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

FISCAL YEAR 2010

Prepared by:

New Jersey Department of Transportation

March 2011

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 2010. 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. A comprehensive Pavement Management Plan is utilized to make the most effective use of available resources. This plan includes a mix of pavement treatments ranging from preventive maintenance to rehabilitation and reconstruction, taking advantage of the Department's expedited project delivery system.

The Department strives to maintain the roadway infrastructure in a state of good repair and address deficiencies. Funding for pavement projects continues to be a major constraint to network improvement. By using combined State and federal AARA funds, improvements have been made to the highway network, slightly reducing New Jersey's percentage of deficient pavements. The Department has established a goal of reducing this deficiency to no more than 20% of the network, which analysis indicates requires an average investment of approximately $290 million per year over a 10 year period. Eliminating the backlog of deficient pavements entirely would require an average investment of approximately $600 million per year, over the next 10 years.

The funds needed to meet our pavement investment goals are supported by the Christie Administration's Transportation Capital Program. The proposed FY 2012 Capital Program includes an investment of $284 million in highway rehabilitation, reconstruction, resurfacing and capital maintenance. With this investment rate the Department expects to improve pavements from a current condition of 50% acceptable to nearly 80% acceptable over the next 10 years. This will meet the Department's 10-year asset management goal for pavement.

This report highlights work completed through the Plan in fiscal year 2010. 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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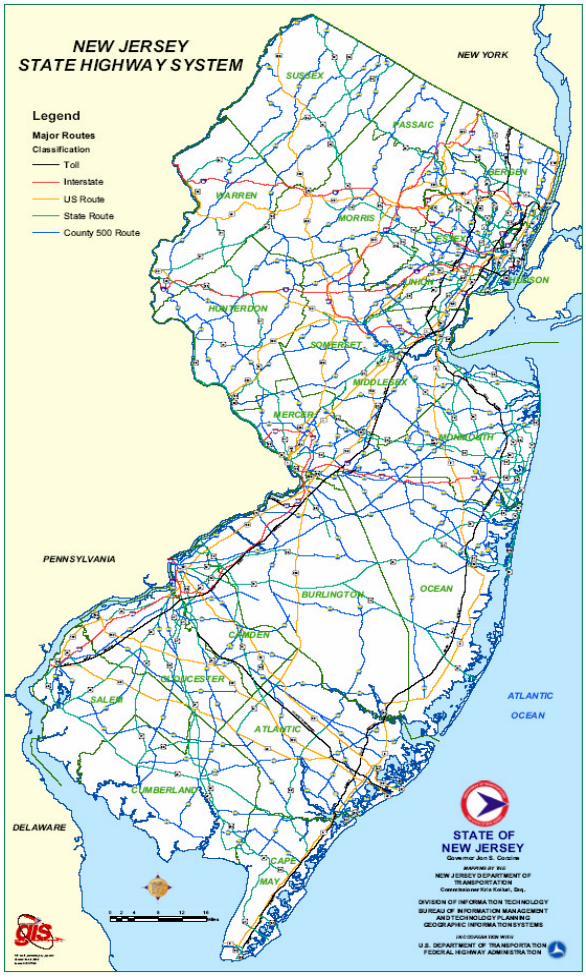
CURRENT STATUS OF THE STATE HIGHWAY SYSTEM

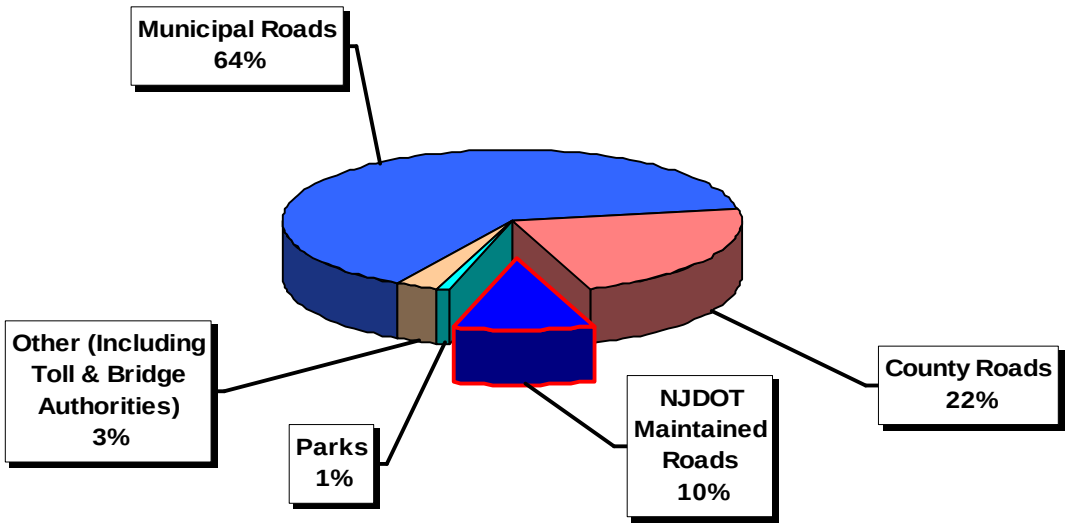
Description of System

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 2009 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)

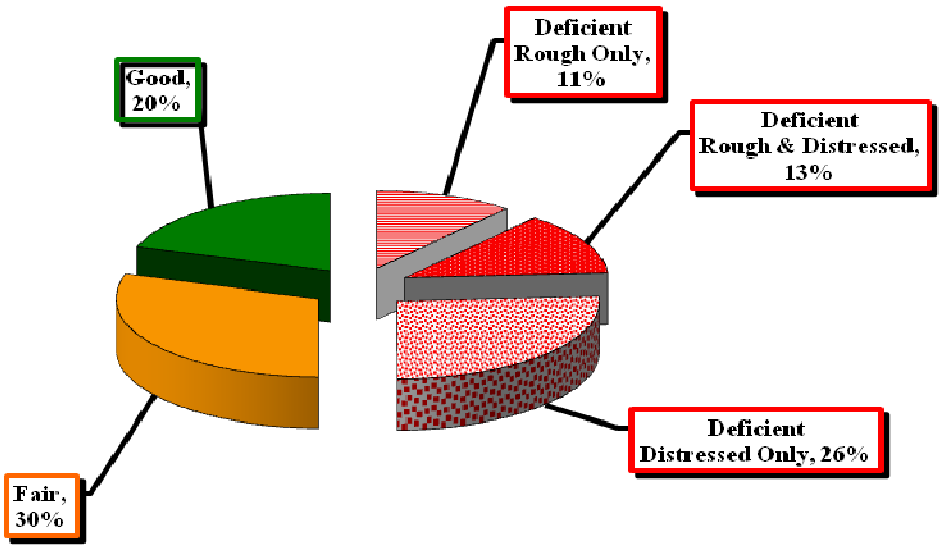
Condition	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone	946.4	11%
Deficient by Roughness & Distress	1033.0	13%
Deficient by Distress Alone	2182.6	26%
Total Deficient	4162.0	50%
Total Fair/Mediocre	2536.9	30%
Total Good	1703.4	20%
Total State System	8402.3†	100%

Source: NJDOT Pavement Management System, 2009 Data

† ***Note: Mileage in Table 2 represents tested mileage which is slightly less than system mileage (8402 out of 8410) due to inaccessibility of some areas for testing.***

FIGURE 2

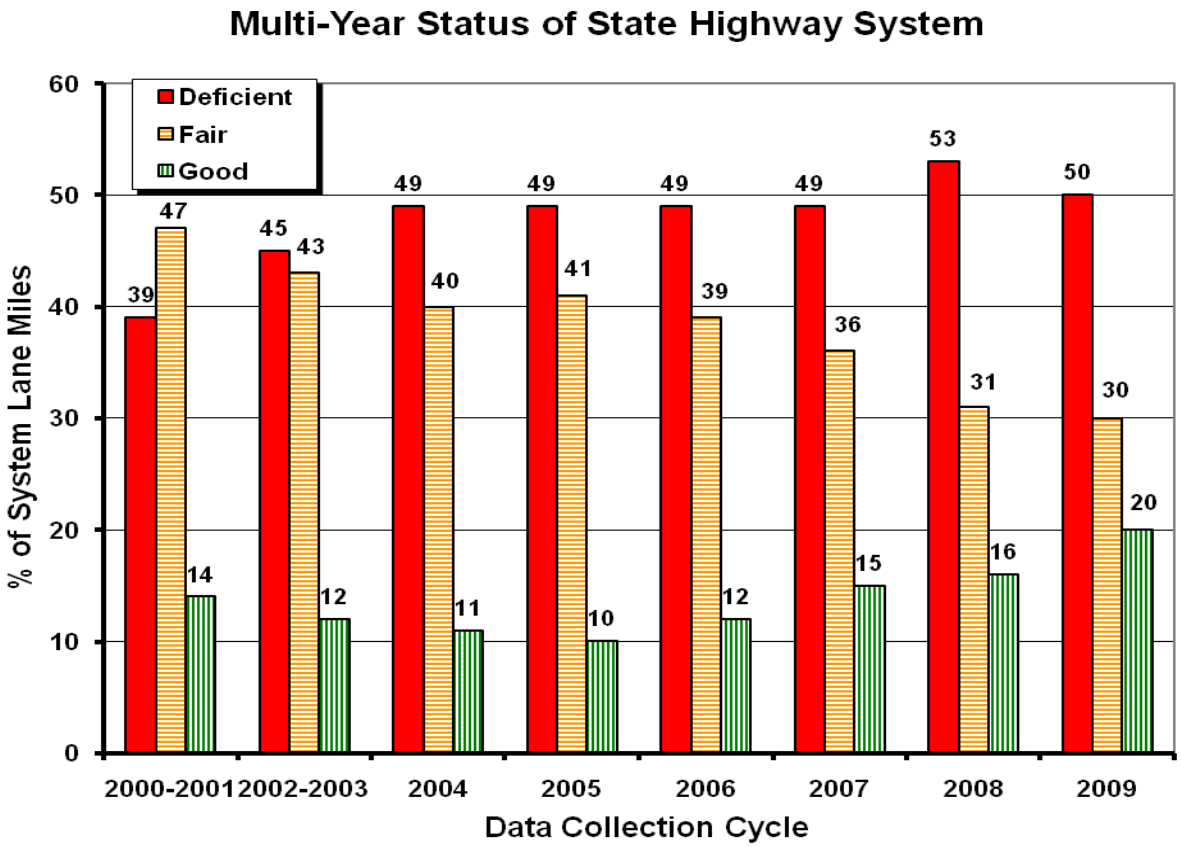
Current Functional Adequacy of NJ State Highway System
(Based on Roughness & Distress)



Source: NJDOT Pavement Management System, 2009 Data

These results underscore the severity of the functional deficiency (50% of the system). Similar analyses using data collected over the last 9 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



Source: NJDOT Pavement Management System

PAVEMENT PRESERVATION FUNDING

Programmed funding in fiscal year 2010 for pavement preservation activities is detailed in Table 3 below. Actual project costs broken down by program categories are shown on pages 7 through 10.

TABLE 3

Programmed Pavement Preservation Funding for Fiscal Year 2010

(Actual costs broken down by projects are shown on pages 7 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.	**$2**
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.	**$3**
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.	**$60**
Highway Resurfacing - Capital Program Mgt. Projects (State & Fed. Funding)	This program funds larger scale projects administered through Capital Program Management which are primarily involved with pavement resurfacing.	**$22 (Standard Funding) $41 (Economic Stimulus)**
Highway Rehabilitation & Reconstruction - Capital Program Mgt. Projects (State & Fed. Funding)	This program funds larger scale projects administered through Capital Program Management with many activities (e.g. bridge rehab, signal & safety improvements, pavement, sidewalks and curbs, etc.).	**$38**
Totals		**$176**

WORK COMPLETED IN FISCAL YEAR 2010

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 the Capital Program Management branch. 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 2010 Highway Capital Maintenance Projects

As described in Table 3, Highway Capital Maintenance dollars were spent in fiscal year 2010 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.

Fiscal Year 2010 Highway Resurfacing – Operations Division Projects

Table 4 below lists pavement resurfacing contract work awarded in fiscal year 2010 through the Department's Division of Operations Support. Ten contracts valued at $60 million are listed.

TABLE 4
Highway Resurfacing Contracts Awarded In FY 2010
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-Central	130	N	55.75	60.30	9.00	Burlington, Mercer	$7.756
	130	S	55.75	59.80	8.00	Burlington, Mercer	
	130	N	61.80	62.48	1.40	Mercer	
Maintenance Operational Improv Contract	35	S	40.75	41.17	0.80	Monmouth	$0.518
MRRC #C103	1	N	9.22	11.42	6.60	Mercer	$7.079
	1	S	9.23	9.60	1.30	Mercer	
	1	S	10.81	11.46	2.10	Mercer	
	1B	B	1.50	2.73	4.80	Mercer	
	130	B	64.81	68.00	14.40	Mercer	
	130	S	74.14	76.23	4.20	Middlesex	
MRRC #C302	9	B	113.01	114.00	4.40	Monmouth	$6.426
	33	E	31.08	35.66	5.10	Monmouth	
	33	W	31.08	35.71	5.10	Monmouth	
	34	B	8.77	10.31	3.00	Monmouth	
	66	W	2.28	3.17	1.80	Monmouth	
	66	E	2.30	3.10	1.40	Monmouth	
MRRC #C303	9	B	101.67	102.86	4.60	Ocean	$5.807
	70	B	47.09	48.41	2.60	Ocean	
	88	B	6.50	10.02	8.00	Ocean	
	166	B	2.28	3.70	2.80	Ocean	
MRRC #N202	15	N	2.56	14.18	26.70	Morris, Sussex	$6.020
	15	S	8.81	14.18	10.70	Morris, Sussex	
	15	B	17.00	19.24	4.40	Sussex	
MRRC #N305	5	B	0.00	0.37	0.80	Bergen	$7.400
	5	B	1.00	1.60	1.20	Bergen	
	5	B	2.00	3.18	2.70	Bergen	
	10	B	21.80	23.47	5.40	Essex	
	17	S	17.14	19.60	7.50	Bergen	
	28	B	19.80	23.30	8.60	Union	
	67	B	0.00	1.86	7.20	Bergen	
	440	S	24.95	26.18	2.60	Hudson	

Table 4 Operations Resurfacing Contracts Awarded in FY 2010 – 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 #S103	70	B	14.00	17.10	6.20	Burlington	$7.944
	206	B	13.83	25.20	25.20	Burlington	
	206	B	25.58	26.65	2.20	Burlington	
	206	B	30.43	33.07	10.80	Burlington	
MRRC #S203	42	B	0.00	3.40	17.70	Gloucester	$6.199
	322	E	24.50	25.80	2.60	Gloucester	
	322	B	30.60	34.50	15.70	Gloucester, Atlantic	
MRRC #S303	40	B	43.60	44.80	2.40	Atlantic	$4.550
	40	B	45.70	46.90	2.40	Atlantic	
	40	E	54.25	56.40	4.20	Atlantic	
	40	W	54.25	55.50	2.40	Atlantic	
	40	B	57.10	59.70	10.40	Atlantic	
Total					**271.4**		**$59.699**

FY 2010 Hwy Resurfacing - Capital Program Mgt Projects (Regular Funding)

This funding category includes special resurfacing 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 highway segments, but may also include selected repair activities, minor upgrades such as curbing and guardrails, application of long-life pavement markings and raised pavement markers, and acquisition of essential equipment and materials. Table 5 below lists two highway resurfacing projects with construction funding in fiscal year 2010 administered through Capital Program Management valued at $21.62 million.

TABLE 5
Hwy Resurfacing Projects with FY 2010 Regular Construction Funding Administered Through Capital Program Management

Project Description	NJDOT UPC No.	Dir (B= Both)	Start Mile-Post	End Mile-Post	Total Lane Miles	County	Funding Source	Cost (Millions)
Rt 129, Resurfacing	093100	B	0.00	2.41	9.3	Mercer	Federal	$3.869
Rt 287, From Vicinity of Main St. to South of I-78, Resurfacing	984380	B	12.90	20.57	57.1	Somerset	Federal	$17.750
Total					**66.4**			**$21.619**

FY 2010 Hwy Resurfacing-Capital Program Mgt Projects (Stimulus Funding)

Economic stimulus funding was made available in fiscal year 2010 through the American Recovery and Reinvestment Act (ARRA). NJDOT worked vigorously applying sound engineering principles and utilizing extensive data generated by the Department's Pavement Management System to select pavement projects that could be delivered quickly and meet other criteria set forth in this legislation. Included in Table 6 below is a list of six pavement restoration projects valued at $41.46 million.

TABLE 6
Hwy Resurfacing Projects with FY 2010 Economic Stimulus (ARRA) Funding Administered Through Capital Program Management

Project Description	NJDOT UPC No.	Dir (B= Both)	Start Mile-Post	End Mile-Post	Total Lane Miles	County	Funding Source	Cost (Millions)
Route 18, From South of Rt 34 to Rt 9 SB, Resurfacing	103140	N	18.90	29.50	21.2	Middlesex, Monmouth	Federal, ARRA	$9.850
		S	21.86	30.50	17.2			
Route 37, From Route 70 to Garden State Parkway, Resurfacing	103080	B	0.00	6.27	30.7	Ocean	Federal, ARRA	$4.499
Route 37, From East of Douglas Street to Route 35, Bridge Deck Patching and Resurfacing	103090	B	11.43	13.43	11.4	Ocean	Federal, ARRA	$3.318
Route 68, North of Mt. Pleasant Rd. to South of Aaronson Rd.	103050	B	3.80	7.60	15.1	Burlington	Federal, ARRA	$3.650
Route 70, East of Vermont Avenue to Route 34	103060	B	50.80	57.80	24.3	Ocean, Monmouth	Federal, ARRA	$10.900
		B	58.70	59.80	2.2			
Route 195, From NJ Turnpike to East of Imlaystown-Hightstown Road, Resurfacing	093590	E	7.16	12.09	9.8	Mercer, Monmouth	Federal, ARRA	$9.242
		W	9.26	12.09	5.6			
Total					**137.5**			**$41.459**

FY 2010 Highway Rehab. & Reconstruct. – Capital Program Mgt. Projects

Projects in this funding program category are generally large-scale ones and can include many activities in addition to pavement improvements, such as bridge rehabilitation, safety improvements, congestion improvements, operational improvements, traffic signals, sidewalks and curbs. Included in Table 7 below is a major interstate rehabilitation project with $38.17 million funded in FY 2010.

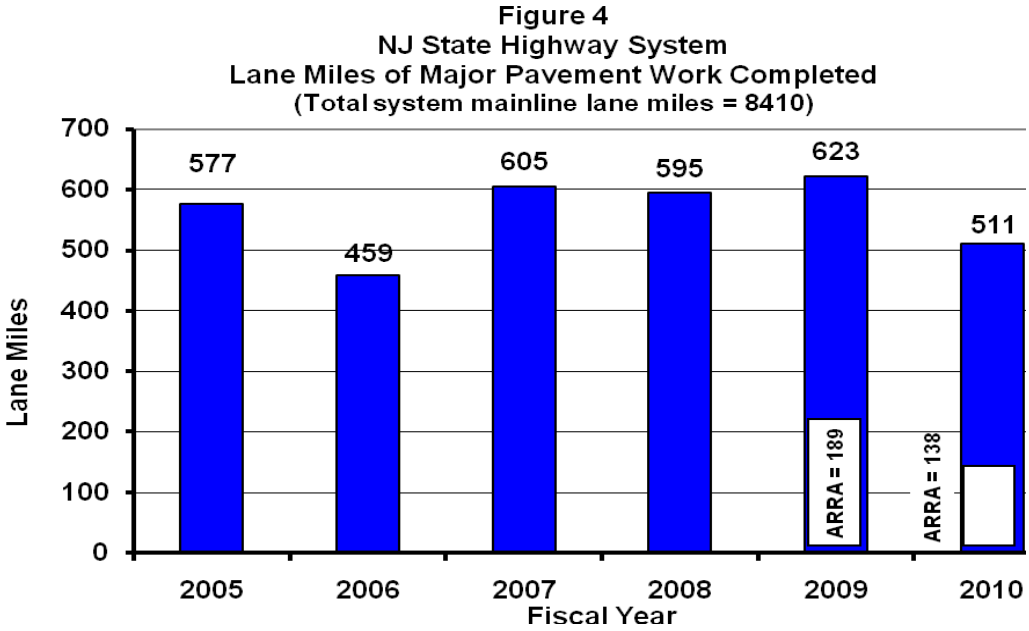
TABLE 7
Highway Rehab & Reconstruction Projects With FY 2010 Construction Funding Administered Through Capital Program Management

Project Description	NJDOT UPC No.	Dir (B= Both)	Start Mile-Post	End Mile-Post	FY 10 Lane Miles	County	Funding Source	FY 10 Cost (Millions)
Rt 295, From Rancocas-Mount Holly Road to Route 130, Pvmnt Repair and Rubbilization	083240	B	44.94	56.82	35.7 (See Note #1)	Burlington	State	$38.170 (See Note #2)
Total					**35.7**			**$38.170**

Notes:
1) Total lane miles for this project = 71.4. Approximately 35.7 lane miles are credited to FY 10.
2) Project is funded over multiple fiscal years beginning 2010. 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 resurfacing or reconstruction over the last 6 years.



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1. New Jersey Department of Transportation, *Capital Investment Strategy FY 2010-2019,* April 13, 2009.

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

3. New Jersey Department of Transportation, *Long Range Transportation Plan, Transportation Choices 2025*, March 2001.

4. New Jersey Department of Transportation, *The New Jersey Department of Transportation Standard Specifications for Road and Bridge Construction,* 2007.

5. New Jersey Department of Transportation, *Transportation Capital Program, Fiscal Year 2010*.

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

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

8. 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 PAVEMENTS SECTIONS

NEEDING FUTURE RESTORATION

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

Notes:
(1) AADT = Average Annual Daily Traffic. FPR = Final Pavement Rating (0-5 scale, 5=perfect pavement)
(2) Benefit = 0.9(5.0-Avg FPR) + 0.1(Traffic Factor) and Traffic Factor = (5/60000)(Avg AADT), with Max = 5.0
(3) For undivided routes (Dir = B): FPR and Benefit shown are the most critical set of values in either direction.

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
1	080	E	45.6	53.0	7.4	22.0	Essex, Morris, Passaic	53921	0.30	4.675	$6.60
2	001	N	15.9	16.5	0.6	1.2	Middlesex	23860	0.26	4.462	$0.36
3	001	S	0.6	1.2	0.6	1.5	Mercer	22608	0.41	4.324	$0.45
4	001	N	25.2	26.2	1.0	3.0	Middlesex	35004	0.54	4.308	$0.90
5	022	W	58.2	59.1	0.9	1.8	Essex, Union	31430	0.51	4.300	$0.54
6	206	N	97.3	98.4	1.1	2.2	Morris, Sussex	10267	0.35	4.273	$0.66
7	183	N	0.0	0.6	0.6	1.1	Morris	7779	0.37	4.233	$0.33
8	003	W	4.3	6.2	1.9	5.7	Bergen, Passaic	66928	0.85	4.231	$1.71
9	022	E	37.8	43.7	5.9	12.3	Somerset	28424	0.62	4.175	$3.69
10	046	W	6.8	7.5	0.7	1.2	Warren	4663	0.41	4.172	$0.42
11	139U	W	0.1	0.6	0.5	1.0	Hudson	11823	0.48	4.169	$0.30
12	046	B	0.8	6.8	6.0	12.4	Warren	8600	0.41	4.167	$3.72
13	022	E	45.1	47.8	2.7	5.4	Somerset, Union	31264	0.70	4.131	$1.62
14	017	S	23.1	26.4	3.3	9.9	Bergen	38011	0.80	4.100	$2.97
15	124	B	4.3	5.6	1.3	2.6	Morris	16168	0.53	4.093	$0.78
16	322	B	16.8	17.4	0.6	1.2	Gloucester	18486	0.54	4.088	$0.36
17	033	B	12.6	14.3	1.7	3.4	Mercer	12896	0.53	4.077	$1.02
18	122	B	1.4	2.4	1.0	2.0	Warren	12740	0.56	4.051	$0.60
19	130	S	67.8	74.3	6.5	13.0	Mercer, Middlesex	14993	0.64	4.049	$3.90
20	078	E	23.4	30.4	7.0	20.7	Hunterdon, Somerset	53343	0.99	4.049	$6.21
21	080	E	28.5	29.0	0.5	1.5	Morris	48065	0.95	4.045	$0.45
22	033	W	24.3	28.8	4.5	9.0	Monmouth	9374	0.59	4.045	$2.70
23	130	S	33.3	36.4	3.1	9.6	Burlington, Camden	23146	0.73	4.038	$2.88
24	070	E	0.3	5.8	5.5	15.1	Camden	29133	0.79	4.034	$4.53
25	124	B	10.5	11.1	0.6	2.1	Union	16444	0.62	4.013	$0.63
26	130	S	42.7	46.7	4.0	11.8	Burlington	23290	0.76	4.006	$3.54
27	027	B	26.7	27.2	0.5	1.4	Middlesex, Union	20116	0.67	3.984	$0.42
28	139U	E	0.1	0.7	0.6	1.2	Hudson	11823	0.68	3.983	$0.36
29	030	E	48.9	50.8	1.9	4.2	Atlantic	18105	0.75	3.978	$1.26
30	182	B	0.0	0.9	0.9	2.1	Warren	25356	0.71	3.966	$0.63

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK - CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
31	001L	S	49.0	50.5	1.5	3.0	Essex	21575	0.79	3.965	$0.90
32	031	B	34.4	40.9	6.5	14.4	Hunterdon, Warren	23706	0.70	3.965	$4.32
33	041	B	10.8	13.0	2.2	8.8	Camden	27280	0.72	3.963	$2.64
34	022	E	1.1	2.4	1.3	3.6	Warren	21149	0.80	3.955	$1.08
35	001	N	62.8	64.9	2.1	4.9	Bergen	24608	0.84	3.945	$1.47
36	001	S	47.4	57.4	10.0	21.9	Essex, Hudson	29630	0.90	3.940	$6.57
37	124	B	6.3	7.3	1.0	2.0	Morris	22362	0.74	3.931	$0.60
38	076	S	0.7	1.7	1.0	4.3	Camden	91059	1.19	3.930	$1.29
39	031	S	32.5	34.4	1.9	3.8	Hunterdon	14105	0.77	3.924	$1.14
40	173	B	13.3	14.3	1.0	2.0	Hunterdon	12384	0.70	3.920	$0.60
41	026	B	1.9	2.5	0.6	2.4	Middlesex	16428	0.73	3.910	$0.72
42	040	W	52.3	54.3	2.0	4.0	Atlantic	20521	0.85	3.903	$1.20
43	001	N	5.5	6.5	1.0	2.5	Mercer	27225	0.92	3.901	$0.75
44	202	S	24.9	25.7	0.8	1.6	Somerset	37890	1.02	3.894	$0.48
45	046	W	0.0	0.8	0.8	1.2	Warren	4492	0.75	3.863	$0.36
46	206	B	44.5	46.9	2.4	5.3	Mercer	11414	0.77	3.852	$1.59
47	030	B	40.5	48.9	8.4	33.6	Atlantic	20010	0.82	3.842	$10.08
48	009	S	112.3	113.0	0.7	2.0	Monmouth	19167	0.92	3.836	$0.60
49	007	B	4.2	5.2	1.0	2.2	Bergen	18230	0.84	3.822	$0.66
50	440	N	20.3	21.7	1.4	2.8	Hudson	23724	0.98	3.819	$0.84
51	004	W	0.0	1.0	1.0	2.0	Bergen, Passaic	55071	1.27	3.816	$0.60
52	022	W	44.4	47.2	2.8	8.3	Somerset, Union	32227	1.06	3.810	$2.49
53	034	S	3.9	7.5	3.6	7.2	Monmouth	13941	0.90	3.809	$2.16
54	038	W	0.0	6.4	6.4	15.8	Burlington, Camden	29130	1.04	3.805	$4.74
55	001	S	62.8	64.9	2.1	4.2	Bergen	24608	1.01	3.798	$1.26
56	036	S	21.8	22.3	0.5	1.0	Monmouth	20764	0.98	3.791	$0.30
57	054	N	8.4	9.1	0.7	1.3	Atlantic	6997	0.87	3.774	$0.39
58	003	E	0.2	1.1	0.9	2.9	Passaic	58186	1.35	3.771	$0.87
59	001	N	55.7	57.3	1.6	3.2	Hudson	31673	1.10	3.770	$0.96
60	080	E	53.7	58.2	4.5	17.6	Passaic	71128	1.37	3.770	$5.28
61	031	B	47.2	48.2	1.0	2.0	Warren	8582	0.85	3.769	$0.60
62	010	E	0.3	7.2	6.9	14.1	Morris	22366	1.03	3.761	$4.23
63	050	B	11.2	18.3	7.1	14.2	Atlantic	3108	0.84	3.755	$4.26
64	034	B	16.2	21.2	5.0	12.0	Monmouth	13716	0.90	3.749	$3.60
65	022	W	31.6	32.1	0.5	1.0	Somerset	19919	1.02	3.744	$0.30
66	001	S	35.8	38.0	2.2	6.4	Middlesex	27485	1.10	3.737	$1.92
67	206	B	56.7	59.9	3.2	6.8	Mercer, Somerset	19574	0.94	3.734	$2.04
68	045	B	25.0	26.6	1.6	5.6	Gloucester	17206	0.94	3.725	$1.68
69	017	N	3.5	6.8	3.3	9.2	Bergen	39496	1.23	3.721	$2.76
70	042	N	3.4	6.6	3.2	6.4	Gloucester	33108	1.17	3.720	$1.92

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
71	130	S	80.3	83.1	2.8	5.6	Middlesex	20588	1.06	3.719	$1.68
72	030	B	7.8	12.4	4.6	19.2	Camden	32916	1.03	3.710	$5.76
73	056	B	1.3	4.8	3.5	7.0	Cumberland	13232	0.95	3.704	$2.10
74	166	B	0.2	1.4	1.2	2.4	Ocean	25416	1.02	3.690	$0.72
75	009	S	110.5	111.6	1.1	2.2	Monmouth	19482	1.08	3.686	$0.66
76	322	E	45.9	50.3	4.4	8.8	Atlantic	12344	1.02	3.680	$2.64
77	022	E	54.8	60.5	5.7	12.6	Essex, Union	34370	1.24	3.670	$3.78
78	015	B	0.1	1.8	1.7	3.9	Morris	58572	1.20	3.666	$1.17
79	009	B	81.4	90.3	8.9	19.4	Ocean	23488	1.04	3.663	$5.82
80	124	B	12.5	13.3	0.8	1.7	Union	16444	1.01	3.662	$0.51
81	033	E	17.7	21.4	3.7	7.4	Middlesex, Monmouth	16799	1.09	3.659	$2.22
82	056	B	0.1	0.7	0.6	1.4	Cumberland	10350	0.98	3.657	$0.42
83	046	E	6.8	7.5	0.7	1.4	Warren	4729	0.99	3.649	$0.42
84	012	E	11.2	11.7	0.5	0.7	Hunterdon	7459	1.02	3.641	$0.21
85	322	W	24.2	25.8	1.6	3.0	Gloucester	9992	1.05	3.640	$0.90
86	130	S	76.3	78.8	2.5	5.0	Middlesex	20588	1.16	3.630	$1.50
87	027	B	2.8	4.9	2.1	4.4	Mercer, Middlesex, Somerset	11396	1.02	3.630	$1.32
88	001	S	41.2	44.5	3.3	9.2	Union	38330	1.33	3.622	$2.76
89	082	B	2.8	4.3	1.5	6.0	Union	32576	1.13	3.619	$1.80
90	030	E	1.6	3.2	1.6	5.8	Camden	39821	1.35	3.618	$1.74
91	054	B	9.1	11.9	2.8	5.6	Atlantic	13846	1.04	3.617	$1.68
92	001	N	0.7	1.3	0.6	1.2	Mercer	24957	1.22	3.609	$0.36
93	154	B	0.0	1.6	1.6	3.2	Camden	19522	1.10	3.595	$0.96
94	017	S	8.5	9.0	0.5	1.0	Bergen	43416	1.41	3.593	$0.30
95	030	W	1.4	2.9	1.5	5.0	Camden	39830	1.38	3.591	$1.50
96	070	E	6.5	8.3	1.8	3.8	Burlington, Camden	23560	1.23	3.587	$1.14
97	010	E	11.1	18.9	7.8	17.7	Essex, Morris	21464	1.22	3.579	$5.31
98	041	B	0.0	2.8	2.8	5.6	Gloucester	14034	1.09	3.575	$1.68
99	088	B	0.1	2.2	2.1	4.3	Ocean	23932	1.14	3.572	$1.29
100	028	B	6.7	12.4	5.7	17.7	Middlesex, Somerset	22648	1.14	3.571	$5.31
101	034	B	23.7	26.5	2.8	5.6	Middlesex	26014	1.16	3.564	$1.68
102	130	N	33.5	36.4	2.9	8.7	Burlington, Camden	23251	1.27	3.554	$2.61
103	046	B	41.1	42.0	0.9	2.8	Morris	21080	1.15	3.549	$0.84
104	009	B	94.9	101.8	6.9	14.0	Ocean	28114	1.19	3.544	$4.20
105	322	B	43.4	45.9	2.5	10.0	Atlantic	17526	1.15	3.541	$3.00
106	004	W	2.0	2.9	0.9	2.8	Bergen	55071	1.58	3.539	$0.84
107	033	E	37.0	37.9	0.9	1.8	Monmouth	10312	1.17	3.532	$0.54

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
108	130	N	67.8	83.4	15.6	31.5	Mercer, Middlesex	18188	1.25	3.530	$9.45
109	055	N	25.3	30.1	4.8	9.6	Cumberland	12026	1.19	3.526	$2.88
110	202	B	29.1	29.9	0.8	2.2	Somerset	19046	1.17	3.522	$0.66
111	046	E	71.4	72.1	0.7	1.6	Bergen	27682	1.35	3.520	$0.48
112	028	E	23.3	26.3	3.0	6.0	Union	8534	1.17	3.520	$1.80
113	022	W	54.8	57.4	2.6	5.3	Union	37601	1.44	3.514	$1.59
114	042	S	3.4	6.1	2.7	10.4	Gloucester	32999	1.41	3.508	$3.12
115	202	B	44.7	45.2	0.5	1.4	Morris	17100	1.19	3.504	$0.42
116	036	N	22.9	23.6	0.7	1.4	Monmouth	17588	1.27	3.499	$0.42
117	001	B	57.4	62.2	4.8	19.1	Bergen, Hudson	33602	1.27	3.498	$5.73
118	045	B	0.0	8.8	8.8	17.6	Salem	6650	1.15	3.491	$5.28
119	028	B	3.1	6.2	3.1	6.6	Somerset	14014	1.19	3.490	$1.98
120	095M	S	2.2	3.3	1.1	3.3	Mercer	27480	1.38	3.485	$0.99
121	206	S	97.1	98.4	1.3	2.9	Morris, Sussex	10043	1.22	3.482	$0.87
122	439	B	0.0	2.1	2.1	5.1	Union	23032	1.24	3.479	$1.53
123	094	B	37.2	38.7	1.5	3.0	Sussex	11966	1.19	3.478	$0.90
124	012	B	4.2	9.9	5.7	11.4	Hunterdon	9226	1.18	3.473	$3.42
125	020	S	0.2	3.9	3.7	8.5	Passaic	27397	1.40	3.470	$2.55
126	676	S	0.0	2.2	2.2	6.5	Camden	34117	1.46	3.470	$1.95
127	053	B	1.1	4.5	3.4	7.0	Morris	15776	1.22	3.466	$2.10
128	029	S	8.6	9.4	0.8	1.6	Mercer	8666	1.24	3.458	$0.48
129	036	B	3.9	4.8	0.9	1.8	Monmouth	25542	1.28	3.455	$0.54
130	036	S	22.7	24.2	1.5	3.2	Monmouth	17588	1.34	3.444	$0.96
131	179	B	3.1	7.4	4.3	8.7	Hunterdon	4162	1.19	3.443	$2.61
132	206	B	86.6	91.4	4.8	12.5	Morris	21296	1.27	3.442	$3.75
133	183	S	0.0	0.6	0.6	1.1	Morris	7779	1.25	3.439	$0.33
134	028	E	6.2	6.7	0.5	1.0	Somerset	8796	1.26	3.438	$0.30
135	078	E	4.7	5.5	0.8	2.4	Warren	40307	1.56	3.435	$0.72
136	287	N	44.9	47.2	2.3	6.9	Morris	42002	1.57	3.434	$2.07
137	028	B	0.2	2.6	2.4	4.8	Somerset	18128	1.27	3.432	$1.44
138	073	N	28.9	30.2	1.3	2.8	Burlington	26067	1.43	3.429	$0.84
139	001	N	28.5	34.9	6.4	18.7	Middlesex	36430	1.53	3.427	$5.61
140	080	W	57.3	64.5	7.2	27.4	Bergen, Passaic	59188	1.74	3.423	$8.22
141	023	N	39.2	39.7	0.5	0.5	Sussex	9333	1.29	3.414	$0.15
142	130	S	60.2	62.4	2.2	4.4	Mercer	15537	1.35	3.412	$1.32
143	028	B	17.3	19.8	2.5	5.0	Union	16140	1.29	3.404	$1.50
144	094	B	32.9	36.3	3.4	6.8	Sussex	11908	1.27	3.403	$2.04
145	010	W	0.1	7.1	7.0	13.8	Morris	22243	1.43	3.401	$4.14
146	001	N	2.1	4.0	1.9	3.8	Mercer	19849	1.41	3.400	$1.14
147	206	B	0.0	11.5	11.5	23.6	Atlantic, Burlington	13866	1.29	3.393	$7.08
148	159	B	0.8	1.3	0.5	1.0	Essex	18190	1.32	3.389	$0.30
149	079	B	9.4	12.1	2.7	5.4	Monmouth	14360	1.31	3.385	$1.62

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
150	036	N	1.2	3.9	2.7	5.9	Monmouth	20470	1.43	3.381	$1.77
151	055	N	32.9	34.3	1.4	2.8	Cumberland	14856	1.40	3.363	$0.84
152	295	N	37.8	38.5	0.7	2.1	Burlington	50199	1.73	3.359	$0.63
153	027	B	34.5	38.4	3.9	15.6	Essex, Union	14812	1.34	3.357	$4.68
154	010	W	10.5	18.9	8.4	19.4	Essex, Morris	21936	1.48	3.349	$5.82
155	070	W	2.3	3.5	1.2	2.6	Camden	28118	1.54	3.347	$0.78
156	070	E	44.2	45.0	0.8	1.3	Ocean	12252	1.40	3.344	$0.39
157	003	E	4.3	6.2	1.9	5.7	Bergen, Passaic	66928	1.84	3.342	$1.71
158	202	B	31.7	41.5	9.8	19.9	Morris, Somerset	10086	1.35	3.326	$5.97
159	041	S	13.0	13.9	0.9	1.8	Burlington	10684	1.41	3.323	$0.54
160	009	S	114.0	115.3	1.3	3.7	Monmouth	27923	1.57	3.320	$1.11
161	038	E	0.0	6.1	6.1	14.7	Burlington, Camden	29474	1.59	3.319	$4.41
162	130	B	2.1	8.9	6.8	13.6	Gloucester, Salem	7758	1.35	3.316	$4.08
163	031	B	22.5	24.7	2.2	5.9	Hunterdon	21766	1.42	3.313	$1.77
164	001	S	39.1	40.6	1.5	4.5	Union	31924	1.62	3.311	$1.35
165	001	S	24.0	25.1	1.1	3.3	Middlesex	44407	1.74	3.306	$0.99
166	073	S	23.6	24.3	0.7	1.4	Burlington	23747	1.55	3.306	$0.42
167	033	B	35.9	37.0	1.1	4.4	Monmouth	25974	1.45	3.302	$1.32
168	017	B	0.2	3.6	3.4	7.9	Bergen	72614	1.67	3.297	$2.37
169	094	B	21.8	22.5	0.7	1.4	Sussex	10928	1.40	3.286	$0.42
170	047	B	39.3	40.1	0.8	1.6	Cumberland	5682	1.38	3.280	$0.48
171	001L	N	48.3	51.1	2.8	5.6	Essex	22135	1.57	3.272	$1.68
172	029	S	2.6	3.8	1.2	2.6	Mercer	22397	1.57	3.271	$0.78
173	095M	N	2.4	3.4	1.0	3.0	Mercer	27738	1.62	3.271	$0.90
174	023	N	20.7	23.2	2.5	5.0	Morris, Passaic	21003	1.56	3.270	$1.50
175	046	W	49.9	50.5	0.6	1.2	Morris	22464	1.58	3.270	$0.36
176	055	S	21.8	25.4	3.6	7.2	Cumberland	7580	1.44	3.269	$2.16
177	009	B	43.8	51.0	7.2	14.4	Atlantic	9306	1.42	3.264	$4.32
178	047	N	0.8	1.5	0.7	1.4	Cape May	10734	1.47	3.264	$0.42
179	202	S	5.9	6.9	1.0	2.0	Hunterdon	16207	1.53	3.260	$0.60
180	023	N	10.2	19.5	9.3	22.2	Morris, Passaic	26298	1.63	3.252	$6.66
181	322	B	25.8	30.6	4.8	19.2	Gloucester	20416	1.49	3.246	$5.76
182	028	W	23.3	25.8	2.5	5.0	Union	8534	1.48	3.243	$1.71
183	023	B	1.2	4.8	3.6	12.6	Essex, Passaic	24254	1.51	3.239	$3.78
184	001	N	44.4	44.9	0.5	1.5	Union	47023	1.84	3.236	$0.45
185	078	W	52.8	53.4	0.6	1.2	Union	46625	1.84	3.235	$0.36
186	046	W	60.9	69.2	8.3	17.6	Bergen, Passaic	28235	1.67	3.234	$5.28
187	045	B	9.4	10.2	0.8	1.6	Salem	8372	1.45	3.233	$0.48

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
188	001	N	47.4	48.4	1.0	2.0	Essex	27373	1.67	3.229	$0.60
189	202	N	50.1	50.6	0.5	1.0	Morris	13791	1.54	3.228	$0.30
190	078L	W	57.0	57.8	0.8	1.7	Essex	33657	1.74	3.218	$0.51
191	035	B	52.2	52.8	0.6	2.4	Middlesex	24780	1.54	3.218	$0.72
192	168	S	0.0	0.7	0.7	1.4	Gloucester	5923	1.48	3.214	$0.42
193	056	B	7.9	9.2	1.3	5.2	Cumberland	18150	1.51	3.213	$1.56
194	322	B	36.8	42.9	6.1	24.4	Atlantic	14616	1.50	3.213	$7.32
195	030	E	36.4	40.5	4.1	8.2	Atlantic	9950	1.52	3.211	$2.46
196	022	E	20.9	32.0	11.1	22.2	Hunterdon, Somerset	15415	1.58	3.208	$6.66
197	130	N	46.1	46.7	0.6	1.8	Burlington	22825	1.65	3.205	$0.54
198	009	S	104.4	105.7	1.3	2.6	Monmouth	18824	1.61	3.205	$0.78
199	206	S	81.0	81.5	0.5	1.0	Somerset	12998	1.56	3.204	$0.30
200	022	W	37.7	39.0	1.3	2.8	Somerset	34122	1.76	3.198	$0.84
201	049	B	0.1	12.2	12.1	24.2	Salem	12300	1.50	3.197	$7.26
202	023	B	31.6	40.9	9.3	19.4	Sussex	18132	1.53	3.197	$5.82
203	023	S	39.2	39.7	0.5	0.5	Sussex	9333	1.54	3.195	$0.15
204	206	N	81.0	81.5	0.5	1.0	Somerset	12998	1.57	3.194	$0.30
205	033	B	37.9	41.3	3.4	13.6	Monmouth	17672	1.54	3.192	$4.08
206	046	E	43.5	46.3	2.8	6.2	Morris	14700	1.59	3.192	$1.86
207	181	B	0.3	7.4	7.1	16.8	Morris, Sussex	10602	1.51	3.188	$5.04
208	023	S	12.9	19.8	6.9	18.2	Morris, Passaic	23534	1.68	3.185	$5.46
209	047	B	36.9	37.8	0.9	1.8	Cumberland	3570	1.49	3.177	$0.54
210	040	B	36.2	37.2	1.0	2.0	Atlantic	7490	1.51	3.176	$0.60
211	093	B	0.2	1.0	0.8	2.3	Bergen	26072	1.60	3.170	$0.69
212	029	B	19.7	21.5	1.8	4.6	Hunterdon	3864	1.50	3.165	$1.38
213	080L	E	45.6	46.1	0.5	1.0	Morris	40463	1.86	3.164	$0.30
214	179	B	1.1	2.6	1.5	3.6	Hunterdon	5286	1.51	3.164	$1.08
215	206	B	55.6	56.3	0.7	1.4	Mercer	22274	1.59	3.164	$0.42
216	047	B	11.4	14.0	2.6	5.2	Cape May	7680	1.52	3.162	$1.56
217	018	N	6.9	7.5	0.6	1.2	Monmouth	22222	1.69	3.161	$0.36
218	021	B	1.0	2.2	1.2	4.9	Essex	48794	1.72	3.159	$1.47
219	018	S	39.8	40.6	0.8	2.1	Middlesex	48881	1.95	3.155	$0.63
220	033	E	24.3	29.0	4.7	9.4	Monmouth	9372	1.58	3.155	$2.82
221	040	E	1.8	3.6	1.8	3.6	Salem	6649	1.56	3.150	$1.08
222	047	B	3.6	5.3	1.7	3.6	Cape May	15148	1.57	3.149	$1.08
223	018	S	15.7	17.3	1.6	3.2	Monmouth	20509	1.69	3.149	$0.96
224	070	B	19.0	27.5	8.5	17.0	Burlington	11472	1.55	3.148	$5.10
225	037	E	6.0	7.0	1.0	2.7	Ocean	30211	1.78	3.148	$0.81
226	206	S	70.6	71.5	0.9	1.8	Somerset	16221	1.66	3.144	$0.54
227	440	S	23.0	25.0	2.0	4.3	Hudson	24731	1.74	3.142	$1.29
228	063	B	0.1	2.9	2.8	8.3	Bergen	19724	1.60	3.139	$2.49
229	033B	B	0.0	3.0	3.0	6.6	Monmouth	9834	1.56	3.138	$1.98
230	440	N	23.7	26.2	2.5	5.0	Hudson	24549	1.75	3.132	$1.50

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
231	024	E	7.7	10.4	2.7	7.5	Essex, Union	49951	1.99	3.128	$2.25
232	206	B	98.4	99.6	1.2	2.9	Sussex	21912	1.63	3.127	$0.87
233	130	N	44.2	45.2	1.0	3.0	Burlington	23466	1.74	3.127	$0.90
234	047	B	23.1	24.3	1.2	2.4	Cape May	3338	1.54	3.125	$0.72
235	045	B	27.7	28.4	0.7	2.7	Gloucester	15960	1.61	3.117	$0.81
236	143	B	0.0	2.3	2.3	4.6	Camden	2196	1.55	3.114	$1.38
237	046	B	69.2	70.3	1.1	4.6	Bergen	36602	1.71	3.114	$1.38
238	183	B	0.6	1.8	1.2	2.4	Morris, Sussex	14320	1.62	3.106	$0.72
239	130	N	62.5	64.9	2.4	4.8	Mercer	16216	1.70	3.103	$1.44
240	049	B	52.2	53.3	1.1	2.2	Cape May	6386	1.58	3.103	$0.66
241	032	W	0.1	0.6	0.5	0.9	Middlesex	13667	1.68	3.099	$0.27
242	070	B	41.4	42.6	1.2	2.4	Ocean	20470	1.65	3.097	$0.72
243	094	B	5.5	7.9	2.4	4.8	Warren	7058	1.60	3.094	$1.44
244	284	B	0.0	7.0	7.0	14.0	Sussex	3144	1.58	3.093	$4.20
245	054	B	5.8	8.4	2.6	5.2	Atlantic	11684	1.62	3.090	$1.56
246	032	E	0.1	1.2	1.1	2.2	Middlesex	13546	1.70	3.086	$0.66
247	094	B	12.8	13.8	1.0	2.0	Warren	5308	1.60	3.085	$0.60
248	029	B	17.2	18.1	0.9	1.8	Hunterdon	11250	1.64	3.074	$0.54
249	202	S	0.6	4.9	4.3	8.6	Hunterdon	6528	1.65	3.074	$2.58
250	045	B	19.4	22.4	3.0	6.0	Gloucester	16518	1.66	3.073	$1.80
251	083	B	0.9	1.9	1.0	2.0	Cape May	3500	1.60	3.073	$0.60
252	206	B	117.7	125.8	8.1	17.3	Sussex	16550	1.66	3.072	$5.19
253	049	B	27.0	35.8	8.8	17.6	Cumberland	10014	1.63	3.071	$5.28
254	070	B	45.0	47.1	2.1	4.2	Ocean	14918	1.66	3.068	$1.26
255	027	B	8.1	15.4	7.3	19.7	Middlesex	22984	1.70	3.064	$5.91
256	070	W	4.8	8.0	3.2	8.2	Burlington, Camden	29405	1.87	3.062	$2.46
257	049	B	12.7	25.0	12.3	24.8	Cumberland, Salem	5944	1.63	3.062	$7.44
258	070	B	39.8	40.6	0.8	1.6	Ocean	14722	1.67	3.062	$0.48
259	036	B	6.5	9.4	2.9	5.8	Monmouth	14738	1.67	3.059	$1.74
260	033B	B	3.9	4.6	0.7	1.4	Monmouth	14484	1.67	3.059	$0.42
261	068	B	0.4	1.1	0.7	1.8	Burlington	6322	1.64	3.053	$0.54
262	035	B	22.2	22.7	0.5	1.5	Monmouth	18396	1.70	3.048	$0.45
263	079	B	0.5	4.2	3.7	7.4	Monmouth	17034	1.70	3.042	$2.22
264	206	B	126.5	127.4	0.9	1.8	Sussex	9860	1.67	3.041	$0.54
265	036	S	1.4	3.8	2.4	4.9	Monmouth	20846	1.82	3.035	$1.47
266	035	S	24.7	29.5	4.8	9.4	Monmouth	9257	1.72	3.030	$2.82
267	078L	E	52.9	53.4	0.5	1.5	Union	46968	2.07	3.027	$0.45
268	001	S	27.6	28.4	0.8	2.5	Middlesex	51742	2.12	3.022	$0.75
269	077	B	0.1	6.7	6.6	14.1	Cumberland	10378	1.69	3.021	$4.23
270	036	N	12.0	22.3	10.3	21.0	Monmouth	12020	1.76	3.020	$6.30
271	206	B	51.3	54.0	2.7	5.8	Mercer	17268	1.73	3.017	$1.74
272	001	N	49.7	51.2	1.5	3.0	Essex	21575	1.85	3.016	$0.90

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
273	030	B	18.0	32.0	14.0	56.0	Atlantic, Camden	20328	1.74	3.016	$16.80
274	206	B	60.4	68.5	8.1	18.2	Somerset	26912	1.81	2.986	$5.46
275	440	N	22.1	23.2	1.1	2.0	Hudson	25761	1.92	2.985	$0.60
276	156	B	0.1	0.7	0.6	1.2	Mercer	2298	1.70	2.984	$0.36
277	018	S	30.5	35.5	5.0	10.6	Middlesex	28883	1.96	2.980	$3.18
278	206	B	100.4	104.5	4.1	9.0	Sussex	17568	1.77	2.979	$2.70
279	034	S	1.5	3.5	2.0	4.0	Monmouth	17979	1.86	2.973	$1.20
280	034	B	21.7	23.2	1.5	4.5	Monmouth	20858	1.80	2.968	$1.35
281	083	B	2.4	3.0	0.6	1.2	Cape May	3500	1.72	2.968	$0.36
282	009	B	65.8	70.6	4.8	10.2	Ocean	20300	1.80	2.967	$3.06
283	130	N	8.9	14.1	5.2	10.9	Gloucester	6064	1.76	2.965	$3.27
284	206	B	81.5	85.5	4.0	9.1	Morris, Somerset	21124	1.81	2.957	$2.73
285	018	N	29.5	33.1	3.6	7.2	Middlesex, Monmouth	26233	1.96	2.954	$2.16
286	045	B	11.1	17.6	6.5	13.0	Gloucester, Salem	4768	1.74	2.953	$3.90
287	173	B	2.5	11.5	9.0	24.7	Hunterdon, Warren	8984	1.77	2.942	$7.41
288	012	W	11.2	11.7	0.5	0.7	Hunterdon	7459	1.80	2.939	$0.21
289	023	B	47.8	51.4	3.6	8.8	Sussex	4610	1.76	2.936	$2.64
290	173	B	0.5	1.5	1.0	2.0	Warren	7964	1.78	2.932	$0.60
291	040	E	4.5	5.0	0.5	1.0	Salem	6733	1.81	2.930	$0.30
292	322	B	19.1	23.0	3.9	7.8	Gloucester	8346	1.79	2.927	$2.34
293	021	S	10.8	12.0	1.2	3.6	Passaic	25007	1.98	2.925	$1.08
294	042	S	7.0	13.8	6.8	20.4	Camden, Gloucester	58080	2.29	2.919	$6.12
295	035	S	35.4	37.3	1.9	4.2	Monmouth	20535	1.95	2.914	$1.26
296	206	B	92.9	93.9	1.0	2.0	Morris	25272	1.89	2.906	$0.60
297	078	E	8.2	9.5	1.3	3.9	Hunterdon	41292	2.15	2.905	$1.17
298	077	B	18.6	19.1	0.5	1.0	Gloucester	4250	1.79	2.904	$0.30
299	073	N	13.5	15.3	1.8	3.6	Camden	8464	1.87	2.891	$1.08
300	035	B	31.6	33.1	1.5	5.6	Monmouth	26580	1.91	2.887	$1.68
301	072	E	27.4	28.7	1.3	2.6	Ocean	12077	1.91	2.886	$0.78
302	017	N	11.8	16.5	4.7	13.9	Bergen	72544	2.36	2.874	$4.17
303	057	B	7.8	8.4	0.6	1.2	Warren	18046	1.89	2.872	$0.36
304	035	B	57.3	58.1	0.8	3.2	Middlesex	18488	1.90	2.869	$0.96
305	035	B	29.5	31.0	1.5	6.0	Monmouth	24166	1.92	2.869	$1.80
306	130	N	61.2	61.9	0.7	1.4	Mercer	16342	1.97	2.866	$0.42
307	130	N	24.2	25.0	0.8	1.6	Gloucester	9248	1.90	2.866	$0.48
308	077	B	20.1	21.5	1.4	2.8	Gloucester	4250	1.86	2.847	$0.84
309	206	B	78.7	81.0	2.3	5.5	Somerset	28454	1.98	2.840	$1.65
310	280	E	4.7	6.2	1.5	4.5	Essex	41274	2.23	2.839	$1.35
311	029	B	27.8	34.3	6.5	13.0	Hunterdon	2136	1.86	2.838	$3.90
312	022	E	34.3	35.6	1.3	3.6	Somerset	48694	2.30	2.838	$1.08
313	280	W	0.2	1.3	1.1	2.2	Morris	30034	2.13	2.837	$0.66

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
314	072	B	13.0	21.1	8.1	16.4	Ocean	13564	1.91	2.836	$4.92
315	031	B	10.5	11.8	1.3	2.6	Mercer	12842	1.91	2.832	$0.78
316	001	N	35.9	38.5	2.6	7.5	Middlesex, Union	28071	2.12	2.826	$2.25
317	175	B	1.0	2.1	1.1	2.2	Mercer	1932	1.88	2.816	$0.66
318	031	S	26.7	27.7	1.0	2.0	Hunterdon	10928	1.97	2.815	$0.60
319	033	W	37.0	37.9	0.9	1.8	Monmouth	10312	1.97	2.815	$0.54
320	023	B	27.4	30.6	3.2	6.7	Sussex	18520	1.96	2.811	$2.01
321	046	E	57.1	60.8	3.7	10.3	Passaic	61460	2.43	2.809	$3.09
322	009	B	39.8	41.8	2.0	4.4	Atlantic	14328	1.95	2.806	$1.32
323	035	B	16.4	17.1	0.7	1.4	Monmouth	21644	2.00	2.791	$0.42
324	018	S	44.1	45.3	1.2	3.2	Middlesex	22280	2.11	2.784	$0.96
325	322	B	6.5	8.5	2.0	4.0	Gloucester	13698	1.98	2.772	$1.20
326	004	E	1.5	3.3	1.8	4.8	Bergen	57263	2.45	2.771	$1.44
327	033B	B	5.3	6.6	1.3	2.6	Monmouth	14484	1.99	2.768	$0.78
328	001	N	40.6	43.1	2.5	7.5	Union	31924	2.22	2.767	$2.25
329	035	S	12.8	14.0	1.2	2.3	Ocean	14074	2.06	2.767	$0.69
330	047	B	72.9	74.0	1.1	2.3	Gloucester	16244	2.00	2.766	$0.69
331	009	B	10.3	10.8	0.5	1.0	Cape May	13584	1.99	2.765	$0.30
332	030	W	36.4	40.5	4.1	8.2	Atlantic	9950	2.03	2.759	$2.46
333	287	S	60.6	66.8	6.2	14.1	Bergen	28556	2.21	2.752	$4.23
334	033	B	4.4	7.8	3.4	7.0	Mercer	15612	2.02	2.751	$2.10
335	047	B	63.6	64.4	0.8	2.5	Gloucester	14388	2.02	2.746	$0.75
336	070	W	0.0	0.5	0.5	1.5	Camden	24460	2.18	2.745	$0.45
337	077	B	22.0	22.5	0.5	1.0	Gloucester	4250	1.97	2.744	$0.30
338	073	N	23.6	24.3	0.7	1.4	Burlington	23747	2.17	2.743	$0.42
339	044	B	5.8	6.6	0.8	1.6	Gloucester	7480	1.99	2.741	$0.48
340	040	B	8.6	9.1	0.5	1.0	Salem	16020	2.03	2.736	$0.30
341	073	B	7.5	8.9	1.4	5.6	Camden	12682	2.03	2.729	$1.68
342	017	N	23.5	26.5	3.0	9.0	Bergen	36442	2.31	2.723	$2.70
343	046	B	7.5	22.2	14.7	30.1	Morris, Warren	9236	2.02	2.720	$9.03
344	076	N	1.3	2.0	0.7	3.4	Camden	91059	2.55	2.709	$1.02
345	047	B	59.0	59.7	0.7	1.4	Gloucester	12376	2.05	2.707	$0.42
346	034	B	14.7	15.5	0.8	1.6	Monmouth	14646	2.06	2.706	$0.48
347	033	W	18.2	19.2	1.0	2.0	Middlesex, Monmouth	14752	2.13	2.703	$0.60
348	009	B	60.0	65.1	5.1	10.2	Ocean	14972	2.07	2.701	$3.06
349	287	N	20.5	21.5	1.0	2.0	Somerset	35866	2.33	2.701	$0.60
350	042	N	7.3	12.2	4.9	14.7	Camden, Gloucester	52644	2.51	2.683	$4.41
351	048	B	0.4	2.2	1.8	3.6	Salem	6310	2.06	2.673	$1.08
352	046	E	54.8	55.5	0.7	1.4	Essex, Passaic	31141	2.32	2.671	$0.42
353	001	S	11.3	12.8	1.5	5.2	Mercer, Middlesex	35971	2.37	2.670	$1.56
354	033	B	1.4	3.1	1.7	5.0	Mercer	15314	2.11	2.664	$1.50

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
355	078	E	32.8	36.8	4.0	12.3	Somerset	37922	2.39	2.663	$3.69
356	036	S	15.9	17.0	1.1	2.2	Monmouth	9612	2.14	2.657	$0.66
357	001	S	34.5	35.1	0.6	1.8	Middlesex	24265	2.29	2.643	$0.54
358	047	B	69.1	71.3	2.2	5.2	Gloucester	13346	2.13	2.642	$1.56
359	072	B	0.1	5.9	5.8	11.6	Burlington	9042	2.11	2.642	$3.48
360	440	S	20.3	21.7	1.4	2.8	Hudson	23724	2.29	2.640	$0.84
361	080L	W	65.4	67.5	2.1	6.9	Bergen	41957	2.46	2.635	$2.07
362	280	W	4.0	5.3	1.3	2.7	Essex	41968	2.46	2.632	$0.81
363	030	W	48.9	50.4	1.5	3.0	Atlantic	17562	2.24	2.631	$0.90
364	046	E	61.9	69.2	7.3	15.6	Bergen, Passaic	28132	2.34	2.628	$4.68
365	073	S	15.3	15.8	0.5	1.0	Camden	13894	2.23	2.610	$0.30
366	073	S	13.0	14.8	1.8	3.6	Camden	8672	2.18	2.610	$1.08
367	030	W	54.3	57.0	2.7	6.1	Atlantic	27913	2.36	2.608	$1.83
368	024	W	9.1	9.9	0.8	2.4	Union	53030	2.59	2.607	$0.72
369	093	B	2.6	3.4	0.8	1.6	Bergen	27388	2.23	2.607	$0.48
370	168	B	7.4	8.3	0.9	3.5	Camden	23080	2.22	2.602	$1.05
371	038	E	9.7	13.5	3.8	11.1	Burlington	19929	2.30	2.600	$3.33
372	017	S	12.9	14.9	2.0	6.0	Bergen	74471	2.68	2.589	$1.80
373	040	B	10.8	16.3	5.5	11.0	Salem	13636	2.19	2.587	$3.30
374	046	W	42.6	43.6	1.0	2.2	Morris	14700	2.26	2.586	$0.66
375	029	N	18.1	18.7	0.6	1.2	Hunterdon	5625	2.18	2.585	$0.36
376	037	E	8.2	11.2	3.0	9.0	Ocean	26718	2.38	2.578	$2.70
377	057	B	0.2	3.9	3.7	7.4	Warren	13934	2.20	2.577	$2.22
378	073	N	18.1	19.6	1.5	3.0	Camden	18549	2.31	2.576	$0.90
379	054	S	8.4	9.1	0.7	1.3	Atlantic	6997	2.21	2.570	$0.39
380	287	S	20.5	30.2	9.7	19.4	Somerset	44343	2.57	2.553	$5.82
381	072	W	22.2	22.8	0.6	1.2	Ocean	23214	2.38	2.548	$0.36
382	044	B	2.0	3.4	1.4	2.8	Gloucester	2872	2.19	2.544	$0.84
383	035	S	47.1	49.1	2.0	4.4	Middlesex	14365	2.31	2.544	$1.32
384	130	S	27.3	28.8	1.5	4.5	Camden	22460	2.39	2.540	$1.35
385	047	B	43.9	46.5	2.6	6.1	Cumberland	23692	2.29	2.539	$1.83
386	036	S	12.6	15.1	2.5	5.0	Monmouth	10144	2.28	2.531	$1.50
387	031	B	1.2	3.4	2.2	8.7	Mercer	11636	2.24	2.530	$2.61
388	017	S	3.5	6.5	3.0	8.2	Bergen	38763	2.55	2.524	$2.46
389	001	S	15.0	22.2	7.2	15.7	Middlesex	28876	2.47	2.520	$4.71
390	041	N	13.0	13.9	0.9	1.8	Burlington	10684	2.30	2.515	$0.54
391	050	B	24.4	26.0	1.6	3.2	Atlantic	6112	2.24	2.510	$0.96
392	040	B	43.0	43.6	0.6	1.2	Atlantic	7928	2.28	2.485	$0.36
393	130	N	27.6	28.9	1.3	3.9	Camden	22447	2.45	2.483	$1.17
394	009	B	102.9	103.4	0.5	2.0	Monmouth, Ocean	46216	2.48	2.464	$0.60
395	072	E	26.1	26.8	0.7	1.4	Ocean	12077	2.38	2.458	$0.42
396	057	B	14.7	18.6	3.9	8.0	Warren	14942	2.34	2.455	$2.40
397	090	W	2.1	2.7	0.6	1.9	Camden	14949	2.41	2.453	$0.57
398	072	W	25.4	28.4	3.0	6.5	Ocean	12077	2.40	2.439	$1.95

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Len	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
399	021	S	4.1	4.6	0.5	1.4	Essex	26311	2.53	2.438	$0.42
400	077	B	9.0	10.8	1.8	3.6	Cumberland, Salem	5800	2.32	2.437	$1.08
401	009	N	115.2	116.1	0.9	1.9	Monmouth	29608	2.58	2.421	$0.57
402	073	S	20.3	21.3	1.0	2.0	Camden	18549	2.49	2.416	$0.60
403	287	S	51.0	53.1	2.1	6.9	Morris	36179	2.66	2.411	$2.07
404	206	N	69.4	71.5	2.1	5.1	Somerset	16221	2.48	2.408	$1.53
405	022	W	19.7	25.3	5.6	10.8	Hunterdon	12829	2.45	2.400	$3.24
406	130	N	25.9	26.9	1.0	2.6	Camden	14664	2.47	2.397	$0.78
407	021	S	12.7	14.3	1.6	3.2	Passaic	26492	2.60	2.379	$0.96
408	020	N	0.5	4.0	3.5	7.8	Passaic	26807	2.61	2.372	$2.34
409	047	S	2.3	3.0	0.7	1.4	Cape May	14092	2.50	2.364	$0.42
410	001	N	20.6	21.4	0.8	1.8	Middlesex	35692	2.71	2.359	$0.54
411	185	S	0.0	0.6	0.6	1.2	Hudson	6261	2.45	2.351	$0.36
412	001	S	4.8	5.9	1.1	2.2	Mercer	19966	2.58	2.347	$0.66
413	009	B	29.0	30.5	1.5	3.0	Cape May	7644	2.43	2.347	$0.90
414	073	S	17.7	19.6	1.9	3.8	Camden	18549	2.59	2.324	$1.14
415	021	N	13.1	13.8	0.7	1.4	Passaic	26561	2.67	2.321	$0.42
416	078	E	31.3	32.1	0.8	3.2	Somerset	38251	2.78	2.318	$0.96
417	094	B	9.3	10.1	0.8	1.6	Warren	6798	2.46	2.311	$0.48
418	322	W	45.9	49.1	3.2	6.4	Atlantic	10316	2.56	2.286	$1.92
419	035	S	20.0	20.5	0.5	1.0	Monmouth	10707	2.57	2.277	$0.30
420	295	N	8.0	9.6	1.6	3.2	Gloucester, Salem	15258	2.63	2.264	$0.96
421	029	B	22.6	25.7	3.1	6.2	Hunterdon	2416	2.50	2.258	$1.86
422	073	B	11.3	13.0	1.7	6.8	Camden	19642	2.60	2.241	$2.04
423	094	B	41.3	45.8	4.5	9.0	Sussex	6726	2.54	2.239	$2.70
424	047	B	32.3	34.9	2.6	5.2	Cumberland	18140	2.60	2.233	$1.56
425	046	B	25.2	27.1	1.9	7.6	Morris	25272	2.64	2.231	$2.28
426	009	N	107.2	109.3	2.1	4.2	Monmouth	20614	2.71	2.230	$1.26
427	078	E	41.3	42.2	0.9	2.7	Somerset	47364	2.96	2.227	$0.81
428	073	B	10.0	10.5	0.5	2.0	Camden	13316	2.62	2.197	$0.60
429	322	B	15.2	15.8	0.6	2.1	Gloucester	18334	2.65	2.196	$0.63
430	071	B	1.2	1.7	0.5	1.0	Monmouth	14588	2.63	2.194	$0.30
431	147	E	1.3	2.0	0.7	1.4	Cape May	7863	2.65	2.180	$0.42
432	030	E	54.9	56.2	1.3	2.6	Atlantic	28421	2.85	2.172	$0.78
433	278	E	0.0	0.9	0.9	2.2	Union	12047	2.70	2.168	$0.66
434	009	B	17.1	18.5	1.4	2.8	Cape May	14672	2.66	2.166	$0.84
435	206	B	127.9	129.3	1.4	2.8	Sussex	7836	2.64	2.159	$0.84
436	040	B	23.4	24.2	0.8	1.6	Salem	9872	2.65	2.154	$0.48
437	031	N	25.9	26.8	0.9	1.8	Hunterdon	10928	2.83	2.046	$0.54
438	040	W	4.3	5.0	0.7	1.4	Salem	6733	2.79	2.042	$0.42
Totals						**2705.6**					**$811.95**