

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

FISCAL YEAR 2018



Prepared by:

New Jersey Department of Transportation

March 2019



State of New Jersey

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

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

SHEILA Y. OLIVER
Lt. Governor

March 20, 2019

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 2018. 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 40 % 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 criterion for how much roadway repair and improvements can be accomplished.

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 State Fiscal Year 2018. 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,

A handwritten signature in blue ink, reading "Diane Gutierrez-Scaccetti".

Diane Gutierrez-Scaccetti
Commissioner

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CURRENT STATUS OF THE STATE HIGHWAY SYSTEM

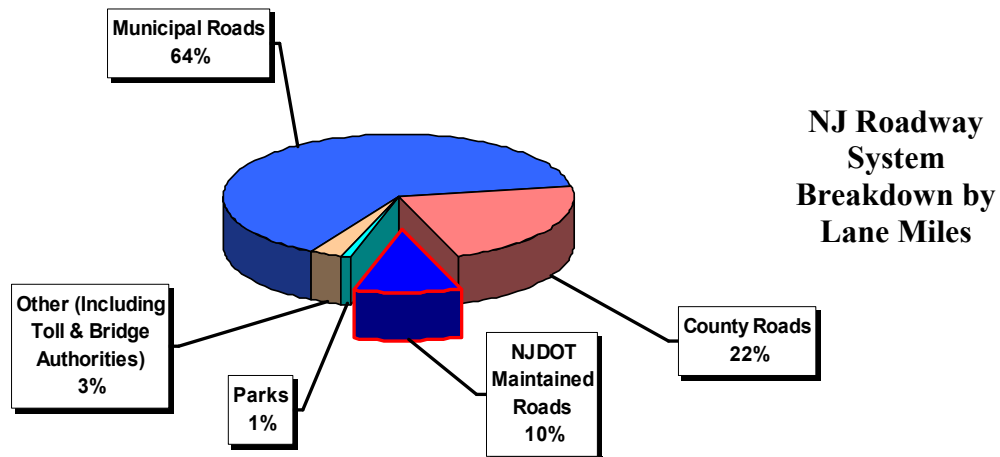
Description of System

There are approximately 38,896 centerline (CL) miles of roadways in New Jersey. NJDOT maintains approximately 2,321 CL miles of roads, commonly referred to as the state highway system. Most of the remaining mileage is under the jurisdiction of counties (6,662 CL miles) and municipalities (28,791 CL miles). Other mileage consists of toll roads including the Garden State Parkway (173 CL miles) and the New Jersey Turnpike (150 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). Other mileage includes, the park roads, both state and local (400 CL miles), and Federal Agencies Fish & Wildlife Service, National Park Service and Military roads (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



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 400 (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 2017 road data to evaluate the state highway system consisting of approximately 2321 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
Deficient (Poor)	IRI > 170 AND/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. IRI ≥ 95 and ≤ 170 and/or SDI > 2.4 and < 3.5	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)

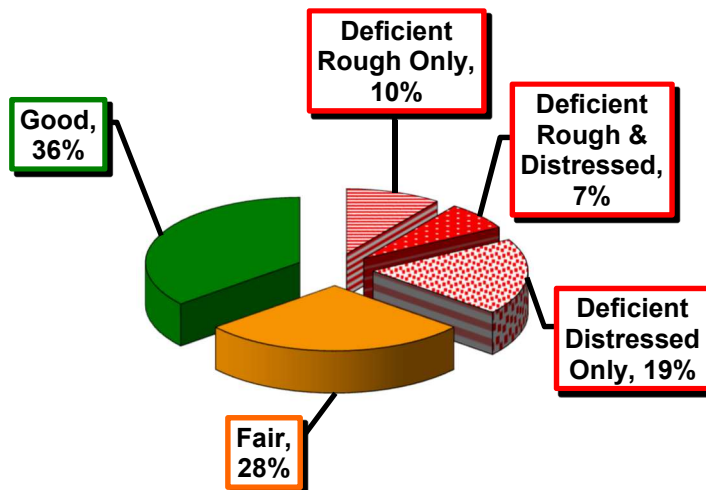
Condition	Road Miles (Two Directions)	Lane Miles (Two Directions)	% of Total System Lane Miles
Deficient by Roughness Alone (IRI > 170)	476.6	819.3	10%
Deficient by Roughness & Distress (Both)	392.3	629.6	7%
Deficient by Distress Alone (SDI ≤ 2.4)	907.6	1624.7	19%
Total Deficient	1776.5	3073.6	36%
Total Fair/Mediocre	1373.1	2401	28%
Total Good	1518.3	3045	36%
Total State System	4667.9 †	8519.6 †	100%

Source: NJDOT Pavement Management System, 2017 Data

† Note: Mileage in Table 2 represents tested mileage which is slightly less than system mileage (4667.9 out of 4680.7 and 8519.6 out of 8542.0) due to inaccessibility of some areas for testing.

FIGURE 2

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



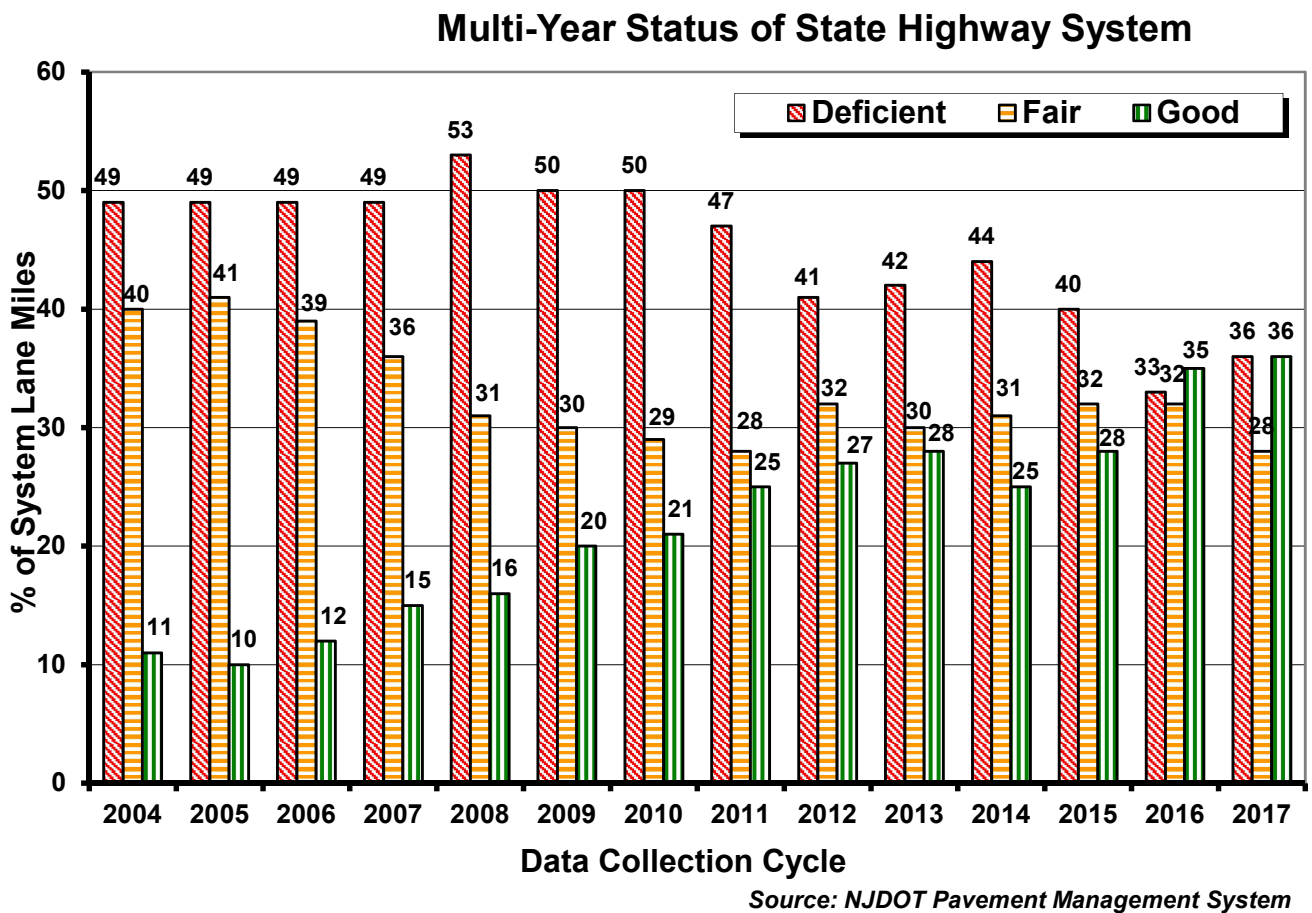
Current Functional Adequacy of NJ State Highway System
(Based on Roughness & Distress)

Source: NJDOT Pavement Management System, 2017 Data

NJDOT considers the 36% 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 14 years show that, while the total deficiency has remained significant over time, current efforts have resulted in reduced deficiencies (see Figure 3). Year 2016 was 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. This trend has continued in 2017 as shown in Figure 2 and 3.

FIGURE 3



SUMMARY OF PAVEMENT PROJECT EXPENDITURES

A summary of pavement projects expenditures in State Fiscal Year 2018 is provided in Table 3 below. Costs for individual projects awarded in State FY 2018 are shown on pages 6 through 13.

TABLE 3
Summary of Pavement Projects Expenditures for State Fiscal Year 2018
(Individual costs for projects awarded in State FY 2018 are shown on pages 6 through 13)

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. (Table 4)	\$12.57
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 5)	\$68.45
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)	\$122.86
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)	\$29.62
Totals		\$ 233.50

WORK COMPLETED IN STATE FISCAL YEAR 2018

The Department's Operations Division administers highway capital maintenance and selected resurfacing projects. Alternatively, the Capital Program Management Division administers major rehabilitation and reconstruction projects which include resurfacing and projects that are more complex in terms of design and construction. 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 Fiscal Year 2018 Highway Capital Maintenance (Betterments) Projects

As described in Table 3, Highway Capital Maintenance dollars, which are also the state TTF dollars, were spent in State Fiscal Year 2018 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:

- 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.

TABLE 4

**Highway Capital Maintenance (Betterments) Projects –Awarded by Operations Division
State FY 2018**

Projects	Route, Direction and MP Limits	Total Lane Miles	County	Total Cost In \$ Million
MRC North-2018	Various Locations within the regions mostly as temporary restoration of surface, curb to curb for a short distance OR a short distance of travel lane and shoulder to extend the life of pavement till a full resurfacing project is initiated and constructed.	N/A	Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union and Warren – including and North of Route 57	\$4.51
MRC Central - 2018			Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset and Warren – South of Route 57	\$4.48
MRC South - 2018			Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem	\$3.58
Totals				\$12.57

MRC - Maintenance Resurfacing Contract

State Fiscal Year 2018 Highway Resurfacing – Operations Division Projects

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 5 below lists the resurfacing projects valued at **\$68.45** (millions) that were awarded in State Fiscal Year 2018.

TABLE 5
Highway Resurfacing Projects – Operations Division Projects Awarded in State FY 2018

Project	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In \$ Million
MRRC #N107	57	Both	11.06	14.50	7.0	Warren	\$7.28
	80	West	19.04	12.80	19.20		
MRRC #N208	46	East	50.47	51.91	2.80	Morris & Passaic	\$7.69
			60.10	61.80	3.40		
	West	58.30	59.30	3.00			
	287	North	42.00	47.10	15.30		
MRRC #N209	80	West	45.60	56.40	34.80	Morris, Essex, and Passaic	\$8.03
MRRC #N315	9W	Both	3.16	6.66	7.00	Bergen	\$5.34
	80 EXP	East	67.13	67.97	1.80		
	93	Both	0.00	3.42	7.90		
MRRC #C110	31	Both	14.27	16.36	5.60	Hunterdon	\$5.89
		North	27.04	28.76	3.60		
	202	North	9.37	11.12	3.40		
		South	7.00	11.20	8.70		
MRRC #C111	12	Both	0.94	11.69	23.30	Hunterdon	\$6.58
MRRC#C211	202	Both	26.25	28.34	4.20	Somerset	\$3.93
		Both	29.90	31.70	6.60		
MRRC#C310	35	Both	22.68	23.59	1.90	Monmouth & Ocean	\$11.31
		South	34.55	38.00	7.40		
			39.46	44.16	9.40		
	37	East	6.27	6.59	0.90		
			6.88	10.89	12.30		
		West	6.25	6.59	0.90		
			6.67	10.89	12.60		
MRRC#S111	38	East	13.65	16.74	6.60	Burlington	\$5.73
	130	Both	51.60	53.07	12.72		
	206	Both	6.30	11.00	18.80		
MRRC#S208	44	Both	5.03	9.37	9.20	Gloucester	\$6.67
	55	North	48.40	57.00	17.20		
	77	Both	2.57	3.21	2.10	Cumberland	
		Both	6.90	8.03	2.20		
Total					271.82		68.45

MRRC - Maintenance Roadway Repair Contracts

State Fiscal Year 2018 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 6 below lists **14** highway resurfacing/rehab/reconstruct projects awarded in State Fiscal Year 2018 administered through Capital Program Management valued at **\$122.86 million**.

**TABLE 6
Highway Resurfacing/Rehabilitation/Reconstruction Projects Awarded in State FY 2018
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 1, CR 533 (Quakerbridge Rd) to Ridge Rd	124060	1	NB	7.90	9.22	3.90	Mercer & Middlesex	Federal	\$11.27
				12.00	14.50	7.30			
			SB	8.50	9.22	2.80			
				9.60	10.80	3.60			
				12.10	14.00	6.20			
Rt 1 Rt 3 to 46th St	153760	1	NB & SB	57.00	58.20	4.80	Hudson	State	\$4.26
Rt 18 South of Texas Rd to Rues Lane, Pavement	114080	18	NB	29.50	35.40	12.30	Monmouth & Middlesex	Federal	\$16.12
			SB	30.50	35.50	10.60			
Rt 21 Dayton St to Route 46 West	124000	21	NB & SB	12.70	14.45	6.80	Passaic	State	\$4.15
Rt 27 Bridge St (CR 669) to Frederic St	124340	27	NB & SB	20.90	23.80	5.90	Middlesex	Federal	\$4.14
Rt 33 School House Rd to Fortunato Pl	124050	33	EB & WB	37.90	39.90	8.00	Monmouth	State	\$3.28

TABLE 6 (Cont'd)
Highway Resurfacing/Rehabilitation/Reconstruction Projects Awarded in State FY 2018
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 33 Bentley Rd to Manalapan Brook	124250	33	EB ----- WB	17.66 ----- 17.63	24.30 ----- 24.30	13.20 ----- 13.40	Middlesex & Monmouth	Federal	\$11.92
Rt 33B Kondrup Way to Fairfield Rd	124100	33B	EB & WB	3.99	6.89	5.80	Monmouth	State	\$3.36
Rt 35 , North of Lincoln Dr to Navesink River Bridge	123080	35	NB & SB	24.90 ----- 29.50	28.00 ----- 34.30	12.40 ----- 17.20	Monmouth	Federal	\$16.11
Rt 70 East of North Branch Rd to CR 539	103070	70	EB & WB	31.20	38.45	14.40	Burlington & Ocean	Federal	\$13.92
Rt 71 Main Ave to Cedar Ave Pavement	113790	71	NB & SB	7.87	9.92	7.00	Monmouth	Federal	\$22.17
Rt 77 Elmer-Shirley Rd (CR611) to Gangemi Lane	124290	77	NB & SB	10.62	21.00	20.80	Gloucester & Salem	Federal	\$5.25
Rt 179 , Rt 165 to Rt 31 and 202, Pavement	114190	179	NB & SB	0.40	7.50	16.30	Hunterdon	Federal	\$4.86
Rt 181 Espanog Rd to Prospect Point Rd	153780	181	NB & SB	0.00	1.52	3.40	Morris	State	\$2.05
Totals						196.10			\$122.86

State Fiscal Year 2018 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 2018, 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.
- **Ultra-Thin Friction Course (UTFC):** A surface treatment that places a 0.75-in. thick polymer-modified hot mix asphalt layer placed on a polymer-modified emulsified asphalt membrane. This process utilizes a specially designed “spray paver” or “ultra-thin lift paver” to rapidly place polymer modified asphalt emulsion material just ahead of the hot mix asphalt that allows for faster opening to traffic and improved overlay performance.
- **High Performance Thin Overlay (HPTO):** Application of a special hot mix asphalt overlay using a modified asphalt binder generally with an average thickness of 1 inch to the entire pavement surface. This process sometimes utilizes a specially designed “spray paver” or “ultra-thin lift paver” for improved overlay performance.
- **Asphalt Rubber Chip Seal (AR Chip Seal):** Application of asphalt rubber modified binder to the roadway followed by spreading pre-coated high quality chip seal aggregate, over the binder which is then rolled with pneumatic tire rollers.
- **Cape Seal:** A surface treatment that involves the application of slurry seal to a newly constructed surface treatment or chip seal. Cape seals are used to provide a dense, waterproof surface with improved skid resistance and ride quality.

Projects were completed in State FY 2018 through the Capital Program Management and are listed in Table 7 below.

TABLE 7

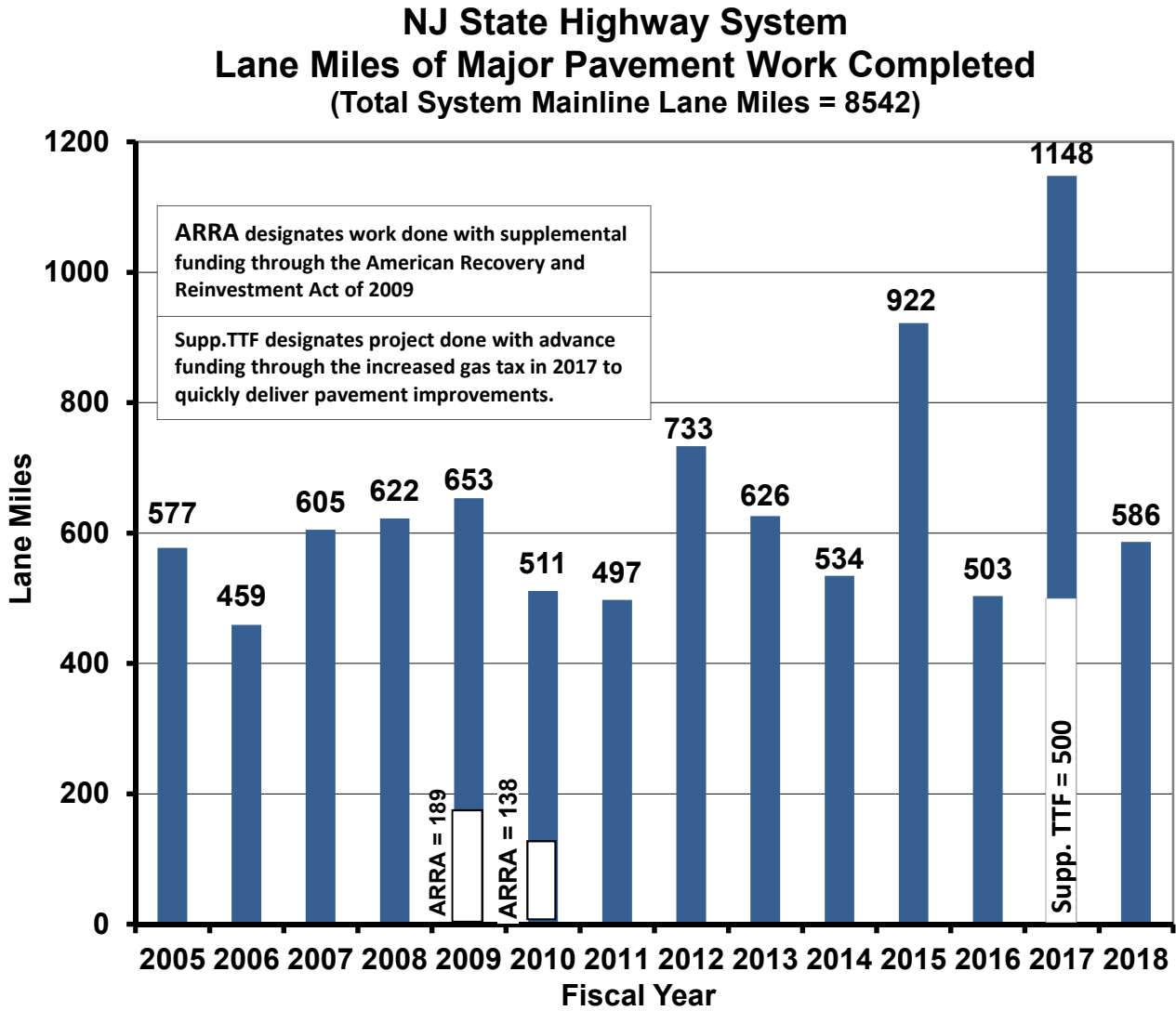
**Pavement Preservation Preventive Maintenance Projects Awarded in State FY 2018
Administered Through Capital Program Management**

Project Description	Treatment	DOT UPC No.	Route	Direction	Start Mile Post	End Mile Post	Total Lane Miles	County	Total Cost In \$ Million
Rt 95M/295 Lower Ferry Rd (CR 643) to Ramp to Rt 1	Slurry + HPTO	163600	95M	Both	3.40	8.80	32.40	Mercer	\$11.79
			295	Both	67.50	67.80	1.80		
Rt 18, Route 34 to Route 9 SB	Slurry + HPTO	163590	18	North	18.80	29.50	21.40	Monmouth & Middlesex	\$8.21
				South	21.90	30.50	17.20		
Route 206, Route 30 (Whitehorse Pike) to Atsion Park Entrance	Cape, AR Chip Seal	183390	206	Both	0.0	6.30	12.60	Atlantic & Burlington	\$2.07
Rt 295, Rt 130 to Independence Ave	Slurry + HPTO	183370	295	Both	56.80	60.40	21.60	Burlington & Mercer	\$4.65
Rt 15 SB, Sussex County Line to Rt 181	Cape, AR Chip Seal	183350	15	South	8.84	14.18	10.70	Morris & Sussex	\$2.90
Total							117.70		\$29.62

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. In the FY 2017, Supplemental Transportation Trust Funds were available and hence the number of lane miles paved was much higher than other years.

FIGURE 4



REFERENCES

1. New Jersey Department of Transportation, *STATE FY 2017 – 2026 Statewide Transportation Improvement Program*, October 1, 2016.
2. New Jersey Department of Transportation, *Pavement Management System*.
3. New Jersey Department of Transportation, *Transportation Capital Program, State Fiscal Year 2018*, July 1, 2017.

APPENDIX A

**DEFICIENT PAVEMENT SECTIONS
NEEDING FUTURE RESTORATION**

**DEFICIENT PAVEMENTS NEEDING FUTURE RESTORATION
500 Candidate Projects Sorted By Benefit Rank**

Notes:

- (1) Candidate projects are based on 2017 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	280	W	16.8	17.3	0.5	1	Hudson	38233	0.00	4.819	0.350
2	018	N	36.6	37.2	0.6	1.8	Middlesex	32216	0.01	4.757	0.630
3	440	S	24.3	25	0.7	1.4	Hudson	28444	0.00	4.737	0.490
4	021	B	3	4	1	6	Essex	53316	0.00	4.722	2.100
5	046	W	32.3	33.2	0.9	1.7	Morris	24963	0.00	4.708	0.595
6	029	S	1.3	1.8	0.5	1.5	Mercer	26043	0.03	4.686	0.525
7	287	N	28	30	2	6	Somerset	47204	0.28	4.645	2.100
8	018	S	32.7	33.9	1.2	2.4	Middlesex	28883	0.13	4.620	0.840
9	202	B	72.4	72.7	0.3	1.2	Bergen	28108	0.00	4.617	0.420
10	202	N	50.1	50.6	0.5	1.2	Morris	13791	0.00	4.615	0.420
11	035	S	39.5	40	0.5	1.2	Monmouth	21731	0.09	4.603	0.420
12	206	B	86.6	87.1	0.5	1.6	Morris	20828	0.00	4.587	0.560
13	524	E	0.5	0.9	0.4	0.5	Mercer	9432	0.00	4.579	0.175
14	524	W	0.5	0.9	0.4	0.8	Mercer	9432	0.00	4.579	0.280
15	047	B	3.4	4.4	1	2	Cape May	18028	0.00	4.575	0.700
16	206	S	39.6	40.7	1.1	2.2	Mercer	7177	0.00	4.560	0.770
17	001	N	11.4	14.5	3.1	8.3	Mercer, Middlesex	30492	0.23	4.550	2.905
18	173	B	10	11.2	1.2	2.4	Hunterdon	8984	0.00	4.537	0.840
19	070	B	30.5	31.1	0.6	1.2	Burlington	8974	0.00	4.537	0.420
20	018	N	38.1	39.7	1.6	4.8	Middlesex	48881	0.41	4.537	1.680
21	079	N	4.7	5.4	0.7	1.2	Monmouth	9424	0.06	4.528	0.420
22	029	B	33.7	34.2	0.5	1	Hunterdon	2136	0.00	4.509	0.350
23	206	N	36.6	37.7	1.1	2.2	Burlington	12373	0.11	4.508	0.770
24	152	B	1.9	3.2	1.3	2.6	Atlantic	12894	0.07	4.487	0.910
25	073	N	19.8	20.3	0.5	1	Camden	18549	0.19	4.480	0.350
26	001T	E	0.9	1.9	1	2.8	Hudson	28077	0.28	4.479	0.980
27	001	N	7.9	9.1	1.2	3.6	Mercer	38919	0.39	4.474	1.260

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)
28	027	B	18.8	19.9	1.1	4.4	Middlesex	18172	0.12	4.472	1.540
29	015	B	0	1.1	1.1	2.6	Morris	58572	0.32	4.459	0.910
30	001T	W	0	0.5	0.5	1	Essex	25769	0.29	4.457	0.350
31	001	B	62.1	62.8	0.7	1.8	Bergen	21278	0.15	4.454	0.630
32	055	S	20.8	21.6	0.8	1.6	Cumberland	7009	0.12	4.453	0.560
33	001	B	57.5	58.2	0.7	2.8	Hudson	35118	0.22	4.448	0.980
34	124	E	11.4	12.5	1.1	2.3	Union	8222	0.13	4.448	0.805
35	027	B	20.9	23.8	2.9	6.2	Middlesex	20748	0.17	4.435	2.170
36	034	N	0.2	4.2	4	8.3	Monmouth	16797	0.23	4.429	2.905
37	046	E	32.2	33.2	1	2	Morris	23502	0.30	4.427	0.700
38	035	S	24.9	26.5	1.6	3.2	Monmouth	9198	0.19	4.405	1.120
39	179	B	0.4	7.5	7.1	16.2	Hunterdon	4566	0.13	4.398	5.670
40	166	B	0.9	2.4	1.5	2.9	Ocean	23789	0.22	4.397	1.015
41	206	B	118.8	120.7	1.9	3.9	Sussex	22390	0.22	4.392	1.365
42	033	B	7.4	7.9	0.5	1.5	Mercer	11908	0.18	4.390	0.525
43	022	W	60.1	60.6	0.5	1	Essex	31430	0.42	4.388	0.350
44	033	B	37.8	39.9	2.1	8.4	Monmouth	19814	0.22	4.387	2.940
45	009	B	5.7	7.1	1.4	3.4	Cape May	5462	0.16	4.378	1.190
46	278	W	1	1.5	0.5	0.7	Union	14346	0.28	4.363	0.245
47	021	N	4.8	7	2.2	6.6	Essex	26311	0.40	4.355	2.310
48	133	W	0	0.6	0.6	1.2	Mercer	5415	0.24	4.331	0.420
49	078	W	58.5	59.1	0.6	1.3	Essex	51766	0.67	4.330	0.455
50	001	N	43.8	44.3	0.5	1.5	Union	47023	0.63	4.326	0.525
51	202	N	7.1	11.2	4.1	8.4	Hunterdon	20174	0.38	4.322	2.940
52	001T	W	1.1	1.6	0.5	1.2	Hudson	27695	0.46	4.314	0.420
53	078	E	64.1	64.7	0.6	2.2	Hudson	56159	0.73	4.311	0.770
54	031	B	0	0.8	0.8	1.6	Mercer	11542	0.28	4.294	0.560
55	202	B	51.4	51.8	0.4	1.6	Morris	14116	0.30	4.291	0.560
56	072	W	22.7	26.5	3.8	8	Ocean	13835	0.36	4.290	2.800
57	001	S	54.6	55.1	0.5	1	Hudson	31673	0.54	4.274	0.350
58	033	W	17.7	19.1	1.4	2.8	Middlesex, Monmouth	13670	0.39	4.264	0.980
59	001	S	11.4	14.1	2.7	8.1	Mercer, Middlesex	31118	0.55	4.263	2.835
60	028	B	15.5	16.3	0.8	1.6	Union	13712	0.33	4.257	0.560
61	094	B	7.7	8.3	0.6	1.2	Warren	8852	0.32	4.249	0.420
62	072	W	21.2	22.1	0.9	2.1	Ocean	14515	0.41	4.249	0.735
63	035	S	42.9	43.8	0.9	1.8	Monmouth	21681	0.49	4.239	0.630
64	035	B	29.6	34.3	4.7	22.9	Monmouth	29278	0.43	4.233	8.015
65	206	N	40	40.7	0.7	1.4	Mercer	7177	0.36	4.233	0.490
66	001B	N	0	2.4	2.4	4.8	Mercer	13846	0.43	4.229	1.680
67	139L	E	0.6	1.5	0.9	2.1	Hudson	32564	0.60	4.227	0.735
68	004	W	0	1.1	1.1	2.2	Bergen, Passaic	55071	0.82	4.220	0.770

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)
69	023	B	0	3.2	3.2	11.6	Essex	20436	0.41	4.219	4.060
70	206	B	121	129.8	8.8	18.8	Sussex	10026	0.37	4.213	6.580
71	202	N	30	31.5	1.5	3	Somerset	15361	0.46	4.213	1.050
72	078	E	65.7	67.1	1.4	5	Hudson	56159	0.84	4.212	1.750
73	206	B	56.6	60.9	4.3	9.2	Mercer, Somerset	19275	0.41	4.209	3.220
74	035	S	34.7	39	4.3	8.9	Monmouth	20535	0.52	4.201	3.115
75	047	B	67	67.6	0.6	1.2	Gloucester	14176	0.40	4.200	0.420
76	010	B	18.9	23.3	4.4	13.5	Essex	14808	0.41	4.196	4.725
77	439	B	0	4	4	10.6	Union	23726	0.46	4.189	3.710
78	129	N	0.3	1.6	1.3	2.3	Mercer	9502	0.44	4.188	0.805
79	019	S	0	1.1	1.1	2.7	Passaic	16854	0.51	4.185	0.945
80	152	B	0	1.4	1.4	2.8	Atlantic	13310	0.43	4.165	0.980
81	029	B	24.5	27.1	2.6	5.2	Hunterdon	2394	0.38	4.164	1.820
82	009	B	42.8	46.6	3.8	7.6	Atlantic	9746	0.42	4.159	2.660
83	033	B	0.2	1.5	1.3	3.2	Mercer	12268	0.44	4.152	1.120
84	009	N	116.8	122.6	5.8	12.8	Middlesex, Monmouth	27952	0.65	4.151	4.480
85	022	E	3.8	4.5	0.7	1.4	Warren	18637	0.56	4.149	0.490
86	202	B	26.2	28.4	2.2	4.4	Somerset	18602	0.49	4.141	1.540
87	082	B	3.5	4.3	0.8	3.2	Union	30536	0.55	4.132	1.120
88	078	W	50.7	53	2.3	4.6	Union	42056	0.81	4.126	1.610
89	035	B	12.4	14.3	1.9	6.7	Ocean	24741	0.53	4.123	2.345
90	495	E	0	0.8	0.8	2.1	Hudson	41730	0.81	4.116	0.735
91	109	B	1.3	1.8	0.5	1.6	Cape May	15632	0.50	4.111	0.560
92	079	S	4.7	5.4	0.7	1.2	Monmouth	9424	0.52	4.108	0.420
93	130	B	4.7	8.9	4.2	8.4	Gloucester, Salem	5426	0.46	4.107	2.940
94	147	E	2.7	3.5	0.8	1.6	Cape May	7668	0.51	4.103	0.560
95	005	B	1.6	2.3	0.7	2.4	Bergen	9680	0.49	4.102	0.840
96	031	B	1.1	4.3	3.2	12.6	Mercer	12046	0.50	4.099	4.410
97	012	B	10.2	11.4	1.2	2.4	Hunterdon	13934	0.51	4.096	0.840
98	022	E	57.9	59.4	1.5	3	Essex, Union	31566	0.75	4.086	1.050
99	031	B	24.2	25.1	0.9	2.6	Hunterdon	21766	0.57	4.078	0.910
100	080	W	15.7	25.3	9.6	29	Morris, Sussex, Warren	29026	0.74	4.071	10.150
101	047	B	55.2	56.8	1.6	3.2	Gloucester	12376	0.53	4.071	1.120
102	009	B	95	101.8	6.8	13.8	Ocean	28194	0.61	4.067	4.830
103	019	N	2.3	2.8	0.5	1.1	Passaic	22605	0.69	4.064	0.385
104	168	B	9.9	10.8	0.9	3.1	Camden	20084	0.58	4.063	1.085
105	046	E	0	0.8	0.8	1.4	Warren	4492	0.54	4.053	0.490
106	067	B	0	1.8	1.8	7.2	Bergen	24964	0.61	4.052	2.520
107	130	S	62.9	64.6	1.7	3.4	Mercer	16172	0.65	4.048	1.190

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)
108	079	B	5.4	11.9	6.5	13	Monmouth	14794	0.57	4.048	4.550
109	018	S	40.3	40.9	0.6	1.8	Middlesex	46016	0.93	4.045	0.630
110	027	B	16.6	17.5	0.9	2.2	Middlesex	18172	0.59	4.044	0.770
111	168	S	0	0.7	0.7	1.4	Gloucester	5923	0.58	4.030	0.490
112	018	S	35.6	38.6	3	7.6	Middlesex	38882	0.89	4.026	2.660
113	030	E	39.6	40.5	0.9	1.8	Atlantic	9950	0.63	4.020	0.630
114	185	N	0.2	0.7	0.5	1	Hudson	6261	0.59	4.019	0.350
115	080	W	12.9	13.4	0.5	1.5	Warren	23227	0.75	4.015	0.525
116	035	B	52.4	58.1	5.7	24.6	Middlesex, Union	18528	0.63	4.011	8.610
117	206	B	53	54.3	1.3	2.9	Mercer	18608	0.63	4.009	1.015
118	082	B	0	2.1	2.1	8.4	Union	27824	0.68	4.006	2.940
119	023	B	3.8	4.9	1.1	3.2	Essex, Passaic	31890	0.70	4.006	1.120
120	175	B	0.3	3	2.7	5.6	Mercer	2046	0.56	4.003	1.960
121	202	S	30	31.5	1.5	3	Somerset	15361	0.70	4.000	1.050
122	007	B	6.5	7.1	0.6	2.4	Essex	16598	0.64	3.992	0.840
123	130	N	8.9	11	2.1	4.2	Gloucester	3090	0.61	3.979	1.470
124	072	E	22.8	26.4	3.6	7.5	Ocean	13624	0.71	3.978	2.625
125	030	E	48.9	50.5	1.6	3.4	Atlantic	17723	0.74	3.978	1.190
126	005	B	0.3	1.2	0.9	2.2	Bergen	15656	0.65	3.977	0.770
127	440	N	21.9	22.6	0.7	1.1	Hudson	24742	0.82	3.972	0.385
128	029	B	19	20.4	1.4	3.8	Hunterdon	7534	0.62	3.971	1.330
129	082	E	2.2	2.8	0.6	1.2	Union	14094	0.73	3.962	0.420
130	020	S	0.7	4.2	3.5	7.9	Passaic	26211	0.85	3.953	2.765
131	676	S	0.2	0.8	0.6	2.2	Camden	34117	0.93	3.946	0.770
132	027	B	33	35.9	2.9	10.1	Essex, Union	16808	0.70	3.941	3.535
133	031	B	12	16	4	9.3	Hunterdon, Mercer	21190	0.72	3.936	3.255
134	133	E	0	2.1	2.1	4.2	Mercer	7411	0.70	3.935	1.470
135	185	S	0	0.6	0.6	1.4	Hudson	6261	0.69	3.929	0.490
136	046	B	29.8	30.3	0.5	1	Morris	14014	0.70	3.928	0.350
137	001	S	40.9	42.1	1.2	3.6	Union	31924	0.94	3.920	1.260
138	033	B	1.9	4.4	2.5	8.4	Mercer	17092	0.73	3.918	2.940
139	280	E	16.9	17.9	1	2	Hudson	38233	1.01	3.910	0.700
140	109	B	2.5	3	0.5	1	Cape May	12168	0.71	3.910	0.350
141	023	B	45	45.8	0.8	1.6	Sussex	3676	0.67	3.908	0.560
142	071	B	7.8	10.5	2.7	8.6	Monmouth	15200	0.73	3.908	3.010
143	009	B	40.4	41.6	1.2	2.4	Atlantic	14220	0.73	3.904	0.840
144	046	W	22.4	23.8	1.4	2.8	Morris	8624	0.75	3.898	0.980
145	001	S	36.9	40	3.1	9.3	Middlesex, Union	30342	0.95	3.896	3.255
146	007	B	7.6	8.1	0.5	2	Essex	16598	0.75	3.890	0.700

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)
147	031	B	41	41.8	0.8	1.6	Warren	15632	0.76	3.883	0.560
148	001	S	9.7	10.9	1.2	3.6	Mercer	38071	1.04	3.881	1.260
149	047	B	41.8	44.5	2.7	10.2	Cumberland	25196	0.81	3.877	3.570
150	093	B	0	3.5	3.5	8.4	Bergen	26938	0.82	3.873	2.940
151	028	W	6.2	6.7	0.5	1	Somerset	8796	0.78	3.870	0.350
152	124	W	11.5	12.5	1	2	Union	8222	0.78	3.869	0.700
153	009	B	37.7	40.1	2.4	4.8	Atlantic	16068	0.78	3.868	1.680
154	055	S	48.3	51.2	2.9	5.8	Gloucester	22025	0.91	3.867	2.030
155	030	B	35.8	36.4	0.6	2.4	Atlantic	18460	0.79	3.867	0.840
156	020	N	3.1	4.2	1.1	2.4	Passaic	22102	0.91	3.865	0.840
157	046	B	21.3	22.4	1.1	2.2	Morris, Warren	14424	0.77	3.864	0.770
158	206	B	41.9	47.8	5.9	13.6	Mercer	11103	0.76	3.863	4.760
159	030	B	42.1	46.3	4.2	16.8	Atlantic	19719	0.80	3.858	5.880
160	029	N	3.5	4.1	0.6	1.8	Mercer	22988	0.93	3.858	0.630
161	095M	N	1	2.3	1.3	3.9	Mercer	26896	0.97	3.854	1.365
162	021	B	1.2	2.4	1.2	4.8	Essex	48076	0.94	3.852	1.680
163	038	E	13.7	16.8	3.1	6.7	Burlington	17411	0.89	3.844	2.345
164	034	B	14	22.7	8.7	21.3	Monmouth	14589	0.80	3.838	7.455
165	049	B	6.9	7.4	0.5	1	Salem	11576	0.79	3.836	0.350
166	070	B	20.8	28.7	7.9	15.8	Burlington	11008	0.79	3.835	5.530
167	012	B	9.3	9.9	0.6	1.2	Hunterdon	9898	0.79	3.827	0.420
168	124	W	8.2	9	0.8	1.6	Essex	6364	0.81	3.826	0.560
169	028	E	6.2	6.7	0.5	1	Somerset	8796	0.83	3.825	0.350
170	070	W	1.2	2.7	1.5	4.4	Camden	27377	1.02	3.814	1.540
171	037	E	5.9	7.1	1.2	3.2	Ocean	29120	1.03	3.813	1.120
172	001L	N	49.3	49.9	0.6	1.2	Essex	21575	0.97	3.810	0.420
173	040	B	26.3	27.5	1.2	2.8	Gloucester	11716	0.83	3.800	0.980
174	022	E	21.3	22.9	1.6	3.2	Hunterdon	12829	0.91	3.789	1.120
175	030	B	24.7	25.6	0.9	3.6	Camden	16984	0.87	3.787	1.260
176	077	B	10.6	20.1	9.5	19	Gloucester, Salem	5328	0.83	3.780	6.650
177	027	B	0	1.4	1.4	2.9	Mercer	13070	0.88	3.766	1.015
178	001B	S	0	2.6	2.6	5.2	Mercer	14122	0.96	3.757	1.820
179	013	B	0	0.6	0.6	2.2	Ocean	15108	0.90	3.754	0.770
180	322	B	16.2	21.1	4.9	9.8	Gloucester	12492	0.90	3.745	3.430
181	017	N	20.8	21.5	0.7	2.1	Bergen	49632	1.30	3.744	0.735
182	052	S	0	0.6	0.6	1.2	Cape May	12104	0.96	3.737	0.420
183	322	B	23.5	24	0.5	1	Gloucester	11880	0.91	3.734	0.350
184	033	E	20.1	22.5	2.4	4.8	Monmouth	15680	1.00	3.731	1.680
185	017	N	8.2	9.2	1	2.7	Bergen	44441	1.27	3.726	0.945

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)
186	046	B	0.8	1.4	0.6	1.2	Warren	8984	0.92	3.710	0.420
187	078L	W	53.3	53.8	0.5	1.5	Union	48339	1.33	3.706	0.525
188	206	N	38.1	39.1	1	2	Burlington, Mercer	10740	0.99	3.698	0.700
189	159	E	0	0.6	0.6	1.1	Essex, Morris	9095	0.98	3.695	0.385
190	001	N	49	55.2	6.2	2.2	Essex, Hudson	22493	1.11	3.689	0.770
191	023	S	5.3	5.9	0.6	1.1	Passaic	36250	1.24	3.684	0.385
192	018	N	29.5	32	2.5	5	Middlesex, Monmouth	25067	1.14	3.682	1.750
193	079	B	0.3	4.7	4.4	8.8	Monmouth	17318	0.99	3.678	3.080
194	070	B	44.9	46.2	1.3	2.9	Ocean	14918	0.99	3.673	1.015
195	055	N	58.8	59.3	0.5	1	Gloucester	30944	1.21	3.672	0.350
196	009W	B	3.9	6.5	2.6	5.2	Bergen	12943	0.99	3.665	1.820
197	020	N	0.8	1.9	1.1	3	Passaic	34087	1.26	3.649	1.050
198	028	B	6.7	7.5	0.8	2	Somerset	23204	1.06	3.645	0.700
199	124	B	4.8	5.6	0.8	1.6	Morris	18588	1.04	3.645	0.560
200	124	E	7.3	9.2	1.9	3.5	Union	6364	1.01	3.642	1.225
201	001L	N	50.5	51.1	0.6	1.2	Essex	21575	1.16	3.639	0.420
202	031	N	29.7	31.7	2	4	Hunterdon	12613	1.08	3.637	1.400
203	055	N	50.4	51.3	0.9	1.8	Gloucester	24091	1.18	3.636	0.630
204	057	B	5.1	8.9	3.8	7.6	Warren	16202	1.04	3.634	2.660
205	055	N	24	25	1	2	Cumberland	8251	1.04	3.633	0.700
206	029	B	13.5	17.1	3.6	7.2	Hunterdon, Mercer	10220	1.01	3.629	2.520
207	032	W	0	1.2	1.2	2.4	Middlesex	13556	1.09	3.629	0.840
208	031	B	22.2	23.9	1.7	6	Hunterdon	21766	1.07	3.625	2.100
209	023	N	18.8	19.3	0.5	1	Passaic	20689	1.16	3.624	0.350
210	021	N	12.7	14.4	1.7	3.4	Passaic	26463	1.22	3.624	1.190
211	073	N	29.7	34.5	4.8	10.4	Burlington, Camden	21128	1.17	3.622	3.640
212	094	B	21	22.4	1.4	2.8	Sussex	9368	1.02	3.619	0.980
213	046	E	66.9	68.3	1.4	2.9	Bergen	28597	1.25	3.617	1.015
214	070	E	4.3	5.3	1	2.2	Camden	30474	1.26	3.617	0.770
215	072	B	20.4	21.2	0.8	2.4	Ocean	15110	1.05	3.615	0.840
216	030	W	36.4	40.5	4.1	8.2	Atlantic	9950	1.08	3.615	2.870
217	091	B	0.3	2.3	2	4	Middlesex	14568	1.05	3.613	1.400
218	130	B	0.1	2.3	2.2	4.4	Salem	14484	1.06	3.606	1.540
219	003	W	4.8	5.3	0.5	1.5	Bergen, Passaic	67326	1.55	3.604	0.525
220	130	N	47.2	52.5	5.3	10.6	Burlington	13305	1.12	3.603	3.710
221	033	B	14.3	15	0.7	1.4	Mercer	18000	1.10	3.587	0.490
222	015	S	6.7	8.3	1.6	3.2	Morris	21521	1.22	3.582	1.120
223	046	E	57.9	59	1.1	3.3	Passaic	64941	1.59	3.567	1.155
224	034	B	23.1	26.6	3.5	7.3	Middlesex, Monmouth	24856	1.16	3.565	2.555
225	133	W	1.2	3.1	1.9	3.8	Mercer	9908	1.15	3.551	1.330
226	029	B	21.7	22.5	0.8	1.6	Hunterdon	2416	1.07	3.549	0.560
227	033B	B	2.4	6.5	4.1	9	Monmouth	13140	1.12	3.549	3.150
228	023	N	10.4	11	0.6	1.8	Morris	30486	1.35	3.542	0.630

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)
229	287	S	58.9	59.7	0.8	2.2	Bergen	46010	1.49	3.541	0.770
230	001L	S	50.6	51.1	0.5	1	Essex	21575	1.27	3.540	0.350
231	018	N	40.2	41.4	1.2	3.9	Middlesex	45060	1.49	3.536	1.365
232	181	B	0.1	1.3	1.2	2.6	Morris	8314	1.12	3.524	0.910
233	073	N	13.4	15.1	1.7	3.4	Camden	8464	1.17	3.518	1.190
234	010	W	5.2	6.6	1.4	4.2	Morris	23418	1.31	3.518	1.470
235	035	N	21	21.5	0.5	1.4	Monmouth	9861	1.19	3.513	0.490
236	023	N	14.6	15.6	1	3.6	Morris	26862	1.35	3.511	1.260
237	037	E	7.5	11.5	4	12	Ocean	26190	1.34	3.510	4.200
238	030	W	50.9	52.4	1.5	4.4	Atlantic	24557	1.33	3.506	1.540
239	004	E	0.2	2.3	2.1	4.6	Bergen	55071	1.63	3.495	1.610
240	046	W	51.2	52.1	0.9	1.8	Morris	20428	1.31	3.492	0.630
241	001	S	28.6	29.9	1.3	3.9	Middlesex	40436	1.50	3.491	1.365
242	047	B	47.7	50.1	2.4	4.8	Cumberland	13674	1.19	3.490	1.680
243	040	W	61.9	62.5	0.6	1.2	Atlantic	22550	1.33	3.489	0.420
244	046	W	70.3	71.2	0.9	1.8	Bergen	25715	1.37	3.482	0.630
245	322	W	45.7	49.8	4.1	8.2	Atlantic	11510	1.24	3.481	2.870
246	009	B	31.8	35.9	4.1	7.4	Atlantic	17345	1.22	3.477	2.590
247	070	W	8.7	10	1.3	2.6	Burlington	14670	1.27	3.477	0.910
248	001	S	63.9	64.6	0.7	1.4	Bergen	23769	1.36	3.477	0.490
249	206	B	117	117.7	0.7	2.4	Sussex	29280	1.27	3.475	0.840
250	042	S	3.5	6.3	2.8	5.6	Gloucester	33699	1.46	3.468	1.960
251	073	N	21.2	25.1	3.9	7.8	Burlington, Camden	23300	1.37	3.465	2.730
252	035	S	26.9	28	1.1	2.2	Monmouth	9198	1.24	3.464	0.770
253	195	W	2.5	3.6	1.1	2.2	Mercer	27254	1.40	3.464	0.770
254	012	B	0.9	4.9	4	9.3	Hunterdon	6880	1.19	3.458	3.255
255	037	W	6.1	10.1	4	12	Ocean	28703	1.43	3.456	4.200
256	070	B	15.4	20.2	4.8	9.6	Burlington	17348	1.24	3.455	3.360
257	440	N	20.3	21.5	1.2	2.6	Hudson	18630	1.34	3.452	0.910
258	001	S	8.5	9.2	0.7	2.1	Mercer	38071	1.52	3.448	0.735
259	055	B	20	20.8	0.8	1.6	Cumberland	14094	1.24	3.444	0.560
260	030	E	51.3	52.1	0.8	2.4	Atlantic	25316	1.41	3.443	0.840
261	206	B	48.8	50.3	1.5	3	Mercer	19236	1.27	3.440	1.050
262	009	S	125.5	126.2	0.7	2.1	Middlesex	39075	1.55	3.434	0.735
263	038	W	6.7	10.2	3.5	7.8	Burlington	22415	1.39	3.433	2.730
264	023	B	30.7	31.2	0.5	1	Sussex	18488	1.28	3.424	0.350
265	440	N	24.1	24.9	0.8	1.6	Hudson	28444	1.46	3.423	0.560
266	070	E	3	3.5	0.5	1.1	Camden	28118	1.46	3.423	0.385
267	206	B	103.2	104.6	1.4	2.8	Sussex	17912	1.29	3.417	0.980
268	034	B	10.3	11.9	1.6	3.2	Monmouth	19578	1.30	3.413	1.120
269	023	S	14.1	17.2	3.1	8.5	Morris, Passaic	24498	1.44	3.410	2.975
270	001T	E	3.8	4.4	0.6	1.2	Hudson	27010	1.46	3.408	0.420

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)
271	046	B	14.1	17.4	3.3	6.6	Warren	8102	1.25	3.408	2.310
272	070	B	47.2	49.5	2.3	6.8	Ocean	14918	1.28	3.408	2.380
273	202	B	44.9	45.4	0.5	1	Morris	22334	1.32	3.407	0.350
274	139L	W	0	0.7	0.7	1	Hudson	32564	1.52	3.404	0.350
275	202	B	33	36.5	3.5	7	Somerset	9860	1.27	3.395	2.450
276	001	N	36.3	37.3	1	3	Middlesex	28744	1.49	3.395	1.050
277	030	W	48.9	50.5	1.6	3.2	Atlantic	17723	1.40	3.389	1.120
278	009	B	81.9	84.1	2.2	4.4	Ocean	17104	1.32	3.383	1.540
279	047	B	45.3	47.1	1.8	3.6	Cumberland	20910	1.35	3.374	1.260
280	130	N	67.8	69.1	1.3	2.6	Mercer	15682	1.40	3.374	0.910
281	130	S	42.9	52.7	9.8	23.4	Burlington	17558	1.42	3.367	8.190
282	130	N	62.8	64.9	2.1	4.2	Mercer	16172	1.41	3.364	1.470
283	036	B	8.1	8.6	0.5	1	Monmouth	14738	1.33	3.362	0.350
284	047	B	74.1	75.2	1.1	2.8	Camden, Gloucester	16244	1.35	3.354	0.980
285	022	W	0.2	3.3	3.1	7.9	Warren	21116	1.47	3.351	2.765
286	019	N	0	1	1	2.4	Passaic	16854	1.44	3.347	0.840
287	055	S	45.2	46.3	1.1	2.2	Gloucester	20895	1.48	3.343	0.770
288	049	B	25.7	26.6	0.9	1.8	Cumberland	14146	1.35	3.342	0.630
289	031	S	30.1	31.9	1.8	3.6	Hunterdon	12753	1.41	3.341	1.260
290	001	N	4	5.2	1.2	2.4	Mercer	15818	1.44	3.336	0.840
291	073	B	9.3	13	3.7	14.8	Camden	16644	1.37	3.335	5.180
292	080	W	13.9	15.3	1.4	4.2	Warren	23227	1.51	3.334	1.470
293	022	E	56.9	57.4	0.5	1	Union	32450	1.60	3.330	0.350
294	047	B	63.8	65.4	1.6	4.4	Gloucester	14388	1.37	3.330	1.540
295	322	B	26.2	34.3	8.1	32.4	Atlantic, Gloucester	20416	1.40	3.327	11.340
296	049	B	18.9	21.1	2.2	4.4	Cumberland	5592	1.33	3.323	1.540
297	057	B	9.3	12.1	2.8	5.6	Warren	16600	1.39	3.323	1.960
298	130	N	44.2	45.9	1.7	5.1	Burlington	23353	1.53	3.319	1.785
299	015	S	3.6	5.2	1.6	3.5	Morris	26026	1.56	3.314	1.225
300	027	B	10.8	15.4	4.6	13.3	Middlesex	22010	1.42	3.310	4.655
301	287	N	10.3	11.7	1.4	4.2	Somerset	60515	1.88	3.305	1.470
302	094	B	38.1	43.2	5.1	10.2	Sussex	10348	1.40	3.287	3.570
303	017	N	16.4	17.8	1.4	4.2	Bergen	66941	1.90	3.286	1.470
304	322	B	14.7	15.5	0.8	3.2	Gloucester	17804	1.43	3.284	1.120
305	036	S	5.8	6.4	0.6	1.2	Monmouth	7369	1.42	3.283	0.420
306	022	E	46	46.7	0.7	2.1	Somerset	32486	1.66	3.281	0.735
307	035	N	24.8	26	1.2	2.4	Monmouth	9198	1.44	3.280	0.840
308	035	N	42.8	43.5	0.7	1.6	Monmouth	21699	1.56	3.276	0.560
309	033	E	17.6	19.7	2.1	4.2	Middlesex, Monmouth	15310	1.51	3.272	1.470

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)
310	032	E	0	1.2	1.2	2.4	Middlesex	13556	1.49	3.271	0.840
311	028	W	23.4	23.9	0.5	1	Union	8534	1.45	3.270	0.350
312	047	B	68.1	68.6	0.5	1	Gloucester	18564	1.46	3.262	0.350
313	070	E	0.1	2.1	2	6	Camden	25916	1.62	3.258	2.100
314	030	B	32	35.4	3.4	13.6	Atlantic	18410	1.48	3.247	4.760
315	046	W	67.1	68.4	1.3	2.8	Bergen	28125	1.67	3.235	0.980
316	046	W	0	0.8	0.8	1.2	Warren	4492	1.46	3.228	0.420
317	028	B	12.8	13.7	0.9	1.8	Union	12630	1.48	3.224	0.630
318	206	B	51.1	52.5	1.4	3.2	Mercer	16007	1.50	3.220	1.120
319	003	E	10.1	10.9	0.8	1.7	Hudson	59234	1.98	3.214	0.595
320	070	B	13.9	14.9	1	2.5	Burlington	20100	1.53	3.206	0.875
321	278	E	0.5	1.3	0.8	2	Union	13196	1.56	3.203	0.700
322	206	B	61.3	62	0.7	1.4	Somerset	19528	1.53	3.203	0.490
323	030	B	21	21.5	0.5	2	Camden	22356	1.55	3.202	0.700
324	129	S	0.3	1.7	1.4	2.3	Mercer	9599	1.54	3.190	0.805
325	015	B	1.5	2	0.5	1.6	Morris	58572	1.73	3.185	0.560
326	001	N	56.6	57.3	0.7	1.4	Hudson	31673	1.76	3.181	0.490
327	050	B	4.9	5.8	0.9	1.8	Cape May	9344	1.51	3.180	0.630
328	159	B	0.6	1.3	0.7	1.4	Essex	18190	1.56	3.175	0.490
329	047	S	0.9	2.6	1.7	3.4	Cape May	13055	1.59	3.174	1.190
330	081	S	0	0.8	0.8	1.6	Union	20571	1.68	3.159	0.560
331	034	S	1	1.6	0.6	1.2	Monmouth	17979	1.66	3.158	0.420
332	030	B	19.7	20.3	0.6	2.4	Camden	22356	1.60	3.152	0.840
333	042	N	4.1	4.9	0.8	1.6	Gloucester	33699	1.81	3.149	0.560
334	077	B	20.5	22.6	2.1	4.2	Gloucester	4250	1.52	3.148	1.470
335	049	B	21.6	24.3	2.7	5.4	Cumberland	8134	1.55	3.139	1.890
336	038	E	6.7	7.7	1	2	Burlington	22356	1.73	3.130	0.700
337	047	B	69.3	73.3	4	8.2	Gloucester	13492	1.59	3.127	2.870
338	322	B	34.7	45.7	11	44	Atlantic	14140	1.59	3.124	15.400
339	049	B	36.6	37.2	0.6	1.2	Cumberland	12098	1.59	3.119	0.420
340	047	B	37.8	38.7	0.9	1.8	Cumberland	3570	1.55	3.117	0.630
341	001	S	50.2	50.7	0.5	1	Essex	21575	1.74	3.116	0.350
342	094	B	18	19.7	1.7	3.4	Sussex	7570	1.58	3.112	1.190
343	054	B	11	11.9	0.9	1.8	Atlantic	12144	1.60	3.109	0.630
344	018	N	44.2	44.8	0.6	1.2	Middlesex	19363	1.73	3.103	0.420
345	030	B	47.7	48.9	1.2	4.8	Atlantic	20936	1.65	3.100	1.680
346	028	E	23.2	26.1	2.9	5.8	Union	8534	1.64	3.098	2.030
347	046	E	22.4	24.4	2	4	Morris	9704	1.65	3.093	1.400
348	168	B	3	3.5	0.5	1.3	Camden	12300	1.62	3.091	0.455
349	022	E	30	30.5	0.5	1	Somerset	18720	1.74	3.090	0.350

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)
350	440	S	21.7	22.7	1	2	Hudson	23622	1.80	3.080	0.700
351	029	S	0.2	0.7	0.5	1.6	Mercer	28097	1.84	3.079	0.560
352	055	N	21	21.9	0.9	1.8	Cumberland	6911	1.65	3.074	0.630
353	007	B	1.9	3.7	1.8	3.6	Hudson	20006	1.68	3.067	1.260
354	009	B	86.3	87	0.7	1.4	Ocean	22592	1.70	3.066	0.490
355	070	W	4.1	5.4	1.3	3	Camden	30970	1.88	3.066	1.050
356	287	N	42.1	42.9	0.8	2.4	Morris	49023	2.05	3.065	0.840
357	295	S	0.9	1.4	0.5	1.2	Salem	15164	1.74	3.058	0.420
358	009	B	36.5	37.2	0.7	1.4	Atlantic	16284	1.68	3.056	0.490
359	031	B	6.4	10.1	3.7	7.4	Mercer	24522	1.73	3.050	2.590
360	001	S	2.3	2.8	0.5	1	Mercer	17618	1.78	3.046	0.350
361	057	B	0.2	0.9	0.7	1.4	Warren	13814	1.68	3.045	0.490
362	094	B	14	17.6	3.6	7.2	Sussex, Warren	6092	1.65	3.039	2.520
363	080	E	67.9	68.6	0.7	1.4	Bergen	32366	1.92	3.038	0.490
364	073	N	28.5	29.2	0.7	1.9	Burlington	33632	1.94	3.036	0.665
365	044	B	9.7	10.2	0.5	1	Gloucester	5384	1.65	3.035	0.350
366	001	S	3.8	5.5	1.7	3.4	Mercer	15818	1.78	3.033	1.190
367	676	S	3	3.6	0.6	1.5	Camden	25837	1.88	3.027	0.525
368	440	S	19.9	21.1	1.2	2.4	Hudson	18630	1.81	3.025	0.840
369	035	N	26.4	27.3	0.9	1.8	Monmouth	9198	1.73	3.018	0.630
370	047	B	65.8	66.3	0.5	1	Gloucester	14388	1.72	3.016	0.350
371	295	N	26.9	28.3	1.4	3.7	Camden	56134	2.17	3.015	1.295
372	009	B	87.4	88.6	1.2	2.6	Ocean	34196	1.81	3.012	0.910
373	130	N	25.1	26.6	1.5	3.3	Camden, Gloucester	13027	1.77	3.012	1.155
374	042	N	5.3	6	0.7	1.4	Gloucester	33699	1.99	2.994	0.490
375	195	W	4	4.5	0.5	1	Mercer	27254	1.93	2.993	0.350
376	023	N	11.8	14.1	2.3	6.9	Morris	30458	1.96	2.993	2.415
377	050	B	19.2	20.5	1.3	2.6	Atlantic	7892	1.71	2.992	0.910
378	070	E	57.9	58.7	0.8	1.6	Monmouth, Ocean	12551	1.79	2.992	0.560
379	122	B	0.8	2	1.2	2.4	Warren	11422	1.73	2.992	0.840
380	009	S	120.9	121.4	0.5	1.4	Monmouth	27751	1.94	2.989	0.490
381	095M	S	0.1	1.4	1.3	2.6	Mercer	26902	1.93	2.989	0.910
382	287	S	10	12.6	2.6	8.3	Middlesex, Somerset	58441	2.23	2.983	2.905
383	049	B	31.5	33.1	1.6	3.2	Cumberland	9242	1.74	2.975	1.120
384	049	B	50.5	52.1	1.6	3.2	Cape May	7712	1.74	2.966	1.120
385	027	B	29.6	30.2	0.6	2.4	Union	25448	1.82	2.964	0.840
386	124	B	3.6	4.4	0.8	1.8	Morris	12296	1.77	2.959	0.630
387	044	B	7.7	9.1	1.4	3.4	Gloucester	7710	1.75	2.958	1.190

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)
388	038	E	8.8	9.6	0.8	1.6	Burlington	22836	1.98	2.907	0.560
389	018	S	18.7	19.3	0.6	1.2	Monmouth	20863	1.97	2.904	0.420
390	202	B	46	47	1	2.2	Morris	24978	1.89	2.902	0.770
391	159	W	0	0.6	0.6	0.9	Essex, Morris	9095	1.87	2.896	0.315
392	053	B	0.4	1.5	1.1	3.9	Morris	15776	1.87	2.885	1.365
393	012	B	6.3	8	1.7	3.4	Hunterdon	9080	1.85	2.876	1.190
394	045	B	25.1	26.5	1.4	4.8	Gloucester	17206	1.89	2.873	1.680
395	028	W	24.3	24.9	0.6	1.2	Union	8534	1.89	2.870	0.420
396	030	E	37.7	39	1.3	2.6	Atlantic	9950	1.90	2.869	0.910
397	295	S	65.4	66.2	0.8	2.4	Mercer	38376	2.17	2.868	0.840
398	040	W	4.9	5.6	0.7	1.2	Salem	6915	1.88	2.867	0.420
399	072	B	6.1	6.8	0.7	1.4	Burlington	8698	1.85	2.867	0.490
400	049	B	41.1	50.1	9	18	Atlantic, Cape May, Cumberland	5846	1.85	2.859	6.300
401	023	N	16.9	18	1.1	2.2	Morris, Passaic	20689	2.02	2.853	0.770
402	049	B	38.6	40.1	1.5	3	Cumberland	6539	1.86	2.850	1.050
403	090	W	1.4	2.4	1	3.6	Camden	13513	1.97	2.835	1.260
404	009	N	134.8	135.4	0.6	1.8	Middlesex	28128	2.11	2.834	0.630
405	171	B	0.4	1.3	0.9	2.7	Middlesex	14516	1.93	2.827	0.945
406	046	W	71.6	72.1	0.5	1.1	Bergen	26583	2.12	2.816	0.385
407	009	S	126.8	128	1.2	3.6	Middlesex	39059	2.23	2.814	1.260
408	046	B	34.3	35.5	1.2	2.4	Morris	17846	1.96	2.807	0.840
409	017	N	19.7	20.3	0.6	1.8	Bergen	53810	2.38	2.803	0.630
410	031	B	43	43.8	0.8	2.3	Warren	13118	1.95	2.803	0.805
411	044	B	3	3.5	0.5	1	Gloucester	5330	1.92	2.798	0.350
412	072	B	8.2	12.9	4.7	9.4	Burlington, Ocean	7028	1.93	2.790	3.290
413	073	N	26	26.9	0.9	2	Burlington	32568	2.21	2.782	0.700
414	023	B	46.2	48.5	2.3	4.6	Sussex	3052	1.93	2.779	1.610
415	295	N	5.6	6.4	0.8	1.6	Salem	15390	2.06	2.778	0.560
416	073	S	14.6	16	1.4	2.8	Camden	11696	2.03	2.769	0.980
417	076C	N	0.8	1.22	0.4	0.7	Camden	7661	2.01	2.752	0.245
418	206	N	33.9	34.4	0.5	1.1	Burlington	15283	2.09	2.748	0.385
419	138	E	0.4	2.1	1.7	3.4	Monmouth	21669	2.15	2.743	1.190
420	130	N	33.8	34.5	0.7	2.1	Camden	21214	2.15	2.742	0.735
421	046	B	37.2	42	4.8	14.8	Morris	21230	2.06	2.731	5.180
422	036	N	5.8	6.3	0.5	1	Monmouth	7369	2.03	2.730	0.350
423	046	W	58.1	58.8	0.7	2.1	Passaic	64180	2.52	2.730	0.735
424	130	N	34.9	36.1	1.2	3.6	Burlington, Camden	24457	2.21	2.718	1.260
425	090	E	1.9	2.9	1	2.5	Camden	14026	2.11	2.716	0.875

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 11 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
426	028	B	17.2	18.8	1.6	3.2	Union	14796	2.06	2.708	1.120
427	195	W	12.2	14	1.8	3.6	Monmouth	21164	2.19	2.705	1.260
428	157	B	0.1	0.9	0.8	1.6	Atlantic	14558	2.06	2.702	0.560
429	070	B	37.3	38.3	1	2	Ocean	10440	2.05	2.694	0.700
430	130	S	39.7	42.5	2.8	8.4	Burlington	24176	2.24	2.682	2.940
431	031	N	28.6	29.2	0.6	1.2	Hunterdon	10928	2.12	2.681	0.420
432	168	N	0.1	0.7	0.6	1.3	Gloucester	5923	2.08	2.675	0.455
433	009	S	128.6	129.1	0.5	1.5	Middlesex	39059	2.40	2.666	0.525
434	130	N	40.9	41.6	0.7	2.1	Burlington	20583	2.24	2.660	0.735
435	202	S	7.1	11.3	4.2	8.4	Hunterdon	20174	2.24	2.652	2.940
436	049	B	53.1	53.7	0.6	1.2	Cape May	6199	2.09	2.646	0.420
437	130	N	32.3	33	0.7	2.1	Camden	21624	2.27	2.636	0.735
438	206	B	7.7	8.3	0.6	1.2	Burlington	18680	2.17	2.624	0.420
439	130	N	27.7	28.7	1	2.6	Camden	22453	2.30	2.619	0.910
440	022	W	25.7	26.4	0.7	1.4	Hunterdon	14703	2.23	2.613	0.490
441	322	E	3.4	4.2	0.8	1.6	Gloucester	9674	2.19	2.613	0.560
442	018	S	19.7	21.8	2.1	4.2	Monmouth	21217	2.30	2.605	1.470
443	021	S	13.1	13.6	0.5	1.2	Passaic	26782	2.36	2.596	0.420
444	206	B	10	10.6	0.6	1.2	Burlington	9468	2.16	2.592	0.420
445	040	B	30.3	34	3.7	7.4	Atlantic, Gloucester	8968	2.17	2.585	2.590
446	202	B	41	42.9	1.9	3.8	Morris	8092	2.17	2.585	1.330
447	052	N	1.5	2.1	0.6	1.2	Atlantic, Cape May	12104	2.24	2.584	0.420
448	040	B	15.8	16.3	0.5	1	Salem	13636	2.20	2.577	0.350
449	027	B	4.1	4.9	0.8	1.6	Middlesex	10874	2.19	2.571	0.560
450	044	B	4	5.1	1.1	2.2	Gloucester	7480	2.19	2.563	0.770
451	322	B	2.4	3.2	0.8	1.8	Gloucester	18882	2.24	2.560	0.630
452	287	N	43.5	44.6	1.1	3.3	Morris	49023	2.62	2.554	1.155
453	206	B	65.4	66.4	1	3	Somerset	29094	2.31	2.545	1.050
454	206	B	13.2	14.8	1.6	3.2	Burlington	11994	2.23	2.544	1.120
455	287	N	45.8	46.8	1	3	Morris	41945	2.57	2.536	1.050
456	070	B	10	11.2	1.2	2.4	Burlington	25580	2.31	2.526	0.840
457	028	B	20	20.6	0.6	1.2	Union	18046	2.28	2.523	0.420
458	049	B	35.3	35.9	0.6	1.2	Cumberland	12016	2.26	2.518	0.420
459	053	B	3.5	4.5	1	2	Morris	15776	2.29	2.505	0.700
460	040	B	16.8	19.8	3	6	Salem	11050	2.27	2.501	2.100
461	027	B	3	3.8	0.8	1.9	Middlesex	11716	2.28	2.498	0.665
462	036	S	0.6	1.3	0.7	2	Monmouth	16476	2.39	2.488	0.700
463	009W	B	7.9	8.5	0.6	1.4	Bergen	3036	2.25	2.488	0.490

DEFICIENT PAVEMENTS SORTED BY BENEFIT RANK – Continued from 12 | Appendix A

Benefit Rank	Rte	Dir	MP Start	MP End	Center Line Length	Lane Miles	County	Avg AADT	Avg FPR	Benefit	Cost Estimate (Millions)
464	073	N	15.5	17.4	1.9	4.1	Camden	17514	2.41	2.480	1.435
465	206	B	19.2	19.9	0.7	1.4	Burlington	15824	2.33	2.469	0.490
466	038	W	12	13.7	1.7	3.4	Burlington	18712	2.44	2.464	1.190
467	195	W	15.3	16	0.7	1.4	Monmouth	21164	2.47	2.451	0.490
468	046	E	44.1	45.2	1.1	2.2	Morris	14700	2.42	2.449	0.770
469	050	B	7.5	8.4	0.9	1.8	Atlantic	3068	2.30	2.440	0.630
470	045	N	24.2	24.9	0.7	1.4	Gloucester	9226	2.39	2.429	0.490
471	040	B	20.8	22.7	1.9	3.8	Salem	10492	2.35	2.425	1.330
472	009	N	0.3	1.4	1.1	1.6	Cape May	2674	2.35	2.411	0.560
473	130	N	72.9	75.6	2.7	5.4	Middlesex	17381	2.49	2.404	1.890
474	030	B	26.8	27.9	1.1	4.4	Camden	12564	2.42	2.378	1.540
475	035	N	28.9	29.4	0.5	1	Monmouth	9198	2.46	2.366	0.350
476	055	N	56.7	57.7	1	2	Gloucester	32410	2.68	2.361	0.700
477	040	B	34.2	35.1	0.9	1.8	Atlantic	9554	2.44	2.347	0.630
478	046	E	50.4	52.5	2.1	4.5	Essex, Morris	21990	2.60	2.347	1.575
479	040	B	60.7	61.5	0.8	3.2	Atlantic	33404	2.56	2.333	1.120
480	676	N	0	0.9	0.9	3	Camden	34155	2.75	2.312	1.050
481	206	B	25.9	26.4	0.5	1	Burlington	16340	2.51	2.311	0.350
482	036	N	0	1.2	1.2	3.2	Monmouth	16476	2.62	2.280	1.120
483	036	N	11.4	12	0.6	1.2	Monmouth	8062	2.54	2.277	0.420
484	295	N	64.2	65.3	1.1	3.3	Mercer	34202	2.82	2.249	1.155
485	206B	N	0.4	1.1	0.7	0.7	Somerset	1761	2.53	2.242	0.245
486	028	B	3.8	4.9	1.1	2.2	Somerset	13482	2.59	2.229	0.770
487	168	B	0.7	1.4	0.7	2	Camden, Gloucester	11846	2.61	2.202	0.700
488	033	W	29.8	30.3	0.5	0.5	Monmouth	6156	2.62	2.197	0.175
489	050	B	3.1	4.1	1	2	Cape May	9344	2.63	2.174	0.700
490	072	B	19	20	1	2	Ocean	15110	2.66	2.170	0.700
491	040	W	56.5	57.2	0.7	1.4	Atlantic	19415	2.78	2.160	0.490
492	073	S	33.9	34.4	0.5	1.1	Burlington	27264	2.90	2.118	0.385
493	206	S	36.9	37.4	0.5	1	Burlington	12373	2.80	2.087	0.350
494	046	W	49.5	50.7	1.2	2.8	Morris	22464	2.96	2.024	0.980
495	073	N	18.8	19.3	0.5	1	Camden	18549	2.93	2.018	0.350
496	202	S	13.5	14.2	0.7	1.4	Hunterdon	14702	2.91	2.005	0.490
497	040	W	3.1	4	0.9	1.8	Salem	6733	2.89	1.951	0.630
498	042	S	1.7	2.4	0.7	1.4	Gloucester	14800	3.00	1.928	0.490
499	295	S	28.9	29.4	0.5	1.5	Camden	61267	3.60	1.757	0.525
500	287	N	59.7	60.2	0.5	1.1	Bergen	32047	3.39	1.718	0.385
Totals						1,942.5					\$679.875