REPORT TO THE GOVERNOR AND THE LEGISLATURE ON NEW JERSEY'S ROADWAY PAVEMENT SYSTEM FISCAL YEAR 2011

Prepared by:

New Jersey Department of Transportation

January 2013

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
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CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

JAMES S. SIMPSON
Commissioner

Dear New Jersey Citizens:

In compliance with N.J.S.A. 27:1B-21.23 and 21.24, I am pleased to submit the Department's report on New Jersey's state maintained pavement system for fiscal year 2011. The state highway network is one of New Jersey's largest assets and preserving our pavement investment continues to be a high priority for the Department. The state highway system carries approximately 41% of the state's vehicular travel and is an essential element of New Jersey's economy.

The Department strives to maintain the roadway infrastructure in a state of good repair and address deficiencies. By using combined State and federal funds, the Department has been able to make improvements to the network and slightly reduce New Jersey's percentage of deficient pavements. To achieve a Department goal of reducing this deficiency to no more than 20% of the system over a period of ten years, analysis has indicated that approximately $290 million per year would be required; to eliminate the backlog of deficient pavements entirely, approximately $600 million per year would be needed. Improving the condition of the state highway network remains a difficult task as projects compete for available funding.

The Department utilizes a comprehensive Pavement Management Plan to make the most effective use of available resources. This strategy includes a mix of pavement treatments ranging from preventive maintenance to rehabilitation and reconstruction and takes advantage of the Department's expedited project pipeline delivery system.

This report highlights work completed through the Plan in fiscal year 2011. Additionally, in compliance with statutory mandates, Appendix A of this report details pavement segments of the state highway system in need of major repair in the future.

Sincerely,

James S. Simpson
Commissioner

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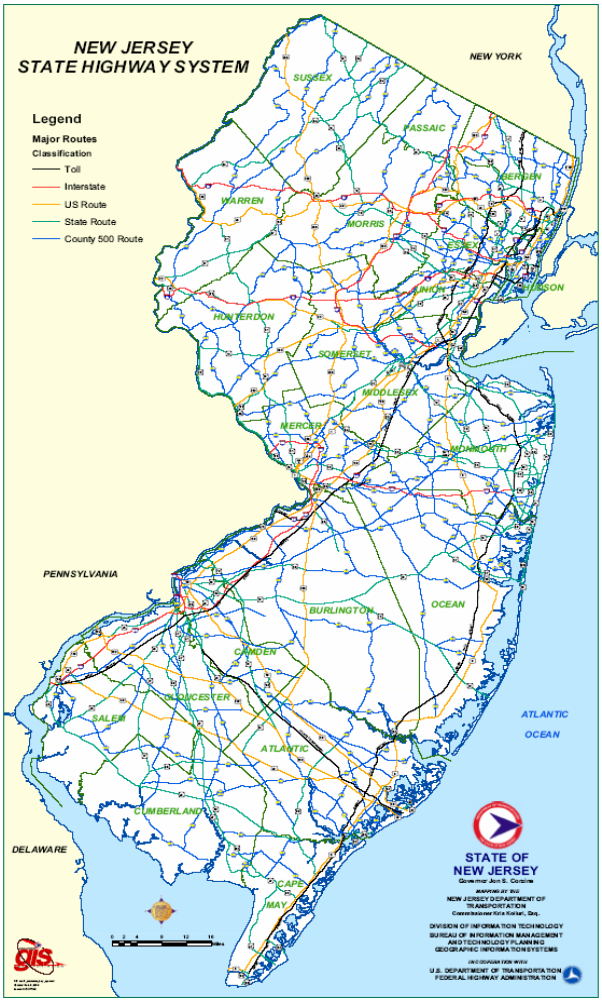
CURRENT STATUS OF THE STATE HIGHWAY SYSTEM

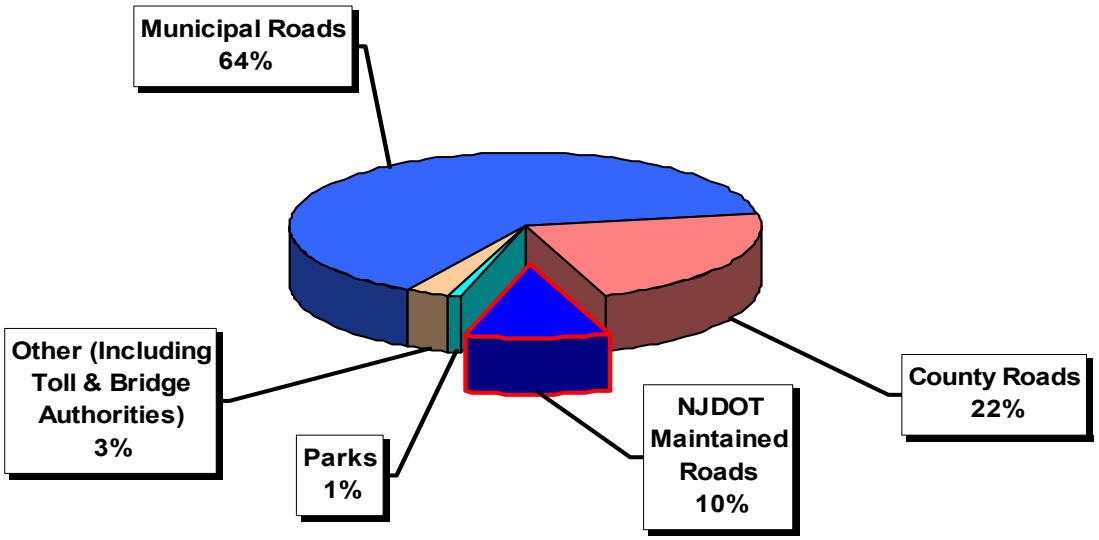
Description of System

There are approximately 38,566 centerline (CL) miles of roadways in New Jersey. NJDOT maintains approximately 2,316 CL miles of roads, commonly referred to as the state highway system. Most of the remaining mileage is under the jurisdiction of counties (6,649 CL miles) and municipalities (28,539 CL miles). Other mileage consists of toll roads including the Garden State Parkway (173 CL miles) and the New Jersey Turnpike (149 CL miles) administered by the New Jersey Turnpike Authority, the Atlantic City Expressway (46 CL miles) administered by the South Jersey Transportation Authority, the Palisades Interstate Parkway (12 CL miles), and mileage maintained by bridge authorities (33 CL miles). Finally, park roads account for approximately 649 CL miles.



To get a better idea of pavement quantities, lane miles rather than centerline miles are used (1 mile of a 2 lane road represents 2 lane miles). As shown in Figure 1 below, NJDOT maintains about 10% of the total statewide lane mileage, but approximately 41% of all traffic, including a high percentage of heavy trucks, is carried on NJDOT maintained roads.

FIGURE 1
NJ Roadway System Breakdown by Lane Miles



Assessment of the State Highway System

Evaluation of the New Jersey state highway system is based upon data collected on state maintained roads and stored in the Pavement Management System. Analysis of this data to assess current pavement conditions considers the following functional adequacy indices:

- **IRI (International Roughness Index)** estimates roughness as perceived by vehicle occupants by using lasers to determine the actual variations in the pavement surface from a perfectly flat condition, measured in inches per mile.
- **SDI (Surface Distress Index)** assesses surface distress and visible deterioration by evaluating cracking, patching, faulting, shoulder drop, and joint deterioration. SDI is reported on a scale of 0 to 5 (5 is a perfect pavement free of any distress).
- **Rut Depth** measures depths of grooves primarily in vehicle wheel paths.
- **Skid Number** measures the pavement surface frictional characteristics.

While all of the indices listed above are considered in selecting locations and types of pavement treatments, IRI and SDI are most indicative of functional adequacy and are used to evaluate the system status. IRI is a national standard supported by the Federal Highway Administration and SDI is a New Jersey standard used for many years in roadway assessment.

The analyses discussed herein utilized 2010 road data to evaluate the state highway system consisting of approximately 2316 centerline miles of roadway. In terms of pavement quantities, this amounts to 8410 lane miles of mainline roadway, 4086 miles of shoulders, and 563 miles of ramps that are state owned and maintained. The criteria shown in Table 1 below were used to evaluate the mainline roadway condition.

TABLE 1 - CONDITION CRITERIA

Status	Condition Index Criteria (IRI = International Roughness Index, in/mi; SDI = Surface Distress Index, 0 – 5 Scale)	Engineering Significance
Deficient (Poor)	**IRI > 170 *OR* SDI ≤ 2.4**	**These roads are overdue for treatment.** Drivers on these roads are likely to notice that they are driving on a rough surface, which puts stress on their vehicles. These pavements may have deteriorated to such an extent that they affect the speed of free flow traffic. Flexible pavements may have large potholes and deep cracks. These roads often show significant signs of wear and deterioration, and may have significant distress in the underlying foundation. Roads in this condition will generally be most costly to rehabilitate.
Fair	**(95 ≤ IRI ≤ 170 *And* SDI > 2.4)** **OR** **(IRI < 95 *And* 2.4 < SDI < 3.5)**	**These roads exhibit minimally acceptable ride quality** that is noticeably inferior to those of new pavements and may be barely tolerable for high-speed traffic. These pavements may show some signs of deterioration such as rutting, map cracking and extensive patching. Most importantly, roads in this category are in jeopardy and should immediately be programmed for some cost-effective treatment that will restore them to a good condition and avoid costly rehabilitation in the near future.
Good	**IRI < 95 *AND* SDI ≥ 3.5**	**These roads exhibit good ride quality** with little or no signs of deterioration. A proactive preventive maintenance strategy is necessary to keep roads in this category as long as possible.

Source: The Road Information Program, April 2004

Analysis results are presented in tabular form in Table 2 and graphically in Figure 2 below.

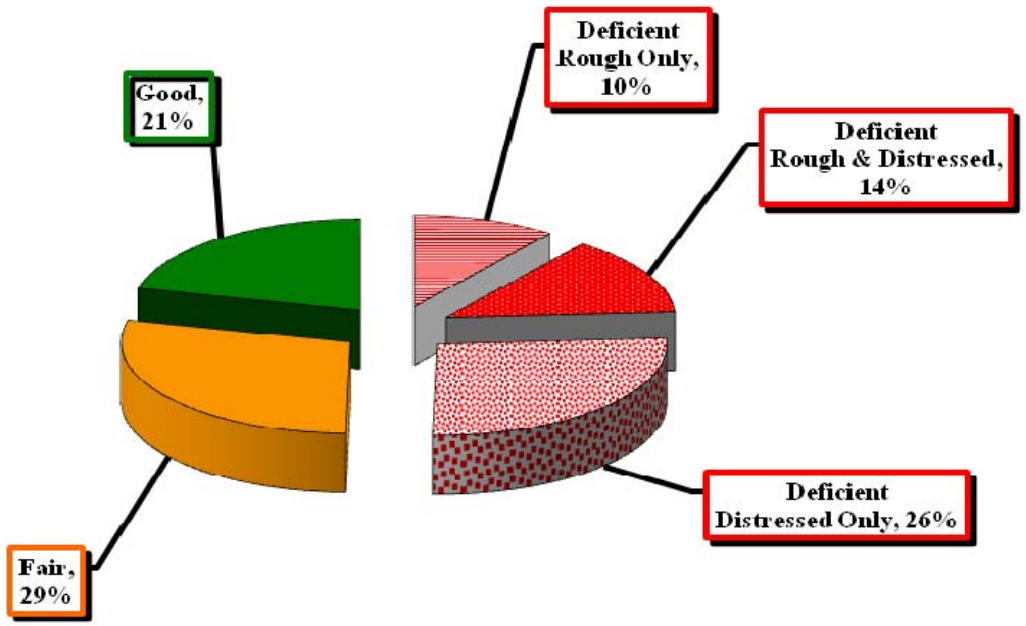
TABLE 2
Functional Adequacy of NJ State Highway System
(Based on Roughness and Distress)

Condition	Road Miles (Two Directions)	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone	505.7	850.2	10%
Deficient by Roughness & Distress	688.5	1167.5	14%
Deficient by Distress Alone	1262.8	2212.1	26%
Total Deficient	2457.0	4229.8	50%
Total Fair/Mediocre	1399.8	2399.6	29%
Total Good	805.6	1776.0	21%
Total State System	4662.4†	8405.4†	100%

Source: NJDOT Pavement Management System, 2010 Data

† Note: Mileage in Table 2 represents tested mileage which is slightly less than system mileage (4662 out of 4665 and 8405 out of 8410) due to inaccessibility of some areas for testing.

FIGURE 2
Current Functional Adequacy of NJ State Highway System
(Based on Roughness & Distress)

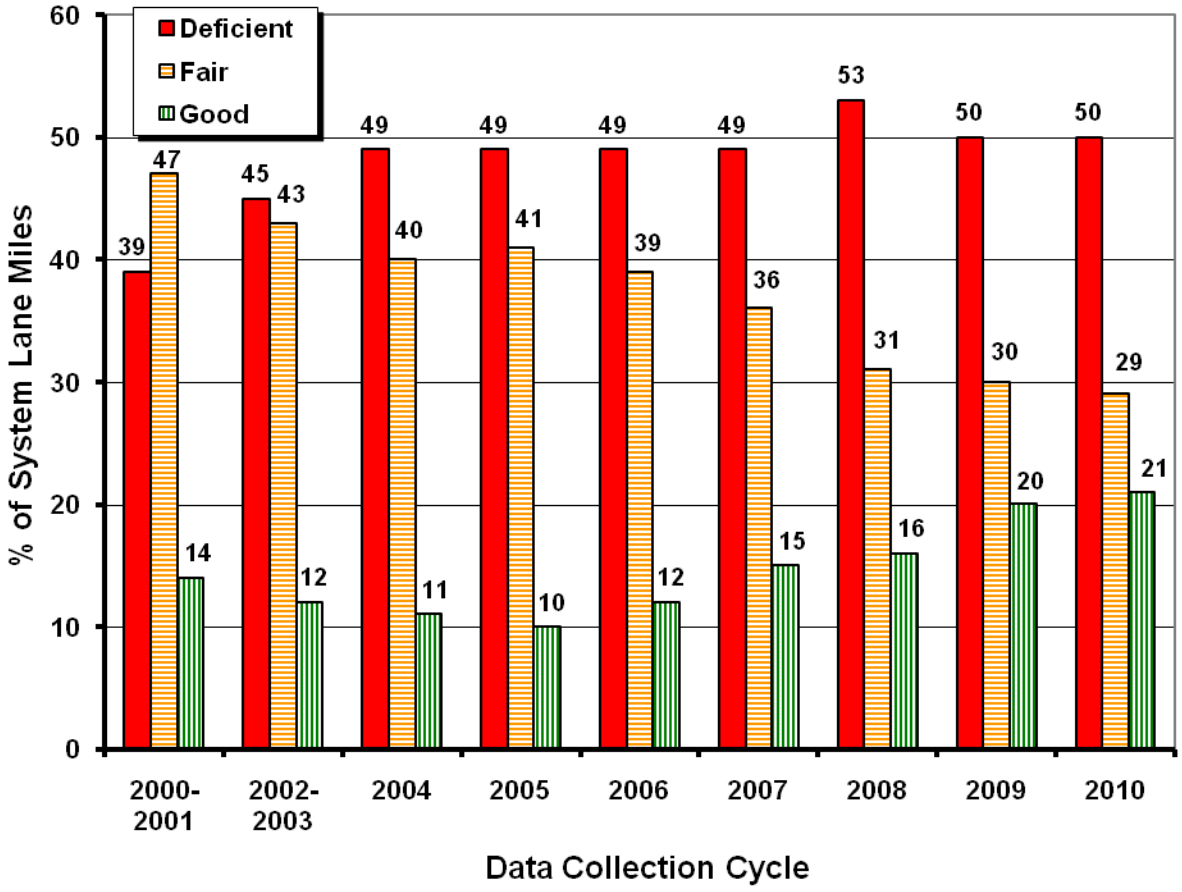


Source: NJDOT Pavement Management System, 2010 Data

These results underscore the severity of the functional deficiency (50% of the system). Similar analyses using data collected over the last 10 years shows that the overall deficiency has risen over time and that increased efforts will be needed to reverse this situation (see Figure 3 below).

FIGURE 3

Multi-Year Status of State Highway System



Source: NJDOT Pavement Management System

PAVEMENT PRESERVATION FUNDING

Programmed funding in fiscal year 2011 for pavement preservation activities is detailed in Table 3 below. Actual project costs broken down by program categories are shown on pages 6 through 10.

TABLE 3
Programmed Pavement Preservation Funding for Fiscal Year 2011

(Actual costs broken down by projects are shown on pages 6 through 10)

Program Category	Description	Funding (Millions)
Highway Capital Maintenance - Betterments (State Funding)	This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.	**$10**
Highway Capital Maintenance - Pavement Preservation (Fed. Funding)	This program provides funding for eligible federal pavement preservation activities which help to keep New Jersey's highway system in a state of good repair.	**$3**
Highway Capital Maintenance - Maintenance Mgt. System & Elect. Facilities (State Funding)	The Maintenance Mgt. System provides enhanced data accumulation and cost management dissemination for maintenance operations and a required compatible data source for related systems. Elect. Facilities provides for replacement, repair, preservation, and installation of electrical facilities along the state highway system.	**$5**
Highway Resurfacing - Operations Projects (State Funding)	This is a comprehensive program of providing renewed riding surfaces to state highways to prolong the life of the pavement and provide a smoother ride for users of the system.	**$70**
Highway Resurfacing / Rehab & Reconstruct - Capital Program Mgt. Projects (State & Fed. Funding)	This program funds larger scale projects administered through Capital Program Management which are primarily involved with pavement restoration.	**$121**
Totals		**$209**

WORK COMPLETED IN FISCAL YEAR 2011

The Department's Operations Division administers highway capital maintenance and selected resurfacing projects. Resurfacing projects which are more involved with regards to required project documents and scoping and rehabilitation/reconstruction pavement restoration projects are administered through Capital Program Management. Each of these types of projects directly related to pavement system improvements is broken down and described by program categories in the sections which follow.

Fiscal Year 2011 Highway Capital Maintenance Projects

As described in Table 3, Highway Capital Maintenance dollars were spent in fiscal year 2011 on pavement-related maintenance work administered through the Operations Division of NJDOT. In-house maintenance crews regularly performed a variety of preventive maintenance tasks to extend the life of pavement, including the following:

- Sweeping and drain cleaning to keep water away from travel lanes.
- Patching potholes to keep the riding surface intact and prevent intrusion of moisture into the pavement layers.
- Quick-set concrete to patch and repair bridge decks.

In addition, specialized maintenance work was performed through contracts awarded and administered through Operations, including the following:

- "If-and-Where" resurfacing contracts statewide administered through Regional Operations personnel to quickly address emergent conditions.
- Crack sealing and longitudinal joint patching to prolong pavement life.
- Ultra-thin overlays, including Microsurfacing, to restore the pavement surface and improve ride quality.
- Diamond grinding of concrete pavement to improve ride quality, skid resistance, wet weather visibility and to reduce tire noise.

The following federal pavement preservation contracts were completed through this funding:

Project Description	NJDOT DP #	Dir (B= Both)	Start Mile-Post	End Mile-Post	Total Lane Miles	County	Cost (Millions)
Rt 55, Microsurfacing	10484	N	20.20	25.00	9.00	Cumberland	$1.290
		S	20.20	21.80	2.60		
		N	30.40	32.90	5.00		
Rt 295, Ultra-Thin Overlay	10440	B	56.80	60.40	21.60	Burlington, Mercer	$1.100
Total					**38.20**		**$2.390**

Fiscal Year 2011 Highway Resurfacing – Operations Division Projects

Table 4 below lists pavement resurfacing contract work awarded in fiscal year 2011 through the Department's Division of Operations Support. Eight contracts valued at $51 million are listed.

TABLE 4
Highway Resurfacing Contracts Awarded In FY 2011
Through Operations Support Division

(Note: MRRC = Maintenance Roadway Repair Contract)

Contract # (See note above)	**Route**	**Dir** (B = Both)	**Start Mile-Post**	**End Mile-Post**	**Total Lane Miles**	**County**	**Total Cost** (Millions)
Maint Concrete Pvmt. Repair Contract-North	21	B	10.60	12.50	10.80	Passaic	$9.20
	280	W	3.15	5.95	6.40	Morris, Essex	
	280	E	4.45	5.95	4.50	Essex	
Maint Pipeline 3 Pvmt Project, Contr. # 003048072	22	B	3.21	4.04	3.60	Warren	$2.03
MRRC #C104	1	B	0.61	3.75	12.90	Mercer	$8.20
	1	N	5.26	6.49	2.90	Mercer	
	1	S	5.39	6.49	2.20	Mercer	
	33	B	12.61	14.33	3.40	Mercer	
	130	S	59.73	60.46	1.60	Mercer	
	130	S	60.53	62.48	4.00	Mercer	
	130	N	60.59	61.80	2.40	Mercer	
	175	B	0.30	2.20	3.80	Mercer	
MRRC #C203	12	B	5.00	9.83	9.60	Hunterdon	$8.77
	22	E	44.00	47.74	7.90	Somerset, Union	
	27	B	3.17	4.90	3.40	Middlesex, Somerset	
	27	B	10.75	12.60	3.60	Middlesex, Somerset	
	28	B	3.07	6.15	6.60	Somerset	
	206	B	66.40	68.50	4.20	Somerset	
MRRC #N102	22	W	0.30	0.50	0.40	Warren	$8.75
	22	E	0.30	0.60	0.60	Warren	
	23	B	27.40	30.62	6.70	Sussex	
	23	B	39.50	42.00	5.00	Sussex	
	46	B	10.16	17.41	14.40	Warren	
	94	B	35.62	36.41	1.60	Sussex	
	94	B	37.18	38.00	1.60	Sussex	
	94	B	40.39	40.87	1.00	Sussex	
	94	B	42.90	45.85	6.00	Sussex	
	182	B	0.00	0.96	2.30	Warren	

Table 4 Operations Resurfacing Contracts Awarded in FY 2011 – Continued
(Note: MRRC = Maintenance Roadway Repair Contract)

Contract # (See note above)	Route	Dir (B=Both)	Start Mile-Post	End Mile-Post	Total Lane Miles	County	Total Cost (Millions)
MRRC #S104	73	B	6.37	7.05	2.80	Camden	$3.78
	73	B	7.35	8.87	5.60	Camden	
	73	B	17.92	21.34	13.60	Camden	
MRRC #S204	49	B	10.60	18.80	16.40	Salem, Cumberland	$6.25
	77	B	3.21	6.90	7.40	Cumberland, Salem	
	77	B	8.00	10.62	5.20	Cumberland, Salem	
	322	B	15.76	16.97	2.40	Gloucester	
	322	B	24.09	24.55	1.30	Gloucester	
	322	W	24.55	25.89	2.60	Gloucester	
MRRC #S304	40	B	28.55	29.50	1.80	Gloucester	$3.87
	40	B	32.65	36.20	7.60	Gloucester, Atlantic	
	40	B	51.06	52.71	6.60	Atlantic	
	40	B	63.50	64.20	2.80	Atlantic	
	322	B	49.97	50.20	0.80	Atlantic	
Total					**210.30**		**$50.85**

FY 2011 Hwy Resurfacing/Rehab/Reconstruction - Capital Program Management Projects

This funding category includes special pavement projects administered through Capital Program Management using a fast track delivery system. These projects are more involved than those administered through the Operations Division with regards to required project documentation and scoping. The program consists primarily of resurfacing/rehabilitation/reconstruction of highway pavements, but may also include selected repair activities, upgrades to walks/curbing and guardrails, application of long-life pavement markings and raised pavement markers, and safety improvements. Table 5 below lists 15 highway resurfacing/rehab/reconstruction projects with construction funding in fiscal year 2011 administered through Capital Program Management valued at $131.8 million.

TABLE 5
Hwy Resurfacing/Rehab/Reconstruction Projects with FY 2011 Construction Funding Administered Through Capital Program Management

Project Description	DOT UPC No.	Route (L= Local)	Dir (B= Both)	Start Mile-Post	End Mile-Post	Lane Miles	County	Fund-ing Source	Cost (Millions)
Rt 1, North Ave. to Haynes Ave., Resurfacing	093060	001	B	45.60	47.60	8.00	Essex, Union	Federal	$8.754
		001L	N	45.60	47.60	4.10	Essex, Union		
		001L	S	45.60	46.90	2.70	Essex, Union		
Rt 9, Bay Ave. to N. of Lakeside Drive, Resurfacing	103490	009	B	70.60	81.44	21.60	Ocean	Federal	$8.318
Rt 27, Burnett St. to Bridge St., Resurfacing	103150	027	B	16.50	20.90	16.10	Middlesex	State	$4.939
Rt 31 N. of CR 518, to S. of Rt 202, Resurfacing	103170	031	B	12.50	13.60	2.20	Hunterdon	Federal	$1.646
		031	B	14.30	16.20	5.00	Hunterdon		
Rt 35 Restoration, Mantoloking to Pt. Pleasant	950322	035	B	9.00	12.50	7.10	Ocean	Federal	$16.278
Rt 36 Resurfacing, Monmouth County	093050	036	B	9.37	11.40	4.00	Monmouth	Federal	$7.110
		036	S	17.00	21.80	9.60	Monmouth		
Rt 46 WB, E. of School Rd. to E. of Passaic Ave. (CR 613), Pavement Rehabilitation	103280	046	W	46.40	49.90	7.00	Morris	Federal	$7.638
		046	W	50.48	51.70	2.10	Morris		
		046	W	52.50	55.20	5.40	Essex		
Rt 47, Howard St. to S. of High St, Resurfacing	103370	047	B	59.70	62.30	5.20	Gloucester	Federal	$2.570
Rt 71, Sea Girt Ave. to Rt 35, Resurfacing	093040	071	B	1.70	16.78	37.30	Monmouth	Federal	$13.053
Rt 73 S. of Baker Blvd. to Howard Blvd., Resurfacing	103390	073	B	24.30	26.80	10.60	Burlington	State	$4.142
Rt 88 Pavement Rehabilitation, Ocean County	093120	088	B	2.16	6.50	10.00	Ocean	Federal	$5.602

Table 5 CPM Resurfacing/Rehab/Reconstruction Projects With FY 2011 Funding–Cont'd.

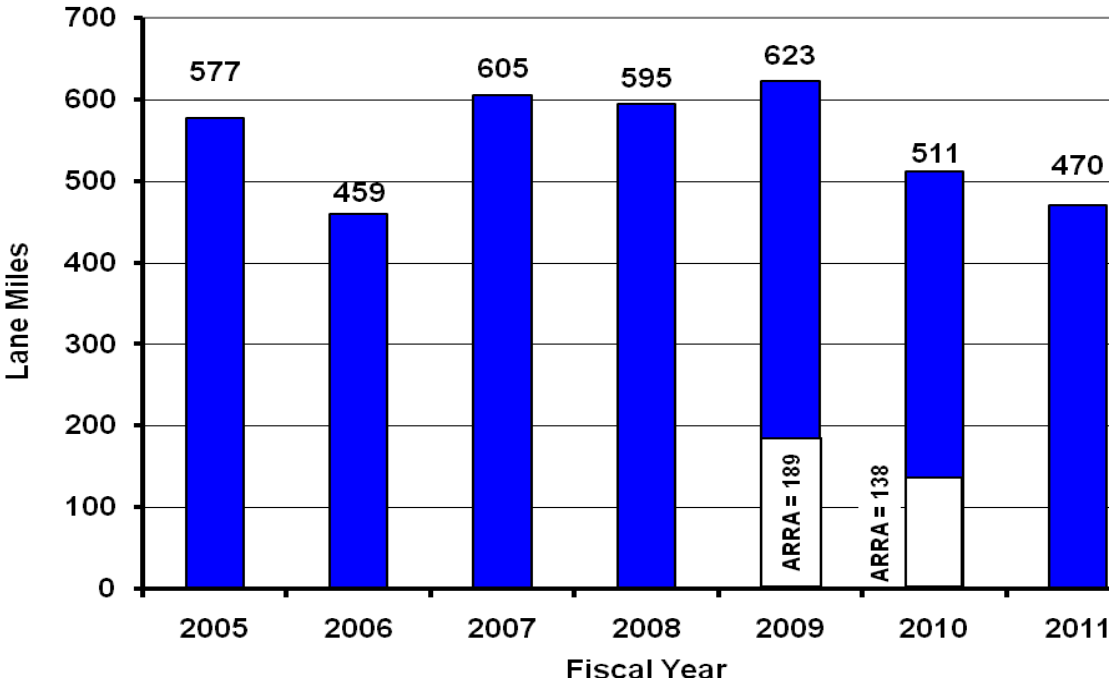
Project Description	DOT UPC No.	Route (L= Local)	Dir (B= Both)	Start Mile-Post	End Mile-Post	Lane Miles	County	Fund-ing Source	Cost (Millions)
Rt 184 Pavement Rehabilitation	093150	184	B	0.00	1.37	5.60	Middlesex	State	$2.653
Rt 202 and Rt 23, Resurfacing	103040	023	B	8.94	10.20	7.20	Passaic	Federal	$6.910
		202	B	62.95	65.38	13.40	Passaic		
Rt 202, N. of Rt 31 to N. of Greenwood Drive, Resurfacing	103230	202	B	11.50	12.60	1.40	Hunterdon	Federal	$1.649
Rt 295, Rancocas-Mt Holly Rd. to Rt 130, Rubblization & Overlay	83240	295	B	44.94	56.82	35.70 (See Note #1)	Burlington	State	$40.553 (See Note #2)
Total						**221.30**			**$131.815**

Notes:
1) Total lane miles for Rt. 295 project = 71.4. Approximately 35.7 lane miles are credited to FY 11.
2) Rt. 295 project is funded over FY 2010 & FY 2011. Total project cost is $78.723 million.

MULTI-YEAR SUMMARY OF MAJOR PAVEMENT WORK

Figure 4 below shows the lane miles of mainline pavement that have received restoration over the last 7 fiscal years.

Figure 4
NJ State Highway System
Lane Miles of Major Pavement Work Completed
(Total system mainline lane miles = 8410)



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1. New Jersey Department of Transportation, *Capital Investment Strategy FY 2011-2020,* April 2010.

2. New Jersey Department of Transportation, *FY 2010 – 2019 Statewide Transportation Improvement Program*.

3. New Jersey Department of Transportation, *Transportation Capital Program, Fiscal Year 2011*.

4. The Road Information Program, *Bumpy Roads Ahead: Cities With the Roughest Rides and Strategies to Make Our Roads Smoother,* April 2004.

5. The Road Information Program, *Rough Ride Ahead: Metro Areas With the Roughest Rides and Strategies to Make Our Roads Smoother,* May 2005.

6. The Road Information Program, *The Condition of New Jersey's Roads and Bridges: Key Transportation Projects Needed in the State and the Importance of Dependable Funding,* October 2000.

APPENDIX A

DEFICIENT PAVEMENT SECTIONS

NEEDING FUTURE RESTORATION

APPENDIX A
DEFICIENT PAVEMENTS NEEDING FUTURE RESTORATION
418 Candidate Projects Sorted By Benefit Rank

Notes:
(1) Candidate projects are based on 2010 Pavement Management Database. Minimum project length = 0.5 mile.
(2) AADT = Average Annual Daily Traffic. FPR = Final Pavement Rating (0-5 scale, 5 = perfect pavement).
(3) Benefit = 0.9(5.0-Avg FPR) + 0.1(Traffic Factor) and Traffic Factor = (5/60000)(Avg. AADT), with Max = 5.0
(4) For undivided routes (Dir = B): FPR and Benefit shown are the most critical set of values in either direction.
(5) In Rte designation, L=local, B=business, 095M = NJDOT maintained portion of Interstate 95.

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
1	4	E	8.7	10.5	1.8	5.2	Bergen	43387	0.64	4.286	$1.560
2	35	B	16.4	17.5	1.1	2.2	Monmouth	21810	0.40	4.232	$0.660
3	4	E	5.8	6.5	0.7	2.1	Bergen	51713	0.81	4.203	$0.630
4	130	S	30.6	32.3	1.7	5.1	Camden	21624	0.56	4.179	$1.530
5	18	N	32.2	35.4	3.2	6.9	Middlesex	28883	0.66	4.144	$2.070
6	35	N	24.9	29.3	4.4	8.8	Monmouth	9198	0.49	4.138	$2.640
7	18	S	30.5	35.5	5.0	10.6	Middlesex	28883	0.67	4.136	$3.180
8	130	S	42.8	45.5	2.7	8.1	Burlington	23466	0.63	4.132	$2.430
9	124	B	4.3	5.6	1.3	2.6	Morris	16168	0.53	4.093	$0.780
10	17	S	8.1	17.1	9.0	24.0	Bergen	64722	1.06	4.044	$7.200
11	22	E	54.8	55.3	0.5	1.0	Union	46569	0.94	4.043	$0.300
12	9	S	135.7	136.4	0.7	1.8	Middlesex	22857	0.75	4.019	$0.540
13	72	E	25.0	28.7	3.7	7.4	Ocean	12077	0.65	4.017	$2.220
14	124	B	10.5	11.1	0.6	2.1	Union	16444	0.62	4.013	$0.630
15	36	S	2.9	3.9	1.0	2.0	Monmouth	16847	0.70	4.006	$0.600
16	168	B	5.9	8.6	2.7	7.7	Camden	22574	0.66	4.004	$2.310
17	206	S	97.2	98.4	1.2	2.7	Morris, Sussex	10146	0.65	4.001	$0.810
18	206	B	106.7	107.7	1.0	2.0	Sussex	17906	0.65	3.993	$0.600
19	17	S	19.6	23.1	3.5	10.5	Bergen	50774	1.04	3.991	$3.150
20	27	B	26.7	27.2	0.5	1.4	Middlesex, Union	20116	0.67	3.984	$0.420
21	18	S	15.6	17.3	1.7	3.4	Monmouth	20509	0.77	3.979	$1.020
22	73	B	11.3	13.0	1.7	6.8	Camden	19642	0.67	3.975	$2.040
23	30	B	46.2	47.6	1.4	5.6	Atlantic	20032	0.69	3.966	$1.680
24	35	S	21.9	22.5	0.6	1.1	Monmouth	9337	0.68	3.965	$0.330
25	17	N	11.7	16.1	4.4	12.9	Bergen	72072	1.18	3.934	$3.870
26	22	W	54.8	57.1	2.3	4.7	Union	38273	0.98	3.934	$1.410
27	30	E	53.2	53.9	0.7	1.4	Atlantic	28421	0.89	3.932	$0.420
28	124	B	6.3	7.3	1.0	2.0	Morris	22362	0.74	3.931	$0.600
29	76	S	0.7	1.7	1.0	4.3	Camden	91059	1.19	3.930	$1.290
30	1	N	28.5	32.1	3.6	10.8	Middlesex	38849	0.99	3.929	$3.240
31	35	S	12.8	15.3	2.5	4.9	Monmouth, Ocean	12459	0.76	3.923	$1.470
32	70	B	28.4	30.2	1.8	3.6	Burlington	8974	0.69	3.916	$1.080
33	47	B	58.7	59.7	1.0	2.0	Gloucester	12376	0.72	3.899	$0.600
34	72	B	13.0	15.9	2.9	5.8	Ocean	11074	0.73	3.892	$1.740
35	22	E	19.6	33.6	14.0	28.0	Hunterdon, Somerset	15690	0.85	3.870	$8.400

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK - CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
36	202	B	29.0	29.9	0.9	2.5	Somerset	18996	0.79	3.864	$0.750
37	78	W	52.8	53.4	0.6	1.2	Union	46625	1.14	3.863	$0.360
38	47	B	55.8	56.3	0.5	1.0	Gloucester	12376	0.77	3.857	$0.300
39	17	N	3.5	4.5	1.0	2.3	Bergen	36307	1.05	3.854	$0.690
40	168	S	0.0	0.7	0.7	1.4	Gloucester	5923	0.78	3.846	$0.420
41	18	N	29.5	30.6	1.1	2.2	Middlesex, Monmouth	20211	0.92	3.840	$0.660
42	9	B	94.6	101.7	7.1	14.4	Ocean	27632	0.86	3.837	$4.320
43	1	N	24.4	26.2	1.8	5.4	Middlesex	39743	1.11	3.829	$1.620
44	1	S	11.5	13.9	2.4	7.8	Mercer, Middlesex	31121	1.04	3.825	$2.340
45	1	S	8.6	9.2	0.6	2.4	Mercer	38071	1.11	3.817	$0.720
46	130	N	55.9	58.3	2.4	4.8	Burlington, Mercer	11520	0.87	3.814	$1.440
47	95M	N	2.4	3.4	1.0	3.0	Mercer	27738	1.02	3.813	$0.900
48	72	B	0.1	6.0	5.9	11.8	Burlington	9036	0.81	3.808	$3.540
49	1	S	9.6	10.8	1.2	3.6	Mercer	38071	1.13	3.803	$1.080
50	47	B	39.3	41.7	2.4	4.8	Cumberland	17750	0.86	3.802	$1.440
51	9	N	135.7	136.4	0.7	1.7	Middlesex	22857	1.00	3.791	$0.510
52	1	B	58.5	59.0	0.5	2.0	Hudson	35118	0.95	3.789	$0.600
53	206	B	98.4	104.8	6.4	14.6	Sussex	18282	0.88	3.788	$4.380
54	440	N	0.3	4.0	3.7	11.4	Middlesex	44232	1.21	3.781	$3.420
55	73	N	13.6	15.1	1.5	3.0	Camden	8464	0.88	3.775	$0.900
56	179	B	0.7	7.5	6.8	15.1	Hunterdon	4534	0.84	3.766	$4.530
57	80	W	57.3	64.9	7.6	28.2	Bergen, Passaic	58171	1.38	3.743	$8.460
58	18	N	42.7	45.3	2.6	5.8	Middlesex	24363	1.07	3.741	$1.740
59	35	S	35.5	36.4	0.9	1.8	Monmouth	20535	1.04	3.734	$0.540
60	37	W	6.3	7.3	1.0	2.8	Ocean	33221	1.17	3.720	$0.840
61	1	S	39.6	42.9	3.3	9.9	Union	31924	1.18	3.708	$2.970
62	78	W	7.4	10.0	2.6	7.8	Hunterdon	41496	1.27	3.705	$2.340
63	18	S	39.2	40.5	1.3	3.7	Middlesex	48881	1.34	3.705	$1.110
64	56	B	1.3	4.8	3.5	7.0	Cumberland	13232	0.95	3.704	$2.100
65	183	N	0.1	0.6	0.5	0.9	Morris	7779	0.96	3.702	$0.270
66	206	N	97.4	98.4	1.0	2.0	Morris, Sussex	10412	0.98	3.702	$0.600
67	46	B	33.5	34.3	0.8	1.6	Morris	19520	0.98	3.695	$0.480
68	78	E	4.8	5.5	0.7	2.1	Warren	40307	1.29	3.677	$0.630
69	9	B	28.9	30.7	1.8	3.6	Cape May	8112	0.96	3.673	$1.080
70	1	N	62.8	64.7	1.9	4.7	Bergen	24726	1.15	3.670	$1.410
71	1	S	15.0	22.2	7.2	15.7	Middlesex	28876	1.19	3.666	$4.710
72	15	B	0.1	1.8	1.7	3.9	Morris	58572	1.20	3.666	$1.170
73	88	B	1.7	2.2	0.5	1.1	Ocean	23932	1.04	3.664	$0.330
74	124	B	12.5	13.3	0.8	1.7	Union	16444	1.01	3.662	$0.510
75	9	B	61.7	63.5	1.8	3.6	Ocean	14708	1.00	3.662	$1.080
76	18	S	42.9	45.2	2.3	5.4	Middlesex	24242	1.16	3.662	$1.620
77	56	B	0.1	0.7	0.6	1.4	Cumberland	10350	0.98	3.657	$0.420

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
78	41	B	10.9	13.0	2.1	8.4	Camden	27298	1.07	3.654	$2.520
79	22	W	57.6	58.1	0.5	1.0	Union	32450	1.25	3.649	$0.300
80	1	B	59.4	61.0	1.6	6.4	Bergen, Hudson	34260	1.11	3.648	$1.920
81	95M	S	2.0	2.7	0.7	2.1	Mercer	26672	1.20	3.645	$0.630
82	202	B	31.7	39.2	7.5	15.3	Morris, Somerset	10142	1.00	3.641	$4.590
83	42	S	12.7	13.8	1.1	3.3	Camden, Gloucester	83783	1.51	3.639	$0.990
84	1	S	54.5	56.6	2.1	4.2	Hudson	31739	1.27	3.624	$1.260
85	1	N	39.8	45.6	5.8	16.7	Union	37621	1.33	3.621	$5.010
86	82	B	2.8	4.3	1.5	6.0	Union	32576	1.13	3.619	$1.800
87	70	B	18.0	27.7	9.7	19.2	Burlington	11886	1.04	3.613	$5.760
88	1	S	62.8	64.6	1.8	3.6	Bergen	24794	1.22	3.612	$1.080
89	7	B	4.2	5.3	1.1	2.5	Bergen	18230	1.07	3.611	$0.750
90	42	N	3.4	6.6	6.4	12.8	Gloucester	23954	1.21	3.610	$3.840
91	17	B	0.0	3.5	3.5	7.9	Bergen	72614	1.33	3.607	$2.370
92	10	E	11.0	18.9	7.9	17.9	Essex, Morris	21578	1.20	3.600	$5.370
93	79	B	5.4	6.0	0.6	1.2	Monmouth	18842	1.09	3.597	$0.360
94	440	N	22.7	24.6	1.9	3.8	Hudson	24932	1.24	3.594	$1.140
95	206	N	68.5	71.4	2.9	7.1	Somerset	16221	1.16	3.593	$2.130
96	40	W	61.6	62.2	0.6	1.2	Atlantic	19041	1.19	3.589	$0.360
97	22	E	0.9	2.1	1.2	3.6	Warren	22535	1.22	3.586	$1.080
98	18	N	15.8	17.2	1.4	2.8	Monmouth	20509	1.21	3.585	$0.840
99	18	N	5.5	11.3	5.8	11.6	Monmouth	23031	1.23	3.585	$3.480
100	109	S	2.0	2.5	0.5	0.8	Cape May	8513	1.10	3.585	$0.240
101	46	E	43.5	45.4	1.9	3.8	Morris	14700	1.15	3.584	$1.140
102	80	W	67.2	68.2	1.0	2.5	Bergen	32366	1.32	3.582	$0.750
103	23	S	17.3	19.8	2.5	5.0	Passaic	20689	1.22	3.578	$1.500
104	206	S	81.0	81.5	0.5	1.0	Somerset	12998	1.15	3.575	$0.300
105	28	B	6.7	12.4	5.7	17.7	Middlesex, Somerset	22648	1.14	3.571	$5.310
106	46	E	59.8	60.8	1.0	2.2	Passaic	46580	1.47	3.568	$0.660
107	46	W	42.3	43.9	1.6	3.3	Morris	14440	1.17	3.567	$0.990
108	171	B	0.4	1.3	0.9	1.8	Middlesex	14610	1.11	3.561	$0.540
109	44	B	1.8	2.8	1.0	2.0	Gloucester	2104	1.05	3.560	$0.600
110	29	B	19.8	34.3	14.5	29.8	Hunterdon	2408	1.06	3.555	$8.940
111	55	N	33.0	34.2	1.2	2.4	Cumberland	14856	1.19	3.554	$0.720
112	40	B	10.5	16.4	5.9	11.8	Salem	13838	1.12	3.552	$3.540
113	17	N	20.2	23.4	3.2	9.6	Bergen	50064	1.53	3.541	$2.880
114	35	S	24.6	29.3	4.7	9.1	Monmouth	9198	1.16	3.529	$2.730
115	35	S	47.1	49.3	2.2	4.8	Middlesex	14365	1.21	3.526	$1.440
116	34	B	10.3	12.0	1.7	3.4	Monmouth	19562	1.17	3.526	$1.020
117	36	S	5.8	6.3	0.5	1.0	Monmouth	7369	1.15	3.524	$0.300
118	46	E	71.4	72.1	0.7	1.6	Bergen	27682	1.35	3.520	$0.480

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
119	28	E	23.3	26.3	3.0	6.0	Union	8534	1.17	3.520	$1.800
120	38	E	6.1	7.4	1.3	3.2	Burlington	22151	1.31	3.510	$0.960
121	42	S	3.4	6.1	2.7	10.4	Gloucester	32999	1.41	3.508	$3.120
122	676	S	0.0	2.3	2.3	6.8	Camden	34117	1.42	3.507	$2.040
123	439	B	0.0	2.1	2.1	5.1	Union	23032	1.21	3.503	$1.530
124	206	B	0.1	6.3	6.2	12.4	Atlantic, Burlington	12850	1.17	3.498	$3.720
125	21	S	4.2	5.5	1.3	3.9	Essex	26311	1.36	3.498	$1.170
126	1	S	35.6	38.0	2.4	7.0	Middlesex	27044	1.37	3.490	$2.100
127	202	S	18.9	19.7	0.8	1.6	Somerset	20069	1.31	3.490	$0.480
128	1	B	57.4	58.0	0.6	2.4	Hudson	34688	1.29	3.481	$0.720
129	9	N	115.2	116.0	0.8	1.7	Monmouth	29608	1.41	3.480	$0.510
130	17	N	6.0	7.5	1.5	4.5	Bergen	46832	1.57	3.477	$1.350
131	91	B	0.3	2.1	1.8	3.6	Middlesex	14678	1.21	3.470	$1.080
132	53	B	1.1	4.5	3.4	7.0	Morris	15776	1.22	3.466	$2.100
133	206	B	78.7	81.0	2.3	5.5	Somerset	28454	1.29	3.462	$1.650
134	29	S	8.6	9.4	0.8	1.6	Mercer	8666	1.24	3.458	$0.480
135	28	E	6.2	6.7	0.5	1.0	Somerset	8796	1.26	3.438	$0.300
136	9	B	42.4	52.4	10.0	20.1	Atlantic	8326	1.22	3.435	$6.030
137	206	B	81.5	85.0	3.5	8.1	Morris, Somerset	21166	1.28	3.435	$2.430
138	287	N	44.9	47.2	2.3	6.9	Morris	42002	1.57	3.434	$2.070
139	28	B	0.2	2.6	2.4	4.8	Somerset	18128	1.27	3.432	$1.440
140	33B	B	3.9	4.6	0.7	1.4	Monmouth	14484	1.26	3.431	$0.420
141	17	S	3.5	4.5	1.0	2.2	Bergen	36307	1.53	3.429	$0.660
142	1	N	35.9	38.0	2.1	6.0	Middlesex	27737	1.45	3.429	$1.800
143	18	N	39.5	40.2	0.7	2.1	Middlesex	48881	1.64	3.427	$0.630
144	1	N	15.9	17.0	1.1	2.5	Middlesex	25807	1.43	3.427	$0.750
145	41	S	13.0	13.9	0.9	1.8	Burlington	10684	1.29	3.427	$0.540
146	7	B	6.7	8.0	1.3	5.2	Essex	16598	1.28	3.416	$1.560
147	9	N	109.7	110.3	0.6	1.2	Monmouth	19967	1.39	3.416	$0.360
148	33B	B	0.0	3.0	3.0	6.6	Monmouth	9834	1.25	3.416	$1.980
149	73	B	8.9	10.9	2.0	8.0	Camden	13366	1.27	3.409	$2.400
150	9	N	117.0	117.6	0.6	1.2	Monmouth	26285	1.46	3.408	$0.360
151	40	B	20.6	24.9	4.3	8.7	Gloucester, Salem	10294	1.26	3.406	$2.610
152	45	B	0.1	8.8	8.7	17.4	Salem	6594	1.25	3.404	$5.220
153	28	B	17.3	19.8	2.5	5.0	Union	16140	1.29	3.404	$1.500
154	27	B	12.6	15.4	2.8	9.8	Middlesex	21612	1.32	3.401	$2.940
155	35	B	52.2	55.0	2.8	11.2	Middlesex	19126	1.31	3.398	$3.360
156	3	W	4.3	6.2	1.9	5.7	Bergen, Passaic	66928	1.78	3.394	$1.710
157	202	B	44.3	46.1	1.8	5.5	Morris	20688	1.33	3.394	$1.650
158	36	S	22.8	24.4	1.6	3.5	Monmouth	17588	1.40	3.389	$1.050
159	159	B	0.8	1.3	0.5	1.0	Essex	18190	1.32	3.389	$0.300
160	23	S	13.9	16.3	2.4	7.9	Morris	26152	1.48	3.385	$2.370

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
161	94	B	32.9	35.6	2.7	5.4	Sussex	11892	1.29	3.384	$1.620
162	202	S	14.3	15.8	1.5	3.0	Hunterdon	18364	1.41	3.381	$0.900
163	1	N	11.4	14.4	3.0	8.9	Mercer, Middlesex	30633	1.53	3.378	$2.670
164	33	E	20.2	21.5	1.3	2.6	Monmouth	17520	1.42	3.369	$0.780
165	35	B	29.5	34.5	5.0	18.0	Monmouth	29646	1.40	3.366	$5.400
166	206	B	86.7	92.0	5.3	13.4	Morris	21340	1.36	3.365	$4.020
167	36	B	3.9	5.6	1.7	3.4	Monmouth	25542	1.38	3.362	$1.020
168	206	N	81.0	81.6	0.6	1.2	Somerset	12691	1.38	3.361	$0.360
169	295	N	37.8	38.5	0.7	2.1	Burlington	50199	1.73	3.359	$0.630
170	49	B	18.8	26.5	7.7	16.9	Cumberland	8994	1.31	3.359	$5.070
171	79	B	9.7	12.1	2.4	4.8	Monmouth	14518	1.34	3.357	$1.440
172	21	B	1.0	4.1	3.1	12.8	Essex	50334	1.51	3.355	$3.840
173	31	B	1.2	1.9	0.7	2.7	Mercer	7966	1.31	3.351	$0.810
174	202	S	24.9	26.1	1.2	2.1	Somerset	32966	1.58	3.349	$0.630
175	1	S	23.3	27.2	3.9	11.5	Middlesex	43740	1.69	3.348	$3.450
176	440	S	22.9	25.0	2.1	4.5	Hudson	24780	1.51	3.348	$1.350
177	40	E	5.0	5.7	0.7	1.4	Salem	7098	1.35	3.346	$0.420
178	33	E	37.0	37.9	0.9	1.8	Monmouth	10312	1.38	3.346	$0.540
179	130	S	55.7	56.7	1.0	2.0	Burlington	12146	1.40	3.344	$0.600
180	130	B	0.2	8.9	8.7	17.4	Gloucester, Salem	9258	1.33	3.342	$5.220
181	4	W	0.0	1.7	1.7	3.4	Bergen, Passaic	55071	1.80	3.341	$1.020
182	27	B	34.5	38.3	3.8	15.2	Essex, Union	14812	1.36	3.335	$4.560
183	31	N	25.2	26.9	1.7	3.4	Hunterdon	10912	1.40	3.335	$1.020
184	440	N	21.0	22.0	1.0	2.0	Hudson	25761	1.53	3.333	$0.600
185	10	W	10.4	18.8	8.4	19.5	Essex, Morris	22100	1.50	3.332	$5.850
186	49	B	0.2	9.7	9.5	19.0	Salem	13092	1.36	3.332	$5.700
187	70	E	44.2	45.0	0.8	1.3	Ocean	12252	1.41	3.329	$0.390
188	35	N	14.9	16.0	1.1	2.2	Monmouth	10370	1.40	3.322	$0.660
189	46	W	62.4	69.2	6.8	14.6	Bergen, Passaic	28499	1.58	3.318	$4.380
190	94	B	21.8	22.5	0.7	1.4	Sussex	10928	1.37	3.309	$0.420
191	9	N	104.4	106.1	1.7	4.3	Monmouth	18895	1.50	3.309	$1.290
192	40	W	52.3	53.1	0.8	1.6	Atlantic	19374	1.50	3.307	$0.480
193	78L	W	57.7	58.4	0.7	1.6	Essex	29799	1.60	3.306	$0.480
194	22	E	34.3	36.5	2.2	6.3	Somerset	48694	1.78	3.304	$1.890
195	46	B	7.5	10.2	2.7	5.4	Warren	9458	1.37	3.304	$1.620
196	23	S	13.0	13.5	0.5	1.5	Morris	27206	1.59	3.298	$0.450
197	46	W	44.5	46.4	1.9	5.4	Morris	15036	1.48	3.292	$1.620
198	46	E	61.9	62.6	0.7	1.4	Passaic	23133	1.56	3.289	$0.420
199	34	N	0.2	2.4	2.2	4.4	Monmouth	17299	1.51	3.286	$1.320
200	54	B	11.0	11.9	0.9	1.8	Atlantic	12144	1.41	3.285	$0.540
201	79	B	0.1	1.1	1.0	2.0	Monmouth	16576	1.43	3.280	$0.600

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
202	1	N	54.5	57.4	2.9	5.8	Hudson	31189	1.64	3.280	$1.740
203	130	N	24.5	25.1	0.6	1.2	Gloucester	9248	1.44	3.279	$0.360
204	322	B	25.9	30.6	4.7	18.8	Gloucester	20416	1.45	3.279	$5.640
205	49	B	26.9	40.1	13.2	27.0	Cumberland	9862	1.41	3.276	$8.100
206	109	B	2.5	3.1	0.6	1.2	Cape May	12168	1.42	3.274	$0.360
207	322	E	45.9	46.5	0.6	1.2	Atlantic	9699	1.45	3.273	$0.360
208	29	S	2.6	3.8	1.2	2.6	Mercer	22397	1.57	3.271	$0.780
209	23	N	20.7	23.2	2.5	5.0	Morris, Passaic	21003	1.56	3.270	$1.500
210	33B	B	5.3	6.6	1.3	2.6	Monmouth	14484	1.44	3.269	$0.780
211	1	N	8.0	9.2	1.2	3.6	Mercer	38495	1.73	3.267	$1.080
212	47	N	0.8	1.5	0.7	1.4	Cape May	10734	1.47	3.264	$0.420
213	130	S	34.0	36.0	2.0	6.0	Burlington, Camden	22658	1.58	3.262	$1.800
214	40	B	46.9	51.5	4.6	9.7	Atlantic	24632	1.49	3.259	$2.910
215	49	B	45.7	49.8	4.1	8.2	Atlantic, Cumberland	5102	1.41	3.253	$2.460
216	1	N	19.8	21.4	1.6	3.4	Middlesex	31126	1.67	3.253	$1.020
217	23	N	10.2	19.5	9.3	22.2	Morris, Passaic	26298	1.63	3.252	$6.660
218	33	E	18.3	19.6	1.3	2.6	Middlesex, Monmouth	16395	1.54	3.251	$0.780
219	33	W	17.7	20.5	2.8	5.6	Middlesex, Monmouth	16622	1.54	3.251	$1.680
220	38	W	6.1	7.8	1.7	3.8	Burlington	22312	1.60	3.245	$1.140
221	23	B	1.2	4.8	3.6	12.6	Essex, Passaic	24254	1.51	3.239	$3.780
222	27	B	7.2	10.8	3.6	8.1	Middlesex	24786	1.52	3.236	$2.430
223	28	W	23.3	25.8	2.5	5.0	Union	8534	1.49	3.232	$1.500
224	36	N	22.9	23.5	0.6	1.2	Monmouth	17588	1.57	3.231	$0.360
225	45	B	25.0	26.6	1.6	5.6	Gloucester	17206	1.49	3.229	$1.680
226	78	E	7.6	9.9	2.3	6.9	Hunterdon	41292	1.80	3.227	$2.070
227	23	B	35.7	39.2	3.5	7.6	Sussex	17530	1.50	3.225	$2.280
228	33	B	1.4	7.4	6.0	15.1	Mercer	16058	1.50	3.214	$4.530
229	9	N	107.2	108.6	1.4	2.8	Monmouth	20614	1.62	3.213	$0.840
230	34	B	21.2	22.3	1.1	2.2	Monmouth	14964	1.50	3.209	$0.660
231	32	E	0.4	1.2	0.8	1.6	Middlesex	13500	1.56	3.209	$0.480
232	322	B	6.5	8.5	2.0	4.0	Gloucester	13698	1.50	3.207	$1.200
233	23	B	31.6	35.3	3.7	7.6	Sussex	20408	1.54	3.203	$2.280
234	37	E	6.3	11.4	5.1	15.3	Ocean	27825	1.70	3.199	$4.590
235	31	B	24.3	25.2	0.9	2.3	Hunterdon	21766	1.55	3.193	$0.690
236	206	B	52.5	53.2	0.7	1.4	Mercer	17076	1.54	3.189	$0.420
237	206	S	68.5	71.2	2.7	6.0	Somerset	16221	1.61	3.187	$1.800
238	173	B	2.1	8.1	6.0	18.2	Hunterdon, Warren	8950	1.51	3.181	$5.460
239	47	B	36.9	37.8	0.9	1.8	Cumberland	3570	1.49	3.177	$0.540
240	73	N	27.4	28.0	0.6	1.7	Burlington	40400	1.85	3.174	$0.510
241	36	N	12.2	22.3	10.1	20.6	Monmouth	12044	1.58	3.174	$6.180

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
242	181	B	0.3	5.5	5.2	13.0	Morris, Sussex	11632	1.53	3.169	$3.900
243	9	B	39.6	41.6	2.0	4.4	Atlantic	14540	1.55	3.169	$1.320
244	12	B	1.3	1.8	0.5	1.5	Hunterdon	5520	1.50	3.169	$0.450
245	130	N	44.5	45.9	1.4	4.2	Burlington	23329	1.70	3.165	$1.260
246	46	B	35.1	36.6	1.5	4.1	Morris	17288	1.56	3.165	$1.230
247	156	B	0.0	1.3	1.3	2.6	Mercer	2426	1.50	3.162	$0.780
248	47	B	11.4	14.0	2.6	5.2	Cape May	7680	1.52	3.162	$1.560
249	77	B	0.2	2.6	2.4	4.8	Cumberland	14244	1.56	3.154	$1.440
250	47	B	3.6	5.3	1.7	3.6	Cape May	15148	1.57	3.149	$1.080
251	22	W	23.0	25.5	2.5	5.0	Hunterdon	12829	1.62	3.148	$1.500
252	40	B	36.2	43.6	7.4	15.0	Atlantic	7810	1.54	3.143	$4.500
253	3	E	4.3	6.2	1.9	5.7	Bergen, Passaic	66928	2.07	3.139	$1.710
254	47	B	62.3	75.0	12.7	28.6	Gloucester	15070	1.58	3.137	$8.580
255	46	W	60.9	62.0	1.1	2.2	Passaic	28458	1.78	3.135	$0.660
256	47	B	53.0	55.2	2.2	4.4	Gloucester	12376	1.57	3.135	$1.320
257	206	B	50.1	50.9	0.8	1.6	Mercer	15078	1.59	3.128	$0.480
258	24	E	7.7	10.4	2.7	7.5	Essex, Union	49951	1.99	3.128	$2.250
259	94	B	10.6	13.8	3.2	6.4	Warren	5794	1.55	3.126	$1.920
260	47	B	23.1	24.3	1.2	2.4	Cape May	3338	1.54	3.125	$0.720
261	70	B	43.7	44.2	0.5	1.0	Ocean	23478	1.64	3.121	$0.300
262	46	B	69.2	70.3	1.1	4.6	Bergen	36602	1.71	3.114	$1.380
263	71	B	0.1	1.7	1.6	3.2	Monmouth	14588	1.62	3.100	$0.960
264	9	S	110.5	111.0	0.5	1.0	Monmouth	19643	1.74	3.098	$0.300
265	284	B	0.0	7.0	7.0	14.0	Sussex	3144	1.58	3.093	$4.200
266	122	B	1.0	2.4	1.4	2.8	Warren	11986	1.62	3.092	$0.840
267	83	B	0.3	3.8	3.5	7.0	Cape May	3500	1.58	3.088	$2.100
268	36	B	6.5	9.4	2.9	5.8	Monmouth	14738	1.65	3.080	$1.740
269	202	S	0.3	5.4	5.1	10.2	Hunterdon	6578	1.64	3.075	$3.060
270	29	B	17.2	18.1	0.9	1.8	Hunterdon	11250	1.64	3.074	$0.540
271	26	B	0.0	2.5	2.5	7.2	Middlesex	16258	1.67	3.068	$2.160
272	46	B	17.4	21.0	3.6	7.9	Warren	13398	1.66	3.064	$2.370
273	44	B	5.1	9.2	4.1	8.6	Gloucester	7604	1.63	3.064	$2.580
274	31	B	22.1	23.6	1.5	3.9	Hunterdon	21766	1.70	3.062	$1.170
275	34	N	3.6	4.3	0.7	1.4	Monmouth	13361	1.72	3.060	$0.420
276	49	B	44.3	44.8	0.5	1.0	Cumberland	5102	1.63	3.057	$0.300
277	206	B	54.0	56.7	2.7	5.5	Mercer	22274	1.71	3.050	$1.650
278	9	B	3.0	14.3	11.3	22.6	Cape May	10016	1.66	3.044	$6.780
279	206	B	121.4	129.2	7.8	16.1	Sussex	10028	1.67	3.043	$4.830
280	173	B	0.1	1.7	1.6	3.2	Warren	7964	1.66	3.042	$0.960
281	173	B	8.5	11.6	3.1	6.2	Hunterdon	8984	1.66	3.041	$1.860
282	35	S	38.2	38.8	0.6	1.2	Monmouth	20535	1.82	3.036	$0.360
283	202	B	41.9	42.5	0.6	1.2	Morris	8092	1.67	3.032	$0.360
284	202	B	28.3	28.6	0.3	0.6	Somerset	18602	1.72	3.032	$0.180
285	17	N	9.3	11.0	1.7	4.0	Bergen	56965	2.17	3.025	$1.200

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
286	35	N	36.3	37.2	0.9	2.0	Monmouth	20535	1.83	3.020	$0.600
287	33	B	36.0	37.0	1.0	4.0	Monmouth	24914	1.76	3.018	$1.200
288	173	B	12.8	14.3	1.5	3.0	Hunterdon	12384	1.70	3.018	$0.900
289	183	B	0.6	1.6	1.0	2.0	Morris, Sussex	14640	1.71	3.018	$0.600
290	9W	B	10.3	11.2	0.9	1.8	Bergen	5240	1.67	3.017	$0.540
291	17	S	5.5	6.1	0.6	1.8	Bergen	41570	2.04	3.010	$0.540
292	73	S	28.7	30.1	1.4	2.8	Burlington	27835	1.92	3.001	$0.840
293	70	B	38.5	42.3	3.8	7.6	Ocean	16114	1.74	2.998	$2.280
294	41	N	13.0	13.9	0.9	1.8	Burlington	10684	1.77	2.992	$0.540
295	34	S	0.0	0.9	0.9	1.8	Monmouth	16108	1.83	2.987	$0.540
296	21	S	0.0	1.0	1.0	2.0	Essex	46433	2.12	2.976	$0.600
297	45	B	9.4	13.4	4.0	8.0	Gloucester, Salem	5976	1.73	2.971	$2.400
298	440	S	21.4	22.5	1.1	2.2	Hudson	25761	1.94	2.967	$0.660
299	206	B	94.2	95.1	0.9	2.2	Morris	25272	1.84	2.951	$0.660
300	4	W	5.1	5.8	0.7	2.1	Bergen	54451	2.23	2.945	$0.630
301	72	B	19.9	20.4	0.5	1.0	Ocean	15110	1.80	2.939	$0.300
302	1	N	3.8	4.1	0.3	0.6	Mercer	15818	1.88	2.939	$0.180
303	94	B	5.6	10.1	4.5	9.0	Warren	7590	1.77	2.936	$2.700
304	23	B	47.8	51.4	3.6	8.8	Sussex	4610	1.76	2.936	$2.640
305	9	B	59.8	60.7	0.9	1.8	Ocean	10212	1.79	2.934	$0.540
306	47	B	43.1	46.6	3.5	9.4	Cumberland	23692	1.86	2.925	$2.820
307	31	B	10.5	12.5	2.0	4.0	Hunterdon, Mercer	13744	1.82	2.916	$1.200
308	30	W	54.5	57.0	2.5	5.7	Atlantic	27872	2.02	2.914	$1.710
309	35	B	55.5	58.1	2.6	10.4	Middlesex	18488	1.86	2.901	$3.120
310	206	B	118.4	120.5	2.1	4.2	Sussex	24180	1.89	2.901	$1.260
311	130	S	12.1	13.3	1.2	2.4	Gloucester	10494	1.87	2.901	$0.720
312	46	B	25.0	27.1	2.1	8.4	Morris	25272	1.90	2.897	$2.520
313	94	B	40.9	42.9	2.0	4.0	Sussex	8724	1.83	2.891	$1.200
314	44	B	3.8	4.5	0.7	1.4	Gloucester	7480	1.83	2.888	$0.420
315	45	B	27.7	28.4	0.7	2.7	Gloucester	15960	1.87	2.884	$0.810
316	30	E	1.9	3.3	1.4	4.8	Camden	39814	2.18	2.874	$1.440
317	57	B	7.8	8.4	0.6	1.2	Warren	18046	1.89	2.872	$0.360
318	48	B	1.1	4.2	3.1	6.2	Salem	4964	1.84	2.869	$1.860
319	154	B	0.0	1.4	1.4	2.8	Camden	19836	1.91	2.867	$0.840
320	46	E	64.2	64.8	0.6	1.2	Bergen	29679	2.11	2.847	$0.360
321	38	E	10.1	13.5	3.4	10.0	Burlington	19857	2.02	2.846	$3.000
322	130	N	8.9	14.0	5.1	10.8	Gloucester	5966	1.90	2.843	$3.240
323	34	S	1.3	7.5	6.2	12.4	Monmouth	15337	1.99	2.833	$3.720
324	166	B	0.1	1.1	1.0	2.0	Ocean	25416	1.97	2.830	$0.600
325	54	N	8.4	9.1	0.7	1.3	Atlantic	6997	1.92	2.826	$0.390
326	22	W	34.3	35.5	1.2	3.6	Somerset	48694	2.32	2.819	$1.080
327	73	N	28.9	30.1	1.2	2.6	Burlington	26865	2.12	2.818	$0.780
328	33	B	37.9	41.3	3.4	13.6	Monmouth	17672	1.96	2.812	$4.080
329	30	B	7.8	12.4	4.6	19.2	Camden	32916	2.04	2.804	$5.760

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
330	4	E	1.5	2.0	0.5	1.0	Bergen	55071	2.42	2.784	$0.300
331	20	S	0.0	0.5	0.5	1.0	Passaic	32521	2.21	2.781	$0.300
332	42	S	7.0	12.2	5.2	15.6	Camden, Gloucester	51551	2.39	2.780	$4.680
333	322	B	15.2	15.8	0.6	2.1	Gloucester	18334	2.00	2.780	$0.630
334	66	B	1.0	2.3	1.3	2.6	Monmouth	23060	2.02	2.775	$0.780
335	27	B	1.7	2.4	0.7	1.4	Mercer	11716	1.98	2.771	$0.420
336	287	S	60.6	66.8	6.2	14.1	Bergen	28556	2.21	2.752	$4.230
337	94	B	38.0	39.0	1.0	2.0	Sussex	11966	2.01	2.742	$0.600
338	20	S	2.5	3.7	1.2	2.4	Passaic	22102	2.17	2.735	$0.720
339	322	B	5.0	6.0	1.0	2.0	Gloucester	20746	2.06	2.733	$0.600
340	55	N	30.7	31.5	0.8	1.6	Cumberland	13179	2.09	2.730	$0.480
341	42	N	7.8	12.1	4.3	12.9	Camden, Gloucester	54079	2.47	2.729	$3.870
342	202	S	22.1	24.1	2.0	4.1	Somerset	20122	2.17	2.713	$1.230
343	280	W	0.2	1.3	1.1	2.2	Morris	30034	2.27	2.708	$0.660
344	36	N	1.1	3.9	2.8	6.2	Monmouth	20327	2.18	2.707	$1.860
345	3	W	0.0	1.1	1.1	2.2	Passaic	58186	2.55	2.686	$0.660
346	46	E	65.2	67.0	1.8	3.6	Bergen	29679	2.29	2.685	$1.080
347	1	S	31.6	32.2	0.6	1.8	Middlesex	36846	2.37	2.674	$0.540
348	30	W	2.1	2.9	0.8	2.9	Camden	39818	2.40	2.673	$0.870
349	287	N	20.6	21.5	0.9	1.8	Somerset	36307	2.37	2.667	$0.540
350	36	S	12.9	14.5	1.6	3.2	Monmouth	10841	2.16	2.646	$0.960
351	80L	W	65.4	67.5	2.1	6.9	Bergen	41957	2.46	2.635	$2.070
352	78L	E	51.4	53.4	2.0	6.0	Union	45082	2.49	2.634	$1.800
353	70	B	11.2	12.6	1.4	2.8	Burlington	21822	2.18	2.631	$0.840
354	19	N	1.2	2.9	1.7	4.8	Passaic	20575	2.28	2.617	$1.440
355	130	S	27.3	28.8	1.5	4.5	Camden	22460	2.31	2.610	$1.350
356	24	W	9.1	9.9	0.8	2.4	Union	53030	2.59	2.607	$0.720
357	1	S	28.5	29.1	0.6	1.8	Middlesex	41472	2.49	2.602	$0.540
358	322	B	17.8	24.1	6.3	12.6	Gloucester	9612	2.16	2.600	$3.780
359	30	B	19.6	31.3	11.7	46.8	Atlantic, Camden	19948	2.20	2.599	$14.040
360	36	S	15.8	17.0	1.2	2.4	Monmouth	9597	2.21	2.595	$0.720
361	29	N	18.1	18.7	0.6	1.2	Hunterdon	5625	2.18	2.585	$0.360
362	168	B	1.0	3.2	2.2	4.4	Camden	11846	2.18	2.584	$1.320
363	4	W	3.5	4.4	0.9	2.7	Bergen	66394	2.69	2.583	$0.810
364	57	B	15.2	18.6	3.4	6.8	Warren	14942	2.20	2.582	$2.040
365	322	B	45.7	45.9	0.2	0.8	Atlantic	17526	2.22	2.572	$0.240
366	287	S	20.6	30.2	9.6	19.2	Somerset	44473	2.57	2.555	$5.760
367	57	B	0.2	1.7	1.5	3.0	Warren	14040	2.24	2.545	$0.900
368	3	E	0.2	1.1	0.9	2.9	Passaic	58186	2.71	2.543	$0.870
369	31	B	6.7	7.3	0.6	1.2	Mercer	32200	2.33	2.539	$0.360
370	21	N	12.5	14.4	1.9	3.8	Passaic	26844	2.43	2.536	$1.140
371	206	B	113.8	114.6	0.8	1.6	Sussex	15228	2.25	2.535	$0.480
372	30	B	16.3	16.9	0.6	1.6	Camden	15578	2.26	2.535	$0.480
373	10	B	18.9	21.8	2.9	9.0	Essex	17352	2.28	2.520	$2.700

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
374	130	N	63.2	64.8	1.6	3.2	Mercer	16172	2.35	2.518	$0.960
375	72	W	21.6	22.8	1.2	2.4	Ocean	21909	2.42	2.503	$0.720
376	31	B	3.4	3.9	0.5	2.0	Mercer	13348	2.30	2.490	$0.600
377	54	B	6.1	8.4	2.3	4.6	Atlantic	11884	2.29	2.490	$1.380
378	130	N	35.3	36.2	0.9	2.7	Burlington, Camden	26562	2.48	2.487	$0.810
379	54	B	9.1	10.5	1.4	2.8	Atlantic	14694	2.31	2.484	$0.840
380	63	B	1.0	2.9	1.9	5.7	Bergen	19724	2.34	2.479	$1.710
381	30	B	18.0	18.9	0.9	3.6	Camden	20042	2.35	2.473	$1.080
382	41	B	0.1	1.8	1.7	3.4	Gloucester	14034	2.33	2.460	$1.020
383	46	E	67.6	68.9	1.3	3.3	Bergen	23652	2.49	2.460	$0.990
384	322	B	36.8	44.1	7.3	29.2	Atlantic	15094	2.34	2.453	$8.760
385	46	B	41.1	42.2	1.1	3.4	Morris	21080	2.38	2.444	$1.020
386	1	B	61.9	62.5	0.6	2.0	Bergen	21458	2.39	2.437	$0.600
387	45	B	16.4	17.6	1.2	2.4	Gloucester	7066	2.34	2.426	$0.720
388	72	B	17.1	17.9	0.8	1.6	Ocean	15110	2.38	2.423	$0.480
389	130	S	24.2	24.7	0.5	1.0	Gloucester	9248	2.40	2.417	$0.300
390	287	S	51.0	53.1	2.1	6.9	Morris	36179	2.66	2.411	$2.070
391	40	E	61.6	63.5	1.9	3.8	Atlantic	22242	2.54	2.395	$1.140
392	202	N	6.0	6.8	0.8	1.6	Hunterdon	16207	2.52	2.366	$0.480
393	47	S	2.3	3.0	0.7	1.4	Cape May	14092	2.50	2.364	$0.420
394	9	B	26.3	27.0	0.7	1.4	Cape May	12526	2.43	2.361	$0.420
395	70	B	45.0	47.1	2.1	4.2	Ocean	14918	2.45	2.360	$1.260
396	22	W	20.0	22.3	2.3	4.5	Hunterdon	12829	2.50	2.359	$1.350
397	40	E	53.3	53.8	0.5	1.5	Atlantic	21286	2.58	2.357	$0.450
398	54	S	8.4	8.9	0.5	1.0	Atlantic	6965	2.46	2.346	$0.300
399	22	W	31.6	33.4	1.8	3.6	Somerset	19919	2.60	2.330	$1.080
400	9	B	63.9	69.8	5.9	11.8	Ocean	20328	2.51	2.327	$3.540
401	77	B	19.8	22.5	2.7	5.4	Gloucester	4250	2.44	2.320	$1.620
402	40	W	1.8	2.7	0.9	1.8	Salem	6565	2.49	2.313	$0.540
403	40	B	8.9	9.9	1.0	2.0	Salem	16020	2.51	2.311	$0.600
404	38	B	16.8	18.4	1.6	6.4	Burlington	26032	2.55	2.309	$1.920
405	295	N	8.0	9.6	1.6	3.2	Gloucester, Salem	15258	2.63	2.264	$0.960
406	202	S	5.8	7.0	1.2	2.4	Hunterdon	15485	2.63	2.261	$0.720
407	130	S	8.9	9.4	0.5	1.0	Gloucester	2528	2.51	2.260	$0.300
408	55	N	22.5	24.0	1.5	3.0	Cumberland	6741	2.57	2.242	$0.900
409	47	B	32.3	34.9	2.6	5.2	Cumberland	18140	2.60	2.233	$1.560
410	206	B	8.5	11.0	2.5	5.0	Burlington	13152	2.58	2.233	$1.500
411	30	B	13.1	13.8	0.7	2.8	Camden	25066	2.66	2.214	$0.840
412	31	B	40.9	41.7	0.8	1.6	Warren	15740	2.62	2.208	$0.480
413	77	B	10.6	14.3	3.7	7.4	Salem	5138	2.57	2.206	$2.220
414	322	W	45.9	47.8	1.9	3.8	Atlantic	10019	2.65	2.201	$1.140
415	47	B	48.5	49.4	0.9	1.8	Cumberland	13674	2.64	2.181	$0.540
416	147	E	1.3	2.0	0.7	1.4	Cape May	7863	2.65	2.180	$0.420

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
417	48	B	0.1	0.7	0.6	1.2	Salem	6882	2.71	2.086	$0.360
418	40	B	59.7	61.6	1.9	7.6	Atlantic	30748	3.19	1.753	$2.280
Totals						**2374.1**					**$712.23**