

**REPORT TO THE GOVERNOR
AND THE LEGISLATURE ON
NEW JERSEY'S ROADWAY PAVEMENT SYSTEM
FISCAL YEAR 2015**



Prepared by:

New Jersey Department of Transportation

December 2016



State of New Jersey

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CHRIS CHRISTIE
Governor

Richard T. Hammer
Commissioner

KIM GUADAGNO
Lt. Governor

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 2015. 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. Funding for pavement projects continues to be a major constraint to network improvement. Improving the condition of the state highway network remains a difficult task in times of tough competition for limited financial resources.

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.

This report highlights work completed through the Plan in fiscal year 2015. 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,

Richard T. Hammer
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.

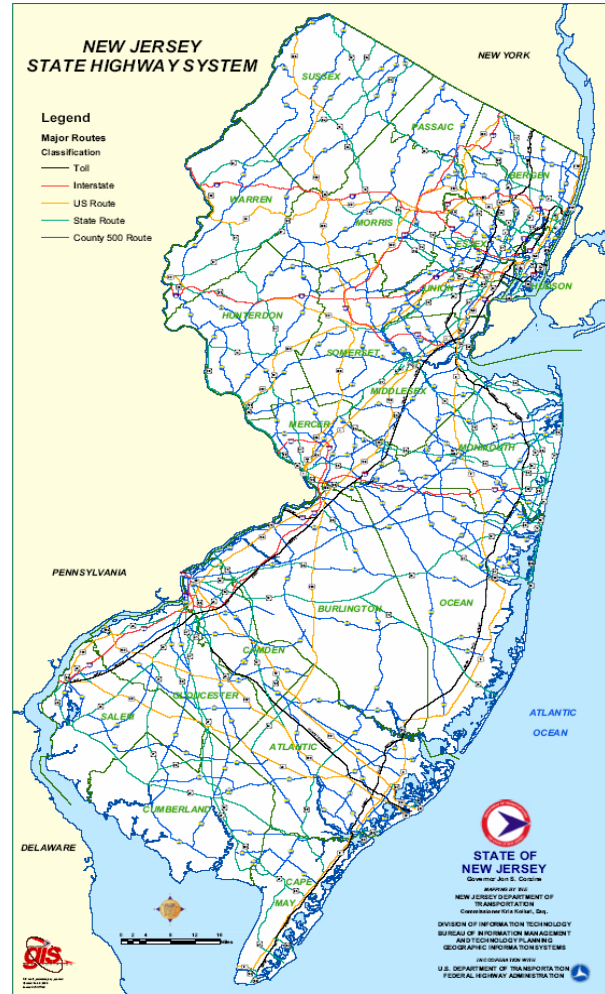
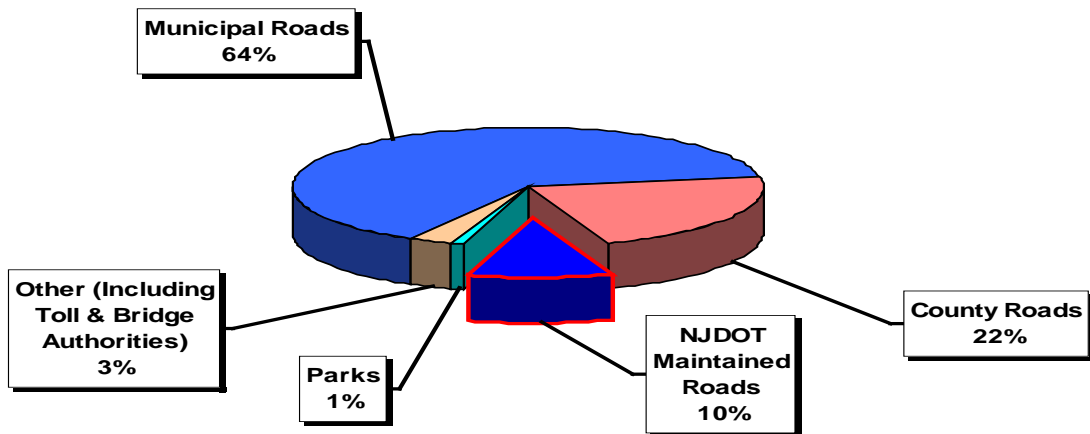


FIGURE 1
NJ Roadway System Breakdown by Lane Miles



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 (higher values mean rougher pavements). Although IRI can theoretically vary from 0 to an unlimited number, a practical range seen on pavements is 30 to 500 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 2014 road data to evaluate the state highway system consisting of approximately 2316 centerline miles of roadway. In terms of pavement quantities, this amounts to 8403 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 <i>(IRI is deficient alone or SDI is deficient alone or both are deficient)</i>	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 <i>(Both IRI and SDI are good)</i>	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.

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

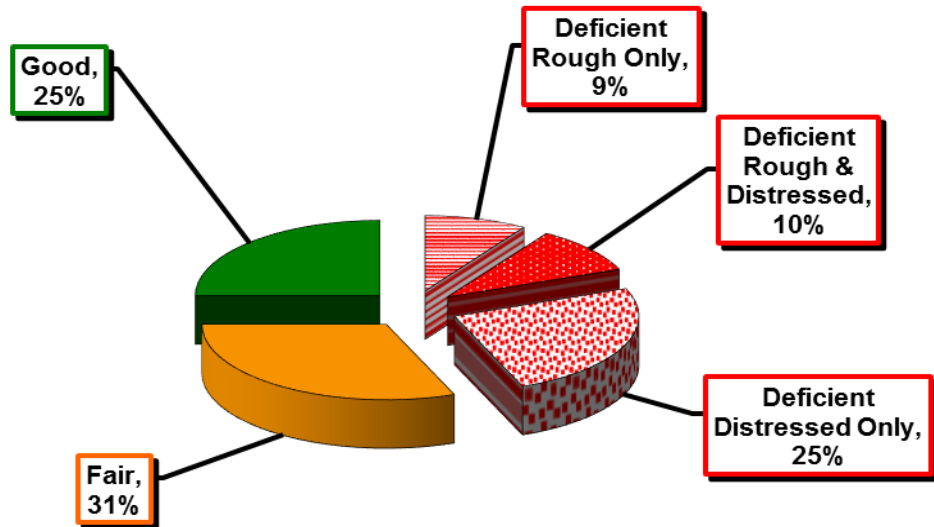
TABLE 2
Functional Adequacy of NJ State Highway System
(Based on Roughness and Distress)

Condition	Road Miles (Two Directions)	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone	456.5	772.9	9%
Deficient by Roughness & Distress	514.5	823.9	10%
Deficient by Distress Alone	1257.2	2113.4	25%
Total Deficient	2228.2	3710.2	44%
Total Fair/Mediocre	1442.7	2639.0	31%
Total Good	990.3	2052.7	25%
Total State System	4661.2†	8401.9†	100%

Source: NJDOT Pavement Management System, 2014 Data

† Note: Mileage in Table 2 represents tested mileage which is slightly less than system mileage (4661 out of 4662 Road Miles and 8402 out of 8403 Lane Miles) due to inaccessibility of some areas for testing.

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

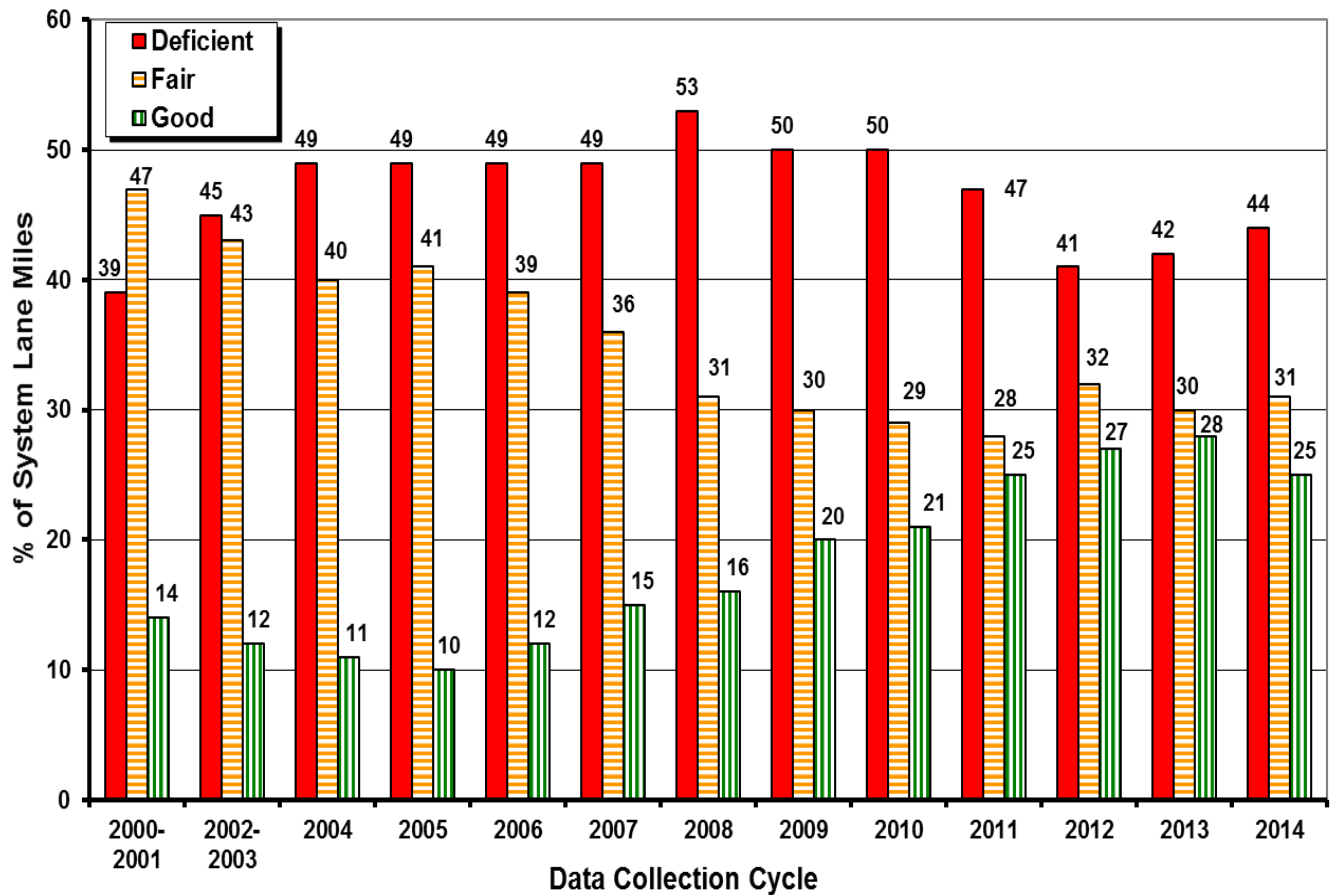


Source: NJDOT Pavement Management System, 2014 Data

Similar analyses using data collected over the last 14 years show that, while the overall deficiency has remained significant over time, current efforts have resulted in reduced deficiencies (see Figure 3 below).

FIGURE 3

Multi-Year Status of State Highway System



Source: NJDOT Pavement Management System

SUMMARY OF PAVEMENT PROJECT EXPENDITURES

A summary of pavement project expenditures in fiscal year 2015 is provided in Table 3 below. Costs for individual projects awarded in FY 2015 are shown on pages 6 through 12.

TABLE 3
Summary of Pavement Project Expenditures for Fiscal Year 2015
(Individual costs for projects awarded in FY 2015 are shown on pages 6 through 12)

Program Category	Description	Expenditure (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.	\$10.195
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.	\$55.334
Highway Resurfacing / Rehab & Reconstruct - Capital Program Mgt. Projects (State & Federal Funding)	This program funds larger scale projects administered through Capital Program Management which are primarily involved with pavement restoration.	\$175.546
Pavement Preservation Preventive Maintenance – Capital Program Mgt. Projects (Federal Funding)	This program provides funding for eligible federal pavement preservation preventive maintenance activities which help to keep New Jersey's highway system in a state of good repair.	\$21.650
Pavement Preservation Preventive Maintenance – Operations Projects (Federal Funding)	This program provides funding for eligible federal pavement preservation preventive maintenance activities which help to keep New Jersey's highway system in a state of good repair.	\$32.278
Totals		\$295.003

WORK COMPLETED IN FISCAL YEAR 2015

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

Fiscal Year 2015 Highway Capital Maintenance – Betterments Projects

As described in Table 3, Highway Capital Maintenance dollars were spent in fiscal year 2015 on pavement-related maintenance work administered through the Operations Division of NJDOT. In-house maintenance crews regularly performed a variety of maintenance tasks to extend the life of pavement and address emergency conditions, 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 emergency conditions.
- Crack sealing and longitudinal joint patching to prolong pavement life.
- Diamond grinding of concrete pavement to improve ride quality, skid resistance, wet weather visibility and to reduce tire noise.

Fiscal Year 2015 Highway Resurfacing – Operations Division Projects

Table 4 below lists pavement resurfacing contract work awarded in fiscal year 2015 through the Department’s Division of Operations Support. Nine contracts valued at \$55.334 million are listed.

TABLE 4
Highway Resurfacing Contracts Awarded In FY 2015
Through Operations Support Division

Contract # (MRRC = Maintenance Rdwy Repair Contract)	Route (L = Local)	Dir (B = Both)	Start Mile- Post	End Mile- Post	Total Lane Miles	County	Total Cost (Millions)
MRRC #C107	029	N	4.00	6.48	5.0	Mercer	\$7.077
	029	S	4.23	6.24	4.0	Mercer	
	029	B	17.16	18.10	1.8	Hunterdon	
	195	E	0.56	6.43	12.3	Mercer	
MRRC #C208	057	B	3.06	3.90	1.6	Warren	\$6.311
	078	E	9.36	10.02	1.8	Hunterdon	
	078	W	9.40	10.05	2.1	Hunterdon	
	206	B	68.58	71.19	12.4	Somerset	
MRRC #C307	034	N	4.13	7.64	7.0	Monmouth	\$4.635
	035	B	17.55	19.91	4.8		
	066	B	0.30	1.36	2.2		
	138	W	0.03	0.24	0.4		
	138	E	0.04	0.24	0.4		
MRRC #N105	046	B	7.51	10.19	5.4	Warren	\$5.562
	046	B	17.23	21.10	8.5		
	057	B	18.67	21.10	4.8		
MRRC #N205	183	B	0.00	0.35	1.6	Morris	\$6.580
	183	B	0.69	2.10	3.0	Morris, Sussex	
	206	B	88.46	95.61	15.5	Morris	
MRRC #N311	009W	B	0.99	3.14	8.4	Bergen	\$6.089
	009W	B	6.64	7.30	1.4		
	009W	B	9.00	11.21	4.4		
	080	W	67.13	68.09	2.6		

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Table 4 Operations Resurfacing Contracts Awarded in FY 2015 – Continued

Contract # (MRRC = Maintenance Rdwy Repair Contract)	Route (L = Local)	Dir (B = Both)	Start Mile- Post	End Mile- Post	Total Lane Miles	County	Total Cost (Millions)
MRRC #S108	030	B	18.14	19.47	5.6	Camden	\$6.888
	041	B	0.07	2.71	5.2	Gloucester	
	068	B	0.55	3.77	6.5	Burlington	
	073	S	27.04	28.47	4.1	Burlington	
	143	B	0.00	2.27	4.6	Camden	
MRRC #S206	040	B	8.10	10.45	4.	Salem	\$6.724
	048	B	0.00	2.90	5.8	Salem	
	048	B	3.21	4.26	2.2	Salem	
	056	B	0.30	4.80	9.0	Cumberland	
	140	B	0.00	0.75	1.6	Salem	
MRRC #S306	009	B	16.10	18.70	5.2	Cape May	\$5.468
	030	B	46.71	47.64	3.6	Atlantic	
	050	B	10.00	11.02	2.0	Atlantic	
	050	B	20.71	26.00	12.3	Atlantic	
Totals					183.9		\$55.334

FY 2015 Hwy Resurfacing/Rehab/Reconstuct-Capital Program Mgt Projects

This funding category includes pavement projects administered through Capital Program Management. These projects are more involved than those administered through the Operations Division with regards to required project design, documentation and scoping. This program consists primarily of resurfacing/rehabilitation/reconstruction of highway pavements, but may also include selected repair activities, upgrades to walks/curbing and guiderails, Americans with Disabilities Act (ADA) improvements, application of long-life pavement markings and raised pavement markers, and safety improvements. Table 5 below lists 23 highway resurfacing/rehab/reconstruct projects awarded in fiscal year 2015 administered through Capital Program Management valued at \$175.546 million.

TABLE 5
Hwy Resurfacing/Rehab/Reconstruct Projects Awarded in FY 2015
Administered Through Capital Program Management

Project Description	DOT UPC No.	Route L= Local	Dir B= Both	Start Mile-Post	End Mile-Post	Lane Mi's	County	Fund Source	Cost Millions (see note)
Rt 1 SB from Rt 91 Connect-or to Rt 18	124260	001	S	23.04	24.18	3.6	Middlesex	Federal	\$3.247
		001	S	26.33	27.50	3.3			
Rt 1 from CR 531 to Smith Street	133270	001	S	31.49	32.10	1.8	Middlesex	State	\$4.901
		001	N	34.57	35.70	2.5			
		001	S	34.57	35.75	3.9			
		001	S	36.10	36.77	1.9			
Rt 9 from Rt 109 to Egert Rd	114250	009	B	3.00	3.89	1.8	Cape May	Federal	\$7.101
		009	B	6.98	15.00	16.6			
Rt 9 from Meadowview Ave to GSP	114220	009	B	46.49	52.40	11.8	Atlantic	Federal	\$3.245
Rt 9 Kennedy Blvd to Moroz St	124140	009	B	102.90	103.40	2.0	Monmouth, Ocean	Federal	\$2.810
		009	N	104.40	106.05	4.3	Monmouth		
		009	S	104.40	105.70	2.6	Monmouth		
Rt 17 , Airmount Ave. to I-287	113330	017	B	22.80	26.50	22.2	Bergen	Federal	\$10.700
Rt 18 NB from Rt 138 to Deal Rd	114120	018	N	5.50	11.30	11.6	Monmouth	Federal	\$3.665
Rt 22 from Middle Brook to Westfield Rd.	113310	022	E	37.40	44.00	13.7	Somerset	Federal	\$13.131
		022	W	37.40	42.00	9.6	Somerset		
		022	W	44.40	47.80	9.7	Somerset, Union		
Rt 22 Various locations from W. of Robin Hood Rd to E. of Fairway Dr.	103260	022	W	49.00	54.80	12.0	Union	Federal	\$9.489
		022	E	52.18	54.80	6.8			
Rt 23 from CR 695 to Belcher Ln	133250	023	N	20.65	25.53	9.8	Passaic,	State	\$8.125
		023	S	23.25	26.49	6.6	Morris		
		023	B	35.60	39.12	7.5	Sussex		
Rt 27 Riverside Dr W to Vliet Rd	133260	027	B	1.43	3.04	3.2	Mercer	State	\$3.296
		027	B	4.90	8.61	8.6	Middlesex, Somerset		

***Note: Table does not include UPC #113360, Pavement Resurfacing, Rt 1, Newark (funded at \$10.764 million by Port Authority of NY & NJ)**

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Table 5 CPM Resurfacing/Rehab/Reconstruct Contracts Awarded in FY 2015 – Continued

Project Description	DOT UPC No.	Route L= Local	Dir B= Both	Start Mile-Post	End Mile-Post	Lane Mi's	County	Fund Source	Cost Millions
Rt 38 from Rt 30/130 to Nixon Drive (CR 608)	113340	038	B	0.00	6.55	32.5	Burlington, Camden	Federal	\$14.200
Rt 38 from Rt 295 to Rt 206	133290	038	E	9.53	13.65	11.9	Burlington	State	\$16.303
		038	W	13.63	16.74	6.4			
		038	B	16.74	19.19	10.1			
Rt 40 from Corso Ln to Babcock Rd	133300	040	B	36.28	43.60	14.8	Atlantic	State	\$6.230
		040	B	47.30	49.92	5.2			
Rt 45 from CR 653 to CR 616	133310	045	B	4.10	8.80	9.4	Salem	State	\$3.100
Rt 46 from Fox Hill Rd to Columbus Way	133320	046	W	43.92	46.40	6.6	Morris	State	\$3.960
		046	E	45.17	46.40	3.0			
Rt 47 from CR 690 to Howard Street	133330	047	B	50.39	52.52	4.2	Cumberland Gloucester	State	\$4.460
		047	B	53.03	55.20	4.4	Gloucester		
		047	B	57.00	59.70	5.4	Gloucester		
Rt 50 Gibson Creek Rd to Danenhauer Ln	113320	050	B	11.00	18.50	15.0	Atlantic	Federal	\$6.669
Rt 55 NB from Leaming Mill Rd to New York Ave	113430	055	N	25.00	30.32	10.6	Cumberland	Federal	\$5.694
Rt 80 EB from West of Rt 280 to East of Two Bridges Rd	113350	080	E	45.60	52.82	21.3	Essex, Morris	Federal	\$15.295
		080L	E	45.60	46.10	1.0	Morris		
Rt 94 from Mohican Rd to Kerr Rd	143640	094	B	8.23	13.80	11.2	Warren	State	\$6.148
Rt 130 from Main St to Rt 1	123820	130	S	72.85	74.12	2.6	Middlesex	Federal	\$10.800
		130	S	76.22	80.97	9.6			
		130	N	77.95	80.97	6.2			
		130	N	81.59	83.46	3.8			
		130	S	81.59	83.35	3.6			
Concrete Pvmnt Repair, Rt 287 from Franklin Ave (CR 84) to NY State Line	143600	287	B	60.60	67.50	31.2	Bergen	Federal	\$12.977
Total						407.4			\$175.546

FY 2015 Pavement Preservation Preventive Maintenance Projects

NJDOT has significantly increased the use of preventive maintenance treatments in FY 2015. Instead of waiting until pavements deteriorate to a poor condition requiring conventional resurfacing or rehabilitation treatments, preventive maintenance treatments are applied at a fraction of the cost to roadway sections in good or fair condition. While the majority of the pavement funding is still applied to conventional restoration of deficient pavements, the preventive maintenance strategy applied to non-deficient pavements slows the rate of deterioration and allows NJDOT to reduce the backlog of deficient pavements with the funding available.

In FY 2015, the following specialized preventive maintenance treatments were utilized:

- **Microsurfacing:** This process involves sealing the entire pavement surface with a special cold mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives applied in a thin layer on the existing pavement surface.
- **High Performance Thin Overlay:** Application of a special hot mix asphalt overlay using a modified asphalt binder generally with a thickness of 1.5 inches or less to the entire pavement surface.
- **Ultra-Thin Friction Course:** A surface treatment that places a thin (0.375 to 0.75-in. thick) polymer-modified hot mix asphalt layer placed on a polymer-modified emulsified asphalt membrane. This process utilizes a specially designed paver to rapidly place material that cures almost instantly for opening to traffic.

Projects were completed in FY 2015 through both the Capital Program Management and Operations branches of NJDOT. These projects are listed in Tables 6 and 7 below.

TABLE 6
Preventive Maintenance Projects Awarded in FY 2015
Administered Through Capital Program Management

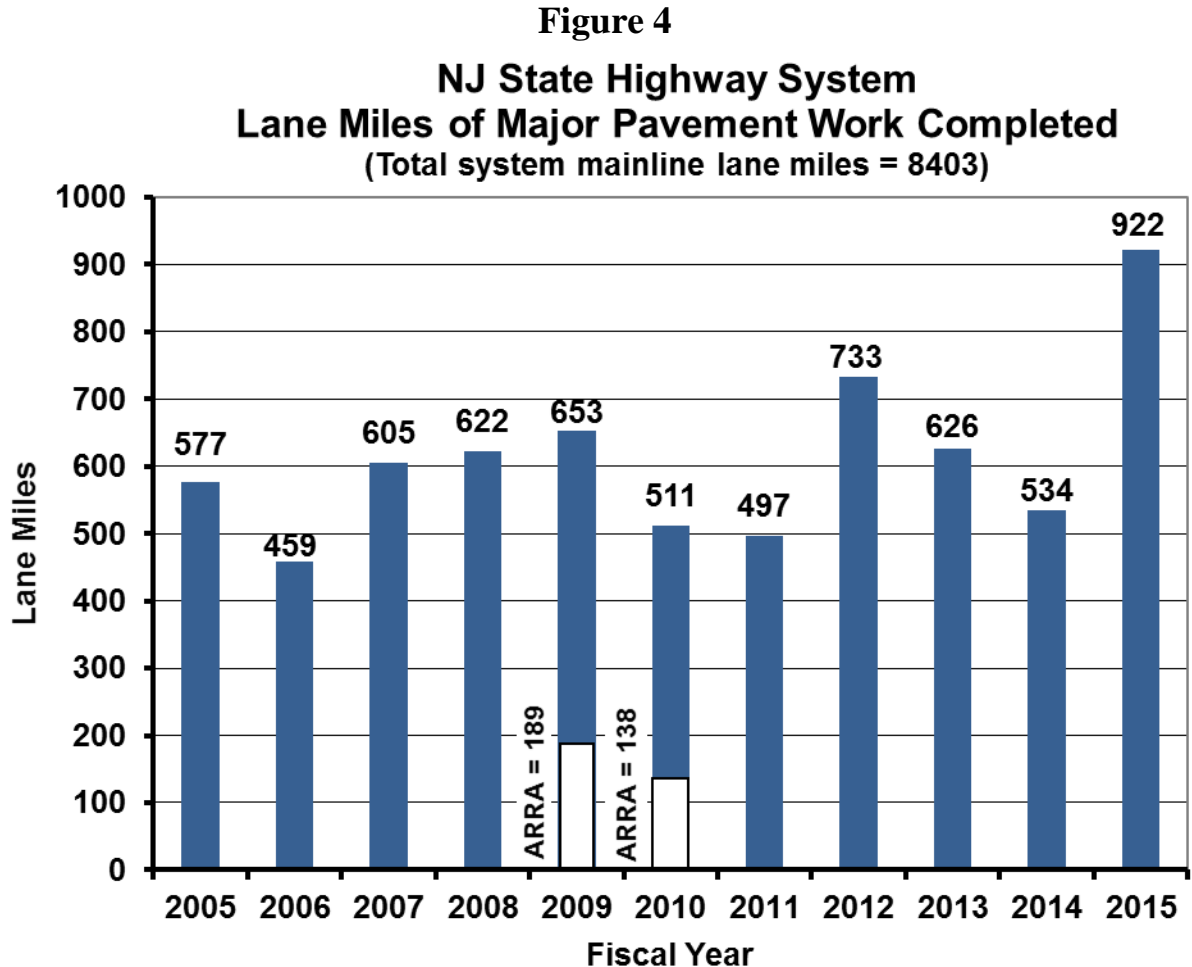
Project Description	Treatment	DOT UPC No.	Route L= Local	Dir B= Both	Start Mile- Post	End Mile- Post	Lane Miles	County	Cost Millions
Rt 78 WB from Drift Rd/Dale Rd to Rt 124	High Performance Thin Overlay	153080	078	W	42.20	50.60	24.6	Somerset, Union	\$5.000
			078L	W	49.10	50.60	4.1	Union	
Rt 80 from Rt 46 to Cherry Hill Rd	High Performance Thin Overlay	143760	080	W	28.10	41.50	48.3	Morris	\$12.863
			080	E	31.80	41.00	33.9		
Rt 208 from Boulevard Ave to Rt 287	Micro-surfacing	153060	208	B	3.32	10.07	30.2	Bergen, Passaic	\$3.787
Total							141.1		\$21.650

TABLE 7
Preventive Maintenance Projects Awarded in FY 2015
Administered Through Operations Support Division

Project Description	Treatment	DOT DP No.	Route	Dir B= Both	Start Mile-Post	End Mile-Post	Lane Miles	County	Cost Millions
Rt 55 SB (FHWA Pvmt Preservation Contract South)	Micro-surfacing	14432	055	S	26.50	40.00	27.0	Gloucester, Salem, Cumberland	\$3.818
Rt 80 EB (FHWA Pvmt Preservation Contract North)	High Performance Thin Overlay	14429	080	E	12.84	28.15	51.4	Warren, Sussex, Morris	\$6.691
Rt 195 EB (FHWA Pvmt Preservation Contract Central)	Micro-surfacing	14430	195	E	16.00	34.17	36.4	Monmouth, Ocean	\$5.877
Rt 195 WB (FHWA Pvmt Preservation Contract Central)	Slurry Seal	15413	195	W	16.00	34.17	36.4	Monmouth, Ocean	\$6.176
Rt 287 (FHWA Pvmt Preservation Contract Central)	High Performance Thin Overlay	14431	287	B	0.00	5.84	38.4	Middlesex	\$9.716
Total							189.6		\$32.278

MULTI-YEAR SUMMARY OF MAJOR PAVEMENT WORK

Figure 4 below shows the lane miles of mainline pavement that received restoration over the last 11 fiscal years. **Note that the 2013 reduction reflects the large expenditure for relatively limited lane miles on the three Route 35 reconstruction projects after Super Storm Sandy.**



(Note: ARRA designates work done with funding through the American Recovery and Reinvestment Act of 2009)

REFERENCES

1. New Jersey Department of Transportation, *FY 2014 – 2023 Statewide Transportation Improvement Program*, October 1, 2013.
2. New Jersey Department of Transportation, *Pavement Management System*.
3. New Jersey Department of Transportation, *Transportation Capital Program, Fiscal Year 2015*, July 1, 2014.

APPENDIX A

DEFICIENT PAVEMENT SECTIONS

NEEDING FUTURE RESTORATION

APPENDIX A

DEFICIENT PAVEMENTS NEEDING FUTURE RESTORATION

516 Candidate Projects Sorted By Benefit Rank

Notes:

- (1) Candidate projects are based on 2014 Pavement Management Database. Minimum project length = 0.5 mile.
- (2) Many of the projects shown below are already programmed for future work and are awaiting funding.
- (3) AADT = Average Annual Daily Traffic. FPR = Final Pavement Rating (0-5 scale, 5 = perfect pavement).
- (4) Benefit = $0.9(5.0 - \text{Avg FPR}) + 0.1(\text{Traffic Factor})$ and Traffic Factor = $(5/60000)(\text{Avg AADT})$, with Max = 5.0
- (5) For undivided routes (Dir = B): FPR and Benefit shown are the most critical set of values in either direction.
- (6) In Rte designation, L=Local, B=Business, T=Truck, U=Upper, 095M = NJDOT maintained portion of I-95.

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
1	036	S	2.9	3.8	0.9	1.8	Monmouth	17572	0.24	4.427	\$0.540
2	168	S	0.0	0.7	0.7	1.4	Gloucester	5394	0.27	4.304	\$0.420
3	168	B	9.8	10.8	1.0	2.5	Camden	16900	0.30	4.299	\$0.750
4	009	S	114.3	116.9	2.6	6.0	Monmouth	14799	0.40	4.265	\$1.800
5	046	E	0.2	0.8	0.6	1.2	Warren	4460	0.31	4.261	\$0.360
6	070	W	6.4	7.1	0.7	1.4	Camden	22793	0.50	4.244	\$0.420
7	038	W	0.0	9.5	9.5	22.1	Burlington, Camden	25184	0.58	4.189	\$6.630
8	038	B	16.8	19.2	2.4	9.6	Burlington	29356	0.51	4.162	\$2.880
9	038	E	10.2	16.8	6.6	16.7	Burlington	17386	0.55	4.153	\$5.010
10	082	B	2.8	4.4	1.6	6.4	Union	29958	0.54	4.135	\$1.920
11	001L	S	50.2	51.1	0.9	1.8	Essex	24294	0.64	4.128	\$0.540
12	022	W	37.5	41.6	4.1	8.6	Somerset	25637	0.67	4.114	\$2.580
13	047	B	53.0	59.8	6.8	13.6	Gloucester	8608	0.47	4.114	\$4.080
14	046	B	0.8	6.8	6.0	12.4	Warren	8548	0.48	4.107	\$3.720
15	082	E	2.2	2.8	0.6	1.2	Union	14931	0.58	4.102	\$0.360
16	046	W	44.2	46.5	2.3	6.2	Morris	16099	0.61	4.081	\$1.860
17	154	B	0.0	1.6	1.6	3.2	Camden	21262	0.56	4.080	\$0.960
18	079	B	5.4	12.1	6.7	13.4	Monmouth	13300	0.55	4.060	\$4.020
19	035	S	6.9	8.8	1.9	3.8	Ocean	8504	0.58	4.048	\$1.140
20	079	S	4.7	5.4	0.7	1.2	Monmouth	10370	0.60	4.048	\$0.360
21	035	N	44.5	45.0	0.5	1.4	Monmouth	15406	0.65	4.048	\$0.420
22	159	B	0.6	1.3	0.7	1.4	Essex	18190	0.59	4.043	\$0.420
23	015	N	2.1	3.5	1.4	3.0	Morris	24135	0.73	4.042	\$0.900
24	439	B	2.3	4.0	1.7	5.8	Union	23002	0.62	4.041	\$1.740
25	022	E	47.8	52.7	4.9	9.8	Union	26757	0.76	4.041	\$2.940
26	168	S	8.7	9.7	1.0	2.6	Camden	9365	0.61	4.032	\$0.780
27	079	N	4.8	5.4	0.6	1.2	Monmouth	10364	0.62	4.031	\$0.360
28	130	S	80.4	81.4	1.0	2.0	Middlesex	18731	0.70	4.030	\$0.600
29	046	W	51.4	52.7	1.3	2.2	Essex, Morris	17551	0.69	4.027	\$0.660
30	082	B	0.0	2.2	2.2	8.8	Union	20924	0.62	4.025	\$2.640
31	045	B	4.2	8.8	4.6	9.2	Salem	5014	0.55	4.023	\$2.760
32	045	B	26.6	27.3	0.7	1.4	Gloucester	12344	0.59	4.016	\$0.420
33	038	W	15.1	16.8	1.7	3.7	Burlington	15914	0.70	4.001	\$1.110
34	068	B	0.7	3.7	3.0	6.0	Burlington	6608	0.59	3.998	\$1.800
35	130	S	81.8	82.3	0.5	1.0	Middlesex	22766	0.79	3.983	\$0.300
36	022	E	58.0	60.5	2.5	5.8	Essex, Union	24422	0.82	3.966	\$1.740

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK - CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
37	139U	E	0.1	0.8	0.7	1.4	Hudson	12350	0.71	3.961	\$0.420
38	168	N	0.0	0.7	0.7	1.4	Gloucester	5394	0.66	3.955	\$0.420
39	036	B	6.4	9.4	3.0	6.0	Monmouth	13238	0.67	3.953	\$1.800
40	070	E	0.1	10.0	9.9	25.0	Burlington, Camden	24082	0.84	3.949	\$7.500
41	009	S	104.5	105.7	1.2	2.4	Monmouth	21991	0.82	3.946	\$0.720
42	038	E	0.3	9.3	9.0	21.1	Burlington, Camden	25250	0.85	3.946	\$6.330
43	017	S	23.0	26.4	3.4	10.2	Bergen	46524	1.07	3.927	\$3.060
44	046	W	67.0	69.2	2.2	5.4	Bergen	25266	0.87	3.925	\$1.620
45	046	E	51.1	53.1	2.0	4.0	Essex, Morris	18164	0.81	3.922	\$1.200
46	001	S	47.6	49.1	1.5	3.0	Essex	23464	0.86	3.919	\$0.900
47	024	E	7.0	9.0	2.0	6.0	Essex, Union	48057	1.09	3.918	\$1.800
48	168	N	8.7	9.8	1.1	2.4	Camden	9365	0.73	3.917	\$0.720
49	287	S	0.0	5.7	5.7	19.4	Middlesex	56039	1.18	3.909	\$5.820
50	045	B	19.2	22.5	3.3	6.6	Gloucester	15730	0.73	3.909	\$1.980
51	022	E	36.7	44.1	7.4	15.3	Somerset	26745	0.91	3.904	\$4.590
52	046	W	49.9	50.7	0.8	1.6	Morris	18288	0.84	3.900	\$0.480
53	055	N	26.5	30.4	3.9	7.8	Cumberland	11107	0.78	3.889	\$2.340
54	035	N	0.7	1.8	1.1	2.3	Ocean	3625	0.72	3.882	\$0.690
55	181	B	0.0	1.6	1.6	3.6	Morris	5432	0.71	3.881	\$1.080
56	036	S	5.8	6.4	0.6	1.2	Monmouth	9182	0.78	3.875	\$0.360
57	017	N	23.2	26.3	3.1	9.3	Bergen	46837	1.13	3.869	\$2.790
58	078	E	9.5	10.4	0.9	2.7	Hunterdon	45494	1.12	3.868	\$0.810
59	322	W	46.0	50.1	4.1	8.2	Atlantic	12654	0.82	3.866	\$2.460
60	046	E	58.1	59.0	0.9	2.7	Passaic	56020	1.23	3.864	\$0.810
61	042	S	7.0	11.9	4.9	14.7	Camden, Gloucester	49069	1.16	3.861	\$4.410
62	046	B	69.2	70.1	0.9	3.8	Bergen	36924	0.89	3.857	\$1.140
63	036	S	22.4	24.4	2.0	4.5	Monmouth	16900	0.90	3.833	\$1.350
64	037	E	2.3	11.5	9.2	26.5	Ocean	17415	0.92	3.819	\$7.950
65	040	B	36.2	44.9	8.7	17.6	Atlantic	9056	0.80	3.815	\$5.280
66	038	W	13.5	14.3	0.8	1.6	Burlington	17323	0.93	3.807	\$0.480
67	082	W	2.2	2.7	0.5	1.0	Union	14931	0.91	3.803	\$0.300
68	055	S	40.0	51.1	11.1	22.2	Gloucester	19426	0.96	3.795	\$6.660
69	287	S	66.8	67.5	0.7	2.2	Bergen	47211	1.23	3.786	\$0.660
70	035	N	24.9	28.0	3.1	6.2	Monmouth	13821	0.92	3.785	\$1.860
71	056	B	0.1	5.8	5.7	11.6	Cumberland, Salem	8872	0.84	3.779	\$3.480
72	033	B	1.4	5.0	3.6	10.3	Mercer	15234	0.87	3.776	\$3.090
73	035	B	29.6	34.5	4.9	17.6	Monmouth	32306	0.96	3.772	\$5.280
74	033B	B	1.7	6.6	4.9	10.4	Monmouth	10318	0.86	3.771	\$3.120
75	034	B	10.4	12.0	1.6	3.2	Monmouth	17360	0.89	3.771	\$0.960
76	050	B	9.9	18.4	8.5	17.0	Atlantic	7324	0.84	3.771	\$5.100
77	046	E	55.7	57.6	1.9	4.9	Passaic	48265	1.26	3.770	\$1.470
78	045	B	9.4	17.5	8.1	16.2	Gloucester, Salem	5894	0.84	3.769	\$4.860

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
79	046	W	70.8	71.7	0.9	2.2	Bergen	41459	1.20	3.768	\$0.660
80	015	S	2.6	10.6	8.0	17.3	Morris, Sussex	22355	1.02	3.766	\$5.190
81	009	B	94.9	101.5	6.6	13.2	Ocean	22346	0.93	3.760	\$3.960
82	024	W	7.0	9.1	2.1	6.3	Essex, Union	48212	1.28	3.753	\$1.890
83	079	B	2.2	4.7	2.5	5.0	Monmouth	17340	0.91	3.750	\$1.500
84	179	B	0.4	7.4	7.0	16.1	Hunterdon	6442	0.87	3.743	\$4.830
85	010	W	4.1	7.1	3.0	6.2	Morris	19692	1.04	3.730	\$1.860
86	035	N	4.2	5.5	1.3	2.6	Ocean	8602	0.95	3.721	\$0.780
87	041	B	0.0	3.0	3.0	6.0	Gloucester	14598	0.94	3.718	\$1.800
88	206	N	68.6	71.6	3.0	7.3	Somerset	14560	1.01	3.712	\$2.190
89	009	B	62.8	70.3	7.5	15.0	Ocean	15690	0.95	3.711	\$4.500
90	078	E	23.4	31.0	7.6	22.1	Hunterdon, Somerset	49509	1.34	3.711	\$6.630
91	676	S	0.0	3.3	3.3	9.8	Camden	34460	1.20	3.709	\$2.940
92	173	B	8.5	11.7	3.2	6.4	Hunterdon	11622	0.94	3.702	\$1.920
93	071	B	7.6	10.5	2.9	9.3	Monmouth	12192	0.95	3.700	\$2.790
94	022	W	44.5	47.0	2.5	7.5	Somerset	32188	1.19	3.698	\$2.250
95	055	S	21.8	26.6	4.8	9.6	Cumberland	7389	0.96	3.698	\$2.880
96	046	E	45.5	46.3	0.8	2.1	Morris	17180	1.05	3.697	\$0.630
97	040	B	21.9	24.9	3.0	6.1	Gloucester, Salem	10152	0.94	3.697	\$1.830
98	439	B	0.0	1.4	1.4	3.7	Union	21890	1.00	3.693	\$1.110
99	030	B	18.3	29.8	11.5	46.0	Atlantic, Camden	11492	0.96	3.681	\$13.800
100	020	S	1.1	3.9	2.8	6.4	Passaic	33114	1.23	3.667	\$1.920
101	001	S	26.5	27.2	0.7	1.9	Middlesex	53561	1.42	3.664	\$0.570
102	022	E	19.6	31.4	11.8	23.6	Hunterdon, Somerset	15230	1.08	3.658	\$7.080
103	070	B	20.8	31.1	10.3	20.6	Burlington	11518	0.99	3.656	\$6.180
104	040	B	29.4	32.7	3.3	6.6	Atlantic, Gloucester	8324	0.98	3.655	\$1.980
105	029	B	31.4	34.3	2.9	5.8	Hunterdon	2032	0.95	3.653	\$1.740
106	042	N	4.8	6.2	1.4	2.8	Gloucester	20301	1.13	3.651	\$0.840
107	023	B	0.0	3.2	3.2	11.8	Essex	18794	1.03	3.647	\$3.540
108	018	N	29.5	40.8	11.3	28.2	Middlesex, Monmouth	28710	1.22	3.637	\$8.460
109	001	S	23.0	24.3	1.3	3.9	Middlesex	38973	1.32	3.633	\$1.170
110	034	B	13.1	26.5	13.4	30.3	Middlesex, Monmouth	15468	1.04	3.626	\$9.090
111	004	W	2.3	10.7	8.4	23.3	Bergen	51185	1.45	3.625	\$6.990
112	021	B	1.0	3.9	2.9	12.0	Essex	61902	1.26	3.625	\$3.600
113	009	N	117.1	122.5	5.4	11.3	Middlesex, Monmouth	28934	1.24	3.622	\$3.390
114	287	N	1.1	5.9	4.8	15.6	Middlesex	53784	1.48	3.621	\$4.680
115	202	N	50.0	50.6	0.6	1.2	Morris	10416	1.07	3.621	\$0.360
116	021	N	0.1	0.7	0.6	1.8	Essex	40805	1.36	3.621	\$0.540
117	070	B	10.5	12.1	1.6	3.2	Burlington	23602	1.09	3.619	\$0.960

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
118	001	S	39.8	42.7	2.9	8.7	Union	31054	1.27	3.613	\$2.610
119	035	B	56.7	58.1	1.4	5.6	Middlesex	22972	1.10	3.606	\$1.680
120	055	N	25.1	26.0	0.9	1.8	Cumberland	7162	1.06	3.606	\$0.540
121	080	E	42.8	43.3	0.5	2.0	Morris	60764	1.55	3.606	\$0.600
122	033	E	16.2	24.2	8.0	16.0	Mercer, Middlesex, Monmouth	14698	1.13	3.605	\$4.800
123	020	N	0.7	4.0	3.3	7.4	Passaic	33974	1.32	3.599	\$2.220
124	440	S	23.8	25.4	1.6	3.7	Hudson	28444	1.27	3.592	\$1.110
125	009	S	111.9	113.2	1.3	3.2	Monmouth	23692	1.23	3.591	\$0.960
126	070	W	0.3	5.8	5.5	15.0	Camden	27044	1.26	3.588	\$4.500
127	055	S	34.1	38.9	4.8	9.6	Cumberland, Gloucester	18206	1.19	3.585	\$2.880
128	001	N	47.8	54.5	6.7	13.4	Essex, Hudson	28689	1.28	3.583	\$4.020
129	066	B	0.9	2.3	1.4	2.8	Monmouth	21678	1.13	3.578	\$0.840
130	046	B	34.3	37.5	3.2	8.2	Morris	14860	1.10	3.573	\$2.460
131	001	S	31.6	32.3	0.7	2.1	Middlesex	38602	1.39	3.572	\$0.630
132	206	B	6.4	30.4	24.0	59.8	Burlington	13426	1.10	3.562	\$17.940
133	001	N	8.0	9.3	1.3	3.9	Mercer	40570	1.42	3.562	\$1.170
134	080	W	51.7	57.3	5.6	20.4	Essex, Passaic	56384	1.56	3.562	\$6.120
135	173Z	B	1.1	1.6	0.5	1.0	Hunterdon	6504	1.08	3.559	\$0.300
136	018	S	31.5	38.2	6.7	16.7	Middlesex	26756	1.29	3.558	\$5.010
137	042	S	0.0	0.5	0.5	2.0	Gloucester	14630	1.18	3.558	\$0.600
138	078	E	6.9	7.9	1.0	3.0	Hunterdon, Warren	30178	1.33	3.554	\$0.900
139	072	B	0.0	21.2	21.2	42.7	Burlington, Ocean	9602	1.10	3.553	\$12.810
140	073	S	15.0	16.1	1.1	2.2	Camden	15141	1.19	3.552	\$0.660
141	070	B	33.4	44.3	10.9	21.8	Ocean	14180	1.13	3.546	\$6.540
142	202	B	44.7	47.0	2.3	6.0	Morris	18070	1.14	3.545	\$1.800
143	173	B	0.1	8.1	8.0	22.2	Hunterdon, Warren	10734	1.11	3.545	\$6.660
144	031	B	34.7	37.8	3.1	6.2	Hunterdon	24150	1.18	3.543	\$1.860
145	028	B	17.3	18.5	1.2	2.4	Union	11402	1.12	3.539	\$0.720
146	322	E	46.1	50.1	4.0	8.0	Atlantic	12672	1.19	3.539	\$2.400
147	035	S	24.9	28.0	3.1	6.2	Monmouth	13821	1.20	3.538	\$1.860
148	010	E	0.9	11.0	10.1	22.8	Morris	20781	1.26	3.537	\$6.840
149	001L	N	47.6	50.4	2.8	5.6	Essex	26130	1.31	3.536	\$1.680
150	023	N	10.6	11.6	1.0	3.0	Morris	31935	1.37	3.535	\$0.900
151	079	B	0.1	1.8	1.7	3.4	Monmouth	16232	1.15	3.534	\$1.020
152	027	B	34.3	37.7	3.4	13.4	Essex, Union	13508	1.14	3.533	\$4.020
153	046	B	37.9	41.8	3.9	12.4	Morris	19992	1.17	3.529	\$3.720
154	093	B	0.2	1.4	1.2	3.1	Bergen	21928	1.18	3.525	\$0.930
155	130	N	30.8	36.4	5.6	16.8	Burlington, Camden	20849	1.28	3.520	\$5.040
156	159	E	0.1	0.6	0.5	0.9	Essex, Morris	9095	1.18	3.517	\$0.270
157	206	N	47.8	48.3	0.5	0.5	Mercer	8220	1.17	3.516	\$0.150

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
158	130	N	8.9	11.8	2.9	5.8	Gloucester	4002	1.13	3.515	\$1.740
159	080	W	0.5	7.9	7.4	19.2	Warren	29213	1.37	3.515	\$5.760
160	049	B	17.4	21.1	3.7	7.4	Cumberland, Salem	4840	1.12	3.514	\$2.220
161	030	B	46.8	48.9	2.1	8.4	Atlantic	19820	1.19	3.513	\$2.520
162	049	B	5.7	12.3	6.6	13.2	Salem	8852	1.14	3.512	\$3.960
163	015	S	12.6	14.2	1.6	3.1	Sussex	12553	1.21	3.512	\$0.930
164	001	N	39.6	42.2	2.6	7.8	Union	29805	1.38	3.511	\$2.340
165	001	B	62.1	62.8	0.7	1.9	Bergen	37628	1.28	3.508	\$0.570
166	287	N	21.1	35.5	14.4	37.5	Morris, Somerset	34033	1.42	3.507	\$11.250
167	030	B	42.3	46.0	3.7	14.8	Atlantic	17542	1.18	3.507	\$4.440
168	042	S	3.2	6.5	3.3	12.6	Gloucester	21358	1.30	3.504	\$3.780
169	185	S	0.1	0.7	0.6	1.2	Hudson	6261	1.17	3.502	\$0.360
170	676	N	2.6	3.3	0.7	2.1	Camden	34460	1.43	3.502	\$0.630
171	130	N	81.8	82.4	0.6	1.2	Middlesex	22766	1.32	3.502	\$0.360
172	001	S	12.1	14.0	1.9	6.2	Middlesex	30720	1.39	3.501	\$1.860
173	133	W	0.1	2.7	2.6	5.2	Mercer	7533	1.18	3.496	\$1.560
174	070	W	8.5	9.6	1.1	2.7	Burlington	16239	1.27	3.491	\$0.810
175	015	N	9.3	10.7	1.4	2.9	Sussex	19148	1.30	3.487	\$0.870
176	202	N	14.3	24.2	9.9	19.8	Hunterdon, Somerset	23193	1.34	3.483	\$5.940
177	028	W	23.2	25.2	2.0	4.0	Union	14327	1.26	3.482	\$1.200
178	050	B	7.4	8.5	1.1	2.2	Atlantic	6184	1.16	3.480	\$0.660
179	029	S	2.8	9.4	6.6	13.9	Mercer	14142	1.27	3.479	\$4.170
180	440	N	0.6	1.8	1.2	3.9	Middlesex	56322	1.66	3.479	\$1.170
181	041	B	4.0	4.6	0.6	1.3	Camden, Gloucester	18816	1.22	3.477	\$0.390
182	033	B	38.0	39.9	1.9	7.6	Monmouth	19540	1.23	3.474	\$2.280
183	001	N	16.0	17.0	1.0	2.3	Middlesex	26891	1.39	3.471	\$0.690
184	047	B	41.9	52.5	10.6	27.2	Cumberland, Gloucester	16988	1.22	3.470	\$8.160
185	019	N	0.1	1.2	1.1	2.6	Passaic	16103	1.30	3.468	\$0.780
186	070	W	44.3	44.8	0.5	0.9	Ocean	8812	1.23	3.468	\$0.270
187	017	N	17.9	18.9	1.0	3.0	Bergen	54293	1.65	3.464	\$0.900
188	049	B	38.6	51.9	13.3	26.6	Atlantic, Cape May, Cumberland	6734	1.18	3.462	\$7.980
189	015	B	14.2	19.5	5.3	11.1	Sussex	21018	1.25	3.462	\$3.330
190	015	B	0.0	2.0	2.0	4.8	Morris	24916	1.27	3.461	\$1.440
191	044	B	3.1	9.2	6.1	12.6	Gloucester	4942	1.18	3.458	\$3.780
192	206	B	45.1	47.8	2.7	5.6	Mercer	14034	1.22	3.457	\$1.680
193	034	N	3.9	7.7	3.8	7.6	Monmouth	13587	1.28	3.457	\$2.280
194	202	S	21.9	24.1	2.2	4.5	Somerset	31432	1.45	3.456	\$1.350
195	034	S	0.0	1.1	1.1	2.2	Monmouth	18544	1.34	3.449	\$0.660
196	030	W	56.5	57.0	0.5	1.5	Atlantic	21355	1.37	3.449	\$0.450
197	033	B	35.9	36.9	1.0	4.0	Monmouth	15518	1.24	3.447	\$1.200

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
198	009	B	82.0	88.7	6.7	14.2	Ocean	19926	1.26	3.446	\$4.260
199	440	N	21.4	23.0	1.6	3.0	Hudson	21895	1.38	3.441	\$0.900
200	035	B	22.7	23.4	0.7	1.5	Monmouth	21224	1.28	3.440	\$0.450
201	036	N	22.3	24.4	2.1	4.4	Monmouth	16896	1.34	3.433	\$1.320
202	130	S	30.5	36.4	5.9	18.0	Burlington, Camden	20839	1.38	3.432	\$5.400
203	035	S	34.6	39.4	4.8	10.0	Monmouth	16211	1.34	3.429	\$3.000
204	206	B	107.1	116.1	9.0	20.2	Sussex	16066	1.26	3.429	\$6.060
205	054	N	8.6	9.1	0.5	1.0	Atlantic	6220	1.25	3.425	\$0.300
206	073	S	27.0	28.4	1.4	3.8	Burlington	28285	1.46	3.424	\$1.140
207	023	N	12.9	13.6	0.7	2.1	Morris	29958	1.48	3.421	\$0.630
208	001	S	28.6	29.7	1.1	3.3	Middlesex	39289	1.56	3.420	\$0.990
209	035	S	12.8	14.4	1.6	3.1	Ocean	10515	1.30	3.420	\$0.930
210	055	N	36.2	40.0	3.8	7.6	Cumberland, Gloucester	17977	1.37	3.419	\$2.280
211	030	E	36.4	40.5	4.1	8.2	Atlantic	8632	1.28	3.416	\$2.460
212	202	N	7.4	11.5	4.1	8.2	Hunterdon	18396	1.38	3.413	\$2.460
213	050	B	5.4	6.7	1.3	2.6	Cape May	7784	1.24	3.413	\$0.780
214	080	E	39.6	41.0	1.4	5.6	Morris	42086	1.60	3.410	\$1.680
215	287	S	65.0	65.9	0.9	2.4	Bergen	39456	1.58	3.406	\$0.720
216	004	W	0.0	1.9	1.9	3.8	Bergen, Passaic	19626	1.40	3.405	\$1.140
217	024	E	1.6	3.6	2.0	4.0	Morris	44503	1.63	3.405	\$1.200
218	094	B	21.7	22.5	0.8	1.6	Sussex	11000	1.27	3.404	\$0.480
219	094	S	0.1	0.6	0.5	0.7	Warren	3140	1.25	3.404	\$0.210
220	046	E	67.1	69.1	2.0	4.9	Bergen	25495	1.46	3.402	\$1.470
221	035	B	52.3	56.3	4.0	16.0	Middlesex	20578	1.32	3.399	\$4.800
222	130	N	27.2	28.7	1.5	4.2	Camden	20904	1.42	3.399	\$1.260
223	023	B	4.0	4.9	0.9	2.8	Passaic	24276	1.34	3.398	\$0.840
224	078	E	5.5	6.3	0.8	2.4	Warren	42828	1.62	3.397	\$0.720
225	080	E	64.6	65.1	0.5	1.0	Bergen	35885	1.56	3.395	\$0.300
226	073	S	30.5	31.9	1.4	3.5	Burlington, Camden	23750	1.45	3.394	\$1.050
227	057	B	15.3	20.3	5.0	10.0	Warren	12702	1.29	3.391	\$3.000
228	033	W	29.3	31.0	1.7	2.6	Monmouth	8316	1.31	3.387	\$0.780
229	070	E	44.3	44.8	0.5	1.0	Ocean	8812	1.32	3.385	\$0.300
230	130	N	44.7	45.9	1.2	3.6	Burlington	18781	1.41	3.384	\$1.080
231	029	B	9.4	12.1	2.7	5.4	Mercer	12544	1.31	3.376	\$1.620
232	130	S	72.9	74.2	1.3	2.6	Middlesex	12284	1.37	3.369	\$0.780
233	022	E	45.0	45.7	0.7	1.4	Somerset	32138	1.55	3.369	\$0.420
234	078L	W	49.2	52.5	3.3	9.6	Union	36440	1.60	3.364	\$2.880
235	021	S	5.4	6.9	1.5	4.5	Essex	34932	1.59	3.363	\$1.350
236	001	N	12.0	14.4	2.4	7.1	Middlesex	30154	1.54	3.363	\$2.130
237	124	E	7.6	10.0	2.4	4.5	Essex	6589	1.33	3.362	\$1.350
238	202	B	31.5	32.9	1.4	3.1	Somerset	13474	1.33	3.361	\$0.930
239	022	E	2.3	2.8	0.5	1.0	Warren	17412	1.43	3.360	\$0.300

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
240	023	N	14.1	19.5	5.4	10.8	Morris, Passaic	25185	1.50	3.360	\$3.240
241	009	N	107.4	110.3	2.9	5.8	Monmouth	23000	1.48	3.358	\$1.740
242	010	B	19.1	20.3	1.2	4.8	Essex	16742	1.35	3.355	\$1.440
243	130	S	61.9	64.9	3.0	6.0	Mercer	15026	1.41	3.354	\$1.800
244	091	B	0.3	2.3	2.0	4.0	Middlesex	14662	1.34	3.352	\$1.200
245	007	B	3.5	5.3	1.8	3.9	Bergen, Hudson	17326	1.36	3.347	\$1.170
246	202	S	24.9	26.3	1.4	2.3	Somerset	26899	1.53	3.345	\$0.690
247	073	B	8.9	10.4	1.5	6.0	Camden	15350	1.36	3.342	\$1.800
248	001	N	19.8	21.9	2.1	4.9	Middlesex	30688	1.58	3.338	\$1.470
249	001	N	45.5	47.0	1.5	3.0	Essex, Union	28758	1.56	3.332	\$0.900
250	130	N	47.4	52.7	5.3	10.6	Burlington	16317	1.45	3.331	\$3.180
251	067	B	0.0	1.3	1.3	5.2	Bergen	21652	1.40	3.330	\$1.560
252	007	B	9.5	10.1	0.6	1.2	Essex	12296	1.36	3.329	\$0.360
253	206	B	91.1	95.0	3.9	8.1	Morris	21634	1.40	3.328	\$2.430
254	073	S	32.9	34.1	1.2	2.7	Burlington, Camden	18343	1.47	3.326	\$0.810
255	130	S	38.3	40.3	2.0	6.0	Burlington	20216	1.49	3.325	\$1.800
256	030	W	2.6	3.5	0.9	2.8	Camden	34707	1.63	3.325	\$0.840
257	130	S	45.7	52.7	7.0	14.8	Burlington	16438	1.46	3.325	\$4.440
258	010	W	1.0	2.0	1.0	2.0	Morris	14045	1.44	3.322	\$0.600
259	054	B	9.5	10.3	0.8	1.6	Atlantic	13220	1.37	3.320	\$0.480
260	040	B	46.5	51.6	5.1	10.9	Atlantic	22176	1.42	3.311	\$3.270
261	009	B	24.8	30.3	5.5	11.0	Cape May	8002	1.36	3.308	\$3.300
262	040	B	10.8	20.8	10.0	20.0	Salem	11852	1.39	3.300	\$6.000
263	027	B	0.1	3.0	2.9	5.8	Mercer	11842	1.39	3.298	\$1.740
264	009W	B	0.8	11.2	10.4	27.6	Bergen	12098	1.39	3.298	\$8.280
265	046	B	7.6	10.2	2.6	5.2	Warren	7768	1.37	3.296	\$1.560
266	023	N	21.0	25.6	4.6	9.2	Morris, Passaic	16645	1.49	3.295	\$2.760
267	080	E	2.9	7.3	4.4	13.6	Warren	27063	1.59	3.295	\$4.080
268	035	N	34.5	40.4	5.9	12.9	Monmouth	16330	1.49	3.292	\$3.870
269	040	W	55.5	57.2	1.7	3.4	Atlantic	16734	1.50	3.292	\$1.020
270	032	E	0.2	1.2	1.0	2.0	Middlesex	13157	1.46	3.291	\$0.600
271	040	E	52.2	54.0	1.8	4.3	Atlantic	17002	1.50	3.290	\$1.290
272	070	B	13.4	20.1	6.7	14.0	Burlington	18380	1.43	3.290	\$4.200
273	080	E	19.5	21.0	1.5	6.0	Warren	32061	1.65	3.286	\$1.800
274	206	B	116.5	129.3	12.8	28.3	Sussex	10238	1.40	3.282	\$8.490
275	001	B	57.4	60.7	3.3	13.2	Bergen, Hudson	29510	1.50	3.272	\$3.960
276	017	N	19.9	22.1	2.2	6.6	Bergen	52278	1.85	3.272	\$1.980
277	206	B	48.3	53.9	5.6	11.7	Mercer	15576	1.44	3.272	\$3.510
278	001T	E	0.2	2.1	1.9	4.9	Essex, Hudson	34001	1.68	3.271	\$1.470
279	001B	N	0.2	2.4	2.2	4.6	Mercer	9134	1.45	3.271	\$1.380
280	022	W	47.4	49.1	1.7	3.4	Union	24835	1.60	3.270	\$1.020

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
281	130	N	62.9	64.8	1.9	3.8	Mercer	14976	1.51	3.270	\$1.140
282	070	E	57.9	58.8	0.9	1.4	Monmouth, Ocean	13980	1.51	3.262	\$0.420
283	202	B	26.3	28.3	2.0	4.0	Somerset	30910	1.52	3.261	\$1.200
284	070	E	54.2	55.7	1.5	3.4	Ocean	15233	1.52	3.255	\$1.020
285	018	S	14.2	17.3	3.1	6.2	Monmouth	18803	1.56	3.255	\$1.860
286	130	S	27.3	28.0	0.7	2.1	Camden	20513	1.57	3.254	\$0.630
287	022	E	3.8	4.3	0.5	1.0	Warren	18154	1.55	3.253	\$0.300
288	206	B	99.6	103.5	3.9	9.1	Sussex	17938	1.47	3.250	\$2.730
289	166	B	0.1	3.7	3.6	6.9	Ocean	24260	1.50	3.249	\$2.070
290	080	W	32.0	43.2	11.2	44.0	Morris	39719	1.77	3.240	\$13.200
291	130	N	67.9	70.2	2.3	4.6	Mercer, Middlesex	12696	1.52	3.238	\$1.380
292	073	N	21.5	22.8	1.3	2.6	Burlington	25603	1.64	3.237	\$0.780
293	152	B	0.3	1.3	1.0	2.0	Atlantic	11996	1.46	3.236	\$0.600
294	202	S	10.1	11.0	0.9	1.9	Hunterdon	18015	1.57	3.236	\$0.570
295	122	B	1.0	1.8	0.8	1.6	Warren	9252	1.45	3.233	\$0.480
296	001L	S	46.7	49.2	2.5	5.0	Essex	23585	1.63	3.230	\$1.500
297	130	N	25.3	26.7	1.4	3.4	Camden, Gloucester	12779	1.53	3.229	\$1.020
298	440	S	18.8	19.9	1.1	2.2	Hudson	27072	1.67	3.227	\$0.660
299	206	S	34.7	35.6	0.9	1.8	Burlington	9837	1.51	3.226	\$0.540
300	322	B	15.2	15.8	0.6	2.1	Gloucester	18524	1.50	3.224	\$0.630
301	070	B	44.8	48.6	3.8	7.6	Ocean	24218	1.53	3.223	\$2.280
302	046	W	31.3	31.8	0.5	1.0	Morris	15032	1.56	3.222	\$0.300
303	080	E	46.0	52.7	6.7	20.0	Essex, Morris	57190	1.95	3.218	\$6.000
304	080	E	32.4	33.1	0.7	2.1	Morris	30648	1.71	3.217	\$0.630
305	033	W	22.6	24.0	1.4	2.8	Monmouth	14649	1.56	3.217	\$0.840
306	040	E	3.6	5.7	2.1	4.2	Salem	7256	1.49	3.216	\$1.260
307	018	N	15.9	18.8	2.9	5.8	Monmouth	19966	1.62	3.211	\$1.740
308	046	B	17.4	21.7	4.3	9.3	Warren	12062	1.49	3.207	\$2.790
309	049	B	31.5	37.6	6.1	12.8	Cumberland	12582	1.50	3.205	\$3.840
310	094	B	9.9	13.7	3.8	7.6	Warren	5140	1.46	3.204	\$2.280
311	287	S	61.1	61.7	0.6	1.2	Bergen	35568	1.77	3.199	\$0.360
312	120	S	1.9	2.4	0.5	1.0	Bergen	9295	1.53	3.199	\$0.300
313	030	W	52.9	53.6	0.7	1.4	Atlantic	19198	1.63	3.194	\$0.420
314	031	B	1.2	4.0	2.8	11.1	Mercer	12634	1.52	3.189	\$3.330
315	030	E	48.9	53.8	4.9	11.7	Atlantic	16984	1.62	3.182	\$3.510
316	054	B	10.8	11.8	1.0	2.0	Atlantic	10722	1.52	3.178	\$0.600
317	109	B	2.5	3.1	0.6	1.2	Cape May	18476	1.56	3.173	\$0.360
318	322	E	25.3	25.9	0.6	1.2	Gloucester	9349	1.57	3.168	\$0.360
319	001	S	33.3	35.8	2.5	6.5	Middlesex	34571	1.80	3.167	\$1.950
320	035	N	43.3	43.9	0.6	1.7	Monmouth	16989	1.64	3.166	\$0.510
321	001	S	36.3	37.3	1.0	2.8	Middlesex	38444	1.84	3.162	\$0.840
322	040	E	56.4	57.2	0.8	1.6	Atlantic	16734	1.64	3.161	\$0.480
323	049	B	21.6	23.8	2.2	4.4	Cumberland	10286	1.54	3.161	\$1.320

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
324	018	N	5.3	11.5	6.2	12.4	Monmouth	20521	1.68	3.161	\$3.720
325	001	N	36.3	37.0	0.7	1.9	Middlesex	38444	1.85	3.158	\$0.570
326	047	B	62.2	75.2	13.0	29.6	Gloucester	12256	1.55	3.158	\$8.880
327	094	B	8.3	9.5	1.2	2.4	Warren	7696	1.53	3.156	\$0.720
328	027	B	21.0	23.8	2.8	5.6	Middlesex	19122	1.58	3.155	\$1.680
329	140	B	0.1	0.7	0.6	1.2	Salem	5578	1.53	3.151	\$0.360
330	143	B	0.0	2.4	2.4	4.8	Camden	2748	1.51	3.150	\$1.440
331	001B	S	0.0	0.8	0.8	1.6	Mercer	8199	1.58	3.149	\$0.480
332	181	B	4.9	7.5	2.6	5.3	Sussex	9662	1.55	3.148	\$1.590
333	047	B	3.4	4.4	1.0	2.2	Cape May	18846	1.59	3.147	\$0.660
334	031	B	38.6	42.4	3.8	8.6	Hunterdon, Warren	18622	1.59	3.145	\$2.580
335	094	B	28.3	29.5	1.2	2.4	Sussex	11094	1.56	3.145	\$0.720
336	054	B	0.0	6.9	6.9	13.8	Atlantic	10188	1.55	3.144	\$4.140
337	130	B	0.1	1.8	1.7	3.4	Salem	13196	1.57	3.142	\$1.020
338	124	W	7.4	10.0	2.6	4.3	Essex	6679	1.57	3.140	\$1.290
339	031	B	12.6	16.2	3.6	8.4	Hunterdon	22276	1.61	3.139	\$2.520
340	036	N	2.3	3.8	1.5	3.0	Monmouth	17836	1.68	3.135	\$0.900
341	130	N	78.6	80.9	2.3	4.6	Middlesex	17002	1.68	3.132	\$1.380
342	030	B	31.1	32.1	1.0	4.0	Atlantic	12398	1.58	3.131	\$1.200
343	026	B	1.7	2.5	0.8	3.2	Middlesex	18298	1.61	3.131	\$0.960
344	040	B	34.0	34.9	0.9	1.8	Atlantic	7782	1.56	3.130	\$0.540
345	206	S	36.3	38.1	1.8	3.6	Burlington	9253	1.61	3.130	\$1.080
346	206	B	104.2	105.1	0.9	1.8	Sussex	15084	1.59	3.128	\$0.540
347	030	W	36.7	37.7	1.0	2.0	Atlantic	8032	1.60	3.128	\$0.600
348	009	B	55.4	57.0	1.6	3.2	Burlington	7154	1.57	3.118	\$0.960
349	027	B	3.4	6.9	3.5	7.3	Middlesex, Somerset	12602	1.59	3.118	\$2.190
350	029	B	17.3	18.1	0.8	1.6	Hunterdon	9760	1.58	3.117	\$0.480
351	029	N	4.2	8.0	3.8	7.6	Mercer	13626	1.66	3.117	\$2.280
352	046	E	54.5	55.2	0.7	1.4	Essex	20270	1.73	3.113	\$0.420
353	012	B	1.5	11.4	9.9	20.5	Hunterdon	8596	1.58	3.112	\$6.150
354	040	W	52.3	54.3	2.0	4.0	Atlantic	17081	1.70	3.109	\$1.200
355	023	B	46.8	47.7	0.9	1.8	Sussex	2660	1.56	3.107	\$0.540
356	001B	S	1.4	2.4	1.0	2.0	Mercer	8993	1.63	3.106	\$0.600
357	322	B	17.9	24.1	6.2	12.4	Gloucester	13120	1.61	3.103	\$3.720
358	009	B	5.8	22.3	16.5	34.0	Cape May	10432	1.60	3.100	\$10.200
359	022	W	58.0	60.2	2.2	4.8	Essex, Union	24117	1.78	3.097	\$1.440
360	070	E	51.3	52.8	1.5	3.0	Ocean	16656	1.71	3.097	\$0.900
361	057	B	4.6	5.3	0.7	1.4	Warren	12312	1.62	3.096	\$0.420
362	083	B	0.3	3.8	3.5	7.0	Cape May	5074	1.58	3.096	\$2.100
363	077	B	13.2	22.4	9.2	18.4	Gloucester, Salem	5868	1.59	3.091	\$5.520
364	027	N	33.4	34.1	0.7	1.3	Union	6601	1.63	3.086	\$0.390
365	078L	E	48.2	53.0	4.8	13.1	Union	36965	1.92	3.082	\$3.930
366	046	E	70.8	72.1	1.3	2.6	Bergen	36160	1.91	3.081	\$0.780

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
367	037	W	0.1	1.9	1.8	3.2	Ocean	15713	1.72	3.079	\$0.960
368	046	W	55.8	57.5	1.7	4.5	Passaic	49199	2.05	3.068	\$1.350
369	001T	W	0.3	1.2	0.9	1.8	Essex, Hudson	35059	1.92	3.068	\$0.540
370	109	S	1.5	2.5	1.0	1.8	Cape May	8597	1.68	3.063	\$0.540
371	183	B	0.8	1.8	1.0	2.0	Morris, Sussex	13420	1.66	3.058	\$0.600
372	130	B	3.8	8.9	5.1	10.2	Gloucester, Salem	5696	1.64	3.050	\$3.060
373	322	B	30.8	36.9	6.1	24.5	Atlantic, Gloucester	12058	1.67	3.045	\$7.350
374	045	N	22.8	23.7	0.9	1.8	Gloucester	7178	1.68	3.044	\$0.540
375	019	S	1.5	2.9	1.4	4.4	Passaic	21305	1.81	3.044	\$1.320
376	009	B	3.1	4.0	0.9	1.8	Cape May	8746	1.66	3.038	\$0.540
377	094	B	32.9	35.5	2.6	5.2	Sussex	10362	1.67	3.036	\$1.560
378	001	S	8.5	10.6	2.1	7.1	Mercer	40570	2.01	3.032	\$2.130
379	028	E	23.3	25.3	2.0	4.0	Union	14498	1.77	3.030	\$1.200
380	440	N	2.4	3.0	0.6	1.8	Middlesex	53079	2.13	3.025	\$0.540
381	202	B	36.5	42.2	5.7	11.4	Morris, Somerset	8832	1.68	3.023	\$3.420
382	010	B	21.1	21.9	0.8	1.6	Essex	11732	1.70	3.022	\$0.480
383	057	B	7.1	8.5	1.4	2.8	Warren	14188	1.71	3.021	\$0.840
384	033	B	14.3	15.2	0.9	2.3	Mercer	19830	1.74	3.016	\$0.690
385	050	B	2.8	4.9	2.1	4.2	Cape May	6776	1.68	3.014	\$1.260
386	124	B	10.0	10.6	0.6	2.4	Essex, Union	13176	1.71	3.012	\$0.720
387	031	B	5.0	10.6	5.6	13.5	Mercer	21980	1.76	3.009	\$4.050
388	206	B	56.7	60.7	4.0	8.4	Mercer, Somerset	18432	1.74	3.007	\$2.520
389	021	N	4.7	14.4	9.7	26.7	Essex, Passaic	31582	1.96	3.000	\$8.010
390	009	B	46.9	48.5	1.6	3.2	Atlantic	7344	1.70	2.998	\$0.960
391	028	B	4.0	6.1	2.1	4.5	Somerset	14548	1.74	2.995	\$1.350
392	206	B	87.4	90.9	3.5	8.4	Morris	20328	1.78	2.985	\$2.520
393	009	B	60.1	62.4	2.3	4.6	Ocean	11290	1.74	2.980	\$1.380
394	133	E	0.1	3.2	3.1	6.2	Mercer	7771	1.76	2.977	\$1.860
395	023	B	48.6	49.6	1.0	2.0	Sussex	3420	1.71	2.977	\$0.600
396	093	B	2.4	3.5	1.1	2.2	Bergen	21410	1.79	2.977	\$0.660
397	005	B	0.1	3.1	3.0	7.2	Bergen	9722	1.74	2.974	\$2.160
398	124	E	11.3	12.5	1.2	2.4	Union	6588	1.76	2.974	\$0.720
399	023	S	16.0	16.9	0.9	2.6	Morris	23688	1.92	2.970	\$0.780
400	007	B	6.0	8.2	2.2	8.8	Essex	14718	1.77	2.967	\$2.640
401	050	B	24.6	25.1	0.5	1.0	Atlantic	7664	1.75	2.961	\$0.300
402	031	B	42.9	43.6	0.7	2.4	Warren	14648	1.78	2.955	\$0.720
403	031	B	24.2	25.2	1.0	2.6	Hunterdon	25200	1.84	2.945	\$0.780
404	088	B	0.0	1.5	1.5	3.0	Ocean	22182	1.85	2.932	\$0.900
405	050	B	20.0	23.3	3.3	6.9	Atlantic	7514	1.78	2.929	\$2.070
406	029	B	22.8	23.8	1.0	2.0	Hunterdon	3748	1.76	2.929	\$0.600
407	072	W	21.2	24.4	3.2	6.6	Ocean	15512	1.89	2.925	\$1.980
408	322	B	2.4	3.0	0.6	1.5	Gloucester	20252	1.86	2.911	\$0.450

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
409	050	S	23.5	24.1	0.6	1.2	Atlantic	3530	1.80	2.910	\$0.360
410	047	B	38.0	39.3	1.3	2.6	Cumberland	5424	1.79	2.909	\$0.780
411	206	N	33.6	34.2	0.6	1.2	Burlington	13433	1.89	2.908	\$0.360
412	676	N	0.3	0.9	0.6	1.8	Camden	34460	2.09	2.904	\$0.540
413	037	W	9.0	10.2	1.2	3.6	Ocean	14682	1.92	2.894	\$1.080
414	206	S	68.6	71.2	2.6	5.9	Somerset	14578	1.93	2.886	\$1.770
415	057	B	10.5	14.2	3.7	7.4	Warren	12584	1.86	2.876	\$2.220
416	023	B	28.3	29.5	1.2	2.4	Sussex	16834	1.88	2.876	\$0.720
417	322	E	4.2	4.9	0.7	1.4	Gloucester	9002	1.89	2.873	\$0.420
418	173	B	12.9	13.9	1.0	2.0	Hunterdon	12928	1.87	2.869	\$0.600
419	001	N	34.7	35.4	0.7	1.4	Middlesex	32962	2.12	2.868	\$0.420
420	095M	S	1.7	3.5	1.8	5.4	Mercer	27862	2.07	2.865	\$1.620
421	044	B	1.7	3.0	1.3	2.6	Gloucester	1524	1.83	2.859	\$0.780
422	022	E	55.3	56.2	0.9	1.9	Union	35201	2.15	2.859	\$0.570
423	130	S	40.9	42.1	1.2	3.6	Burlington	20216	2.01	2.856	\$1.080
424	027	B	10.8	12.4	1.6	3.2	Middlesex	22624	1.93	2.853	\$0.960
425	168	B	0.7	6.7	6.0	12.1	Camden, Gloucester	15176	1.91	2.845	\$3.630
426	040	W	61.6	63.1	1.5	3.0	Atlantic	15892	1.99	2.844	\$0.900
427	030	E	56.1	57.0	0.9	2.3	Atlantic	21355	2.05	2.830	\$0.690
428	046	W	32.2	33.2	1.0	2.0	Morris	15390	2.00	2.828	\$0.600
429	046	B	24.7	27.1	2.4	9.6	Morris	26838	1.99	2.825	\$2.880
430	035	S	0.6	1.8	1.2	2.7	Ocean	3492	1.90	2.820	\$0.810
431	027	B	7.2	8.6	1.4	3.4	Middlesex	16628	1.95	2.818	\$1.020
432	022	W	36.1	36.6	0.5	1.5	Somerset	39368	2.24	2.816	\$0.450
433	031	B	22.1	22.6	0.5	1.2	Hunterdon	25820	2.00	2.809	\$0.360
434	040	B	8.2	10.0	1.8	3.6	Salem	16280	1.96	2.800	\$1.080
435	009	S	130.9	131.7	0.8	2.4	Middlesex	37872	2.24	2.800	\$0.720
436	130	S	76.3	78.8	2.5	5.0	Middlesex	17002	2.06	2.786	\$1.500
437	078	W	9.5	10.1	0.6	1.8	Hunterdon	45494	2.34	2.777	\$0.540
438	031	B	45.7	46.4	0.7	1.7	Warren	10990	1.97	2.771	\$0.510
439	202	N	24.6	26.3	1.7	3.2	Somerset	28164	2.18	2.768	\$0.960
440	078	E	43.1	45.8	2.7	8.1	Union	43962	2.33	2.765	\$2.430
441	040	B	26.3	28.7	2.4	4.8	Gloucester	10702	2.00	2.744	\$1.440
442	175	B	0.4	1.4	1.0	2.0	Mercer	992	1.96	2.744	\$0.600
443	004	E	3.6	4.8	1.2	3.9	Bergen	62875	2.51	2.741	\$1.170
444	019	S	0.0	0.8	0.8	1.6	Passaic	16103	2.11	2.739	\$0.480
445	048	B	0.4	3.7	3.3	6.6	Salem	4090	1.98	2.738	\$1.980
446	029	B	19.2	21.8	2.6	6.3	Hunterdon	6154	1.99	2.738	\$1.890
447	287	N	57.7	58.3	0.6	1.8	Bergen	44432	2.37	2.736	\$0.540
448	070	E	50.1	50.6	0.5	1.0	Ocean	15037	2.12	2.716	\$0.300
449	017	S	6.7	7.5	0.8	2.4	Bergen	30554	2.27	2.713	\$0.720
450	033	E	29.0	31.0	2.0	2.3	Monmouth	8512	2.09	2.688	\$0.690
451	031	S	33.8	34.4	0.6	1.2	Hunterdon	15267	2.16	2.680	\$0.360
452	130	N	70.6	72.7	2.1	4.2	Middlesex	6779	2.10	2.668	\$1.260
453	037	W	6.4	7.4	1.0	2.9	Ocean	21170	2.24	2.665	\$0.870

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
454	038	W	10.4	12.4	2.0	5.9	Burlington	18320	2.23	2.650	\$1.770
455	057	B	0.3	2.4	2.1	4.2	Warren	12732	2.12	2.641	\$1.260
456	130	B	1.9	2.4	0.5	1.0	Salem	11566	2.13	2.635	\$0.300
457	046	W	23.2	24.2	1.0	2.0	Morris	10521	2.19	2.616	\$0.600
458	009	N	112.5	113.0	0.5	1.0	Monmouth	23692	2.32	2.611	\$0.300
459	040	B	45.3	45.9	0.6	1.2	Atlantic	14670	2.17	2.606	\$0.360
460	073	N	14.7	16.1	1.4	2.8	Camden	14895	2.24	2.604	\$0.840
461	023	B	49.8	52.2	2.4	7.2	Sussex	3420	2.13	2.598	\$2.160
462	095M	N	1.7	3.3	1.6	4.8	Mercer	27249	2.37	2.596	\$1.440
463	049	B	25.8	26.3	0.5	1.0	Cumberland	13746	2.19	2.588	\$0.300
464	035	N	12.8	16.0	3.2	6.3	Monmouth, Ocean	10377	2.22	2.586	\$1.890
465	021	S	12.7	13.2	0.5	1.0	Passaic	33554	2.45	2.572	\$0.300
466	029	B	24.8	27.1	2.3	4.6	Hunterdon	3024	2.16	2.569	\$1.380
467	021	S	7.3	12.0	4.7	14.1	Essex, Passaic	29936	2.42	2.567	\$4.230
468	195	E	1.2	1.8	0.6	1.3	Mercer	25397	2.40	2.550	\$0.390
469	032	W	0.0	1.0	1.0	1.8	Middlesex	13157	2.31	2.534	\$0.540
470	080	W	66.3	67.9	1.6	4.6	Bergen	35440	2.52	2.527	\$1.380
471	035	B	18.6	19.7	1.1	2.2	Monmouth	21132	2.31	2.508	\$0.660
472	031	B	46.9	47.8	0.9	1.8	Warren	10640	2.27	2.499	\$0.540
473	138	W	0.0	0.8	0.8	1.6	Monmouth	21721	2.44	2.484	\$0.480
474	056	B	6.7	7.3	0.6	1.2	Salem	15136	2.32	2.473	\$0.360
475	073	B	10.8	13.0	2.2	8.8	Camden	20478	2.35	2.471	\$2.640
476	078	E	51.2	52.9	1.7	3.4	Union	39413	2.62	2.467	\$1.020
477	202	B	43.0	44.4	1.4	2.8	Morris	9682	2.32	2.457	\$0.840
478	130	B	2.5	3.4	0.9	1.8	Salem	11908	2.34	2.447	\$0.540
479	280	W	0.6	1.2	0.6	1.2	Morris	28510	2.55	2.446	\$0.360
480	035	S	43.4	43.9	0.5	1.0	Monmouth	16989	2.44	2.443	\$0.300
481	028	B	0.5	1.9	1.4	2.8	Somerset	15944	2.38	2.421	\$0.840
482	072	E	22.0	26.3	4.3	9.2	Ocean	15500	2.47	2.403	\$2.760
483	033	W	17.7	21.2	3.5	7.0	Middlesex, Monmouth	14955	2.48	2.393	\$2.100
484	080	E	28.2	31.7	3.5	10.5	Morris	41197	2.73	2.390	\$3.150
485	280	W	2.4	3.1	0.7	1.4	Morris	34039	2.68	2.376	\$0.420
486	047	S	1.7	3.4	1.7	3.3	Cape May	11284	2.47	2.368	\$0.990
487	040	E	61.7	62.5	0.8	1.6	Atlantic	15668	2.52	2.361	\$0.480
488	287	S	45.5	46.2	0.7	2.1	Morris	40396	2.79	2.329	\$0.630
489	095M	S	0.3	1.1	0.8	2.4	Mercer	26902	2.66	2.326	\$0.720
490	053	B	2.3	4.5	2.2	4.4	Morris	15612	2.50	2.314	\$1.320
491	094	B	30.0	30.6	0.6	1.2	Sussex	11472	2.48	2.314	\$0.360
492	009	B	36.8	39.4	2.6	5.2	Atlantic	14436	2.50	2.312	\$1.560
493	195	E	2.2	4.7	2.5	5.0	Mercer	29082	2.71	2.302	\$1.500
494	138	E	0.5	3.5	3.0	5.9	Monmouth	16096	2.59	2.299	\$1.770
495	202	N	30.0	31.5	1.5	3.0	Somerset	6737	2.51	2.294	\$0.900
496	195	W	1.6	2.9	1.3	2.6	Mercer	26502	2.71	2.286	\$0.780
497	295	S	63.6	64.4	0.8	2.4	Mercer	28670	2.73	2.283	\$0.720

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – CONTINUED

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
498	030	B	5.6	7.3	1.7	3.4	Camden	19708	2.56	2.278	\$1.020
499	080	W	12.7	31.6	18.9	58.8	Morris, Sussex, Warren	34784	2.80	2.271	\$17.640
500	077	B	10.8	12.8	2.0	4.0	Salem	5136	2.50	2.270	\$1.200
501	034	N	2.9	3.4	0.5	1.4	Monmouth	16756	2.63	2.269	\$0.420
502	287	S	22.7	24.0	1.3	2.6	Somerset	37218	2.83	2.265	\$0.780
503	009	B	33.4	35.1	1.7	3.4	Atlantic	16328	2.56	2.260	\$1.020
504	040	B	60.6	61.6	1.0	4.0	Atlantic	29768	2.64	2.250	\$1.200
505	147	E	1.1	2.1	1.0	2.0	Cape May	6350	2.56	2.249	\$0.600
506	073	N	30.6	31.2	0.6	1.3	Burlington	23217	2.72	2.244	\$0.390
507	152	B	2.5	3.2	0.7	1.4	Atlantic	13570	2.57	2.242	\$0.420
508	195	E	5.3	5.8	0.5	1.0	Mercer	30862	2.82	2.220	\$0.300
509	078	E	47.1	49.1	2.0	5.1	Union	49812	3.00	2.220	\$1.530
510	080	E	33.8	34.6	0.8	2.4	Morris	30648	2.84	2.202	\$0.720
511	138	W	1.9	3.3	1.4	2.8	Monmouth	13531	2.73	2.157	\$0.840
512	078	W	18.1	18.7	0.6	2.2	Hunterdon	25514	2.85	2.145	\$0.660
513	295	S	65.4	66.2	0.8	2.4	Mercer	27594	2.88	2.142	\$0.720
514	195	E	16.1	17.9	1.8	3.6	Monmouth, Ocean	18870	2.83	2.113	\$1.080
515	015	N	4.8	6.1	1.3	3.8	Morris	23399	2.89	2.090	\$1.140
516	094	B	38.6	39.2	0.6	1.2	Sussex	10504	2.78	2.043	\$0.360
Totals						3,418.8					\$1,025.640