

Rural Interstate Condition

Rural Interstates are typically four- to six-lane roadways connecting less populated regions to urban areas. One key measurement of roadway condition is pavement condition. In most states road pavement condition is measured using special machines that determine the roughness of road surfaces. A few states continue to use (visual) ratings of pavement distress.

In 2013, states reported the pavement on about 2% of U.S. rural Interstates—588 miles out of 29,385—to be in poor condition. (Table 11, Percent Rural Interstate Mileage in Poor Condition, 2013, and Figure 2). This is a slight worsening from 2012, when 537 miles out of 30,204, about 1.78%, of rural Interstates were rated in poor condition.

The amount of poor-condition rural Interstate mileage varied widely by state. In 2013, five states reported zero rural Interstate mileage in poor condition, and 16 other states reported less than 1% of their rural Interstate mileage was in poor condition.

Meanwhile, four states (California, Colorado, Washington and Alaska) reported more than 5% of their rural Interstate mileage was in poor condition. These four states together have about 11% of U.S. Interstate rural mileage (3,302 miles of 29,385), but have over 45% of the rural Interstate mileage in poor condition.

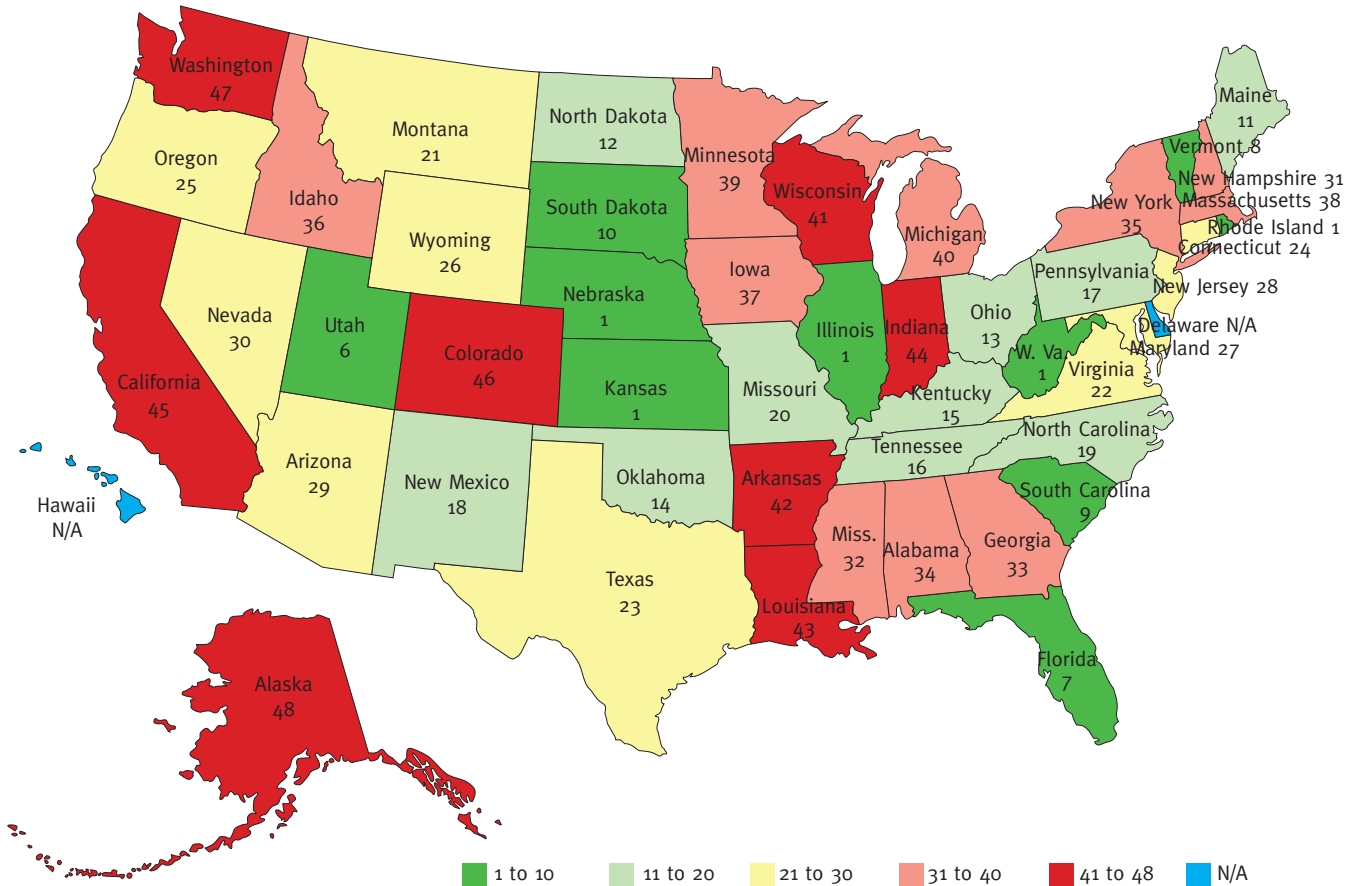
Several states reported a shift of two percentage points or more in the percentage of poor-condition rural Interstate mileage from 2012 to 2013. The amount of poor mileage increased most significantly in Wisconsin, Colorado and Iowa.

Hawaii reclassified all six miles of its previously categorized rural Interstates as urban Interstates. As a result, Hawaii joins Delaware as the only states with no rural Interstate mileage in their state highway systems.

Table 11: Percent Rural Interstate Mileage in Poor Condition

NA	Delaware*	NA
NA	Hawaii*	NA
1	Illinois	0.00
1	Kansas	0.00
1	Nebraska	0.00
1	Rhode Island	0.00
1	West Virginia	0.00
6	Utah	0.06
7	Florida	0.07
8	Vermont	0.07
9	South Carolina	0.08
10	South Dakota	0.14
11	Maine	0.14
12	North Dakota	0.18
13	Ohio	0.19
14	Oklahoma	0.30
15	Kentucky	0.41
16	Tennessee	0.45
17	Pennsylvania	0.48
18	New Mexico	0.59
19	North Carolina	0.66
20	Missouri	0.71
21	Montana	0.85
22	Virginia	1.02
23	Texas	1.21
24	Connecticut	1.25
25	Oregon	1.33
26	Wyoming	1.45
27	Maryland	1.54
28	New Jersey	1.56
29	Arizona	1.57
30	Nevada	1.58
31	New Hampshire	1.76
32	Mississippi	1.81
33	Georgia	1.94
34	Alabama	2.32
35	New York	2.50
36	Idaho	2.55
37	Iowa	2.64
38	Massachusetts	2.76
39	Minnesota	2.89
40	Michigan	3.40
41	Wisconsin	3.71
42	Arkansas	3.79
43	Louisiana	3.80
44	Indiana	4.62
45	California	6.52
46	Colorado	7.23
47	Washington	7.26
48	Alaska	10.76
	Weighted Average	2.00

*Delaware and Hawaii have no rural Interstate mileage; all other data from 2013.

Figure 2: Percent of Rural Interstates in Poor Condition, 2013

Note: Hawaii and Delaware have no rural Interstates.

Urban Interstate Condition

Urban Interstates consist of major, multi-lane Interstates in, and near, urbanized areas.

Nationally, the condition of the urban Interstate system worsened slightly from 2012 to 2013. (Table 12, Percent Urban Interstate Mileage in Poor Condition, 2013, and Figure 3). In 2013, 945 of the 17,618 miles of the country's urban Interstates were rated as poor, compared to 813 miles out of 16,371 miles being listed in poor condition in 2012.

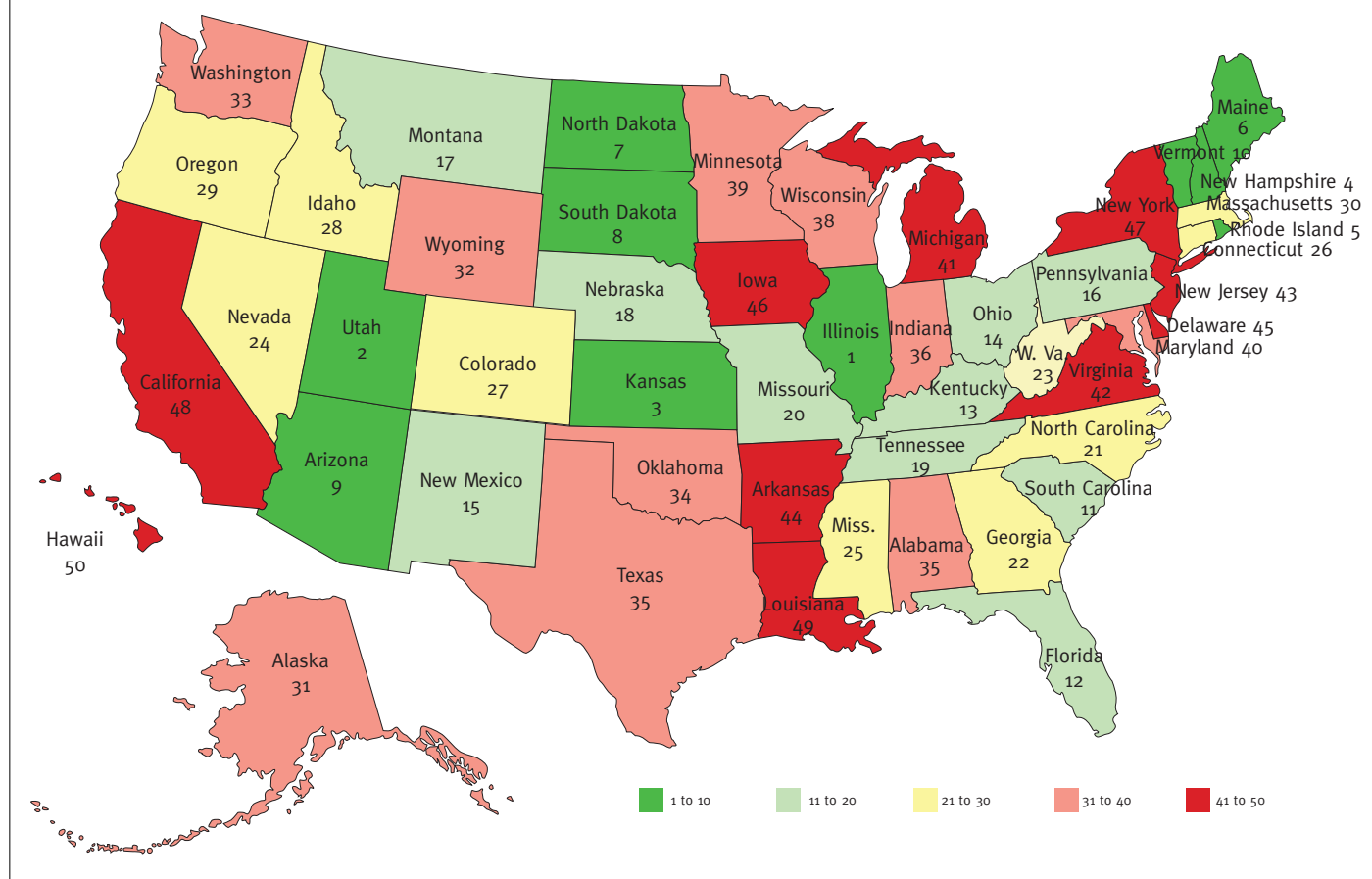
Between 2012 and 2013, the percentage of poor-condition urban Interstate mileage decreased in 24 states, increased in 24 states and remained the same in the two remaining states. However, more than half of the shifts were minor—one percentage point or less. California and Arkansas led the states in roadway improvement in this category, reducing urban Interstate mileage in poor condition by 2.1 percentage points each. Virginia and Iowa saw the most significant increases in the amount of urban Interstate mileage in poor condition—gaining over five percentage points.

This year, every state reported at least a small percentage of its urban Interstate mileage in poor condition. In the past 10 years at least two states have reported no mileage in poor condition (two in 2012, four in 2011 and nine in 2009). Eleven states had less than 1% of urban Interstate mileage listed in poor condition, led by Illinois with 0.07. Six states (Delaware, Iowa, New York, California, Louisiana and Hawaii) reported more than 10% of their urban Interstate mileage to be in poor condition. These six states, collectively, only have about 15% of the total urban Interstate mileage in the U.S. (2,652 of 17,618 miles), but have over 37% of the urban Interstate mileage in poor condition (349 of 945 miles).

It should be noted that as cities grow, the urbanized areas around them grow as well. As this occurs, Interstates near cities are often reclassified from rural to urban. If these expressways were in poor condition already, their reclassification has the effect of increasing the percentage of urban Interstates in poor condition. This occurred in Hawaii, where all six miles of Interstates that had been categorized as rural were reclassified as urban.

Table 12: Percent Urban Interstate Mileage in Poor Condition, 2013

1	Illinois	0.07
2	Utah	0.15
3	Kansas	0.19
4	New Hampshire	0.36
5	Rhode Island	0.40
6	Maine	0.44
7	North Dakota	0.50
8	South Dakota	0.70
9	Arizona	0.71
10	Vermont	0.75
11	South Carolina	0.84
12	Florida	1.11
13	Kentucky	1.15
14	Ohio	1.48
15	New Mexico	1.65
16	Pennsylvania	1.78
17	Montana	1.82
18	Nebraska	1.90
19	Tennessee	2.32
20	Missouri	2.40
21	North Carolina	2.46
22	Georgia	2.85
23	West Virginia	2.86
24	Nevada	3.30
25	Mississippi	3.43
26	Connecticut	3.85
27	Colorado	4.14
28	Idaho	4.25
29	Oregon	4.72
30	Massachusetts	5.01
31	Alaska	5.57
32	Wyoming	5.61
33	Washington	6.09
34	Oklahoma	6.17
35	Texas	6.61
36	Indiana	6.69
37	Alabama	6.99
38	Wisconsin	7.24
39	Minnesota	7.26
40	Maryland	7.55
41	Michigan	7.76
42	Virginia	8.42
43	New Jersey	9.39
44	Arkansas	9.46
45	Delaware	10.34
46	Iowa	11.13
47	New York	11.70
48	California	13.32
49	Louisiana	14.71
50	Hawaii	31.51
	Weighted Average	5.37

Figure 3: Percent of Urban Interstates in Poor Condition, 2013

Rural Other Principal Arterial Pavement Condition

Rural other principal arterial roads are best defined as state and U.S.-numbered roads outside of metropolitan areas.

The condition of the rural other principal arterial roads worsened from 2012 to 2013, by about 0.38 percentage points. Overall, about 1.27% of the rural other principal arterial (ROPA) system—1,126 miles out of 88,550—was reported to be in poor condition in 2013 (Table 13, Percent Rural Other Principal Arterial Mileage in Poor Condition, 2013, and Figure 4). This is the highest level of poor condition mileage since before 2000. This compares with about 0.89% (798 of 89,700 miles) listed in poor condition in 2012.

It should be noted that as cities grow, the urbanized area around them grows as well. As this occurs, roads near cities are often reclassified from rural to urban. If the roads reclassified as urban were in good condition, their reclassification can have the effect of increasing the percentage of a state's rural roads in poor condition.

Between 2012 and 2013 most states saw minor changes in ROPA pavement condition. Forty-four states saw decreases or increases of poor condition mileage of one percentage point or less, with 23 states seeing decreases and 21 experiencing increases. Of the remaining six states, three had significant changes: the percentage of the ROPA system in poor condition in Hawaii improved by 9.4 percentage points, while the poor mileage in Iowa and Alaska worsened by 5.0 and 10.4 percentage points, respectively.

One state (Kansas) reported no poor condition ROPA mileage in 2013 (as compared to one state in 2012, two in 2011 and three in 2009), and 29 other states had 1% or less of ROPA miles in poor condition. On the other hand, four states (New Jersey, Iowa, Rhode Island and Alaska) reported more than 5% of their rural other principal arterial mileage to be in poor condition. These four states have 4% of the total U.S. ROPA mileage, but are home to 38% of the nation's mileage that is in poor condition. Alaska's ROPA system has the most significant problem. By itself it has 22% of the poor rural other arterial principal mileage in the country.

Table 13: Percentage of Rural Other Principal Arterial Mileage in Poor Condition

1	Kansas	0.00
2	Nevada	0.01
3	Utah	0.02
4	Delaware	0.17
5	Florida	0.18
6	Ohio	0.23
7	South Carolina	0.24
8	Tennessee	0.25
9	Maine	0.34
10	South Dakota	0.48
11	Illinois	0.48
12	Georgia	0.50
13	Missouri	0.50
14	Kentucky	0.51
15	Nebraska	0.54
16	Alabama	0.55
17	Mississippi	0.57
18	Arizona	0.59
19	New York	0.59
20	Virginia	0.65
21	Pennsylvania	0.67
22	Texas	0.69
23	North Carolina	0.72
24	Michigan	0.75
25	Arkansas	0.77
26	New Mexico	0.78
27	Washington	0.80
28	Oregon	0.85
29	California	0.97
30	Wyoming	1.00
31	Colorado	1.12
32	Idaho	1.16
33	Indiana	1.24
34	Montana	1.25
35	West Virginia	1.38
36	Maryland	1.42
37	New Hampshire	1.52
38	North Dakota	1.60
39	Oklahoma	1.64
40	Wisconsin	1.68
41	Minnesota	1.75
42	Massachusetts	2.22
43	Vermont	2.52
44	Connecticut	2.60
45	Louisiana	2.61
46	Hawaii	3.48
47	New Jersey	5.09
48	Iowa	6.43
49	Rhode Island	9.62
50	Alaska	30.40
	Weighted Average	1.27