

Massachusetts

Performance: Improved in 5 / Worsened in 2 Categories



Between 1989 and 2008, Massachusetts managed to improve in five key categories of its highway infrastructure while only getting worse in two. It improved road conditions on its urban and rural interstates and alleviated urban congestion enormously. The state also lowered its fatality rate and reduced its percentage of narrow lanes on rural primary roads. The condition of its rural arterial roads did worsen slightly, along with the state of its deficient bridges.

The state, which had very few roads in poor condition in 1989, was able to fix whatever remaining rural and urban interstate roads there were in poor condition. In addition, although rural arterial roads did get slightly worse, the change was negligible. Massachusetts’s primary improvement was lowering urban congestion by a whopping 26.9 percentage points, the second biggest improvement in the country. Perhaps its only problem was the growing number of deficient bridges, which were up 9 percentage points compared with 1989, the third worst result in the country.

Category	Rank Showing Most Improvement 1989–2008
Overall Performance and Spending Efficiency	36
State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008)	46
Rural Interstate in Poor Condition.....	29
Rural Arterials in Poor Condition	42
Rural Arterials with Narrow Lanes	31
Urban Interstates in Poor Condition.....	23
Urban Interstate Congestion.....	2
Deficient Bridges.....	48
Fatality Rate	29
Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease).....	13