

Interstate Highway System Report Appendix - June 2016



State	Interstate Pavement in Poor Condition	Interstate Pavement in Mediocre Condition	Interstate Pavement in Fair Condition	Interstate Pavement in Good Condition	Interstate Bridges Structurally Deficient	Interstate Bridges Functionally Obsolete	2014 Fatality Rate Per 100 Mil. VMT Interstates	2014 Fatality Rate Per 100 Mil. VMT Non-Interstates	2014 Estimate of Lives Saved By Interstates	Percent Increase in Interstate Travel 2000-2014	Daily Traffic Per Urban Interstate Lane Mile	Percent Urban Interstates Congested	Percent Rural Interstate Travel Combination Trucks	Percent Total Interstate Travel Combination Trucks
Alabama	3%	8%	8%	81%	2%	17%	0.72	1.40	97	19%	10,573	25%	18%	12%
Alaska	10%	21%	18%	52%	10%	5%	1.43	1.54	2	10%	11,264	0%	7%	5%
Arizona	2%	6%	8%	85%	3%	9%	0.79	1.35	73	10%	11,896	39%	20%	12%
Arkansas	5%	11%	12%	72%	3%	12%	0.68	1.61	82	19%	10,040	21%	32%	23%
California	11%	19%	15%	55%	4%	15%	0.52	1.07	481	10%	19,424	85%	17%	7%
Colorado	6%	16%	19%	59%	6%	19%	0.59	1.14	71	33%	14,446	51%	13%	8%
Connecticut	4%	11%	14%	72%	7%	19%	0.41	0.98	59	3%	15,391	60%	8%	7%
Delaware	10%	14%	22%	54%	1%	21%	0.00	1.45	18	-10%	13,449	63%	N/A	6%
Dist. of Columbia	33%	63%	2%	2%	1%	46%	0.70	0.65	-	-7%	15,796	85%	N/A	1%
Florida	1%	3%	5%	91%	0%	9%	0.59	1.39	292	21%	15,088	59%	14%	8%
Georgia	2%	7%	10%	80%	1%	9%	0.50	1.24	220	9%	13,402	46%	19%	11%
Hawaii	22%	34%	16%	27%	2%	22%	0.27	1.08	15	6%	14,616	60%	N/A	0%
Idaho	2%	5%	9%	84%	3%	33%	0.61	1.31	26	19%	8,244	21%	23%	19%
Illinois	0%	5%	11%	84%	7%	16%	0.37	1.10	229	8%	11,788	34%	28%	16%
Indiana	5%	9%	9%	77%	4%	17%	0.49	1.07	100	11%	11,285	28%	22%	14%
Iowa	4%	7%	11%	78%	1%	13%	0.36	1.24	69	18%	9,751	19%	26%	20%
Kansas	1%	5%	7%	87%	1%	23%	0.44	1.50	77	11%	9,028	20%	22%	14%
Kentucky	1%	2%	4%	93%	5%	16%	0.38	1.81	195	13%	14,538	53%	19%	14%
Louisiana	7%	20%	15%	59%	2%	20%	0.77	1.86	162	43%	13,700	32%	21%	15%
Maine	0%	3%	10%	87%	5%	28%	0.13	1.13	31	6%	8,092	1%	11%	10%
Maryland	6%	7%	9%	78%	2%	15%	0.32	0.99	114	12%	18,425	75%	10%	5%
Massachusetts	5%	6%	5%	85%	6%	47%	0.38	0.65	46	8%	14,496	62%	7%	4%
Michigan	6%	11%	13%	69%	7%	18%	0.43	1.07	139	1%	12,051	36%	15%	12%
Minnesota	4%	9%	12%	75%	2%	4%	0.28	0.73	57	6%	14,213	56%	8%	5%
Mississippi	3%	6%	7%	84%	0%	32%	0.89	1.68	58	15%	9,821	13%	23%	17%
Missouri	2%	4%	6%	88%	5%	17%	0.52	1.31	165	11%	12,198	43%	29%	18%
Montana	1%	4%	7%	89%	5%	22%	1.11	1.74	19	25%	3,931	0%	22%	20%
Nebraska	0%	2%	13%	85%	1%	5%	0.68	1.27	24	10%	9,942	29%	31%	22%
Nevada	13%	15%	9%	63%	1%	21%	0.64	1.30	39	43%	12,074	40%	20%	9%
New Hampshire	1%	2%	3%	95%	5%	15%	0.33	0.85	15	10%	12,837	52%	5%	3%
New Jersey	9%	10%	12%	70%	4%	21%	0.41	0.83	63	21%	14,498	73%	7%	5%
New Mexico	1%	3%	5%	91%	3%	8%	1.26	1.61	24	6%	8,331	16%	34%	28%
New York	8%	10%	14%	69%	8%	33%	0.27	0.94	182	9%	11,481	35%	18%	10%
North Carolina	1%	6%	9%	83%	3%	20%	0.48	1.38	211	32%	12,837	41%	12%	8%
North Dakota	0%	2%	8%	89%	3%	4%	0.60	1.46	18	40%	4,994	1%	23%	20%
Ohio	1%	6%	13%	81%	2%	21%	0.35	1.10	240	5%	12,037	42%	23%	15%
Oklahoma	2%	6%	14%	78%	5%	15%	0.75	1.58	86	15%	10,028	28%	24%	17%
Oregon	2%	6%	11%	82%	1%	26%	0.44	1.23	69	4%	12,093	36%	24%	16%
Pennsylvania	3%	7%	11%	79%	5%	30%	0.47	1.44	239	10%	11,206	19%	22%	13%
Rhode Island	1%	6%	8%	85%	15%	32%	0.29	0.82	11	-5%	15,281	63%	7%	3%
South Carolina	0%	5%	11%	83%	4%	9%	0.82	1.98	165	19%	11,879	39%	14%	11%
South Dakota	0%	3%	12%	85%	2%	17%	0.34	1.93	42	15%	5,766	0%	20%	18%
Tennessee	1%	3%	4%	92%	3%	14%	0.66	1.60	197	13%	12,968	44%	25%	18%
Texas	3%	10%	13%	75%	1%	14%	1.01	1.61	367	24%	14,145	50%	26%	14%
Utah	0%	2%	8%	90%	1%	17%	0.67	1.07	39	30%	10,600	44%	20%	11%
Vermont	0%	3%	3%	94%	2%	31%	0.31	0.72	7	5%	5,742	0%	5%	4%
Virginia	3%	10%	16%	71%	3%	15%	0.37	1.08	174	14%	14,714	54%	17%	10%
Washington	5%	10%	12%	74%	4%	21%	0.25	1.00	121	7%	13,728	53%	11%	7%
West Virginia	1%	8%	11%	80%	9%	14%	0.68	1.74	60	10%	9,729	5%	20%	17%
Wisconsin	5%	16%	14%	65%	3%	10%	0.24	0.97	76	1%	11,525	26%	14%	11%
Wyoming	2%	7%	10%	81%	9%	12%	1.24	1.75	15	11%	3,398	0%	33%	33%
U.S. Total	3%	8%	11%	78%	3%	18%	0.54	1.26	5,359	14%	12,893	43%	17%	11%

Source: TRIP analysis of U.S. Department of Transportation data