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

FISCAL YEAR 2017

Prepared by:

New Jersey Department of Transportation

December 2017

State of New Jersey

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SHEILA Y. OLIVER
Lt. Governor

DIANE GUTIERREZ-SCACCETTI
Acting Commissioner

April 17, 2018

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 State Fiscal Year 2017. 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 remains a critical criteria for how much roadway repair and improvements can be accomplished. With the reauthorization of the Transportation Trust Fund, NJDOT has programmed more pavement projects to improve the condition of the state highway network.

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 Sate Fiscal Year 2017. 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,

Diane Gutierrez-Scaccetti
Acting Commissioner

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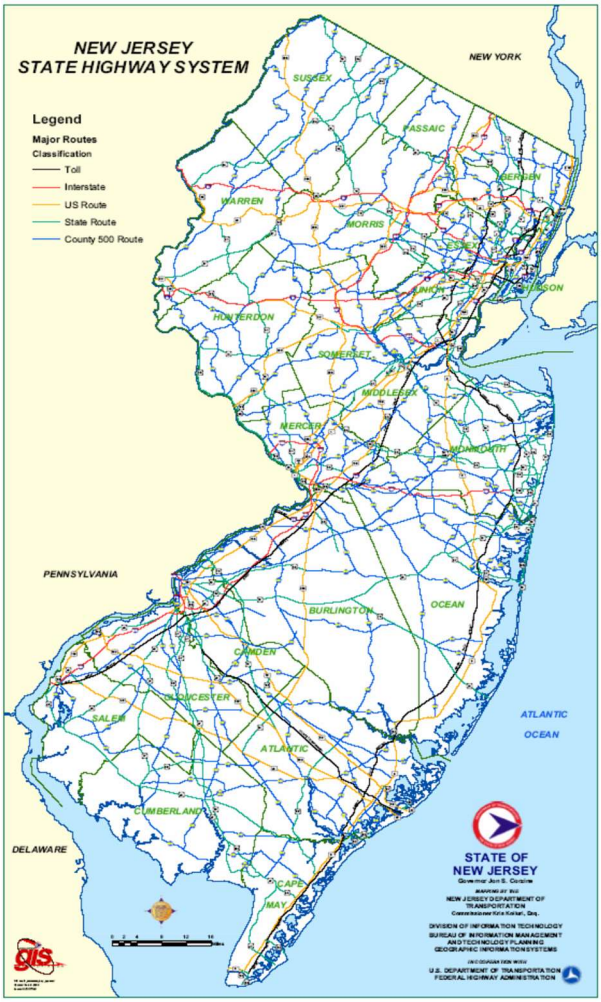
CURRENT STATUS OF THE STATE HIGHWAY SYSTEM

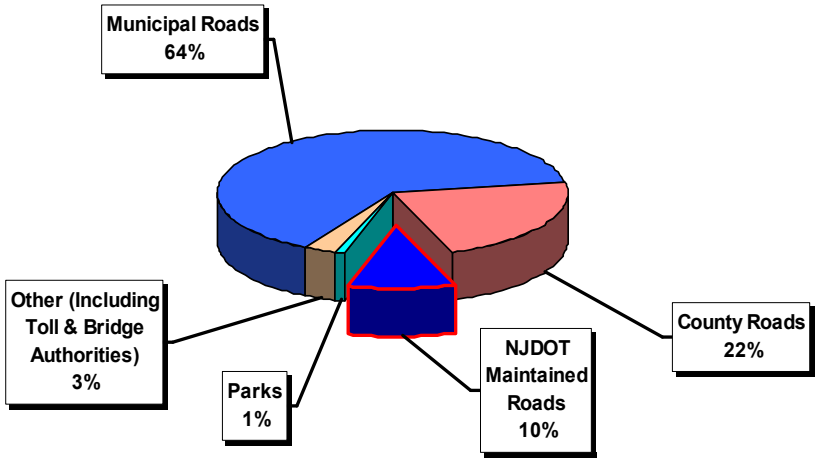
Description of System

There are approximately 39,071 centerline (CL) miles of roadways in New Jersey. NJDOT maintains approximately 2,331 CL miles of roads, commonly referred to as the state highway system. Most of the remaining mileage is under the jurisdiction of counties (6,647 CL miles) and municipalities (28,772 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). The park roads both state and local (599 CL miles) and finally Federal Agencies Fish & Wildlife Service, National Park Services & Military (308 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. Although IRI can vary theoretically from 0 to an unlimited number, practical ranges seen on pavement are 30 to 500 (higher values mean rougher pavements).
- **SDI (Surface Distress Index)** assesses surface distress and visible deterioration by evaluating cracking, patching, faulting, shoulder drop, rut depth 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 cracking 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 2016 road data to evaluate the state highway system consisting of approximately 2331 centerline miles of roadway. In terms of pavement quantities, this amounts to 8542 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
Defi-cient (Poor)	**IRI > 170 *OR* SDI ≤ 2.4 (Deficient classification results from either deficient roughness alone or surface distress alone or both).**	**These roads are due for treatment.** Drivers on these roads will notice that they are driving on a rough surface and may be barely tolerable for high-speed traffic. These pavements may have deteriorated to such an extent that they affect the speed of free flow traffic and may cause damage to vehicles. There will be signs of significant deterioration, including potholes and deep cracks. Deficient pavements will generally be most costly to rehabilitate.
Fair	**All combinations of IRI and SDI between those above and below listed range.**	**These roads exhibit minimally acceptable smoothness that is noticeably inferior to those of new paving.** These pavements may show some signs of deterioration such as rutting and `cracking or 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 (Both IRI and SDI must be good to rate this classification).**	**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.

The road data analysis results are presented in tabular form in Table 2 below and graphically in Figure 2.

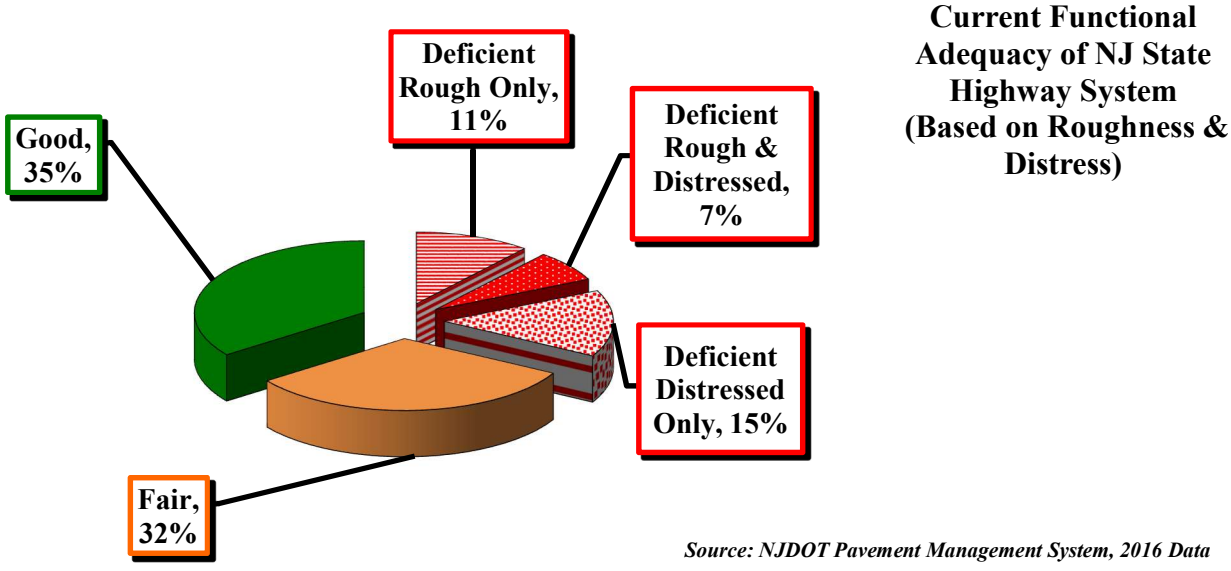
TABLE 2
Functional Adequacy of NJ State Highway System
(Based on Roughness and Distress)

Condition	Road Miles (Two Directions)	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone (IRI > 170)	531.0	898.8	11%
Deficient by Roughness & Distress (Both)	388.4	629.8	7%
Deficient by Distress Alone (SDI ≤ 2.4)	733.6	1271.1	15%
Total Deficient	1653	2799.7	33%
Total Fair/Mediocre	1541.5	2715.9	32%
Total Good	1470.7	2994.1	35%
Total State System	4665.2	8509.7	100%

Source: NJDOT Pavement Management System, 2016 Data

† Note: Mileage in Table 2 represents tested mileage which is slightly less than system mileage (4665.2 out of 4672.3 and 8509.7 out of 8541.8) due to inaccessibility of some areas for testing.

FIGURE 2

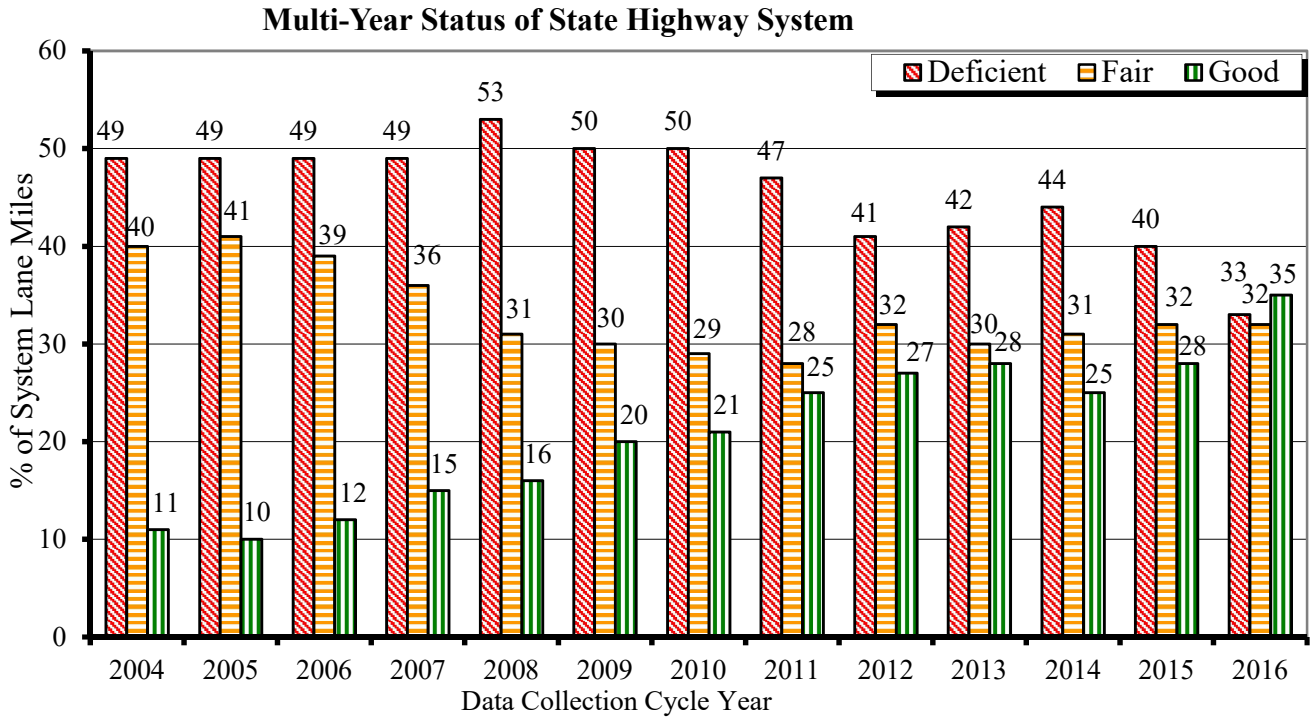


Source: NJDOT Pavement Management System, 2016 Data

NJDOT considers the 33% total deficiency (combination of 3 deficient subcategories above) as a serious condition which warrants treatment as soon as possible. Deficiency by IRI could indicate a safety or vehicle damage concern. SDI deficiency indicates a serious condition with regards to pavement breakup, potholes, shortened pavement life, etc. Obviously, the presence of both deficiencies is even more serious. The type of deficiency is important in that it can aid in selecting the most efficient treatment methodology and can indicate whether materials currently in use are performing adequately by the amount of deficiency due to cracking.

Similar analyses using data collected over the last 13 years show that, while the total deficiency has remained significant over time, current efforts have resulted in reduced deficiencies (see Figure 3). Year 2016 represents a milestone year in NJDOT's Pavement Management and Asset Management history. For the first time since NJDOT has been performing annual network condition assessments on its pavement assets, the number of pavements classified as "good" has grown to be the largest of the three Functional Adequacy categories (as shown in Figure 2 - page 3) and Status of State Highway System (as shown in Figure 3 – page 4).

FIGURE 3



Source: NJDOT Pavement Management System

SUMMARY OF PAVEMENT PROJECT EXPENDITURES

A summary of pavement projects expenditures in Sate Fiscal Year 2017 is provided in Table 3 below. Costs for individual projects awarded in State FY 2017 are shown on pages 7 through 14.

TABLE 3
Summary of Pavement Projects Expenditures for State Fiscal Year 2017
(Individual costs for projects awarded in State FY 2017 are shown on pages 7 through 14)

Program Category	Description	Expenditure In $ Million
Highway Capital Maintenance (Betterments) Projects	This is an ongoing program of minor improvements / betterments to the state highway system for miscellaneous maintenance repair projects, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation / maintenance. (Page 6)	**$9.56**
Highway Resurfacing – Operations Division Projects	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. (Table 4 & 5)	**Regular Funding $66.47** **Supplemental TTF $30.39**
Highway Resurfacing / Rehab & Reconstruct - Capital Program Management Projects	This program funds larger scale projects administered through Capital Program Management which are primarily involved with pavement restoration. (Table 6)	**$ 105.07**
Pavement Preservation Preventive Maintenance – Capital Program Management. Projects	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. (Table 7 & 8)	**Regular Funding $33.76** **Supplemental TTF $46.90**
Pavement Preservation Preventive Maintenance – Operations Projects	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.(Table 9)	**$6.5**
Totals		**$ 298.65**

***TTF**: Transportation Trust Fund*

WORK COMPLETED IN STATE SATE FISCAL YEAR 2017

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

State Sate Fiscal Year 2017 Highway Capital Maintenance (Betterments) Projects

As described in Table 3, Highway Capital Maintenance dollars were spent in Sate Fiscal Year 2017 on pavement-related maintenance work administered through the Operations Division of NJDOT. In-house operations (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 projects awarded and administered through Operations, including the following:

- "If-And-Where" resurfacing projects 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.

State Sate Fiscal Year 2017 Highway Resurfacing – Operations Division Projects (Regular Funding)

As mentioned previously, selected resurfacing projects are administered through the Department's Division of Operations Support. These projects are funded with state TTF dollars. Table 4 below lists the resurfacing projects valued at $66.47 (millions) that were awarded in state Sate Fiscal Year 2017.

TABLE 4

Highway Resurfacing Projects – Operations Division Projects Awarded In State FY 2017 (Regular Funding)

Project	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In $ Million
MRRC #S307	9	Both	5.7	7	3	Atlantic & Cape May	$3.53
	30	Both	50.8	52.3	9		
	40	Both	49.95	51.62	3.4		
	50	Both	19.1	20.7	3.2		
MRRC #N207	9	Both	0.23	1.1	3.5	Bergen, Essex, Morris, Passaic & Union	$10.84
	46	Both	50	58.3	13.4		
	124	Both	7.6	12.5	16.7		
MRRC #C210	1	Both	15.09	36.82	21.7	Middlesex	$8.40
	32	Both	0	1.18	4.8		
MRRC #C309	9	North	116.78	122.31	12.1	Middlesex & Monmouth	$5.62
	36	North	0.04	1.4	3.8		
	71	Both	9.89	10.48	1.2		
MRRC #N106	80	West	19	25.28	19.1	Morris, Sussex & Warren	$4.60
MRRC #S207	49	Both	5.69	10.56	5.8	Gloucester & Salem	$6.91
	55	South	40	51.3	22.6		
	77	Both	21	22.6	3.2		
	322	Both	16.8	17.6	1.6		
MRRC# S110	206	Both	26.6	33.9	18.9	Burlington	$3.73
	68	Both	7.6	7.8	0.8		
MRRC #C109	1	South	3.7	12	8	Hunterdon & Mercer	$5.21
	29	Both	13.4	17.16	7.6		
	130	Both	59.7	66.4	5.8		
MRRC #N314	78	East	42.8	48.73	13.9	Essex & Union	$7.70
	78 Express	Both	48.73	52.9	17.2		

MRRC *- Maintenance Roadway Repair Contracts*

TABLE 4 (Cont'd)

Highway Resurfacing Projects – Operations Division Projects Awarded In State FY 2017 (Regular Funding)

Projects	Route, Direction and MP Limits	Total Lane Miles	County	Total Cost In $ Million
MRC Central - 2017	Various Locations within the regions mostly as temporary restoration of surface, curb to curb for a short distances OR a short distance of travel lane and shoulder to extended the life of pavement till a full resurfacing project is initiated and constructed.	N/A	Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset and Part of Warren	$3.74
MRC North - 2017			Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union and Part of Warren	$3.78
MRC South - 2017			Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem	$2.40
Totals		**220.30**		**$66.47**

MRC *- Maintenance Resurfacing Contract*

State Sate Fiscal Year 2017 Supplemental TTF Appropriation Funds

As a result of the increase in the state gasoline tax in 2017, there was a supplemental Transportation Trust Fund (TTF) appropriation allocated to quickly improve the pavement conditions throughout the state. Supplemental projects were identified through a coordinated pavement evaluation system and administered through both the division of operations and Capital Program.

Resurfacing Projects delivered through the Division of Operations are listed in Table 5.

Pavement Preservation / Preventive Maintenance projects delivered by the Division of Capital Program Management are listed in Table 8.

TABLE 5

Highway Resurfacing Projects – Operations Division Projects Awarded In State FY 2017 (Supplemental TTF Appropriation Funds)

Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	Total Cost In $ Million
7	Both	1.60	4.20	5.40	0.63
9	Both	18.70	24.00	10.60	1.06
9	Both	24.00	28.50	9.00	0.90
9	Both	32.20	33.20	2.00	0.20
10	East	0.90	10.70	22.10	2.62
18	Both	11.30	12.60	5.20	0.61
20	Both	0.80	4.15	15.50	2.28
40	Both	46.30	46.90	1.20	0.22
		47.00	47.50	1.00	
40	Both	15.60	19.80	8.40	0.84
40	Both	10.46	10.87	0.80	0.08
44	Both	5.20	3.60	3.20	0.32
47	Both	16.80	18.30	3.00	0.30
49	Both	9.75	12.30	5.00	0.35
49	Both	18.80	21.05	4.40	0.45
49	Both	31.40	35.00	7.20	0.72
73	Both	16.90	17.90	5.50	0.60
73	Both	21.60	22.70	4.40	0.66
73	Both	24.30	25.10	3.20	0.32
73	Both	33.10	34.10	4.50	0.40
90	East	2.00	3.20	2.80	0.32
94	Both	0.20	7.30	6.60	2.04
129	Both	1.60	2.40	3.00	0.43
130	Both	64.90	67.80	13.10	1.75
		66.25	67.80	7.90	
130	Both	72.70	77.80	20.40	2.52
		74.10	76.20	8.40	
130	North	36.40	39.80	10.20	1.02
130	North	41.00	42.00	3.00	0.30
157	Both	0.00	0.91	1.80	0.18
185	Both	0.00	0.60	2.40	0.28
202	Both	11.60	20.60	36.00	6.00
206	Both	87.40	88.40	2.00	0.35
206	Both	62.10	63.00	5.40	1.53
		66.40	68.6	5.40	
295	Both	Exit 7	Ramp	0.50	0.10
295	North	Exit 11	Ramp	0.50	0.03
Total				**251.00**	**$30.39**

State Sate Fiscal Year 2017 Highway Resurfacing/Rehabilitation/Reconstruction - Capital Program Management 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 regard to required project design, documentation and scoping. This program consists primarily of resurfacing/rehabilitation/reconstruction of highway pavements, but may also include more repair activities, upgrades to sidewalks/curbing and guiderails, Americans with Disabilities Act (ADA) improvements, application of long-life pavement markings and raised pavement markers, and safety improvements. Table 7 below lists 26 highway resurfacing/rehab/reconstruct projects awarded in Sate Fiscal Year 2017 administered through Capital Program Management valued at $105.07 million.

TABLE 6

Highway Resurfacing/Rehabilitation/Reconstruction Projects Awarded in State FY 2017 Administered Through Capital Program Management

Project Description	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Fund Source	Cost In $ Million
Rt 7 Schuyler Ave to Webster Ave (replaces LS portion of original Rt 7 Schuyler Ave to Park Ave project UPC #124080**)**	158090	7	Both	4.2	5.16	2.2	Bergen & Hudson	Federal	$3.91
Rt 10, CR 508 (W Northfield Ave) to Merklin Ave/Kelley Dr	143690	10	Both	18.8	21.8	9.4	Essex	State	$3.03
Rt 15 Rt 46 to Blue Heron Rd	153650	15	Both SB	0 2.57	0.2 8.84	0.4 16	Morris	State	$4.65
Rt 17 NB, Linwood Ave to Lake St	153680	17	NB	16.48	22.8	18.9	Bergen	State	$6.44
Rt 23 Bloomfield Ave to Bridge over NJ Transit	124200	23	Both	0	4.9	17.8	Essex & Passaic	Federal	$7.81
Rt 29, Lockatong Creek to D&R Canal State Park	158010	29	Both	24.5 31.5	27.4 33.7	5.8 4.4	Hunterdon	Federal	$5.96

TABLE 6 (Cont'd)
Highway Resurfacing/Rehabilitation/Reconstruction Projects Awarded in State FY 2017
Administered Through Capital Program Management

Project Description	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Fund Source	Cost In $ Million
Rt 31 Flemington Circle to Ramp to Payne Rd	124090	31	NB	22.02	23.84	1.8	Hunterdon	Federal	$5.56
			SB	22.02	25.13	4.8			
			SB	27.06	28.8	3.4			
			Both	2.4	7.05	10.3			
Rt 46, Rt 163 to Water St (CR 620)	113400	46	Both	70.8	72.09	5.6	Warren	Federal	$5.33
Rt 46, Teaneck Rd (CR 39) to Rt 1&9	153660	46	B	70.8	72.09	5.6	Bergen	State	$3.59
Rt 47, Atlantic Ave to Shunpike Rd	153600	47	NB	0.66	0.77	0.22	Cape May	State	$2.28
			NB	3	4.3	1.9			
			SB	0.66	0.77	0.22			
			SB	1	4.3	5.6			
Rt 47, CR 552 (W Sherman Ave) to Rt 56 (Landis Ave)	143740	47	Both	43.85	46.6	6.6	Cumberland	State	$2.24
Rt 49, Estelle-Manor Dr to Dam Rd	143670	49	Both	44.2	49.8	11.2	Atlantic & Cumberland	State	$1.85
Rt 55 SB, Schooner Landing Rd to Sherman Ave.	138010	55	SB	21.8	26.5	9.4	Cumberland	Federal	$7.45
Rt 57, Port Murray Rd (CR 629) to Claremont Rd	124230	57	Both	14.5	18.7	8.7	Warren	Federal	$3.80
Rt 72, Ash Rd to Marsha Dr	124270	72	Both	18.46	21.73	7.2	Ocean	Federal	$10.10
				22.54	25.9	13.9			
Rt 82, Rt 124 to Rt 439	153670	82	Both	0	1.87	7.6	Union	State	$4.37
				4	4.92	3.6			
Rt 94, Road to Hospital to Rt 206	153620	94	Both	21.7	22.47	1.6	Sussex	State	$0.88
Rt 130, Sharon Rd to Meadowbrook Rd	124300	130	Both	62.4	64.9	10	Mercer	Federal	$4.24

TABLE 6 (Cont'd)
Highway Resurfacing/Rehabilitation/Reconstruction Projects Awarded in State FY 2017
Administered Through Capital Program Management

Project Description	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Fund Source	Cost In $ Million
Rt 152, Bay Ave to Seaview Dr	143710	152	Both	0 1.9	1.4 3.16	2.8 2.6	Atlantic	State	$3.08
Rt 159, Rt 46 to Plymouth St (CR627)	153640	159	Both	0	1.36	3.7	Essex & Morris	State	$1.64
Rt 206, Hi Glen Drive to High Street	114170	206	Both	99.6	103.02	8.1	Sussex	State	$3.52
Rt 322, Rt 47 (Delsea Dr) to Curtis Ave	143620	322	Both	18.25	24.09	11.8	Gloucester	State	$2.81
Rt 440, Access Rd/ 40th Street to Mina Dr	124160	440	Both Both	21.36 22.16	21.76 24.2	1.6 7.8	Hudson	Federal	$6.27
Rt 440, Mina Dr to Rt 1&9/CR 612	153610	440	NB SB	24.2 24.95	26.18 26.18	4 2.6	Hudson	State	$4.26
Totals						**233.54**			**$105.07**

Sate Fiscal Year 2017 Pavement Preservation Preventive Maintenance Projects

NJDOT has significantly increased the use of preventive maintenance treatments over the last several years. Instead of waiting until pavements deteriorate to a poor condition which then requires 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 State FY 2017, the following specialized preventive maintenance treatments were utilized:

- **Microsurfacing / Slurry Seal:** 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 (HPTO):** 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.

- **Asphalt Rubber Chip Seal:** Application of asphalt rubber modified binder to the roadway followed by spreading pre-coated chip seal aggregate, over the binder which is then rolled with pneumatic tire rollers.

Projects were completed in State FY 2017 through both the Capital Program Management and Operations branches of NJDOT. These projects are listed in Tables 7, 8 & 9 below.

TABLE 7

Pavement Preservation Preventive Maintenance Projects Awarded in State FY 2017 Administered Through Capital Program Management (Regular Funding)

Project Description	Treatment	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In $ Million
Rt. I-78, Charleston Rd(CR635) to I-287	HPTO	173420	78	Both	12.8	30.8	107.0	Hunterdon & Somerset	$23.67
Rt. I-78, Rt.22 to Tunnel Road	HPTO	163610	78	East West	4.2 4.3	9.4 9.4	15.6 15.3	Warren & Hunterdon	$6.18
Rt 70, Vermont Ave to CR 549 (Herbertsville Rd)	Slurry Seal	173170	70	Both	50.6	57.8	25.1	Ocean	$3.91
Total							**163.0**		**$33.76**

Table 8
Pavement Preservation - Preventive Maintenance Projects Awarded in State FY 2017 Administered Through Capital Program Management (Supplemental TTF Appropriation Funds)

Project Description	Treatment	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In $ Million
Route 46, 206 & 208 Pavement Preservation	Slurry Seal	173830	46	Both	10.20	17.26	14.20	Morris & Bergen	$6.56
			206	Both	78.60	86.63	19.70		
			208	Both	0.00	3.30	14.10		
Rt. 68, Mount Pleasant Rd to Aronson Rd	Asphalt Rubber Chip Seal	173190	68	Both	3.80	7.60	15.20	Burlington	$4.58
Rt. I-80, Old Mine Rd to Hope Johnsonburg Rd (CR 519)	HPTO	173520	80	East	0.50	12.80	38.30	Warren	$6.40
Rt. I-280, I-80 to Broad Street	HPTO	173180	280	EB WB Both	0 3.15 6.20	3.85 6.20 14.20	7.60 8.10 55.20	Morris & Essex	$15.23
Rt. I-295, Rt. 168 to Marne Hwy (CR 537)	HPTO & Slurry Seal on Ramps	173380	295	B	28.30	41.00	76.20	Camden & Burlington	$14.13
Total							**248.60**		**$46.90**

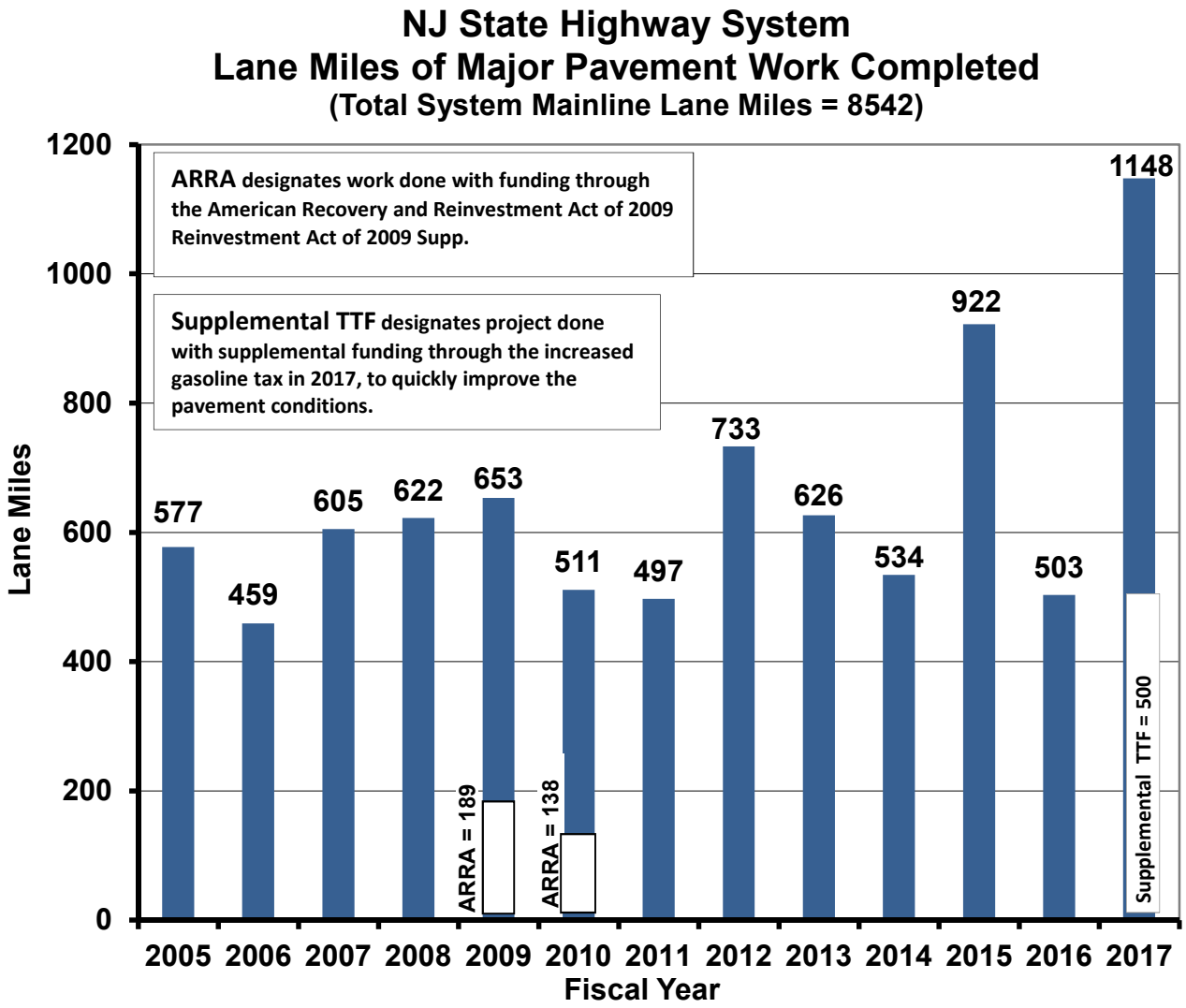
TABLE 9
Pavement Preservation - Preventive Maintenance Projects Awarded in State FY 2017 Administered Through Operations Support Division

Project Description	Treatment	DOT DP No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In $ Million
Rt. I-195 Pavement Preservation Project Central - 2017	HPTO	16421	195	East	7.25	16	17.6	Mercer & Monmouth	$6.46
				West	9.25	16	13.6		
Total							**31.2**		**$6.5**

MULTI-YEAR SUMMARY OF MAJOR PAVEMENT WORK

Figure 4 below shows the lane miles of mainline pavement that received restoration over the last 12 fiscal years. **Note that the 2013 reduction reflects the large expenditure for relatively limited lane miles on the three Route 35 reconstruction projects after Hurricane Sandy and the 2016 total was reduced due to Transportation Trust Fund funding issues.**

Figure 4



REFERENCES

1. New Jersey Department of Transportation, *STATE FY 2016 – 2025 Statewide Transportation Improvement Program,* October 1, 2015.

2. New Jersey Department of Transportation, *Pavement Management System.*

3. New Jersey Department of Transportation, *Transportation Capital Program, Sate Fiscal Year 2017,* July 1, 2016.

APPENDIX A

DEFICIENT PAVEMENT SECTIONS NEEDING FUTURE RESTORATION

DEFICIENT PAVEMENTS NEEDING FUTURE RESTORATION
419 Candidate Projects Sorted By Benefit Rank

Notes:
(1) Candidate projects are based on 2016 Pavement Management Database. Minimum project length = 0.5 mile.
(2) Many of the projects shown below are already programmed for future work and are in design.
(3) AADT = Average Annual Daily Traffic. FPR = Final Pavement Rating (0-5 scale, 5 = perfect pavement).
(4) Benefit = 0.9(5.0-Avg FPR) + 0.1(Traffic Factor) and Traffic Factor = (5/60000)(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 Rte 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	078	E	5.6	6.3	0.7	2.1	Warren	42828	0.67	4.253	$0.735
2	017	N	15.4	22.9	7.5	22.5	Bergen	56113	0.81	4.238	$7.875
3	035	N	24.9	28.0	3.1	6.2	Monmouth	13821	0.48	4.187	$2.170
4	035	B	52.4	58.1	5.7	24.6	Middlesex , Union	21308	0.45	4.186	$8.610
5	007	B	6.1	8.2	2.1	8.4	Essex	14690	0.42	4.184	$2.940
6	078	W	4.8	6.8	2.0	6.0	Warren	40277	0.74	4.166	$2.100
7	139L	W	0.0	1.0	1.0	2.0	Hudson	33653	0.70	4.149	$0.700
8	168	B	10.2	10.8	0.6	2.2	Camden	15678	0.48	4.138	$0.770
9	017	S	4.5	5.4	0.9	2.7	Bergen	20941	0.63	4.111	$0.945
10	093	B	0.0	3.5	3.5	8.4	Bergen	21712	0.54	4.108	$2.940
11	017	S	7.4	8.5	1.1	3.1	Bergen	39262	0.80	4.107	$1.085
12	021	B	1.5	2.4	0.9	3.6	Essex	42350	0.63	4.106	$1.260
13	130	N	72.7	77.8	5.1	10.2	Middlesex	15398	0.61	4.081	$3.570
14	067	B	0.0	1.8	1.8	7.2	Bergen	21652	0.57	4.080	$2.520
15	001	B	59.9	62.8	2.9	10.6	Bergen, Hudson	33424	0.63	4.076	$3.710
16	010	E	0.0	13.3	13.3	31.4	Morris	21407	0.69	4.056	$10.990
17	139L	E	0.1	1.5	1.4	3.1	Hudson	33653	0.83	4.031	$1.085
18	035	S	25.0	28.1	3.1	6.2	Monmouth	13898	0.65	4.029	$2.170
19	206	B	99.1	107.5	8.4	18.7	Sussex	16460	0.60	4.028	$6.545
20	171	B	0.4	1.3	0.9	2.7	Middlesex	14744	0.59	4.028	$0.945
21	078	E	42.8	53.7	10.9	28.3	Essex, Union	43696	0.95	4.010	$9.905
22	007	B	9.4	10.1	0.7	1.4	Essex	12416	0.61	3.999	$0.490
31	035	S	34.5	44.2	9.7	20.2	Monmouth	16588	0.85	3.874	$7.070
32	130	S	45.5	54.3	8.8	18.9	Burlington	16153	0.85	3.873	$6.615

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 2 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
33	206	B	87.4	88.4	1.0	2.7	Morris	19752	0.79	3.867	$0.945
34	054	B	10.4	11.7	1.3	2.6	Atlantic	11172	0.77	3.854	$0.910
35	007	B	1.6	5.3	3.7	8.2	Bergen, Hudson	18754	0.81	3.853	$2.870
36	130	N	41.2	45.9	4.7	14.1	Burlington	19283	0.93	3.822	$4.935
37	130	B	0.2	8.9	8.7	17.4	Gloucester, Salem	8450	0.81	3.804	$6.090
38	007	N	0.7	1.6	0.9	2.5	Hudson	10057	0.88	3.793	$0.875
39	094	B	21.7	22.4	0.7	1.4	Sussex	10898	0.84	3.789	$0.490
40	054	S	8.4	9.0	0.6	1.2	Atlantic	6220	0.88	3.763	$0.420
41	017	S	17.5	19.5	2.0	6.0	Bergen	55227	1.34	3.753	$2.100
42	007	B	0.1	0.6	0.5	2.0	Hudson	20114	0.93	3.748	$0.700
43	034	N	0.2	3.4	3.2	6.7	Monmouth	18480	1.01	3.742	$2.345
44	295	S	27.1	28.3	1.2	3.0	Camden	56930	1.38	3.737	$1.050
45	001	N	62.8	64.9	2.1	5.0	Bergen	23764	1.08	3.722	$1.750
46	054	B	0.0	5.3	5.3	10.7	Atlantic	10312	0.91	3.720	$3.745
47	130	S	37.9	41.0	3.1	9.3	Burlington	20216	1.06	3.712	$3.255
48	130	S	25.2	29.1	3.9	8.3	Camden, Gloucester	17306	1.04	3.712	$2.905
49	206	B	44.7	47.8	3.1	7.0	Mercer	13440	0.96	3.695	$2.450
50	063	B	0.1	2.9	2.8	7.1	Bergen	19948	0.99	3.694	$2.485
51	001	B	57.4	59.5	2.1	8.4	Hudson	29226	1.04	3.684	$2.940
52	080	W	45.8	49.1	3.3	9.6	Essex, Morris	59716	1.46	3.683	$3.360
53	070	W	0.4	1.7	1.3	3.9	Camden	25181	1.14	3.683	$1.365
54	035	B	29.6	34.5	4.9	23.7	Monmouth	32306	1.06	3.680	$8.295
55	130	N	47.4	53.4	6.0	12.0	Burlington	16084	1.06	3.680	$4.200
56	046	B	24.4	27.4	3.0	12.0	Morris	26988	1.04	3.674	$4.200
57	091	B	0.3	2.3	2.0	4.0	Middlesex	14662	0.99	3.672	$1.400
58	004	E	5.6	10.6	5.0	12.5	Bergen	47546	1.37	3.663	$4.375
59	185	N	0.0	0.6	0.6	1.2	Hudson	6261	1.00	3.652	$0.420
60	020	S	0.7	3.9	3.2	7.3	Passaic	34172	1.27	3.642	$2.555
61	071	B	7.7	10.5	2.8	9.0	Monmouth	12168	1.01	3.638	$3.150
62	030	E	36.5	40.5	4.0	8.0	Atlantic	8691	1.04	3.633	$2.800
63	007	S	0.6	1.6	1.0	2.7	Hudson	10057	1.06	3.631	$0.945
64	028	B	11.9	12.4	0.5	1.0	Middlesex	15692	1.05	3.620	$0.350
65	206	B	62.1	63.0	0.9	2.8	Somerset	23502	1.09	3.618	$0.980
66	020	N	0.8	4.0	3.2	7.2	Passaic	33737	1.31	3.606	$2.520
67	009	B	94.9	96.4	1.5	3.0	Ocean	21692	1.09	3.606	$1.050
68	070	B	20.9	31.1	10.2	20.4	Burlington	11498	1.05	3.605	$7.140
69	082	E	2.2	2.8	0.6	1.2	Union	14931	1.13	3.605	$0.420
70	046	E	22.4	24.8	2.4	4.8	Morris	9986	1.09	3.599	$1.680
71	130	S	41.4	42.8	1.4	4.2	Burlington	20216	1.19	3.598	$1.470
72	070	E	4.0	8.3	4.3	10.4	Burlington, Camden	25850	1.24	3.595	$3.640
73	001T	W	0.0	1.7	1.7	3.7	Essex, Hudson	34405	1.32	3.595	$1.295

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 2 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
74	030	B	42.2	46.2	4.0	16.0	Atlantic	17552	1.09	3.592	$5.600
75	004	W	6.8	7.3	0.5	1.5	Bergen	49143	1.48	3.580	$0.525
76	018	S	30.3	30.8	0.5	1.0	Middlesex	21520	1.23	3.576	$0.350
77	001	S	38.1	41.9	3.8	11.4	Middlesex, Union	29790	1.30	3.575	$3.990
78	090	E	2.0	3.2	1.2	2.8	Burlington, Camden	12052	1.15	3.569	$0.980
79	035	B	22.6	23.7	1.1	2.2	Monmouth	21224	1.13	3.568	$0.770
80	185	S	0.0	0.6	0.6	1.2	Hudson	6261	1.10	3.563	$0.420
81	049	B	31.1	53.8	22.7	45.8	Atlantic, Cape May, Cumberland	8318	1.08	3.561	$16.030
82	001T	E	0.0	2.3	2.3	5.8	Essex, Hudson	33956	1.36	3.558	$2.030
83	080	W	50.5	55.1	4.6	14.9	Essex, Passaic	55132	1.56	3.555	$5.215
84	001	N	49.6	54.5	4.9	9.8	Essex, Hudson	29670	1.33	3.549	$3.430
85	166	B	0.1	2.2	2.1	4.1	Ocean	24614	1.18	3.543	$1.435
86	109	B	1.3	1.8	0.5	1.6	Cape May	14952	1.14	3.539	$0.560
87	072	E	22.9	24.6	1.7	3.6	Ocean	17924	1.24	3.535	$1.260
88	028	W	22.9	23.5	0.6	1.2	Union	12214	1.19	3.533	$0.420
89	033	E	17.0	24.2	7.2	14.4	Middlesex, Monmouth	14685	1.22	3.526	$5.040
90	130	N	55.3	55.8	0.5	1.0	Burlington	6650	1.15	3.520	$0.350
91	033	B	1.4	5.3	3.9	12.1	Mercer	15668	1.16	3.520	$4.235
92	031	B	22.1	25.1	3.0	9.8	Hunterdon	25304	1.21	3.518	$3.430
93	202	B	36.5	39.1	2.6	5.2	Somerset	8596	1.13	3.517	$1.820
94	030	E	52.9	53.8	0.9	1.8	Atlantic	19198	1.28	3.509	$0.630
95	088	B	0.0	2.0	2.0	4.0	Ocean	22242	1.22	3.496	$1.400
96	070	B	44.8	46.7	1.9	4.2	Ocean	23218	1.23	3.485	$1.470
97	001	S	9.7	10.8	1.1	3.3	Mercer	40570	1.50	3.485	$1.155
98	070	E	0.1	3.5	3.4	9.4	Camden	25694	1.38	3.474	$3.290
99	033	B	37.9	39.9	2.0	8.0	Monmouth	19562	1.23	3.473	$2.800
100	046	E	70.8	72.1	1.3	3.1	Bergen	36160	1.48	3.468	$1.085
101	130	N	8.9	12.4	3.5	7.0	Gloucester	4567	1.19	3.468	$2.450
102	027	B	0.2	1.4	1.2	2.5	Mercer	12466	1.21	3.464	$0.875
103	034	B	10.3	12.0	1.7	3.4	Monmouth	17360	1.24	3.457	$1.190
104	206	B	84.6	87.0	2.4	5.5	Morris	19752	1.25	3.456	$1.925
105	035	N	38.8	39.4	0.6	1.2	Monmouth	16211	1.31	3.453	$0.420
106	037	E	6.5	11.5	5.0	15.0	Ocean	15790	1.32	3.443	$5.250
107	040	W	4.3	5.6	1.3	2.4	Salem	7242	1.24	3.443	$0.840
108	046	B	28.3	29.0	0.7	2.8	Morris	32106	1.32	3.443	$0.980
109	001	N	11.7	14.4	2.7	7.2	Mercer, Middlesex	30965	1.47	3.438	$2.520
110	009	N	117.3	120.0	2.7	5.4	Monmouth	28567	1.45	3.437	$1.890
111	094	N	0.2	0.7	0.5	0.8	Warren	3140	1.21	3.436	$0.280
112	202	B	26.2	28.6	2.4	4.8	Somerset	29832	1.32	3.434	$1.680

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 3 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
113	094	B	14.0	21.2	7.2	14.4	Sussex, Warren	6082	1.21	3.433	$5.040
114	035	N	40.0	42.1	2.1	4.7	Monmouth	16989	1.34	3.433	$1.645
115	028	B	17.3	22.9	5.6	11.4	Union	14900	1.25	3.433	$3.990
116	040	B	11.3	14.0	2.7	5.4	Salem	12732	1.25	3.431	$1.890
117	280	W	2.2	3.3	1.1	2.2	Morris	34039	1.51	3.425	$0.770
119	295	S	37.3	39.1	1.8	5.4	Burlington	44272	1.61	3.422	$1.890
120	130	S	72.9	74.2	1.3	2.6	Middlesex	12284	1.31	3.420	$0.910
121	206	S	47.8	48.3	0.5	0.5	Mercer	8220	1.28	3.417	$0.175
122	036	S	5.8	6.4	0.6	1.2	Monmouth	9182	1.29	3.414	$0.420
123	035	N	45.7	49.4	3.7	8.0	Middlesex	14676	1.34	3.414	$2.800
124	094	B	0.7	5.1	4.4	8.8	Warren	6218	1.24	3.414	$3.080
125	023	B	3.9	4.8	0.9	2.4	Essex, Passaic	23544	1.32	3.414	$0.840
126	046	W	44.2	46.6	2.4	6.0	Morris	16144	1.36	3.412	$2.100
127	078	E	6.8	9.0	2.2	6.6	Hunterdon, Warren	28362	1.47	3.410	$2.310
128	070	W	2.2	3.8	1.6	4.0	Camden	26253	1.46	3.408	$1.400
129	023	S	13.5	15.6	2.1	6.3	Morris	29958	1.50	3.397	$2.205
130	082	B	0.9	2.2	1.3	5.2	Union	25864	1.35	3.396	$1.820
131	045	B	21.3	22.5	1.2	2.7	Gloucester	15364	1.30	3.394	$0.945
132	046	W	32.2	32.9	0.7	1.2	Morris	15325	1.37	3.393	$0.420
133	073	S	21.6	22.7	1.1	2.2	Burlington	25613	1.47	3.393	$0.770
134	046	W	22.4	24.8	2.4	4.8	Morris	9986	1.33	3.389	$1.680
135	072	B	6.3	13.1	6.8	13.6	Burlington, Ocean	6692	1.27	3.388	$4.760
136	202	S	30.0	31.5	1.5	3.0	Somerset	6737	1.30	3.388	$1.050
137	130	S	76.0	78.2	2.2	4.4	Middlesex	17002	1.39	3.387	$1.540
138	027	B	22.0	22.7	0.7	1.6	Middlesex	16884	1.32	3.386	$0.560
139	078L	E	49.9	52.8	2.9	8.7	Essex, Union	38343	1.59	3.386	$3.045
140	094	B	6.4	7.8	1.4	2.8	Warren	7782	1.28	3.382	$0.980
141	021	N	12.6	14.4	1.8	3.6	Passaic	31564	1.53	3.382	$1.260
142	029	B	25.8	27.0	1.2	2.4	Hunterdon	2504	1.26	3.375	$0.840
143	009	B	98.5	101.4	2.9	5.8	Ocean	23066	1.36	3.373	$2.030
144	017	N	4.7	5.6	0.9	3.3	Bergen	23730	1.47	3.373	$1.155
145	077	B	10.7	22.6	11.9	23.8	Gloucester, Salem	5754	1.28	3.370	$8.330
146	031	S	25.1	31.0	5.9	11.8	Hunterdon	12918	1.38	3.364	$4.130
147	001	S	11.5	14.0	2.5	7.5	Mercer, Middlesex	32336	1.57	3.359	$2.625
148	046	W	31.3	31.8	0.5	1.0	Morris	15032	1.41	3.356	$0.350
149	049	B	5.7	7.5	1.8	3.6	Salem	10500	1.32	3.354	$1.260
150	034	B	23.1	26.6	3.5	7.3	Middlesex, Monmouth	20222	1.37	3.352	$2.555
151	082	W	2.2	2.8	0.6	1.2	Union	14931	1.41	3.351	$0.420
152	073	S	33.1	34.0	0.9	1.9	Burlington	18343	1.46	3.342	$0.665

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 4 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
153	040	B	46.3	46.9	0.6	1.2	Atlantic	17720	1.37	3.341	$0.420
154	030	B	28.7	29.7	1.0	4.0	Atlantic	13772	1.35	3.339	$1.400
155	046	W	49.9	50.7	0.8	2.0	Morris	18288	1.46	3.338	$0.700
156	028	B	0.2	3.2	3.0	6.6	Somerset	14522	1.36	3.337	$2.310
157	130	N	32.6	39.8	7.2	21.6	Burlington, Camden	20601	1.49	3.332	$7.560
158	036	B	8.1	9.4	1.3	2.6	Monmouth	12828	1.36	3.330	$0.910
159	439	B	0.0	0.8	0.8	1.6	Union	22180	1.40	3.329	$0.560
160	027	B	34.7	38.2	3.5	14.0	Essex, Union	13740	1.37	3.327	$4.900
161	022	E	23.2	24.8	1.6	3.2	Hunterdon	14254	1.44	3.326	$1.120
162	010	W	4.0	5.9	1.9	4.7	Morris	18200	1.47	3.324	$1.645
163	001	N	39.8	42.3	2.5	8.2	Union	29809	1.59	3.320	$2.870
164	046	E	32.2	33.3	1.1	2.2	Morris	15404	1.45	3.320	$0.770
165	040	E	52.2	55.8	3.6	7.8	Atlantic	16868	1.47	3.317	$2.730
166	070	B	18.4	20.2	1.8	3.4	Burlington	16364	1.40	3.309	$1.190
167	018	N	29.6	33.6	4.0	8.0	Middlesex, Monmouth	22235	1.53	3.309	$2.800
168	070	E	8.8	10.0	1.2	2.4	Burlington	14889	1.47	3.305	$0.840
169	035	N	43.0	44.0	1.0	2.5	Monmouth	16989	1.49	3.303	$0.875
170	040	E	4.2	5.6	1.4	2.8	Salem	7238	1.40	3.303	$0.980
171	033	B	36.3	37.0	0.7	2.8	Monmouth	19368	1.42	3.301	$0.980
172	079	B	11.0	12.1	1.1	2.2	Monmouth	10640	1.38	3.301	$0.770
173	439	B	2.3	4.0	1.7	5.8	Union	23002	1.44	3.299	$2.030
174	094	S	0.2	0.7	0.5	0.8	Warren	3140	1.37	3.296	$0.280
175	022	W	55.6	57.1	1.5	3.0	Union	32653	1.64	3.295	$1.050
176	022	E	2.3	3.3	1.0	2.0	Warren	17804	1.51	3.293	$0.700
177	440	S	20.0	24.4	4.4	8.8	Hudson	24362	1.57	3.293	$3.080
178	010	B	18.9	21.8	2.9	9.0	Essex	15106	1.42	3.287	$3.150
179	046	B	29.7	31.3	1.6	5.0	Morris	14004	1.41	3.286	$1.750
180	040	B	47.0	47.5	0.5	1.0	Atlantic	13764	1.41	3.285	$0.350
181	130	N	62.4	70.4	8.0	16.6	Mercer, Middlesex	14014	1.48	3.284	$5.810
182	031	B	6.4	16.0	9.6	20.5	Hunterdon, Mercer	20196	1.44	3.284	$7.175
183	049	B	18.3	21.1	2.8	5.6	Cumberland, Salem	4530	1.37	3.283	$1.960
184	179	B	0.4	7.4	7.0	16.0	Hunterdon	6442	1.38	3.282	$5.600
185	001B	N	0.1	2.7	2.6	5.2	Mercer	9041	1.44	3.282	$1.820
186	030	B	4.3	5.2	0.9	1.8	Camden	38204	1.53	3.279	$0.630
187	031	S	31.9	32.4	0.5	1.0	Hunterdon	16045	1.51	3.278	$0.350
188	206	B	66.4	68.6	2.2	5.4	Somerset	29896	1.50	3.276	$1.890
189	034	B	14.0	20.1	6.1	13.4	Monmouth	11944	1.42	3.274	$4.690
190	009	B	5.8	7.0	1.2	2.8	Cape May	9964	1.41	3.273	$0.980
191	017	N	7.5	9.3	1.8	5.1	Bergen	39872	1.74	3.271	$1.785

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 5 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
192	053	B	3.7	4.5	0.8	1.6	Morris	15896	1.44	3.268	$0.560
193	124	W	11.3	12.5	1.2	2.4	Union	6588	1.43	3.265	$0.840
194	046	W	60.4	60.9	0.5	1.0	Passaic	42335	1.77	3.264	$0.350
195	046	E	50.6	52.7	2.1	4.3	Essex, Morris	19097	1.55	3.262	$1.505
196	055	S	58.3	60.1	1.8	3.6	Gloucester	29960	1.65	3.262	$1.260
197	130	S	69.2	69.8	0.6	1.2	Mercer	11691	1.49	3.259	$0.420
198	031	B	1.2	4.0	2.8	11.2	Mercer	12634	1.44	3.257	$3.920
199	046	E	66.9	69.0	2.1	5.0	Bergen	25975	1.62	3.255	$1.750
200	033	W	30.2	30.9	0.7	0.7	Monmouth	8610	1.47	3.251	$0.245
201	094	B	24.9	27.0	2.1	4.2	Sussex	11272	1.44	3.248	$1.470
202	018	N	38.2	39.9	1.7	5.1	Middlesex	39409	1.76	3.247	$1.785
203	202	N	11.6	20.6	9.0	18.0	Hunterdon, Somerset	17884	1.56	3.243	$6.300
204	046	B	38.3	42.3	4.0	12.0	Morris	20872	1.49	3.243	$4.200
205	073	B	9.0	13.0	4.0	16.0	Camden	18372	1.49	3.240	$5.600
206	182	B	0.0	1.0	1.0	2.8	Warren	23536	1.51	3.239	$0.980
207	287	N	45.9	46.8	0.9	2.7	Morris	39986	1.78	3.236	$0.945
208	202	B	31.5	33.9	2.4	4.8	Somerset	13474	1.48	3.223	$1.680
209	040	B	50.2	51.6	1.4	3.0	Atlantic	29228	1.56	3.222	$1.050
210	046	E	31.3	31.8	0.5	1.0	Morris	15032	1.56	3.221	$0.350
211	021	N	4.8	7.0	2.2	6.6	Essex	34897	1.74	3.221	$2.310
212	009	B	18.7	23.0	4.3	8.6	Cape May	8182	1.47	3.215	$3.010
213	046	B	21.3	22.4	1.1	2.2	Morris, Warren	14580	1.50	3.214	$0.770
214	040	W	53.9	56.9	3.0	6.0	Atlantic	16734	1.58	3.214	$2.100
215	018	S	37.4	38.3	0.9	2.7	Middlesex	35823	1.77	3.209	$0.945
216	073	S	24.3	25.1	0.8	1.6	Burlington	25689	1.67	3.208	$0.560
217	031	N	27.1	28.8	1.7	3.4	Hunterdon	12808	1.56	3.206	$1.190
218	035	B	12.6	14.3	1.7	6.3	Ocean	20644	1.53	3.205	$2.205
219	046	E	42.3	42.8	0.5	1.4	Morris	13036	1.56	3.205	$0.490
220	045	B	27.7	28.4	0.7	2.8	Gloucester	9464	1.49	3.202	$0.980
221	018	S	11.3	12.6	1.3	2.6	Monmouth	22230	1.65	3.200	$0.910
222	031	B	5.0	5.9	0.9	3.6	Mercer	24248	1.56	3.200	$1.260
223	023	B	42.1	43.8	1.7	3.4	Sussex	5032	1.47	3.194	$1.190
224	159	B	0.6	1.2	0.6	1.2	Essex	18190	1.54	3.192	$0.420
225	034	B	20.6	22.5	1.9	5.2	Monmouth	16702	1.54	3.184	$1.820
226	202	B	29.0	30.0	1.0	2.4	Somerset	17082	1.54	3.182	$0.840
227	040	E	56.4	57.3	0.9	1.8	Atlantic	16630	1.62	3.182	$0.630
228	036	N	22.3	22.9	0.6	1.2	Monmouth	16798	1.62	3.180	$0.420
229	049	B	9.7	12.3	2.6	5.2	Salem	7124	1.50	3.179	$1.820
230	287	N	22.4	22.9	0.5	1.5	Somerset	37218	1.81	3.177	$0.525
231	130	S	55.0	55.6	0.6	1.7	Burlington	10795	1.57	3.177	$0.595
232	040	B	15.1	19.8	4.7	9.4	Salem	11306	1.52	3.176	$3.290
233	046	W	56.7	59.3	2.6	7.8	Passaic	56541	2.00	3.174	$2.730
234	035	S	45.7	47.5	1.8	3.7	Middlesex	15406	1.62	3.170	$1.295

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 6 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
235	009	B	24.0	30.5	6.5	13.0	Cape May	7962	1.52	3.168	$4.550
236	073	S	16.9	17.9	1.0	2.8	Camden	18507	1.65	3.167	$0.980
237	130	S	62.6	65.0	2.4	4.8	Mercer	14976	1.62	3.166	$1.680
238	129	N	1.6	2.4	0.8	1.4	Mercer	12323	1.60	3.166	$0.490
239	206	N	47.8	48.3	0.5	0.5	Mercer	8220	1.56	3.165	$0.175
240	079	B	3.0	4.3	1.3	2.6	Monmouth	18242	1.57	3.160	$0.910
241	173	B	12.9	14.5	1.6	3.3	Hunterdon	14648	1.56	3.159	$1.155
242	130	S	67.2	68.1	0.9	2.7	Mercer	15092	1.63	3.158	$0.945
243	004	W	0.3	2.0	1.7	3.4	Bergen	20837	1.69	3.157	$1.190
244	046	W	67.0	68.9	1.9	4.5	Bergen	26290	1.74	3.156	$1.575
245	046	E	43.6	45.1	1.5	3.0	Morris	13865	1.62	3.155	$1.050
246	022	W	57.6	58.8	1.2	2.4	Essex, Union	19552	1.68	3.153	$0.840
247	033	B	13.2	15.2	2.0	4.0	Mercer	16344	1.57	3.151	$1.400
248	049	B	25.8	26.8	1.0	2.0	Cumberland	13438	1.56	3.148	$0.700
249	050	B	3.9	5.4	1.5	3.0	Cape May	6776	1.54	3.145	$1.050
250	009	B	44.3	46.4	2.1	4.2	Atlantic	6756	1.54	3.143	$1.470
251	030	B	32.7	34.2	1.5	6.0	Atlantic	12634	1.57	3.140	$2.100
252	295	N	2.8	4.6	1.8	3.6	Salem	13247	1.64	3.133	$1.260
253	029	S	7.0	8.5	1.5	3.0	Mercer	9574	1.62	3.123	$1.050
254	322	W	46.0	49.8	3.8	7.6	Atlantic	12580	1.65	3.116	$2.660
255	202	B	44.7	46.8	2.1	5.6	Morris	18194	1.63	3.108	$1.960
256	018	S	35.9	37.0	1.1	2.2	Middlesex	27657	1.80	3.107	$0.770
257	175	B	0.3	3.0	2.7	5.4	Mercer	1742	1.56	3.106	$1.890
258	287	N	42.6	45.1	2.5	7.5	Morris	43509	1.95	3.106	$2.625
259	046	E	60.4	61.8	1.4	2.8	Passaic	34921	1.88	3.099	$0.980
260	072	B	20.2	21.2	1.0	2.8	Ocean	13608	1.63	3.091	$0.980
261	049	B	13.1	14.6	1.5	3.0	Salem	5806	1.59	3.090	$1.050
262	124	B	10.0	10.6	0.6	2.4	Union	13176	1.63	3.085	$0.840
263	033B	B	2.9	4.9	2.0	4.4	Monmouth	10100	1.63	3.075	$1.540
264	045	B	25.9	27.3	1.4	3.5	Gloucester	12344	1.64	3.072	$1.225
265	036	B	4.4	5.2	0.8	1.6	Monmouth	18364	1.68	3.068	$0.560
266	206	B	116.5	128.8	12.3	28.2	Sussex	10406	1.64	3.063	$9.870
267	050	B	6.2	6.9	0.7	1.4	Cape May	8166	1.63	3.063	$0.490
268	073	N	33.1	33.9	0.8	1.7	Burlington	18343	1.77	3.061	$0.595
269	676	S	0.2	0.8	0.6	2.2	Camden	34460	1.92	3.059	$0.770
270	057	B	4.0	15.5	11.5	23.5	Warren	12998	1.67	3.055	$8.225
271	047	B	66.0	69.1	3.1	6.2	Gloucester	13418	1.67	3.053	$2.170
272	030	E	48.9	52.2	3.3	8.2	Atlantic	15910	1.76	3.052	$2.870
273	047	B	73.6	75.2	1.6	3.8	Camden, Gloucester	11590	1.66	3.051	$1.330
274	295	N	1.2	1.8	0.6	1.2	Salem	12943	1.73	3.049	$0.420
275	030	B	5.9	6.9	1.0	2.0	Camden	19708	1.71	3.047	$0.700
276	130	S	10.4	12.1	1.7	3.4	Gloucester	5389	1.67	3.044	$1.190

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 7 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
277	073	S	27.0	28.7	1.7	4.9	Burlington	28858	1.89	3.038	$1.715
278	009	B	82.0	84.5	2.5	5.0	Ocean	17640	1.71	3.032	$1.750
279	322	B	18.3	23.1	4.8	9.6	Gloucester	11288	1.69	3.027	$3.360
280	027	B	7.9	14.0	6.1	15.6	Middlesex	21838	1.74	3.023	$5.460
281	031	B	47.9	48.7	0.8	1.6	Warren	10200	1.69	3.020	$0.560
282	206	S	30.5	31.1	0.6	1.2	Burlington	8664	1.73	3.014	$0.420
283	181	B	0.2	1.3	1.1	2.4	Morris	5432	1.68	3.011	$0.840
284	009	B	15.1	16.1	1.0	2.0	Cape May	9400	1.70	3.009	$0.700
285	023	B	0.0	3.0	3.0	10.8	Essex	18526	1.74	3.007	$3.780
286	001T	E	2.7	3.5	0.8	1.6	Hudson	32685	1.97	3.002	$0.560
287	202	N	7.3	10.5	3.2	6.4	Hunterdon	18623	1.84	3.001	$2.240
288	202	S	4.6	5.2	0.6	1.2	Hunterdon	11430	1.77	2.999	$0.420
289	040	B	26.3	36.2	9.9	20.8	Atlantic, Gloucester	8666	1.71	2.996	$7.280
290	029	B	10.8	12.7	1.9	3.8	Mercer	11156	1.73	2.992	$1.330
291	009	S	130.8	131.7	0.9	2.7	Middlesex	37872	2.03	2.987	$0.945
292	206	B	13.2	26.8	13.6	29.5	Burlington	14912	1.75	2.986	$10.325
293	070	B	47.1	49.5	2.4	7.0	Ocean	25216	1.80	2.983	$2.450
294	070	B	14.0	14.5	0.5	1.4	Burlington	19160	1.77	2.983	$0.490
295	009	B	55.4	55.9	0.5	1.0	Burlington	7154	1.72	2.980	$0.350
296	168	S	9.0	9.7	0.7	2.2	Camden	9365	1.79	2.971	$0.770
297	050	B	0.0	0.5	0.5	1.2	Cape May	7040	1.73	2.969	$0.420
298	168	S	0.0	0.5	0.5	1.0	Gloucester	5394	1.75	2.967	$0.350
299	046	B	0.8	1.3	0.5	1.0	Warren	8920	1.75	2.965	$0.350
300	033B	B	5.3	6.4	1.1	2.2	Monmouth	10334	1.76	2.957	$0.770
301	070	W	4.2	7.8	3.6	9.0	Burlington, Camden	26813	1.96	2.956	$3.150
302	073	S	31.3	32.4	1.1	2.4	Burlington, Camden	21002	1.91	2.956	$0.840
303	036	N	0.3	2.1	1.8	5.3	Monmouth	18611	1.89	2.954	$1.855
304	001	N	32.3	34.6	2.3	7.6	Middlesex	42104	2.11	2.953	$2.660
305	322	B	2.4	3.4	1.0	2.2	Gloucester	20292	1.82	2.947	$0.770
306	028	E	23.0	24.7	1.7	3.4	Union	13893	1.86	2.940	$1.190
307	001T	W	2.7	3.7	1.0	2.0	Hudson	32685	2.04	2.940	$0.700
308	202	N	30.0	31.5	1.5	3.0	Somerset	6737	1.80	2.933	$1.050
309	009	B	97.3	97.9	0.6	1.2	Ocean	21692	1.85	2.923	$0.420
310	322	E	46.0	50.0	4.0	8.0	Atlantic	12631	1.87	2.919	$2.800
311	040	B	60.5	61.6	1.1	4.4	Atlantic	29768	1.90	2.918	$1.540
312	073	N	23.1	23.6	0.5	1.0	Burlington	25445	2.00	2.912	$0.350
313	001	N	36.3	36.9	0.6	1.8	Middlesex	38444	2.13	2.907	$0.630
314	202	B	39.7	42.1	2.4	4.8	Morris	9154	1.81	2.906	$1.680
315	057	B	0.3	2.7	2.4	4.8	Warren	12732	1.84	2.898	$1.680

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 8 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
316	030	B	18.5	28.2	9.7	38.8	Atlantic, Camden	11282	1.84	2.889	$13.580
317	018	S	31.4	34.2	2.8	5.6	Middlesex	23172	2.01	2.884	$1.960
318	046	W	70.8	72.1	1.3	3.1	Bergen	36160	2.13	2.882	$1.085
319	046	B	2.7	6.6	3.9	7.8	Warren	8584	1.84	2.881	$2.730
320	073	N	31.7	32.6	0.9	2.2	Camden	19426	1.99	2.874	$0.770
321	031	B	41.8	44.4	2.6	7.1	Warren, Warren	14944	1.88	2.870	$2.485
322	001	S	42.3	42.8	0.5	1.5	Union	38839	2.18	2.864	$0.525
323	206	B	6.4	11.1	4.7	9.4	Burlington	9096	1.89	2.836	$3.290
324	047	B	27.8	29.3	1.5	3.0	Cumberland	4740	1.89	2.815	$1.050
325	041	B	0.0	3.1	3.1	6.2	Gloucester	14756	1.95	2.806	$2.170
326	046	B	34.4	37.0	2.6	6.4	Morris	14420	1.95	2.804	$2.240
327	045	B	18.5	20.9	2.4	4.8	Gloucester	15736	1.96	2.803	$1.680
328	009	N	131.1	131.9	0.8	2.4	Middlesex	37631	2.24	2.800	$0.840
329	042	S	3.5	5.3	1.8	3.6	Gloucester	18783	2.06	2.800	$1.260
330	040	B	20.4	22.9	2.5	5.0	Salem	9976	1.94	2.796	$1.750
331	009	B	85.8	89.2	3.4	7.0	Ocean	22104	2.00	2.792	$2.450
332	295	S	1.0	2.7	1.7	3.4	Salem	12972	2.03	2.783	$1.190
333	070	B	37.1	44.3	7.2	14.4	Ocean	16002	1.98	2.782	$5.040
334	042	N	3.5	6.2	2.7	5.4	Gloucester	19570	2.09	2.780	$1.890
335	004	W	7.8	8.7	0.9	2.7	Bergen	47842	2.36	2.773	$0.945
336	009	B	40.5	41.0	0.5	1.0	Atlantic	11664	1.98	2.767	$0.350
337	168	N	0.1	0.7	0.6	1.3	Gloucester	5394	1.98	2.760	$0.455
338	047	S	1.6	3.4	1.8	3.4	Cape May	11287	2.04	2.758	$1.190
339	018	S	40.6	41.1	0.5	1.5	Middlesex	38668	2.30	2.756	$0.525
340	047	B	41.9	46.7	4.8	14.3	Cumberland	22756	2.04	2.755	$5.005
341	038	E	8.3	9.6	1.3	2.6	Burlington	23491	2.16	2.752	$0.910
342	010	W	1.0	1.8	0.8	1.6	Morris	14045	2.09	2.740	$0.560
343	056	B	5.2	7.4	2.2	4.4	Salem	12742	2.03	2.727	$1.540
344	012	B	1.1	4.2	3.1	7.3	Hunterdon	5936	2.01	2.716	$2.555
345	001	N	55.5	57.3	1.8	3.6	Hudson	28556	2.26	2.708	$1.260
346	001	S	28.5	29.3	0.8	2.4	Middlesex	41006	2.38	2.698	$0.840
347	029	B	19.8	20.3	0.5	2.0	Hunterdon	6284	2.03	2.696	$0.700
348	030	W	55.9	56.7	0.8	1.8	Atlantic	21355	2.21	2.693	$0.630
349	080L	E	62.8	65.0	2.2	6.4	Bergen	43566	2.41	2.691	$2.240
350	206	B	28.2	30.5	2.3	9.2	Burlington	15632	2.09	2.688	$3.220
351	046	W	51.4	52.4	1.0	2.0	Essex, Morris	17814	2.18	2.686	$0.700
352	077	B	7.4	7.9	0.5	1.0	Cumberland	6054	2.05	2.681	$0.350
353	023	N	11.9	12.4	0.5	1.5	Morris	30303	2.31	2.672	$0.525
354	072	W	21.2	24.5	3.3	7.9	Ocean	15554	2.21	2.642	$2.765
355	280	W	0.7	1.8	1.1	2.2	Morris	31526	2.36	2.637	$0.770

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 9 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
356	001	N	8.0	9.8	1.8	5.4	Mercer	40570	2.45	2.635	$1.890
357	040	W	61.6	62.9	1.3	2.6	Atlantic	15668	2.22	2.632	$0.910
358	440	S	0.5	4.0	3.5	10.5	Middlesex	51101	2.56	2.618	$3.675
359	040	B	43.7	45.8	2.1	4.2	Atlantic	12426	2.16	2.606	$1.470
360	080	E	67.2	68.5	1.3	2.6	Bergen	31057	2.40	2.596	$0.910
361	047	B	3.4	5.2	1.8	3.6	Cape May	17706	2.20	2.590	$1.260
362	070	B	10.6	11.8	1.2	2.4	Burlington	23602	2.23	2.590	$0.840
363	030	E	54.2	54.7	0.5	1.0	Atlantic	19198	2.31	2.584	$0.350
364	676	N	0.4	1.0	0.6	2.2	Camden	34460	2.46	2.577	$0.770
365	046	E	45.5	46.4	0.9	2.1	Morris	17180	2.31	2.566	$0.735
366	004	W	9.1	10.6	1.5	3.0	Bergen	43076	2.56	2.556	$1.050
367	019	S	0.0	1.7	1.7	4.5	Passaic	16882	2.32	2.550	$1.575
368	130	S	8.9	10.0	1.1	2.2	Gloucester	2690	2.19	2.550	$0.770
369	047	B	62.8	64.9	2.1	6.9	Gloucester	8446	2.21	2.548	$2.415
370	001	N	38.0	39.4	1.4	4.2	Middlesex, Union	29774	2.45	2.541	$1.470
371	009	B	32.4	33.4	1.0	2.0	Atlantic	11538	2.24	2.536	$0.700
372	047	B	70.8	71.9	1.1	2.2	Gloucester	14506	2.26	2.527	$0.770
373	078	E	25.3	26.1	0.8	2.4	Hunterdon	53458	2.69	2.521	$0.840
374	001B	S	0.0	1.5	1.5	3.0	Mercer	8951	2.29	2.516	$1.050
375	073	N	14.5	15.2	0.7	1.4	Camden	13710	2.35	2.498	$0.490
376	080	E	61.7	63.9	2.2	6.2	Bergen	47371	2.67	2.490	$2.170
377	047	B	70.0	70.7	0.7	1.4	Gloucester	14688	2.31	2.483	$0.490
378	021	N	9.7	10.4	0.7	2.1	Passaic	30546	2.53	2.474	$0.735
379	009	S	118.5	119.3	0.8	1.6	Monmouth	28567	2.55	2.446	$0.560
380	030	B	47.8	48.9	1.1	4.4	Atlantic	22568	2.39	2.444	$1.540
381	040	E	61.7	62.3	0.6	1.2	Atlantic	15668	2.43	2.443	$0.420
382	038	W	8.3	9.3	1.0	2.0	Burlington	23509	2.52	2.432	$0.700
383	018	S	41.8	42.4	0.6	1.5	Middlesex	34530	2.62	2.430	$0.525
384	055	S	21.9	26.0	4.1	8.2	Cumberland	7243	2.37	2.428	$2.870
385	047	B	33.0	33.8	0.8	1.6	Cumberland	11122	2.37	2.416	$0.560
386	033	E	29.0	31.0	2.0	2.0	Monmouth	8512	2.43	2.383	$0.700
387	295	N	64.6	65.1	0.5	1.5	Mercer	27594	2.61	2.383	$0.525
388	078	E	27.0	28.4	1.4	4.2	Somerset	48382	2.81	2.376	$1.470
389	287	N	28.1	31.9	3.8	11.4	Morris, Somerset	27943	2.63	2.369	$3.990
390	440	S	18.8	19.5	0.7	1.4	Hudson	27072	2.63	2.363	$0.490
391	073	N	17.9	21.7	3.8	7.6	Burlington, Camden	21515	2.58	2.362	$2.660
392	152	B	0.5	1.3	0.8	1.6	Atlantic	12496	2.45	2.350	$0.560
393	009W	B	3.4	4.9	1.5	4.0	Bergen	15398	2.47	2.345	$1.400

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 10 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
394	078	E	24.4	24.9	0.5	1.5	Hunterdon	53242	2.89	2.341	$0.525
395	033	W	20.3	21.1	0.8	1.6	Monmouth	15288	2.54	2.340	$0.560
396	040	E	58.7	59.8	1.1	2.2	Atlantic	13670	2.54	2.329	$0.770
397	055	S	40.0	51.2	11.2	22.4	Gloucester	19457	2.62	2.307	$7.840
398	287	N	33.0	35.1	2.1	6.3	Morris	31530	2.73	2.303	$2.205
399	130	N	57.3	57.9	0.6	1.2	Burlington	5894	2.50	2.296	$0.420
400	033	W	18.9	19.9	1.0	2.0	Monmouth	15094	2.60	2.289	$0.700
401	038	W	6.7	7.8	1.1	2.2	Burlington	21797	2.66	2.288	$0.770
402	072	E	25.0	26.3	1.3	2.6	Ocean	9466	2.55	2.285	$0.910
403	055	N	58.1	59.3	1.2	2.4	Gloucester	30660	2.75	2.282	$0.840
404	049	B	21.6	23.6	2.0	4.0	Cumberland	9694	2.52	2.275	$1.400
405	029	B	31.7	33.1	1.4	2.8	Hunterdon	2032	2.48	2.275	$0.980
406	018	S	18.6	21.6	3.0	6.0	Monmouth	20152	2.66	2.273	$2.100
407	047	B	17.9	19.1	1.2	2.4	Cape May	12750	2.54	2.263	$0.840
408	028	B	3.9	4.8	0.9	1.8	Somerset	10736	2.56	2.239	$0.630
409	072	W	25.1	26.3	1.2	2.4	Ocean	9466	2.60	2.238	$0.840
410	037	W	8.2	9.1	0.9	2.7	Ocean	14682	2.65	2.237	$0.945
411	295	S	65.4	66.1	0.7	2.1	Mercer	27594	2.77	2.236	$0.735
412	047	B	31.9	32.4	0.5	1.0	Cumberland	12220	2.58	2.228	$0.350
413	095M	N	1.8	2.4	0.6	1.8	Mercer	26885	2.81	2.197	$0.630
414	009	N	121.5	122.1	0.6	1.6	Middlesex	29134	2.83	2.196	$0.560
415	202	S	12.7	18.7	6.0	12.0	Hunterdon, Somerset	16851	2.72	2.189	$4.200
416	001	S	33.2	33.7	0.5	1.7	Middlesex	46227	3.03	2.157	$0.595
417	055	N	56.9	57.7	0.8	1.6	Gloucester	27966	2.96	2.071	$0.560
418	029	B	24.5	25.5	1.0	2.0	Hunterdon	3748	2.85	1.949	$0.700
419	077	B	3.9	5.2	1.3	2.6	Cumberland	7156	2.93	1.895	$0.910
Totals						**2,361.2**					**$826.420**