3	2	0.30	0.29	0.28
Maintenance Disbursements per Mile	8,382	8,924	9,054	3	5	7	0.33	0.36	0.35
Administrative Disbursements per Mile	2,765	3,345	3,335	6	9	8	0.24	0.32	0.32
Total Disbursement per Mile	40,436	39,723	39,883	2	2	2	0.28	0.26	0.25
Rural Interstate Percent Poor Condition	2.43	2.18	2.52	39	35	36	1.46	1.22	1.41
Rural Other Principal Arterial Percent Poor	1.23	1.10	0.97	42	39	33	1.91	1.43	1.09
Urban Interstate Percent Poor	3.83	1.74	3.13	30	16	25	0.77	0.34	0.63
Urban Interstate Percent Congested	1.68	25.44	NA	4	9	NA	0.04	0.60	NA
Rural Arterial Percent Narrow Lanes	30.79	44.14	41.75	48	49	49	3.19	4.89	4.70
Percent of Deficient Bridges	35.81	34.26	33.69	45	44	44	1.54	1.52	1.57
Fatality Rate	1.82	1.78	1.76	47	49	50	1.60	1.62	1.56
Overall Performance*				32	34	34	1.08	1.19	1.18

*The Overall Performance measure is the average of the “Ratio to US Data” measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Wisconsin

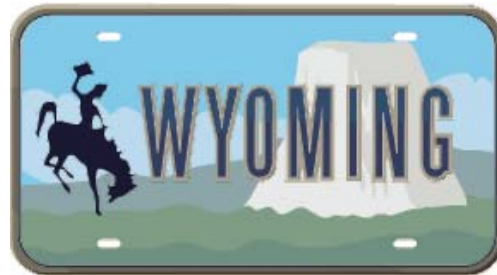


For the year 2012 Wisconsin ranked 15th in the overall performance rankings, up sharply from 31st in 2009. With 11,902 miles under state highway control, it ranks 22nd in size. Total per-mile disbursements have increased over the last three years, both absolutely and relatively. Wisconsin's system performance has improved, especially in the condition of the rural and urban Interstates. Rural principal arterial pavement condition also improved but is still 42 percent worse than the national average; and this is the only 2012 performance measure with worse than average rating. The 2011 urban Interstate/freeway congestion levels are also better than the national average by 40 percent. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Wisconsin	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	100,797	118,729	122,272	33	33	35	1.26	1.45	1.42
Maintenance Disbursements per Mile	18,989	19,095	17,816	20	20	19	0.74	0.76	0.68
Administrative Disbursements per Mile	15,451	16,116	15,709	29	31	30	1.36	1.55	1.48
Total Disbursement per Mile	165,184	183,600	226,901	31	31	36	1.14	1.20	1.40
Rural Interstate Percent Poor Condition	2.87	1.88	0.18	40	33	16	1.72	1.05	0.10
Rural Other Principal Arterial Percent Poor	1.09	1.07	1.26	41	38	38	1.69	1.40	1.42
Urban Interstate Percent Poor	8.06	3.39	3.56	42	32	28	1.62	0.66	0.72
Urban Interstate Percent Congested	43.40	25.26	NA	30	8	NA	0.93	0.60	NA
Rural Arterial Percent Narrow Lanes	0.98	0.89	1.92	12	12	15	0.10	0.10	0.22
Percent of Deficient Bridges	14.00	13.87	14.23	7	6	7	0.60	0.62	0.66
Fatality Rate	0.96	1.07	1.04	15	25	19	0.85	0.97	0.92
Overall Performance*				31	25	15	1.07	0.92	0.85

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.

Wyoming



With 7,896 miles of state owned highway system, Wyoming ranked 1st in the overall performance ratings in 2012, improving two slots over 2009 when it was ranked 3rd. Wyoming has ranked in the top 10 since 2000. With 7,896 state-owned miles, Wyoming is 35th in size. Per-mile spending is about half the US average. In 2012, Wyoming outperformed the national averages in all but one category, fatality rate, where it was 17 percent above the national rate. The 2011 urban Interstate/freeway congestion levels were also better than the national average. (2011 congestion data is used in the 2012 performance calculations since 2012 data is not available.)

Wyoming	State Data			State Rank			Ratio to US Data		
	2009	2011	2012	2009	2011	2012	2009	2011	2012
Capital-Bridge Disbursements per Mile	55,321	48,846	52,923	15	13	13	0.69	0.60	0.61
Maintenance Disbursements per Mile	10,721	9,043	11,308	8	6	9	0.42	0.36	0.43
Administrative Disbursements per Mile	6,633	7,579	6,464	17	18	18	0.58	0.73	0.61
Total Disbursement per Mile	78,232	70,909	77,197	12	11	12	0.54	0.46	0.48
Rural Interstate Percent Poor Condition	0.12	0.00	0.00	21	1	1	0.07	0.00	0.00
Rural Other Principal Arterial Percent Poor	0.30	0.60	0.17	25	26	9	0.47	0.78	0.19
Urban Interstate Percent Poor	7.29	3.63	4.57	41	33	32	1.47	0.70	0.92
Urban Interstate Percent Congested	0.00	15.81	NA	1	1	NA	0.00	0.38	NA
Rural Arterial Percent Narrow Lanes	1.19	0.00	0.00	13	1	1	0.12	0.00	0.00
Percent of Deficient Bridges	13.46	13.73	13.14	4	5	6	0.58	0.61	0.61
Fatality Rate	1.40	1.46	1.33	38	41	35	1.23	1.33	1.17
Overall Performance*				3	4	1	0.57	0.54	0.50

*The Overall Performance measure is the average of the "Ratio to US Data" measures with the disbursement measures weighted inversely by average system width. See Report Appendix.