

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

FISCAL YEAR 2014



Prepared by:

New Jersey Department of Transportation

March 2015



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE
Governor

JAMIE FOX
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 2014. 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. By using combined State and federal funds, the Department has been able to make improvements to the network and reduce New Jersey's percentage of deficient pavements over the past several years. 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 and takes advantage of the Department's expedited project pipeline delivery system.

This report highlights work completed through the Plan in fiscal year 2014. 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,



Jamie Fox
Commissioner

TABLE OF CONTENTS

	Page
CURRENT STATUS OF STATE HIGHWAY SYSTEM	1
□ Description of System.....	1
➤ Figure 1: NJ Roadway System, Breakdown By Lane Miles	1
□ Assessment of the State Highway System	2
➤ Table 1: Condition Criteria	2
➤ Table 2: Functional Adequacy of NJ State Hwy System.....	3
➤ Figure 2: Functional Adequacy of NJ State Hwy System	3
➤ Figure 3: Multi-Year Status of State Highway System	4
PAVEMENT FUNDING	5
□ Table 3: FY 2014 Pavement Funding	5
WORK COMPLETED IN FISCAL YEAR 2014	6
□ FY 2014 Highway Capital Maintenance Projects.....	6
□ FY 2014 Highway Resurfacing – Operations Division Projects	7
➤ Table 4: Contracts	7
□ FY 2014 Hwy Resurfacing/Rehab/Reconstruct – Capital Program Mgt. Projects.....	8
➤ Table 5: Projects	8
□ FY 2014 Pavement Preservation Preventive Maintenance Projects	9
➤ Table 6: Capital Program Mgt. Projects	9
➤ Table 7: Operations Division Projects	10
□ Multi-Year Summary of Major Pavement Work	10
➤ Figure 4: Lane Miles of Major Pavement Work Completed	10
REFERENCES	11
APPENDICES	
A. Deficient Pavement Sections Needing Future Restoration	A-1

CURRENT STATUS OF THE STATE HIGHWAY SYSTEM

Description of System

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

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

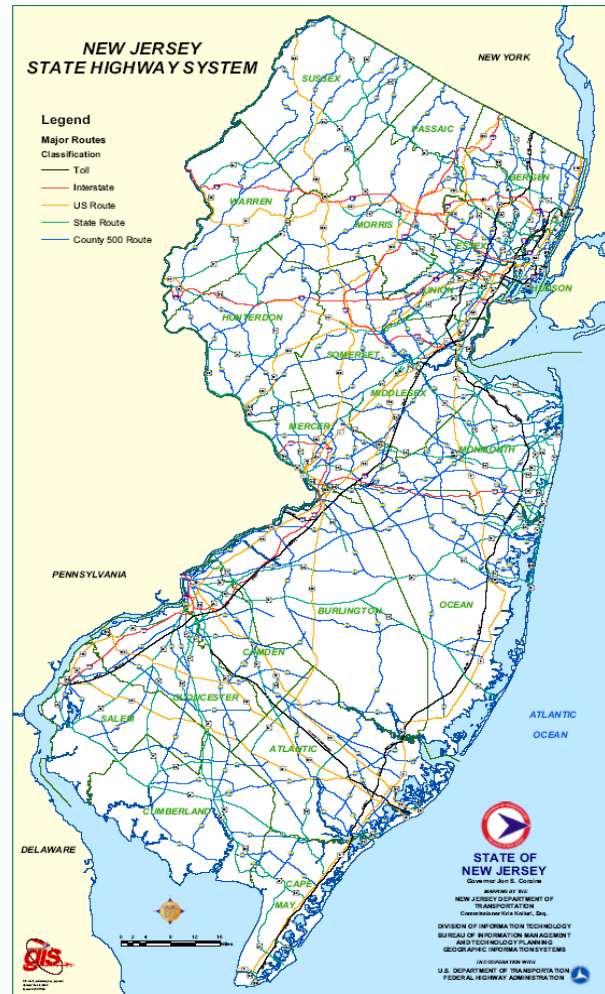
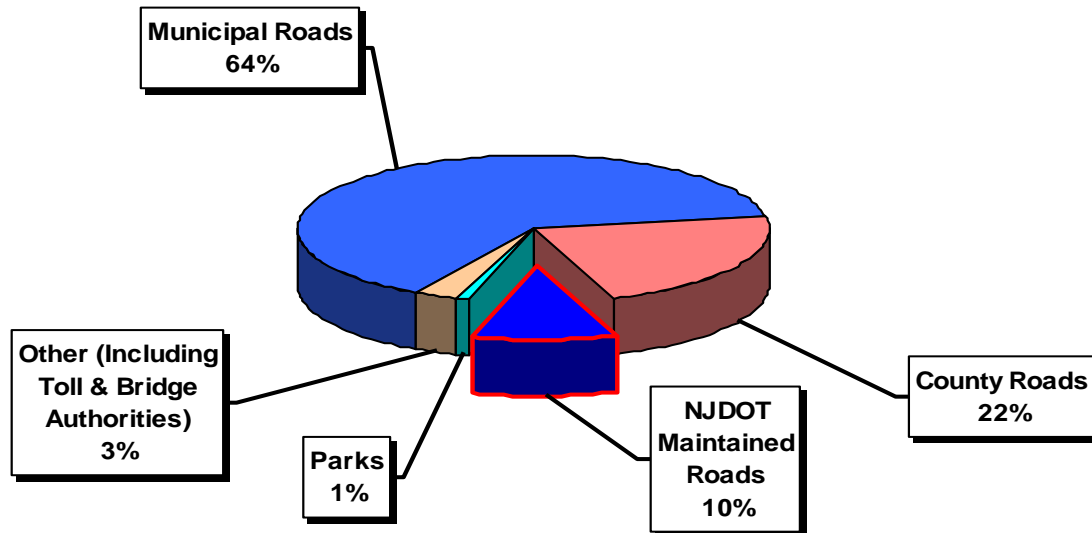


FIGURE 1
NJ Roadway System Breakdown by Lane Miles



Assessment of the State Highway System

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

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

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

The analyses discussed herein utilized 2013 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	These roads are overdue for treatment. Drivers on these roads are likely to notice that they are driving on a rough surface, which puts stress on their vehicles. These pavements may have deteriorated to such an extent that they affect the speed of free flow traffic. Flexible pavements may have large potholes and deep cracks. These roads often show significant signs of wear and deterioration, and may have significant distress in the underlying foundation. Roads in this condition will generally be most costly to rehabilitate.
Fair	(95 ≤ IRI ≤ 170 And SDI > 2.4) OR (IRI < 95 And 2.4 < SDI < 3.5)	These roads exhibit minimally acceptable ride quality that is noticeably inferior to those of new pavements and may be barely tolerable for high-speed traffic. These pavements may show some signs of deterioration such as rutting, map cracking and extensive patching. Most importantly, roads in this category are in jeopardy and should immediately be programmed for some cost-effective treatment that will restore them to a good condition and avoid costly rehabilitation in the near future.
Good	IRI < 95 AND SDI ≥ 3.5	These roads exhibit good ride quality with little or no signs of deterioration. A proactive preventive maintenance strategy is necessary to keep roads in this category as long as possible.

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

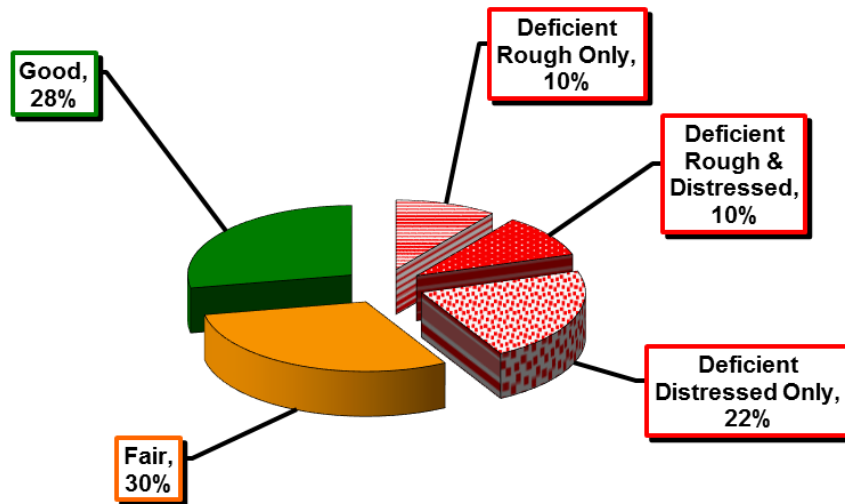
TABLE 2
Functional Adequacy of NJ State Highway System
(Based on Roughness and Distress)

Condition	Road Miles (Two Directions)	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone	521.2	882.7	10%
Deficient by Roughness & Distress	507.6	840.7	10%
Deficient by Distress Alone	1101.5	1845.7	22%
Total Deficient	2130.3	3569.1	42%
Total Fair/Mediocre	1391.9	2484.5	30%
Total Good	1138.8	2348.1	28%
Total State System	4661.0†	8401.7†	100%

Source: NJDOT Pavement Management System, 2013 Data

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

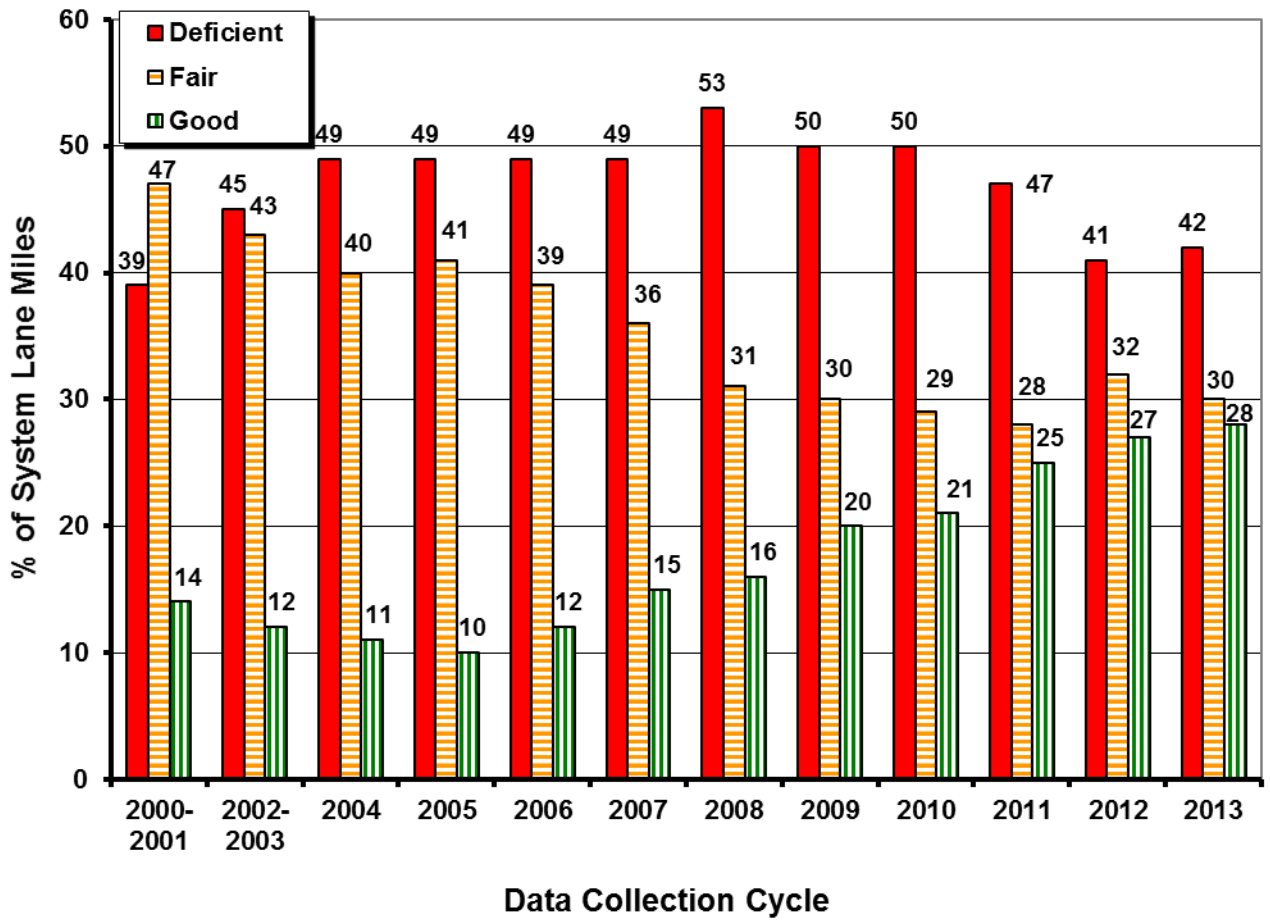
FIGURE 2
Current Functional Adequacy of NJ State Highway System
(Based on Roughness & Distress)



Source: NJDOT Pavement Management System, 2013 Data

These results underscore the severity of the functional deficiency (42% of the system). Similar analyses using data collected over the last 13 years show that while the overall deficiency has remained significant, efforts over the past several years have begun to reduce deficiencies (see Figure 3 below).

FIGURE 3
Multi-Year Status of State Highway System



Source: NJDOT Pavement Management System

PAVEMENT FUNDING

Programmed funding in fiscal year 2014 for pavement activities is detailed in Table 3 below. Costs for individual projects awarded in FY 2014 are shown on pages 6 through 10.

TABLE 3
Programmed Pavement Funding for Fiscal Year 2014

(Individual costs for projects awarded in FY 2014 are shown on pages 6 through 10)

Program Category	Description	Funding (Millions)
Highway Capital Maintenance - Betterments (State Funding)	This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.	\$10
Highway Capital Maintenance - Pavement Preservation (Fed. Funding)	This program provides funding for eligible federal pavement preservation activities which help to keep New Jersey's highway system in a state of good repair.	\$6
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.	\$75
Highway Resurfacing / Rehab & Reconstruct - Capital Program Mgt. Projects (State & Fed. Funding)	This program funds larger scale projects administered through Capital Program Management which are primarily involved with pavement restoration.	\$111
Totals		\$202



WORK COMPLETED IN FISCAL YEAR 2014

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. 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 2014 Highway Capital Maintenance Projects

As described in Table 3, Highway Capital Maintenance dollars were spent in fiscal year 2014 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 2014 Highway Resurfacing – Operations Division Projects

Table 4 below lists pavement resurfacing contract work awarded in fiscal year 2014 through the Department’s Division of Operations Support. Eight contracts valued at \$45.815 million are listed.

TABLE 4
Highway Resurfacing Contracts Awarded In FY 2014
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 #C207	440	N	0.00	4.00	12.5	Middlesex	\$5.832
MRRC #C305	009	B	66.00	70.57	9.8	Ocean	\$8.381
	072	B	12.96	18.46	11.0		
MRRC #C306	036	S	1.77	3.81	4.0	Monmouth	\$3.493
	036	N	2.27	3.81	3.0		
MRRC #N104	015	B	14.22	17.02	6.1	Sussex	\$4.640
	023	B	49.76	52.57	8.3		
	094	B	32.84	35.41	5.2		
MRRC #N204	024	E	6.98	9.09	6.3	Essex, Union	\$5.558
	124	B	0.05	4.77	12.4	Morris	
MRRC #N310	017	S	6.48	7.50	3.0	Bergen	\$5.967
	017	N	6.50	7.50	3.0		
	080L	E	65.02	68.08	10.4		
	080L	W	65.28	68.25	8.9		
MRRC #S107	070	B	12.07	12.71	1.2	Burlington	\$7.851
	130	S	30.57	36.35	14.1	Camden, Burlington	
	130	N	30.60	32.15	4.8	Camden	
	295	N	41.00	45.20	14.1	Burlington-Concrete Repairs	
	295	S	41.00	45.00	12.0		
MRRC #S305	030	B	29.70	31.05	5.6	Atlantic	\$4.093
	047	N	0.70	3.00	4.6	Cape May	
	047	B	22.80	24.50	3.4	Cape May	
	054	B	6.83	8.49	3.5	Atlantic	
	147	B	3.50	4.20	2.8	Cape May	
Totals					170.0	\$45.815	

FY 2014 Hwy Resurfacing/Rehab/Reconstruct-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 guardrails, application of long-life pavement markings and raised pavement markers, and safety improvements. Table 5 below lists 10 highway resurfacing/rehab/reconstruct projects awarded in fiscal year 2014 administered through Capital Program Management valued at \$50.323 million.

**TABLE 5
Hwy Resurfacing/Rehab/Reconstruct Projects Awarded in FY 2014
Administered Through Capital Program Management**

Project Description	DOT UPC No.	Route (L= Local)	Dir (B= Both)	Start Mile- Post	End Mile- Post	Lane Miles	County	Fund- ing Source	Cost (Millions)
Rt 18 from CR 547 to Rt 34, Resurfacing	133240	018	N	13.50	18.76	10.6	Monmouth	State	\$5.784
		018	S	13.57	17.33	7.4			
Rt 31 from Grayrocks Rd to Bryants Rd (CR 634)	113420	031	B	32.50	40.90	21.8	Hunterdon, Warren	Federal	\$8.250
Rt 33 from Manalapan Brook to Halls Mills Rd.	113060	033	B	24.30	29.00	18.8	Monmouth	Federal	\$7.000
Rt 35 SB from Cliff Ave to Rt 9, Resurfacing	133820	035	S	47.30	49.38	4.6	Middlesex	State	\$2.900
Rt 72 from Rt 70 to County Rt 532, Pavement	114100	072	B	0.00	6.00	12.0	Burlington	Federal	\$4.900
Rt 122 from Dalton St to Rt 22, Resurfacing	133340	122	B	0.80	2.40	3.2	Warren	State	\$1.407
Rt 173 from I-78 to Fox Hill Lane, Pavement	123380	173	B	0.00	8.10	22.5	Warren, Hunterdon	State	\$6.588
Rt 173 & 173Z from Strotz Rd to Rt 78, Resurfacing	133350	173	B	8.10	11.70	7.7	Hunterdon, Somerset	State	\$3.300
		173Z	B	1.12	1.67	1.2			
Rt 202 from CR 637 to Rd to Rt 287, Resurfacing	133360	202	B	20.33	26.20	23.4	Somerset	State	\$8.612
Rt 206 Nassau St to Arreton Rd, Pavement	123450	206	B	53.90	56.60	5.6	Mercer	State	\$1.582
Total						138.8			\$50.323

FY 2014 Pavement Preservation Preventive Maintenance Projects

NJDOT has significantly increased the use of preventive maintenance treatments in FY 2014. 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 2014, microsurfacing and a related treatment called slurry seal were utilized. These processes involve sealing the entire pavement surface with a special mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on the paved surface.

Projects were completed in FY 2014 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 2014
Administered Through Capital Program Management

Project Description	Treat-ment	DOT UPC No.	Route	Dir (B= Both)	Start Mile-Post	End Mile-Post	Lane Miles	County	Cost (Millions)
Rt 287 SB from North Maple Ave to South St & Rt 24 from Rt 287 to JFK Ramp	Micro-surface	143430	024	W	0.00	3.10	6.9	Morris	\$3.751
			024	E	1.00	6.98	12.3	Morris, Essex	
			287	S	30.30	35.40	15.9	Morris	
Rt 47 from Woodcock Lane to Jupiter Drive	Slurry Seal	143410	047	B	10.24	17.40	14.4	Cape May	\$2.875
			047	B	18.90	20.56	3.4	Cape May	
			047	B	21.00	22.80	3.6	Cape May	
			047	B	24.60	38.10	27.0	Cumber-land	
Rt 94 from Rt 46 to Old Coach Road	Slurry Seal	143420	094	B	0.77	8.23	14.8	Warren	\$2.490
			094	B	13.8	21.75	16.0	Warren, Sussex	
			094	B	24.91	27.70	5.6	Sussex	
			094	B	36.41	37.25	1.6	Sussex	
Total							121.5	\$9.116	

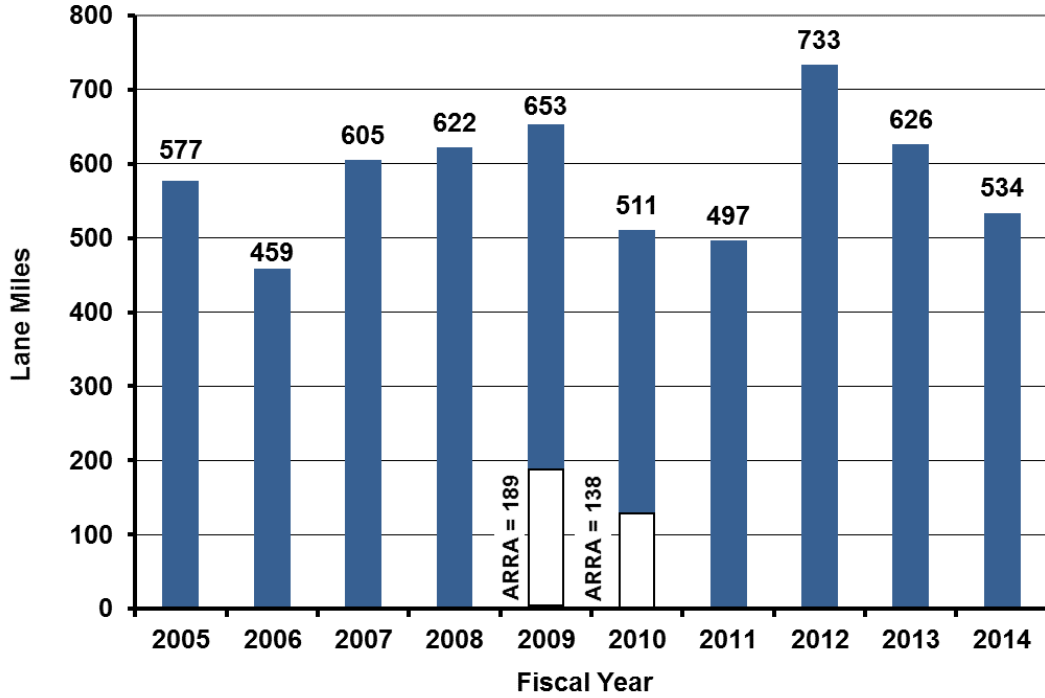
TABLE 7
Preventive Maintenance Projects Awarded in FY 2014
Administered Through Operations Support Division

Project Description	Treat-ment	Route	Dir (B= Both)	Start Mile-Post	End Mile-Post	Lane Miles	County	Cost (Millions)
Rt 55 NB (FHWA Pvmnt Preservation Contract-South, 2014), DP #14413	Micro-surface	055	N	34.30	48.40	28.4	Cumberland, Salem, Gloucester	\$3.472
Microsurfacing Contract, Various Locations (State Funding)	Micro-surface	031	B	28.80	31.70	11.6	Hunterdon	\$4.482
		035	N	34.50	38.70	8.7	Monmouth	
		078	W	17.90	23.00	15.8	Hunterdon	
		078	E	17.90	31.00	38.6	Hunterdon	
Total						103.1		\$7.954

MULTI-YEAR SUMMARY OF MAJOR PAVEMENT WORK

Figure 4 below shows the lane miles of mainline pavement that received restoration over the last 10 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.**

Figure 4
NJ State Highway System
Lane Miles of Major Pavement Work Completed
(Total system mainline lane miles = 8403)



REFERENCES

1. New Jersey Department of Transportation, *Capital Investment Strategy FY 2013-2022*, March 2012.
2. New Jersey Department of Transportation, *FY 2014 – 2023 Statewide Transportation Improvement Program*, October 1, 2013.
3. New Jersey Department of Transportation, *Pavement Management System*.
4. New Jersey Department of Transportation, *Transportation Capital Program, Fiscal Year 2014*.

APPENDIX A

DEFICIENT PAVEMENT SECTIONS

NEEDING FUTURE RESTORATION

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

Notes:

- (1) Candidate projects are based on 2013 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.
- (2) AADT = Average Annual Daily Traffic. FPR = Final Pavement Rating (0-5 scale, 5 = perfect pavement).
- (3) Benefit = 0.9(5.0-Avg FPR) + 0.1(Traffic Factor) and Traffic Factor = (5/60000)(Avg AADT), with Max = 5.0
- (4) For undivided routes (Dir = B): FPR and Benefit shown are the most critical set of values in either direction.
- (5) In Rte designation, L=local, B=business, 095M = NJDOT maintained portion of Interstate 95.

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
1	009	S	132.7	136.0	3.3	9.5	Middlesex	32280	0.40	4.411	\$2.850
2	009	S	122.6	123.9	1.3	3.9	Middlesex	29908	0.40	4.393	\$1.170
3	009	S	114.4	116.8	2.4	5.5	Monmouth	14346	0.25	4.393	\$1.650
4	080	E	54.0	58.2	4.2	16.7	Passaic	58532	0.73	4.331	\$5.010
5	009	N	126.4	129.7	3.3	9.4	Middlesex	38312	0.60	4.279	\$2.820
6	130	S	73.0	74.2	1.2	2.4	Middlesex	12742	0.37	4.276	\$0.720
7	035	S	6.8	8.9	2.1	4.2	Ocean	8486	0.33	4.271	\$1.260
8	001	S	12.2	14.0	1.8	5.8	Middlesex	30346	0.62	4.196	\$1.740
9	009	S	110.6	111.7	1.1	2.2	Monmouth	25141	0.57	4.192	\$0.660
10	046	E	67.0	68.5	1.5	3.3	Bergen	27174	0.62	4.170	\$0.990
11	168	B	9.8	10.8	1.0	2.5	Camden	16900	0.45	4.169	\$0.750
12	440	N	25.3	26.2	0.9	1.8	Hudson	28444	0.64	4.164	\$0.540
13	023	N	10.2	19.7	9.5	22.6	Morris, Passaic	27490	0.63	4.160	\$6.780
14	009	S	131.0	131.8	0.8	2.4	Middlesex	37872	0.76	4.133	\$0.720
15	287	N	39.2	40.3	1.1	4.4	Morris	23005	0.63	4.123	\$1.320
16	440	N	23.5	24.3	0.8	1.6	Hudson	28444	0.71	4.101	\$0.480
17	047	B	3.4	4.4	1.0	2.2	Cape May	18846	0.54	4.091	\$0.660
18	130	S	80.3	81.9	1.6	3.2	Middlesex	19884	0.64	4.088	\$0.960
19	035	S	3.3	5.5	2.2	4.6	Ocean	7236	0.52	4.088	\$1.380
20	040	E	61.6	63.6	2.0	4.0	Atlantic	16674	0.62	4.085	\$1.200
21	046	E	42.3	46.3	4.0	9.0	Morris	14590	0.62	4.062	\$2.700
22	035	N	25.2	28.5	3.3	6.6	Monmouth	14138	0.62	4.060	\$1.980
23	030	B	7.8	13.6	5.8	24.0	Camden	26772	0.62	4.051	\$7.200
24	027	N	33.4	34.0	0.6	1.1	Union	6703	0.57	4.046	\$0.330
25	130	S	76.3	78.7	2.4	4.8	Middlesex	17002	0.67	4.036	\$1.440
26	139U	E	0.1	0.8	0.7	1.4	Hudson	12350	0.63	4.036	\$0.420
27	023	B	0.0	3.2	3.2	11.8	Essex	18794	0.61	4.029	\$3.540
28	001L	N	48.2	51.1	2.9	5.8	Essex	27681	0.83	3.982	\$1.740
29	040	B	60.5	61.6	1.1	4.4	Atlantic	29768	0.74	3.960	\$1.320
30	047	S	0.8	3.4	2.6	5.1	Cape May	11303	0.71	3.952	\$1.530
31	009	B	99.1	101.3	2.2	4.4	Ocean	23352	0.72	3.950	\$1.320
32	004	E	2.8	5.7	2.9	8.4	Bergen	60269	1.17	3.944	\$2.520
33	027	B	4.9	10.8	5.9	13.3	Middlesex, Somerset	17472	0.70	3.941	\$3.990
34	009	S	112.4	113.2	0.8	2.1	Monmouth	23692	0.85	3.930	\$0.630
35	047	B	18.4	20.6	2.2	4.4	Cape May	10708	0.68	3.929	\$1.320
36	001	N	39.9	40.5	0.6	1.8	Union	29774	0.91	3.928	\$0.540

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	003	W	4.1	10.3	6.2	19.9	Bergen, Hudson, Passaic	57730	1.17	3.924	\$5.970
38	171	B	0.4	1.3	0.9	2.4	Middlesex	14744	0.71	3.922	\$0.720
39	001	N	34.8	35.7	0.9	2.0	Middlesex	29063	0.91	3.919	\$0.600
40	030	B	13.9	18.1	4.2	15.7	Camden	19686	0.74	3.912	\$4.710
41	130	N	62.8	65.1	2.3	4.6	Mercer	14976	0.81	3.900	\$1.380
42	159	B	0.6	1.3	0.7	1.4	Essex	18190	0.76	3.895	\$0.420
43	029	N	18.1	18.7	0.6	1.2	Hunterdon	4370	0.73	3.882	\$0.360
44	009W	B	8.8	11.2	2.4	4.8	Bergen	5726	0.71	3.880	\$1.440
45	057	B	0.1	2.9	2.8	5.6	Warren	12854	0.75	3.880	\$1.680
46	027	S	33.4	34.1	0.7	1.2	Union	6601	0.75	3.880	\$0.360
47	015	B	14.2	15.1	0.9	1.8	Sussex	22798	0.80	3.877	\$0.540
48	179	B	0.6	7.5	6.9	15.5	Hunterdon	6402	0.73	3.870	\$4.650
49	009	S	104.5	105.8	1.3	2.6	Monmouth	22049	0.91	3.866	\$0.780
50	009	N	130.7	132.7	2.0	4.4	Middlesex	37006	1.05	3.863	\$1.320
51	040	E	56.6	57.1	0.5	1.0	Atlantic	16734	0.86	3.862	\$0.300
52	440	N	21.5	22.8	1.3	2.4	Hudson	21344	0.93	3.844	\$0.720
53	015	S	2.6	4.3	1.7	4.4	Morris	25365	0.98	3.834	\$1.320
54	159	W	0.0	0.6	0.6	1.0	Essex, Morris	9095	0.83	3.830	\$0.300
55	001	S	23.2	24.2	1.0	3.0	Middlesex	38923	1.11	3.827	\$0.900
56	045	B	9.5	10.4	0.9	1.8	Salem	5954	0.78	3.826	\$0.540
57	046	B	69.7	70.8	1.1	4.3	Bergen	48542	0.98	3.822	\$1.290
58	001	S	9.7	10.8	1.1	3.3	Mercer	40570	1.13	3.822	\$0.990
59	206	B	53.9	54.5	0.6	1.4	Mercer	18436	0.87	3.797	\$0.420
60	023	S	13.2	16.3	3.1	10.0	Morris	28542	1.05	3.789	\$3.000
61	021	B	1.3	2.3	1.0	4.2	Essex	46852	1.01	3.789	\$1.260
62	001	S	40.1	41.7	1.6	4.8	Union	29805	1.07	3.787	\$1.440
63	001	S	31.6	32.3	0.7	2.1	Middlesex	38602	1.15	3.785	\$0.630
64	042	N	13.5	14.3	0.8	2.4	Camden	76196	1.35	3.783	\$0.720
65	071	B	7.7	10.0	2.3	8.0	Monmouth	12512	0.86	3.782	\$2.400
66	173Z	B	1.1	1.7	0.6	1.2	Hunterdon	6504	0.83	3.782	\$0.360
67	047	B	50.5	52.4	1.9	3.8	Cumberland, Gloucester	9920	0.84	3.781	\$1.140
68	009	N	117.2	119.2	2.0	4.0	Monmouth	28567	1.06	3.780	\$1.200
69	030	B	40.5	46.2	5.7	22.8	Atlantic	17746	0.88	3.780	\$6.840
70	015	S	6.3	8.7	2.4	5.1	Morris	21452	1.00	3.778	\$1.530
71	033	B	1.4	7.8	6.4	16.1	Mercer	17098	0.88	3.776	\$4.830
72	003	E	0.0	2.3	2.3	6.9	Passaic	56933	1.33	3.774	\$2.070
73	017	S	20.9	26.6	5.7	17.1	Bergen	48514	1.26	3.774	\$5.130
74	023	B	35.6	39.2	3.6	7.8	Sussex	15478	0.89	3.766	\$2.340
75	042	S	3.4	6.3	2.9	11.2	Gloucester	20248	1.00	3.766	\$3.360
76	027	B	20.9	33.4	12.5	39.8	Middlesex, Union	20784	0.91	3.764	\$11.940
77	003	E	6.0	8.0	2.0	6.5	Bergen	66144	1.37	3.763	\$1.950
78	001	S	26.4	27.6	1.2	3.4	Middlesex	53636	1.32	3.756	\$1.020
79	130	N	78.1	82.3	4.2	8.4	Middlesex	18649	1.01	3.746	\$2.520

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)
80	047	B	22.6	25.0	2.4	4.8	Cape May, Cumberland	2914	0.86	3.741	\$1.440
81	003	E	8.8	10.4	1.6	5.2	Hudson	36797	1.19	3.739	\$1.560
82	022	E	20.0	31.4	11.4	22.8	Hunterdon, Somerset	15243	0.99	3.735	\$6.840
83	027	B	12.8	15.4	2.6	9.4	Middlesex	21712	0.96	3.726	\$2.820
84	001T	W	0.3	1.2	0.9	1.8	Essex, Hudson	35059	1.19	3.718	\$0.540
85	029	S	18.2	18.7	0.5	0.9	Hunterdon	4268	0.91	3.715	\$0.270
86	046	W	67.1	68.1	1.0	2.0	Bergen	27174	1.13	3.713	\$0.600
87	030	E	2.6	4.2	1.6	4.1	Camden	30480	1.16	3.712	\$1.230
88	009	N	112.5	113.0	0.5	1.0	Monmouth	23692	1.10	3.705	\$0.300
89	033	B	35.9	37.0	1.1	4.4	Monmouth	16008	0.96	3.703	\$1.320
90	094	B	0.7	14.4	13.7	27.4	Warren	6246	0.92	3.701	\$8.220
91	080L	E	63.5	68.4	4.9	15.7	Bergen	37684	1.24	3.700	\$4.710
92	206	B	62.9	64.5	1.6	3.2	Somerset	25750	1.01	3.698	\$0.960
93	009W	B	0.8	2.9	2.1	8.4	Bergen	24462	1.01	3.694	\$2.520
94	070	B	19.1	44.3	25.2	50.4	Burlington, Ocean	12826	0.96	3.691	\$15.120
95	001L	S	50.0	51.0	1.0	2.0	Essex	25522	1.14	3.689	\$0.600
96	159	E	0.1	0.6	0.5	0.9	Essex, Morris	9095	0.99	3.687	\$0.270
97	094	B	28.0	35.6	7.6	15.2	Sussex	10968	0.96	3.685	\$4.560
98	001	S	34.6	35.4	0.8	2.7	Middlesex	32962	1.21	3.682	\$0.810
99	038	W	0.0	9.6	9.6	22.3	Burlington, Camden	25166	1.14	3.681	\$6.690
100	020	S	0.2	4.0	3.8	8.7	Passaic	35042	1.24	3.679	\$2.610
101	040	B	36.3	43.6	7.3	14.8	Atlantic	8550	0.95	3.679	\$4.440
102	030	B	46.8	48.9	2.1	8.4	Atlantic	19820	1.01	3.676	\$2.520
103	001	S	54.7	57.4	2.7	5.4	Hudson	28355	1.18	3.676	\$1.620
104	023	B	3.9	4.9	1.0	3.2	Essex, Passaic	24130	1.04	3.664	\$0.960
105	130	N	46.1	46.8	0.7	2.0	Burlington	16620	1.09	3.661	\$0.600
106	001	N	47.8	48.4	0.6	1.2	Essex	19645	1.12	3.660	\$0.360
107	033B	B	3.8	6.6	2.8	5.6	Monmouth	10340	0.98	3.657	\$1.680
108	082	B	2.9	4.4	1.5	6.0	Union	29964	1.08	3.656	\$1.800
109	195	E	1.2	1.8	0.6	1.3	Mercer	25397	1.18	3.654	\$0.390
110	030	E	52.0	54.0	2.0	4.4	Atlantic	19198	1.12	3.649	\$1.320
111	154	B	0.0	1.5	1.5	3.0	Camden	21196	1.05	3.647	\$0.900
112	001	N	40.9	45.4	4.5	13.0	Union	35750	1.28	3.644	\$3.900
113	001	N	12.0	14.5	2.5	7.3	Middlesex	29973	1.23	3.642	\$2.190
114	001	N	36.3	36.8	0.5	1.3	Middlesex	38444	1.32	3.632	\$0.390
115	287	S	0.5	3.2	2.7	9.9	Middlesex	59978	1.52	3.630	\$2.970
116	001	S	8.6	9.2	0.6	2.4	Mercer	40570	1.34	3.629	\$0.720
117	041	B	0.0	0.5	0.5	1.0	Gloucester	12880	1.03	3.626	\$0.300
118	063	B	0.0	3.0	3.0	8.9	Bergen	19944	1.07	3.622	\$2.670
119	017	N	17.6	26.8	9.2	27.6	Bergen	50015	1.44	3.622	\$8.280
120	130	S	62.5	64.7	2.2	4.4	Mercer	14976	1.12	3.619	\$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)
121	042	N	3.6	7.4	3.8	7.9	Camden, Gloucester	26052	1.22	3.618	\$2.370
122	009	S	124.7	128.5	3.8	11.3	Middlesex	38628	1.34	3.617	\$3.390
123	094	B	15.0	22.5	7.5	15.0	Sussex	6870	1.02	3.614	\$4.500
124	033	E	24.0	29.8	5.8	11.1	Monmouth	9758	1.08	3.613	\$3.330
125	021	B	3.2	4.0	0.8	3.2	Essex	74248	1.34	3.607	\$0.960
126	001	N	8.0	9.2	1.2	3.6	Mercer	40570	1.37	3.606	\$1.080
127	046	W	32.2	33.3	1.1	2.2	Morris	15404	1.14	3.600	\$0.660
128	031	B	34.9	38.2	3.3	6.7	Hunterdon	23958	1.12	3.591	\$2.010
129	020	N	0.2	4.0	3.8	8.4	Passaic	35042	1.34	3.589	\$2.520
130	057	B	5.8	21.1	15.3	30.9	Warren	13360	1.08	3.586	\$9.270
131	001	N	49.9	54.7	4.8	9.6	Essex, Hudson	29650	1.29	3.583	\$2.880
132	027	B	34.1	38.3	4.2	16.2	Essex, Union	13492	1.08	3.580	\$4.860
133	295	S	39.6	40.5	0.9	2.7	Burlington	50960	1.50	3.579	\$0.810
134	001	N	19.7	21.4	1.7	3.6	Middlesex	30341	1.31	3.576	\$1.080
135	045	B	27.7	28.4	0.7	2.7	Gloucester	9464	1.07	3.576	\$0.810
136	005	B	1.6	2.3	0.7	1.8	Bergen	9746	1.07	3.576	\$0.540
137	181	B	0.0	1.5	1.5	3.4	Morris	5432	1.05	3.574	\$1.020
138	033	W	24.4	30.0	5.6	11.1	Monmouth	9398	1.12	3.572	\$3.330
139	028	W	22.9	25.0	2.1	4.1	Union	13845	1.16	3.570	\$1.230
140	076	S	0.9	2.0	1.1	4.8	Camden	72087	1.59	3.566	\$1.440
141	080	W	0.6	3.5	2.9	5.8	Warren	32821	1.35	3.562	\$1.740
142	038	E	0.0	16.8	16.8	40.7	Burlington, Camden	22048	1.25	3.556	\$12.210
143	078	E	14.7	16.2	1.5	4.5	Hunterdon	45222	1.47	3.556	\$1.350
144	206	B	50.1	53.5	3.4	7.3	Mercer	15244	1.12	3.551	\$2.190
145	046	B	0.8	6.8	6.0	12.4	Warren	8548	1.10	3.548	\$3.720
146	022	W	44.1	47.0	2.9	8.3	Somerset	32436	1.36	3.547	\$2.490
147	018	N	39.5	40.7	1.2	3.3	Middlesex	39038	1.42	3.543	\$0.990
148	130	N	30.7	31.6	0.9	2.7	Camden	20645	1.25	3.543	\$0.810
149	054	B	9.8	10.7	0.9	1.8	Atlantic	12992	1.12	3.542	\$0.540
150	080	W	36.0	39.5	3.5	14.0	Morris	38158	1.42	3.536	\$4.200
151	030	E	36.4	40.5	4.1	8.2	Atlantic	8632	1.15	3.536	\$2.460
152	079	B	10.1	12.1	2.0	4.0	Monmouth	10870	1.12	3.536	\$1.200
153	046	E	0.1	0.8	0.7	1.4	Warren	4460	1.11	3.534	\$0.420
154	029	S	2.7	9.4	6.7	14.0	Mercer	14296	1.21	3.533	\$4.200
155	440	S	22.1	23.5	1.4	2.8	Hudson	27373	1.33	3.531	\$0.840
156	295	S	38.3	39.1	0.8	2.4	Burlington	44258	1.49	3.529	\$0.720
157	017	B	0.0	3.5	3.5	7.9	Bergen	33512	1.24	3.528	\$2.370
158	018	S	30.3	40.7	10.4	26.3	Middlesex	29111	1.35	3.527	\$7.890
159	050	B	16.8	18.3	1.5	3.0	Atlantic	6714	1.12	3.524	\$0.900
160	001	S	36.4	36.9	0.5	1.4	Middlesex	38444	1.44	3.522	\$0.420
161	280	W	0.0	4.3	4.3	8.8	Essex, Morris	32496	1.39	3.521	\$2.640
162	001	B	57.4	58.5	1.1	4.4	Hudson	29096	1.22	3.521	\$1.320
163	047	N	0.8	3.0	2.2	4.4	Cape May	11316	1.19	3.520	\$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)
164	202	S	63.0	65.4	2.4	7.2	Passaic	22515	1.30	3.514	\$2.160
165	019	N	2.4	2.9	0.5	1.2	Passaic	22724	1.31	3.507	\$0.360
166	206	B	60.5	62.3	1.8	4.2	Somerset	22290	1.21	3.507	\$1.260
167	080	E	44.3	52.9	8.6	25.5	Essex, Morris, Passaic	52624	1.59	3.505	\$7.650
168	033	E	22.3	23.5	1.2	2.4	Monmouth	14728	1.24	3.504	\$0.720
169	017	S	5.9	8.4	2.5	7.5	Bergen	33291	1.42	3.502	\$2.250
170	049	B	36.5	37.2	0.7	1.4	Cumberland	15028	1.18	3.499	\$0.420
171	036	B	6.4	9.4	3.0	6.0	Monmouth	13238	1.17	3.499	\$1.800
172	067	B	0.0	0.7	0.7	2.8	Bergen	21652	1.21	3.497	\$0.840
173	035	S	47.3	49.3	2.0	4.4	Middlesex	14206	1.25	3.496	\$1.320
174	049	B	38.6	53.7	15.1	30.2	Atlantic, Cape May, Cumberland	6614	1.15	3.494	\$9.060
175	166	B	0.1	2.3	2.2	4.1	Ocean	24335	1.23	3.492	\$1.230
176	001T	E	1.2	2.5	1.3	3.6	Hudson	32802	1.43	3.489	\$1.080
177	031	B	1.2	8.6	7.4	24.6	Mercer	19244	1.21	3.487	\$7.380
178	202	B	31.6	33.0	1.4	3.0	Somerset	13474	1.19	3.487	\$0.900
179	046	W	44.2	44.8	0.6	1.2	Morris	13036	1.25	3.486	\$0.360
180	009	B	46.5	49.6	3.1	6.2	Atlantic	6760	1.16	3.484	\$1.860
181	072	B	19.6	21.2	1.6	3.5	Ocean	13608	1.20	3.474	\$1.050
182	094	B	36.3	37.1	0.8	1.6	Sussex	10504	1.19	3.472	\$0.480
183	009	B	81.4	87.4	6.0	12.5	Ocean	19250	1.23	3.472	\$3.750
184	046	B	7.5	10.2	2.7	5.4	Warren	7810	1.18	3.472	\$1.620
185	071	B	0.1	1.8	1.7	3.4	Monmouth	16452	1.22	3.468	\$1.020
186	030	E	48.9	51.2	2.3	5.3	Atlantic	14481	1.28	3.466	\$1.590
187	322	W	46.5	50.1	3.6	7.2	Atlantic	12642	1.27	3.460	\$2.160
188	035	B	29.5	32.8	3.3	13.2	Monmouth	32206	1.31	3.458	\$3.960
189	078	E	26.9	28.7	1.8	5.4	Somerset	48135	1.60	3.457	\$1.620
190	042	N	12.0	12.9	0.9	2.7	Gloucester	63808	1.72	3.455	\$0.810
191	019	S	0.0	2.9	2.9	8.1	Passaic	18843	1.34	3.454	\$2.430
192	028	E	23.5	25.9	2.4	4.8	Union	14498	1.30	3.453	\$1.440
193	038	B	16.8	19.2	2.4	9.6	Burlington	29356	1.30	3.453	\$2.880
194	001	S	42.3	45.1	2.8	7.7	Union	38839	1.53	3.451	\$2.310
195	027	B	0.1	3.2	3.1	6.4	Mercer, Middlesex	11788	1.22	3.451	\$1.920
196	094	B	40.9	43.1	2.2	4.4	Sussex	9330	1.21	3.448	\$1.320
197	045	B	25.0	25.5	0.5	2.0	Gloucester	15788	1.25	3.443	\$0.600
198	152	B	0.0	3.1	3.1	6.2	Atlantic	12254	1.23	3.442	\$1.860
199	035	B	22.7	24.6	1.9	3.9	Monmouth	22552	1.29	3.433	\$1.170
200	037	E	3.8	12.9	9.1	26.8	Ocean	16511	1.34	3.431	\$8.040
201	035	S	12.8	14.3	1.5	2.9	Ocean	10515	1.29	3.428	\$0.870
202	077	B	0.0	2.6	2.6	5.3	Cumberland	15014	1.26	3.426	\$1.590
203	088	B	0.6	2.0	1.4	2.8	Ocean	22424	1.30	3.424	\$0.840
204	046	B	17.3	22.4	5.1	10.9	Morris, Warren	12560	1.25	3.423	\$3.270
205	046	E	59.6	60.4	0.8	2.0	Passaic	42335	1.59	3.423	\$0.600

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)
206	046	B	24.5	27.0	2.5	10.0	Morris	26326	1.32	3.422	\$3.000
207	035	B	52.2	54.9	2.7	10.8	Middlesex	20544	1.29	3.421	\$3.240
208	035	N	1.7	3.8	2.1	5.3	Ocean	5432	1.25	3.417	\$1.590
209	440	S	0.0	1.8	1.8	6.2	Middlesex	58410	1.74	3.417	\$1.860
210	053	B	0.0	1.1	1.1	3.2	Morris	13240	1.27	3.414	\$0.960
211	009	N	123.3	125.7	2.4	7.2	Middlesex	32261	1.51	3.413	\$2.160
212	046	E	70.4	72.1	1.7	3.3	Bergen	35918	1.54	3.412	\$0.990
213	202	N	20.4	26.2	5.8	11.5	Somerset	30638	1.49	3.410	\$3.450
214	023	N	22.0	25.7	3.7	7.4	Morris, Passaic	15535	1.36	3.404	\$2.220
215	202	S	20.2	24.1	3.9	7.9	Somerset	31432	1.51	3.402	\$2.370
216	032	E	0.1	1.2	1.1	2.2	Middlesex	13157	1.34	3.400	\$0.660
217	034	N	0.1	7.7	7.6	15.6	Monmouth	15827	1.37	3.399	\$4.680
218	206	B	65.8	66.4	0.6	1.3	Somerset	28640	1.36	3.399	\$0.390
219	091	B	0.3	2.2	1.9	3.8	Middlesex	14756	1.30	3.396	\$1.140
220	034	B	13.1	22.3	9.2	20.4	Monmouth	13164	1.29	3.396	\$6.120
221	046	E	22.4	24.7	2.3	4.6	Morris	9919	1.32	3.395	\$1.380
222	022	E	41.1	42.3	1.2	2.4	Somerset	24742	1.46	3.395	\$0.720
223	439	B	2.2	2.7	0.5	1.9	Union	21504	1.33	3.393	\$0.570
224	009W	B	6.6	7.7	1.1	2.3	Bergen	6752	1.26	3.390	\$0.690
225	168	S	0.0	0.7	0.7	1.4	Gloucester	5394	1.28	3.390	\$0.420
226	018	N	34.5	38.5	4.0	11.6	Middlesex	30142	1.51	3.389	\$3.480
227	009	B	32.9	34.2	1.3	2.6	Atlantic	15416	1.31	3.388	\$0.780
228	035	S	14.7	15.9	1.2	2.4	Monmouth	10200	1.33	3.386	\$0.720
229	130	S	48.1	49.9	1.8	3.6	Burlington	16620	1.40	3.382	\$1.080
230	026	B	0.2	2.5	2.3	6.8	Middlesex	15776	1.32	3.380	\$2.040
231	173	B	8.5	11.7	3.2	6.4	Hunterdon	11622	1.30	3.379	\$1.920
232	046	W	45.5	46.3	0.8	2.4	Morris	17180	1.41	3.376	\$0.720
233	017	N	3.5	4.7	1.2	2.9	Bergen	16756	1.41	3.374	\$0.870
234	072	B	0.0	19.3	19.3	38.6	Burlington, Ocean	9208	1.30	3.371	\$11.580
235	019	N	0.0	1.5	1.5	3.7	Passaic	16544	1.41	3.365	\$1.110
236	138	W	1.3	3.5	2.2	4.6	Monmouth	14164	1.39	3.364	\$1.380
237	173	B	4.0	8.1	4.1	14.4	Hunterdon	11622	1.32	3.361	\$4.320
238	070	W	2.2	3.8	1.6	3.8	Camden	26253	1.51	3.356	\$1.140
239	206	N	68.9	70.7	1.8	4.9	Somerset	14441	1.41	3.353	\$1.470
240	138	W	0.0	0.9	0.9	1.8	Monmouth	21880	1.48	3.351	\$0.540
241	295	S	2.9	4.3	1.4	2.8	Salem	13280	1.41	3.342	\$0.840
242	080	E	4.7	8.5	3.8	12.8	Warren	27063	1.54	3.341	\$3.840
243	010	E	1.2	2.5	1.3	2.6	Morris	14045	1.42	3.341	\$0.780
244	035	B	34.0	34.5	0.5	2.0	Monmouth	32422	1.44	3.339	\$0.600
245	033	B	38.0	39.9	1.9	7.6	Monmouth	19540	1.38	3.338	\$2.280
246	206	B	88.5	95.0	6.5	14.0	Morris	21264	1.39	3.336	\$4.200
247	035	N	14.0	16.0	2.0	4.0	Monmouth, Ocean	10294	1.39	3.334	\$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)
248	676	S	2.4	3.2	0.8	2.4	Camden	34460	1.62	3.333	\$0.720
249	040	B	14.0	14.9	0.9	1.8	Salem	12132	1.35	3.332	\$0.540
250	202	S	24.8	26.3	1.5	2.5	Somerset	27729	1.55	3.332	\$0.750
251	010	B	19.0	20.4	1.4	5.6	Essex	17002	1.38	3.332	\$1.680
252	037	W	6.0	10.5	4.5	13.2	Ocean	16966	1.46	3.328	\$3.960
253	202	N	7.4	11.4	4.0	8.0	Hunterdon	18414	1.48	3.326	\$2.400
254	036	S	1.9	3.7	1.8	3.6	Monmouth	18674	1.48	3.325	\$1.080
255	080	W	4.9	6.4	1.5	4.5	Warren	27491	1.56	3.324	\$1.350
256	031	B	23.3	25.2	1.9	5.0	Hunterdon	25200	1.42	3.323	\$1.500
257	046	W	24.2	24.7	0.5	1.0	Morris	11536	1.42	3.320	\$0.300
258	035	S	1.7	2.9	1.2	3.3	Ocean	5494	1.36	3.317	\$0.990
259	029	B	9.4	15.3	5.9	11.8	Mercer	11382	1.37	3.317	\$3.540
260	017	N	7.3	9.0	1.7	4.5	Bergen	38677	1.68	3.312	\$1.350
261	173	B	0.3	3.3	3.0	6.0	Warren	9386	1.37	3.306	\$1.800
262	049	B	31.7	36.1	4.4	8.8	Cumberland	12150	1.38	3.306	\$2.640
263	001	S	28.6	29.8	1.2	3.6	Middlesex	39039	1.69	3.306	\$1.080
264	022	E	37.4	39.2	1.8	4.0	Somerset	27034	1.58	3.304	\$1.200
265	001	N	16.0	17.0	1.0	2.3	Middlesex	26891	1.58	3.304	\$0.690
266	093	B	0.1	1.0	0.9	2.7	Bergen	21906	1.43	3.304	\$0.810
267	031	B	43.0	43.5	0.5	1.7	Warren	14648	1.40	3.297	\$0.510
268	046	E	32.2	33.3	1.1	2.0	Morris	15404	1.48	3.296	\$0.600
269	031	B	38.7	42.6	3.9	9.1	Hunterdon, Warren	18336	1.42	3.296	\$2.730
270	080	E	39.8	41.6	1.8	7.2	Morris	46488	1.77	3.294	\$2.160
271	206	B	54.6	56.7	2.1	4.2	Mercer	18496	1.43	3.293	\$1.260
272	080	E	8.9	10.5	1.6	5.0	Warren	24579	1.57	3.290	\$1.500
273	073	B	10.9	13.0	2.1	8.4	Camden	20648	1.44	3.289	\$2.520
274	045	B	15.1	17.3	2.2	4.4	Gloucester	9048	1.39	3.288	\$1.320
275	322	B	17.8	24.2	6.4	12.8	Gloucester	13320	1.41	3.285	\$3.840
276	080L	W	44.1	45.5	1.4	2.8	Morris	35650	1.68	3.282	\$0.840
277	295	S	1.3	2.5	1.2	2.6	Salem	12651	1.47	3.278	\$0.780
278	130	B	0.1	3.3	3.2	6.4	Salem	12550	1.42	3.278	\$1.920
279	034	B	23.0	24.8	1.8	3.7	Middlesex, Monmouth	23100	1.47	3.277	\$1.110
280	053	B	2.0	4.5	2.5	5.0	Morris	15270	1.43	3.274	\$1.500
281	040	B	47.0	51.2	4.2	8.6	Atlantic	22232	1.46	3.274	\$2.580
282	023	N	5.6	6.1	0.5	1.1	Passaic	38919	1.72	3.274	\$0.330
283	050	B	9.9	16.2	6.3	12.6	Atlantic	7536	1.40	3.272	\$3.780
284	044	B	2.6	9.1	6.5	13.4	Gloucester	4742	1.39	3.272	\$4.020
285	033	W	18.1	20.7	2.6	5.2	Middlesex, Monmouth	15094	1.51	3.269	\$1.560
286	018	N	6.8	9.1	2.3	4.6	Monmouth	19874	1.55	3.267	\$1.380
287	009	B	23.4	27.5	4.1	8.2	Cape May	8516	1.41	3.266	\$2.460
288	035	S	24.6	27.9	3.3	6.3	Monmouth	13708	1.50	3.266	\$1.890
289	070	W	4.6	7.0	2.4	6.6	Camden	28459	1.64	3.266	\$1.980

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)
290	018	S	16.3	17.4	1.1	2.2	Monmouth	20141	1.56	3.264	\$0.660
291	206	B	106.4	114.2	7.8	17.8	Sussex	16138	1.45	3.262	\$5.340
292	070	W	44.3	44.8	0.5	0.9	Ocean	8812	1.46	3.259	\$0.270
293	202	B	36.5	47.0	10.5	22.9	Morris, Somerset	11058	1.43	3.259	\$6.870
294	038	W	14.4	16.8	2.4	5.1	Burlington	15943	1.53	3.258	\$1.530
295	138	E	0.1	3.4	3.3	6.5	Monmouth	16912	1.54	3.254	\$1.950
296	130	N	47.3	51.2	3.9	7.8	Burlington	16620	1.54	3.253	\$2.340
297	130	N	25.3	26.9	1.6	3.8	Camden, Gloucester	13338	1.51	3.253	\$1.140
298	018	N	14.7	17.3	2.6	5.2	Monmouth	18925	1.56	3.252	\$1.560
299	073	S	33.2	34.1	0.9	2.1	Burlington	18343	1.56	3.249	\$0.630
300	022	E	4.0	4.5	0.5	1.0	Warren	18111	1.56	3.247	\$0.300
301	010	E	3.4	7.5	4.1	8.8	Morris	19777	1.58	3.247	\$2.640
302	040	B	8.2	10.1	1.9	3.8	Salem	16280	1.47	3.244	\$1.140
303	040	B	10.8	13.3	2.5	5.0	Salem	13430	1.46	3.244	\$1.500
304	004	E	8.3	10.8	2.5	6.9	Bergen	43862	1.81	3.240	\$2.070
305	080L	E	44.2	46.1	1.9	4.1	Morris	34483	1.72	3.240	\$1.230
306	007	B	6.3	8.2	1.9	7.6	Essex	14624	1.47	3.237	\$2.280
307	033	E	19.2	21.2	2.0	4.0	Monmouth	15418	1.55	3.237	\$1.200
308	109	N	1.5	2.5	1.0	2.0	Cape May	8597	1.49	3.234	\$0.600
309	018	N	29.6	33.9	4.3	8.6	Middlesex, Monmouth	22405	1.61	3.234	\$2.580
310	035	B	55.4	57.9	2.5	10.0	Middlesex	22232	1.51	3.234	\$3.000
311	079	B	0.1	4.6	4.5	9.0	Monmouth	16568	1.48	3.233	\$2.700
312	009W	B	4.7	6.0	1.3	2.6	Bergen	6752	1.44	3.228	\$0.780
313	080	E	23.5	24.0	0.5	1.5	Morris	31720	1.71	3.228	\$0.450
314	047	B	13.9	17.1	3.2	6.4	Cape May	9292	1.46	3.225	\$1.920
315	034	B	10.2	12.0	1.8	3.6	Monmouth	17360	1.50	3.223	\$1.080
316	047	B	47.3	47.8	0.5	1.2	Cumberland	17604	1.50	3.219	\$0.360
317	029	N	6.5	9.2	2.7	5.4	Mercer	9389	1.51	3.219	\$1.620
318	082	B	1.7	2.2	0.5	2.0	Union	27708	1.55	3.219	\$0.600
319	047	B	42.0	42.6	0.6	2.6	Cumberland	30028	1.56	3.218	\$0.780
320	183	B	0.8	1.8	1.0	2.0	Morris, Sussex	13420	1.49	3.216	\$0.600
321	322	E	45.9	48.2	2.3	4.6	Atlantic	12432	1.54	3.215	\$1.380
322	015	B	15.5	16.7	1.2	2.8	Sussex	22996	1.54	3.209	\$0.840
323	046	B	39.4	40.1	0.7	2.4	Morris	20872	1.54	3.204	\$0.720
324	036	N	22.9	23.7	0.8	1.6	Monmouth	16875	1.60	3.203	\$0.480
325	322	B	43.5	45.9	2.4	9.6	Atlantic	23916	1.56	3.198	\$2.880
326	073	B	9.0	10.0	1.0	4.0	Camden	14904	1.52	3.197	\$1.200
327	009	B	42.7	43.8	1.1	2.3	Atlantic	6854	1.48	3.196	\$0.690
328	040	W	4.1	5.3	1.2	2.4	Salem	7184	1.52	3.194	\$0.720
329	202	S	8.8	11.0	2.2	4.5	Hunterdon	18392	1.63	3.191	\$1.350
330	440	S	24.1	24.6	0.5	1.0	Hudson	28444	1.72	3.189	\$0.300
331	130	B	3.8	8.9	5.1	10.2	Gloucester, Salem	5696	1.48	3.188	\$3.060

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)
332	080	E	0.5	3.2	2.7	5.4	Warren	33383	1.77	3.186	\$1.620
333	047	B	74.4	75.2	0.8	2.5	Gloucester	11062	1.51	3.185	\$0.750
334	004	E	0.8	2.0	1.2	2.4	Bergen	22346	1.67	3.185	\$0.720
335	206	S	68.5	70.9	2.4	5.4	Somerset	14612	1.60	3.184	\$1.620
336	036	S	5.8	6.4	0.6	1.2	Monmouth	9182	1.55	3.181	\$0.360
337	322	B	37.0	43.1	6.1	24.4	Atlantic	13948	1.53	3.179	\$7.320
338	080	E	12.8	13.4	0.6	2.0	Warren	31870	1.76	3.178	\$0.600
339	004	W	2.3	5.9	3.6	10.4	Bergen	56607	2.00	3.175	\$3.120
340	001L	S	47.6	48.5	0.9	1.8	Essex	19637	1.66	3.171	\$0.540
341	122	B	0.8	2.4	1.6	3.2	Warren	9498	1.52	3.167	\$0.960
342	007	B	3.3	5.2	1.9	4.0	Bergen, Hudson	17724	1.56	3.167	\$1.200
343	047	B	32.3	41.0	8.7	17.4	Cumberland	8420	1.52	3.166	\$5.220
344	049	B	18.8	25.2	6.4	13.4	Cumberland	9140	1.53	3.163	\$4.020
345	031	S	31.9	34.4	2.5	5.0	Hunterdon	16454	1.64	3.163	\$1.500
346	077	B	11.2	21.8	10.6	21.2	Gloucester, Salem	5632	1.51	3.162	\$6.360
347	029	N	4.7	5.6	0.9	1.8	Mercer	17066	1.65	3.161	\$0.540
348	036	S	12.2	13.7	1.5	3.0	Monmouth	8230	1.56	3.161	\$0.900
349	009	B	55.3	70.2	14.9	29.8	Burlington, Ocean	12844	1.55	3.159	\$8.940
350	070	B	44.9	49.5	4.6	9.2	Ocean	24556	1.61	3.158	\$2.760
351	049	B	8.5	10.6	2.1	4.2	Salem	8390	1.53	3.157	\$1.260
352	056	B	0.1	4.9	4.8	9.8	Cumberland, Salem	8754	1.53	3.156	\$2.940
353	202	N	30.0	31.5	1.5	3.0	Somerset	6737	1.56	3.152	\$0.900
354	202	S	30.0	31.3	1.3	2.3	Somerset	6737	1.56	3.152	\$0.690
355	070	E	3.9	6.8	2.9	8.0	Camden	28317	1.76	3.151	\$2.400
356	094	S	0.1	0.7	0.6	0.9	Warren	3140	1.53	3.146	\$0.270
357	055	S	50.1	51.1	1.0	2.0	Gloucester	22920	1.72	3.143	\$0.600
358	029	B	31.9	34.3	2.4	4.8	Hunterdon	2032	1.52	3.140	\$1.440
359	003	W	0.0	0.9	0.9	1.8	Passaic	55915	2.03	3.140	\$0.540
360	280	E	4.1	4.6	0.5	1.5	Essex	31188	1.80	3.137	\$0.450
361	094	B	37.6	40.4	2.8	5.6	Sussex	10336	1.56	3.135	\$1.680
362	440	N	0.4	3.5	3.1	9.6	Middlesex	53309	2.01	3.134	\$2.880
363	031	B	13.6	15.2	1.6	3.4	Hunterdon	23656	1.63	3.133	\$1.020
364	009	B	50.2	52.4	2.2	4.4	Atlantic	7154	1.55	3.132	\$1.320
365	066	B	1.5	2.3	0.8	1.6	Monmouth	22546	1.62	3.132	\$0.480
366	109	B	2.5	3.1	0.6	1.2	Cape May	18476	1.61	3.129	\$0.360
367	078L	W	49.2	51.7	2.5	7.2	Union	35329	1.86	3.125	\$2.160
368	030	W	36.7	37.6	0.9	1.8	Atlantic	7913	1.61	3.121	\$0.540
369	206	B	21.8	30.4	8.6	24.7	Burlington	15422	1.61	3.119	\$7.410
370	029	B	17.0	17.5	0.5	1.0	Hunterdon	9760	1.58	3.119	\$0.300
371	130	S	33.0	36.4	3.4	10.5	Burlington, Camden	20982	1.73	3.118	\$3.150
372	083	B	0.3	3.8	3.5	7.0	Cape May	5074	1.56	3.117	\$2.100

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)
373	047	B	69.9	70.6	0.7	1.4	Gloucester	14724	1.61	3.114	\$0.420
374	012	B	9.8	11.4	1.6	3.2	Hunterdon	12928	1.60	3.113	\$0.960
375	070	E	44.3	44.8	0.5	1.0	Ocean	8812	1.62	3.112	\$0.300
376	023	B	49.7	50.3	0.6	1.7	Sussex	3420	1.56	3.110	\$0.510
377	094	B	25.0	27.7	2.7	5.4	Sussex	11208	1.60	3.109	\$1.620
378	028	B	17.3	18.4	1.1	2.2	Union	11286	1.60	3.108	\$0.660
379	206	B	19.1	20.7	1.6	3.2	Burlington	15716	1.62	3.105	\$0.960
380	168	N	0.0	0.7	0.7	1.4	Gloucester	5394	1.60	3.102	\$0.420
381	202	B	26.3	28.5	2.2	4.4	Somerset	29734	1.69	3.101	\$1.320
382	109	S	2.0	2.5	0.5	0.8	Cape May	8521	1.64	3.098	\$0.240
383	068	B	1.5	3.7	2.2	4.4	Burlington	6732	1.59	3.094	\$1.320
384	029	B	19.8	21.7	1.9	4.6	Hunterdon	5884	1.59	3.091	\$1.380
385	007	B	9.4	10.1	0.7	1.4	Essex	12416	1.63	3.089	\$0.420
386	109	B	1.4	1.9	0.5	1.8	Cape May	16150	1.65	3.083	\$0.540
387	040	B	32.0	32.7	0.7	1.4	Atlantic, Gloucester	8048	1.62	3.077	\$0.420
388	046	E	6.8	7.3	0.5	1.0	Warren	4464	1.63	3.072	\$0.300
389	040	B	26.8	27.3	0.5	1.0	Gloucester	11098	1.65	3.060	\$0.300
390	046	W	51.4	52.2	0.8	1.2	Essex, Morris	18099	1.77	3.058	\$0.360
391	168	S	8.6	9.7	1.1	2.8	Camden	9365	1.69	3.054	\$0.840
392	078	E	9.5	10.4	0.9	2.7	Hunterdon	45494	2.04	3.041	\$0.810
393	035	B	18.6	19.8	1.2	2.4	Monmouth	21302	1.72	3.039	\$0.720
394	001	S	47.6	49.0	1.4	2.8	Essex	23054	1.84	3.037	\$0.840
395	094	N	0.1	0.7	0.6	0.9	Warren	3140	1.67	3.027	\$0.270
396	009	B	5.4	17.4	12.0	25.0	Cape May	11170	1.69	3.026	\$7.500
397	206	B	6.3	11.1	4.8	9.6	Burlington	9096	1.69	3.017	\$2.880
398	036	N	20.3	21.9	1.6	3.4	Monmouth	15223	1.80	3.004	\$1.020
399	072	W	25.4	27.6	2.2	4.8	Ocean	9466	1.76	2.995	\$1.440
400	035	S	34.5	38.3	3.8	8.0	Monmouth	16211	1.82	2.995	\$2.400
401	037	W	12.7	13.4	0.7	1.8	Ocean	5570	1.73	2.993	\$0.540
402	004	W	1.0	1.5	0.5	1.0	Bergen	17366	1.84	2.991	\$0.300
403	070	E	0.3	3.4	3.1	8.5	Camden	25802	1.93	2.980	\$2.550
404	030	B	4.5	6.6	2.1	4.2	Camden	29396	1.83	2.979	\$1.260
405	440	N	19.0	19.8	0.8	1.6	Hudson	27072	1.95	2.974	\$0.480
406	168	N	8.6	9.8	1.2	2.6	Camden	9365	1.79	2.965	\$0.780
407	030	W	49.6	51.3	1.7	3.4	Atlantic	15396	1.87	2.948	\$1.020
408	130	N	33.8	36.3	2.5	7.5	Burlington, Camden	21016	1.92	2.948	\$2.250
409	046	B	34.3	37.4	3.1	8.0	Morris	14782	1.79	2.947	\$2.400
410	206	B	99.6	103.2	3.6	8.5	Sussex	18176	1.81	2.946	\$2.550
411	031	B	22.1	22.9	0.8	1.9	Hunterdon	25588	1.85	2.943	\$0.570
412	047	B	67.7	68.6	0.9	1.8	Gloucester	17510	1.81	2.942	\$0.540
413	156	B	0.1	1.1	1.0	2.0	Mercer	1788	1.75	2.931	\$0.600
414	049	B	5.8	8.0	2.2	4.4	Salem	10494	1.80	2.923	\$1.320
415	130	S	46.6	47.6	1.0	2.0	Burlington	16620	1.91	2.919	\$0.600

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)
416	047	B	62.9	64.3	1.4	4.7	Gloucester	8446	1.80	2.913	\$1.410
417	080	W	59.6	62.5	2.9	11.1	Bergen, Passaic	57454	2.30	2.911	\$3.330
418	009	N	135.2	135.9	0.7	1.5	Middlesex	27522	2.02	2.909	\$0.450
419	130	S	30.6	31.5	0.9	2.7	Camden	20645	1.96	2.909	\$0.810
420	030	B	18.5	32.3	13.8	55.2	Atlantic, Camden	11800	1.83	2.903	\$16.560
421	009	N	114.9	116.1	1.2	2.8	Monmouth	12261	1.90	2.895	\$0.840
422	130	S	26.2	27.9	1.7	5.1	Camden	17406	1.95	2.892	\$1.530
423	045	B	4.2	8.3	4.1	8.2	Salem	4872	1.81	2.888	\$2.460
424	076	N	1.4	2.0	0.6	3.2	Camden	79783	2.35	2.882	\$0.960
425	206	B	87.5	88.1	0.6	1.8	Morris	19752	1.90	2.875	\$0.540
426	070	E	49.6	50.5	0.9	1.8	Ocean	13508	1.94	2.869	\$0.540
427	021	N	4.9	9.3	4.4	13.2	Essex, Passaic	32133	2.12	2.860	\$3.960
428	022	W	24.1	25.3	1.2	2.4	Hunterdon	14254	1.96	2.853	\$0.720
429	072	E	21.6	23.2	1.6	3.8	Ocean	16636	2.00	2.843	\$1.140
430	009	B	95.1	98.8	3.7	7.4	Ocean	21692	1.95	2.839	\$2.220
431	168	B	5.0	8.6	3.6	9.5	Camden	20282	1.94	2.836	\$2.850
432	054	B	5.2	8.4	3.2	6.4	Atlantic	10124	1.91	2.826	\$1.920
433	035	S	50.6	51.3	0.7	1.1	Middlesex	12406	1.98	2.823	\$0.330
434	078L	E	50.8	52.6	1.8	5.4	Union	39549	2.25	2.802	\$1.620
435	022	W	37.5	41.0	3.5	7.4	Somerset	25820	2.13	2.801	\$2.220
436	001	B	62.2	62.8	0.6	1.6	Bergen	37628	2.09	2.778	\$0.480
437	078	W	9.5	10.1	0.6	1.8	Hunterdon	45494	2.34	2.777	\$0.540
438	072	W	21.2	24.7	3.5	7.2	Ocean	15632	2.06	2.772	\$2.160
439	130	N	43.6	45.2	1.6	4.8	Burlington	18440	2.09	2.771	\$1.440
440	070	W	0.0	0.8	0.8	2.4	Camden	23818	2.14	2.771	\$0.720
441	047	B	43.9	46.6	2.7	6.4	Cumberland	20448	2.02	2.771	\$1.920
442	030	E	0.9	1.9	1.0	3.2	Camden	30128	2.22	2.753	\$0.960
443	130	N	32.7	33.3	0.6	1.8	Camden	20769	2.14	2.746	\$0.540
444	439	B	3.0	4.0	1.0	3.0	Union	23462	2.07	2.737	\$0.900
445	022	W	52.6	54.3	1.7	3.4	Union	39176	2.32	2.736	\$1.020
446	029	B	23.1	31.5	8.4	16.8	Hunterdon	2652	1.99	2.723	\$5.040
447	040	W	52.4	53.7	1.3	2.6	Atlantic	17223	2.14	2.719	\$0.780
448	040	B	21.7	25.0	3.3	6.7	Gloucester, Salem	10176	2.03	2.712	\$2.010
449	130	S	37.6	38.9	1.3	3.9	Burlington	20216	2.18	2.709	\$1.170
450	041	B	0.9	2.7	1.8	3.6	Gloucester	14328	2.07	2.693	\$1.080
451	040	E	3.8	5.7	1.9	3.8	Salem	7263	2.08	2.692	\$1.140
452	036	N	2.3	3.2	0.9	1.8	Monmouth	18013	2.20	2.674	\$0.540
453	001	S	50.0	50.6	0.6	1.8	Essex	27977	2.30	2.666	\$0.540
454	030	B	33.1	33.6	0.5	2.0	Atlantic	12112	2.12	2.641	\$0.600
455	012	B	0.9	4.9	4.0	9.3	Hunterdon	5952	2.10	2.639	\$2.790
456	031	B	46.1	48.9	2.8	6.4	Warren	10604	2.12	2.636	\$1.920
457	024	W	6.6	9.0	2.4	7.2	Essex, Union	47632	2.52	2.629	\$2.160
458	055	S	21.8	24.6	2.8	5.6	Cumberland	7343	2.16	2.621	\$1.680

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)
459	079	B	5.4	7.6	2.2	4.4	Monmouth	16276	2.17	2.614	\$1.320
460	031	N	32.0	34.4	2.4	4.6	Hunterdon	16485	2.25	2.613	\$1.380
461	072	E	25.7	27.4	1.7	3.4	Ocean	9466	2.19	2.611	\$1.020
462	004	W	10.0	10.5	0.5	1.1	Bergen	42289	2.49	2.607	\$0.330
463	130	N	67.7	72.7	5.0	10.0	Mercer, Middlesex	9882	2.20	2.605	\$3.000
464	168	B	2.0	3.6	1.6	3.2	Camden	12430	2.17	2.603	\$0.960
465	130	S	8.9	12.1	3.2	6.4	Gloucester	4311	2.16	2.595	\$1.920
466	021	N	12.7	14.4	1.7	3.4	Passaic	31355	2.43	2.576	\$1.020
467	322	E	4.2	4.9	0.7	1.4	Gloucester	9002	2.23	2.567	\$0.420
468	287	N	53.0	58.3	5.3	15.9	Bergen, Morris, Passaic	44034	2.56	2.563	\$4.770
469	055	N	33.2	34.3	1.1	2.2	Cumberland	17299	2.36	2.524	\$0.660
470	048	B	0.3	4.2	3.9	7.8	Salem	4056	2.22	2.522	\$2.340
471	021	S	12.8	14.3	1.5	3.0	Passaic	31271	2.50	2.515	\$0.900
472	036	N	12.8	14.0	1.2	2.4	Monmouth	8768	2.31	2.494	\$0.720
473	080L	W	65.1	68.1	3.0	9.2	Bergen	35187	2.56	2.493	\$2.760
474	009	N	107.5	110.5	3.0	6.0	Monmouth	23004	2.45	2.489	\$1.800
475	030	E	54.8	57.0	2.2	4.9	Atlantic	21355	2.44	2.480	\$1.470
476	031	N	27.4	29.2	1.8	3.6	Hunterdon	13012	2.38	2.466	\$1.080
477	287	S	48.3	54.1	5.8	18.7	Morris, Passaic	42441	2.66	2.460	\$5.610
478	206	B	64.8	65.4	0.6	1.4	Somerset	28640	2.40	2.458	\$0.420
479	130	N	8.9	11.7	2.8	5.6	Gloucester	3884	2.33	2.439	\$1.680
480	287	S	60.7	67.2	6.5	15.1	Bergen	39067	2.67	2.420	\$4.530
481	057	B	3.2	3.8	0.6	1.2	Warren	12522	2.37	2.416	\$0.360
482	021	S	9.0	10.0	1.0	3.0	Passaic	29710	2.59	2.414	\$0.900
483	080	E	28.4	31.8	3.4	10.2	Morris	40830	2.71	2.402	\$3.060
484	287	N	47.2	49.1	1.9	5.7	Morris	39167	2.70	2.400	\$1.710
485	047	B	66.4	67.3	0.9	1.8	Gloucester	10380	2.39	2.396	\$0.540
486	030	W	38.1	39.1	1.0	2.0	Atlantic	9099	2.43	2.385	\$0.600
487	030	W	52.7	53.9	1.2	2.4	Atlantic	19198	2.54	2.374	\$0.720
488	030	W	54.5	55.8	1.3	2.6	Atlantic	21023	2.56	2.370	\$0.780
489	095M	N	2.4	3.5	1.1	3.3	Mercer	28482	2.64	2.360	\$0.990
490	009	N	105.2	106.0	0.8	1.7	Monmouth	22753	2.60	2.352	\$0.510
491	078	E	51.9	52.9	1.0	2.0	Union	38872	2.76	2.338	\$0.600
492	095M	S	2.2	3.3	1.1	3.3	Mercer	27411	2.66	2.338	\$0.990
493	206	B	123.9	129.3	5.4	10.8	Sussex	6696	2.45	2.320	\$3.240
494	168	B	0.7	1.2	0.5	1.1	Camden, Gloucester	10788	2.48	2.317	\$0.330
495	022	E	49.4	51.0	1.6	3.2	Union	18351	2.62	2.295	\$0.960
496	088	B	8.4	9.4	1.0	2.9	Ocean	14688	2.53	2.281	\$0.870
497	010	W	0.7	1.2	0.5	1.0	Morris	14045	2.60	2.273	\$0.300
498	036	N	14.6	19.9	5.3	10.8	Monmouth	11455	2.58	2.271	\$3.240
499	206	B	114.8	116.0	1.2	2.4	Sussex	15322	2.56	2.260	\$0.720
500	044	B	1.0	2.1	1.1	2.2	Gloucester	1536	2.50	2.253	\$0.660

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)
501	047	B	53.2	54.2	1.0	2.0	Gloucester	8296	2.54	2.252	\$0.600
502	130	N	58.4	60.2	1.8	3.6	Mercer	13072	2.63	2.245	\$1.080
503	023	B	50.9	52.5	1.6	4.8	Sussex	3420	2.53	2.237	\$1.440
504	010	W	3.8	4.7	0.9	1.8	Morris	18200	2.69	2.229	\$0.540
505	055	N	25.2	27.0	1.8	3.6	Cumberland	8036	2.61	2.217	\$1.080
506	055	N	27.4	30.4	3.0	6.0	Cumberland	11843	2.67	2.199	\$1.800
507	078	W	18.1	18.7	0.6	2.2	Hunterdon	25514	2.85	2.145	\$0.660
508	055	S	25.4	26.1	0.7	1.4	Cumberland	7446	2.92	1.932	\$0.420
Totals						3,182.6					\$954.780