

New Jersey

Performance: Improved in 5 / Worsened in 2 Categories



Between 1989 and 2008, New Jersey improved on five key measures of its highways, while declining in two categories. Although rural interstate road conditions improved, urban interstate and rural arterial road conditions deteriorated. However, urban congestion went down, deficient bridges were slightly improved, the highway fatality rate improved, and the amount of narrow lanes on rural primary roads was drastically reduced.

Although the number of rural interstate roads in poor condition improved by 2.6%, New Jersey’s 2008 score of 6.2% of rural interstate roads in poor condition was the third worst in the country, and well above the 2008 national average of just 1.93%. On the other hand, the state managed to reduce narrow lanes on rural primaries from 15.5% in 1989 to 0% in 2008, the fourth biggest decrease in the country. New Jersey was one of only eight states to reduce this category to zero.

Category	Rank Showing Most Improvement 1989–2008
Overall Performance and Spending Efficiency	37
State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008)	47
Rural Interstate in Poor Condition.....	26
Rural Arterials in Poor Condition	45
Rural Arterials with Narrow Lanes	4
Urban Interstates in Poor Condition	44
Urban Interstate Congestion.....	22
Deficient Bridges.....	38
Fatality Rate	37
Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease).....	44