

**TEA-21's Impact:
Performance of State Highway Systems 1984-2003
14th Annual Report**

by

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TEA-21's Impact: Performance of State Highway Systems, 1984-2003 14th Annual Report

Overview:

TEA-21¹, the federal US transportation program passed in 1998, resulted in a substantial improvement in overall road performance but at considerable cost, according to the 14th annual review of state highways by Professor David T. Hartgen, University of North Carolina at Charlotte.

During the six years of the federal highway program, 1998 to 2003, the state-administered US highway system improved sharply on six of seven key indicators of performance; only one indicator, urban interstate congestion, worsened. But overall expenditures on state-administered highways rose about 39 percent, about twice as fast as highway construction prices.

The most spectacular gains in performance were in rural areas: the percentage of rural interstates and rural primary roads in poor condition fell by 1/2, the percentage of narrow lanes was reduced 10 percent, and the percentage of deficient bridges improved 12 percent.

Expenditures and Performance of State-Administered Highways, 1998-2003

Statistic	1998	2002	2003	Change, 98-03
Total Revenues, All Sources, \$B	\$67.8	\$86.8	\$\$88.7	31 %
Total Expenditures, \$B	\$66.4	\$87.0	\$91.5	39 %
Expenditures, Capital/Bridges, \$B	\$36.3	\$48.5	\$49.3	36 %
Expenditures, Maintenance, \$B	\$11.4	\$13.4	\$14.1	24 %
Expenditures, Administration, \$B	\$4.7	\$5.9	\$6.5	38 %
Highway Construction Price Index	126.9	147.9	149.8	18 %
Rural Interstate Percent Poor Condition	3.25	2.14	1.64	-49 %
Urban Interstate Percent Poor Condition	8.69	7.66	7.62	-12 %
Rural Primary Percent Poor Condition	1.42	0.65	0.76	-46 %
Urban Interstate Percent Congested	45.9	52.8	51.8	13 %
Bridges Percent Deficient	29.0	25.8	25.4	-12 %
Fatality Rate per 100 Mill Miles Driven	1.58	1.50	1.48	-6 %
Rural Primary Percent Narrow Lanes	11.0	10.4	9.94	-10 %

¹ The Transportation Equity Act for the 21st Century, US Congress, June 1998.

But progress was slower in urban areas. Urban interstate condition improved just 12 percent, and urban interstate congestion worsened 13 percent.

Progress has also slowed to a crawl in the last several years. Of seven condition indicators, 6 improved marginally or held steady between 2002 and 2003. Only one measure (rural primary road condition) worsened. Total expenditures rose 5 percent from 2002 to 2003.

The 14th annual study tracks the performance of the state-owned roads from 1984 to 2003. Twelve indicators – covering the states' revenues, expenditures, pavement and bridge conditions, urban congestion, accident rates, and narrow lanes on major rural roads – make up each state's overall rating. The study is based on comparative spending and performance data submitted annually to the federal government by the state highway agencies. Each state's rating is then computed as the average of its performance to the national averages.

The condition and performance of highways varies widely across the nation, the study also found. Across the states the percent of poor-rated urban interstate ranges from zero to 31 percent, the percent of deficient bridges ranges from 5 to 60 percent, and the percentage of urban interstates in poor condition ranges from zero to over 84 percent.

Several states made remarkable progress over the 6-year period from 1998 to 2003. New Mexico improved from 31st to 5th and Minnesota from 32nd to 14th. On the other hand, Missouri slipped from 14th to 34th, and Maine slipped from 12th to 27th.

Prof. Hartgen lauded the nation's overall progress during the TEA-21 years. "*Congress and the States should be rightly proud of the progress to date*", he said. But he expressed concern about the slowing progress in recent years. "*We have the best highway system in the world, but progress is becoming more difficult. Will we leave our children a better road system, or a worse one?*" he said. He urged Congress to act to reauthorize the highway program, set national highway performance goals and provide the means to achieve them. "*It's not just more dollars. We must also put the dollars on the ground*", he said.

Cost-Effectiveness Rankings of the States:

The following table shows the relative cost-effectiveness of the 50 states during the TEA-21 years. The states are ordered by overall cost-effectiveness in 2003.

State	1998 Overall Cost-Effectiveness Rating	2002 Overall Cost-Effectiveness Rating	2003 Overall cost-Effectiveness Rank	Change, 1998-2003
North Dakota	1	1	1	0
Wyoming	2	2	2	0
<u>South Carolina</u>	4	22	3	1
Georgia	6	3	4	2
New Mexico	31	11	5	26
Texas	7	8	6	1
Montana	3	7	7	-4
South Dakota	15	6	8	7
Oregon	8	5	9	-1
Kansas	11	15	10	1
Idaho	5	10	11	-6
Alaska	21	14	12	9
Alabama	10	12	13	-3
Minnesota	32	13	14	18
Kentucky	9	9	15	-6
Nevada	13	4	16	-3
Ohio	28	20	17	11
Nebraska	17	21	18	-1
Indiana	23	16	19	4
Utah	30	32	20	10
Virginia	18	17	21	-3
Tennessee	26	24	22	4
Wisconsin	29	19	23	6
West Virginia	22	28	24	-2
New Hampshire	16	27	25	-9
Mississippi	19	26	26	-7
Maine	12	18	27	-15
Arizona	20	31	28	-8
Washington	24	23	29	-5
Oklahoma	27	35	30	-3
Iowa	25	34	31	-6
Illinois	36	30	32	4
Pennsylvania	33	37	33	0
Missouri	14	25	34	-20
Vermont	34	39	35	-1
<u>North Carolina</u>	35	36	36	-1
Maryland	37	38	37	0
Louisiana	39	33	38	1
Delaware	38	29	39	-1
Rhode Island	43	42	40	3
Arkansas	47	44	41	6
Connecticut	41	43	42	-1
Michigan	42	45	43	-1
Florida	40	40	44	-4
Colorado	45	41	45	0
Hawaii	46	48	46	0
New York	48	47	47	1
California	44	46	48	-4
Massachusetts	49	49	49	0
New Jersey	50	50	50	0

For 2003, the top three states in overall cost-effectiveness – **North Dakota, Wyoming and South Carolina** – are followed by Georgia, New Mexico, Texas, Montana, South Dakota, Oregon and Kansas.

Several states improved their rankings sharply from 2002:

- **South Carolina** moved up from 22nd to 3rd after sharply improving its rural and urban interstate conditions, which had deteriorated the year before.
- **Utah** moved up from 32nd to 20th by cutting its percentage of rural poor-condition interstate in half.

On the other hand, several states lost ground between 2002 and 2003:

- **Nevada** slipped from 4th to 16th after reporting a significant increase in urban interstate congestion, from 46.2 percent to 64.1 percent congested (about 14 additional miles).
- **Delaware** slipped from 29th to 39th after also reporting a large increase in urban interstate congestion, from 26.8 to 62.5 percent (also 14 additional miles).
- **Maine** slipped from 18th to 27th after reporting a sharp increase in the percentage of poor rural primary mileage, from zero to 2.54 percent, about 20 miles.
- **Missouri** slipped from 25th to 34th after reporting (in a revised submittal) sharp increases in the percentage of poor rural interstate mileage (0.37 to 2.25 percent, 15 miles), and poor urban interstate mileage (6.7 to 10.0 percent, 13 miles).²

Detailed data and trends in rankings for each of the states are shown in the attached tables:

- **Comparative State Data, 2003**
- **State Rankings, 1998-2003**

Overall National Trends during the TEA-21 Years:

Details of national trends are available in [Table 1, National Trends](#).

Overall, revenues for state-owned roads (from all sources) jumped 31 percent, (from \$67.8B to \$88.7B) from 1998 to 2003. Capital

² Missouri's 2003 data was under review when the initial web version of Highway Statistics 2003 was released in November 2004. In early 2005, the author obtained revised, but unchecked statistics for Missouri's road conditions from the Federal Highway Administration. These revised statistics, incidentally showing a considerably deteriorated system, are used here.

expenditures for major widenings and resurfacing increased 36 percent, from \$36.3B to \$49.3B. Maintenance expenditures rose 24 percent, and total disbursements jumped 39 percent. These increases were substantially faster than highway construction price increases, at 18 percent.

During the same period, 6 of 7 key indicators of system performance improved:

- The percentage of rural interstates in poor condition fell by about 1/2, from 3.25 percent poor to 1.64 percent poor.
- The percentage of rural primary roads in poor condition also improved dramatically, from 1.42 percent poor to 0.76 percent poor.
- The percentage of urban interstates in poor condition improved less dramatically, from 8.69 percent poor to 7.62 percent poor. However, progress in these statistics slowed in the later years of the program.
- The nation's highway fatality rate fell by 6 percent, from 1.58 to 1.475 fatalities per 100 million miles driven.
- The percentage of narrow lanes on rural primary roads improved just slightly, from 11.0 percent to 9.96 percent, as some states widened rural roads and re-measured others more carefully.
- The percentage of deficient bridges improved steadily, from 29.04 percent deficient to 25.38 percent.

However, urban interstate congestion worsened, from 45.93 percent congested 51.78 percent congested, in spite of slight increases in estimates of freeway capacity.

Trends in Performance Indicators:

Details on the trends of various performance measures follow.

Resources:

- **State-controlled miles:** State-controlled miles include the State Highway Systems, state-agency toll roads, some ferry services, and minor state-owned systems serving universities and state parks. **Nationwide, about 809,732 miles are under state control (Table 2, Mileage).** The smallest state-owned road systems are in Hawaii (983 miles) and Rhode Island (1,103 miles); the largest in Texas (79,517 miles) and North Carolina (79,389 miles). About 771,127 miles are the responsibility of the 50 state highway agencies **Table 3, SHA Lane-Miles** These are generally the Interstates and other major US-numbered and State-numbered roads. A

few states (New Jersey, Florida, California, Massachusetts) manage significantly wider roads.

- **Receipts for state-administered roads.** The states obtain their road funds primarily from state-imposed road user fuel taxes and fees, the federal government, general funds, tolls, bonds and other financial initiatives. In 2003 the states received about \$88.68B for state-administered roads, about 2.2 percent more than in 2002 (**Table 4, Receipts for State-Administered Highways**) Since 1984, per-mile receipts for state-owned roads have increased about 176 percent. In 2003, receipts per mile of responsibility averaged \$109,518. Receipts per mile of responsibility ranged from a low of \$ 21,839 per mile of responsibility for South Carolina to a high of \$ 1,894,811 for New Jersey.
- **Capital and bridge disbursements.** Capital and bridge disbursements for state-owned roads totaled \$49.240B in 2003, about 1.6 percent higher than in 2002 **Table 5, Capital and Bridge Disbursements** For each American, this is about \$174/year, and is considerably less than what Americans spend annually at Home Depot (\$66B). Since 1984, per-mile capital and bridge disbursements have increased about 204 percent. On a per-mile basis, 2003 capital and bridge disbursements averaged \$60,810. On a per-mile basis, capital and bridge disbursements ranged from a low of \$15,087 in South Carolina to a high of \$671,401 in New Jersey.
- **Maintenance disbursements.** Maintenance disbursements for state-owned roads totaled \$14.115B in 2003, or **about 2/3 what Americans spent at Lowes Home Improvement stores (\$20B)**. Maintenance disbursements increased 5.8 percent from 2002 to 2003, and accounted for about 15.4 percent of total disbursements (**Table 6, Maintenance Disbursements**). Since 1984, per-mile maintenance disbursements have increased about 136 percent. On a per-mile basis, 2003 maintenance disbursements per mile of responsibility averaged about \$17,431. The lowest per-mile maintenance disbursement was \$4,682 in North Dakota, the highest \$104,522 in New Jersey.
- **Administrative disbursements.** Administrative disbursements for state-owned roads totaled \$6.449B in 2003, about 9.9 percent higher than in 2002 (**Table 7, Administrative Disbursements**). Administrative costs account for about 7.05 percent of total disbursements. Since 1984, per-

mile administrative disbursements have increased about 205 percent. On a per-mile basis, 2003 administrative disbursements averaged \$7,965 and ranged from a low of \$1,560 in Arkansas to a high of \$79,965 in New Jersey.

- **Total disbursements:** In total, **the states disbursed about \$91.456B for state-owned roads in 2003, about 5.2 percent higher than in 2002** ([**Table 8, Total Disbursements**](#)). Since 1984, per-mile total disbursements have increased about 204 percent. On a per-mile basis, 2003 disbursements averaged \$112,945. The lowest disbursement per mile was \$26,845 in South Carolina, the highest \$2,097,354 in New Jersey.

System Performance:

- **Rural interstate condition:** Road condition is measured using special machines that determine the roughness of road surfaces. Overall, the condition of the rural interstate continued to improve, after worsening slightly in 2002. **About 1.69 percent US rural interstates – 540 miles out of 31,951 - were reported in poor condition in 2003** ([**Table 9, Rural Interstate Condition**](#)), that is, having a roughness of greater than 170 inches per mile. This compares to 2.12 percent poor in 2002. **Since 1998 the percentage of poor rural interstate has been cut in half.**

The amount of poor mileage in several states varies significantly. Although 20 states reported no poor mileage, Arkansas reported over 8 percent poor mileage, and four states (California, North Carolina, New Jersey and Michigan) reported over 7 percent poor mileage.

- **Urban interstate condition:** The urban interstates consist of major multi-lane interstates in and near urban areas. **The condition of the urban interstate system improved very slightly in 2002, to 7.62 percent poor from 7.66 percent poor in 2002** ([**Table 10, Urban Interstate Condition**](#)). Seven widely scattered states reported no poor urban interstate mileage, while three states (Hawaii, Oklahoma, and California) reported more than 20 percent poor mileage. Since 1998, the percentage of poor urban interstate mileage has been reduced about 12 percent.

Rural other principal arterial pavement condition: The condition of the major rural highways worsened slightly from 2002 to 2003. **Overall, 0.76**

percent of the rural other principal arterial system – 733 miles out of 96,791– was reported in poor condition ([Table 11, Rural Primary Pavement Condition](#)), that is having more than 220 inches per mile of roughness. This compares with 0.65 percent, about 637 miles, in 2002. **Since 1998, the percentage of poor rural primary mileage has been cut in half.** However, the recent decline from 2002 means that **progress in improving the rural primary system has ceased.**

Twelve states reported no poor rural primary mileage in 2003, but 3 states (Vermont, Colorado and Massachusetts) reported more than 3 percent poor mileage.

- **Urban interstate congestion.** There is no generally accepted definition of traffic congestion, but in reporting to the federal government the states use the volume-to-capacity ratios that are determined by Transportation Research Board's Highway Capacity Manual. The congestion measures for 2003 are not directly comparable with earlier years, since most states increased the rated capacities of Urban Interstates based on the 1997 and 2000 Highway Capacity Manuals. However, **the overall 2003 statistics – 51.78 percent congested – show a worsening from 45.93 percent reported for 1998 ([Table 12, Urban Interstate Congestion](#)).** For 2003, about 7390 miles out of 14,275 urban interstate miles were rated as having volume/capacity ratios greater than 0.70, the standard for mild congestion³. Four states reported no congested urban interstates, and five states (California 83.9%, Minnesota 79.1%, Maryland 76.4%, North Carolina 73.5% and New Jersey 71.4%) reported more than 70 percent of urban Interstates congested. **There is no question that urban interstate congestion is increasing.**
- **Deficient bridges:** Federal law mandates the uniform inspection of all bridges for structural and functional adequacy at least every two years; bridges rated ‘deficient’ are eligible for federal repair dollars. **The condition of the nation's highway bridges continued to improve from 2002 to 2003. Of the 594,256 highway bridges in the current National Bridge Inventory, 150,850 – about 25.38 percent – were reported deficient for 2003 ([Table 13, Deficient Bridges](#)).** This is an improvement of about 0.4 percent from 2002, and continues the steady measurable progress from 29.0 percent deficient in 1998. Arizona

³FHWA uses 0.80 as the cutoff for congestion, but this downplays the mild congestion in some rural states.

reported the lowest percentage of deficient bridges, 5.11 percent, while Rhode Island reported the highest, 60.05 percent.

- **Fatality rates:** Even though some highway fatalities occur on other than state-owned roads, overall fatality rates are an important overall measure of each state's road performance. **The nation's highway fatality rate continued to inch downward ([Table 14, Fatality Rates](#)):** for 2003, the overall fatality rate was 1.475 fatalities per 100 million vehicle miles, down slightly from 1.500 in 2002. Vermont reported the lowest rate, 0.830, Montana the highest, 2.409.
- **Narrow lanes:** Narrow lanes on major rural roads are a key indicator of sight visibility and design adequacy. The national design standard for lane width on major rural roads is generally 12 feet, and few if any major roads would be improved without widening lanes to the standard. In 2003, about **9.94 percent of rural other principal arterials – 9658 miles out of 99,712 - had narrow lanes, less than 12 ft wide ([Table 15, Rural Primary Lane Widths](#))**, slightly better than the 10.40 percent reported in 2002. Five states reported no narrow-lane mileage, while West Virginia (44.8%) reported the highest percent narrow lanes.

Table 1: National Trends in US State-Owned Highway System Performance, 1978-2003

	STAA			ISTEA				TEA-21					% Change 1998-03	%Change 84-2003	
	1984	1990	1991	1992	1995	1996	1997	1998	1999	2000	2001	2002	2003		
SYSTEM SIZE AND RESOURCES															
1. Miles under state control	787615	797241	797407	799197	801379	801690	803612	812987	810532	809767	809615	810298	809732	-0.40	2.81
State Highway Agency Mileage					768891	767689		769477	769266	770622	770841	771862	771127	0.21	
2. Total Revenues, per mile of responsibility	39649	54908	61174	67463	70615.8	75365	79078.51	83358.96	87613	95492	99673	107114	109518	31.38	176.22
3. Capital and Bridge Disb, per mile (Percent of total disbursements)	20007	30935	32250	33963	38186	40201	41656.17	44607.4	50910	54422	57844	59860	60810	36.32	203.94
4. Maintenance Disb, per mile (% of total disbursements)	7395	10935	10295	10944	12926.3	13721	13947.35	14070.64	14761	15800	16357	16478	17431	23.88	135.71
5. Administrative Disb, per mile (% of total disbursements)	2613	4741	5062	5787	5919	5942	5659.618	5764.893	5845	6380	6574	7250	7965	38.16	204.82
6. Total Disbursements, per mile	37175	54653	60374	64909	68654.9	73515	75193.66	81642.44	85936	92022	97546	107389	112947	38.34	203.83
PERFORMANCE															
7. Rural Interstate, Pct poor condition (Adjusted*)	7.9	6.3	5.1	3.8											
	12.3	8.7	7.6	5.3	5.28	3.88	3.64	3.25	2.35	2.14	1.92	2.12	1.64	-49.55	-86.67
8. Rural Oth Princ Art, Pct poor condition (Adjusted*)	4.5	1.7	1.6	1.6											
	9	3.6	3.6	3.3	2.05	1.5	1.62	1.42	0.85	0.79	0.67	0.65	0.757	-46.86	-91.59
9. Urban Interstate, Pct poor condition (Adjusted*)	8.7	5.9	4.9	4.3											
	15.2	8.7	7.7	7.2	9.83	8.78	8.97	8.69	7.21	6.47	7.44	7.66	7.62	-12.32	-49.87
10. Urban Interstate, Pct congested**	36.8	52.8	55.1	54.2	44.11	44.1	44.93	45.93	40.15	40.13	50.90	52.76	51.78	12.73	40.71
11. Deficient Bridges, percent	45.3	35	34.4	33.4	30.95	30.4	30.22	29.04	28.25	27.6	26.77	25.82	25.38	-12.59	-43.97
12. Fatal Accident Rate, per 100 m veh mi Fatality Rate, per 100 million vehicle miles	2.31	1.85	1.7	1.63	1.54	1.5	1.46	1.4							
					1.73	1.69	1.64	1.58	1.55	1.521	1.514	1.500	1.475	-6.65	
13. Narrow lanes, rural oth princ arts, Pct.	17.4	12.9	12.4	12.8	12.0	11.8	11.6	11.0	10.6	10.69	10.75	10.40	9.94	-9.98	-43.00
OTHER ITEMS															
14. Travel, trillion vehicle miles	1.717	2.144	2.172	2.247	2.422	2.482	2.56	2.625	2.687	2.746	2.778	2.852	2.887	9.98	68.14
15. Highway Const Price Index (1987=100)	92.6	108.5	107.5	105.1	121.9	120.2	130.6	126.9	136.5	145.6	144.8	147.9	149.8	18.05	61.77
16. Consumer Price Index (1987=100)	91.4	115.0	119.1	123.5	134.1	138.0	141.0	143.0	147.0	152.0	156.0	158.00	159.60	11.61	74.62

**95-2001 Congestion data adjusted for Highway Capacity Manuals, 1994-2000

*** Pavement condition data adjusted for revised measures, 1994+

All numbers exclusive of DC and possessions

Table 2: SH Agency and Rural Oth Agncy Mileage, 2003

STATE	1984	1989	1990	1995	1998	1999	2000	2001	2002	2003	Rank	ST
HI	1,059	1,069	1,072	1,202	1,037	1,042	990	993	981	983	1	HI
RI	1,952	1,118	1,140	1,134	1,218	1,229	1,169	1,114	1,114	1,103	2	RI
VT	2,787	2,812	2,816	2,838	2,851	2,842	2,842	2,839	2,841	2,840	3	VT
NJ	3,167	3,222	3,222	3,284	3,316	3,342	3,342	2,966	2,966	2,895	4	NJ
MA	3,613	3,636	3,637	3,633	3,651	3,606	3,292	3,289	3,287	3,243	5	MA
CT	3,896	3,888	3,890	3,977	3,976	3,977	3,954	3,953	3,957	3,961	6	CT
NH	4,398	4,057	4,052	4,020	3,958	4,035	4,013	4,029	4,023	4,114	7	NH
ID	5,085	5,112	5,110	5,122	5,161	4,959	5,150	4,955	4,955	4,956	8	ID
DE	4,616	4,821	4,803	4,963	5,057	5,065	5,096	5,123	5,148	5,181	9	DE
MD	5,239	5,375	5,381	5,410	5,461	5,394	5,288	5,289	5,286	5,275	10	MD
UT	5,584	5,787	5,794	5,792	6,225	5,838	5,835	5,823	5,811	5,862	11	UT
NV	5,183	5,206	5,220	5,274	5,753	5,629	5,630	5,958	6,136	6,138	12	NV
AK	11,426	12,233	5,583	5,906	6,117	6,083	6,062	6,398	6,291	6,361	13	AK
AZ	5,786	6,252	6,136	6,139	6,643	6,620	6,611	6,772	6,965	6,938	14	AZ
WY	6,622	6,614	6,637	6,810	6,813	7,945	7,494	7,445	7,413	7,327	15	WY
ND	7,304	7,386	7,386	7,400	7,408	7,399	7,399	7,399	7,400	7,405	16	ND
SD	7,896	7,930	7,971	7,872	7,899	7,853	7,852	7,899	7,900	7,953	17	SD
MT	7,830	8,202	8,205	8,154	8,171	7,082	7,093	7,858	8,244	8,254	18	MT
ME	7,999	8,540	8,543	8,546	8,562	8,599	8,564	8,561	8,565	8,564	19	ME
IA	10,160	10,162	10,225	10,145	10,193	10,208	10,245	10,085	10,257	9,240	20	IA
MI	9,510	9,543	9,549	9,642	9,857	9,725	9,713	9,725	9,748	9,778	21	MI
NE	10,385	10,291	10,281	10,273	10,280	10,277	10,277	10,290	10,278	10,282	22	NE
KS	10,692	10,677	10,681	10,681	10,799	10,799	10,799	10,380	10,379	10,378	23	KS
CO	9,301	9,377	9,370	9,250	9,485	10,370	10,275	10,296	10,384	10,396	24	CO
MS	10,324	10,422	10,447	10,612	10,687	10,681	10,728	10,793	10,783	10,943	25	MS
AL	11,688	10,988	10,991	10,973	11,885	11,031	11,054	11,062	11,062	11,061	26	AL
IN	11,344	11,266	11,346	11,311	11,392	11,220	11,215	11,193	11,186	11,186	27	IN
NM	12,406	11,982	11,914	11,489	11,599	11,578	11,561	11,559	11,544	11,552	28	NM
WI	12,519	12,509	12,473	12,433	12,030	11,886	11,804	11,808	11,755	11,783	29	WI
FL	11,536	11,791	11,835	11,921	11,919	11,951	11,950	12,052	12,059	12,052	30	FL
OR	10,856	11,066	11,187	11,115	12,465	12,229	12,360	12,251	12,213	12,183	31	OR
MN	13,443	13,358	13,364	13,304	13,593	13,275	13,199	13,271	13,237	13,240	32	MN
OK	13,056	12,947	13,000	13,115	13,199	13,454	13,402	13,385	13,409	13,370	33	OK
TN	11,171	14,548	14,487	14,037	14,402	14,414	14,394	14,319	14,327	14,324	34	TN
NY	16,394	16,323	16,373	16,314	16,315	16,398	16,398	16,411	15,707	15,707	35	NY
AR	16,111	16,178	16,202	16,254	16,464	16,367	16,374	16,370	16,380	16,383	36	AR
IL	17,609	17,419	17,382	17,190	17,290	17,020	16,706	16,653	16,598	16,580	37	IL
LA	16,419	16,559	16,619	16,658	16,697	16,716	16,699	16,706	16,696	16,696	38	LA
GA	18,009	17,790	17,791	17,913	18,511	18,568	18,165	18,221	18,231	18,240	39	GA
CA	18,213	18,320	18,411	18,251	18,905	18,271	18,174	18,195	18,275	18,243	40	CA
WA	18,525	18,313	18,314	18,930	19,525	18,947	18,864	18,947	18,919	18,915	41	WA
OH	20,221	20,480	20,504	20,503	22,026	22,035	22,468	22,472	22,479	22,459	42	OH
KY	25,120	27,544	27,533	27,483	27,547	27,579	27,547	27,537	27,644	27,735	43	KY
MO	32,317	32,391	32,389	32,370	32,489	32,409	32,409	32,427	32,449	32,449	44	MO
WV	31,356	30,662	31,566	32,014	32,693	33,266	34,003	34,048	34,087	33,972	45	WV
SC	40,338	41,406	41,512	41,692	41,739	41,708	41,719	41,668	41,687	41,666	46	SC
PA	44,000	44,820	44,648	44,229	44,199	43,816	43,505	43,362	43,347	43,313	47	PA
VA	54,782	55,727	55,991	56,987	57,444	57,767	57,884	56,973	57,114	57,347	48	VA
NC	76,920	77,439	77,646	78,335	79,050	78,748	78,916	79,124	79,265	79,389	49	NC
TX	71,448	76,547	76,612	78,479	79,031	79,280	79,284	79,369	79,516	79,517	50	TX
TOTAL	787,615	802,105	797,241	801,379	812,987	810,532	809,767	809,615	810,298	809,732		
WMEAN	15,752	16,042	15,945	16,028	16,260	16,211	16,195	16,192	16,206	16,195		

Notes:

Source: Highway Statistics, Table HM10, 2003, web version. Prior to 2000, this was "Mileage under State Control"

Includes State Highway Agency, tollway and other state mileage: SHA Rural + Urban Mileage, + Rural Other Agency Mileage

1998 Idaho and Kansas SHA miles adjusted. 2001: ID, KS, FL, NY, NJ Estimated based on 1999 data. 2003 ID and KS edited

Table 3: State Highway Agency Lane Miles and Centerline Miles, 2003

STATE	SHA Miles				SHA Lane Miles				Ratio, Lane Miles to Miles						
	2000	2001	2002	2003	2000	2001	2002	2003	2000	2001	2002	2003	Rank	STATE	
WV	33,930	33,975	34,014	33,899	69,791	69,889	69,975	69,760	2.06	2.06	2.06	2.06	1	WV	
AK	5,509	5,677	5,557	5,625	11,336	11,706	11,467	11,589	2.06	2.06	2.06	2.06	2	AK	
ME	8,406	8,403	8,406	8,405	17,746	17,755	17,763	17,762	2.11	2.11	2.11	2.11	3	ME	
NC	78,267	78,376	78,517	78,641	166,157	166,574	166,979	167,331	2.12	2.13	2.13	2.13	4	NC	
MO	32,407	32,425	32,448	32,448	69,793	69,936	70,033	70,033	2.15	2.16	2.16	2.16	5	MO	
SC	41,529	41,477	41,496	41,475	89,320	89,391	89,537	89,562	2.15	2.16	2.16	2.16	6	SC	
VA	57,853	56,942	57,083	57,323	126,345	122,930	123,315	123,834	2.18	2.16	2.16	2.16	7	VA	
DE	5,096	5,122	5,147	5,180	11,171	11,236	11,295	11,374	2.19	2.19	2.19	2.20	8	DE	
AR	16,373	16,369	16,379	16,382	35,899	36,007	36,094	36,156	2.19	2.20	2.20	2.21	9	AR	
PA	40,051	39,935	39,905	39,893	88,483	88,233	88,237	88,231	2.21	2.21	2.21	2.21	10	PA	
KY	27,474	27,480	27,485	27,498	60,562	60,640	60,701	60,844	2.20	2.21	2.21	2.21	11	KY	
NH	3,984	4,000	3,994	4,114	8,819	8,851	8,847	9,110	2.21	2.21	2.22	2.21	12	NH	
NE	9,970	9,993	9,981	9,986	22,144	22,246	22,271	22,339	2.22	2.23	2.23	2.24	13	NE	
SD	7,793	7,840	7,841	7,840	17,635	17,744	17,766	17,844	2.26	2.26	2.27	2.28	14	SD	
ND	7,378	7,378	7,379	7,382	16,815	16,822	16,824	16,831	2.28	2.28	2.28	2.28	15	ND	
LA	16,696	16,704	16,694	16,693	38,257	38,304	38,320	38,361	2.29	2.29	2.30	2.30	16	LA	
VT	2,631	2,629	2,631	2,630	6,049	6,042	6,045	6,045	2.30	2.30	2.30	2.30	17	VT	
KS	10,384	10,380	10,379	10,378	23,795	23,816	23,844	23,882	2.29	2.29	2.30	2.30	18	KS	
WY	6,759	6,760	6,758	6,760	15,594	15,594	15,591	15,595	2.31	2.31	2.31	2.31	19	WY	
MT	6,710	7,858	7,875	7,880	16,221	18,519	18,572	18,582	2.42	2.36	2.36	2.36	20	MT	
TX	79,261	79,346	79,493	79,494	188,128	188,294	189,168	189,584	2.37	2.37	2.38	2.38	21	TX	
ID	4,955	4,955	4,955	4,956	11,887	11,906	11,952	11,938	2.40	2.40	2.41	2.41	22	ID	
OK	12,270	12,267	12,266	12,263	29,210	29,221	29,493	29,576	2.38	2.38	2.40	2.41	23	OK	
OR	7,590	7,590	7,574	7,545	17,624	18,243	18,203	18,257	2.32	2.40	2.40	2.42	24	OR	
NV	5,457	5,447	5,447	5,449	13,220	13,203	13,196	13,199	2.42	2.42	2.42	2.42	25	NV	
MS	10,653	10,663	10,676	10,913	25,529	25,543	25,800	26,497	2.40	2.40	2.42	2.43	26	MS	
MN	11,928	11,958	11,918	11,929	28,962	29,059	29,060	29,140	2.43	2.43	2.44	2.44	27	MN	
NM	11,416	11,414	11,399	11,407	27,133	27,346	27,939	27,988	2.38	2.40	2.45	2.45	28	NM	
WI	11,753	11,753	11,755	11,772	28,836	28,880	28,985	29,137	2.45	2.46	2.47	2.48	29	WI	
OH	19,290	19,294	19,301	19,291	48,371	48,516	48,550	48,625	2.51	2.51	2.52	2.52	30	OH	
CO	9,086	9,092	9,100	9,113	22,694	22,725	22,762	22,974	2.50	2.50	2.50	2.52	31	CO	
IN	11,215	11,193	11,186	11,186	28,238	28,248	28,279	28,315	2.52	2.52	2.53	2.53	32	IN	
NY	15,026	15,038	15,033	15,033	38,057	38,096	38,086	38,081	2.53	2.53	2.53	2.53	33	NY	
IA	10,243	9,727	10,255	8,881	25,065	24,084	25,305	22,605	2.45	2.48	2.47	2.55	34	IA	
AL	10,892	10,900	10,893	10,892	27,629	27,708	27,760	27,762	2.54	2.54	2.55	2.55	35	AL	
HI	944	945	933	935	2,389	2,396	2,390	2,395	2.53	2.54	2.56	2.56	36	HI	
TN	13,790	13,791	13,797	13,793	34,984	35,121	35,287	35,561	2.54	2.55	2.56	2.58	37	TN	
IL	16,298	16,247	16,188	16,161	41,765	41,804	41,802	41,831	2.56	2.57	2.58	2.59	38	IL	
UT	5,835	5,823	5,853	5,852	15,079	15,102	15,178	15,178	2.58	2.59	2.59	2.59	39	UT	
WA	7,046	7,048	7,053	7,049	18,216	18,244	18,287	18,298	2.59	2.59	2.59	2.60	40	WA	
GA	17,837	17,882	17,864	17,872	45,840	46,449	46,603	46,729	2.57	2.60	2.61	2.61	41	GA	
CT	3,718	3,717	3,718	3,718	9,773	9,771	9,777	9,771	2.63	2.63	2.63	2.63	42	CT	
RI	1,169	1,114	1,114	1,103	3,033	2,931	2,923	2,900	2.59	2.63	2.62	2.63	43	RI	
AZ	6,611	6,651	6,785	6,786	17,407	17,554	18,067	18,184	2.63	2.64	2.66	2.68	44	AZ	
MI	9,713	9,725	9,711	9,741	27,346	27,428	27,456	27,584	2.82	2.82	2.83	2.83	45	MI	
MD	5,130	5,131	5,131	5,136	14,553	14,568	14,596	14,624	2.84	2.84	2.84	2.85	46	MD	
MA	2,848	2,843	2,843	2,835	8,678	8,660	8,665	8,645	3.05	3.05	3.05	3.05	47	MA	
CA	15,180	15,201	15,282	15,225	49,463	49,715	50,451	50,340	3.26	3.27	3.30	3.31	48	CA	
FL	11,961	12,052	12,059	12,052	39,808	40,230	40,604	40,834	3.33	3.34	3.37	3.39	49	FL	
NJ	2,308	2,311	2,311	2,313	8,366	8,500	8,497	8,490	3.62	3.68	3.68	3.67	50	NJ	
TOTAL	770,623	770,841	771,862	771,127	1,809,215	1,811,780	1,818,597	1,820,107							
WMEAN	15,412	15,417	15,437	15,423	36,184	36,236	36,372		36,402	2.35	2.35	2.36	2.36		

Table 4 Total Receipts Per Mile of State-Controlled Highway, 1984-2003

STATE	Total Receipts per State-Controlled Mile (\$)							Miles	Miles	Tot Receipts, \$000	% Ch. Cost/Mile					State		
	1984	1990	1995	1997	2000	2001	2002				2002	2003	03-02	03-84	R02	R03		
SC	9,895	13,854	14,554	17,383	18,848	28,652	22,561	21,839	1	41,687	41,666	940,513	909,924	-3.20	120.70	0.21	0.20	SC
NC	10,950	18,342	23,752	24,660	30,524	35,858	34,665	31,615	2	79,265	79,389	2,747,691	2,509,863	-8.80	188.72	0.32	0.29	NC
WV	16,651	22,390	24,562	29,283	32,594	34,762	37,211	32,348	3	34,087	33,972	1,268,403	1,098,943	-13.07	94.27	0.35	0.30	WV
ND	19,572	15,151	24,773	29,949	41,016	40,274	38,803	40,423	4	7,400	7,405	287,139	299,329	4.17	106.54	0.36	0.37	ND
MO	18,922	24,090	33,197	36,433	54,144	52,808	64,217	49,370	5	32,449	32,449	2,083,772	1,602,008	-23.12	160.92	0.60	0.45	MO
SD	20,156	23,244	31,533	37,957	44,158	46,538	55,315	49,497	6	7,900	7,953	436,992	393,649	-10.52	145.57	0.52	0.45	SD
NE	22,276	30,720	36,492	40,207	48,164	45,723	50,260	53,622	7	10,278	10,282	516,573	551,345	6.69	140.72	0.47	0.49	NE
NM	30,044	30,220	39,859	50,643	88,976	84,828	78,073	55,302	8	11,544	11,552	901,275	638,843	-29.17	84.07	0.73	0.50	NM
WY	38,610	39,619	38,350	39,836	48,537	44,531	48,008	57,636	9	7,413	7,327	355,881	422,296	20.05	49.28	0.45	0.53	WY
KY	39,660	31,320	46,413	37,144	52,671	51,355	58,365	57,951	10	27,644	27,735	1,613,448	1,607,281	-0.71	46.12	0.54	0.53	KY
VA	16,783	29,428	35,112	38,207	43,902	49,669	52,453	59,088	11	57,114	57,347	2,995,780	3,388,544	12.65	252.08	0.49	0.54	VA
ME	27,797	30,248	41,470	49,676	84,405	47,910	74,647	60,731	12	8,565	8,564	639,349	520,104	-18.64	118.49	0.70	0.55	ME
MT	32,211	30,790	38,873	42,573	64,685	56,940	57,858	60,990	13	8,244	8,254	476,979	503,411	5.41	89.35	0.54	0.56	MT
AR	16,735	23,728	35,856	41,211	53,632	40,022	61,645	67,413	14	16,380	16,383	1,009,746	1,104,424	9.36	302.83	0.58	0.62	AR
MS	36,483	40,296	52,223	52,151	65,941	62,224	86,461	68,993	15	10,783	10,943	932,310	754,992	-20.20	89.11	0.81	0.63	MS
OK	30,267	39,779	44,698	53,778	79,221	66,557	118,635	75,584	16	13,409	13,370	1,590,771	1,010,559	-36.29	149.72	1.11	0.69	OK
ID	29,028	44,626	48,196	59,481	70,798	57,485	74,822	77,261	17	4,955	4,956	370,742	382,906	3.26	166.16	0.70	0.71	ID
OR	29,502	39,527	53,085	57,686	60,543	62,834	72,614	79,893	18	12,213	12,183	886,829	973,331	10.02	170.80	0.68	0.73	OR
TX	23,258	40,436	43,931	51,028	66,195	62,853	72,416	82,622	19	79,516	79,517	5,758,234	6,569,867	14.09	255.23	0.68	0.75	TX
WA	40,412	52,126	74,802	78,028	61,059	80,187	75,234	84,411	20	18,919	18,915	1,423,347	1,596,626	12.20	108.88	0.70	0.77	WA
MN	47,718	59,489	60,767	70,130	81,575	87,617	96,625	85,693	21	13,237	13,240	1,279,028	1,134,578	-11.31	79.58	0.90	0.78	MN
IA	39,820	51,098	68,658	71,243	86,236	81,762	79,098	89,121	22	10,257	9,240	811,306	823,474	12.67	123.81	0.74	0.81	IA
VT	40,347	44,745	59,023	67,974	80,057	90,391	106,162	92,068	23	2,841	2,840	301,605	261,472	-13.28	128.19	0.99	0.84	VT
TN	40,324	57,056	69,547	77,643	82,625	86,316	90,023	92,114	24	14,327	14,324	1,289,754	1,319,441	2.32	128.43	0.84	0.84	TN
LA	43,987	55,537	71,561	77,815	72,612	72,218	62,464	100,881	25	16,696	16,696	1,042,896	1,684,306	61.50	129.34	0.58	0.92	LA
GA	44,775	67,335	76,283	87,029	95,106	81,916	100,379	103,536	26	18,231	18,240	1,830,011	1,888,497	3.15	131.24	0.94	0.95	GA
OH	52,842	71,472	91,324	105,312	93,784	106,644	101,285	104,410	27	22,479	22,459	2,276,781	2,344,945	3.09	97.59	0.95	0.95	OH
NH	43,410	86,862	73,358	78,156	86,266	92,563	123,238	107,621	28	4,023	4,114	495,788	442,751	-12.67	147.92	1.15	0.98	NH
AK	28,332	57,431	73,171	70,764	82,268	74,898	85,529	108,939	29	6,291	6,361	538,064	692,959	27.37	284.51	0.80	0.99	AK
PA	43,530	57,572	74,022	73,478	87,934	103,360	119,424	109,972	30	43,347	43,313	5,176,662	4,763,221	-7.91	152.63	1.11	1.00	PA
WI	38,325	49,613	69,027	80,248	91,862	103,729	140,406	125,768	31	11,755	11,783	1,650,477	1,481,930	-10.43	228.16	1.31	1.15	WI
AL	83,689	61,565	75,636	73,539	95,525	104,547	118,771	127,852	32	11,062	11,061	1,313,844	1,414,171	7.65	52.77	1.11	1.17	AL
KS	44,692	53,731	65,789	70,818	108,506	82,849	161,260	131,922	33	10,379	10,378	1,673,719	1,369,083	-18.19	195.18	1.51	1.20	KS
NV	35,256	51,543	74,302	81,843	84,929	99,797	84,040	136,489	34	6,136	6,138	515,670	837,768	62.41	287.14	0.78	1.25	NV
UT	54,385	48,620	69,000	195,775	134,037	129,124	172,302	140,799	35	5,811	5,862	1,001,246	825,362	-18.28	158.89	1.61	1.29	UT
IN	44,330	74,246	85,144	96,767	142,417	239,355	119,795	151,030	36	11,186	11,186	1,340,032	1,689,422	26.07	240.69	1.12	1.38	IN
CO	43,055	53,979	72,688	79,255	161,184	164,275	158,196	157,527	37	10,384	10,396	1,642,705	1,637,650	-0.42	265.88	1.48	1.44	CO
MI	82,971	95,555	111,771	136,600	183,959	208,278	189,721	160,766	38	9,748	9,778	1,849,404	1,571,973	-15.26	93.76	1.77	1.47	MI
IL	86,081	122,693	140,304	126,841	182,156	164,922	185,411	170,158	39	16,598	16,580	3,077,453	2,821,219	-8.23	97.67	1.73	1.55	IL
DE	41,188	67,059	85,895	82,758	141,911	132,623	140,520	228,101	40	5,148	5,181	723,396	1,181,790	62.33	453.81	1.31	2.08	DE
MD	136,054	209,912	198,612	194,088	232,248	242,838	278,761	253,601	41	5,286	5,275	1,473,529	1,337,743	-9.03	86.40	2.60	2.32	MD
AZ	63,158	173,959	128,210	151,849	246,008	262,522	264,512	261,127	42	6,965	6,938	1,842,325	1,811,700	-1.28	313.45	2.47	2.38	AZ
RI	67,870	189,275	255,233	192,220	211,920	330,523	334,439	262,764	43	1,114	1,103	372,565	289,829	-21.43	287.16	3.12	2.40	RI
NY	95,174	150,710	268,787	277,724	262,293	288,022	327,535	312,242	44	15,707	15,707	5,144,585	4,904,378	-4.67	228.07	3.06	2.85	NY
CA	105,208	169,735	254,871	267,626	301,857	337,697	334,045	317,806	45	18,275	18,243	6,104,678	5,797,741	-4.86	202.08	3.12	2.90	CA
HI	123,431	261,698	388,495	322,307	214,467	355,748	354,470	323,304	46	981	983	347,735	317,808	-8.79	161.93	3.31	2.95	HI
CT	153,940	362,350	302,022	304,523	306,797	309,595	467,483	441,365	47	3,957	3,961	1,849,830	1,748,246	-5.59	186.71	4.36	4.03	CT
FL	113,736	154,919	241,008	292,360	316,162	338,684	366,484	560,763	48	12,059	12,052	4,419,431	6,758,319	53.01	393.04	3.42	5.12	FL
MA	167,117	269,641	611,276	1,102,567	948,240	1,025,460	1,094,496	988,273	49	3,287	3,243	3,597,608	3,204,970	-9.71	491.37	10.22	9.02	MA
NJ	502,573	467,786	487,395	642,191	1,708,181	1,614,090	1,542,966	1,894,811	50	2,966	2,895	4,576,438	5,485,477	22.80	277.02	14.40	17.30	NJ
TOTAL										810,298	809,732	86,794,339	88,680,468					
WMEAN	39,649	54,908	70,616	79,079	95,492	99,673	107,114	109,518				1,613,932	1,773,609	2.24	176.22	1.00	1.00	

Source: Highway Statistics, 2003, Table SF3

Table 5: Capital and Bridge Disbursements Per State-Controlled Mile, 1984-2003

	Capital Road & Bridge Disbursements per State-Controlled Mile (\$)								Miles		Cap/Bridge Disbursements (\$000)		Pet Chg, \$/mile		Ratio to US Ave			
STATE	1984	1990	1995	1997	2000	2001	2002	2003	Rank	2002	2003	2002	2003	02-03	84-03	R2002	R03	ST
SC	5,252	7,029	8,541	10,356	11,568	14,712	15,601	15,087	1	41,687	41,666	650,356	628,619	-3.3	187.3	0.26	0.25	SC
WV	8,635	6,343	14,283	18,903	19,818	23,265	19,064	18,030	2	34,087	33,972	649,843	612,529	-5.4	108.8	0.32	0.30	WV
VA	7,386	16,783	15,949	19,507	21,952	25,467	28,149	21,726	3	57,114	57,347	1,607,717	1,245,921	-22.8	194.2	0.47	0.36	VA
NC	4,435	9,254	12,870	14,806	18,554	21,911	22,841	23,103	4	79,265	79,389	1,810,495	1,834,157	1.1	420.9	0.38	0.38	NC
ND	12,914	8,528	16,259	20,681	21,221	28,500	28,778	28,554	5	7,400	7,405	212,959	211,443	-0.8	121.1	0.48	0.47	ND
ME	10,278	17,201	18,257	24,623	25,175	22,904	30,427	30,896	6	8,565	8,564	260,606	264,597	1.5	200.6	0.51	0.51	ME
NE	14,964	21,474	32,255	29,048	37,177	26,340	31,470	33,489	7	10,278	10,282	323,452	344,330	6.4	123.8	0.53	0.55	NE
SD	13,622	14,790	21,475	26,707	40,753	36,067	35,578	33,596	8	7,900	7,953	281,070	267,191	-5.6	146.6	0.59	0.55	SD
OR	16,742	25,477	28,408	34,054	28,944	25,532	24,943	34,406	9	12,213	12,183	304,633	419,163	37.9	105.5	0.42	0.57	OR
NH	13,821	20,526	32,143	32,152	40,761	43,508	38,646	35,121	10	4,023	4,114	155,472	144,486	-9.1	154.1	0.65	0.58	NH
MO	9,871	11,712	19,497	24,338	29,602	36,624	38,084	36,404	11	32,449	32,449	1,235,803	1,181,263	-4.4	268.8	0.64	0.60	MO
NM	17,955	19,658	27,035	23,469	38,059	61,306	40,891	38,388	12	11,544	11,552	472,048	443,459	-6.1	113.8	0.68	0.63	NM
WY	28,596	27,131	22,294	23,527	31,574	28,665	34,977	38,430	13	7,413	7,327	259,285	281,580	9.9	34.4	0.58	0.63	WY
MT	19,747	23,288	22,485	25,207	42,298	33,624	35,176	39,024	14	8,244	8,254	289,987	322,101	10.9	97.6	0.59	0.64	MT
OK	17,997	28,568	25,031	26,445	58,182	58,121	45,338	39,667	15	13,409	13,370	607,936	530,351	-12.5	120.4	0.76	0.65	OK
KY	16,497	15,030	20,444	21,791	33,080	33,847	37,331	39,730	16	27,644	27,735	1,031,984	1,101,898	6.4	140.8	0.62	0.65	KY
VT	14,098	18,999	26,332	29,061	41,042	31,917	25,660	40,774	17	2,841	2,840	72,901	115,799	58.9	189.2	0.43	0.67	VT
WA	22,309	27,099	40,588	41,278	36,661	38,043	45,284	45,253	18	18,919	18,915	856,736	855,960	-0.1	102.8	0.76	0.74	WA
AR	9,562	13,220	22,112	31,135	27,892	36,809	46,193	45,502	19	16,380	16,383	756,646	745,458	-1.5	375.9	0.77	0.75	AR
DE	21,744	30,243	48,441	42,293	58,408	67,633	52,957	47,942	20	5,148	5,181	272,624	248,387	-9.5	120.5	0.88	0.79	DE
LA	30,621	34,037	33,154	29,181	45,990	33,889	38,656	48,121	21	16,696	16,696	645,401	803,432	24.5	57.2	0.65	0.79	LA
TX	14,663	23,451	22,976	27,771	43,154	42,283	44,668	50,841	22	79,516	79,517	3,551,826	4,042,753	13.8	246.7	0.75	0.84	TX
MS	18,703	22,718	32,259	41,009	56,362	44,658	54,505	51,092	23	10,783	10,943	587,732	559,095	-6.3	173.2	0.91	0.84	MS
MN	29,238	41,340	32,027	34,017	45,522	45,356	56,538	51,215	24	13,237	13,240	748,397	678,085	-9.4	75.2	0.94	0.84	MN
ID	16,385	27,580	27,920	34,282	45,865	45,188	49,313	54,016	25	4,955	4,956	244,345	267,703	9.5	229.7	0.82	0.89	ID
TN	26,465	38,160	41,819	47,177	55,822	55,197	57,804	57,049	26	14,327	14,324	828,160	817,176	-1.3	115.6	0.97	0.94	TN
OH	26,543	34,197	47,039	51,108	66,169	62,455	64,733	59,999	27	22,479	22,459	1,455,126	1,347,514	-7.3	126.0	1.08	0.99	OH
NV	22,637	31,734	55,401	42,513	75,361	57,571	48,670	60,843	28	6,136	6,138	298,639	373,456	25.0	168.8	0.81	1.00	NV
GA	27,779	43,015	49,195	33,594	54,092	61,506	65,545	62,959	29	18,231	18,240	1,194,951	1,148,379	-3.9	126.6	1.09	1.04	GA
AK	14,544	25,883	43,019	41,407	53,054	46,341	53,207	63,125	30	6,291	6,361	334,725	401,540	18.6	334.0	0.89	1.04	AK
PA	17,702	28,359	32,634	40,681	53,411	63,007	61,111	65,463	31	43,347	43,313	2,648,972	2,835,396	7.1	269.8	1.02	1.08	PA
IA	27,864	31,920	45,282	48,138	67,943	59,952	58,973	67,104	32	10,257	9,240	604,890	620,041	13.8	140.8	0.99	1.10	IA
KS	20,402	29,838	52,418	56,826	54,558	63,255	62,776	67,236	33	10,379	10,378	651,554	697,771	7.1	229.6	1.05	1.11	KS
WI	21,922	31,709	42,468	49,274	60,664	64,425	73,029	71,588	34	11,755	11,783	858,459	843,522	-2.0	226.6	1.22	1.18	WI
UT	34,939	31,651	37,017	93,387	118,159	96,331	92,968	76,953	35	5,811	5,862	540,237	451,097	-17.2	120.2	1.55	1.27	UT
CO	23,162	39,304	40,930	43,920	68,385	89,646	90,924	79,377	36	10,384	10,396	944,157	825,201	-12.7	242.7	1.52	1.31	CO
IN	24,366	40,338	44,937	51,078	92,299	193,691	68,536	82,918	37	11,186	11,186	766,645	927,522	21.0	240.3	1.14	1.36	IN
AL	28,061	40,701	39,794	39,840	65,110	75,913	89,318	86,683	38	11,062	11,061	988,036	958,803	-2.9	208.9	1.49	1.43	AL
RI	41,491	128,262	174,306	104,095	94,052	117,826	122,143	109,791	39	1,114	1,103	136,067	121,100	-10.1	164.6	2.04	1.81	RI
MI	38,307	51,383	75,598	73,901	117,619	126,891	116,292	111,966	40	9,748	9,778	1,133,614	1,094,807	-3.7	192.3	1.94	1.84	MI
IL	53,466	70,250	76,868	72,288	96,598	100,474	112,693	115,069	41	16,598	16,580	1,870,480	1,907,846	2.1	115.2	1.88	1.89	IL
AZ	42,215	142,102	70,143	83,886	142,748	138,442	157,021	136,918	42	6,965	6,938	1,093,652	949,937	-12.8	224.3	2.62	2.25	AZ
NY	49,108	84,159	113,270	121,993	137,079	131,319	152,861	142,196	43	15,707	15,707	2,400,983	2,233,467	-7.0	189.6	2.55	2.34	NY
MD	75,533	134,714	99,987	127,167	107,464	133,973	159,108	150,687	44	5,286	5,275	841,043	794,873	-5.3	99.5	2.66	2.48	MD
CT	55,722	205,597	150,009	145,941	139,670	134,450	161,130	152,389	45	3,957	3,961	637,593	603,613	-5.4	173.5	2.69	2.51	CT
HI	77,799	185,187	176,612	241,584	149,802	146,747	143,584	154,518	46	981	983	140,856	151,891	7.6	98.6	2.40	2.54	HI
CA	45,951	103,228	121,829	139,982	141,762	162,872	191,768	226,405	47	18,275	18,243	3,504,563	4,130,309	18.1	392.7	3.20	3.72	CA
FL	55,859	78,826	175,154	176,961	202,576	213,785	257,094	288,878	48	12,059	12,052	3,100,296	3,481,552	12.4	417.2	4.29	4.75	FL
MA	58,991	95,454	370,767	357,706	634,757	577,551	529,985	440,802	49	3,287	3,243	1,742,060	1,429,522	-16.8	647.2	8.85	7.25	MA
NJ	118,014	207,448	222,461	222,029	555,712	526,067	640,189	671,401	50	2,966	2,895	1,898,800	1,943,706	4.9	468.9	10.69	11.04	NJ
TOTAL										810,298	809,732	48,504,812	49,239,801		0.00	0.00		
WMEAN	20,007	30,955	38,186	41,656	54,422	57,844	59,860	60,810						1.6	203.9	1.00	1.00	

Source: Highway Statistics, 2003, Table SF4

Table 6: Maintenance Disbursements per State-Controlled Mile, 1984-2003

STATE	Maintenance Disbursements per State Controlled Mile (\$/mi)										Miles 2002	Miles 2003	Maint Sk 2002	Maint SK 2003	Maint as % of Bdgt			%Change \$/mi			Ratio R2003	STATE
	1984	1990	1995	1997	1999	2000	2001	2002	2003	Rank					2002	2003	Rank	02-03	84-03			
ND	3,580	4,750	4,941	6,221	11,154	11,174	4,055	4336	4682	1	7,400	7,405	32090	34671	11.2	11.9	36	8.0	30.8	0.27	ND	
SC	2,625	3,828	3,150	3,573	3,806	5,557	5,032	5044	4760	2	41,687	41,666	210287	198340	18.7	17.7	23	-5.6	81.3	0.27	SC	
SD	4,088	4,216	5,076	6,045	5,402	4,962	6,190	5218	5820	3	7,900	7,953	41220	46283	10.9	12.2	35	11.5	42.4	0.33	SD	
NC	3,603	4,673	5,718	6,027	6,495	6,660	7,164	7228	7180	4	79,265	79,389	572917	569994	20.0	19.8	15	-0.7	99.3	0.41	NC	
MS	4,959	4,920	6,194	6,129	6,432	7,489	6,102	7236	7398	5	10,783	10,943	78025	80960	9.7	10.2	42	2.2	49.2	0.42	MS	
GA	7,109	11,611	14,312	16,575	8,054	8,889	9,091	7399	7901	6	18,231	18,240	134890	144106	7.3	7.8	47	6.8	11.1	0.45	GA	
WV	3,236	7,766	5,953	6,754	8,696	8,942	8,868	9506	8896	7	34,087	33,972	324046	302217	26.8	25.9	6	-6.4	174.9	0.51	WV	
AR	3,192	5,978	7,162	7,888	8,128	8,659	8,629	9005	9068	8	16,380	16,383	147495	148558	14.8	14.9	29	0.7	184.1	0.52	AR	
MT	4,830	5,632	8,192	7,568	9,762	9,851	10,110	9444	9534	9	8,244	8,254	77854	78691	16.7	15.5	27	1.0	97.4	0.55	MT	
NE	4,237	4,663	5,712	6,082	8,677	8,273	8,191	8250	9872	10	10,278	10,282	84793	101507	16.1	17.9	22	19.7	133.0	0.57	NE	
WY	7,303	8,786	9,962	10,544	10,572	9,694	11,323	11839	11143	11	7,413	7,327	87761	81642	22.2	18.9	17	-5.9	52.6	0.64	WY	
MO	4,938	6,233	7,756	8,689	10,195	11,506	10,561	10245	11285	12	32,449	32,449	332456	366202	18.5	20.5	13	10.2	128.5	0.65	MO	
IA	7,089	11,688	11,480	12,640	11,465	12,447	11,912	9343	11407	13	10,257	9,240	95830	105405	11.6	12.4	34	22.1	60.9	0.65	IA	
AL	6,212	10,588	20,148	19,888	14,111	13,174	8,394	8209	12163	14	11,062	11,061	90810	134540	7.3	10.3	41	48.2	95.8	0.70	AL	
ID	8,162	9,127	11,252	10,703	10,522	13,657	10,796	11400	12165	15	4,955	4,956	56486	60290	16.4	16.1	25	6.7	49.1	0.70	ID	
NV	4,460	9,510	10,861	11,981	11,924	12,411	12,177	10709	12232	16	6,136	6,138	65709	75080	13.5	11.7	38	14.2	174.3	0.70	NV	
KS	6,289	7,394	9,995	9,690	11,008	10,546	12,752	11259	12675	17	10,379	10,378	116854	131542	6.9	8.0	45	12.6	101.5	0.73	KS	
OK	4,967	6,863	8,623	10,600	11,436	9,951	10,173	10839	12875	18	13,409	13,370	145342	172133	8.8	15.3	28	18.8	159.2	0.74	OK	
NM	4,984	4,971	6,243	6,453	5,303	11,912	13,000	11902	12895	19	11,544	11,552	137395	148958	15.5	18.7	20	8.3	158.7	0.74	NM	
WI	7,659	11,129	10,812	12,214	12,202	12,534	14,690	12684	13716	20	11,755	11,783	149099	161611	9.1	11.9	37	8.1	79.1	0.79	WI	
AZ	6,676	9,903	12,413	11,391	11,184	12,570	13,205	12814	13722	21	6,965	6,938	89252	95203	4.8	5.3	49	7.1	105.5	0.79	AZ	
TX	5,089	7,443	9,792	10,094	10,680	12,890	14,153	13881	14271	22	79,516	79,517	1103742	1134762	20.0	18.0	21	2.8	180.4	0.82	TX	
KY	4,828	5,791	7,074	6,613	6,680	6,424	7,469	8645	14659	23	27,644	27,735	238991	406575	15.4	21.0	12	69.6	203.6	0.84	KY	
WA	7,628	9,795	10,457	11,726	14,272	14,926	15,544	17295	16011	24	18,919	18,915	327195	302852	21.4	18.8	19	-7.4	109.9	0.92	WA	
VA	5,560	9,094	12,080	12,141	13,004	13,436	14,718	15157	16162	25	57,114	57,347	865671	926846	29.4	29.3	4	6.6	190.7	0.93	VA	
ME	8,660	12,053	13,563	16,733	18,315	18,915	20,425	31422	16241	26	8,565	8,564	269128	139084	39.0	25.7	7	-48.3	87.5	0.93	ME	
LA	3,580	3,426	8,156	7,910	9,182	10,174	10,422	15242	16368	27	16,696	16,696	254473	273280	24.3	19.0	16	7.4	357.3	0.94	LA	
OR	5,057	10,275	11,160	13,736	14,900	15,722	18,326	16537	17223	28	12,213	12,183	201962	209830	32.3	27.2	5	4.2	240.6	0.99	OR	
PA	12,191	14,896	17,850	22,674	26,656	25,970	25,237	25287	17338	29	43,347	43,313	1096120	750960	21.2	14.9	30	-31.4	42.2	0.99	PA	
VT	11,999	14,092	13,589	15,895	17,667	16,059	34,639	30259	17995	30	2,841	2,840	85967	51107	36.4	19.8	14	-40.5	50.0	1.03	VT	
UT	7,423	9,761	12,431	13,611	15,228	15,095	17,663	17767	18264	31	5,811	5,862	103242	107064	12.3	14.4	31	2.8	146.0	1.05	UT	
OH	8,833	13,185	20,459	19,413	14,614	15,732	16,310	16675	18696	32	22,479	22,459	374841	419904	14.8	16.6	24	12.1	111.7	1.07	OH	
DE	5,223	7,930	12,107	15,187	18,648	18,482	21,110	20934	19142	33	5,148	5,181	107770	99177	14.6	10.7	40	-8.6	266.5	1.10	DE	
TN	9,760	14,118	15,605	17,700	16,424	16,814	18,817	19114	21095	34	14,327	14,324	273841	302167	20.7	22.5	11	10.4	116.1	1.21	TN	
AK	8,816	20,700	20,854	20,467	19,469	19,467	18,521	21108	22597	35	6,291	6,361	132788	143742	24.7	23.4	8	7.1	156.3	1.30	AK	
MI	14,003	14,151	20,854	21,864	21,984	23,533	25,073	24862	25092	36	9,748	9,778	242357	245353	13.5	14.2	32	0.9	79.2	1.44	MI	
CT	16,358	21,568	17,062	18,325	20,645	21,794	25,127	27565	28133	37	3,957	3,961	109075	111434	6.0	6.5	48	2.1	72.0	1.61	CT	
IL	12,741	16,221	19,623	18,882	23,139	23,871	25,640	27809	28244	38	16,598	16,580	461570	468280	14.6	14.1	33	1.6	121.7	1.62	IL	
IN	11,137	20,855	18,432	20,044	18,654	23,637	24,964	23238	28459	39	11,186	11,186	259939	318346	18.9	18.9	18	22.5	155.5	1.63	IN	
NH	14,050	20,628	19,946	25,061	24,437	14,383	27,753	30852	32368	40	4,023	4,114	124119	133163	25.6	32.1	2	4.9	130.4	1.86	NH	
MN	7,542	9,460	11,308	20,279	18,642	24,425	23,075	22315	32835	41	13,237	13,240	295385	434738	23.9	33.4	1	47.1	335.4	1.88	MN	
HI	13,179	16,147	14,533	36,219	7,004	22,419	25,228	33570	34203	42	981	983	32932	33622	12.1	10.1	43	1.9	159.5	1.96	HI	
CA	21,021	28,073	30,902	34,652	43,805	43,035	45,953	40107	38820	43	18,275	18,243	732957	708201	11.6	10.0	44	-3.2	84.7	2.23	CA	
MD	21,654	27,923	28,383	33,218	42,994	46,761	46,209	36402	42311	44	5,286	5,275	192423	223190	14.4	15.6	26	16.2	95.4	2.43	MD	
CO	10,801	11,437	18,509	18,101	19,995	24,055	27,348	25724	43650	45	10,384	10,396	267114	453789	14.0	29.4	3	69.7	304.1	2.50	CO	
FL	11,122	15,548	35,707	34,693	40,517	53,411	43,344	47930	59243	46	12,059	12,052	577987	714002	12.7	11.3	39	23.6	432.7	3.40	FL	
RI	9,190	22,647	38,191	38,953	48,500	43,790	52,668	54322	60063	47	1,114	1,103	60515	66249	16.6	23.1	9	10.6	553.6	3.45	RI	
NY	19,011	29,797	52,010	47,377	48,735	52,455	50,492	61010	72369	48	15,707	15,707	958284	1136696	17.3	22.9	10	18.6	280.7	4.15	NY	
MA	31,996	42,218	33,990	43,280	57,619	59,557	67,327	57716	80107	49	3,287	3,243	189711	259788</td								

TABLE 7 ADMINISTRATIVE COSTS PER STATE CONTROLLED MILE, 1984-2003

	STATE	Administration Costs per State-Controlled Mile (\$)									Miles	Miles	Admin Disb, \$k	Admin as % of Bdgt	Admin as % of Bdgt	2003	% Change in Admin \$/mi			Ratio to US ave		
		1984	1990	1995	1997	1999	2000	2001	2002	2003							02-03	84-03	R2002	R2003	ST	
AR	2,162	921	1,213	1,019	1,339	1,339	1,425	1,483	1,560	1	16,380	16,383	24,286	25.562	2.44	2.56	1	5.2	-27.8	0.29	0.29	AR
SC	558	1,183	1,305	1,029	1,427	1,438	1,885	1,970	1,824	2	41,687	41,666	82,129	75.984	7.29	6.79	26	-7.4	226.6	0.27	0.23	SC
NC	669	1,269	1,493	2,161	1,598	1,702	2,157	2,870	2,133	3	79,265	79,389	227,480	169.367	7.94	5.88	19	-25.7	218.9	0.40	0.27	NC
MO	1,799	3,086	2,994	1,044	1,638	2,024	2,215	2,146	2,139	4	32,449	32,449	69,648	69.409	3.89	3.89	5	-0.3	18.9	0.30	0.27	MO
WV	763	1,503	1,802	1,360	1,421	1,561	1,578	1,420	2,615	5	34,087	33,972	48,393	88.831	4.00	7.60	28	84.2	242.6	0.20	0.33	WV
LA	2,613	3,537	5,266	9,311	7,046	11,204	10,982	2,255	2,618	6	16,696	16,696	37,648	43.717	3.59	3.03	2	16.1	0.2	0.31	0.33	LA
ME	1,408	1,799	2,115	2,619	931	1,693	1,806	2,275	2,984	7	8,565	8,564	19,482	25.553	2.82	4.72	8	31.2	111.9	0.31	0.37	ME
VA	1,062	1,860	2,770	2,571	3,632	3,226	2,529	2,279	3,335	8	57,114	57,347	130,138	191.273	4.41	6.04	20	46.4	214.0	0.31	0.42	VA
ND	1,068	1,656	2,554	2,757	4,631	5,362	5,842	2,731	3,341	9	7,400	7,405	20,211	24.738	7.07	8.48	33	22.3	212.7	0.38	0.42	ND
SD	1,797	2,280	2,285	2,569	2,844	3,220	4,678	4,576	4,403	10	7,900	7,953	36,153	35.014	9.58	9.21	36	-3.8	145.0	0.63	0.55	SD
MS	1,749	2,547	3,095	3,333	3,249	5,003	4,952	4,298	4,452	11	10,783	10,943	46,347	48.722	5.77	6.15	22	3.6	154.6	0.59	0.56	MS
WA	2,718	5,491	10,001	8,922	6,105	4,982	4,500	3,626	4,577	12	18,919	18,915	68,603	86.579	4.48	5.38	15	26.2	68.4	0.50	0.57	WA
IA	3,415	3,597	4,679	4,091	4,321	4,723	5,070	4,756	4,735	13	10,257	9,240	48,787	43.749	5.92	5.15	11	-0.5	38.6	0.66	0.59	IA
ID	1,962	3,432	4,027	3,720	4,775	4,500	4,507	4,593	4,768	14	4,955	4,956	22,760	23.629	6.59	6.32	23	3.8	143.0	0.63	0.60	ID
TX	1,606	4,361	5,431	3,507	3,824	4,555	4,463	4,779	4,819	15	79,516	79,517	379,992	383.190	6.89	6.06	21	0.8	200.1	0.66	0.60	TX
OR	2,976	3,022	7,049	6,999	5,795	10,045	5,500	4,839	5,262	16	12,213	12,183	59,096	64.110	9.44	8.30	30	8.8	76.8	0.67	0.66	OR
GA	1,516	4,072	5,216	6,284	3,630	4,283	4,750	4,523	5,267	17	18,231	18,240	82,462	96.073	4.47	5.20	12	16.4	247.4	0.62	0.66	GA
MN	3,329	4,671	5,079	5,310	5,014	6,341	6,692	6,498	5,654	18	13,237	13,240	86,008	74.863	6.96	5.75	18	-13.0	69.9	0.90	0.71	MN
WY	2,145	2,801	2,592	2,121	2,035	1,943	1,594	3,397	5,878	19	7,413	7,327	25,182	43.066	6.36	9.99	39	73.0	174.0	0.47	0.74	WY
NE	816	1,090	1,031	1,518	1,749	1,910	3,977	6,253	5,958	20	10,278	10,282	64,266	61.261	12.23	10.83	44	-4.7	630.1	0.86	0.75	NE
NM	3,408	3,684	4,425	5,869	5,127	7,167	2,714	7,239	6,155	21	11,544	11,552	83,562	71.998	9.43	8.92	35	-15.0	80.6	1.00	0.77	NM
MT	1,084	1,000	3,039	5,228	7,635	5,402	6,653	6,796	6,226	22	8,244	8,254	56,029	51.393	11.99	10.10	41	-8.4	474.3	0.94	0.78	MT
PA	1,674	1,676	2,227	3,268	3,025	4,091	5,179	6,421	6,518	23	43,347	43,313	278,341	282.304	5.39	5.59	16	1.5	289.3	0.89	0.82	PA
KY	1,793	2,132	2,057	3,042	4,942	4,925	1,668	1,545	6,658	24	27,644	27,735	42,721	184.658	2.76	9.56	37	330.8	271.2	0.21	0.84	KY
AK	3,232	4,712	4,627	4,652	4,338	5,927	6,305	7,290	6,672	25	6,291	6,361	45,859	42.440	8.52	6.91	27	-8.5	106.4	1.01	0.84	AK
KS	2,963	6,119	4,506	4,691	4,845	5,816	5,982	6,253	6,981	26	10,379	10,378	64,898	72.449	3.82	4.39	6	11.6	135.6	0.86	0.88	KS
CO	1,822	1,860	6,214	3,897	5,064	4,604	4,296	7,406	7,979	27	10,384	10,396	76,905	82.950	4.03	5.37	13	7.7	337.8	1.02	1.00	CO
NH	3,128	16,464	5,195	5,588	6,193	7,450	7,034	6,533	8,424	28	4,023	4,114	26,283	34.658	5.43	8.35	31	28.9	169.3	0.90	1.06	NH
OK	3,614	7,028	4,426	4,290	4,992	5,114	6,139	6,783	8,749	29	13,409	13,370	90,953	116.968	5.50	10.42	43	29.0	142.1	0.94	1.10	OK
TN	1,684	5,123	5,976	6,262	7,237	7,426	8,648	8,833	9,442	30	14,327	14,324	126,554	135.242	9.57	10.06	40	6.9	460.8	1.22	1.19	TN
MI	8,368	17,709	9,499	5,460	7,982	8,504	10,254	10,403	9,480	31	9,748	9,778	101,413	92.693	5.66	5.38	14	-8.9	13.3	1.43	1.19	MI
AL	1,501	3,959	5,608	5,417	7,721	7,985	5,460	6,687	9,546	32	11,062	11,061	73,974	105.590	5.93	8.08	29	42.8	536.2	0.92	1.20	AL
OH	6,126	9,992	6,610	8,080	7,386	7,594	9,637	8,522	9,550	33	22,479	22,459	191,570	214.477	7.58	8.50	34	12.1	55.9	1.18	1.20	OH
IN	2,724	6,566	5,611	5,870	6,479	7,311	6,056	11,433	9,793	34	11,186	11,186	127,893	109.545	9.31	6.52	25	-14.3	259.5	1.58	1.23	IN
UT	2,440	3,912	5,706	6,627	7,505	11,348	11,646	10,922	10,644	35	5,811	5,862	63,468	62.396	7.58	8.38	32	-2.5	336.2	1.51	1.34	UT
IL	5,082	9,118	12,903	15,545	11,587	12,585	12,774	12,986	11,447	36	16,598	16,580	215,544	189.785	6.80	5.71	17	-11.9	125.2	1.79	1.44	IL
MD	10,182	14,761	26,355	9,209	11,781	7,806	11,485	13,509	13,100	37	5,286	5,275	71,410	69.101	5.35	4.84	10	-3.0	28.7	1.86	1.64	MD
VT	1,949	4,485	6,986	6,753	7,221	10,332	12,763	11,720	14,560	38	2,841	2,840	33,297	41.351	14.09	16.04	47	24.2	646.9	1.62	1.83	VT
WI	2,904	4,666	5,874	6,327	9,822	10,419	11,451	12,586	14,611	39	11,755	11,783	147,951	172.158	8.99	12.64	45	16.1	403.2	1.74	1.83	WI
NY	7,184	16,373	25,091	19,959	13,113	14,061	14,079	15,264	15,165	40	15,707	15,707	239,758	238.199	4.33	4.79	9	-0.7	111.1	2.11	1.90	NY
FL	2,937	6,793	13,736	20,083	16,248	14,121	17,026	16,698	16,515	41	12,059	12,052	201,367	199.039	4.42	3.14	3	-1.1	462.4	2.30	2.07	FL
NV	4,216	2,446	4,007	4,578	5,645	8,071	7,355	8,627	19,234	42	6,136	6,138	52,933	118.059	10.88	18.33	49	123.0	356.2	1.19	2.41	NV
CT	6,368	7,936	15,759	15,618	19,425	22,187	23,327	22,324	20,065	43	3,957	3,961	88,337	79.479	4.89	4.64	7	-10.1	215.1	3.08	2.52	CT
AZ	4,804	7,388	7,472	6,193	8,871	16,571	25,130	25,701	25,008	44	6,965	6,938	179,009	173.505	9.70	9.60	38	-2.7	420.6	3.54	3.14	AZ
RI	3,049	8,717	6,781	9,148	9,669	16,064	22,063	25,759	26,477	45	1,114	1,103	28,696	29.204	7.87	10.20	42	2.8	768.5	3.55	3.32	RI
DE	3,899	5,988	7,547	7,874	9,962	14,022	11,116	23,480	33,778	46	5,148	5,181	120,877	175.003	16.37	18.84	50	43.9	766.3	3.24	4.24	DE
HI	12,717	18,285	20,068	23,673	30,542	45,742	43,770	47,908	54,889	47	981	983	46,998	53.956	17.22	16.21	48	14				

Table 8 Total Disbursements Per State-Controlled Mile, 1984-2003

STATE	Total Disbursements per State-controlled Mile										Miles	Miles	Total Disb, SK	Pct Chng, \$/MI	Ratio		
	1984	1990	1995	1997	1999	2000	2001	2002	2003	Rank			2002	2003	02-03	84-03	2003 ST
SC	9466	13396	14632	16684	19160	21413	24859	27035	26845	1	41687	41666	1127004	1118539	-0.7	183.6	0.24 SC
WV	16440	20578	24392	29117	27948	34421	37849	35510	34399	2	34087	33972	1210438	1168587	-3.1	109.2	0.30 WV
NC	10263	17337	22589	25303	29388	30551	34559	36156	36308	3	79265	79389	2865880	2882470	0.4	253.8	0.32 NC
ND	18683	16065	25215	31289	43178	39537	40357	38641	39372	4	7400	7405	285940	291550	1.9	110.7	0.35 ND
SD	20882	22591	30536	37962	40524	51025	50350	47748	47790	5	7900	7953	377209	380072	0.1	128.9	0.42 SD
NE	21960	29608	37534	39666	44309	50723	42498	51118	55030	6	10278	10282	525392	565817	7.7	150.6	0.49 NE
MO	18380	23489	33336	37494	40034	46992	53630	55235	55036	7	32449	32449	1792324	1785847	-0.4	199.4	0.49 MO
VA	15764	30735	33869	37788	44498	42633	47049	51639	55210	8	57114	57347	2949337	3166118	6.9	250.2	0.49 VA
WY	39457	40723	36976	38625	44076	45733	44488	53373	58821	9	7413	7327	395653	430984	10.2	49.1	0.52 WY
AR	16143	22201	32872	42445	36103	40102	49673	60646	60962	10	16380	16383	993385	998742	0.5	277.6	0.54 AR
MT	28565	33013	44119	42968	57402	63213	55701	56693	61664	11	8244	8254	467375	508974	8.8	115.9	0.55 MT
ME	23682	35528	41430	52822	50488	53578	56541	80606	63235	12	8565	8564	690391	541544	-21.6	167.0	0.56 ME
OR	29840	43470	52143	60251	57085	59470	54390	51242	63425	13	12213	12183	625823	772702	23.8	112.6	0.56 OR
NM	30044	30200	41764	40026	59623	67067	89933	76729	68971	14	11544	11552	885755	797658	-10.1	129.6	0.61 NM
KY	28807	30689	42325	38628	49546	51957	50500	56052	69654	15	27644	27735	1549510	1931859	24.3	141.8	0.62 KY
MS	35843	35986	48938	55857	73332	77999	64248	74468	72426	16	10783	10943	802985	792556	-2.7	102.1	0.64 MS
ID	29523	44008	46796	52460	61640	68269	65138	69659	75463	17	4955	4956	345158	373993	8.3	155.6	0.67 ID
TX	23158	38080	41736	49218	56183	66350	66701	69370	79478	18	79516	79517	5516044	6319863	14.6	243.2	0.70 TX
OK	31889	48915	46235	49508	79780	87445	88668	123352	83939	19	13409	13370	1654027	1122262	-32.0	163.2	0.74 OK
WA	40196	52032	75032	73691	66792	70138	76992	80937	85103	20	18919	18915	1531239	1609720	5.1	111.7	0.75 WA
LA	48980	52795	69042	68018	71727	74949	65031	62773	86363	21	16696	16696	1048056	1441915	37.6	76.3	0.76 LA
VT	37204	44957	56784	61772	71648	85347	87341	83188	90791	22	2841	2840	236337	257847	9.1	144.0	0.80 VT
IA	40680	51710	69094	72000	75754	94509	83061	80363	91938	23	10257	9240	824287	849504	14.4	126.0	0.81 IA
TN	42242	62131	68481	76149	77560	82625	88336	92274	93898	24	14327	14324	1322013	1345002	1.8	122.3	0.83 TN
AK	28697	57432	73171	70764	67641	82268	74898	85529	96524	25	6291	6361	538064	613990	12.9	236.4	0.85 AK
MN	44768	62069	53863	66671	71516	84346	83195	93391	98376	26	13237	13240	1236219	1302492	5.3	119.7	0.87 MN
NH	40112	72789	74074	79588	93078	84071	100611	120284	100871	27	4023	4114	483904	414983	-16.1	151.5	0.89 NH
GA	42510	70297	79899	76040	94045	79419	89103	101204	101222	28	18231	18240	1845043	1846286	0.0	138.1	0.90 GA
NV	35381	51626	83039	71406	89086	105469	88897	79308	104949	29	6136	6138	486635	644178	32.3	196.6	0.93 NV
OH	50391	69405	87898	94679	96059	103779	108769	112380	112384	30	22479	22459	2526189	2524033	0.0	123.0	1.00 OH
WI	36443	54760	68700	78217	93892	96203	104717	139962	115565	31	11755	11783	1645252	1361704	-17.4	217.1	1.02 WI
PA	40284	58685	67395	81392	89973	99199	107764	119079	116583	32	43347	43313	5161708	5049550	-2.1	189.4	1.03 PA
AL	40926	62746	72984	74764	79366	94076	98331	112732	118143	33	11062	11061	1247044	1306782	4.8	188.7	1.05 AL
UT	51432	49889	59522	120285	159875	159670	138669	144036	127015	34	5811	5862	836995	744561	-11.8	147.0	1.12 UT
CO	38624	56781	71614	74380	96998	106044	133162	183592	148624	35	10384	10396	1906418	1545094	-19.0	284.8	1.32 CO
IN	44656	74481	85217	100101	102623	138320	237504	122802	150286	36	11186	11186	1373668	1681102	22.4	236.5	1.33 IN
KS	41802	49458	76388	82263	86853	86805	99630	163698	158897	37	10379	10378	1699018	1649033	-2.9	280.1	1.41 KS
MI	80450	99207	127629	129263	166237	177028	191703	183942	176287	38	9748	9778	1793070	1723735	-4.2	119.1	1.56 MI
DE	44867	65042	88298	88324	100043	116688	126224	143393	179279	39	5148	5181	738188	928846	25.0	299.6	1.59 DE
IL	87396	118406	132776	132205	130758	157380	166991	190993	200339	40	16598	16580	3170107	3321617	4.9	129.2	1.77 IL
RI	66868	187443	253195	186535	256854	201897	328715	327446	259471	41	1114	1103	364775	286197	-20.8	288.0	2.30 RI
AZ	67427	191981	129512	143721	206907	231139	237650	265006	260366	42	6965	6938	1845767	1806416	-1.8	286.1	2.31 AZ
MD	124888	206372	182604	199658	207027	218973	229565	252463	270582	43	5286	5275	1334518	1427320	7.2	116.7	2.40 MD
NY	94000	152919	240997	242945	283702	273826	271954	352214	316371	44	15707	15707	5532221	4969241	-10.2	236.6	2.80 NY
HI	124106	243841	290624	356543	320541	261063	262783	278149	338509	45	981	983	272864	332754	21.7	172.8	3.00 HI
CA	97632	181389	223172	246224	279313	268984	296322	345473	390015	46	18275	18243	6313512	7115050	12.9	299.5	3.45 CA
CT	128600	298061	284683	290032	264322	315628	299409	456798	432405	47	3957	3961	1807549	1712758	-5.3	236.2	3.83 CT
FL	87081	121546	256813	289613	311110	326758	327250	378168	525670	48	12059	12052	4560326	6335376	39.0	503.7	4.65 FL
MA	185788	258427	617485	809442	1150247	965344	1089338	1090805	1013947	49	3287	3243	3585475	3288231	-7.0	445.8	8.98 MA
NJ	450738	535687	586562	606687	812881	1269079	1363811	1581672	2097354	50	2966	2895	4691239	6071840	32.6	365.3	18.57 NJ
TOTAL											810298	809732	87017330	91456394			
WMEAN	37175	54635	68655	75194	85936	92022	97546	107389	112946.5	16206	16195	1740347	1740347	5.2	203.8	1.00	

Source: Highway Statistics, 2003, Table SF4

TABLE 9 RURAL INTERSTATE PAVEMENT CONDITION, 1984-2003

	Rural Interstate Pavement % in Poor Condition ¹												Pct Poor	Meas Miles	Poor Miles		Ratio to US Ave							
	*	*	*	*	*	*	*	*	*	*	*	*			IRI>170	Chg in % Poor	2002	2003	02-03	84-03	2002	2003	ST	
STATE	1984	1990	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Rank	2002	2003	02-03	84-03	2002	2003	ST		
AK	28.9%	6.0%	1.5%	22.4%	18.1%	9.0%	9.7%	9.6%	8.4%	4.5%	0.1%	3.01	0.00	0.00	1	1029	1013	0	0	0.00	-0.29	0.00	0.00	AK
AL	0.0%	0.0%	0.0%	0.0%	0.7%	0.7%	0.0%	0.0%	0.5%	0.5%	0.0%	0.00	0.00	0.00	1	604	605	0	0	0.00	0.00	0.00	0.00	AL
AZ	3.5%	12.5%	0.6%	1.5%	1.5%	1.5%	0.2%	0.7%	1.4%	0.2%	0.1%	0.00	0.00	0.00	1	997	981	0	0	0.00	-0.04	0.00	0.00	AZ
CT	0.0%	0.0%	0.0%	54.5%	13.3%	13.3%	5.0%	4.9%	2.9%	4.9%	1.0%	0.00	0.00	0.00	1	42	43	0	0	0.00	0.00	0.00	0.00	CT
FL	0.1%	7.8%	5.5%	1.7%	1.2%	0.4%	0.4%	0.0%	0.0%	0.3%	0.5%	0.00	0.00	0.00	1	951	950	0	0	0.00	0.00	0.00	0.00	FL
GA	0.4%	12.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00	0.00	0.00	1	806	806	0	0	0.00	0.00	0.00	0.00	GA
HI	NA	NA	NA	NA	NA	NA	NA	NA	na	na	0.00	0.00	0.00	1	6	6	0	0	0.00	0.00	0.00	0.00	HI	
IL	6.3%	5.7%	2.7%	8.2%	3.5%	3.3%	2.0%	1.6%	1.6%	0.8%	0.5%	0.53	0.00	0.00	1	1510	1507	0	0	0.00	-0.06	0.00	0.00	IL
IN	1.1%	0.0%	0.0%	1.5%	1.8%	1.7%	0.6%	0.1%	0.0%	0.0%	0.00	0.00	0.00	1	852	853	0	0	0.00	-0.01	0.00	0.00	IN	
KY	3.5%	0.5%	0.7%	0.7%	5.2%	7.6%	0.0%	0.0%	0.0%	0.0%	0.00	0.00	0.00	1	527	551	0	0	0.00	-0.03	0.00	0.00	KY	
MA	0.0%	1.2%	2.4%	0.6%	0.6%	2.5%	2.5%	1.9%	0.6%	0.6%	0.6%	0.00	0.62	0.00	1	162	90	1	0	-0.62	0.00	0.29	0.00	MA
ME	3.6%	1.9%	0.6%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.3%	0.00	0.00	0.00	1	313	313	0	0	0.00	-0.04	0.00	0.00	ME	
ND	0.0%	35.1%	0.0%	3.6%	6.2%	6.2%	5.3%	0.0%	0.0%	0.0%	0.00	0.00	0.00	1	530	530	0	0	0.00	0.00	0.00	0.00	ND	
NM	29.4%	0.2%	6.1%	5.4%	6.5%	9.0%	4.0%	10.9%	2.7%	4.6%	3.1%	0.11	0.00	0.00	1	892	867	0	0	0.00	-0.29	0.00	0.00	NM
NV	1.6%	14.0%	8.4%	0.0%	0.0%	3.8%	6.1%	6.0%	1.9%	1.9%	0.00	0.00	0.00	1	480	480	0	0	0.00	-0.02	0.00	0.00	NV	
OH	3.6%	2.7%	3.1%	3.9%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.24	0.24	0.00	1	829	723	2	0	-0.24	-0.04	0.11	0.00	OH	
RI	42.9%	23.8%	0.0%	0.0%	4.8%	8.3%	8.3%	8.3%	0.0%	0.0%	0.00	0.00	0.00	1	21	22	0	0	0.00	-0.43	0.00	0.00	RI	
SD	0.0%	0.0%	3.3%	7.6%	6.5%	4.6%	4.6%	8.0%	6.0%	1.9%	2.9%	0.32	0.48	0.00	1	628	619	3	0	-0.48	0.00	0.23	0.00	SD
VA	5.1%	9.1%	6.3%	1.2%	10.0%	7.6%	0.4%	0.4%	0.6%	0.1%	0.00	0.00	0.00	1	729	668	0	0	0.00	-0.05	0.00	0.00	VA	
VT	4.3%	5.2%	2.5%	0.4%	0.4%	0.0%	0.0%	0.0%	3.2%	2.5%	1.42	1.43	0.00	1	280	279	4	0	-1.43	-0.04	0.67	0.00	VT	
TX	3.2%	1.1%	1.9%	0.0%	5.7%	9.2%	0.5%	0.5%	0.1%	0.0%	0.4%	0.36	0.32	0.05	21	2197	2192	7	1	-0.27	0.01	0.15	0.03	TX
KS	25.5%	7.4%	0.6%	4.9%	4.6%	1.0%	0.0%	2.4%	1.0%	0.7%	0.1%	0.00	0.72	0.14	22	696	690	5	1	-0.57	-0.11	0.34	0.09	KS
SC	1.6%	7.1%	19.2%	2.3%	0.6%	0.0%	0.0%	0.0%	0.9%	0.0%	0.00	4.99	0.15	23	682	684	34	1	-4.84	0.13	2.35	0.09	SC	
TN	1.8%	7.3%	13.5%	1.9%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.00	0.14	0.15	24	735	682	1	1	0.01	0.13	0.06	0.09	TN	
OR	0.0%	7.4%	12.4%	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.00	0.17	0.17	25	582	582	1	1	0.00	0.17	0.08	0.10	OR	
WV	12.1%	3.3%	6.8%	2.9%	3.1%	7.6%	7.2%	1.3%	1.1%	5.5%	5.5%	1.76	1.76	0.22	26	455	455	8	1	-1.54	0.10	0.83	0.13	WV
WY	2.7%	0.0%	0.0%	7.5%	8.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00	0.24	0.24	27	827	827	2	2	0.00	0.21	0.11	0.14	WY	
ID	19.7%	22.8%	21.8%	8.3%	4.7%	4.7%	3.2%	1.5%	1.5%	1.5%	1.5%	1.52	1.52	0.38	28	526	526	8	2	-1.14	0.18	0.72	0.22	ID
MN	2.7%	6.5%	3.2%	32.6%	na	8.8%	6.3%	3.4%	8.1%	0.1%	0.0%	0.00	0.00	0.44	29	681	683	0	3	0.44	0.41	0.00	0.26	MN
MD	24.6%	6.5%	0.0%	9.7%	7.0%	0.4%	0.4%	0.0%	0.4%	0.0%	0.0%	0.44	0.44	0.55	30	227	182	1	1	0.11	0.30	0.21	0.33	MD
OK	15.3%	5.8%	0.0%	2.5%	2.5%	5.0%	5.0%	3.3%	3.3%	3.3%	0.42	0.55	0.59	31	722	683	4	4	0.03	0.43	0.26	0.35	OK	
MT	10.6%	13.8%	5.1%	8.5%	8.5%	3.8%	3.8%	0.9%	0.9%	1.1%	1.1%	1.41	1.41	0.62	32	1135	1130	16	7	-0.79	0.51	0.66	0.37	MT
WA	0.0%	0.2%	0.0%	4.0%	3.4%	3.2%	5.0%	4.6%	0.4%	0.4%	0.00	0.00	0.80	33	502	502	0	4	0.80	0.80	0.00	0.47	WA	
NE	0.0%	9.7%	3.4%	16.2%	12.4%	0.0%	4.3%	5.7%	2.1%	7.6%	2.29	0.00	1.40	34	437	429	0	6	1.40	1.40	0.00	0.83	NE	
PA	10.4%	5.7%	2.6%	12.7%	11.4%	10.6%	8.7%	6.8%	0.6%	2.6%	1.2%	1.74	1.74	1.63	35	1206	1105	21	18	-0.11	1.52	0.82	0.96	PA
NH	0.6%	9.4%	5.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00	0.00	1.63	36	176	184	0	3	1.63	1.62	0.00	0.96	NH	
IA	2.5%	5.3%	2.8%	3.0%	0.5%	0.5%	0.8%	0.0%	0.2%	0.2%	0.00	0.00	1.58	1.91	37	634	627	10	12	0.34	1.89	0.74	1.13	IA
WI	12.4%	0.0%	0.6%	3.0%	1.8%	1.8%	1.0%	0.9%	1.6%	1.1%	0.00	0.00	2.13	38	578	516	0	11	2.13	2.01	0.00	1.26	WI	
MO	28.5%	26.3%	0.4%	0.2%	0.7%	0.2%	0.2%	2.2%	2.1%	1.4%	1.1%	1.24	0.37	2.25	39	806	801	3	18	1.87	1.96	0.18	1.33	MO
UT	2.3%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	1.4%	4.50	7.78	3.38	40	771	769	60	26	-4.40	3.36	3.67	2.00	UT	
CO	16.8%	10.2%	0.0%	18.5%	18.1%	33.7%	23.0%	19.2%	13.7%	0.5%	0.00	0.13	8.44	6.12	41	770	686	65	42	-2.32	5.95	3.98	3.62	CO
NY	0.1%	3.7%	2.5%	3.5%	3.5%	4.8%	4.8%	2.4%	2.4%	10.7%	7.9%	6.34	6.34	6.34	42	931	59	59	59	0.00	6.34	2.99	3.75	NY
LA	3.6%	0.0%	12.2%	9.2%	6.2%	0.2%	3.9%	6.4%	9.8%	10.2%	8.8%	6.27	5.21	6.63	43	557	558	29	37	1.42	6.59	2.46	3.92	LA
MS	16.8%	0.0%	0.0%	43.5%	7.9%	7.9%	5.4%	5.9%	5.2%	4.8%	4.8%	3.60	6.10	6.65	44	557	481	34	32	0.55	6.48	2.88	3.94	MS
MI	24.4%	5.2%	8.9%	22.3%	5.0%	3.0%	4.3%	4.3%	8.9%	6.5%	6.5%	10.28	10.24	7.68	45	742	612	76	47	-2.56	7.44	4.83	4.54	MI
NJ	0.0%	0.8%	0.8%	0.0%	7.4%	11.7%	10.9%	20.4%	20.4%	7.2%	6.7%	16.81	16.81	7.69	46	119	65	20	5	-9.11	7.69	7.93	4.55	NJ
NC	2.7%	1.0%	0.5%	16.3%	13.0%	9.4%	16.3%	14.6%	13.4%	4.2%	4.1%	2.92	7.69	7.76	47	650	644	50	50	0.07	7.74	3.63	4.59	NC
CA	7.2%	6.5%	4.2%	2.3%	6.5%	9.2%	5.9%	5.9%	5.9%	7.9%	7.66	7.66	7.81	48	1358	1357	104	106	0.15	7.74	3.61	4.62	CA	
AR	0.0%	0.0%	3.6%	32.1%	31.9%	31.5%	30.5%	29.6%	42.2%	32.5%	28.8%	28.98	15.22	8.44	49	460	462	70	39	-6.78	8.44	7.18	4.99	AR
DE	NA	NA	NA	NA	NA	NA	NA	NA	na	na	na	na	na	NA	NA	na	NA	na	na	na	na	na	DE	
TOTAL																32907	31951	698	540					
WMEAN	7.8%	6.3%	3.8%	7																				

Table 10 Urban Interstate Pavement Condition, 1984-2003

STATE	Urban Interstate Percent in Poor Condition												RANK	Meas Miles		Poor Miles		Change in		Ratio to US Ave		
	* 1984	* 1990	* 1992	* 1994	* 1996	* 1997	* 1998	* 1999	* 2000	* 2001	* 2002	2003		2002	2003	IRI > 170	Poor Cond %	02-03	84-03	2002	2003	ST
AZ	15.1	13.1%	1.5%	1.1%	1.16%	0.00%	1.16%	0.00%	0.00	0.00	1.16	0.00	1	172	187	2	0	-1.16	-15.13	0.15	0.00	AZ
GA	0.0	5.9%	0.0%	0.0%	0.00%	0.00%	0.00%	0.46%	0.00	0.00	0.00	0.00	1	438	437	0	0	0.00	0.00	0.00	0.00	GA
KS	42.0	8.8%	8.6%	0.6%	0.00%	0.00%	0.00%	1.16%	0.57	1.11	0.56	0.00	1	178	181	1	0	-0.56	-42.04	0.07	0.00	KS
ME	10.8	1.9%	1.9%	0.0%	0.00%	0.00%	0.00%	0.00%	0.00	0.00	0.00	0.00	1	55	54	0	0	0.00	-10.81	0.00	0.00	ME
ND	0.0	42.5%	2.5%	0.0%	2.50%	0.00%	0.00%	0.00%	0.00	0.00	0.00	0.00	1	41	41	0	0	0.00	0.00	0.00	0.00	ND
SC	3.6	2.5%	12.7%	4.3%	0.65%	0.64%	1.91%	3.16%	0.64	0.63	9.32	0.00	1	161	159	15	0	-9.32	-3.60	1.22	0.00	SC
VT	0.0	11.8%	0.0%	0.0%	0.00%	0.00%	0.00%	0.00%	0.00	2.44	2.50	0.00	1	40	41	1	0	-2.50	0.00	0.33	0.00	VT
FL	0.7	1.4%	4.8%	2.5%	2.47%	0.64%	0.00%	1.23%	1.25	0.00	0.19	0.20	8	514	511	1	1	0.00	-0.54	0.03	0.03	FL
OH	14.5	11.3%	11.3%	2.0%	2.56%	1.21%	0.67%	2.16%	1.35	1.08	0.81	0.47	9	744	850	6	4	-0.34	-14.03	0.11	0.06	OH
UT	1.6	0.0%	2.4%	0.0%	0.00%	0.00%	8.38%	4.79%	4.79	7.05	1.78	0.59	10	169	170	3	1	-1.19	-0.99	0.23	0.08	UT
NM	20.7	2.1%	17.6%	21.5%	9.26%	27.78%	12.04%	12.04%	8.33	5.61	6.48	0.76	11	108	132	7	1	-5.72	-19.93	0.85	0.10	NM
KY	13.2	19.0%	18.0%	15.5%	3.54%	2.63%	3.98%	6.64%	5.24	3.48	3.49	0.95	12	229	211	8	2	-2.55	-12.26	0.46	0.12	KY
MA	0.5	1.3%	4.3%	1.7%	2.23%	1.74%	1.00%	1.74%	1.23	2.72	2.48	1.26	13	403	478	10	6	-1.23	0.74	0.32	0.16	MA
AK	47.6	15.7%	1.8%	5.7%	3.77%	0.00%	0.00%	1.85%	0.00	1.92	1.92	1.43	14	52	70	1	1	-0.49	-46.19	0.25	0.19	AK
TN	0.8	7.8%	7.0%	8.7%	7.48%	7.34%	4.90%	2.95%	1.81	2.06	2.06	1.53	15	340	392	7	6	-0.53	0.72	0.27	0.20	TN
MN	4.4	1.4%	0.9%	3.5%	2.59%	0.43%	2.59%	0.87%	0.00	0.86	3.02	1.75	16	232	229	7	4	-1.27	-2.65	0.39	0.23	MN
IN	0.0	0.0%	0.0%	11.9%	13.56%	12.66%	4.09%	1.89%	1.89	1.57	3.15	1.90	17	317	316	10	6	-1.26	1.90	0.41	0.25	IN
NH	0.0	2.3%	21.3%	0.0%	0.00%	0.00%	2.08%	2.08%	0.00	0.00	0.00	2.00	18	48	50	0	1	2.00	2.00	0.00	0.26	NH
TX	6.0	2.5%	2.8%	6.0%	0.39%	0.58%	1.96%	1.96%	1.57	3.43	2.99	2.02	19	1037	1042	31	21	-0.97	-4.01	0.39	0.26	TX
RI	26.5	20.4%	0.0%	4.1%	4.17%	4.17%	2.17%	2.08%	2.13	2.04	2.04	2.04	20	49	49	1	1	0.00	-24.49	0.27	0.27	RI
WV	24.2	1.1%	2.2%	11.1%	9.89%	4.40%	4.21%	4.26%	4.30	5.32	5.32	2.13	21	94	94	5	2	-3.19	-22.05	0.69	0.28	WV
WI	33.0	0.0%	5.7%	9.5%	11.18%	11.05%	11.83%	2.91%	0.00	0.00	1.85	2.22	22	162	225	3	5	0.37	-30.81	0.24	0.29	WI
AL	0.0	0.0%	0.0%	0.0%	1.64%	1.65%	1.64%	2.30%	2.30	0.99	1.00	2.66	23	301	301	3	8	1.66	2.66	0.13	0.35	AL
OR	1.5	12.1%	6.8%	2.1%	1.37%	0.68%	0.68%	0.70%	0.00	0.69	2.76	2.74	24	145	146	4	4	-0.02	1.24	0.36	0.36	OR
PA	11.2	3.0%	2.2%	10.5%	9.98%	8.78%	3.47%	5.66%	4.57	4.54	4.64	3.45	25	539	638	25	22	-1.19	-7.76	0.61	0.45	PA
WY	16.3	0.0%	2.3%	17.2%	1.15%	1.16%	1.15%	2.30%	1.15	4.55	3.45	3.49	26	87	86	3	3	0.04	-12.84	0.45	0.46	WY
CT	0.0	3.0%	1.3%	19.2%	11.21%	8.20%	7.76%	7.79%	7.72	6.50	5.61	3.64	27	303	302	17	11	-1.97	3.64	0.73	0.48	CT
NV	0.0	37.0%	33.3%	1.3%	4.82%	1.25%	1.16%	0.00%	0.00	2.50	2.53	3.70	28	79	81	2	3	1.17	3.70	0.33	0.49	NV
VA	6.6	15.1%	6.6%	6.8%	4.56%	4.59%	4.74%	4.83%	2.58	2.85	3.60	3.79	29	389	449	14	17	0.19	-2.85	0.47	0.50	VA
SD	0.0	0.0%	0.0%	16.3%	14.29%	8.33%	12.77%	16.00%	8.16	0.00	0.00	4.00	30	48	50	0	2	4.00	4.00	0.00	0.53	SD
MS	21.5	0.0%	0.0%	5.5%	7.87%	6.40%	7.03%	3.91%	3.91	3.91	3.88	4.88	31	129	205	5	10	1.00	-16.61	0.51	0.64	MS
DE	0.0	0.0%	0.0%	29.3%	29.27%	29.27%	29.27%	28.21%	28.21	28.21	5.00	5.00	32	40	40	2	2	0.00	5.00	0.65	0.66	DE
IL	10.7	1.6%	3.8%	18.8%	11.84%	10.68%	6.63%	6.32	6.27	8.07	8.02	33	657	661	53	53	-0.05	-2.71	1.05	1.05	IL	
MD	5.9	0.4%	0.0%	11.0%	8.63%	8.33%	9.88%	7.76%	7.56	8.23	7.88	8.36	34	241	287	19	24	0.48	2.45	1.03	1.10	MD
WA	1.7	0.0%	11.5%	19.47%	17.11%	3.44%	3.44%	3.45	5.70	5.36	8.37	35	261	263	14	22	3.00	6.68	0.70	1.10	WA	
CO	12.6	6.0%	0.0%	3.2%	12.37%	10.87%	8.74%	0.54%	0.00	0.00	9.73	8.55	36	185	269	18	23	-1.18	-4.03	1.27	1.12	CO
NE	2.7	2.7%	0.0%	44.4%	2.33%	11.11%	11.11%	4.55%	9.09	8.89	8.89	9.26	37	45	54	4	5	0.37	6.56	1.16	1.22	NE
MO	23.0	40.5%	0.0%	4.1%	4.34%	6.22%	7.55%	7.84%	10.51	15.01	6.70	10.00	38	373	380	25	38	3.30	-12.96	0.87	1.31	MO
ID	9.7	13.3%	13.8%	1.3%	1.27%	1.20%	1.18%	5.88%	6.98	4.65	10.47	10.47	39	86	9	9	0.00	0.74	1.37	1.37	ID	
NC	4.5	0.0%	0.9%	23.0%	24.93%	19.43%	15.86%	11.11%	7.77	5.61	10.57	10.96	40	369	374	39	41	0.39	6.48	1.38	1.44	NC
MT	10.9	6.4%	2.0%	1.9%	13.21%	1.82%	1.72%	1.75%	1.75	5.45	5.45	11.11	41	55	63	3	7	5.66	0.24	0.71	1.46	MT
LA	5.3	2.1%	12.2%	10.7%	7.09%	12.77%	23.94%	19.28%	10.39	5.08	9.28	12.29	42	237	236	22	29	3.01	6.96	1.21	1.61	LA
MI	21.9	6.6%	8.4%	5.5%	6.61%	6.57%	14.80%	10.02%	9.82	18.00	19.64	12.68	43	499	631	98	80	-6.96	-9.25	2.56	1.66	MI
AR	7.4	3.3%	2.4%	24.3%	25.19%	26.09%	30.61%	25.87%	20.21	24.47	17.46	14.59	44	189	185	33	27	-2.87	7.22	2.28	1.92	AR
NY	0.5	6.2%	4.0%	24.5%	21.41%	23.50%	23.61%	24.16%	17.28	15.51	15.51	15.51	45	709	709	110	110	0.00	15.04	2.03	2.04	NY
IA	2.3	13.1%	19.0%	9.0%	10.34%	13.43%	14.29%	14.29%	10.88	11.64	14.97	15.79	46	147	152	22	24	0.82	13.45	1.95	2.07	IA
NJ	1.6	3.3%	1.5%	19.6%	13.38%	37.68%	37.68%	7.01%	6.55	16.72	16.39	18.06	47	305	360	50	65	1.66	16.48	2.14	2.37	NJ
HI	0.0	2.6%	2.3%	33.3%	33.33%	33.33%	0.00%	NA	NA	38.78	38.78	20.41	48	49	49	19	10	-18.37	20.41	5.06	2.68	HI
OK	16.5	3.9%	0.0%	14.0%	32.06%	18.84%	18.75%	20.10%	20.10	24.76	23.56	20.88	49	208	249	49	52	-2.67	4.38	3.08	2.74	OK
CA	10.3	2.8%	1.1%	10.7%	15.29%	17.15%	17.10%	16.74%	20.55	22.33	22.06	31.00	50	1097	1100	242	341	8.94	20.74	2.88	4.07	CA
TOTAL														13355	14325	1023	1091					
WMEAN	8.6	5.9%	4.3%	9.4%	8.78%	8.97%	8.69%	7.21%	6.47	7.44	7.66	7.62		267	287	20.5	21.8	-0.04	-0.96	1.00	1.00	

Poor Condition: 1984-92/93: PSR <2.5, 1992/3-2004: IRI > 170. 2001 Corrected. MO edited 2003.

Table 11: RURAL OTHER PRINCIPAL ARTERIAL (ROPA) PAVEMENT CONDITION, 1984-2003

Poor Cond.: PSR < 2.0 (84-92/93); PSR <= 2.0 (93-4); IRI >220, 1995+. MO edited 2003

Table 12 URBAN INTERSTATE CONGESTION, 1984-2003

STATE	Urban Interstate Percent Congested ¹										Miles Measured 2002	Miles V/C > 0.70 2002	Miles V/C > 0.70 2003	Change in % Congested			Ratio to US Ave	
	1984	1990	1995	1997	1999	2000	2001	2002	2003	Rank				02-03	84-03	2002	2003	ST
MT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0	0.0	0.00	1	55	61	0	0	0.0	0.00	0.00	MT
ND	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0	0.0	0.00	1	41	41	0	0	-2.6	0.00	0.00	ND
SD	0.0%	14.9%	42.9%	0.0%	0.0%	0.0%	2.0	0.0	0.00	1	49	50	0	0	0.0	0.00	0.00	SD
WY	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0	0.0	0.00	1	88	88	0	0	0.0	0.00	0.00	WY
VT	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	4.9	5.0	5.00	5	40	40	2	2	0.0	5.0	0.09	VT
WV	11.0%	25.6%	14.3%	2.2%	1.1%	1.1%	3.2	5.4	5.32	6	93	94	5	5	-0.1	-5.7	0.10	WV
AK	21.4%	60.8%	11.1%	13.2%	15.4%	18.9%	17.0	17.3	5.71	7	52	70	9	4	-11.6	-15.7	0.33	AK
ME	10.8%	11.3%	9.1%	11.1%	14.8%	17.0%	3.9	5.6	7.41	8	54	54	3	4	1.9	-3.4	0.11	ME
NM	10.3%	19.1%	16.7%	20.4%	20.4%	13.0%	15.0	20.2	18.18	9	109	132	22	24	-2.0	7.8	0.38	NM
KS	13.4%	23.8%	13.2%	16.2%	19.5%	19.7%	23.9	27.5	22.22	10	178	180	49	40	-5.3	8.8	0.52	KS
IN	4.5%	10.9%	17.2%	19.7%	15.8%	15.8%	19.7	24.9	25.87	11	317	317	79	82	0.9	21.3	0.47	IN
MS	16.5%	9.7%	29.9%	21.4%	21.9%	25.0%	37.5	41.1	32.84	12	129	204	53	67	-8.2	16.3	0.78	MS
OK	27.0%	30.9%	27.8%	28.2%	0.0%	0.0%	39.2	44.7	33.20	13	208	247	93	82	-11.5	6.2	0.85	OK
CO	47.2%	53.0%	47.6%	43.2%	40.6%	32.8%	37.1	38.9	33.20	14	185	256	72	85	-5.7	-14.0	0.74	CO
NE	13.5%	56.8%	34.9%	24.4%	23.9%	20.5%	43.5	43.5	33.96	15	46	53	20	18	-9.5	20.4	0.82	NE
IA	10.2%	13.9%	23.1%	17.8%	13.7%	33.3	36.7	33.99	16	147	153	54	52	-2.7	23.8	0.70	IA	
ID	0.0%	16.0%	11.1%	18.3%	20.0%	22.4%	30.2	29.4	34.12	17	85	85	25	29	4.7	34.1	0.56	ID
HI	46.7%	63.2%	55.8%	44.0%	34.7%	27.1%	26.5	29.2	35.42	18	48	48	14	17	6.3	-11.3	0.55	HI
PA	35.6%	36.2%	28.6%	29.9%	29.1%	29.1%	35.5	40.6	37.33	19	552	651	224	243	-3.3	1.8	0.77	PA
AZ	14.3%	40.0%	6.2%	13.4%	22.4%	28.7%	35.1	39.0	40.64	20	172	187	67	76	1.7	26.4	0.74	AZ
AL	24.7%	32.0%	31.0%	30.6%	28.3%	26.6%	37.3	39.2	42.27	21	293	291	115	123	3.0	17.6	0.74	AL
WI	37.5%	58.9%	50.3%	41.0%	32.2%	32.1%	39.4	38.8	42.36	22	160	229	62	97	3.6	4.9	0.73	WI
GA	61.4%	36.8%	67.8%	69.0%	18.6%	19.0%	34.5	36.2	43.58	23	437	436	158	190	7.4	-17.8	0.69	GA
AR	8.2%	25.2%	23.6%	27.2%	24.3%	16.4%	39.9	31.9	43.62	24	188	188	60	82	11.7	35.4	0.60	AR
MI	39.5%	72.5%	42.6%	45.2%	39.7%	39.7%	53.5	51.5	43.99	25	499	632	257	278	-7.5	4.5	0.98	MI
VA	40.3%	68.2%	40.2%	47.6%	37.9%	42.9%	40.1	51.5	44.31	26	388	413	200	183	-7.2	4.0	0.98	VA
TN	49.6%	54.3%	54.8%	53.6%	49.0%	50.6%	53.6	57.2	45.13	27	339	390	194	176	-12.1	-4.5	1.08	TN
NH	14.0%	45.5%	29.2%	34.0%	35.4%	38.3%	62.5	55.3	47.06	28	47	51	26	24	-8.3	33.1	1.05	NH
LA	53.3%	42.6%	29.4%	26.3%	31.7%	30.2%	35.2	40.5	47.26	29	237	237	96	112	6.8	-6.0	0.77	LA
NY	30.7%	61.8%	33.9%	37.6%	34.4%	36.4%	43.0	44.2	47.87	30	722	727	319	348	3.7	17.2	0.84	NY
MA	35.4%	57.9%	36.7%	43.4%	39.2%	41.3%	54.3	52.5	50.10	31	404	477	212	239	-2.4	14.7	0.99	MA
UT	22.0%	57.5%	18.3%	31.4%	15.2%	15.6%	34.3	56.5	50.90	32	168	167	95	85	-5.6	28.9	1.07	UT
WA	66.7%	50.4%	59.9%	65.3%	46.4%	18.3%	59.9	60.1	54.37	33	263	263	158	143	-5.7	-12.3	1.14	WA
OR	18.0%	44.7%	47.9%	54.8%	48.2%	48.6%	54.5	58.9	54.48	34	146	145	86	79	-4.4	36.4	1.12	OR
SC	27.0%	64.4%	46.2%	50.0%	47.7%	50.6%	48.1	46.5	55.48	35	157	155	73	86	9.0	28.5	0.88	SC
FL	2.7%	59.1%	48.1%	54.8%	43.5%	50.5%	63.6	57.3	56.05	36	520	496	298	278	-1.3	53.3	1.09	FL
IL	29.2%	50.9%	45.0%	46.6%	45.5%	33.9%	50.3	55.8	56.93	37	654	657	365	374	1.1	27.7	1.06	IL
TX	48.2%	54.0%	40.6%	46.3%	48.9%	48.8%	56.2	55.9	57.77	38	1037	1042	580	602	1.8	9.6	1.06	TX
RI	32.7%	44.9%	54.2%	52.2%	55.1%	55.1%	62.5	60.4	59.18	39	48	49	29	29	-1.2	26.5	1.15	RI
MO	36.2%	68.2%	72.6%	49.9%	47.2%	49.7%	62.8	59.6	59.63	40	374	374	223	223	0.0	23.5	1.13	MO
KY	39.0%	32.1%	44.7%	49.3%	38.8%	36.0%	49.8	52.8	60.48	41	229	210	121	127	7.6	21.5	1.00	KY
DE	34.1%	65.9%	57.5%	41.5%	31.0%	29.3%	43.9	26.8	62.50	42	41	40	11	25	35.7	28.4	0.51	DE
OH	30.2%	48.0%	51.9%	60.8%	56.8%	55.8%	71.4	70.4	63.52	43	743	847	523	538	-6.9	33.3	1.33	OH
NV	11.1%	47.8%	37.3%	50.0%	48.7%	48.8%	42.0	46.2	64.10	44	78	78	36	50	17.9	53.0	0.87	NV
CT	66.8%	80.2%	56.7%	64.9%	50.6%	55.7%	67.6	60.7	66.56	45	303	302	184	201	5.8	-0.3	1.15	CT
NJ	58.3%	68.1%	43.6%	50.3%	42.2%	47.8%	55.6	71.9	71.04	46	313	366	225	260	-0.8	12.8	1.36	NJ
NC	33.8%	80.3%	46.3%	45.7%	47.4%	48.9%	68.8	74.9	73.53	47	370	374	277	275	-1.3	39.7	1.42	NC
MD	62.4%	92.2%	64.7%	65.1%	61.9%	69.4%	79.0	82.2	76.43	48	253	297	208	227	-5.8	14.1	1.56	MD
MN	40.7%	49.8%	63.1%	65.1%	66.2%	71.4%	77.0	77.1	79.13	49	231	230	178	182	2.1	38.5	1.46	MN
CA	66.6%	81.9%	78.8%	66.3%	68.7%	71.6%	81.6	82.3	83.92	50	1099	1101	904	924	1.7	17.3	1.56	CA
TOTAL											13389	14275	7064	7390				
WMEAN	36.8%	52.8%	44.1%	44.9%	40.1%	40.1%	50.9	52.8	51.78		268	286	141	148	-1.0	15.0	1.00	

1. Congested: Volume/Capacity ratio > 0.70 (LOS C). Capacity definitions were increased in 1994, 1997 and 2000, reducing apparent congestion for some states.

TABLE 13: DEFICIENT BRIDGES, 1984-2003

STATE	Percent Deficient Bridges										Rank			Highway Bridges		Deficient Bridges		Change in % Def.		Ratio to US Ave		
	1984	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003	2003	2002	2003	02-03	84-03	R2002	R2003	ST			
AZ	7.5%	6.9%	6.7%	6.1%	5.4%	5.1%	5.3%	5.3%	5.0	5.0	5.11	1	6,729	6,847	339	350	0.07%	-2.4%	0.20	0.20	AZ	
NV	16.7%	27.0%	6.4%	6.9%	8.2%	7.2%	6.6%	7.4%	6.1	5.5	5.73	2	1,657	1,694	91	97	0.23%	-11.0%	0.21	0.23	NV	
WY	26.3%	13.2%	17.0%	16.4%	16.4%	16.3%	15.5%	15.0%	14.1	13.7	13.30	3	2,789	2,789	381	371	-0.36%	-13.0%	0.53	0.52	WY	
CO	42.3%	24.3%	18.0%	17.7%	16.9%	16.5%	14.3%	14.5%	13.6	13.0	13.46	4	8,422	8,475	1,092	1,141	0.50%	-28.8%	0.50	0.53	CO	
MN	32.2%	22.7%	19.0%	17.6%	17.0%	16.0%	15.1%	14.6%	14.9	14.5	13.82	5	13,663	13,741	1,987	1,899	-0.72%	-18.4%	0.56	0.54	MN	
CA	27.5%	19.5%	18.1%	17.0%	18.3%	18.1%	18.2%	18.1%	18.3	16.8	17.36	6	24,446	24,545	4,097	4,262	0.60%	-10.2%	0.65	0.68	CA	
DE	16.2%	22.6%	21.6%	19.8%	21.5%	19.5%	18.4%	17.7%	18.0	17.7	17.47	7	881	893	156	156	-0.24%	1.3%	0.69	0.69	DE	
UT	18.2%	12.4%	34.5%	36.6%	37.7%	26.6%	21.7%	24.0%	21.4	17.6	18.00	8	2,756	2,767	484	498	0.44%	-0.2%	0.68	0.71	UT	
IL	32.9%	30.7%	24.7%	23.4%	22.9%	21.7%	20.5%	19.9%	19.1	18.5	18.19	9	25,878	25,964	4,788	4,724	-0.31%	-14.7%	0.72	0.72	IL	
WI	49.6%	33.4%	22.6%	21.2%	20.1%	19.0%	18.0%	18.1%	17.6	19.7	18.26	10	13,433	13,571	2,646	2,478	-1.44%	-31.3%	0.76	0.72	WI	
ID	34.3%	10.3%	18.7%	16.3%	19.8%	19.4%	17.0%	17.7%	17.6	18.0	18.45	11	3,506	3,513	632	648	0.42%	-15.9%	0.70	0.73	ID	
FL	29.0%	25.4%	25.0%	25.7%	27.9%	26.0%	22.0%	19.9%	19.9	19.3	18.93	12	11,150	11,054	2,147	2,093	-0.32%	-10.0%	0.75	0.75	FL	
NM	20.5%	16.3%	34.7%	34.8%	34.4%	34.9%	20.4%	20.1%	23.4	19.2	19.02	13	3,688	3,697	708	703	-0.18%	-1.5%	0.74	0.75	NM	
GA	45.5%	29.9%	22.7%	24.6%	24.7%	24.2%	24.7%	23.5%	22.9	20.7	20.24	14	14,335	14,361	2,972	2,906	-0.50%	-25.2%	0.80	0.80	GA	
TX	40.1%	31.7%	27.9%	28.3%	28.0%	26.4%	26.0%	25.4%	25.2	21.0	20.44	15	49,351	48,851	10,387	9,987	-0.60%	-19.6%	0.82	0.81	TX	
TN	51.0%	39.3%	26.7%	26.0%	26.0%	27.0%	26.1%	23.2%	24.6	21.6	20.67	16	19,616	19,673	4,242	4,067	-0.95%	-30.3%	0.84	0.81	TN	
MT	70.8%	21.1%	21.1%	21.2%	20.7%	21.5%	25.6%	23.1%	22.6	22.2	21.86	17	4,434	4,405	983	963	-0.31%	-48.9%	0.86	0.86	MT	
IN	58.8%	25.9%	26.7%	26.2%	25.9%	25.1%	24.2%	22.9	22.6	21.90	18	18,207	18,227	4,108	3,992	-0.66%	-36.9%	0.87	0.86	IN		
AK	19.9%	12.3%	22.4%	24.0%	24.0%	23.0%	23.3%	21.5%	23.5	22.6	21.92	19	1,012	1,022	229	224	-0.71%	2.0%	0.88	0.86	AK	
KS	56.7%	39.8%	29.4%	28.3%	27.9%	26.2%	25.6%	24.7%	24.4	23.1	22.75	20	25,981	25,904	6,006	5,893	-0.37%	-34.0%	0.90	0.90	KS	
VA	34.5%	30.7%	31.5%	31.5%	31.1%	25.1%	24.5%	23.8%	23.4	23.2	22.76	21	12,670	12,555	2,936	2,858	-0.41%	-11.8%	0.90	0.90	VA	
ND	57.9%	39.4%	29.6%	28.2%	27.7%	26.5%	25.7%	25.3%	24.9	24.4	23.80	22	4,463	4,450	1,089	1,059	-0.60%	-34.1%	0.95	0.94	ND	
OH	21.7%	29.8%	42.5%	41.3%	40.9%	39.8%	38.8%	37.8%	24.3	24.8	24.35	23	30,410	30,338	7,533	7,386	-0.43%	2.6%	0.96	0.96	OH	
SC	23.6%	21.5%	23.0%	22.7%	22.2%	21.7%	22.3%	23.4%	23.1	23.4	24.40	24	9,172	9,168	2,146	2,237	1.00%	0.8%	0.91	0.96	SC	
AR	60.6%	37.5%	28.1%	26.7%	25.6%	28.1%	27.5%	27.3%	26.5	26.2	24.42	25	12,276	12,313	3,218	3,007	-1.79%	-36.2%	1.02	0.96	AR	
SD	45.4%	34.7%	25.7%	25.4%	24.6%	29.6%	29.3%	30.0%	28.5	25.6	24.60	26	5,877	5,846	1,504	1,438	-0.99%	-20.8%	0.99	0.97	SD	
WA	26.2%	41.6%	24.2%	23.6%	22.6%	21.8%	22.0%	21.8%	21.6	20.9	20.97	27	7,401	7,493	1,544	1,871	4.11%	-1.3%	0.81	0.98	WA	
NE	62.5%	43.8%	32.1%	31.3%	30.8%	30.1%	29.1%	28.1%	27.3	26.4	25.76	28	15,593	15,595	4,124	4,018	-0.68%	-36.8%	1.02	1.01	NE	
OR	22.8%	22.7%	20.3%	20.2%	20.4%	23.1%	23.3%	23.2%	24.3	25.4	26.01	29	6,586	6,639	1,672	1,727	0.63%	3.2%	0.98	1.02	OR	
IA	54.4%	38.8%	29.0%	28.5%	28.4%	28.3%	28.6%	27.3%	28.3	27.5	26.43	30	24,982	24,870	6,880	6,574	-1.11%	-28.0%	1.07	1.04	IA	
AL	54.9%	42.0%	31.0%	30.3%	30.3%	30.1%	29.7%	29.4	29.3	27.15	31	15,615	15,634	4,582	4,245	-2.19%	-27.8%	1.14	1.07	AL		
MS	61.7%	42.0%	50.6%	44.9%	45.9%	36.3%	30.7%	29.8%	29.8	28.8	28.04	32	16,368	16,409	4,715	4,601	-0.77%	-33.7%	1.12	1.10	MS	
MD	36.5%	34.2%	30.6%	30.7%	29.0%	29.0%	28.8%	29.1%	29.0	28.8	28.81	33	4,887	4,932	1,409	1,421	-0.02%	-7.7%	1.12	1.14	MD	
NJ	34.2%	39.1%	31.5%	31.5%	30.5%	29.4%	28.6%	28.0%	27.9	27.4	28.89	34	6,367	6,403	1,743	1,850	1.52%	-5.3%	1.06	1.14	NJ	
MI	33.9%	30.6%	34.9%	41.2%	42.7%	32.1%	29.4%	29.4%	30.6	29.0	29.09	35	10,741	10,747	3,113	3,126	0.10%	-4.8%	1.12	1.15	MI	
NH	52.2%	42.5%	36.3%	35.5%	35.0%	32.5%	32.1%	31.9%	31.6	30.7	30.17	36	2,411	2,416	741	729	-0.56%	-22.0%	1.19	1.19	NH	
KY	41.3%	42.6%	34.3%	34.8%	33.7%	33.4%	32.6%	32.1%	31.5	31.2	30.25	37	13,939	14,080	4,354	4,259	-0.99%	-11.0%	1.21	1.19	KY	
NC	65.6%	41.8%	35.4%	34.5%	33.9%	34.9%	34.0%	34.6%	34.0	31.2	30.73	38	18,326	18,444	5,711	5,667	-0.44%	-34.9%	1.21	1.21	NC	
ME	31.0%	40.3%	34.1%	33.8%	33.0%	33.1%	33.5%	32.1%	31.8	32.0	31.58	39	2,265	2,267	724	716	-0.38%	0.6%	1.24	1.24	ME	
LA	52.7%	43.1%	37.4%	36.7%	35.9%	35.5%	34.1%	33.4%	33.4	33.2	32.50	40	13,249	13,223	4,404	4,298	-0.74%	-20.2%	1.29	1.28	LA	
CT	56.1%	57.6%	29.3%	29.3%	27.9%	28.5%	29.2%	31.0%	31.9	32.5	33.47	41	4,151	4,147	1,349	1,388	0.97%	-22.6%	1.26	1.32	CT	
MO	68.0%	48.7%	41.6%	39.8%	39.2%	37.6%	36.1%	34.5%	34.6	33.71	42	23,748	23,750	8,227	8,005	-0.94%	-34.2%	1.34	1.33	MO		
VT	52.9%	49.0%	40.7%	40.1%	38.4%	37.7%	37.6%	35.3%	35.4	35.7	35.49	43	2,659	2,663	950	945	-0.24%	-17.5%	1.38	1.40	VT	
MA	33.3%	43.9%	40.8%	40.6%	39.4%	36.9%	37.9%	35.3%	35.4	35.7	36.04	44	4,983	4,953	1,777	1,785	0.38%	2.7%	1.38	1.42	MA	
HI	27.4%	46.9%	48.7%	47.6%	48.1%	48.1%	48.2%	38.2%	38.2	38.2	37.06	45	1,133	1,144	433	424	-1.15%	9.7%	1.48	1.46	HI	
WV	58.4%	56.9%	45.2%	43.1%	42.2%	41.7%	41.0%	39.1%	38.2	37.3	37.07	46	6,801	6,828	2,540	2,531	-0.28%	-21.3%	1.45	1.46	WV	
PA	34.9%	40.3%	40.5%	40.1%	39.9%	39.5%	39.2%	39.2%	38.8	38.6	38.31	47	23,399	23,464	9,022	8,988	-0.25%	3.4%	1.49	1.51	PA	
NY	66.1%	47.1%	41.9%	41.0%	40.5%	39.5%	38.9%	37.7%	37.7	37.8	38.43	48	17,292	17,328	6,544	6,659	0.59%	-27.7%	1.47	1.51	NY	
OK	54.6%	48.9%	40.8%	41.6%	42.0%	40.2%	39.9%	41.0%	41.6	40.4	39.02	49	23,344	23,413	9,435	9,135	-1.40%	-15.6%	1.57	1.54	OK	
RI	20.6%	47.5%	61.5%	60.9%	61.1%	61.6%	61.6%	52.3%	53.9	53.9	60.05	50	746	751	402	451	6.17%	39.4%	2.09	2.37	RI	
TOTAL													593,788	594,256	153,296	150,850						
WMEAN	45.3%	35.1%	31.0%	30.4%	30.2%	29.0%	28.2%	27.6%	26.8	25.8	25.38						-0.43%	-19.9%	1.00	1.00		

1 Includes corrections to MI 1995 data

2. Connecticut data 84-99 revised per ConnDOT 11/28/01.

3. Source: Better Roads, November 2004 and prior years.

TABLE 14 Fatality Rates, 1984-2003

STATE	Fatal Accident Rate (per 100 million vehicle miles traveled)												Rank	Fatalities	Million VMT	Change in			Ratio to US Ave							
	1984	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999				2003	2002	2003	2002	2003	02-03	84-03	R2002	R2003	ST	
VT	2.25	1.89	1.40	1.7	1.45	1.69	1.12	1.53	1.16	1.36	1.58	1.31	1.16	0.96	0.81	830	1	78	69	9677	8309	0.024	-1.42	0.54	0.56	VT
MA	1.85	1.38	1.18	1.1	0.97	0.96	0.86	0.87	0.78	0.82	0.78	0.80	0.82	0.90	0.86	860	2	459	462	53266	53709	-0.002	-0.99	0.57	0.58	MA
CT	2.05	1.45	1.36	1.06	1.01	1.20	1.05	1.02	1.05	1.10	1.12	1.01	1.11	1.01	1.03	935	3	322	294	31205	31432	-0.097	-1.11	0.69	0.63	CT
NH	2.37	1.68	1.42	1.35	1.09	1.04	1.00	1.01	1.14	1.07	1.11	1.19	1.05	1.15	1.01	964	4	127	127	12578	13180	-0.046	-1.41	0.67	0.65	NH
NJ	1.65	1.36	1.39	1.24	1.17	1.21	1.14	1.18	1.21	1.10	1.15	1.11	1.08	1.09	1.11	1071	5	773	747	69942	69778	-0.035	-0.58	0.74	0.73	NJ
WA	1.87	1.61	1.62	1.3	1.20	1.26	1.21	1.17	1.30	1.16	1.27	1.20	1.19	1.21	1.20	1091	6	659	600	54776	55015	-0.112	-0.78	0.80	0.74	WA
NY	2.16	1.96	1.90	1.7	1.51	1.45	1.34	1.36	1.20	1.24	1.21	1.22	1.13	1.18	1.14	1104	7	1522	1491	133057	135047	-0.040	-1.06	0.76	0.75	NY
IN	2.04	1.57	1.73	1.66	1.40	1.29	1.40	1.33	1.32	1.23	1.42	1.45	1.23	1.27	1.09	1150	8	792	834	72523	72511	0.058	-0.89	0.73	0.78	IN
OH	1.97	1.86	1.70	1.56	1.37	1.37	1.23	1.21	1.21	1.22	1.36	1.36	1.28	1.29	1.31	1172	9	1418	1277	107861	108938	-0.142	-0.80	0.88	0.79	OH
MD	1.85	1.68	1.58	1.52	1.39	1.38	1.36	1.34	1.21	1.22	1.25	1.20	1.17	1.27	1.23	1186	10	659	649	53702	54701	-0.041	-0.66	0.82	0.80	MD
MN	1.62	1.44	1.29	1.19	1.20	1.13	1.27	1.17	1.13	1.09	1.31	1.22	1.19	1.06	1.20	1188	11	657	657	54562	55296	-0.016	-0.43	0.80	0.81	MN
VA	2.07	1.55	1.58	1.37	1.20	1.23	1.22	1.18	1.13	1.28	1.32	1.19	1.24	1.27	1.18	1227	12	914	943	77450	76868	0.047	-0.84	0.79	0.83	VA
RI	1.41	1.44	1.12	1.17	0.95	0.97	0.87	0.93	0.91	0.93	0.93	1.06	0.96	1.01	103	1243	13	84	104	8142	8365	0.212	-0.17	0.69	0.84	RI
MI	2.15	1.83	1.73	1.56	1.40	1.48	1.48	1.61	1.48	1.40	1.46	1.44	1.41	1.34	1.28	1273	14	1277	1283	100144	100756	-0.002	-0.88	0.85	0.86	MI
UT	2.35	1.93	1.61	1.49	1.44	1.52	1.67	1.52	1.45	1.51	1.65	1.63	1.65	1.25	1.34	1286	15	328	309	24564	24029	-0.049	-1.06	0.89	0.87	UT
CA	2.30	1.94	1.81	1.62	1.42	1.38	1.39	1.33	1.29	1.15	1.22	1.19	1.22	1.27	1.27	1303	16	4078	4215	320942	323592	0.032	-1.00	0.85	0.88	CA
IL	2.02	1.9	1.72	1.51	1.43	1.39	1.51	1.49	1.36	1.28	1.38	1.42	1.38	1.37	1.34	1364	17	1411	1453	105401	106536	0.025	-0.66	0.89	0.92	IL
ME	2.21	1.52	1.65	1.52	1.56	1.38	1.33	1.35	1.22	1.30	1.42	1.28	1.19	1.33	1.47	1388	18	216	207	14727	14912	-0.079	-0.82	0.98	0.94	ME
ND	1.62	1.3	1.76	1.45	1.30	1.32	1.20	0.99	1.19	1.25	1.25	1.64	1.19	1.45	1.32	1406	19	97	105	7336	7468	0.084	-0.21	0.88	0.95	ND
IA	1.83	2.00	1.76	1.84	1.62	1.60	1.61	1.72	1.53	1.47	1.55	1.68	1.51	1.49	1.31	1418	20	404	441	30847	31108	0.108	-0.41	0.87	0.96	IA
WI	2.02	1.66	1.53	1.49	1.23	1.27	1.24	1.29	1.25	1.17	1.26	1.31	1.40	1.33	1.37	1422	21	803	848	58746	59615	0.056	-0.60	0.91	0.96	WI
HI	1.95	1.66	1.92	1.46	1.51	1.51	1.39	1.52	1.67	1.47	1.50	1.21	1.53	1.61	1.34	1450	22	119	135	8886	9312	0.111	-0.50	0.89	0.98	HI
CO	2.21	1.75	1.81	1.73	1.65	1.56	1.55	1.63	1.54	1.41	1.60	1.54	1.63	1.71	1.70	1457	23	742	632	43545	43379	-0.247	-0.75	1.14	0.99	CO
OR	2.44	2.11	1.87	1.65	1.48	1.61	1.49	1.66	1.52	1.43	1.61	1.19	1.29	1.42	1.26	1459	24	436	512	34578	35098	0.198	-0.98	0.84	0.99	OR
OK	2.27	1.73	1.68	1.61	1.52	1.64	1.64	1.55	1.70	1.74	1.80	1.74	1.50	1.55	1.61	1461	25	734	668	45731	45725	-0.144	-0.81	1.07	0.99	OK
GA	2.49	1.88	1.94	1.68	1.52	1.59	1.55	1.56	1.57	1.51	1.62	1.53	1.47	1.50	1.41	1467	26	1523	1603	108321	109246	0.061	-1.02	0.94	0.99	GA
PA	2.10	2.04	1.77	1.73	1.55	1.55	1.43	1.41	1.40	1.44	1.48	1.52	1.49	1.49	1.54	1483	27	1614	1577	104476	106347	-0.062	-0.62	1.03	1.01	PA
NE	2.09	1.86	1.58	1.72	1.52	1.51	1.48	1.43	1.48	1.53	1.79	1.64	1.53	1.36	1.64	1541	28	307	293	18719	19016	-0.099	-0.55	1.09	1.04	NE
DE	2.30	1.68	1.85	1.34	1.71	1.51	1.49	1.49	1.37	1.50	1.40	1.17	1.49	1.58	1.40	1570	29	124	142	8875	9044	0.173	-0.73	0.93	1.06	DE
NC	2.68	2.17	1.99	1.87	1.66	1.77	1.74	1.72	1.68	1.58	1.87	1.71	1.64	1.67	1.70	1633	30	1575	1531	92894	93759	-0.063	-1.05	1.13	1.11	NC
KS	2.41	1.69	1.71	1.51	1.39	1.56	1.54	1.57	1.71	1.58	1.82	1.94	1.64	1.75	1.80	1643	31	512	471	28443	28672	-0.157	-0.77	1.20	1.11	KS
TX	2.52	1.83	1.78	1.7	1.65	1.61	1.54	1.54	1.75	1.55	1.74	1.67	1.71	1.72	1.69	1645	32	3725	3675	221026	223418	-0.040	-0.88	1.12	1.12	TX
AL	2.50	2.25	2.32	2.28	2.01	1.93	1.95	1.96	1.99	1.96	1.94	2.03	1.76	1.75	1.80	1707	33	1033	1001	57515	58637	-0.089	-0.79	1.20	1.16	AL
FL	3.02	2.47	2.35	1.95	1.90	1.97	1.98	1.99	1.92	1.88	2.05	2.06	1.97	1.93	1.76	1708	34	3132	3169	178367	185511	-0.048	-1.31	1.17	1.16	FL
TN	2.71	2.14	2.24	2.12	2.05	2.00	2.03	2.01	1.92	1.82	1.94	1.98	1.99	1.85	1.72	1725	35	1175	1193	68229	69154	0.003	-0.98	1.15	1.17	TN
WY	2.75	1.97	1.80	1.73	1.59	1.48	1.94	1.96	1.64	1.54	1.92	2.42	1.88	2.16	1.95	1791	36	176	165	9007	9211	-0.163	-0.96	1.30	1.21	WY
MO	2.19	1.95	1.85	1.78	1.64	1.53	1.65	1.66	1.64	1.63	1.81	1.64	1.72	1.62	1.77	1807	37	1208	1232	68163	68163	0.035	-0.38	1.18	1.23	MO
NV	2.93	2.93	2.94	2.47	2.06	2.01	2.09	1.98	2.22	1.97	2.09	2.01	1.83	1.71	2.12	1907	38	381	368	17966	19301	-0.214	-1.02	1.41	1.29	NV
NM	3.43	2.96	2.72	2.52	2.16	2.04	1.89	2.01	1.92	1.82	1.91	2.06	1.89	1.99	1.97	1922	39	449	439	22789	22844	-0.049	-1.51	1.31	1.30	NM
AK	3.43	2.03	2.26	2.24	2.32	2.27	1.69	1.82	1.73	1.55	1.57	1.67	2.23	1.80	1.78	1922	40	87	95	4896	4942	0.145	-1.51	1.19	1.30	AK
WV	3.13	2.72	2.64	2.32	2.21	1.93	1.99	1.80	1.86	1.90	2.08	2.13	1.91	2.19	1.962	1942	41	439	394	20005	20082	-0.232	-1.17	1.46	1.33	WV
KY	2.41	2.13	2.24	2.05	1.89	1.92	1.74	1.78	1.72	1.73	1.84	1.70	1.75	1.83	1.95	1985	42	915	928	46841	46748	0.032	-0.42	1.30	1.35	KY
SC	3.17	2.73	2.57	2.29	2.05	2.15	2.02	2.07	1.93	2.34	2.41	2.34	2.27	2.23	2.012	1987	43	1053	968	47290	48120	-0.215	-1.16	1.48	1.	

TABLE 15 RURAL OTHER PRINCIPAL ARTERIAL (ROPA) LANE WIDTH, 1993-2003

STATE	Percent Narrow Lanes 1										Rank	Tot Miles		Lanes <12'		Change%		Change %		Ratio to US Ave	
	1993	1995	1996	1997	1998	1999	2000	2001	2002	2003		2002	2003	2002	2003	02-03	93-03	2002	2003	ST	
NV	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	1394	1396	0	0	0.00	0.00	0.00	0.00	NV	
SD	3.94	3.62	2.99	2.48	1.50	1.18	0.67	0.00	0.00	0.00	1	2545	2544	0	0	0.00	-3.94	0.00	0.00	SD	
UT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1	1009	1012	0	0	0.00	0.00	0.00	0.00	UT	
AZ	0.42	0.34	1.18	0.42	0.25	0.17	0.17	0.08	0.00	0.00	1	1186	1140	1	0	-0.08	-0.42	0.01	0.00	AZ	
NJ	15.47	6.25	3.75	3.38	1.69	1.31	1.31	1.14	1.13	0.00	1	533	228	6	0	-1.13	-15.47	0.11	0.00	NJ	
ID	3.57	2.73	2.49	1.43	1.20	0.96	0.65	0.64	0.52	0.52	6	1725	1721	9	9	0.00	-3.04	0.05	0.05	ID	
DE	1.43	1.39	0.46	0.91	0.91	1.34	1.44	0.96	0.96	0.93	7	209	215	2	2	-0.03	-0.50	0.09	0.09	DE	
CT	2.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	8	163	164	0	2	1.22	-1.06	0.00	0.12	CT	
NE	4.77	4.74	4.73	4.70	4.79	4.24	3.72	3.67	3.59	1.32	9	2730	2724	98	36	-2.27	-3.45	0.35	0.13	NE	
KS	8.13	8.11	6.84	4.75	5.02	4.98	4.90	1.90	1.23	1.43	10	3164	3147	39	45	0.20	-6.70	0.12	0.14	KS	
GA	1.20	1.47	1.65	1.65	2.19	2.22	2.50	2.67	2.35	1.60	11	2811	2806	66	45	-0.74	0.41	0.23	0.16	GA	
WY	1.84	1.84	1.84	1.84	1.76	1.71	1.71	1.66	1.86	1.96	12	1989	1988	37	39	0.10	0.13	0.18	0.20	WY	
RI	22.58	7.94	7.94	10.45	10.77	13.85	10.61	10.77	6.15	2.08	13	65	48	4	1	-4.07	-20.50	0.59	0.21	RI	
AL	10.57	6.31	4.07	4.05	3.95	4.20	3.02	3.17	3.43	2.79	14	2068	2077	71	58	-0.64	-7.77	0.33	0.28	AL	
OK	5.68	4.52	3.51	4.60	3.63	4.65	3.75	3.71	2.77	2.85	15	2385	2315	66	66	0.08	-2.83	0.27	0.29	OK	
MT	6.56	4.27	3.81	2.94	2.97	3.05	1.83	1.91	4.04	3.10	16	2621	2617	106	81	-0.95	-3.46	0.39	0.31	MT	
ND	6.55	5.90	5.94	4.33	4.34	4.23	4.23	3.79	3.79	3.17	17	2929	2934	111	93	-0.62	-3.38	0.36	0.32	ND	
NH	4.58	5.29	4.41	4.39	4.38	4.97	4.36	5.01	3.95	3.33	18	456	481	18	16	-0.62	-1.25	0.38	0.33	NH	
TX	5.60	5.19	5.28	5.27	5.01	5.05	4.76	4.76	3.47	3.42	19	6865	6850	238	234	-0.05	-2.19	0.33	0.34	TX	
AK	5.50	1.23	0.37	0.37	0.37	3.58	3.59	3.71	3.71	3.97	20	808	806	30	32	0.26	-1.53	0.36	0.40	AK	
WI	10.98	9.47	9.98	8.64	7.20	6.48	5.98	6.47	5.84	4.15	21	3359	3254	196	135	-1.69	-6.83	0.56	0.42	WI	
CA	5.82	5.23	5.23	5.29	5.22	5.15	5.11	5.11	5.24	5.12	22	3761	3751	197	192	-0.12	-0.70	0.50	0.51	CA	
NM	10.23	6.49	7.40	7.35	6.73	7.04	6.99	7.07	7.62	5.68	23	1824	1832	139	104	-1.94	-4.55	0.73	0.57	NM	
MN	11.74	8.72	7.00	8.67	8.62	8.38	7.33	7.29	5.92	5.70	24	3598	3596	213	205	-0.22	-6.04	0.57	0.57	MN	
IN	6.87	6.18	6.12	6.21	6.32	6.49	6.31	5.92	5.99	5.86	25	1737	1741	104	102	-0.13	-1.01	0.58	0.59	IN	
OR	8.41	8.96	9.65	7.59	7.25	2.61	6.27	6.18	6.17	6.03	26	2836	2817	175	170	-0.14	-2.38	0.59	0.61	OR	
MA	6.48	5.97	6.58	6.37	5.47	4.82	4.82	6.11	6.43	6.10	27	311	164	20	10	-0.33	-0.38	0.62	0.61	MA	
SC	6.22	6.71	6.43	5.64	5.57	5.98	6.42	6.56	6.12	6.25	28	1486	1487	91	93	0.13	0.03	0.59	0.63	SC	
MD	5.29	3.10	3.10	2.92	5.86	4.94	5.11	8.19	5.65	6.76	29	549	444	31	30	1.11	1.46	0.54	0.68	MD	
MS	2.69	1.39	2.07	2.07	0.05	1.37	1.42	1.36	5.76	7.50	30	1911	1827	110	137	1.74	4.81	0.55	0.75	MS	
IA	8.96	8.75	9.87	11.82	9.83	0.81	9.18	8.49	8.40	8.53	31	3487	3459	293	295	0.13	-0.43	0.81	0.86	IA	
IL	15.62	20.27	19.98	19.95	19.92	22.84	20.93	20.58	5.70	9.20	32	2613	2597	149	239	3.50	-6.42	0.55	0.92	IL	
FL	13.85	9.93	6.54	6.88	7.18	6.60	15.12	17.72	11.25	33	3567	3502	632	394	-6.47	-2.60	1.70	1.13	FL		
NC	18.65	17.20	16.31	15.64	14.72	15.41	14.76	12.71	12.73	12.84	34	2215	2220	282	285	0.11	-5.81	1.22	1.29	NC	
LA	14.90	15.09	14.83	14.26	14.43	14.64	14.56	14.23	14.08	13.90	35	1129	1122	159	156	-0.18	-0.99	1.35	1.40	LA	
MO	16.95	14.26	14.25	14.52	14.46	14.81	15.94	14.80	14.04	14.04	36	3135	3135	440	440	0.00	-2.92	1.35	1.41	MO	
CO	15.01	9.82	9.76	9.09	11.95	10.19	13.29	13.22	13.57	14.14	37	2247	2263	305	320	0.57	-0.87	1.30	1.42	CO	
OH	22.90	22.89	22.65	20.94	20.09	19.81	18.15	17.56	14.73	14.94	38	2247	1935	331	289	0.20	-7.96	1.42	1.50	OH	
KY	22.87	15.84	14.71	16.25	16.17	16.17	14.53	14.79	14.19	15.11	39	2051	2310	291	349	0.92	-7.77	1.36	1.52	KY	
MI	23.52	20.45	21.42	24.03	22.88	22.01	21.56	20.14	20.52	18.97	40	2763	2567	567	487	-1.55	-4.55	1.97	1.91	MI	
NY	23.16	23.60	23.60	23.81	22.42	21.98	21.99	21.96	23.78	22.78	41	1850	1848	440	421	-1.00	-0.38	2.29	2.29	NY	
VT	18.55	22.01	22.40	22.08	27.22	26.10	26.10	26.58	25.79	25.71	42	318	319	82	82	-0.08	7.15	2.48	2.58	VT	
TN	27.90	30.25	29.28	26.77	24.66	25.51	23.81	22.61	25.16	27.00	43	1856	1785	467	482	1.84	-0.89	2.42	2.71	TN	
ME	27.40	26.60	27.06	27.19	27.19	28.43	28.05	28.08	27.70	27.79	44	787	788	218	219	0.09	0.39	2.66	2.79	ME	
AR	41.76	40.46	42.27	41.06	40.30	30.80	32.88	31.89	32.39	28.70	45	2146	2167	695	622	-3.68	-13.06	3.11	2.88	AR	
VA	29.27	28.60	29.73	29.72	27.38	30.43	28.81	32.09	31.45	31.61	46	1561	1430	491	452	0.15	2.34	3.02	3.17	VA	
PA	41.54	42.59	46.43	42.91	37.26	35.28	33.74	35.64	35.73	38.50	47	2505	2065	895	795	2.77	-3.04	3.43	3.87	PA	
HI	80.00	35.20	28.80	32.00	39.20	39.68	38.71	30.65	39.11	39.33	48	179	178	70	70	0.22	-40.67	3.76	3.95	HI	
WA	39.51	32.47	32.07	31.78	31.30	41.63	41.25	39.25	39.13	40.01	49	2080	2097	814	839	0.87	0.50	3.76	4.02	WA	
WV	23.36	49.81	48.67	48.24	47.09	44.22	44.17	44.34	44.81	45.03	50	1078	483	485	0.23	21.67	4.31	4.52	WV		
TOTAL	12.90	12.01	11.80	11.56	11.04	10.63	10.69	10.75	10.40	9.96		98841	96990	10282	9658						
WMEAN	12.90	12.01	11.80	11.56	11.04	10.63	10.69	10.75	10.40	9.96		1977	1940	206	193	-0.44	-2.94	1.00	1.00		

1 Narrow: < 12 feet wide

Table 16: Overall Cost-Effectiveness Ranks, 1984-2003

COMPARATIVE PERFORMANCE 2003, DAVID T. HARTGEN, UNC-CHARLOTTE, PAGE 1

MILEAGE UNDER STATE CONTROL

State Highway Agency and Rural Other Agency Miles

Code	2003		SHA	SHA	Lane-Miles/ Mile 2003
	SHA + Rur Other Ag Miles	SHA MILES	LANE- MILES 6/	Mile	
AK	6,361	5,625	11,589	2.06	
AL	11,061	10,892	27,762	2.55	
AR	16,383	16,382	36,156	2.21	
AZ	6,938	6,786	18,184	2.68	
CA	18,243	15,225	50,340	3.31	
CO	10,396	9,113	22,974	2.52	
CT	3,961	3,718	9,771	2.63	
DE	5,181	5,180	11,374	2.20	
FL	12,052	12,052	40,834	3.39	
GA	18,240	17,872	46,729	2.61	
HI	983	935	2,395	2.56	
IA	9,240	8,881	22,605	2.55	
ID	4,956	4,956	11,938	2.41	
IL	16,580	16,161	41,831	2.59	
IN	11,186	11,186	28,315	2.53	
KS	10,378	10,378	23,882	2.30	
KY	27,735	27,498	60,844	2.21	
LA	16,696	16,693	38,361	2.30	
MA	3,243	2,835	8,645	3.05	
MD	5,275	5,136	14,624	2.85	
ME	8,564	8,405	17,762	2.11	
MI	9,778	9,741	27,584	2.83	
MN	13,240	11,929	29,140	2.44	
MO	32,449	32,448	70,033	2.16	
MS	10,943	10,913	26,497	2.43	
MT	8,254	7,880	18,582	2.36	
NC	79,389	78,641	167,331	2.13	
ND	7,405	7,382	16,831	2.28	
NE	10,282	9,986	22,339	2.24	
NH	4,114	4,114	9,110	2.21	
NJ	2,895	2,313	8,490	3.67	
NM	11,552	11,407	27,988	2.45	
NV	6,138	5,449	13,199	2.42	
NY	15,707	15,033	38,081	2.53	
OH	22,459	19,291	48,625	2.52	
OK	13,370	12,263	29,576	2.41	
OR	12,183	7,545	18,257	2.42	
PA	43,313	39,893	88,231	2.21	
RI	1,103	1,103	2,900	2.63	
SC	41,666	41,475	89,562	2.16	
SD	7,953	7,840	17,844	2.28	
TN	14,324	13,793	35,561	2.58	
TX	79,517	79,494	189,584	2.38	
UT	5,862	5,852	15,178	2.59	
VA	57,347	57,323	123,834	2.16	
VT	2,840	2,630	6,045	2.30	
WA	18,915	7,049	18,298	2.60	
WI	11,783	11,772	29,137	2.48	
WV	33,972	33,899	69,760	2.06	
WY	7,327	6,760	15,595	2.31	
	809,732	771,127	1,820,107	2.36	

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RECEIPTS FOR STATE-ADMIN HIGHWAYS

	Receipts for State Administered Highways		2003 Rank
	RECEIPTS (\$M)	Receipts per Mile of Resp	
AK	692,959	108,939	29
AL	1,414,171	127,852	32
AR	1,104,424	67,413	14
AZ	1,811,700	261,127	42
CA	5,797,741	317,806	45
CO	1,637,650	157,527	37
CT	1,748,246	441,365	47
DE	1,181,790	228,101	40
FL	6,758,319	560,763	48
GA	1,888,497	103,536	26
HI	317,808	323,304	46
IA	823,474	89,121	22
ID	382,906	77,261	17
IL	2,821,219	170,158	39
IN	1,689,422	151,030	36
KS	1,369,083	131,922	33
KY	1,607,281	57,951	10
LA	1,684,306	100,881	25
MA	3,204,970	988,273	49
MD	1,337,743	253,601	41
ME	520,104	60,731	12
MI	1,571,973	160,766	38
MN	1,134,578	85,693	21
MO	1,602,008	49,370	5
MS	754,992	68,993	15
MT	503,411	60,990	13
NC	2,509,863	31,615	2
ND	299,329	40,423	4
NE	551,345	53,622	7
NH	442,751	107,621	28
NJ	5,485,477	1,894,811	50
NM	638,843	55,302	8
NV	837,768	136,489	34
NY	4,904,378	312,242	44
OH	2,344,945	104,410	27
OK	1,010,559	75,584	16
OR	973,331	79,893	18
PA	4,763,221	109,972	30
RI	289,829	262,764	43
SC	909,924	21,839	1
SD	393,649	49,497	6
TN	1,319,441	92,114	24
TX	6,569,867	82,622	19
UT	825,362	140,799	35
VA	3,388,544	59,088	11
VT	261,472	92,068	23
WA	1,596,626	84,411	20
WI	1,481,930	125,768	31
WV	1,098,943	32,348	3
WY	422,296	57,636	9
	88,680,468	109,518	

Source: Highway Statistics, 2003, Table HM 10
ID, KS Edited

Source: Highway Statistics, 2003, Table SF3
Includes SHA, all state toll roads and other rds
Receipts from all sources

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Code	CAPITAL AND BRIDGE DISBURSEMENTS				MAINTENANCE AND HIGHWAY SERVICE DISBS			
	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/ (\$M)		Capital Disb/ Mile of Resp	Rank 2003	MAINTENANCE AND HIGHWAY SERVICES 2/ (\$M)		Rank 2004	Maint as a Rank % of Bdgt 2003
	Capital Disb/ Mile of Resp	Rank 2003			Maint Exp/ Mile of Resp	Rank 2004		
AK	401,540	63,125	30	65.40	143,742	22,597	35	23.41 8
AL	958,803	86,683	38	73.37	134,540	12,163	14	10.30 41
AR	745,458	45,502	19	74.64	148,558	9,068	8	14.87 29
AZ	949,937	136,918	42	52.59	95,203	13,722	21	5.27 49
CA	4,130,309	226,405	47	58.05	708,201	38,820	43	9.95 44
CO	825,201	79,377	36	53.41	453,789	43,650	45	29.37 3
CT	603,613	152,389	45	35.24	111,434	28,133	37	6.51 48
DE	248,387	47,942	20	26.74	99,177	19,142	33	10.68 40
FL	3,481,552	288,878	48	54.95	714,002	59,243	46	11.27 39
GA	1,148,379	62,959	29	62.20	144,106	7,901	6	7.81 47
HI	151,891	154,518	46	45.65	33,622	34,203	42	10.10 43
IA	620,041	67,104	32	72.99	105,405	11,407	13	12.41 34
ID	267,703	54,016	25	71.58	60,290	12,165	15	16.12 25
IL	1,907,846	115,069	41	57.44	468,280	28,244	38	14.10 33
IN	927,522	82,918	37	55.17	318,346	28,459	39	18.94 18
KS	697,771	67,236	33	42.31	131,542	12,675	17	7.98 45
KY	1,101,898	39,730	16	57.04	406,575	14,659	23	21.05 12
LA	803,432	48,121	21	55.72	273,280	16,368	27	18.95 16
MA	1,429,522	440,802	49	43.47	259,788	80,107	49	7.90 46
MD	794,873	150,687	44	55.69	223,190	42,311	44	15.64 26
ME	264,597	30,896	6	48.86	139,084	16,241	26	25.68 7
MI	1,094,807	111,966	40	63.51	245,353	25,092	36	14.23 32
MN	678,085	51,215	24	52.06	434,738	32,835	41	33.38 1
MO	1,181,263	36,404	11	66.15	366,202	11,285	12	20.51 13
MS	559,095	51,092	23	70.54	80,960	7,398	5	10.22 42
MT	322,101	39,024	14	63.28	78,691	9,534	9	15.46 27
NC	1,834,157	23,103	4	63.63	569,994	7,180	4	19.77 15
ND	211,443	28,554	5	72.52	34,671	4,682	1	11.89 36
NE	344,330	33,489	7	60.86	101,507	9,872	10	17.94 22
NH	144,486	35,121	10	34.82	133,163	32,368	40	32.09 2
NJ	1,943,706	671,401	50	32.01	302,592	104,522	50	4.98 50
NM	443,459	38,388	12	55.66	148,958	12,895	19	18.70 20
NV	373,456	60,843	28	57.97	75,080	12,232	16	11.66 38
NY	2,233,467	142,196	43	44.95	1,136,696	72,369	48	22.87 10
OH	1,347,514	59,999	27	53.39	419,904	18,696	32	16.64 24
OK	530,351	39,667	15	47.26	172,133	12,875	18	15.34 28
OR	419,163	34,406	9	54.25	209,830	17,223	28	27.16 5
PA	2,835,396	65,463	31	56.15	750,960	17,338	29	14.87 30
RI	121,100	109,791	39	42.31	66,249	60,063	47	23.15 9
SC	628,619	15,087	1	56.20	198,340	4,760	2	17.73 23
SD	267,191	33,596	8	70.30	46,283	5,820	3	12.18 35
TN	817,176	57,049	26	60.76	302,167	21,095	34	22.47 11
TX	4,042,753	50,841	22	63.97	1,134,762	14,271	22	17.96 21
UT	451,097	76,953	35	60.59	107,064	18,264	31	14.38 31
VA	1,245,921	21,726	3	39.35	926,846	16,162	25	29.27 4
VT	115,799	40,774	17	44.91	51,107	17,995	30	19.82 14
WA	855,960	45,253	18	53.17	302,852	16,011	24	18.81 19
WI	843,522	71,588	34	61.95	161,611	13,716	20	11.87 37
WV	612,529	18,030	2	52.42	302,217	8,896	7	25.86 6
WY	281,580	38,430	13	65.33	81,642	11,143	11	18.94 17
	49,239,801	60,810		53.84	14,114,726	17,431		15.43

3 Source: Highway Statistics, 2003, Table SF4
Major expenditures for expansion. Definitions
vary by state

Source: Highway Statistics, 2003, Table SF4
Definitions of "maintenance" vary by state

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ADMINISTRATIVE DISBURSEMENTS

TOTAL DISBURSEMENTS

Code	ADMINISTRATION, RESEARCH AND PLANNING		Admin \$ per mile of resp 2/ (\$m)	2003 Rank	Admin as a % of Bdgt	2003 Rank	TOTAL DISBURSEMENTS			2003 Rank
	ADMINISTRATION,	RESEARCH AND PLANNING					(\$M)	Total Disb per Mile of Resp		
AK	42,440	6,672	25	6.91	27		613,990	96,524	25	
AL	105,590	9,546	32	8.08	29		1,306,782	118,143	33	
AR	25,562	1,560	1	2.56	1		998,742	60,962	10	
AZ	173,505	25,008	44	9.60	38		1,806,416	260,366	42	
CA	1,135,027	62,217	48	15.95	46		7,115,050	390,015	46	
CO	82,950	7,979	27	5.37	13		1,545,094	148,624	35	
CT	79,479	20,065	43	4.64	7		1,712,758	432,405	47	
DE	175,003	33,778	46	18.84	50		928,846	179,279	39	
FL	199,039	16,515	41	3.14	3		6,335,376	525,670	48	
GA	96,073	5,267	17	5.20	12		1,846,286	101,222	28	
HI	53,956	54,889	47	16.21	48		332,754	338,509	45	
IA	43,749	4,735	13	5.15	11		849,504	91,938	23	
ID	23,629	4,768	14	6.32	23		373,993	75,463	17	
IL	189,785	11,447	36	5.71	17		3,321,617	200,339	40	
IN	109,545	9,793	34	6.52	25		1,681,102	150,286	36	
KS	72,449	6,981	26	4.39	6		1,649,033	158,897	37	
KY	184,658	6,658	24	9.56	37		1,931,859	69,654	15	
LA	43,717	2,618	6	3.03	2		1,441,915	86,363	21	
MA	210,863	65,021	49	6.41	24		3,288,231	1,013,947	49	
MD	69,101	13,100	37	4.84	10		1,427,320	270,582	43	
ME	25,553	2,984	7	4.72	8		541,544	63,235	12	
MI	92,693	9,480	31	5.38	14		1,723,735	176,287	38	
MN	74,863	5,654	18	5.75	18		1,302,492	98,376	26	
MO	69,409	2,139	4	3.89	5		1,785,847	55,036	7	
MS	48,722	4,452	11	6.15	22		792,556	72,426	16	
MT	51,393	6,226	22	10.10	41		508,974	61,664	11	
NC	169,367	2,133	3	5.88	19		2,882,470	36,308	3	
ND	24,738	3,341	9	8.48	33		291,550	39,372	4	
NE	61,261	5,958	20	10.83	44		565,817	55,030	6	
NH	34,658	8,424	28	8.35	31		414,983	100,871	27	
NJ	231,499	79,965	50	3.81	4		6,071,840	2,097,354	50	
NM	71,098	6,155	21	8.92	35		796,758	68,971	14	
NV	118,059	19,234	42	18.33	49		644,178	104,949	29	
NY	238,199	15,165	40	4.79	9		4,969,241	316,371	44	
OH	214,477	9,550	33	8.50	34		2,524,033	112,384	30	
OK	116,968	8,749	29	10.42	43		1,122,262	83,939	19	
OR	64,110	5,262	16	8.30	30		772,702	63,425	13	
PA	282,304	6,518	23	5.59	16		5,049,550	116,583	32	
RI	29,204	26,477	45	10.20	42		286,197	259,471	41	
SC	75,984	1,824	2	6.79	26		1,118,539	26,845	1	
SD	35,014	4,403	10	9.21	36		380,072	47,790	5	
TN	135,242	9,442	30	10.06	40		1,345,002	93,898	24	
TX	383,190	4,819	15	6.06	21		6,319,863	79,478	18	
UT	62,396	10,644	35	8.38	32		744,561	127,015	34	
VA	191,273	3,335	8	6.04	20		3,166,118	55,210	8	
VT	41,351	14,560	38	16.04	47		257,847	90,791	22	
WA	86,579	4,577	12	5.38	15		1,609,720	85,103	20	
WI	172,158	14,611	39	12.64	45		1,361,704	115,565	31	
WV	88,831	2,615	5	7.60	28		1,168,587	34,399	2	
WY	43,066	5,878	19	9.99	39		430,984	58,821	9	
	6,449,779	7,965	7.05				91,456,394	112,946		

Source: Highway Statistics, 2003, Table SF4.
 Definitions of 'administration' vary by state

Source: Highway Statistics, 2003,
Table SF4. Includes bond and interest

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RURAL INTERSTATE PAVEMENT CONDITION

**RURAL OTHER PRINCIPAL ARTERIAL
PAVEMENT CONDITION**

Code	RurAL Interstate				Rural Other Principal Arterial Condition			
	Miles > IRI 170	TOTAL Reported	Percent Poor	2003 Rank	Miles IRI > 220	TOTAL Reported	Percent Poor	2003 Rank
AK	-	1,013	0.00	1	1	759	0.13	17
AL	-	605	0.00	1	-	2,077	0.00	1
AR	39	462	8.44	49	28	2,154	1.30	40
AZ	-	981	0.00	1	-	1,114	0.00	1
CA	106	1,357	7.81	48	23	3,748	0.61	31
CO	42	686	6.12	41	95	2,265	4.19	49
CT	-	43	0.00	1	1	165	0.61	30
DE	-	NA	NA	NA	1	214	0.47	27
FL	-	950	0.00	1	5	3,494	0.14	19
GA	-	806	0.00	1	-	2,807	0.00	1
HI	-	6	0.00	1	-	178	0.00	1
IA	12	627	1.91	37	82	3,406	2.41	45
ID	2	526	0.38	28	7	1,720	0.41	25
IL	-	1,507	0.00	1	28	2,599	1.08	37
IN	-	853	0.00	1	3	1,743	0.17	20
KS	1	690	0.14	22	1	3,127	0.03	13
KY	-	551	0.00	1	-	2,310	0.00	1
LA	37	558	6.63	43	14	1,097	1.28	38
MA	-	90	0.00	1	9	165	5.45	50
MD	1	182	0.55	30	2	437	0.46	26
ME	-	313	0.00	1	20	786	2.54	46
MI	47	612	7.68	45	17	2,559	0.66	32
MN	3	683	0.44	29	2	3,596	0.06	15
MO	18	801	2.25	39	94	3,266	2.88	47
MS	32	481	6.65	44	-	1,827	0.00	1
MT	7	1,130	0.62	32	3	2,618	0.11	16
NC	50	644	7.76	47	37	2,220	1.67	43
ND	-	530	0.00	1	-	2,933	0.00	1
NE	6	429	1.40	34	35	2,724	1.28	39
NH	3	184	1.63	36	5	479	1.04	36
NJ	5	65	7.69	46	2	246	0.81	34
NM	-	867	0.00	1	6	1,829	0.33	22
NV	-	480	0.00	1	-	1,396	0.00	1
NY	59	931	6.34	42	27	1,828	1.48	41
OH	-	723	0.00	1	1	1,935	0.05	14
OK	4	683	0.59	31	38	2,315	1.64	42
OR	1	582	0.17	25	11	2,801	0.39	23
PA	18	1,105	1.63	35	12	2,062	0.58	29
RI	-	22	0.00	1	-	48	0.00	1
SC	1	684	0.15	23	8	1,486	0.54	28
SD	-	619	0.00	1	47	2,458	1.91	44
TN	1	682	0.15	24	-	1,785	0.00	1
TX	1	2,192	0.05	21	18	6,846	0.26	21
UT	26	769	3.38	40	-	997	0.00	1
VA	-	668	0.00	1	11	1,440	0.76	33
VT	-	279	0.00	1	12	318	3.77	48
WA	4	502	0.80	33	3	2,097	0.14	18
WI	11	516	2.13	38	13	3,255	0.40	24
WV	1	455	0.22	26	11	1,080	1.02	35
WY	2	827	0.24	27	-	1,982	0.00	1
	540	31,951	1.69		733	96,791	0.76	

Source: Highway Statistics, 2003, Table HM64. IRI>170 inches/mile is 'poor'
DE has no RI. MO corrected 1/3/05.

Source: Highway statistics, 2003, Table HM64. IRI>220 inches/mile is 'poor'.
MO corrected 1/5/05

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URBAN INTERSTATE PAVEMENT CONDITION

URBAN INTERSTATE CONGESTION

Code	Urban Interstate Pavement Condition				Urban Interstate Congestion			
	TOTAL REPORTED	Miles >170 IRI	Percent Poor	2003 Rank	Total Miles	Miles V/C >0.70	Percent Congested	2003 Rank
AK	70	1	1.43	14	70	4	5.71	7
AL	301	8	2.66	23	291	123	42.27	21
AR	185	27	14.59	44	188	82	43.62	24
AZ	187	-	0.00	1	187	76	40.64	20
CA	1,100	341	31.00	50	1,101	924	83.92	50
CO	269	23	8.55	36	256	85	33.20	14
CT	302	11	3.64	27	302	201	66.56	45
DE	40	2	5.00	32	40	25	62.50	42
FL	511	1	0.20	8	496	278	56.05	36
GA	437	-	0.00	1	436	190	43.58	23
HI	49	10	20.41	48	48	17	35.42	18
IA	152	24	15.79	46	153	52	33.99	16
ID	86	9	10.47	39	85	29	34.12	17
IL	661	53	8.02	33	657	374	56.93	37
IN	316	6	1.90	17	317	82	25.87	11
KS	181	-	0.00	1	180	40	22.22	10
KY	211	2	0.95	12	210	127	60.48	41
LA	236	29	12.29	42	237	112	47.26	29
MA	478	6	1.26	13	477	239	50.10	31
MD	287	24	8.36	34	297	227	76.43	48
ME	54	-	0.00	1	54	4	7.41	8
MI	631	80	12.68	43	632	278	43.99	25
MN	229	4	1.75	16	230	182	79.13	49
MO	380	38	10.00	38	374	223	59.63	40
MS	205	10	4.88	31	204	67	32.84	12
MT	63	7	11.11	41	61	-	0.00	1
NC	374	41	10.96	40	374	275	73.53	47
ND	41	-	0.00	1	41	-	0.00	1
NE	54	5	9.26	37	53	18	33.96	15
NH	50	1	2.00	18	51	24	47.06	28
NJ	360	65	18.06	47	366	260	71.04	46
NM	132	1	0.76	11	132	24	18.18	9
NV	81	3	3.70	28	78	50	64.10	44
NY	709	110	15.51	45	727	348	47.87	30
OH	850	4	0.47	9	847	538	63.52	43
OK	249	52	20.88	49	247	82	33.20	13
OR	146	4	2.74	24	145	79	54.48	34
PA	638	22	3.45	25	651	243	37.33	19
RI	49	1	2.04	20	49	29	59.18	39
SC	159	-	0.00	1	155	86	55.48	35
SD	50	2	4.00	30	50	-	0.00	1
TN	392	6	1.53	15	390	176	45.13	27
TX	1,042	21	2.02	19	1,042	602	57.77	38
UT	170	1	0.59	10	167	85	50.90	32
VA	449	17	3.79	29	413	183	44.31	26
VT	41	-	0.00	1	40	2	5.00	5
WA	263	22	8.37	35	263	143	54.37	33
WI	225	5	2.22	22	229	97	42.36	22
WV	94	2	2.13	21	94	5	5.32	6
WY	86	3	3.49	26	88	-	0.00	1
	14,325	1,091	7.62		14,275	7,390	51.77	

Source: Highway Statistics, 2003,
Table HM64. MO corrected 1/5/05

Source: Highway Statistics, 2003,
Table HM61. Volume-to-Capacity ratio
>0.7, 'LOS C'. Prior years not same.

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**RURAL OTHER PRINCIPAL ARTERIAL
NARROW LANES**

FATALITY RATE

Code	Rural Oth Princ Arterial Narrow Lanes				Fatality Rate			
	Total Miles	Miles < 12' Lanes	Percent Narrow	2003 Rank	Total Fatalities	Total VMT(000)	Rate /100 MVN	2003 Rank
AK	806	32	3.97	20	95	4,942	1.92	40
AL	2,077	58	2.79	14	1,001	58,637	1.71	33
AR	2,167	622	28.70	45	627	30,639	2.05	45
AZ	1,140	-	0.00	1	1,120	53,896	2.08	47
CA	3,751	192	5.12	22	4,215	323,592	1.30	16
CO	2,263	320	14.14	36	632	43,379	1.46	23
CT	164	2	1.22	8	294	31,432	0.94	3
DE	215	2	0.93	7	142	9,044	1.57	29
FL	3,502	394	11.25	33	3,169	185,511	1.71	34
GA	2,806	45	1.60	11	1,603	109,246	1.47	26
HI	178	70	39.33	48	135	9,312	1.45	22
IA	3,459	295	8.53	31	441	31,108	1.42	20
ID	1,721	9	0.52	6	293	14,290	2.05	46
IL	2,597	239	9.20	32	1,453	106,536	1.36	17
IN	1,741	102	5.86	25	834	72,511	1.15	8
KS	3,147	45	1.43	10	471	28,672	1.64	31
KY	2,310	349	15.11	38	928	46,748	1.99	42
LA	1,122	156	13.90	35	894	44,156	2.02	44
MA	164	10	6.10	27	462	53,709	0.86	2
MD	444	30	6.76	29	649	54,701	1.19	10
ME	788	219	27.79	44	207	14,912	1.39	18
MI	2,567	487	18.97	39	1,283	100,756	1.27	14
MN	3,596	205	5.70	24	657	55,296	1.19	11
MO	3,266	638	19.53	40	1,232	68,163	1.81	37
MS	1,827	137	7.50	30	871	37,467	2.32	48
MT	2,617	81	3.10	16	262	10,874	2.41	50
NC	2,220	285	12.84	34	1,531	93,759	1.63	30
ND	2,934	93	3.17	17	105	7,468	1.41	19
NE	2,724	36	1.32	9	293	19,016	1.54	28
NH	481	16	3.33	18	127	13,180	0.96	4
NJ	228	-	0.00	1	747	69,778	1.07	5
NM	1,832	104	5.68	23	439	22,844	1.92	39
NV	1,396	-	0.00	1	368	19,301	1.91	38
NY	1,848	421	22.78	41	1,491	135,047	1.10	7
OH	1,935	289	14.94	37	1,277	108,938	1.17	9
OK	2,315	66	2.85	15	668	45,725	1.46	25
OR	2,817	170	6.03	26	512	35,098	1.46	24
PA	2,065	795	38.50	47	1,577	106,347	1.48	27
RI	48	1	2.08	13	104	8,365	1.24	13
SC	1,487	93	6.25	28	968	48,120	2.01	43
SD	2,544	-	0.00	1	203	8,527	2.38	49
TN	1,785	482	27.00	43	1,193	69,154	1.73	35
TX	6,850	234	3.42	19	3,675	223,418	1.64	32
UT	1,012	-	0.00	1	309	24,029	1.29	15
VA	1,430	452	31.61	46	943	76,868	1.23	12
VT	319	82	25.71	42	69	8,309	0.83	1
WA	2,097	839	40.01	49	600	55,015	1.09	6
WI	3,254	135	4.15	21	848	59,615	1.42	21
WV	1,077	485	45.03	50	394	20,082	1.96	41
WY	1,988	39	1.96	12	165	9,211	1.79	36
	97,121	9,658	9.94		42,576	2,886,743	1.47	

**Source: Highway Statistics, 2003,
Table HM53. Narrow: <12' wide. MO
corrected 1-5-05**

**Source: Highway Statistics, 2003,
Table FI20. Fatalities=deaths. Rate
is per 100 million vehicle-miles**

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DEFICIENT BRIDGES

PERFORMANCE RATINGS

Code	Highway Bridges	Bridges Deficient	Percent Bri Deficient	2003 Rank	Average Financial Performance	Rank	Average System Performance	Rank	Grand Overall Performance	Rank
									2003	2003
AK	1,022	224	21.92	19	1.151	34	0.434	6	0.733	12
AL	15,634	4,245	27.15	31	1.025	27	0.525	10	0.733	13
AR	12,313	3,007	24.42	25	0.560	7	2.101	50	1.459	41
AZ	6,847	350	5.11	1	1.915	41	0.342	2	0.997	28
CA	24,545	4,262	17.36	6	2.872	47	1.887	46	2.297	48
CO	8,475	1,141	13.46	4	1.417	38	1.981	49	1.746	45
CT	4,147	1,388	33.47	41	2.604	44	0.663	15	1.472	42
DE	893	156	17.47	7	2.106	42	0.721	23	1.351	39
FL	11,054	2,093	18.93	12	2.786	46	0.619	13	1.522	44
GA	14,361	2,906	20.24	14	0.721	18	0.399	5	0.533	4
HI	1,144	424	37.06	45	3.196	48	1.394	39	2.145	46
IA	24,870	6,574	26.43	30	0.738	20	1.414	40	1.133	31
ID	3,513	648	18.45	11	0.697	17	0.709	21	0.704	11
IL	25,964	4,724	18.19	9	1.510	39	0.877	29	1.141	32
IN	18,227	3,992	21.90	18	1.293	37	0.458	7	0.806	19
KS	25,904	5,893	22.75	20	1.091	30	0.387	4	0.681	10
KY	14,080	4,259	30.25	37	0.742	21	0.764	24	0.755	15
LA	13,223	4,298	32.50	40	0.769	23	1.741	45	1.336	38
MA	4,953	1,785	36.04	44	5.884	49	1.564	41	3.364	49
MD	4,932	1,421	28.81	33	1.867	40	0.875	28	1.288	37
ME	2,267	716	31.58	39	0.654	14	1.212	32	0.980	27
MI	10,747	3,126	29.09	35	1.250	36	1.693	43	1.509	43
MN	13,741	1,899	13.82	5	0.983	26	0.573	11	0.744	14
MO	23,750	8,005	33.71	42	0.536	6	1.730	44	1.233	34
MS	16,409	4,601	28.04	32	0.602	10	1.235	34	0.971	26
MT	4,405	963	21.86	17	0.615	11	0.683	18	0.655	7
NC	18,444	5,667	30.73	38	0.370	2	1.895	48	1.260	36
ND	4,450	1,059	23.80	22	0.388	3	0.316	1	0.346	1
NE	15,595	4,018	25.76	28	0.600	9	0.941	30	0.799	18
NH	2,416	729	30.17	36	1.144	33	0.813	26	0.951	25
NJ	6,403	1,850	28.89	34	8.096	50	1.605	42	4.309	50
NM	3,697	703	19.02	13	0.627	13	0.501	9	0.554	5
NV	1,694	97	5.73	2	1.226	35	0.463	8	0.781	16
NY	17,328	6,659	38.43	48	2.618	45	1.888	47	2.192	47
OH	30,338	7,386	24.35	23	0.975	25	0.659	14	0.791	17
OK	23,413	9,135	39.02	49	0.768	22	1.245	35	1.046	30
OR	6,639	1,727	26.01	29	0.684	15	0.665	17	0.673	9
PA	23,464	8,988	38.31	47	1.051	28	1.327	37	1.212	33
RI	751	451	60.05	50	2.383	43	0.690	20	1.395	40
SC	9,168	2,237	24.40	24	0.260	1	0.689	19	0.510	3
SD	5,846	1,438	24.60	26	0.480	5	0.805	25	0.669	8
TN	19,673	4,067	20.67	16	0.917	24	0.837	27	0.870	22
TX	48,851	9,987	20.44	15	0.736	19	0.574	12	0.642	6
UT	2,767	498	18.00	8	1.103	31	0.663	16	0.846	20
VA	12,555	2,858	22.76	21	0.597	8	1.038	31	0.854	21
VT	2,663	945	35.49	43	1.063	29	1.375	38	1.245	35
WA	7,493	1,871	24.97	27	0.684	16	1.222	33	0.998	29
WI	13,571	2,478	18.26	10	1.139	32	0.714	22	0.891	23
WV	6,828	2,531	37.07	46	0.398	4	1.311	36	0.931	24
WY	2,789	371	13.30	3	0.625	12	0.362	3	0.472	2
	594,256	150,850	25.38		1,000		1,000		1,000	

Source: Better Roads, November 2004. Data from States 10/04, represents 2003-04 deficiencies.

AFP= ave of 5 financial ratios wtd by road width

ASP= ave of 7 condition ratios. DE 6 ratios.

GOP= ave of 12 ratios, DE 11.