

TRAFFIC STUDY FOR MAJOR ACCESS APPLICATION WITH PLANNING REVIEW

For


**405 Route 9, LLC
Proposed Shopping Center**


Property Located at:

**405 State Highway Route 9
Block 288 – Lots 370 & 371
Township of Marlboro, Monmouth County NJ**

Prepared by:




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January 8, 2021

3307-99-001T

INTRODUCTION

It is proposed to construct two shopping centers (The Project), in the Township of Marlboro, Monmouth County, New Jersey. The site is located along the southbound side of Route 9 just south of Ivy Hill Drive and is designated as Block 288 – Lots 370 and 371 on the Marlboro Township Tax Maps. Lot 370 is currently undeveloped while Lot 371 is currently developed with a vacant restaurant. It should be noted that the two lots will operate independently and will be developed separately.

For Lot 370, it is proposed to construct a mixed-use building consisting of a 3,500 SF restaurant with a drive-thru window and 2,005 SF of retail. For Lot 371, it is proposed to raze the existing restaurant and construct a mixed-use building consisting of a 3,500 SF restaurant with a drive-thru window and 6,148 SF of retail. Access to Lot 370 is proposed to be provided via a right turn in/right turn out driveway along Route 9 SB at the southern end of the property. It should be noted that the proposed driveway to Lot 370 has been located as far south as is possible given environmental constraints on the site. Access to Lot 371 is currently provided via a bifurcated right turn in/right turn out driveway. It is proposed to close the existing access to Lot 371 and construct a new right turn in/right turn out driveway along Route 9 SB. Additionally, the full width acceleration lane along the frontage, which serves the adjacent property to the north, is proposed to be extended to provide an auxiliary lane between the two proposed site driveways which will allow for safer maneuvers to/from the State Highway.

This study, prepared by Dynamic Traffic in accordance with current New Jersey Department of Transportation (NJDOT) guidelines and criteria, documents the traffic impact on the State Highway System associated with the development of The Project. Further, this study identifies the “fair share” cost, to be borne by the developer, of improvements required on the State Highway System to meet current NJDOT Level of Service (LOS) criteria as contained within the New Jersey State Highway Access Management Code.

Dynamic Traffic has prepared this traffic study in accordance with the requirements of the New Jersey State Highway Access Management Code. Specifically, the following tasks have been undertaken in preparation of this traffic study:

- A pre-application meeting was held with representatives of the New Jersey Department of Transportation (NJDOT) on September 22, 2020.
- A transportation system inventory has been conducted to identify the physical and operational characteristics of the study area highway system. This inventory included a review of existing conditions in the field to determine roadway geometry and traffic control devices.
- Traffic volume recordings were undertaken along Route 9 via seven-day automatic traffic recorder (ATR) counts.
- Estimates of traffic to be generated by The Project were prepared via the NJDOT published trip generation rates.
- Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution. The directional distribution of the Project was developed using a gravity model prepared for the anticipated five-mile retail market area.

- Passby trip assignments were prepared based upon the prevailing traffic flow on the adjacent roadway system in accordance with the methodologies defined by the Institute of Transportation Engineers in the publication *Trip Generation Handbook, 3rd Edition*.
- The 2020 Existing traffic volumes were projected to the design year of The Project by utilizing the yearly growth rate established by the yearly growth rate tables published by the New Jersey Department of Transportation to establish the No Build conditions.
- Capacity analyses were conducted for both the No Build and Build conditions for each of the previously determined study locations.
- The results of No Build and Build analyses were compared to the NJDOT Levels of Service standards as defined in NJAC16:47 Appendix F-1.8. Where violations of Levels of Service standards are noted, appropriate mitigation was identified and new analyses prepared.

EXISTING CONDITIONS

Existing Traffic Flow Data

An inventory of existing traffic flow data for the required study area was obtained via Automatic Traffic Recorder (ATR) counts. ATR devices were installed between Friday, December 11, 2020 and Friday, December 18, 2020 along Route 9 just south of Ivy Hill Drive. An additional ATR device was installed between Friday, December 11, 2020 and Friday, December 18, 2020 along Route 9 Northbound just north of Willow Lane.

It should be noted that traffic conditions associated with the COVID-19 pandemic were in effect as of the time of preparation of this report. As a result, current traffic volumes on the surrounding roadways are atypically low at this time and would not be representative of “existing” traffic conditions. Therefore, historical traffic volume data has been reviewed and compared with current traffic conditions. MTM counts were previously conducted by this firm in January 2018 during the Saturday midday peak hours and in June 2019 during the AM and PM peak hours at the intersection of Route 9 Northbound with Willow Lane. In order to better represent 2020 traffic volumes, the 2018 and 2019 MTM peak hour volumes were grown utilizing an annual growth rate contained within the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.25% per year, for a period of two (2) years and one (1) year, respectively.

Once the projected 2020 volumes were established for the previous MTM data, the individual movements counted at the intersection were utilized to calculate the December 2020 through volumes along Route 9 Northbound at the ATR location just north of Willow Lane. Upon comparing the projected traffic volumes along Route 9 Northbound to the December 2020 ATR data, adjustment factors of 1.16, 1.13 and 1.63 were calculated during the respective AM, PM and Saturday peak hours. These adjustment factors were then applied to the count data in order to normalize the traffic volumes to reflect typical conditions.

Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) was determined to occur between 7:45 and 8:45 AM, the weekday evening PSH was determined to occur between 4:45 PM and 5:45 PM and the Saturday midday PSH was determined to occur between 1:00 and 2:00 PM. Located in Section A of the Appendix, Figure 2 illustrates the established existing weekday morning (AM), weekday evening (PM), and Saturday midday (SAT) peak street hour traffic volumes.

Existing Roadway Network

The study area along Route 9 extends from the proposed northerly site driveway to the proposed southerly site driveway. The following is a description of the study area roadway network:

US Route 9 is an Urban Principal Arterial roadway under the jurisdiction of the NJDOT. In the vicinity of the site the posted speed limit is 55 MPH and the roadway provides two travel lanes in each direction with a general north/south orientation, separated by a curbed/grass median. Curb is provided along portions of the northbound side of the roadway, along the southbound side of the roadway as well as along both sides of the median. Sidewalk is provided along a portion of the northbound side of the roadway in the vicinity of the Ray Catena Driveway/Jughandles. Route 9 is designated as Access Level 3, which permits left turn access via a jughandle. Route 9 provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Route 9 in the vicinity of the site are primarily commercial.

Planned/Programmed Roadway Improvements

Dynamic Traffic contacted NJDOT to identify the scope and schedule of any roadway improvements planned on Route 9 in the vicinity of The Project. Per that correspondence, there is one (1) planned roadway improvement in the vicinity of The Project. The planned roadway improvement (NJDOT UPC # 183690) is currently in the Concept Development phase and it is intended to examine Transit Signal Priority (TSP) technology at all major intersections along Route 9 from Salem Hill Road (MP 105.78) in Howell to the south, to Texas Road (MP 121.74) in Marlboro to the north in order to improve travel times along the corridor. However, the study intersections will not be impacted by this roadway improvement and therefore is was not considered for the purposes of this report.

TRAFFIC PROJECTIONS

Future Traffic Volumes

In order to assess the impact of the site generated traffic, a design year of 2022 was utilized. In accordance with information published in the Annual Background Growth Rate Table, a growth rate of 1.25% per year was applied to the existing traffic volumes to generate 2022 background traffic volumes. In addition, as mentioned previously Lot 371 is currently developed with vacant restaurant which has trip generation potential if re-occupied. Therefore, trip generation projections were prepared utilizing the NJDOT published rates for Land Use Code (LUC) 932 – High Turnover (Sit-Down) Restaurant for purposes of analyzing the Future No Build traffic conditions, which are shown on Figure 3. These volumes were added to the 2022 background volumes to generate the 2022 No Build Traffic Volumes, shown in Figure 4.

Through consultation with the Township of Marlboro Planning Board staff, there are no other developments in the vicinity of the site that have been approved but not yet constructed that are identified as significant traffic generators. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments .

Trip Generation

The ability of any roadway network to serve anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by The Project and to add them to the No Build traffic volumes during the peak hours.

Trip generation projections were prepared utilizing the NJDOT published rates for Land Use Code (LUC) 820 – Shopping Center and LUC 934 – Fast Food Restaurant with Drive Through Window.

Additionally, according to studies conducted by Institute of Transportation Engineer's (ITE), traffic associated with retail and restaurant facilities is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. For LUC 820, NJDOT identifies a 34% passby traffic percentage used during the weekday evening peak hour and a 26% passby traffic percentage used for the Saturday peak hour. For LUC 934, NJDOT identifies a 49% passby traffic percentage used during the weekday morning peak hour and a 50% passby traffic percentage used during the weekday evening peak hour for The Project. The following table details the anticipated trips for The Project considering passby traffic.

**Table I
HAPS Trip Generation**

Land Use		Trip Type	AM PSH			PM PSH			SAT PSH		
			In	Out	Total	In	Out	Total	In	Out	Total
Lot 370	Proposed 2,005 SF of Retail	Total	1	1	2	17	17	34	15	13	28
		Passby	0	0	0	6	6	12	4	3	7
		New (Primary)	1	1	2	11	11	22	11	10	21
	Proposed 3,500 SF Fast Food Restaurant with Drive-Through Window	Total	93	85	178	92	88	180	98	95	193
		Passby	46	41	87	46	44	90	0	0	0
		New (Primary)	47	44	91	46	44	90	98	95	193
	Total	Total	94	86	180	109	105	214	113	108	221
		Passby	46	41	87	52	50	102	4	3	7
		New (Primary)	48	45	93	57	55	112	109	105	214
Lot 371	Proposed 6,148 SF of Retail	Total	3	3	6	38	38	76	35	33	68
		Passby	0	0	0	13	13	26	9	9	18
		New (Primary)	3	3	6	25	25	50	26	24	50
	Proposed 3,500 SF Fast Food Restaurant with Drive-Through Window	Total	93	85	178	92	88	180	98	95	193
		Passby	46	41	87	46	44	90	0	0	0
		New (Primary)	47	44	91	46	44	90	98	95	193
	Total	Total	96	88	184	130	126	256	133	128	261
		Passby	46	41	87	59	57	116	9	9	18
		New (Primary)	50	47	97	71	69	140	124	119	243
Combined Total	Total	190	174	364	239	231	470	246	236	482	
	Passby	92	82	174	111	107	218	13	12	25	
	New (Primary)	98	92	190	128	124	252	233	224	457	

Trip Distribution

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The site traffic distribution is based upon a detailed gravity model prepared for a 5-mile radius. In preparing the directional distributions, the location of primary arterial highways, major signalized intersections, adjacent shopping areas and existing travel patterns on the roadways adjacent to The Project were reviewed to establish the travel routes. A detailed breakdown of the trip distribution is contained within the *Traffic Impact Study Area Report*, located in Section D of the Appendix.

The site-generated traffic was then applied to the adjacent roadway system as shown in the *Traffic Impact Study Area Report*. Located in Section A of the Appendix, Figure 5 illustrates the primary site generated trips for Lot 370, Figure 6 illustrates the passby site generated trips for Lot 370, Figure 7 illustrates the primary site generated trips for Lot 371, and Figure 8 illustrates the passby site generated trips for Lot 371. Figure 9 illustrates the combined total site generated volumes. The Total Site Generated Traffic Volumes were then added to the 2022 No Build Traffic Volumes to generate the 2022 Build Traffic Volumes, shown on Figure 10.

ANALYSES

Capacity Analyses

While traffic volumes provide an important measure of activity on the adjacent roadway network, evaluating how well that network accommodates those volumes is also important. Therefore, a comparison of peak hour traffic volumes with available roadway capacity is prepared. Capacity, by definition, represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, traffic characteristics, and controls. Intersections primarily control capacity in road networks, since conflicts exist at these points between through, crossing, and turning traffic. Because of these conflicts, congestion is most likely to occur at intersections. Therefore, intersections are most often studied when determining the quality of traffic flow.

In order to identify the traffic impact associated with The Project, capacity analyses were conducted for the No Build and Build conditions at each of the study locations. The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual, 6th Edition*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

- Unsignalized intersection Level of Service is evaluated based upon the average total delay for each minor movement. Delays experienced on each minor movement are based upon the number of suitable gaps in the traffic stream through which the vehicles must maneuver.

Capacity analyses were conducted for the weekday morning, weekday evening and Saturday peak street hours for the intersections of:

- Route 9 & North Site Driveway
- Route 9 & South Site Driveway

The capacity analyses findings for the intersections under NJDOT jurisdiction were compared to NJDOT standards as published in the State Highway Access Management Code, Section 16:47 Appendix F-1.8 to identify those analysis locations that will require mitigation following the implementation of The Project. The Level of Service standards as defined in the Access Code provides performance criteria for signalized and unsignalized analysis locations based on delay which relate directly to the 1985 Highway Capacity Manual, whereas the newest version of the HCM was published in 2017. Since the Access Code requires that the latest edition of the HCM be utilized, the general methodology outlined within the Access Code was utilized in determining the Level of Service criteria to be met at the study intersections.

Additionally, as noted previously, it is proposed to provide an auxiliary lane between the proposed driveways which will operate as a freeway weaving section and was analyzed accordingly.

Capacity Analysis Findings

The following are discussions pertain to Levels of Service, levels of delay and volume to capacity ratios at each of the study locations. Listed below is a summary of the findings for each location. Note that all capacity analyses worksheets are contained in Section C of the Appendix.

Route 9 and Northern Site Driveway

The northern site driveway is proposed to intersect Route 9 to form an unsignalized T-intersection with the site driveway operating under stop control. The southbound approach of Route 9 is proposed to provide two dedicated through lanes and an auxiliary lane which will effectively operate as a dedicated right turn lane. The eastbound approach of the site driveway is proposed to provide a single lane for right turns only which will lead directly into the proposed auxiliary lane. Note that because the site driveway right turn entering movements will be free-flowing, there will be no impeded movements. Therefore, the intersection will experience no delay.

Weaving Section

It is proposed to provide a full width auxiliary lane between the proposed site driveways which will be approximately 329 feet long. Weaving analyses of the morning, evening and Saturday peak hour volumes indicate that Levels of Service “B” will be achieved for the weaving section during the morning and evening peak hour while Level of Service “C” will be achieved during the Saturday peak hour. The following table summarizes the morning, evening and Saturday peak hour Levels of Service.

Table II
Driveway Weaving Section Analysis

Peak Hour	LOS	Density
Morning	B	12.0
Evening	B	17.6
Saturday	C	27.1

Route 9 and Southern Site Driveway

The southern site driveway is proposed to intersect Route 9 to form an unsignalized T-intersection with the site driveway operating under stop control. The southbound approach of Route 9 is proposed to provide two dedicated through lanes and an auxiliary lane which will effectively operate as a dedicated right turn lane. The eastbound approach of the site driveway is proposed to provide a single lane for right turns only. Capacity analyses of the morning, evening and Saturday peak hour volumes indicate that Levels of Service “C” will be achieved for the site driveway approach during the morning peak hour. However, the site driveway approach is anticipated to continue operating at Level of Service “F” during the evening and Saturday peak hours. The following tables summarize the morning, evening and Saturday peak hour Levels of Service.

**Table III
Route 9 and Southern Site Driveway
NJDOT LOS Violation Criteria Review
Morning Peak Hour**

Movement		No Build		Allowable Delay	Build		Violation
		LOS	Delay		LOS	Delay	
EB	Right	C	24.9	31.2	C	24.9	No

**Table IV
Route 9 and Southern Site Driveway
NJDOT LOS Violation Criteria Review
Evening Peak Hour**

Movement		No Build		Allowable Delay	Build		Violation
		LOS	Delay		LOS	Delay	
EB	Right	F	68.2	68.2	F	80.4	Yes

**Table V
Route 9 and Southern Site Driveway
NJDOT LOS Violation Criteria Review
Saturday Peak Hour**

Movement		No Build		Allowable Delay	Build		Violation
		LOS	Delay		LOS	Delay	
EB	Right	F	599.8	599.8	F	662.2	Yes

As can be seen above, the site driveway is anticipated to operate at Level of Service “F” during the evening and Saturday peak hours which violates the NJDOT LOS Degradation Criteria. However, it is important to note that the driveway already operates at Level of Service “F” during these peak hours under No Build conditions, indicating that the increased delays are a function of the high magnitude of existing traffic volumes along Route 9 rather than the projected site traffic.

While it is noted that the delays will be further increased with the addition of the site traffic, it is not expected that the operational conditions of the site driveway approach will change significantly when compared to the operations associated with the existing restaurant. This is concluded based on the fact that the calculated 95th percentile queue lengths are approximately 5 and 13 vehicles during the respective evening and Saturday peak hours which represents a minimal increase during the evening peak hour and no increase during the Saturday peak hour when compared to No Build conditions.

Furthermore, in considering the theoretical capacity analysis results related to the LOS “F” conditions identified for the site driveway, it is important to note that the calculated average vehicle delays begin to lose mathematical significance as one proceeds deeper into the LOS “F” range. Small increases in volume can result in disproportionately large increases in average vehicle delay. Related to the subject project, it is projected that the site driveway will experience 4 additional exiting trips during the evening peak hour and 4 fewer exiting trips during the Saturday peak hour when compared to the exiting trips for the existing restaurant.

Therefore, based on the various factors outlined above, it is requested that a waiver from the LOS standards be granted.

Fair Share Mitigation

In accordance with the “State Highway Access Management Act” enacted in February of 1989, the developer is responsible for financial contributions towards the cost of constructing public improvements on streets and highways based on the added traffic load attributable to the development. Analyses are to be conducted for the projected No Build volume for the design year and for the projected plus site generated volumes (Build) for the design year. The results of the analysis were then compared to NJDOT Level of Service criteria to identify locations where mitigation is required. For locations requiring mitigation, the developer is responsible only for the cost associated with his “fair share” utilization of the new capacity created by the mitigating improvements. However, as can be seen in the capacity analyses above, no off-site mitigation is required. Therefore, no fair share contribution is required.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to Lot 370 is proposed to be provided via a right turn in/right turn out driveway along Route 9 SB at the southern end of the property. It should be noted that the proposed driveway to Lot 370 has been located as far south as is possible given environmental constraints on the site. Access to Lot 371 is currently provided via a bifurcated right turn in/right turn out driveway. It is proposed to close the existing access to Lot 371 and construct a new right turn in/right turn out driveway along Route 9 SB. Additionally, the full width acceleration lane along the frontage, which serves the adjacent property to the north, is proposed to be extended to provide an auxiliary lane between the two proposed site driveways which will allow for safer maneuvers to/from the State Highway.

The parking lot will be serviced by parking aisles with widths between 25' and 30', which meet the Ordinance's minimum requirement of 25' for two-way circulation and 90 degree parking. Review of the site plan design indicates that the site can sufficiently accommodate, within paved areas, a large wheel base vehicle, such as a single unit truck (SU), along with the automobile traffic anticipated.

Parking

The Marlboro Township Ordinance sets forth a parking requirement of 1 parking space per 200 square feet for retail uses. Fast-Food Restaurants w/Drive-Thru have a requirement of 1 parking space per 1.5 seats plus 6 parking spaces per window. For Lot 370, this equates to a parking requirement of 20 spaces for the 30 seats, 6 spaces for the 1 drive-thru window, and 10 spaces for the 2,005 SF of retail space, or a total of 36 spaces. Lot 370 proposes to provide 39 spaces and as such the Ordinance requirement is met.

Lot 371, this equates to a parking requirement of 20 spaces for the 30 seats, 6 spaces for the 1 drive-thru window, and 31 spaces for the 6,148 SF of retail space, or a total of 57 spaces. Lot 371 proposes to provide 69 spaces and as such the Ordinance requirement is met for this lot as well.

It is proposed to provide parking stalls with dimensions of 10'x20', which satisfy the Ordinance minimum requirement of 10'x20'. It should be noted that industry standards recommend stall widths of between 8'9" and 9' and a length of 18' for high-turnover land uses such as The Project, which is met as designed.

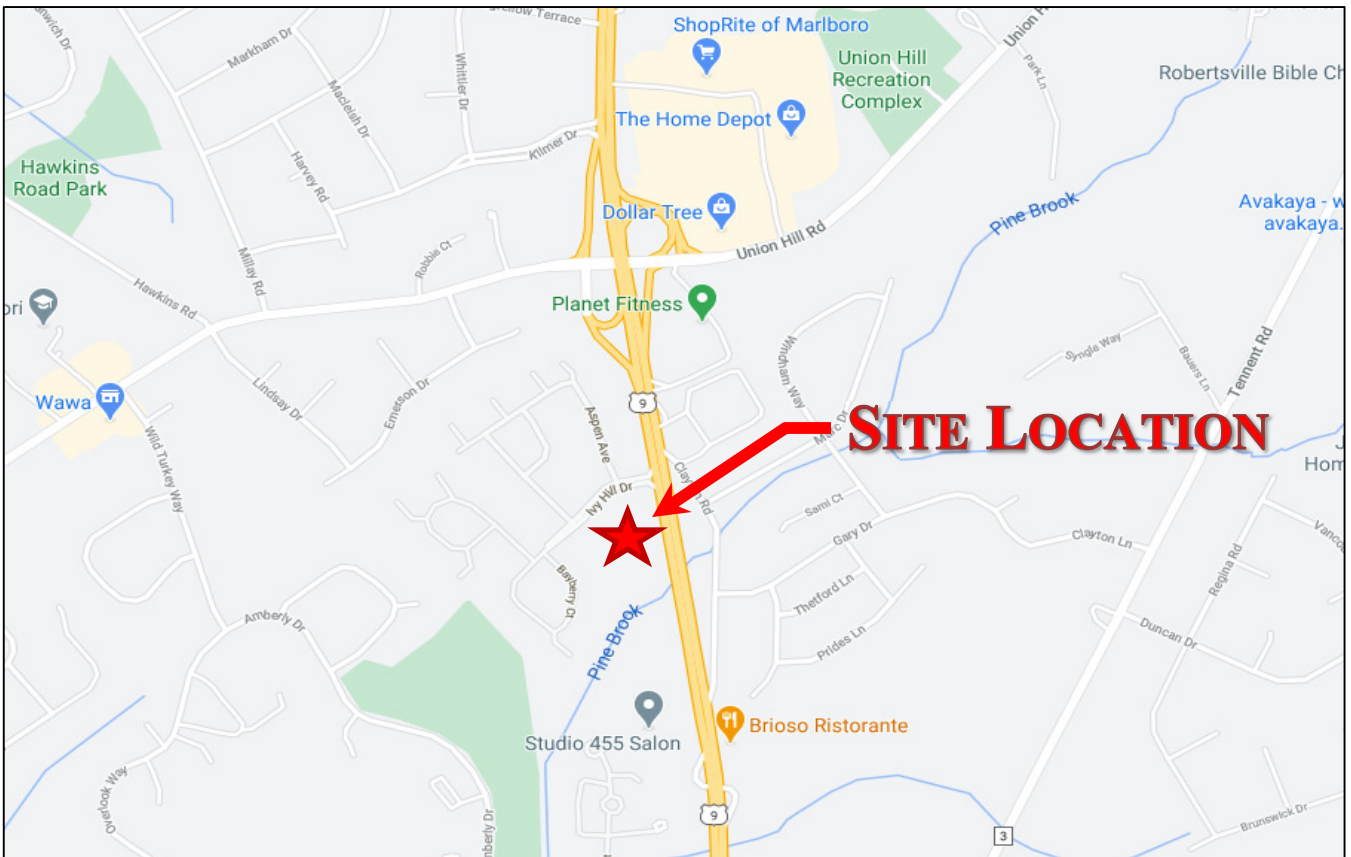
CONCLUSIONS

As determined from the analyses performed herein, it is the professional opinion of Dynamic Traffic that the modified existing and proposed access points provide appropriate access to the site. Although the capacity analyses result in violations of the NJDOT LOS Degradation Criteria during the evening and Saturday peak hours, the operational conditions will not differ significantly from existing conditions. The proposed access driveways and auxiliary lane provide for safe and efficient access to the site while maintaining current traffic flow conditions along the State Highway.

Appendix

Appendix A

Schematic Volume Figures



Proposed Shopping Center
 NJDOT Scope of Study
 3077-99-001T
 1/8/2021

Figure 1

Site Location Map

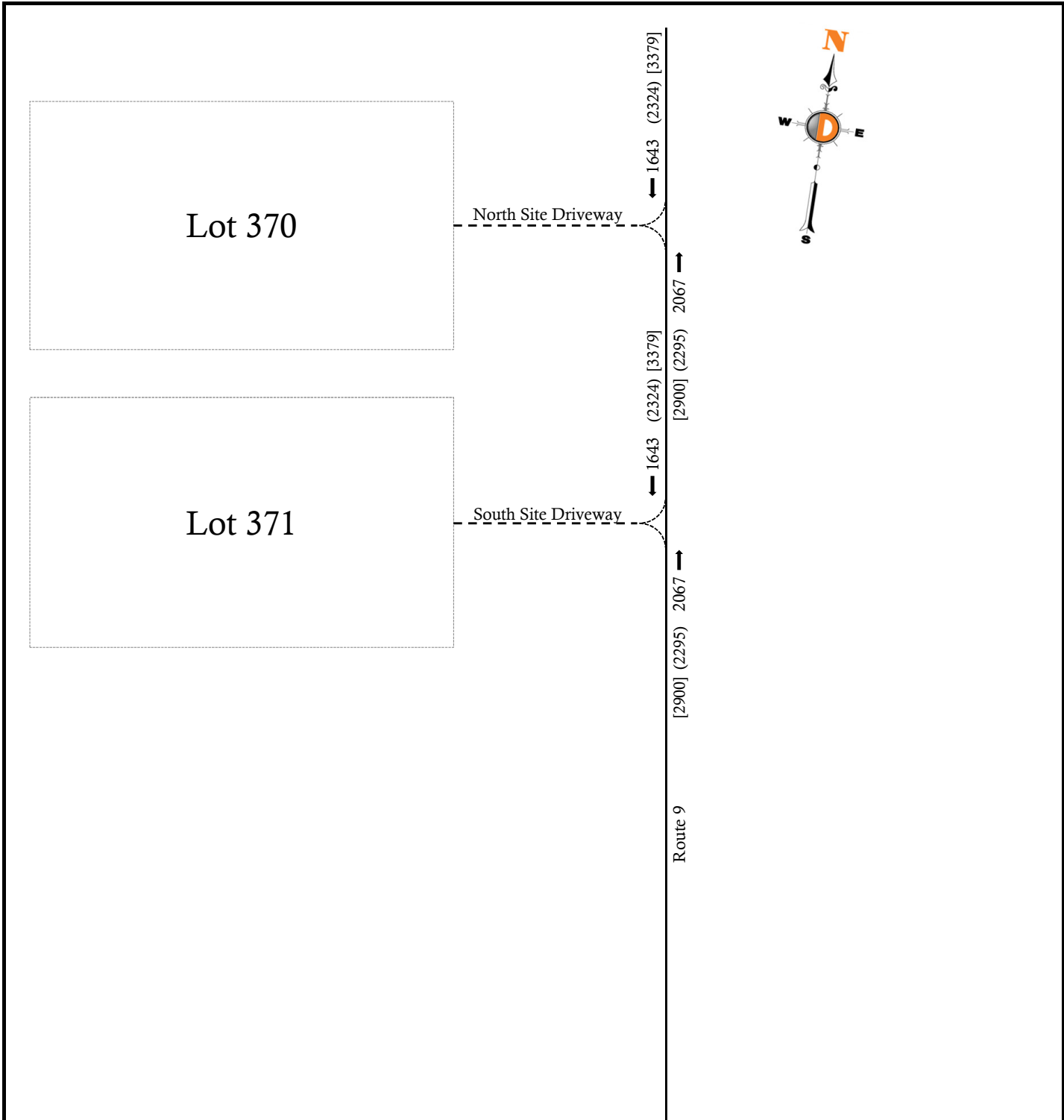
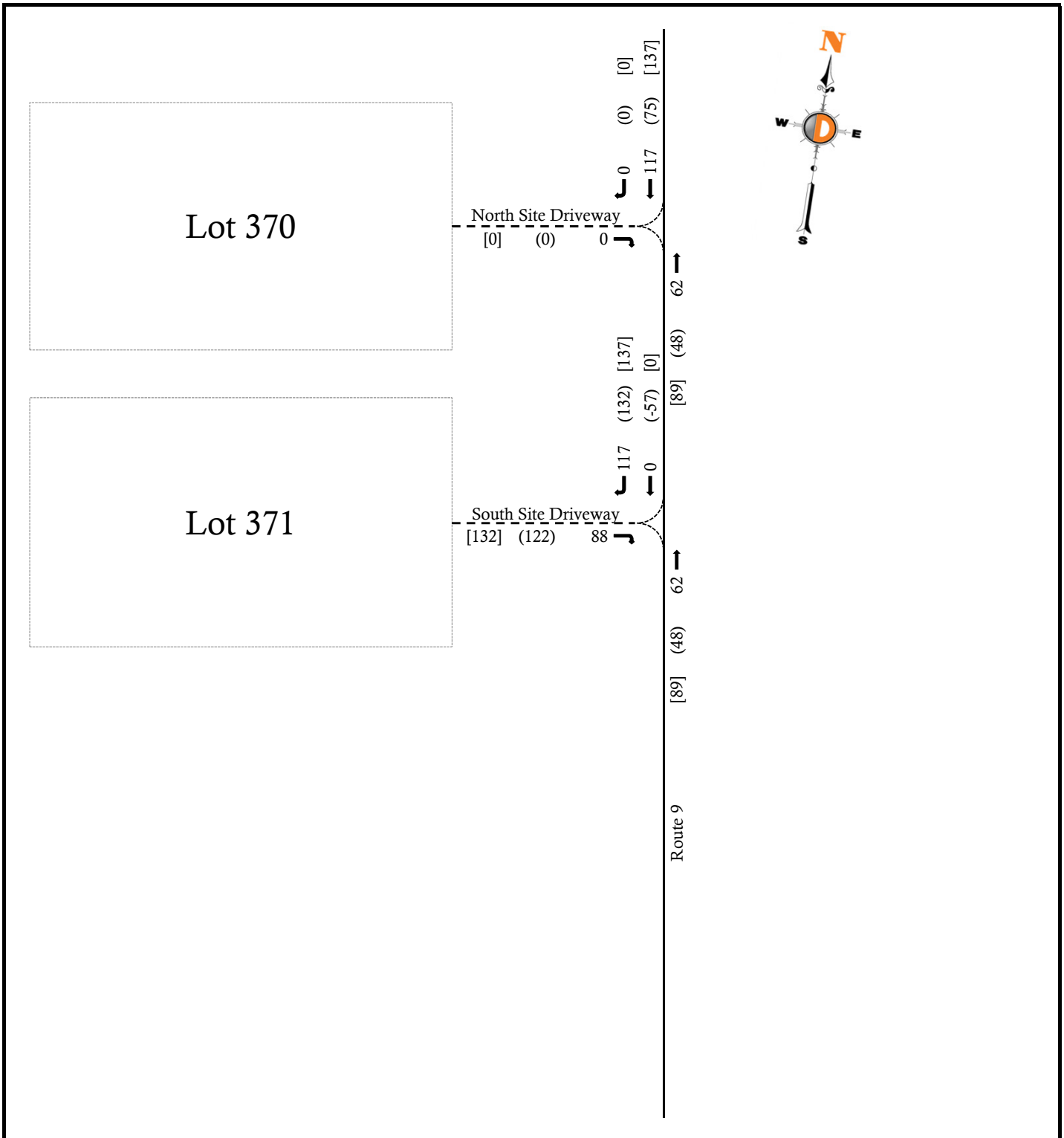


Figure 2

Existing Traffic Volumes



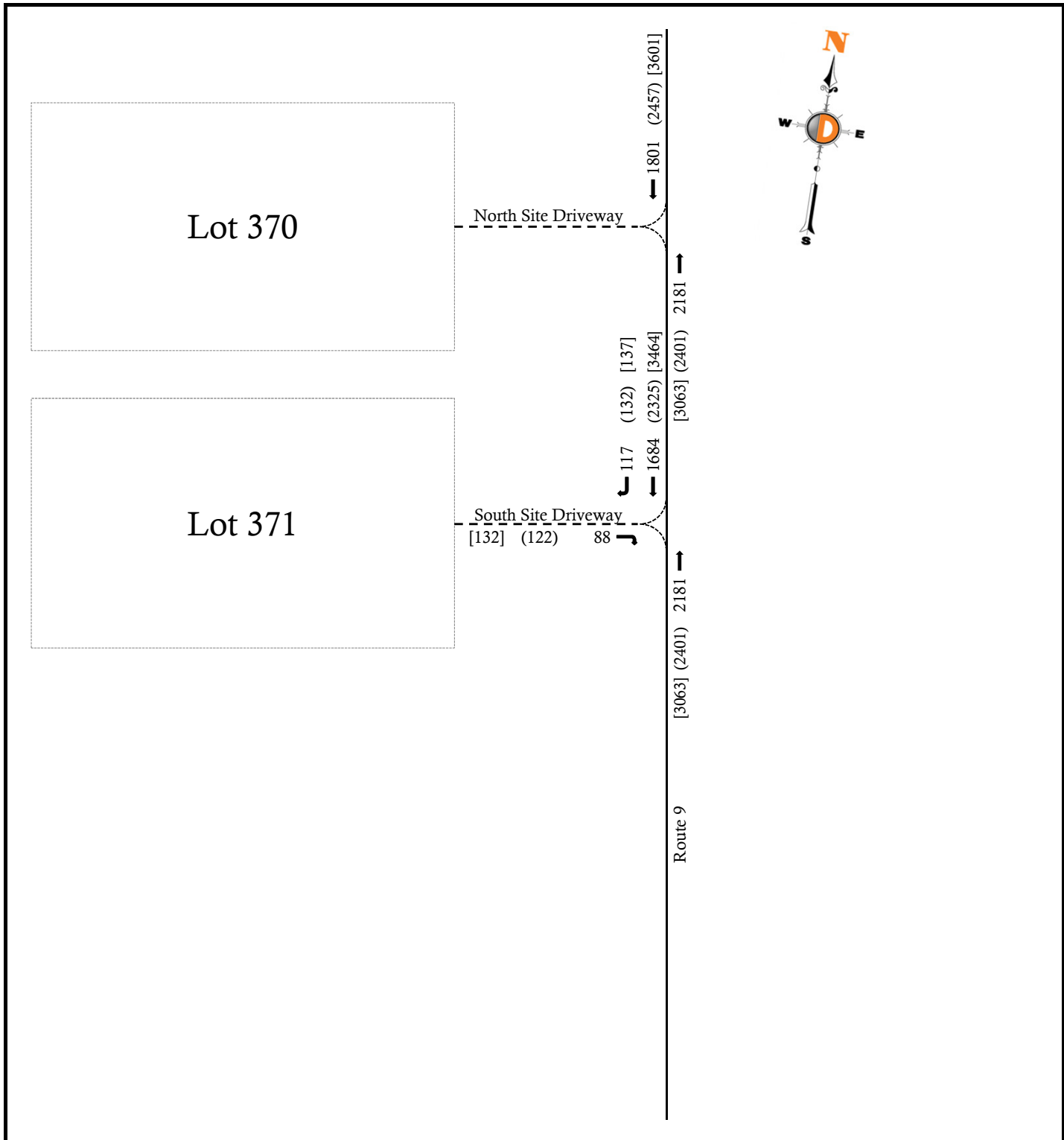
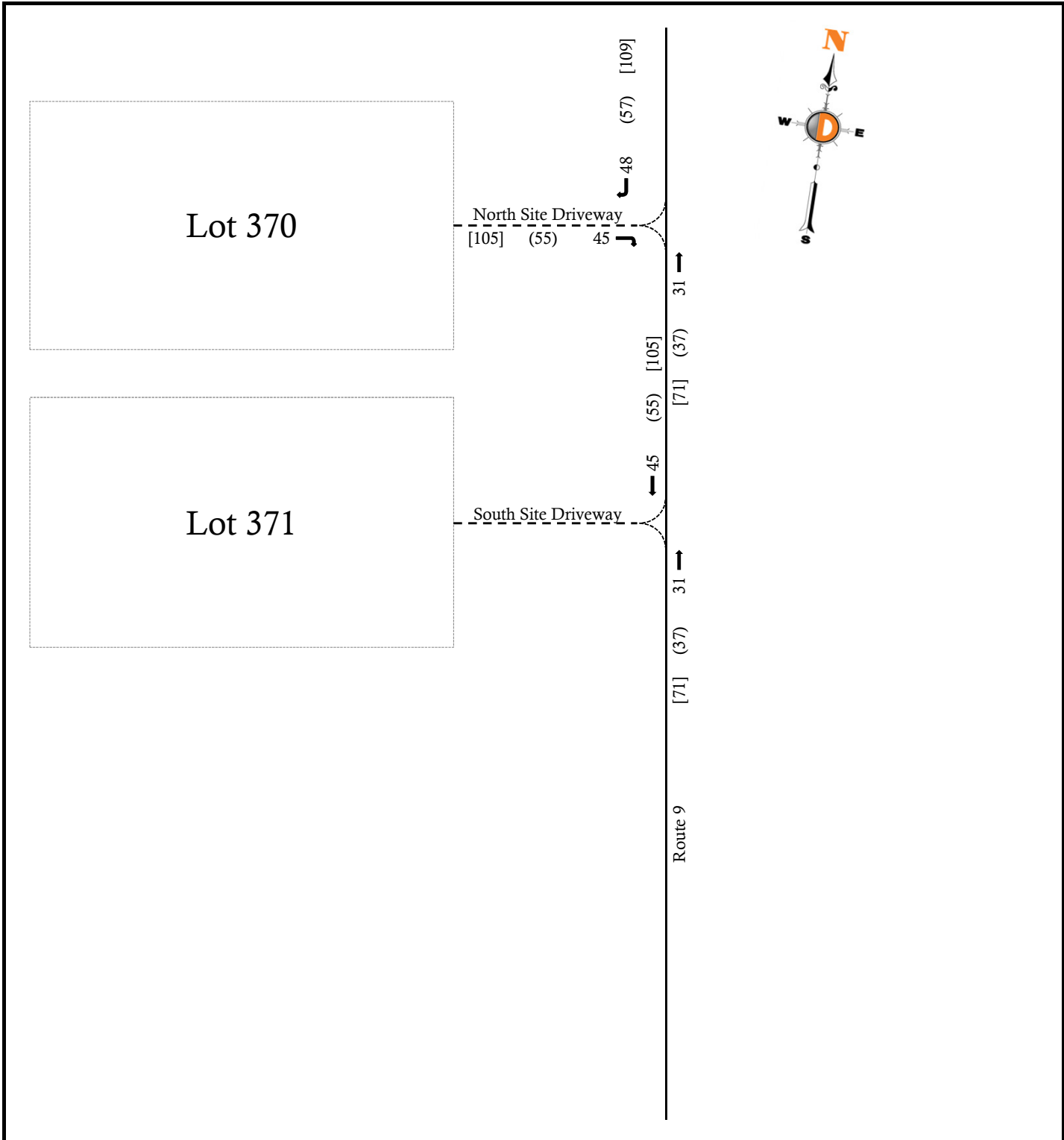
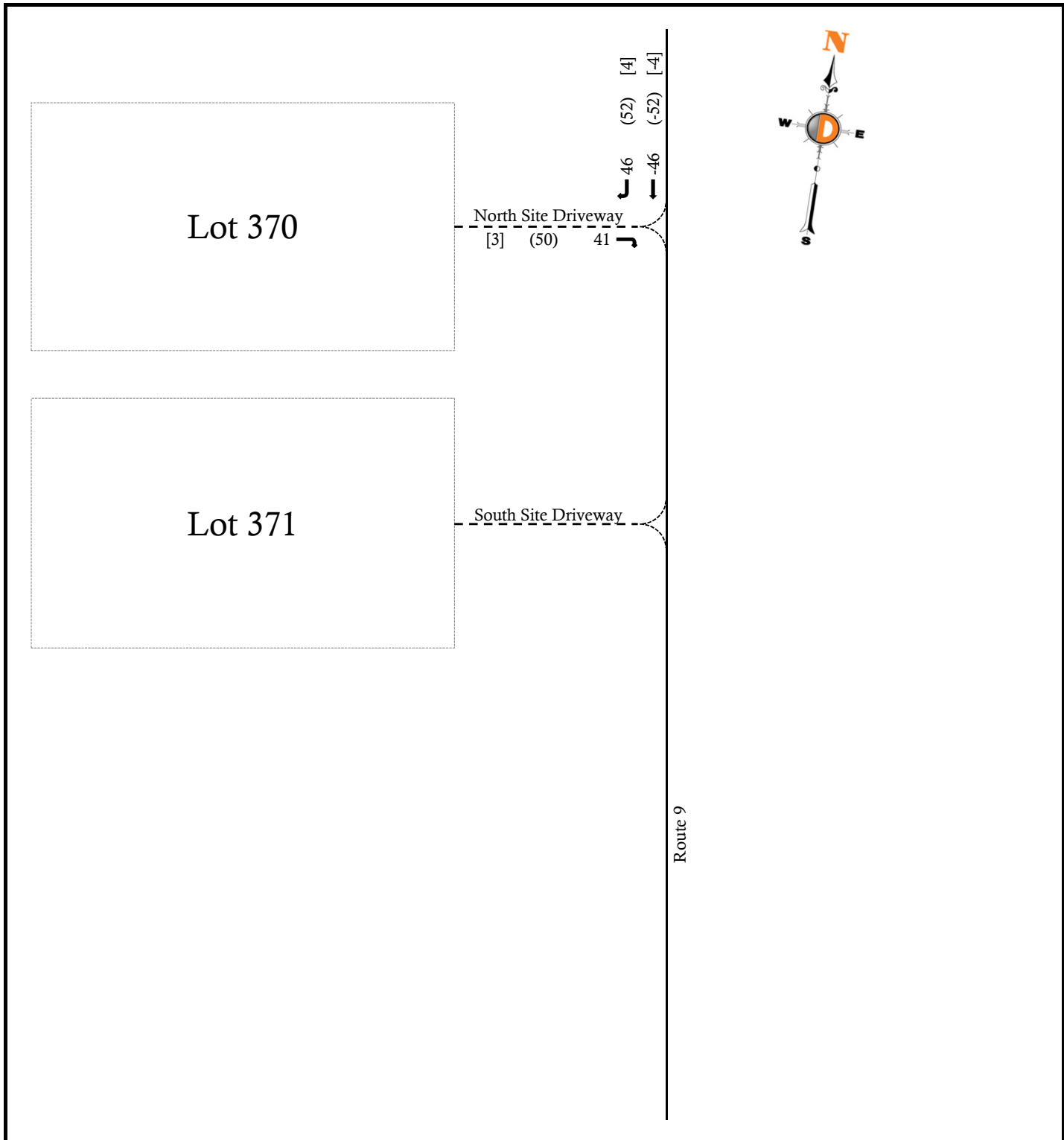
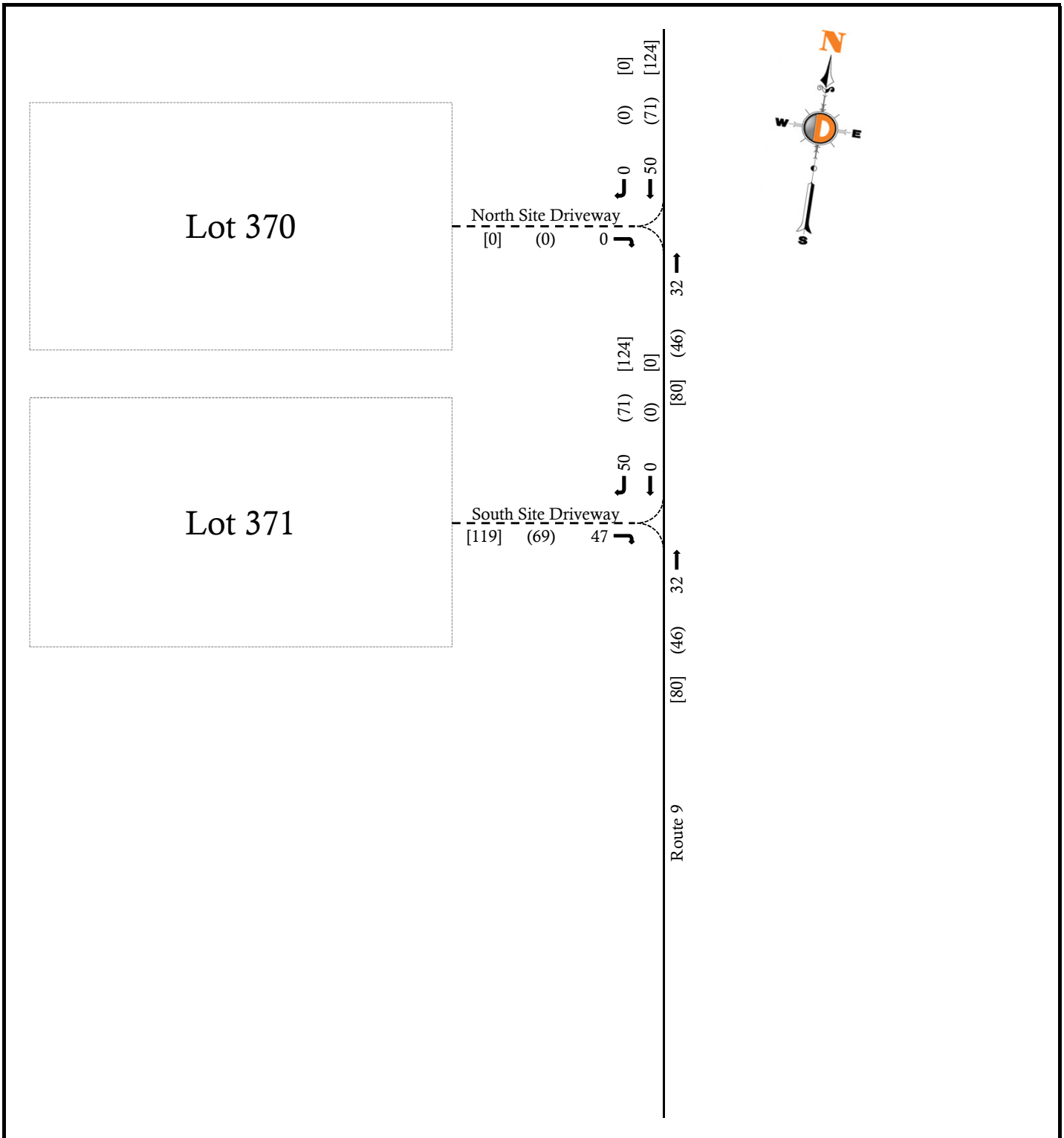


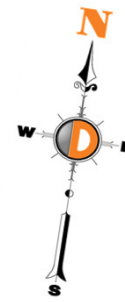
Figure 4

No Build Traffic Volumes









Lot 370

North Site Driveway

Lot 371

South Site Driveway

[9] (57) 41

46 (59) [9]
-46 (-59) [-9]

Route 9



Proposed Shopping Center
NJDOT Scope of Study
3077-99-001T
1/8/2021

Figure 8

Passby Site Generated Trips - Lot 371

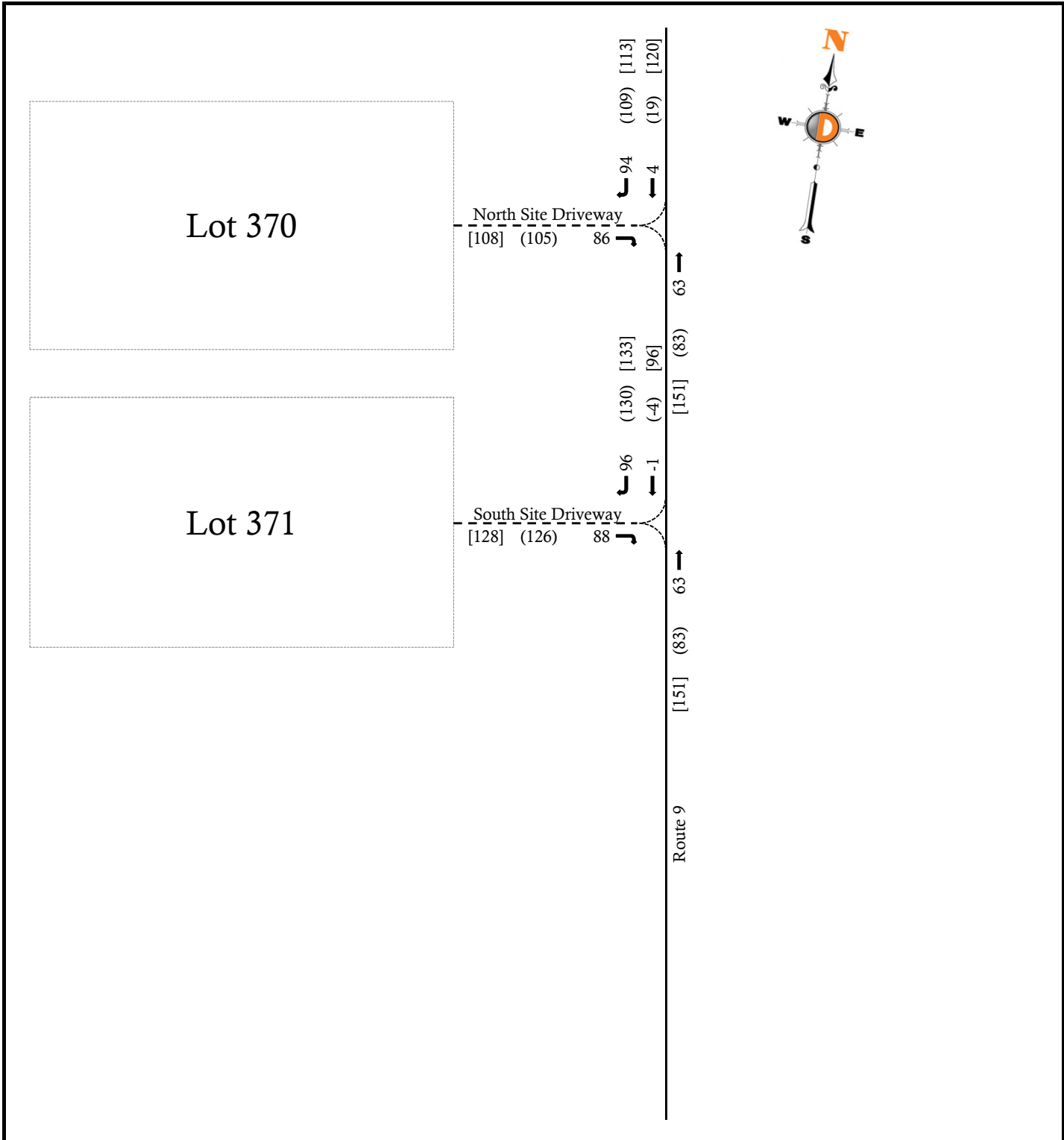


Figure 9

Total Site Generated Trips

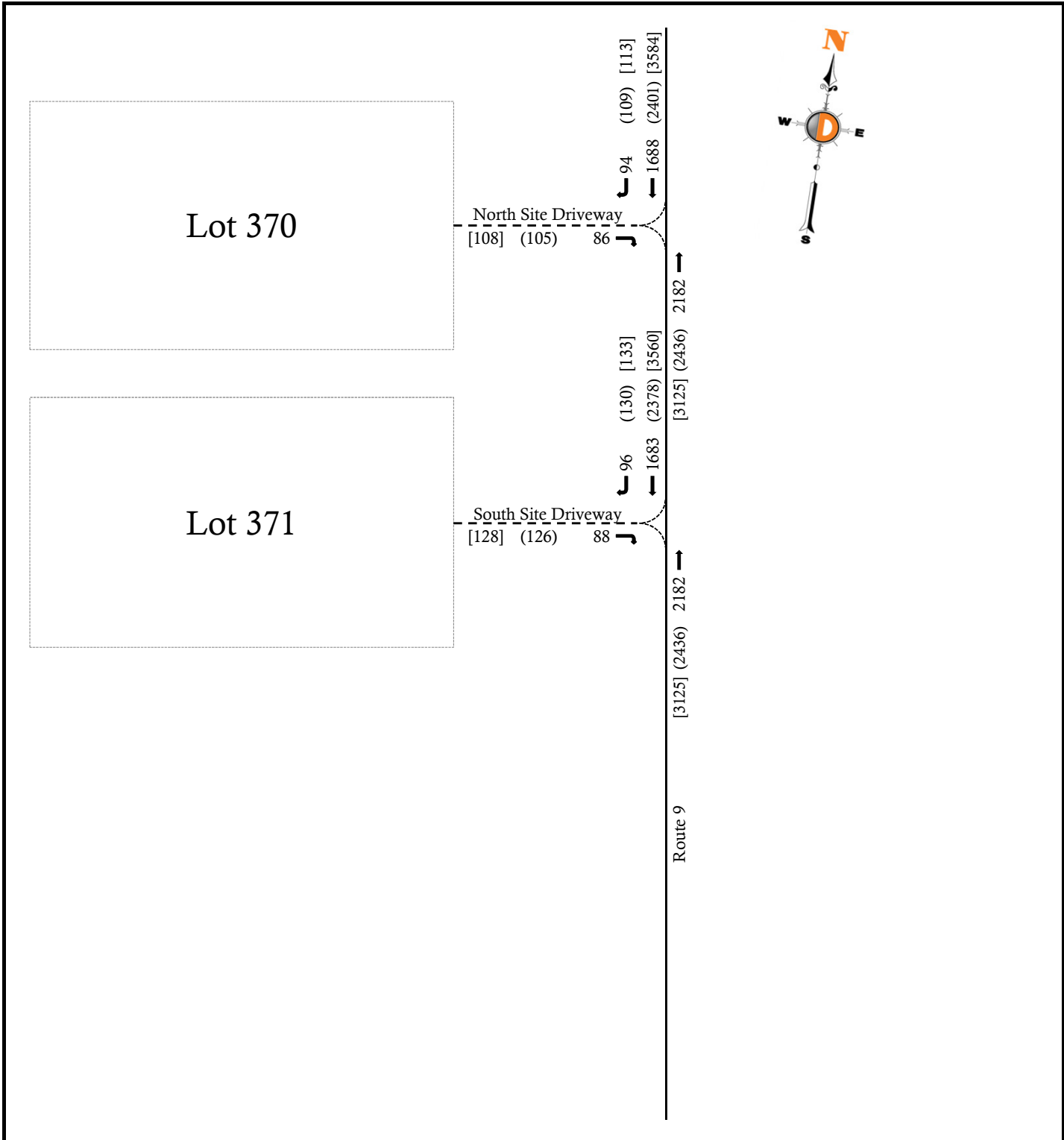


Figure 10

Build Traffic Volumes

Appendix B

Traffic Counts

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Locations: Route 9 NB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 07-Dec-20	Tue 08-Dec-20	Wed 09-Dec-20	Thu 10-Dec-20	Fri 11-Dec-20	Average Day	Sat 12-Dec-20	Sun 13-Dec-20	Week Average		
12:00 AM	*	*	*	*	228	228	169	323	240		
01:00	*	*	*	*	116	116	102	152	123		
02:00	*	*	*	*	111	111	55	57	74		
03:00	*	*	*	*	165	165	66	49	93		
04:00	*	*	*	*	368	368	192	75	212		
05:00	*	*	*	*	927	927	402	247	525		
06:00	*	*	*	*	1265	1265	719	370	785		
07:00	*	*	*	*	1460	1460	948	591	1000		
08:00	*	*	*	*	1483	1483	1207	854	1181		
09:00	*	*	*	*	1440	1440	1549	1346	1445		
10:00	*	*	*	*	1408	1408	1644	1543	1532		
11:00	*	*	*	*	1494	1494	1769	1754	1672		
12:00 PM	*	*	*	*	1522	1522	1740	1816	1693		
01:00	*	*	*	*	1671	1671	1779	1788	1746		
02:00	*	*	*	*	1920	1920	1699	1739	1786		
03:00	*	*	*	*	1700	1700	1679	1982	1787		
04:00	*	*	*	*	1554	1554	1642	1950	1715		
05:00	*	*	*	*	1886	1886	1888	1675	1816		
06:00	*	*	*	*	1472	1472	1676	1347	1498		
07:00	*	*	*	*	1229	1229	1456	1377	1354		
08:00	*	*	*	*	979	979	1264	1026	1090		
09:00	*	*	*	*	775	775	1076	749	867		
10:00	*	*	*	*	563	563	814	528	635		
11:00	*	*	*	*	393	393	489	348	410		
Total	0	0	0	0	26129	26129	26024	23686	25279		
AM Peak	-	-	-	-	11:00	-	11:00	-	11:00	-	-
Vol.	-	-	-	-	1494	-	1769	-	1672	-	-
PM Peak	-	-	-	-	14:00	-	17:00	-	17:00	-	-
Vol.	-	-	-	-	1920	-	1888	-	1816	-	-

Locations: Route 9 NB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 14-Dec-20	Tue 15-Dec-20	Wed 16-Dec-20	Thu 17-Dec-20	Fri 18-Dec-20	Average Day	Sat 19-Dec-20	Sun 20-Dec-20	Week Average
12:00 AM	164	170	147	189	*	168	*	*	168
01:00	77	91	88	115	*	93	*	*	93
02:00	75	55	49	97	*	69	*	*	69
03:00	100	138	147	160	*	136	*	*	136
04:00	608	472	504	408	*	498	*	*	498
05:00	1239	1529	1385	1067	*	1305	*	*	1305
06:00	1715	1873	1567	1597	*	1688	*	*	1688
07:00	1774	1706	1713	1673	*	1716	*	*	1716
08:00	1758	1770	1805	1814	*	1787	*	*	1787
09:00	1538	1813	1667	1611	*	1657	*	*	1657
10:00	1383	1514	1556	1513	*	1492	*	*	1492
11:00	1435	1854	1583	1524	*	1599	*	*	1599
12:00 PM	1497	1645	1550	1643	*	1584	*	*	1584
01:00	1600	1879	1371	1638	*	1622	*	*	1622
02:00	1661	1837	1596	1612	*	1676	*	*	1676
03:00	1635	1853	1576	1661	*	1681	*	*	1681
04:00	1570	2059	1698	1671	*	1750	*	*	1750
05:00	1600	1941	1697	1783	*	1755	*	*	1755
06:00	1323	1579	1555	1533	*	1498	*	*	1498
07:00	971	1254	1356	1371	*	1238	*	*	1238
08:00	811	1044	1144	1174	*	1043	*	*	1043
09:00	618	753	1011	981	*	841	*	*	841
10:00	408	494	761	723	*	596	*	*	596
11:00	263	308	408	452	*	358	*	*	358
Total	25823	29631	27934	28010	0	27850	0	0	27850
AM Peak	07:00	06:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	1774	1873	1805	1814	-	1787	-	-	1787
PM Peak	14:00	16:00	16:00	17:00	-	17:00	-	-	17:00
Vol.	1661	2059	1698	1783	-	1755	-	-	1755
Total	25823	29631	27934	28010	26129	53979	26024	23686	53129
ADT		ADT 26,748		AADT 26,748					

Locations: Route 9 NB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	07-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	*	*	70	387	58	420	105	460	78	422
12:15	*	*	*	*	*	*	*	*	61	352	44	446	67	466	57	421
12:30	*	*	*	*	*	*	*	*	48	368	42	434	81	462	57	421
12:45	*	*	*	*	*	*	*	*	49	415	25	440	70	428	48	428
01:00	*	*	*	*	*	*	*	*	32	406	27	446	46	439	35	430
01:15	*	*	*	*	*	*	*	*	35	386	38	411	47	434	40	410
01:30	*	*	*	*	*	*	*	*	24	418	14	484	29	442	22	448
01:45	*	*	*	*	*	*	*	*	25	461	23	438	30	473	26	457
02:00	*	*	*	*	*	*	*	*	22	419	14	438	21	415	19	424
02:15	*	*	*	*	*	*	*	*	30	462	10	409	12	412	17	428
02:30	*	*	*	*	*	*	*	*	24	578	15	455	16	454	18	496
02:45	*	*	*	*	*	*	*	*	35	461	16	397	8	458	20	439
03:00	*	*	*	*	*	*	*	*	32	478	12	427	12	493	19	466
03:15	*	*	*	*	*	*	*	*	36	364	16	422	15	467	22	418
03:30	*	*	*	*	*	*	*	*	55	411	17	408	13	570	28	463
03:45	*	*	*	*	*	*	*	*	42	447	21	422	9	452	24	440
04:00	*	*	*	*	*	*	*	*	57	446	22	429	13	461	31	445
04:15	*	*	*	*	*	*	*	*	71	367	43	395	10	528	41	430
04:30	*	*	*	*	*	*	*	*	107	373	50	447	18	492	58	437
04:45	*	*	*	*	*	*	*	*	133	368	77	371	34	469	81	403
05:00	*	*	*	*	*	*	*	*	161	493	73	510	50	444	95	482
05:15	*	*	*	*	*	*	*	*	238	477	117	514	44	438	133	476
05:30	*	*	*	*	*	*	*	*	240	455	72	470	80	386	131	437
05:45	*	*	*	*	*	*	*	*	288	461	140	394	73	407	167	421
06:00	*	*	*	*	*	*	*	*	289	347	115	384	80	382	161	371
06:15	*	*	*	*	*	*	*	*	324	417	266	438	88	323	226	393
06:30	*	*	*	*	*	*	*	*	319	355	164	449	124	347	202	384
06:45	*	*	*	*	*	*	*	*	333	353	174	405	78	295	195	351
07:00	*	*	*	*	*	*	*	*	332	283	205	386	100	424	212	364
07:15	*	*	*	*	*	*	*	*	357	403	233	398	123	298	238	366
07:30	*	*	*	*	*	*	*	*	381	290	253	370	183	401	272	354
07:45	*	*	*	*	*	*	*	*	390	253	257	302	185	254	277	270
08:00	*	*	*	*	*	*	*	*	345	281	237	347	189	312	257	313
08:15	*	*	*	*	*	*	*	*	345	262	284	308	227	239	285	270
08:30	*	*	*	*	*	*	*	*	379	229	302	329	223	243	301	267
08:45	*	*	*	*	*	*	*	*	414	207	384	280	215	232	338	240
09:00	*	*	*	*	*	*	*	*	340	216	315	256	285	182	313	218
09:15	*	*	*	*	*	*	*	*	376	180	382	276	338	232	365	229
09:30	*	*	*	*	*	*	*	*	356	192	394	269	359	180	370	214
09:45	*	*	*	*	*	*	*	*	368	187	458	275	364	155	397	206
10:00	*	*	*	*	*	*	*	*	344	156	422	264	381	135	382	185
10:15	*	*	*	*	*	*	*	*	378	132	359	235	314	148	350	172
10:30	*	*	*	*	*	*	*	*	357	122	393	153	393	123	381	133
10:45	*	*	*	*	*	*	*	*	329	153	470	162	455	122	418	146
11:00	*	*	*	*	*	*	*	*	395	143	457	159	474	83	442	128
11:15	*	*	*	*	*	*	*	*	337	94	429	141	414	120	393	118
11:30	*	*	*	*	*	*	*	*	398	74	455	92	460	82	438	83
11:45	*	*	*	*	*	*	*	*	364	82	428	97	406	63	399	81
Total	0	0	0	0	0	0	0	0	1046	1566	8822	1720	7361	1632	8879	16398
									5	4		2		5		
Day Total	0		0		0		0		26129		26024		23686		25277	
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.1%	59.9%	33.9%	66.1%	31.1%	68.9%	35.1%	64.9%
Peak	-	-	-	-	-	-	-	-	08:30	02:15	10:45	05:00	10:45	03:30	10:45	02:15
Vol.	-	-	-	-	-	-	-	-	1509	1979	1811	1888	1803	2011	1691	1829
P.H.F.									0.911	0.856	0.963	0.918	0.951	0.882	0.956	0.922

Dynamic Traffic, LLC

Locations: Route 9 NB
 Cross Street: N of 405 Route 9
 Town/Country: Marlboro/Monmouth
 Job #: 3307-99-001T

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	14-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	57	420	52	443	45	441	58	415	*	*	*	*	*	*	53	430
12:15	34	366	56	407	58	363	66	456	*	*	*	*	*	*	54	398
12:30	42	415	28	448	19	365	30	367	*	*	*	*	*	*	30	399
12:45	31	296	34	347	25	381	35	405	*	*	*	*	*	*	31	357
01:00	20	404	17	449	21	351	38	388	*	*	*	*	*	*	24	398
01:15	30	386	19	494	19	353	27	405	*	*	*	*	*	*	24	410
01:30	11	422	20	462	27	349	27	401	*	*	*	*	*	*	21	408
01:45	16	388	35	474	21	318	23	444	*	*	*	*	*	*	24	406
02:00	12	387	13	455	9	428	24	425	*	*	*	*	*	*	14	424
02:15	26	408	17	467	11	410	26	385	*	*	*	*	*	*	20	418
02:30	15	400	15	423	13	373	22	388	*	*	*	*	*	*	16	396
02:45	22	466	10	492	16	385	25	414	*	*	*	*	*	*	18	439
03:00	12	425	23	492	28	365	24	408	*	*	*	*	*	*	22	422
03:15	28	390	42	463	52	365	34	408	*	*	*	*	*	*	39	406
03:30	30	375	24	450	28	428	43	442	*	*	*	*	*	*	31	424
03:45	30	445	49	448	39	418	59	403	*	*	*	*	*	*	44	428
04:00	57	405	37	517	109	433	53	434	*	*	*	*	*	*	64	447
04:15	81	388	60	534	92	425	101	377	*	*	*	*	*	*	84	431
04:30	254	423	133	455	148	383	116	444	*	*	*	*	*	*	163	426
04:45	216	354	242	553	155	457	138	416	*	*	*	*	*	*	188	445
05:00	296	410	248	538	305	433	206	444	*	*	*	*	*	*	264	456
05:15	310	392	387	434	251	412	248	406	*	*	*	*	*	*	299	411
05:30	331	425	445	506	425	420	292	479	*	*	*	*	*	*	373	458
05:45	302	373	449	463	404	432	321	454	*	*	*	*	*	*	369	430
06:00	530	399	485	491	400	416	362	440	*	*	*	*	*	*	444	436
06:15	457	360	461	417	388	406	431	384	*	*	*	*	*	*	434	392
06:30	343	327	420	370	382	367	342	335	*	*	*	*	*	*	372	350
06:45	385	237	507	301	397	366	462	374	*	*	*	*	*	*	438	320
07:00	359	277	389	292	459	343	360	387	*	*	*	*	*	*	392	325
07:15	552	232	371	334	420	364	440	325	*	*	*	*	*	*	446	314
07:30	433	214	475	315	405	318	398	335	*	*	*	*	*	*	428	296
07:45	430	248	471	313	429	331	475	324	*	*	*	*	*	*	451	304
08:00	448	221	398	277	492	260	411	315	*	*	*	*	*	*	437	268
08:15	384	195	438	216	410	311	468	299	*	*	*	*	*	*	425	255
08:30	466	206	475	310	428	291	473	279	*	*	*	*	*	*	460	272
08:45	460	189	459	241	475	282	462	281	*	*	*	*	*	*	464	248
09:00	345	184	489	217	368	276	426	248	*	*	*	*	*	*	407	231
09:15	388	168	459	217	392	272	400	247	*	*	*	*	*	*	410	226
09:30	358	122	428	211	416	233	394	260	*	*	*	*	*	*	399	206
09:45	447	144	437	108	491	230	391	226	*	*	*	*	*	*	442	177
10:00	357	132	422	145	357	220	336	217	*	*	*	*	*	*	368	178
10:15	407	103	356	133	397	213	393	197	*	*	*	*	*	*	388	162
10:30	360	80	437	110	473	192	383	153	*	*	*	*	*	*	413	134
10:45	259	93	299	106	329	136	401	156	*	*	*	*	*	*	322	123
11:00	368	67	384	97	357	113	391	136	*	*	*	*	*	*	375	103
11:15	250	86	412	84	388	129	364	126	*	*	*	*	*	*	354	106
11:30	470	52	646	77	379	72	383	105	*	*	*	*	*	*	470	76
11:45	347	58	412	50	459	94	386	85	*	*	*	*	*	*	401	72
Total	1186	1395	1298	1664	1221	1572	1176	1624	0	0	0	0	0	0	1220	15641
Day Total	6	7	5	6	1	3	8	2	0	0	0	0	0	0	9	15641
% Splits	46.0%	54.0%	43.8%	56.2%	43.7%	56.3%	42.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.8%	56.2%
Peak	07:15	02:15	08:30	04:15	08:00	04:45	08:15	05:00	-	-	-	-	-	-	08:00	04:45
Vol.	1863	1699	1882	2080	1805	1722	1829	1783	-	-	-	-	-	-	1786	1770
P.H.F.	0.844	0.911	0.928	0.940	0.917	0.942	0.967	0.931	-	-	-	-	-	-	0.962	0.966

ADT ADT 26,748 AADT 26,748




















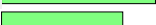




Locations: Route 9 SB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 07-Dec-20	Tue 08-Dec-20	Wed 09-Dec-20	Thu 10-Dec-20	Fri 11-Dec-20	Average Day	Sat 12-Dec-20	Sun 13-Dec-20	Week Average				
12:00 AM	*	*	*	*	322	322	245	371	313 				
01:00	*	*	*	*	177	177	151	183	170 				
02:00	*	*	*	*	123	123	83	88	98 				
03:00	*	*	*	*	101	101	80	74	85 				
04:00	*	*	*	*	107	107	108	64	93 				
05:00	*	*	*	*	203	203	169	142	171 				
06:00	*	*	*	*	562	562	395	232	396 				
07:00	*	*	*	*	991	991	803	476	757 				
08:00	*	*	*	*	1286	1286	1120	727	1044 				
09:00	*	*	*	*	1337	1337	1499	1234	1357 				
10:00	*	*	*	*	1532	1532	1760	1572	1621 				
11:00	*	*	*	*	1515	1515	2019	1870	1801 				
12:00 PM	*	*	*	*	1624	1624	1959	2066	1883 				
01:00	*	*	*	*	1781	1781	2073	2103	1986 				
02:00	*	*	*	*	1948	1948	2009	1975	1977 				
03:00	*	*	*	*	2032	2032	1947	1885	1955 				
04:00	*	*	*	*	1966	1966	1848	1669	1828 				
05:00	*	*	*	*	2046	2046	1776	1482	1768 				
06:00	*	*	*	*	1846	1846	1572	1211	1543 				
07:00	*	*	*	*	1432	1432	1201	971	1201 				
08:00	*	*	*	*	1047	1047	989	803	946 				
09:00	*	*	*	*	736	736	750	541	676 				
10:00	*	*	*	*	585	585	642	473	567 				
11:00	*	*	*	*	406	406	462	328	399 				
Total	0	0	0	0	25705	25705	25660	22540	24635				
AM Peak	-	-	-	-	10:00	-	10:00	-	11:00	-	11:00	-	-
Vol.	-	-	-	-	1532	-	1532	-	1801	-	1801	-	-
PM Peak	-	-	-	-	17:00	-	17:00	-	13:00	-	13:00	-	-
Vol.	-	-	-	-	2046	-	2046	-	1986	-	1986	-	-

Locations: Route 9 SB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 14-Dec-20	Tue 15-Dec-20	Wed 16-Dec-20	Thu 17-Dec-20	Fri 18-Dec-20	Average Day	Sat 19-Dec-20	Sun 20-Dec-20	Week Average
12:00 AM	190	216	255	305	*	242	*	*	242
01:00	94	111	116	188	*	127	*	*	127
02:00	68	74	72	112	*	82	*	*	82
03:00	69	75	86	110	*	85	*	*	85
04:00	150	152	137	118	*	139	*	*	139
05:00	281	308	294	243	*	282	*	*	282
06:00	642	701	675	657	*	669	*	*	669
07:00	1063	1155	1078	1061	*	1089	*	*	1089
08:00	1344	1422	1431	1403	*	1400	*	*	1400
09:00	1322	1558	1449	1482	*	1453	*	*	1453
10:00	1358	1552	1611	1497	*	1504	*	*	1504
11:00	1466	1809	1613	1572	*	1615	*	*	1615
12:00 PM	1621	1788	1634	1685	*	1682	*	*	1682
01:00	1638	1939	1658	1787	*	1756	*	*	1756
02:00	1761	1969	1737	1697	*	1791	*	*	1791
03:00	1961	2163	1850	1929	*	1976	*	*	1976
04:00	1893	2170	1948	1937	*	1987	*	*	1987
05:00	1939	2038	1968	2012	*	1989	*	*	1989
06:00	1763	1950	1973	1989	*	1919	*	*	1919
07:00	1284	1537	1736	1786	*	1586	*	*	1586
08:00	919	1141	1325	1347	*	1183	*	*	1183
09:00	597	739	1009	1061	*	852	*	*	852
10:00	395	525	825	837	*	646	*	*	646
11:00	295	360	502	584	*	435	*	*	435
Total	24113	27452	26982	27399	0	26489	0	0	26489
AM Peak	11:00	11:00	11:00	11:00	-	11:00	-	-	11:00
Vol.	1466	1809	1613	1572	-	1615	-	-	1615
PM Peak	15:00	16:00	18:00	17:00	-	17:00	-	-	17:00
Vol.	1961	2170	1973	2012	-	1989	-	-	1989
Total	24113	27452	26982	27399	25705	52194	25660	22540	51124
ADT		ADT 25,693		AADT 25,693					

Locations: Route 9 SB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	07-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00	*	*	*	*	*	*	*	*	95	402	80	494	109	488	95	461			
12:15	*	*	*	*	*	*	*	*	88	367	66	531	81	546	78	481			
12:30	*	*	*	*	*	*	*	*	69	414	56	462	91	512	72	463			
12:45	*	*	*	*	*	*	*	*	70	441	43	472	90	520	68	478			
01:00	*	*	*	*	*	*	*	*	49	446	34	536	55	496	46	493			
01:15	*	*	*	*	*	*	*	*	47	448	55	502	58	531	53	494			
01:30	*	*	*	*	*	*	*	*	41	432	27	511	37	545	35	496			
01:45	*	*	*	*	*	*	*	*	40	455	35	524	33	531	36	503			
02:00	*	*	*	*	*	*	*	*	33	445	22	522	25	482	27	483			
02:15	*	*	*	*	*	*	*	*	35	493	17	462	25	497	26	484			
02:30	*	*	*	*	*	*	*	*	30	507	21	492	21	482	24	494			
02:45	*	*	*	*	*	*	*	*	25	503	23	533	17	514	22	517			
03:00	*	*	*	*	*	*	*	*	20	562	19	476	16	493	18	510			
03:15	*	*	*	*	*	*	*	*	27	440	21	495	24	456	24	464			
03:30	*	*	*	*	*	*	*	*	19	531	20	508	23	504	21	514			
03:45	*	*	*	*	*	*	*	*	35	499	20	468	11	432	22	466			
04:00	*	*	*	*	*	*	*	*	22	504	19	483	12	410	18	466			
04:15	*	*	*	*	*	*	*	*	24	511	26	445	11	454	20	470			
04:30	*	*	*	*	*	*	*	*	33	519	27	484	14	409	25	471			
04:45	*	*	*	*	*	*	*	*	28	432	36	436	27	396	30	421			
05:00	*	*	*	*	*	*	*	*	33	497	30	513	26	395	30	468			
05:15	*	*	*	*	*	*	*	*	43	511	36	458	28	370	36	446			
05:30	*	*	*	*	*	*	*	*	62	517	42	405	43	366	49	429			
05:45	*	*	*	*	*	*	*	*	65	521	61	400	45	351	57	424			
06:00	*	*	*	*	*	*	*	*	93	444	58	399	35	322	62	388			
06:15	*	*	*	*	*	*	*	*	126	477	88	404	47	320	87	400			
06:30	*	*	*	*	*	*	*	*	153	469	121	406	72	318	115	398			
06:45	*	*	*	*	*	*	*	*	190	456	128	363	78	251	132	357			
07:00	*	*	*	*	*	*	*	*	198	371	138	331	81	279	139	327			
07:15	*	*	*	*	*	*	*	*	199	415	169	296	103	232	157	314			
07:30	*	*	*	*	*	*	*	*	272	329	238	323	144	248	218	300			
07:45	*	*	*	*	*	*	*	*	322	317	258	251	148	212	243	260			
08:00	*	*	*	*	*	*	*	*	300	294	212	273	141	247	218	271			
08:15	*	*	*	*	*	*	*	*	322	297	292	246	170	207	261	250			
08:30	*	*	*	*	*	*	*	*	300	236	298	250	195	172	264	219			
08:45	*	*	*	*	*	*	*	*	364	220	318	220	221	177	301	206			
09:00	*	*	*	*	*	*	*	*	310	213	313	181	248	146	290	180			
09:15	*	*	*	*	*	*	*	*	341	178	356	194	291	145	329	172			
09:30	*	*	*	*	*	*	*	*	330	171	360	183	329	128	340	161			
09:45	*	*	*	*	*	*	*	*	356	174	470	192	366	122	397	163			
10:00	*	*	*	*	*	*	*	*	359	171	413	191	365	123	379	162			
10:15	*	*	*	*	*	*	*	*	363	138	406	178	337	132	369	149			
10:30	*	*	*	*	*	*	*	*	412	124	422	133	393	114	409	124			
10:45	*	*	*	*	*	*	*	*	398	152	519	140	477	104	465	132			
11:00	*	*	*	*	*	*	*	*	378	129	527	128	468	85	458	114			
11:15	*	*	*	*	*	*	*	*	373	93	492	112	414	99	426	101			
11:30	*	*	*	*	*	*	*	*	389	96	515	120	477	78	460	98			
11:45	*	*	*	*	*	*	*	*	375	88	485	102	511	66	457	85			
Total	0	0	0	0	0	0	0	0	8256	1744	9	8432	1722	8	7033	1550	7	7908	16727
Day Total	0			0				0		25705			25660		22540				24635
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.1%	67.9%	32.9%	67.1%	31.2%	68.8%	32.1%	67.9%			
Peak	-	-	-	-	-	-	-	-	10:30	02:15	10:45	01:00	11:00	01:00	10:45				02:15
Vol.	-	-	-	-	-	-	-	-	1561	2065	2053	2073	1870	2103	1809				2005
P.H.F.									0.947	0.919	0.974	0.967	0.915	0.965	0.973				0.970

Dynamic Traffic, LLC

Locations: Route 9 SB
 Cross Street: N of 405 Route 9
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1103
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	14-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	66	420	59	425	79	436	99	403	*	*	*	*	*	*	76	421
12:15	47	408	67	456	88	358	80	442	*	*	*	*	*	*	70	416
12:30	47	395	37	442	54	425	70	413	*	*	*	*	*	*	52	419
12:45	30	398	53	465	34	415	56	427	*	*	*	*	*	*	43	426
01:00	29	418	25	460	34	395	58	454	*	*	*	*	*	*	36	432
01:15	33	397	29	504	29	432	51	418	*	*	*	*	*	*	36	438
01:30	17	413	35	474	31	391	43	430	*	*	*	*	*	*	32	427
01:45	15	410	22	501	22	440	36	485	*	*	*	*	*	*	24	459
02:00	17	408	22	477	18	462	27	417	*	*	*	*	*	*	21	441
02:15	21	415	18	486	24	419	29	428	*	*	*	*	*	*	23	437
02:30	13	450	18	480	14	444	34	425	*	*	*	*	*	*	20	450
02:45	17	488	16	526	16	412	22	427	*	*	*	*	*	*	18	463
03:00	16	479	20	548	25	415	26	421	*	*	*	*	*	*	22	466
03:15	17	476	21	565	24	480	26	498	*	*	*	*	*	*	22	505
03:30	21	495	14	519	15	486	26	503	*	*	*	*	*	*	19	501
03:45	15	511	20	531	22	469	32	507	*	*	*	*	*	*	22	504
04:00	22	480	14	558	26	469	15	497	*	*	*	*	*	*	19	501
04:15	27	466	32	602	28	506	26	478	*	*	*	*	*	*	28	513
04:30	48	502	36	490	35	494	37	490	*	*	*	*	*	*	39	494
04:45	53	445	70	520	48	479	40	472	*	*	*	*	*	*	53	479
05:00	50	504	52	529	49	487	53	486	*	*	*	*	*	*	51	502
05:15	69	491	58	476	53	504	43	517	*	*	*	*	*	*	56	497
05:30	77	481	92	532	95	492	63	523	*	*	*	*	*	*	82	507
05:45	85	463	106	501	97	485	84	486	*	*	*	*	*	*	93	484
06:00	115	495	132	553	110	510	105	502	*	*	*	*	*	*	116	515
06:15	149	428	157	488	158	517	158	519	*	*	*	*	*	*	156	488
06:30	176	438	195	458	187	479	180	475	*	*	*	*	*	*	184	462
06:45	202	402	217	451	220	467	214	493	*	*	*	*	*	*	213	453
07:00	166	361	197	403	205	487	197	483	*	*	*	*	*	*	191	434
07:15	275	323	234	406	237	423	229	451	*	*	*	*	*	*	244	401
07:30	251	306	347	371	316	456	298	437	*	*	*	*	*	*	303	392
07:45	371	294	377	357	320	370	337	415	*	*	*	*	*	*	351	359
08:00	318	263	317	334	332	395	308	396	*	*	*	*	*	*	319	347
08:15	308	245	338	283	340	334	387	328	*	*	*	*	*	*	343	298
08:30	359	214	384	281	362	314	336	334	*	*	*	*	*	*	360	286
08:45	359	197	383	243	397	282	372	289	*	*	*	*	*	*	378	253
09:00	345	166	368	218	330	260	371	289	*	*	*	*	*	*	354	233
09:15	307	166	375	207	321	260	339	258	*	*	*	*	*	*	336	223
09:30	318	126	385	186	391	245	374	257	*	*	*	*	*	*	367	204
09:45	352	139	430	128	407	244	398	257	*	*	*	*	*	*	397	192
10:00	361	117	392	162	396	203	379	252	*	*	*	*	*	*	382	184
10:15	339	88	363	141	377	216	343	207	*	*	*	*	*	*	356	163
10:30	362	98	411	116	444	224	398	210	*	*	*	*	*	*	404	162
10:45	296	92	386	106	394	182	377	168	*	*	*	*	*	*	363	137
11:00	349	82	389	100	382	158	413	159	*	*	*	*	*	*	383	125
11:15	374	79	452	92	386	117	370	153	*	*	*	*	*	*	396	110
11:30	356	67	511	80	420	119	383	160	*	*	*	*	*	*	418	106
11:45	387	67	457	88	425	108	406	112	*	*	*	*	*	*	419	94
Total	8047	16066	9133	18319	8817	18165	8748	18651	0	0	0	0	0	0	8690	17803
Day Total	24113		27452		26982		27399		0		0		0		26493	
% Splits	33.4%	66.6%	33.3%	66.7%	32.7%	67.3%	31.9%	68.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.8%	67.2%
Peak	11:00	03:15	11:00	03:30	09:45	05:30	11:00	05:30	-	-	-	-	-	-	11:00	03:30
Vol.	1466	1962	1809	2210	1624	2004	1572	2030	-	-	-	-	-	-	1616	2019
P.H.F.	0.947	0.960	0.885	0.918	0.914	0.969	0.952	0.970							0.964	0.984

ADT ADT 25,693 AADT 25,693













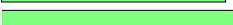






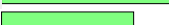




Dynamic Traffic, LLC

Locations: Rt 9 NB
 Cross Street: N of Willow Ln
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Site Code: 1102
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 07-Dec-20	Tue 08-Dec-20	Wed 09-Dec-20	Thu 10-Dec-20	Fri 11-Dec-20	Average Day	Sat 12-Dec-20	Sun 13-Dec-20	Week Average		
12:00 AM	*	*	*	*	270	270	208	296	258 		
01:00	*	*	*	*	136	136	120	180	145 		
02:00	*	*	*	*	131	131	99	76	102 		
03:00	*	*	*	*	192	192	115	96	134 		
04:00	*	*	*	*	437	437	203	132	257 		
05:00	*	*	*	*	1088	1088	421	247	585 		
06:00	*	*	*	*	1489	1489	580	367	812 		
07:00	*	*	*	*	1718	1718	804	551	1024 		
08:00	*	*	*	*	1745	1745	1205	838	1263 		
09:00	*	*	*	*	1695	1695	1619	1278	1531 		
10:00	*	*	*	*	1657	1657	1848	1636	1714 		
11:00	*	*	*	*	1759	1759	2075	1956	1930 		
12:00 PM	*	*	*	*	1884	1884	1675	2125	1895 		
01:00	*	*	*	*	2070	2070	2078	2209	2119 		
02:00	*	*	*	*	2043	2043	2244	2182	2156 		
03:00	*	*	*	*	2095	2095	2178	2125	2133 		
04:00	*	*	*	*	2161	2161	2235	2065	2154 		
05:00	*	*	*	*	2158	2158	2027	1812	1999 		
06:00	*	*	*	*	1796	1796	1788	1448	1677 		
07:00	*	*	*	*	1471	1471	1478	1314	1421 		
08:00	*	*	*	*	1101	1101	1224	1032	1119 		
09:00	*	*	*	*	892	892	994	751	879 		
10:00	*	*	*	*	617	617	762	492	624 		
11:00	*	*	*	*	354	354	598	304	419 		
Total	0	0	0	0	30959	30959	28578	25512	28350		
AM Peak	-	-	-	-	11:00	-	11:00	-	11:00	-	-
Vol.	-	-	-	-	1759	-	1759	-	1930	-	-
PM Peak	-	-	-	-	16:00	-	16:00	-	14:00	-	-
Vol.	-	-	-	-	2161	-	2161	-	2244	-	-

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

Locations: Rt 9 NB
 Cross Street: N of Willow Ln
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Site Code: 1102
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	Mon 14-Dec-20	Tue 15-Dec-20	Wed 16-Dec-20	Thu 17-Dec-20	Fri 18-Dec-20	Average Day	Sat 19-Dec-20	Sun 20-Dec-20	Week Average
12:00 AM	152	140	172	213	*	169	*	*	169
01:00	89	94	102	130	*	104	*	*	104
02:00	79	98	90	110	*	94	*	*	94
03:00	222	198	181	178	*	195	*	*	195
04:00	604	604	641	460	*	577	*	*	577
05:00	1241	1354	1234	1201	*	1258	*	*	1258
06:00	1503	1532	1497	1804	*	1584	*	*	1584
07:00	1633	1685	1552	1890	*	1690	*	*	1690
08:00	1713	1907	1719	2049	*	1847	*	*	1847
09:00	1667	1889	1790	1819	*	1791	*	*	1791
10:00	1579	1979	1787	1708	*	1763	*	*	1763
11:00	1697	2060	1881	1721	*	1840	*	*	1840
12:00 PM	1715	2118	1748	1856	*	1859	*	*	1859
01:00	1764	2049	1534	1849	*	1799	*	*	1799
02:00	1798	2136	1786	1822	*	1886	*	*	1886
03:00	1810	2139	1763	1876	*	1897	*	*	1897
04:00	1917	2144	1900	1885	*	1962	*	*	1962
05:00	1817	2141	1899	2013	*	1968	*	*	1968
06:00	1543	1785	1740	1731	*	1700	*	*	1700
07:00	1202	1588	1516	1548	*	1464	*	*	1464
08:00	919	1134	1280	1326	*	1165	*	*	1165
09:00	610	793	1131	1107	*	910	*	*	910
10:00	482	518	851	818	*	667	*	*	667
11:00	308	354	456	511	*	407	*	*	407
Total	28064	32439	30250	31625	0	30596	0	0	30596
AM Peak	08:00	11:00	11:00	08:00	-	08:00	-	-	08:00
Vol.	1713	2060	1881	2049	-	1847	-	-	1847
PM Peak	16:00	16:00	16:00	17:00	-	17:00	-	-	17:00
Vol.	1917	2144	1900	2013	-	1968	-	-	1968
Total	28064	32439	30250	31625	30959	61555	28578	25512	58946
ADT		ADT 29,632		AADT 29,632					

Locations: Rt 9 NB
 Cross Street: N of Willow Ln
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1102
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	07-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	*	*	83	363	67	459	94	530	81	451
12:15	*	*	*	*	*	*	*	*	72	498	69	427	80	550	74	492
12:30	*	*	*	*	*	*	*	*	57	516	30	391	69	497	52	468
12:45	*	*	*	*	*	*	*	*	58	507	42	398	53	548	51	484
01:00	*	*	*	*	*	*	*	*	37	541	26	543	61	510	41	531
01:15	*	*	*	*	*	*	*	*	42	471	35	520	48	580	42	524
01:30	*	*	*	*	*	*	*	*	28	531	30	490	52	556	37	526
01:45	*	*	*	*	*	*	*	*	29	527	29	525	19	563	26	538
02:00	*	*	*	*	*	*	*	*	26	496	28	566	28	526	27	529
02:15	*	*	*	*	*	*	*	*	35	518	25	568	11	546	24	544
02:30	*	*	*	*	*	*	*	*	28	521	25	602	23	541	25	555
02:45	*	*	*	*	*	*	*	*	42	508	21	508	14	569	26	528
03:00	*	*	*	*	*	*	*	*	37	562	29	532	24	532	30	542
03:15	*	*	*	*	*	*	*	*	42	484	20	539	21	495	28	506
03:30	*	*	*	*	*	*	*	*	65	529	32	593	17	547	38	556
03:45	*	*	*	*	*	*	*	*	48	520	34	514	34	551	39	528
04:00	*	*	*	*	*	*	*	*	67	610	26	566	22	503	38	560
04:15	*	*	*	*	*	*	*	*	86	483	43	533	27	540	52	519
04:30	*	*	*	*	*	*	*	*	126	557	66	572	35	511	76	547
04:45	*	*	*	*	*	*	*	*	158	511	68	564	48	511	91	529
05:00	*	*	*	*	*	*	*	*	190	544	90	505	56	467	112	505
05:15	*	*	*	*	*	*	*	*	276	511	99	497	43	495	139	501
05:30	*	*	*	*	*	*	*	*	283	589	109	488	70	479	154	519
05:45	*	*	*	*	*	*	*	*	339	514	123	537	78	371	180	474
06:00	*	*	*	*	*	*	*	*	340	487	125	469	98	441	188	466
06:15	*	*	*	*	*	*	*	*	381	470	162	447	86	339	210	419
06:30	*	*	*	*	*	*	*	*	376	434	149	466	89	352	205	417
06:45	*	*	*	*	*	*	*	*	392	405	144	406	94	316	210	376
07:00	*	*	*	*	*	*	*	*	391	376	161	406	123	350	225	377
07:15	*	*	*	*	*	*	*	*	420	415	191	365	132	327	248	369
07:30	*	*	*	*	*	*	*	*	448	365	230	397	148	344	275	369
07:45	*	*	*	*	*	*	*	*	459	315	222	310	148	293	276	306
08:00	*	*	*	*	*	*	*	*	406	314	245	338	159	274	270	309
08:15	*	*	*	*	*	*	*	*	406	273	285	329	199	258	297	287
08:30	*	*	*	*	*	*	*	*	446	260	337	297	231	263	338	273
08:45	*	*	*	*	*	*	*	*	487	254	338	260	249	237	358	250
09:00	*	*	*	*	*	*	*	*	400	251	395	258	290	219	362	243
09:15	*	*	*	*	*	*	*	*	443	235	362	243	297	179	367	219
09:30	*	*	*	*	*	*	*	*	419	213	455	262	358	192	411	222
09:45	*	*	*	*	*	*	*	*	433	193	407	231	333	161	391	195
10:00	*	*	*	*	*	*	*	*	405	173	426	208	346	178	392	186
10:15	*	*	*	*	*	*	*	*	445	176	458	210	377	123	427	170
10:30	*	*	*	*	*	*	*	*	420	144	490	187	461	113	457	148
10:45	*	*	*	*	*	*	*	*	387	124	474	157	452	78	438	120
11:00	*	*	*	*	*	*	*	*	465	111	478	169	498	95	480	125
11:15	*	*	*	*	*	*	*	*	396	97	558	176	499	98	484	124
11:30	*	*	*	*	*	*	*	*	469	73	531	134	492	67	497	91
11:45	*	*	*	*	*	*	*	*	429	73	508	119	467	44	468	79
Total	0	0	0	0	0	0	0	0	1231	1864	9297	1928	7653	1785	9757	18596
Day Total	0	0	0	0	0	0	0	0	7	2	1	1	9	9	1	2
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.8%	60.2%	32.5%	67.5%	30.0%	70.0%	34.4%	65.6%
Peak	-	-	-	-	-	-	-	-	08:30	03:45	11:00	01:45	11:00	01:15	11:00	02:15
Vol.	-	-	-	-	-	-	-	-	1776	2170	2075	2261	1956	2225	1929	2169
P.H.F.	-	-	-	-	-	-	-	-	0.912	0.889	0.930	0.939	0.980	0.959	0.970	0.977

Dynamic Traffic, LLC

Locations: Rt 9 NB
 Cross Street: N of Willow Ln
 Town/County: Marlboro/Monmouth
 Job #: 3307-99-001T

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

Site Code: 1102
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	14-Dec-20		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	50	441	50	497	61	508	65	468	*	*	*	*	*	*	56	478
12:15	53	444	31	550	50	406	75	516	*	*	*	*	*	*	52	479
12:30	27	426	32	539	37	408	34	415	*	*	*	*	*	*	32	447
12:45	22	404	27	532	24	426	39	457	*	*	*	*	*	*	28	455
01:00	22	444	23	491	32	393	43	438	*	*	*	*	*	*	30	442
01:15	18	431	21	517	31	395	31	457	*	*	*	*	*	*	25	450
01:30	21	432	23	521	18	391	30	453	*	*	*	*	*	*	23	449
01:45	28	457	27	520	21	355	26	501	*	*	*	*	*	*	26	458
02:00	21	428	16	502	22	479	28	480	*	*	*	*	*	*	22	472
02:15	22	485	20	522	26	459	29	435	*	*	*	*	*	*	24	475
02:30	18	453	30	579	16	417	25	439	*	*	*	*	*	*	22	472
02:45	18	432	32	533	26	431	28	468	*	*	*	*	*	*	26	466
03:00	36	416	33	547	37	408	27	461	*	*	*	*	*	*	33	458
03:15	40	451	45	494	48	408	37	461	*	*	*	*	*	*	42	454
03:30	56	492	55	568	37	479	47	499	*	*	*	*	*	*	49	510
03:45	90	451	65	530	59	468	67	455	*	*	*	*	*	*	70	476
04:00	95	502	95	504	98	484	61	490	*	*	*	*	*	*	87	495
04:15	121	507	138	545	135	476	111	425	*	*	*	*	*	*	126	488
04:30	192	444	173	542	175	429	132	501	*	*	*	*	*	*	168	479
04:45	196	464	198	553	233	511	156	469	*	*	*	*	*	*	196	499
05:00	255	469	294	555	276	485	232	501	*	*	*	*	*	*	264	502
05:15	306	456	312	554	285	461	276	459	*	*	*	*	*	*	295	482
05:30	327	456	360	538	341	470	330	540	*	*	*	*	*	*	340	501
05:45	353	436	388	494	332	483	363	513	*	*	*	*	*	*	359	482
06:00	342	383	395	453	379	465	409	497	*	*	*	*	*	*	381	450
06:15	403	428	425	461	407	454	487	434	*	*	*	*	*	*	430	444
06:30	395	367	395	415	362	411	386	378	*	*	*	*	*	*	384	393
06:45	363	365	317	456	349	410	522	422	*	*	*	*	*	*	388	413
07:00	418	335	436	438	332	384	407	437	*	*	*	*	*	*	398	398
07:15	385	314	397	393	373	407	497	367	*	*	*	*	*	*	413	370
07:30	432	289	431	379	407	355	449	378	*	*	*	*	*	*	430	350
07:45	398	264	421	378	440	370	537	366	*	*	*	*	*	*	449	344
08:00	434	253	460	339	427	291	465	355	*	*	*	*	*	*	446	310
08:15	407	253	465	313	447	348	528	338	*	*	*	*	*	*	462	313
08:30	439	210	496	245	441	325	534	315	*	*	*	*	*	*	478	274
08:45	433	203	486	237	404	316	522	318	*	*	*	*	*	*	461	268
09:00	407	168	442	233	429	308	481	280	*	*	*	*	*	*	440	247
09:15	392	167	501	209	453	305	451	278	*	*	*	*	*	*	449	240
09:30	436	133	441	182	435	260	445	294	*	*	*	*	*	*	439	217
09:45	432	142	505	169	473	258	442	255	*	*	*	*	*	*	463	206
10:00	361	150	464	186	442	246	379	245	*	*	*	*	*	*	412	207
10:15	403	123	511	132	448	239	444	223	*	*	*	*	*	*	452	179
10:30	391	104	476	106	436	214	432	173	*	*	*	*	*	*	434	149
10:45	424	105	528	94	461	152	453	177	*	*	*	*	*	*	466	132
11:00	375	104	478	100	460	126	442	154	*	*	*	*	*	*	439	121
11:15	433	91	513	102	512	144	411	142	*	*	*	*	*	*	467	120
11:30	453	68	538	94	470	81	432	119	*	*	*	*	*	*	473	90
11:45	436	45	531	58	439	105	436	96	*	*	*	*	*	*	460	76
Total	1217	1588	1354	1889	1264	1760	1328	1834	0	0	0	0	0	0	1290	17680
Day Total	9	5	0	9	6	4	3	2	0	0	0	0	0	0	9	30589
% Splits	43.4%	56.6%	41.7%	58.3%	41.8%	58.2%	42.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.2%	57.8%
Peak	08:00	03:30	11:00	04:30	10:45	04:45	08:15	05:00	-	-	-	-	-	-	08:00	04:45
Vol.	1713	1952	2060	2204	1903	1927	2065	2013	-	-	-	-	-	-	1847	1984
P.H.F.	0.976	0.963	0.957	0.993	0.929	0.943	0.967	0.932	-	-	-	-	-	-	0.966	0.988

ADT ADT 29,632 AADT 29,632

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Willow Ln
 N/S: Route 9
 Town/County: Marlboro/Monmouth
 Job #: 2989-99-001T

File Name : Rt 9 N & Willow Ln - AMPM
 Site Code : 00000000
 Start Date : 6/13/2019
 Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

Start Time	Willow Ln Westbound					Route 9 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	8	0	8	0	514	2	0	516	524
07:15 AM	0	0	5	1	6	0	559	1	0	560	566
07:30 AM	0	0	5	0	5	0	509	2	0	511	516
07:45 AM	0	0	4	2	6	0	556	1	0	557	563
Total	0	0	22	3	25	0	2138	6	0	2144	2169
08:00 AM	0	0	3	0	3	0	489	3	0	492	495
08:15 AM	0	0	4	0	4	0	485	3	0	488	492
08:30 AM	0	0	9	0	9	0	539	2	0	541	550
08:45 AM	0	0	11	0	11	0	466	6	0	472	483
Total	0	0	27	0	27	0	1979	14	0	1993	2020
*** BREAK ***											
04:45 PM	0	0	4	0	4	0	577	4	2	583	587
Total	0	0	4	0	4	0	577	4	2	583	587
05:00 PM	0	0	3	0	3	0	551	4	0	555	558
05:15 PM	0	0	7	0	7	0	626	9	0	635	642
05:30 PM	0	0	5	0	5	0	589	4	0	593	598
05:45 PM	0	0	5	0	5	0	490	3	0	493	498
Total	0	0	20	0	20	0	2256	20	0	2276	2296
06:00 PM	0	0	7	0	7	0	521	7	0	528	535
06:15 PM	0	0	5	0	5	0	528	10	0	538	543
06:30 PM	0	0	0	0	0	0	521	6	0	527	527
Grand Total	0	0	85	3	88	0	8520	67	2	8589	8677
Apprch %	0	0	96.6	3.4		0	99.2	0.8	0		
Total %	0	0	1	0	1	0	98.2	0.8	0	99	
Cars	0	0	80	3	83	0	8289	67	2	8358	8441
% Cars	0	0	94.1	100	94.3	0	97.3	100	100	97.3	97.3
Trucks (SU)	0	0	0	0	0	0	132	0	0	132	132
% Trucks (SU)	0	0	0	0	0	0	1.5	0	0	1.5	1.5
Trucks (TT)	0	0	5	0	5	0	99	0	0	99	104
% Trucks (TT)	0	0	5.9	0	5.7	0	1.2	0	0	1.2	1.2

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite 110, Chester, NJ 07930
 732-681-0760

E/W: Willow Lane
 N/S: Route 9
 Town/County: Marlboro/Monmouth
 Job #: 2465-99-001T

File Name : Route 9 N & Willow Ln - SAT
 Site Code : 24659901
 Start Date : 1/20/2018
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Willow Lane Westbound					Route 9 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	0	4	0	4	0	792	15	0	807	811
11:15 AM	0	0	6	0	6	0	723	16	0	739	745
11:30 AM	0	0	13	2	15	0	758	14	0	772	787
11:45 AM	0	0	6	0	6	2	571	7	0	580	586
Total	0	0	29	2	31	2	2844	52	0	2898	2929
12:00 PM	0	0	13	9	22	0	787	9	0	796	818
12:15 PM	0	0	7	0	7	0	1005	22	0	1027	1034
12:30 PM	0	0	9	0	9	0	817	22	0	839	848
12:45 PM	0	0	6	0	6	0	941	10	0	951	957
Total	0	0	35	9	44	0	3550	63	0	3613	3657
01:00 PM	0	0	7	0	7	0	843	11	0	854	861
01:15 PM	0	0	4	0	4	0	849	12	0	861	865
01:30 PM	0	0	15	0	15	0	737	12	0	749	764
01:45 PM	0	0	6	2	8	0	451	12	0	463	471
Total	0	0	32	2	34	0	2880	47	0	2927	2961
Grand Total	0	0	96	13	109	2	9274	162	0	9438	9547
Apprch %	0	0	88.1	11.9		0	98.3	1.7	0		
Total %	0	0	1	0.1	1.1	0	97.1	1.7	0	98.9	
Cars	0	0	95	13	108	2	9189	162	0	9353	9461
% Cars	0	0	99	100	99.1	100	99.1	100	0	99.1	99.1
Trucks	0	0	1	0	1	0	85	0	0	85	86
% Trucks	0	0	1	0	0.9	0	0.9	0	0	0.9	0.9

Appendix C
Highway Capacity Calculations

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	88	0	2181	1684	117
Future Vol, veh/h	0	88	0	2181	1684	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-1	-
Peak Hour Factor	25	92	25	94	92	92
Heavy Vehicles, %	0	2	0	12	8	2
Mvmt Flow	0	96	0	2320	1830	127

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	915	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	275	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	275	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 275	-
HCM Lane V/C Ratio	- 0.348	-
HCM Control Delay (s)	- 24.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.5	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	122	0	2401	2325	132
Future Vol, veh/h	0	122	0	2401	2325	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-1	-
Peak Hour Factor	25	92	25	92	97	97
Heavy Vehicles, %	0	2	0	6	5	2
Mvmt Flow	0	133	0	2610	2397	136
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	1199	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	178	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	178	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	68.2	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	178	-			
HCM Lane V/C Ratio	-	0.745	-			
HCM Control Delay (s)	-	68.2	-			
HCM Lane LOS	-	F	-			
HCM 95th %tile Q(veh)	-	4.8	-			

Intersection						
Int Delay, s/veh	12.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	132	0	3063	3464	137
Future Vol, veh/h	0	132	0	3063	3464	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-1	-
Peak Hour Factor	25	92	25	92	97	97
Heavy Vehicles, %	0	2	0	6	3	2
Mvmt Flow	0	143	0	3329	3571	141

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1786	-	0 - 0
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	- 6.94	-	- - -
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	- 3.32	-	- - -
Pot Cap-1 Maneuver	0 ~ 71	0	- - 0
Stage 1	0	- 0	- - 0
Stage 2	0	- 0	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	- ~ 71	-	- - -
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 599.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 71	-
HCM Lane V/C Ratio	- 2.021	-
HCM Control Delay (s)	-\$ 599.8	-
HCM Lane LOS	- F	-
HCM 95th %tile Q(veh)	- 13.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations ↗ ↑↑ ↑↑ ↗

Traffic Vol, veh/h 0 88 0 2182 1683 96

Future Vol, veh/h 0 88 0 2182 1683 96

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - Stop - None - Free

Storage Length - 0 - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 -1 -

Peak Hour Factor 25 92 25 94 92 92

Heavy Vehicles, % 0 2 0 12 8 2

Mvmt Flow 0 96 0 2321 1829 104

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All - 915 - 0 - 0

Stage 1 - - - - -

Stage 2 - - - - -

Critical Hdwy - 6.94 - - -

Critical Hdwy Stg 1 - - - - -

Critical Hdwy Stg 2 - - - - -

Follow-up Hdwy - 3.32 - - -

Pot Cap-1 Maneuver 0 275 0 - - 0

Stage 1 0 - 0 - - 0

Stage 2 0 - 0 - - 0

Platoon blocked, % - -

Mov Cap-1 Maneuver - 275 - - -

Mov Cap-2 Maneuver - - - - -

Stage 1 - - - - -

Stage 2 - - - - -

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s 24.9 0 0

HCM LOS C

Minor Lane/Major Mvmt	NBT EBLn1	SBT
-----------------------	-----------	-----

Capacity (veh/h) - 275 -

HCM Lane V/C Ratio - 0.348 -

HCM Control Delay (s) - 24.9 -

HCM Lane LOS - C -

HCM 95th %tile Q(veh) - 1.5 -

Intersection

Int Delay, s/veh 2.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 0 126 0 2436 2378 130

Future Vol, veh/h 0 126 0 2436 2378 130

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - Stop - None - Free

Storage Length - 0 - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 -1 -

Peak Hour Factor 25 92 25 92 97 97

Heavy Vehicles, % 0 2 0 6 5 2

Mvmt Flow 0 137 0 2648 2452 134

Major/Minor Minor2 Major1 Major2

Conflicting Flow All - 1226 - 0 - 0

Stage 1 - - - - -

Stage 2 - - - - -

Critical Hdwy - 6.94 - - -

Critical Hdwy Stg 1 - - - - -

Critical Hdwy Stg 2 - - - - -

Follow-up Hdwy - 3.32 - - -

Pot Cap-1 Maneuver 0 170 0 - - 0

Stage 1 0 - 0 - - 0

Stage 2 0 - 0 - - 0

Platoon blocked, % - -

Mov Cap-1 Maneuver - 170 - - -

Mov Cap-2 Maneuver - - - - -

Stage 1 - - - - -

Stage 2 - - - - -

Approach EB NB SB

HCM Control Delay, s 80.4 0 0

HCM LOS F

Minor Lane/Major Mvmt NBT EBLn1 SBT

Capacity (veh/h) - 170 -

HCM Lane V/C Ratio - 0.806 -

HCM Control Delay (s) - 80.4 -

HCM Lane LOS - F -

HCM 95th %tile Q(veh) - 5.4 -

Intersection						
Int Delay, s/veh	12.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	128	0	3125	3560	133
Future Vol, veh/h	0	128	0	3125	3560	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-1	-
Peak Hour Factor	25	92	25	92	97	97
Heavy Vehicles, %	0	2	0	6	3	2
Mvmt Flow	0	139	0	3397	3670	137
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	1835	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	~ 65	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	~ 65	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	\$ 662.2	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	65	-			
HCM Lane V/C Ratio	-	2.14	-			
HCM Control Delay (s)	-	\$ 662.2	-			
HCM Lane LOS	-	F	-			
HCM 95th %tile Q(veh)	-	13.2	-			
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCS7 Freeway Weaving Report

Project Information

Analyst	CGH	Date	1/7/2021
Agency	Dynamic Traffic	Analysis Year	FB
Jurisdiction	NJDOT	Time Period Analyzed	AM PSH
Project Description	3307-99-001T	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	329	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1592	86	0	96
Peak Hour Factor (PHF)	0.98	0.92	0.94	0.92
Total Trucks, %	0.00	0.00	0.00	0.00
Heavy Vehicle Adjustment Factor (fHV)	1.000	1.000	1.000	1.000
Flow Rate (vi), pc/h	1624	93	0	104
Weaving Flow Rate (vw), pc/h	197	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1624	Density-Based Capacity (ciWL), pc/h/ln		1998
Total Flow Rate (v), pc/h	1821	Demand Flow-Based Capacity (ciW), pc/h		22222
Volume Ratio (VR)	0.108	Weaving Segment Capacity (cw), veh/h		5994
Minimum Lane Change Rate (LCMIN), lc/h	197	Adjusted Weaving Area Capacity, pc/h		5994
Maximum Weaving Length (LMAX), ft	3617	Volume-to-Capacity Ratio (v/c)		0.30

Speed and Density

Non-Weaving Vehicle Index (INW)	18	Average Weaving Speed (SW), mi/h	49.3
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving Speed (SNW), mi/h	50.7
Weaving Lane Change Rate (LCW), lc/h	221	Average Speed (S), mi/h	50.5
Weaving Lane Change Rate (LCAI), lc/h	221	Density (D), pc/mi/ln	12.0
Weaving Intensity Factor (W)	0.165	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	CGH	Date	1/7/2021
Agency	Dynamic Traffic	Analysis Year	FB
Jurisdiction	NJDOT	Time Period Analyzed	PM PSH
Project Description	3307-99-001T	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	329	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2271	105	0	130
Peak Hour Factor (PHF)	0.98	0.92	0.94	0.92
Total Trucks, %	0.00	0.00	0.00	0.00
Heavy Vehicle Adjustment Factor (fHV)	1.000	1.000	1.000	1.000
Flow Rate (vi), pc/h	2317	114	0	141
Weaving Flow Rate (vw), pc/h	255	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	2317	Density-Based Capacity (ciWL), pc/h/ln		2005
Total Flow Rate (v), pc/h	2572	Demand Flow-Based Capacity (ciW), pc/h		24242
Volume Ratio (VR)	0.099	Weaving Segment Capacity (cw), veh/h		6015
Minimum Lane Change Rate (LCMIN), lc/h	255	Adjusted Weaving Area Capacity, pc/h		6015
Maximum Weaving Length (LMAX), ft	3530	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (SW), mi/h	47.2
Non-Weaving Lane Change Rate (LCNW), lc/h	78	Average Non-Weaving Speed (SNW), mi/h	49.0
Weaving Lane Change Rate (LCW), lc/h	279	Average Speed (S), mi/h	48.8
Weaving Lane Change Rate (LCAII), lc/h	357	Density (D), pc/mi/ln	17.6
Weaving Intensity Factor (W)	0.241	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	CGH	Date	1/7/2021
Agency	Dynamic Traffic	Analysis Year	FB
Jurisdiction	NJDOT	Time Period Analyzed	SAT PSH
Project Description	3307-99-001T	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	329	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3476	108	0	133
Peak Hour Factor (PHF)	0.98	0.92	0.94	0.92
Total Trucks, %	0.00	0.00	0.00	0.00
Heavy Vehicle Adjustment Factor (fHV)	1.000	1.000	1.000	1.000
Flow Rate (vi), pc/h	3547	117	0	145
Weaving Flow Rate (vw), pc/h	262	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	3547	Density-Based Capacity (ciWL), pc/h/ln		2027
Total Flow Rate (v), pc/h	3809	Demand Flow-Based Capacity (ciW), pc/h		34783
Volume Ratio (VR)	0.069	Weaving Segment Capacity (cw), veh/h		6081
Minimum Lane Change Rate (LCMIN), lc/h	262	Adjusted Weaving Area Capacity, pc/h		6081
Maximum Weaving Length (LMAX), ft	3241	Volume-to-Capacity Ratio (v/c)		0.63

Speed and Density

Non-Weaving Vehicle Index (INW)	39	Average Weaving Speed (SW), mi/h	44.2
Non-Weaving Lane Change Rate (LCNW), lc/h	331	Average Non-Weaving Speed (SNW), mi/h	47.0
Weaving Lane Change Rate (LCW), lc/h	286	Average Speed (S), mi/h	46.8
Weaving Lane Change Rate (LCAII), lc/h	617	Density (D), pc/mi/ln	27.1
Weaving Intensity Factor (W)	0.371	Level of Service (LOS)	C

Appendix D
Traffic Impact Study Area Report

TRAFFIC IMPACT STUDY AREA

For

**405 Route 9, LLC
Proposed Shopping Center**

Property Located at:

**405 State Highway Route 9
Block 288 – Lots 370 & 371
Township of Marlboro, Monmouth County NJ**

Prepared by:



**1904 Main Street
Lake Como, NJ 07719
(732) 681-0760**

A handwritten signature in black ink, appearing to read 'Justin P. Taylor'.

**Justin P. Taylor, PE, PTOE
NJ PE License #45988**

A handwritten signature in black ink, appearing to read 'Nick Verderese'.

**Nick Verderese, PE
NJ PE License #38991**

December 22, 2020

3307-99-001T

INTRODUCTION

It is proposed to construct two shopping centers (The Project), in the Township of Marlboro, Monmouth County, New Jersey. The site is located along the southbound side of Route 9 just south of Ivy Hill Drive and is designated as Block 288 – Lots 370 and 371 on the Marlboro Township Tax Maps. Lot 370 is currently undeveloped while Lot 371 is currently developed with a vacant restaurant. It should be noted that the two lots will operate independently and will be developed separately.

For Lot 370, it is proposed to construct a mixed-use building consisting of a 3,500 SF restaurant with a drive-thru window and 2,005 SF of retail. For Lot 371, it is proposed raze the existing restaurant and construct a mixed-use building consisting of a 3,500 SF restaurant with a drive-thru window and 6,148 SF of retail. Access to Lot 370 is proposed to be provided via a right turn in/right turn out driveway along Route 9 SB at the southern end of the property. It should be noted that the proposed driveway to Lot 370 has been located as far south as is possible given environmental constraints on the site, and has been located outside the full width the acceleration lane along the frontage, which serves the adjacent property to the north. Access to Lot 371 is currently provided via a bifurcated right turn in/right turn out driveway. It is proposed to close the existing access to Lot 371 and construct a new right turn in/right turn out driveway along Route 9 SB.

It is intended that a Major with Planning Review Driveway Access application will be submitted for Lot 370 and a Major Driveway Access application will be submitted for Lot 371 for the proposed driveways along Route 9. An analysis has been conducted in accordance with methodologies set forth in the New Jersey State Highway Access Management Code to define the traffic impact study area for the proposed site. This report presents the analyses and conclusions in defining the Traffic Impact Study Area.

SCOPE OF STUDY

To define the traffic impact study area, the following scope of study was undertaken:

1. The market area is defined as a five (5) mile radius.
2. Estimates of traffic to be generated by The Project were prepared based on the NJDOT published trip generation rates.
3. Population estimates were collected for the census tracts in the defined market area utilizing the 2010 NJ State census data.
4. A gravity model was developed for the defined market area of the site based upon the methodology recommended by the NJDOT.
5. Site traffic for each census tract was assigned to the roadway network based upon anticipated distribution.
6. All locations on the State highway network that require analysis were identified.
7. A count program was identified.
8. Lot conformance calculations were performed for the properties in question.

TRIP GENERATION

In order to determine the traffic impact study area for The Project it is necessary to estimate the magnitude of traffic volumes to be generated during the peak hour periods.

Trip generation estimates for the existing use on Lot 371 were prepared utilizing the NJDOT published rates for Land Use Code (LUC) 932 – High Turnover (Sit-Down) Restaurant while projections for the proposed uses on both lots were prepared utilizing LUC 820 – Shopping Center and LUC 934 – Fast Food Restaurant with Drive Through Window.

Additionally, according to studies conducted by Institute of Transportation Engineer's (ITE), traffic associated with retail and restaurant facilities is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. For LUC 820, NJDOT identifies a 34% passby traffic percentage used during the weekday evening peak hour and a 26% passby traffic percentage used for the Saturday peak hour. For LUC 932, NJDOT identifies a 43% passby traffic percentage used during the weekday evening peak hour. For LUC 934, NJDOT identifies a 49% passby traffic percentage used during the weekday morning peak hour and a 50% passby traffic percentage used during the weekday evening peak hour for The Project. The following table details the anticipated trips for The Project considering passby traffic.

Table I
HAPS Trip Generation

Land Use		Trip Type	AM PSH			PM PSH			SAT PSH		
			In	Out	Total	In	Out	Total	In	Out	Total
Lot 370	Proposed 2,005 SF of Retail	Total	1	1	2	17	17	34	15	13	28
		Passby	0	0	0	6	6	12	4	3	7
		New (Primary)	1	1	2	11	11	22	11	10	21
	Proposed 3,500 SF Fast Food Restaurant with Drive-Through Window	Total	93	85	178	92	88	180	98	95	193
		Passby	46	41	87	46	44	90	0	0	0
		New (Primary)	47	44	91	46	44	90	98	95	193
	Total	Total	94	86	180	109	105	214	113	108	221
		Passby	46	41	87	52	50	102	4	3	7
		New (Primary)	48	45	93	57	55	112	109	105	214
Lot 371	Existing 14,596 SF High-Turnover (Sit-Down) Restaurant	Total	117	88	205	132	122	254	137	132	269
		Passby	0	0	0	57	52	109	0	0	0
		New (Primary)	117	88	205	75	70	145	137	132	269
	Proposed 6,148 SF of Retail	Total	3	3	6	38	38	76	35	33	68
		Passby	0	0	0	13	13	26	9	9	18
		New (Primary)	3	3	6	25	25	50	26	24	50
	Proposed 3,500 SF Fast Food Restaurant with Drive-Through Window	Total	93	85	178	92	88	180	98	95	193
		Passby	46	41	87	46	44	90	0	0	0
		New (Primary)	47	44	91	46	44	90	98	95	193
	Total Proposed	Total	96	88	184	130	126	256	133	128	261
		Passby	46	41	87	59	57	116	9	9	18
		New (Primary)	50	47	97	71	69	140	124	119	243
	Difference	Total	-21	0	-21	-2	+4	+2	-4	-4	-8
		Passby	+46	+41	+87	+2	+5	+7	+9	+9	+18
		New (Primary)	-67	-41	-108	-4	-1	-5	-13	-13	-26
Combined Total	Total	+73	+86	+159	+107	+109	+216	+109	+104	+213	
	Passby	+92	+82	+174	+54	+55	+109	+13	+12	+25	
	New (Primary)	-19	+4	-15	+53	+54	+107	+96	+92	+188	

MARKET AREA

The primary retail market area for The Project is defined using an approximate five (5) mile radius. A map which graphically identifies the Census Tracts within the modified market area is appended. The following table lists the census tracts that were identified in the market area and their population.

Table II
Census Tracts in Market Area and Population

Middlesex County	
Census Tract	Population
Tract 77.02	5,411
Tract 77.03	3,156
Tract 77.04	2,748
Tract 78.01	3,002
Tract 78.04	5,400
Tract 78.05	4,655
Tract 78.06	3,949
Tract 79.06	1,627
Tract 79.11	3,588
Tract 79.12	7,838
Tract 82.02	10,526
Tract 82.09	3,748

Monmouth County	
Census Tract	Population
Tract 8095.01	8,677
Tract 8095.02	8,345
Tract 8096	6,948
Tract 8097.01	5,578
Tract 8097.03	4,501
Tract 8097.04	6,142
Tract 8099.01	5,227
Tract 8100.01	5,629
Tract 8100.02	3,634
Tract 8100.03	5,404
Tract 8100.04	4,050
Tract 8101.01	4,163
Tract 8101.02	4,322
Tract 8102	11,670
Tract 8103	1,847
Tract 8104.01	4,799
Tract 8104.02	7,823
Tract 8107	2,043
Tract 8110	3,524

POPULATION PROJECTIONS & GRAVITY MODEL

Population estimates for each census tract in the defined market area were made based on census data for 2010. These populations were illustrated previously in Table II.

A gravity model for The Project was then prepared in accordance with the NJDOT requirements for establishing distribution. The gravity model methodology was based on the National Cooperative Highway Research Program Report 187, *Quick Urban Response Travel Estimation Techniques and Transferable Parameters*. This methodology assumes that the distribution is proportional to population densities and distance within a given radius from the site. The gravity model worksheet is appended.

TRAFFIC ASSIGNMENT & TRAFFIC IMPACT STUDY AREA

The result of the gravity model was used to assign the site generated traffic to the adjacent roadway network. Assignments were based on the location of primary arterial roadways, major signalized intersections and interchanges. See the attached figures in the Appendix of this report for the arrival and departure distribution.

As previously stated, as part of The Project it is proposed to construct a right turn in/right turn out driveway along Route 9 SB for Lot 370 and it is proposed to close the existing access to Lot 371 and construct a new right turn in/right turn out driveway along Route 9 SB. Candidate intersections for analysis for the Major with Planning Review Driveway Access Application are identified as those locations along the state highway that are impacted by 100 or more half-trips during a peak period as well as the site access points. These are as follows:

1. Route 9 and North Site Driveway (AM, PM & Saturday peak hours)
2. Route 9 and South Site Driveway (AM, PM & Saturday peak hours)

PROPOSED TRAFFIC COUNT PROGRAM

It is proposed to install automatic traffic recorders (ATRs) at the following locations:

1. Route 9, south of Ivy Hill Drive

LOT CONFORMANCE ANALYSIS

Lot conformance calculations were performed for both lot frontages along Route 9. The following are key facts shared by both Projects' Lots:

- Subject sites are located along southbound US Route 9 (MP 119.7).
- The speed limit along Route 9 is 55 MPH.
- Access Level 3 – right turn access with provision for left-turn access via jughandle.
- The desirable typical section (DTS) for Route 9 in the vicinity of the site is 148 feet (6A – 6 lanes, divided, with shoulders or parking).
- NJDOT Spacing Distance (S) is 330 feet.

Lot Conformance Analysis – Lot 370

The following are key facts related to Lot 370:

- Lot Area = 2.20 Acres
- The Lot Frontage (LF) is 482 feet.
- Frontage of Right Lot (RL) as viewed from Route 9 (Block 288 – Lot 29) is 785 feet.
- Frontage of Left Lot (LL) as viewed from Route 9 (Block 288 – Lot 371) is 300 feet.

The following are the NJDOT Lot Conformance calculations relating to the site:

Lot Conformance Calculations

$$R = \frac{LF + RL}{2} = \frac{482' + 785'}{2} = 633.5' > 330' \quad \text{CONFORMING}$$

$$L = \frac{LF + LL}{2} = \frac{482' + 300'}{2} = 391' > 330' \quad \text{CONFORMING}$$

As can be seen by a review of the above calculations, the lot frontage is conforming.

Lot Conformance Analysis – Lot 371

The following are key facts related to Lot 371:

- Lot Area = 2.0 Acres
- The Lot Frontage (LF) is 300 feet.
- Frontage of Right Lot (RL) as viewed from Route 9 (Block 288 – Lot 370) is 482 feet.
- Frontage of Left Lot (LL) as viewed from Route 9 (Block 288 – Lots 372 & 373) is 478.06 feet.

The following are the NJDOT Lot Conformance calculations relating to the site:

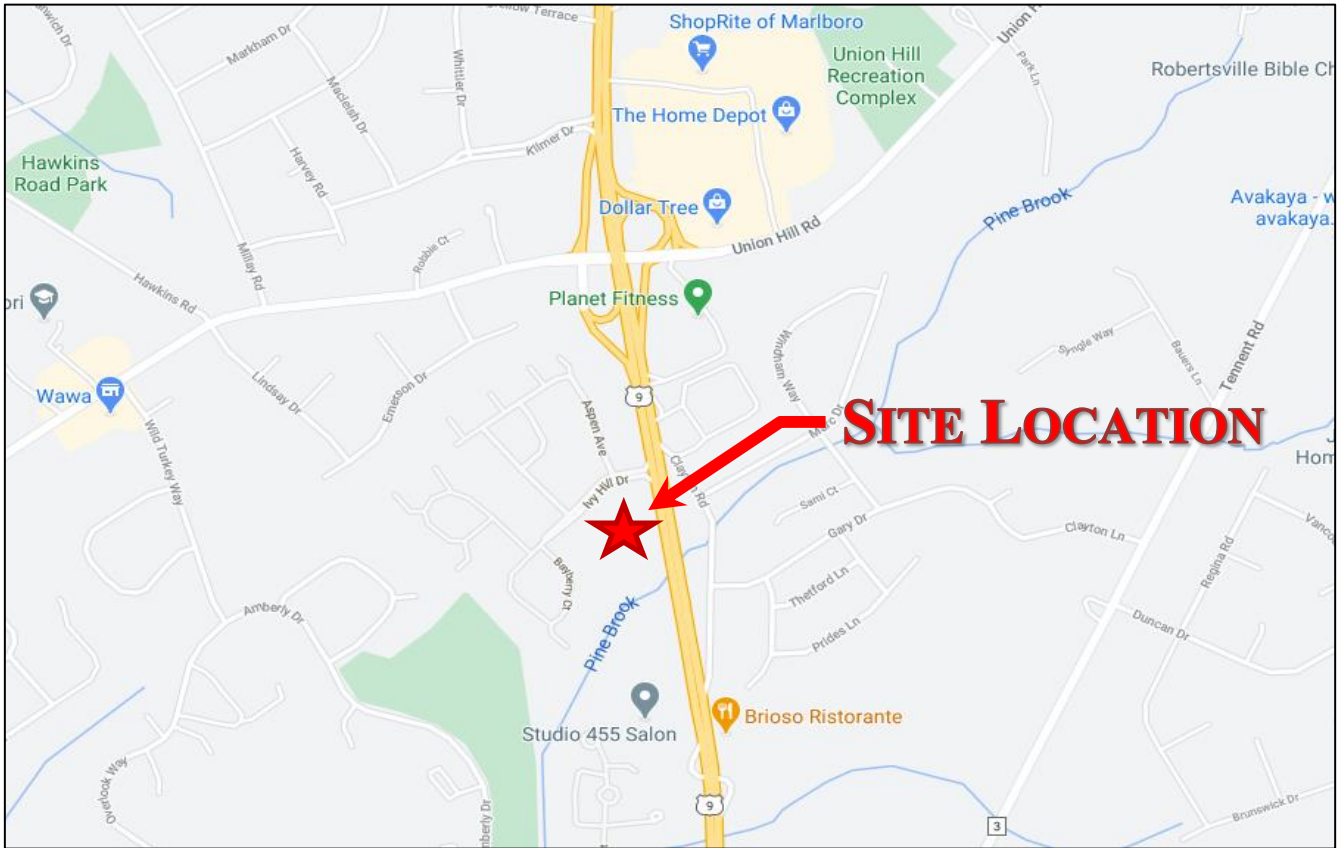
Lot Conformance Calculations

$$R = \frac{LF + RL}{2} = \frac{300' + 482'}{2} = 391' > 330' \quad \text{CONFORMING}$$

$$L = \frac{LF + LL}{2} = \frac{300' + 478.06'}{2} = 389.03' > 330' \quad \text{CONFORMING}$$

As can be seen by a review of the above calculations, the lot frontage is conforming.

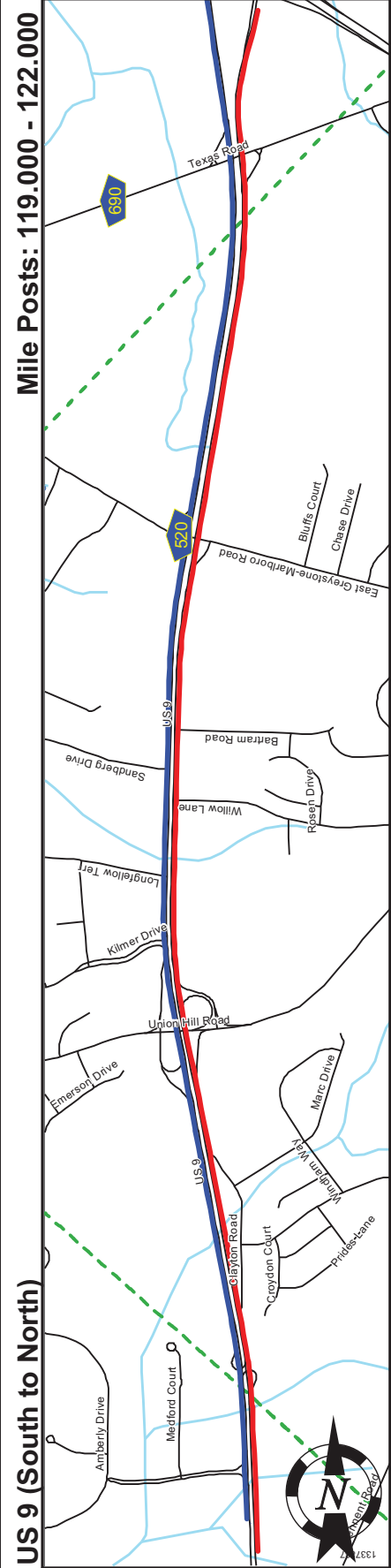
Appendix



Proposed Shopping Center
 NJDOT Scope of Study
 3077-99-001T
 12/22/2020

Figure 1

Site Location Map



US 9 (South to North)		Mile Posts: 119.000 - 122.000	
Pavement	Shoulder	12	36
Number of Lanes		2	3
Speed Limit		50	
Street Name		US 9	
Interstate Route			
US Route			
NJ Route			
County Road			
Interchange Number			
Grade			
Separated Interchange			
Traffic Signal			
Traffic Monitoring Sites			
Road Underpass			
Road Overpass			
Street Name	Jurisdiction	US 9	Joann H Smith Memorial Highway
Functional Class			
Federal Aid - NHS Sy			
Control Section			
Speed Limit			
Number of Lanes			
Med. Type			
Med. Width			
Pavement			
Shoulder			
Traffic Volume			
Traffic Sta. ID			
Structure No.			
Enlarged Views			
<p>Manalapan, Mon. Co. (119.25) to Manalapan, Mon. Co. (119.25)</p> <p>Manalapan, Mon. Co. (119.12) to Manalapan, Mon. Co. (119.14)</p> <p>Manalapan, Mon. Co. (119.30) to Manalapan, Mon. Co. (119.30)</p> <p>Manalapan, Mon. Co. (119.73) to Manalapan, Mon. Co. (119.73)</p> <p>Manalapan, Mon. Co. (119.80) to Manalapan, Mon. Co. (119.80)</p> <p>Manalapan, Mon. Co. (120.00) to Manalapan, Mon. Co. (120.00)</p> <p>Manalapan, Mon. Co. (120.18) to Manalapan, Mon. Co. (120.18)</p> <p>Manalapan, Mon. Co. (120.31) to Manalapan, Mon. Co. (120.31)</p> <p>Manalapan, Mon. Co. (120.35) to Manalapan, Mon. Co. (120.35)</p> <p>Manalapan, Mon. Co. (120.46) to Manalapan, Mon. Co. (120.46)</p> <p>Manalapan, Mon. Co. (120.52) to Manalapan, Mon. Co. (120.52)</p> <p>Manalapan, Mon. Co. (120.60) to Manalapan, Mon. Co. (120.60)</p> <p>Manalapan, Mon. Co. (120.97) to Manalapan, Mon. Co. (120.97)</p> <p>Manalapan, Mon. Co. (121.14) to Manalapan, Mon. Co. (121.14)</p> <p>Manalapan, Mon. Co. (121.34) to Manalapan, Mon. Co. (121.34)</p> <p>Manalapan, Mon. Co. (121.51) to Manalapan, Mon. Co. (121.51)</p> <p>Manalapan, Mon. Co. (121.73) to Manalapan, Mon. Co. (121.73)</p> <p>Manalapan, Mon. Co. (121.82) to Manalapan, Mon. Co. (121.82)</p>			
Street Name	Jurisdiction	US 9	Joann H Smith Memorial Highway
Functional Class			
Federal Aid - NHS Sy			
Control Section			
Speed Limit			
Number of Lanes			
Med. Type			
Med. Width			
Pavement			
Shoulder			
Traffic Volume			
Traffic Sta. ID			
Structure No.			
Enlarged Views			

NJDOT Lot Conformity Analysis

Property Information

Project Name/Number	<u>3307-99-001T</u>	Corner Lot? (N/L/R/B)	<u>N</u>
Block/Lot	<u>Block 288 - Lot 370</u>	Site Acreage	<u>2.2</u> acres
State Route Frontage	<u>482</u> ft.	Shared State Highway Access Bonus (Y/N)	<u>N</u>
Non-State Highway Access (Y/N)	<u>N</u>	(Shared access with another lot with State Highway frontage)	
(Alternative Access)			

Adjacent Property Information

To Left	To Right
First Adjacent Property <u>Block 288 - Lot 371</u>	First Adjacent Property <u>Block 288 - Lot 29</u>
State Route Frontage <u>300</u> ft.	State Route Frontage <u>785</u> ft.
SF Residential Lot (Y/N) <u>N</u>	SF Residential Lot (Y/N) <u>N</u>
Second Adjacent Property _____	Second Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Third Adjacent Property _____	Third Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Fourth Adjacent Property _____	Fourth Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Adjacent Side Street _____	Adjacent Side Street _____
Side Street Access (Y/N) _____	Side Street Access (Y/N) _____
Side Street Frontage _____ ft.	Side Street Frontage _____ ft.
Side Street Width _____ ft.	Side Street Width _____ ft.

Roadway Information

Roadway	<u>US Route 9</u>	Access Level	<u>3</u>
Mile Post	<u>119.7</u>	Speed Limit	<u>55</u> mph
Functional Classification	<u>Urban Principal Arterial</u>		

Spacing Distance

mph	ft	kph	meters
20	85	30	26
25	105	40	32
30	125	50	38
35	150	55	46
40	185	60	57
45	230	70	70
50	275	80	84
55	330	90	100

Conformity Determination

Required Spacing Distance	<u>330</u> ft.
Distance to Left	<u>391</u> ft.
Distance to Right	<u>633.5</u> ft.

Conforming Lot **YES**



DYNAMIC TRAFFIC

1904 Main Street
Lake Como, NJ 07719
(732) 681-0760 (P)

Conducted by N. Dahl
Date December 5, 2019

NJDOT Lot Access Analysis

Property Information

Project Name/Number	3307-99-001T		
Block/Lot	Block 288 - Lot 370	Corner Lot? (N/L/R/B)	N
State Route Frontage	482 ft.	Site Acreage	2.2 acres
Alternate Access Bonus (Y/N) (Along non State Highway)	N	Shared State Highway Access Bonus (Y/N) (Shared access with another lot with State Highway frontage)	N

Roadway Information

Roadway	US Route 9	Access Level	3
Mile Post	119.7	Speed Limit	55 mph
Functional Classification	Urban Principal Arterial		

<table style="width: 100%;"> <tr> <td style="width: 30%;">Required Spacing Distance</td> <td style="width: 20%; text-align: center;">330</td> </tr> <tr> <td>State Route Frontage</td> <td style="text-align: center;">482</td> </tr> <tr> <td>Adjacent Lot Frontages</td> <td style="text-align: center;">1085</td> </tr> <tr> <td>Allowable Access Points</td> <td style="text-align: center;">2</td> </tr> </table>	Required Spacing Distance	330	State Route Frontage	482	Adjacent Lot Frontages	1085	Allowable Access Points	2	<p>Edge Clearance = 12 feet or greater</p> <p>Corner Clearance = 50 feet or greater (from unsignalized intersection)</p> <p>Corner Clearance = 100 feet or greater (from signalized intersection)</p> <p>Curbline opening between 24 feet and 50 feet - over 50 feet attempt to place island - will grant waiver up to 80 feet with justification</p> <p>Driveway width between 20 and 40 feet (for one-way) Driveway width between 20 and 46 feet (for two-way)</p>
Required Spacing Distance	330								
State Route Frontage	482								
Adjacent Lot Frontages	1085								
Allowable Access Points	2								



1904 Main Street
 Lake Como, NJ 07719
 (732) 681-0760 (P)

Conducted by N. Dahl
Date December 5, 2019

NJDOT Lot Conformity Analysis

Property Information

Project Name/Number	<u>3307-99-001T</u>	Corner Lot? (N/L/R/B)	<u>N</u>
Block/Lot	<u>Block 288 - Lot 371</u>	Site Acreage	<u>2</u> acres
State Route Frontage	<u>300</u> ft.	Shared State Highway Access Bonus (Y/N)	<u>N</u>
Non-State Highway Access (Y/N)	<u>N</u>	(Shared access with another lot with State Highway frontage)	
(Alternative Access)			

Adjacent Property Information

To Left	To Right
First Adjacent Property <u>Block 288 - Lots 372 & 373</u>	First Adjacent Property <u>Block 288 - Lot 370</u>
State Route Frontage <u>478.06</u> ft.	State Route Frontage <u>482</u> ft.
SF Residential Lot (Y/N) <u>N</u>	SF Residential Lot (Y/N) <u>N</u>
Second Adjacent Property _____	Second Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Third Adjacent Property _____	Third Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Fourth Adjacent Property _____	Fourth Adjacent Property _____
State Route Frontage _____ ft.	State Route Frontage _____ ft.
SF Residential Lot (Y/N) _____	SF Residential Lot (Y/N) _____
Adjacent Side Street _____	Adjacent Side Street _____
Side Street Access (Y/N) _____	Side Street Access (Y/N) _____
Side Street Frontage _____ ft.	Side Street Frontage _____ ft.
Side Street Width _____ ft.	Side Street Width _____ ft.

Roadway Information

Roadway	<u>US Route 9</u>	Access Level	<u>3</u>
Mile Post	<u>119.7</u>	Speed Limit	<u>55</u> mph
Functional Classification	<u>Urban Principal Arterial</u>		

Spacing Distance

mph	ft	kph	meters
20	85	30	26
25	105	40	32
30	125	50	38
35	150	55	46
40	185	60	57
45	230	70	70
50	275	80	84
55	330	90	100

Conformity Determination

Required Spacing Distance	<u>330</u>	ft.
Distance to Left	<u>389.03</u>	ft.
Distance to Right	<u>391</u>	ft.

Conforming Lot **YES**



DYNAMIC TRAFFIC

1904 Main Street
Lake Como, NJ 07719
(732) 681-0760 (P)

Conducted by N. Dahl
Date December 5, 2019

NJDOT Lot Access Analysis

Property Information

Project Name/Number	3307-99-001T		
Block/Lot	Block 288 - Lot 371	Corner Lot? (N/L/R/B)	N
State Route Frontage	300 ft.	Site Acreage	2 acres
Alternate Access Bonus (Y/N)	N	Shared State Highway Access Bonus (Y/N)	N
(Along non State Highway)		(Shared access with another lot with State Highway frontage)	

Roadway Information

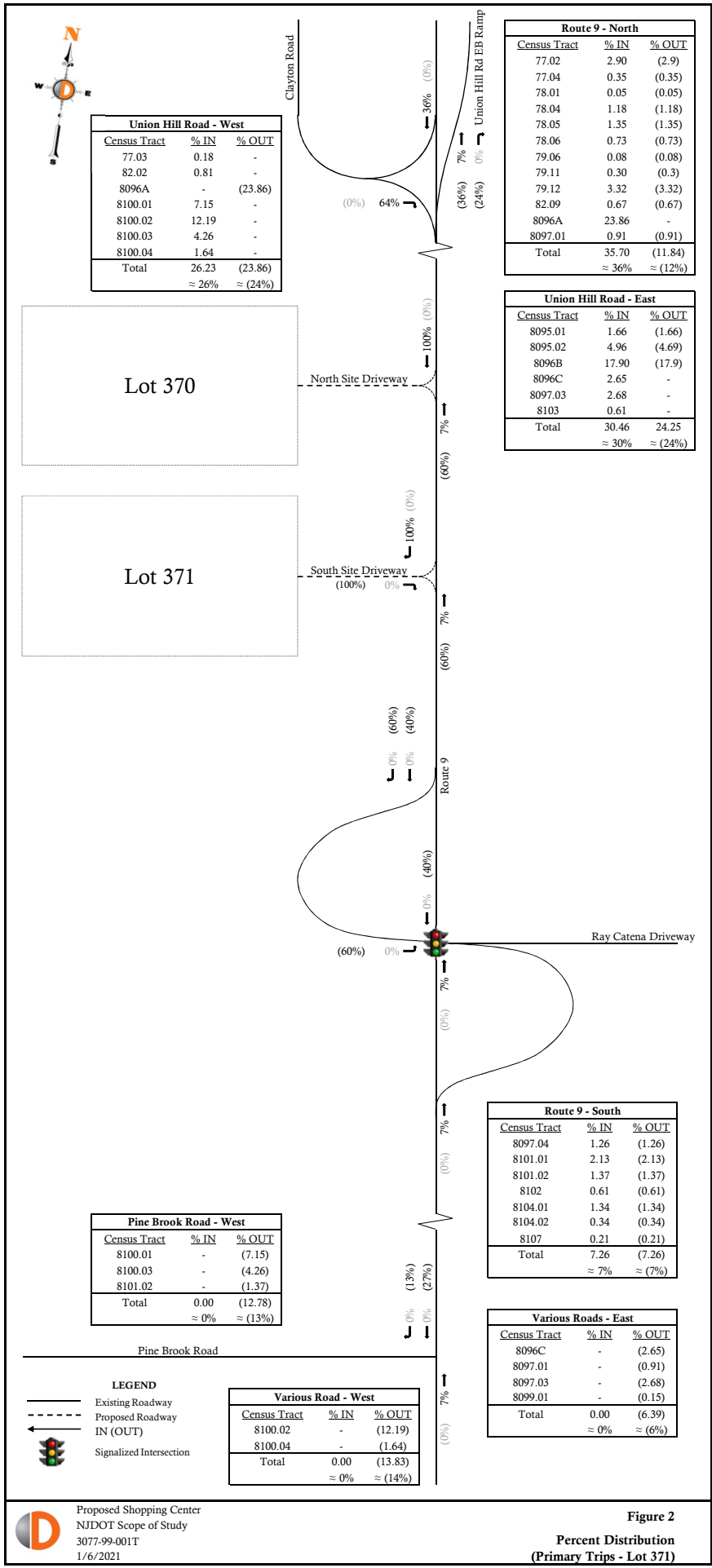
Roadway	US Route 9	Access Level	3
Mile Post	Block 288 - Lots 372 & 373	Speed Limit	55 mph
Functional Classification	478.06		482

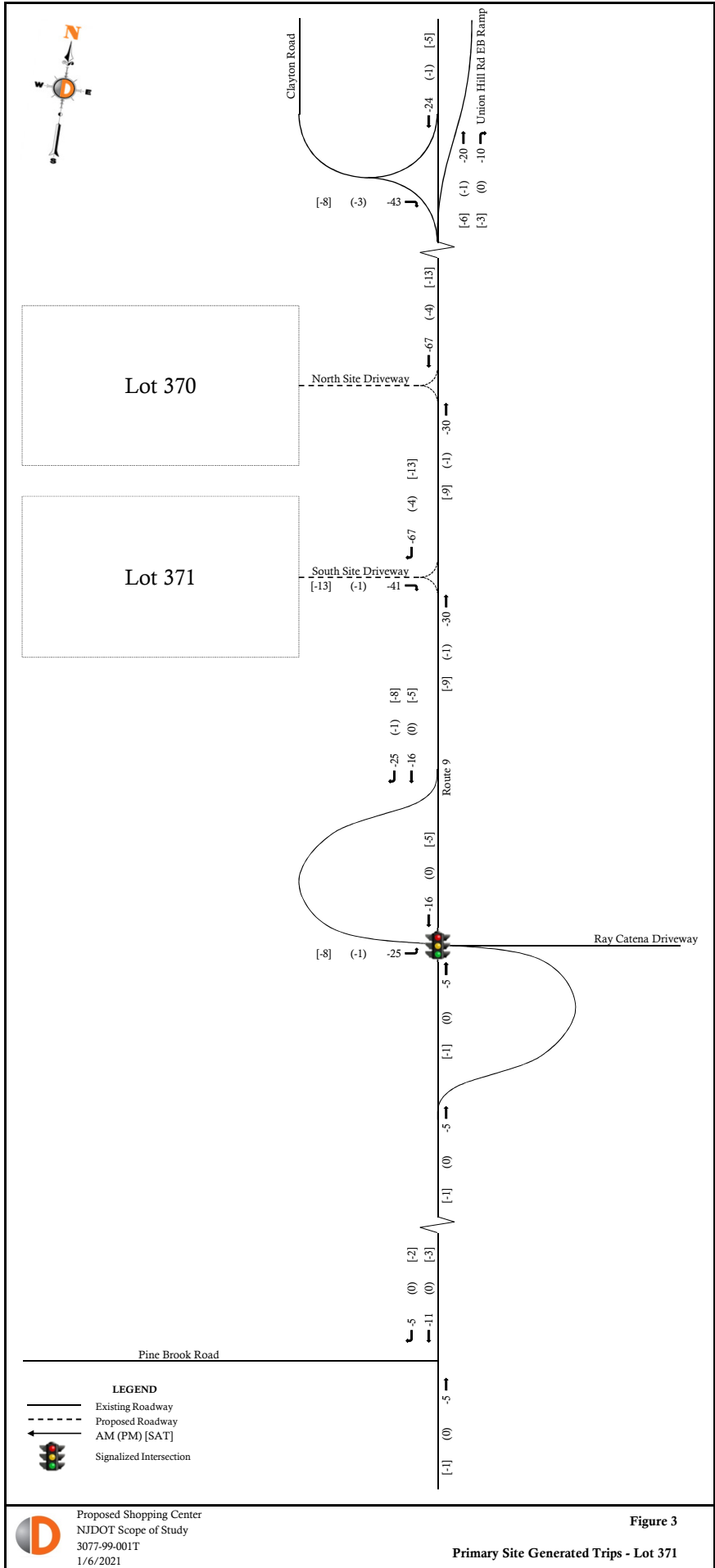
<table style="width: 100%;"> <tr> <td style="width: 30%;">Required Spacing Distance</td> <td style="border-bottom: 1px solid black; text-align: center;">330</td> </tr> <tr> <td>State Route Frontage</td> <td style="border-bottom: 1px solid black; text-align: center;">300</td> </tr> <tr> <td>Adjacent Lot Frontages</td> <td style="border-bottom: 1px solid black; text-align: center;">960.06</td> </tr> <tr> <td>Allowable Access Points</td> <td style="border-bottom: 1px solid black; text-align: center;">1</td> </tr> </table>	Required Spacing Distance	330	State Route Frontage	300	Adjacent Lot Frontages	960.06	Allowable Access Points	1	<p>Edge Clearance = 12 feet or greater</p> <p>Corner Clearance = 50 feet or greater (from unsignalized intersection)</p> <p>Corner Clearance = 100 feet or greater (from signalized intersection)</p> <p>Curbline opening between 24 feet and 50 feet</p> <ul style="list-style-type: none"> - over 50 feet attempt to place island - will grant waiver up to 80 feet with justification <p>Driveway width between 20 and 40 feet (for one-way)</p> <p>Driveway width between 20 and 46 feet (for two-way)</p>
Required Spacing Distance	330								
State Route Frontage	300								
Adjacent Lot Frontages	960.06								
Allowable Access Points	1								

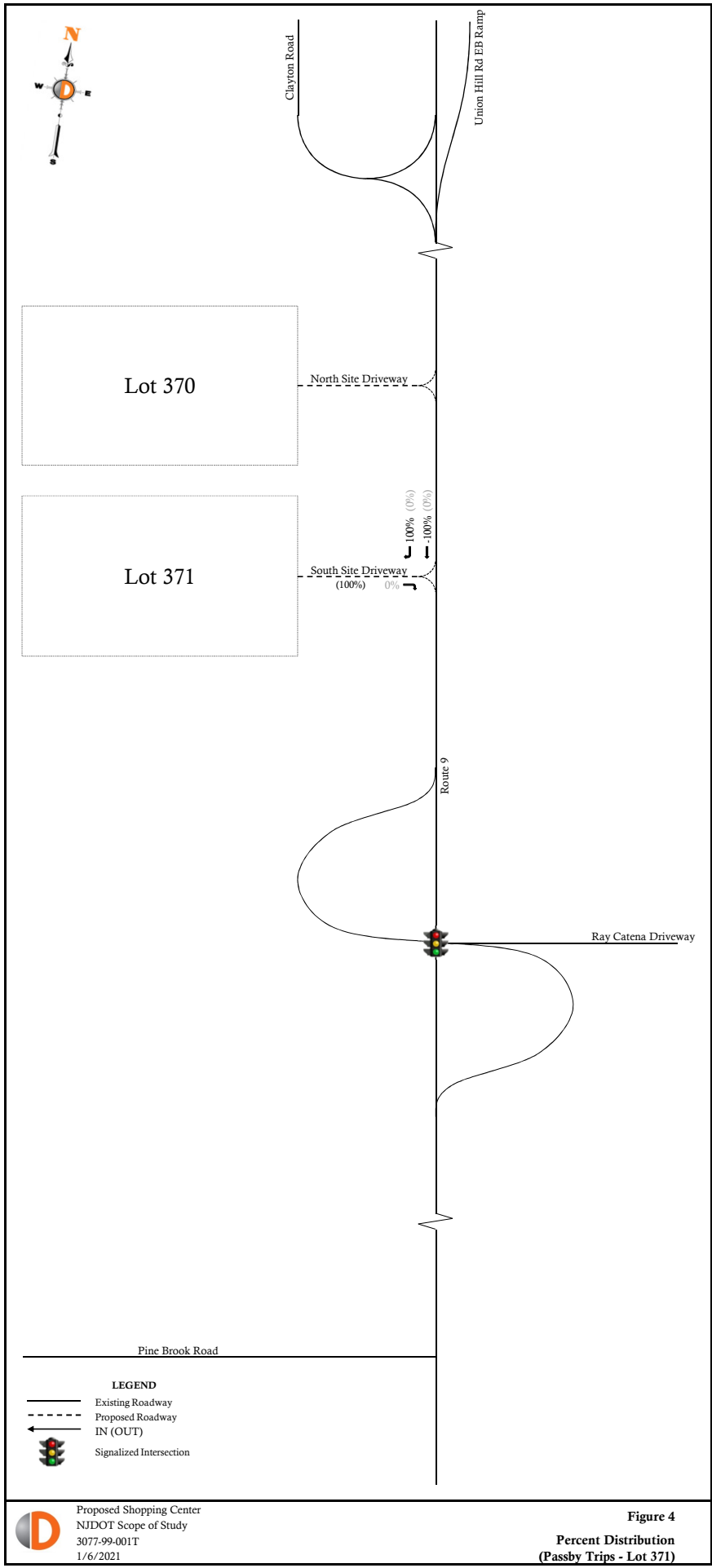


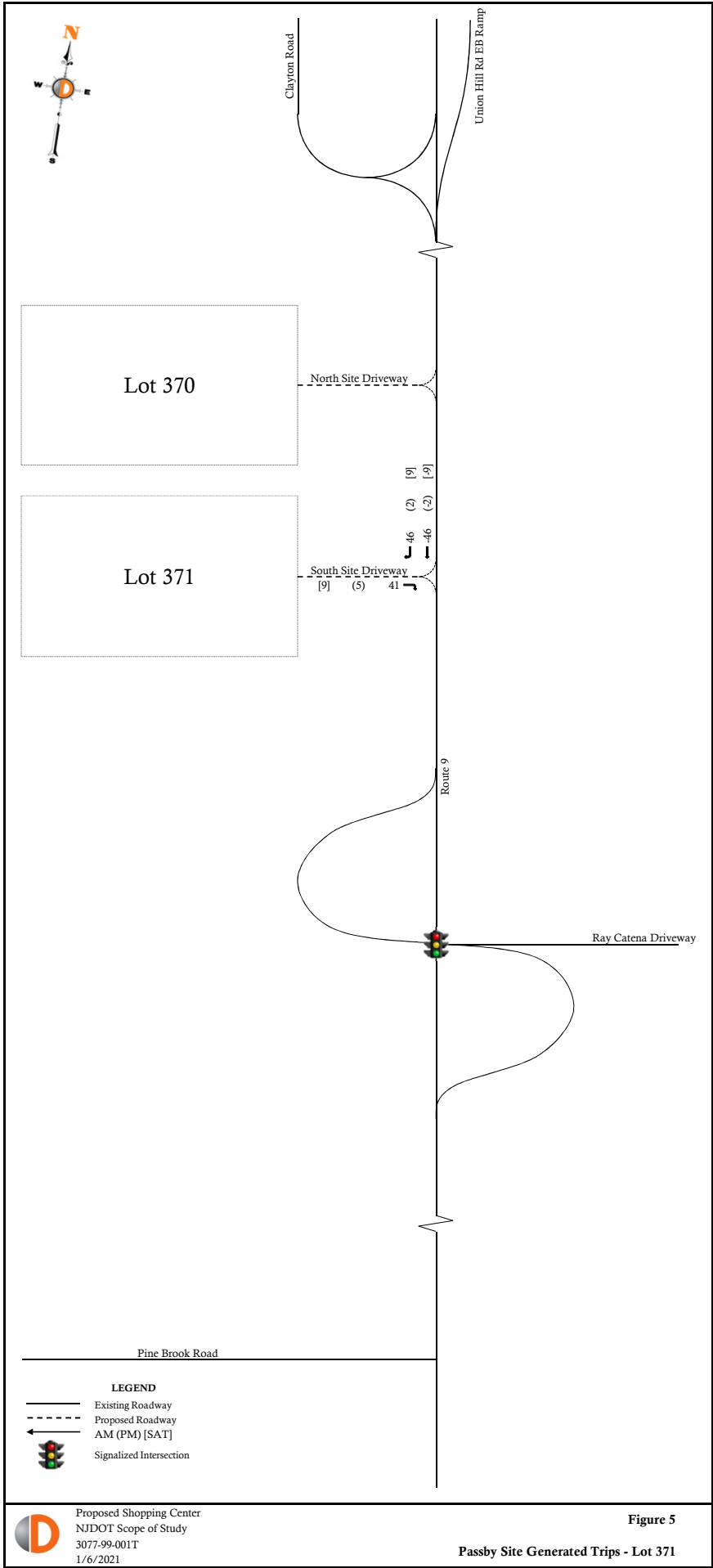
1904 Main Street
Lake Como, NJ 07719
(732) 681-0760 (P)

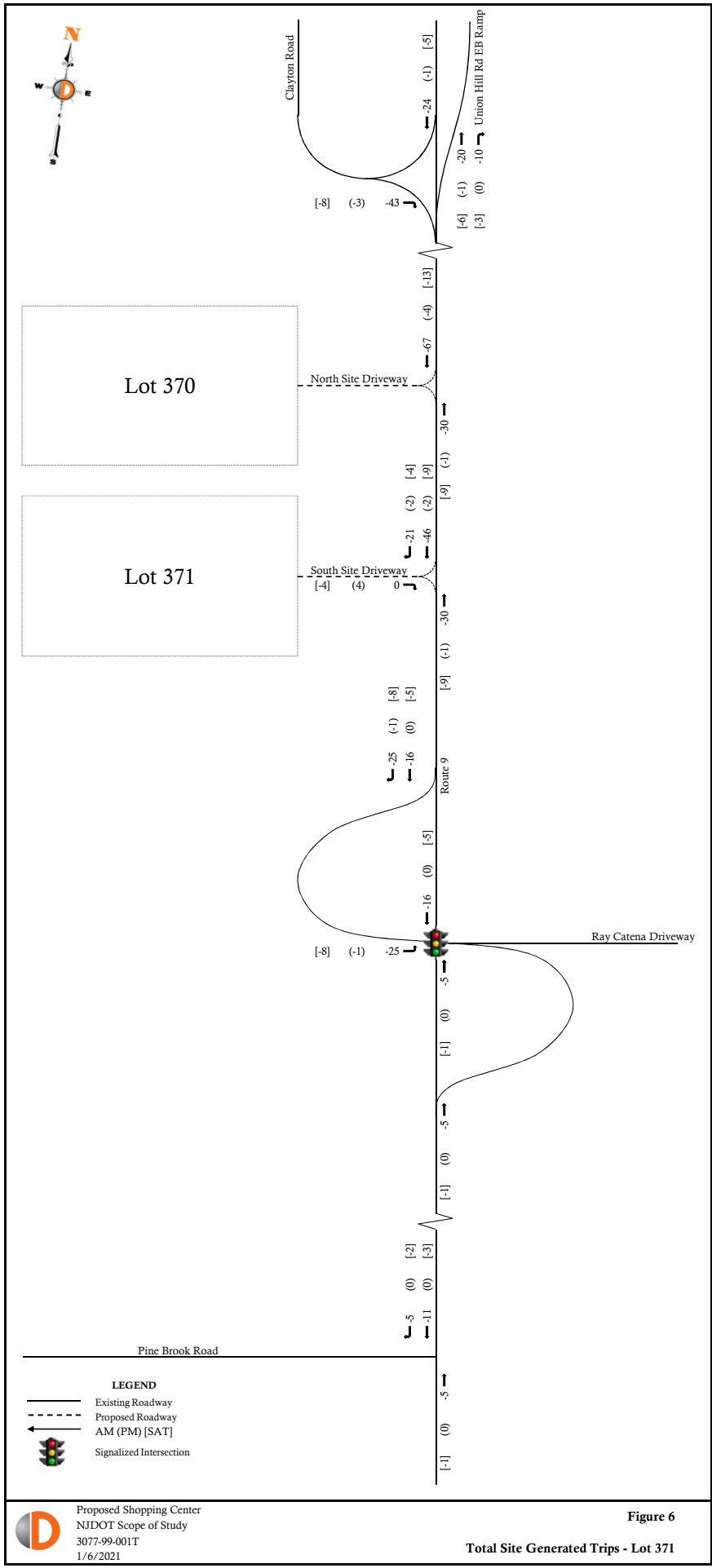
Conducted by N. Dahl
Date December 5, 2019

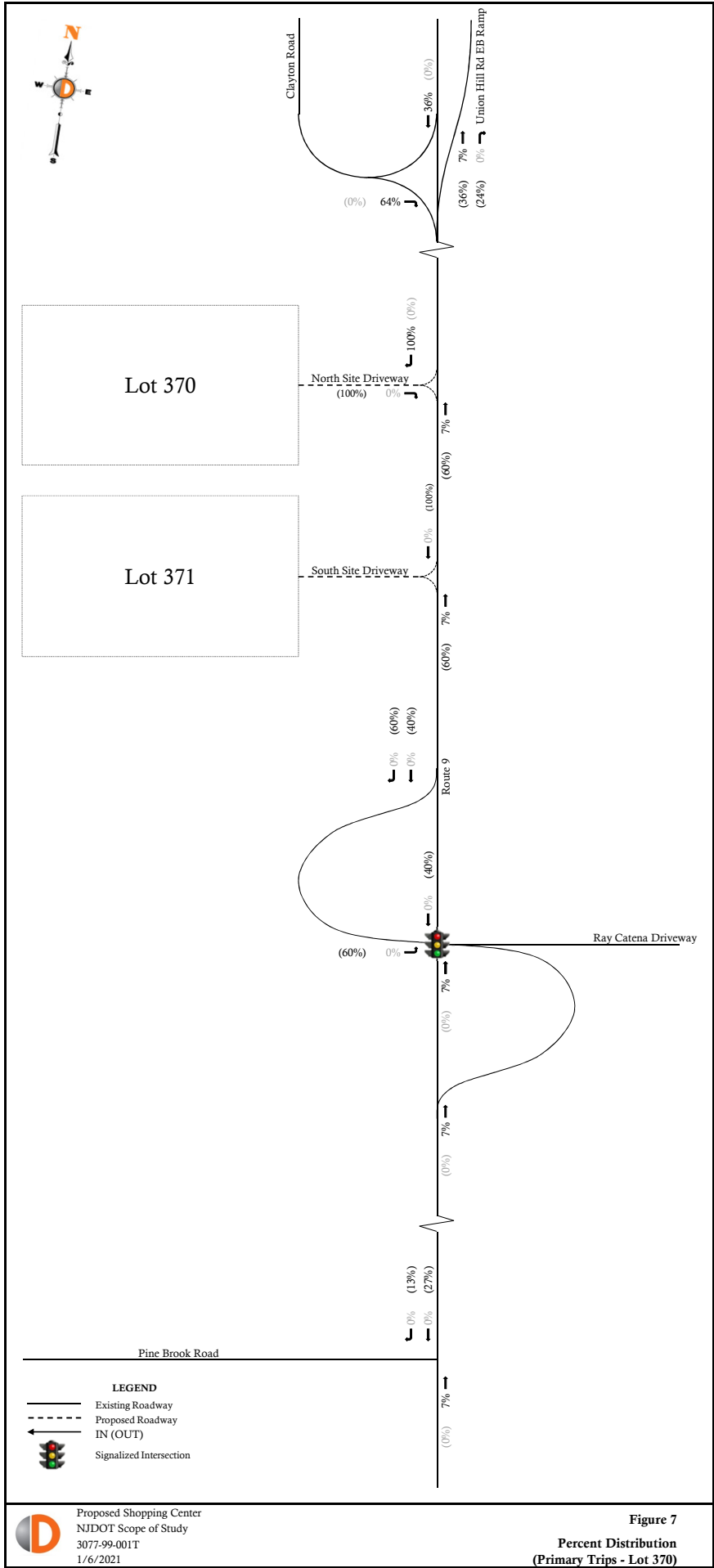


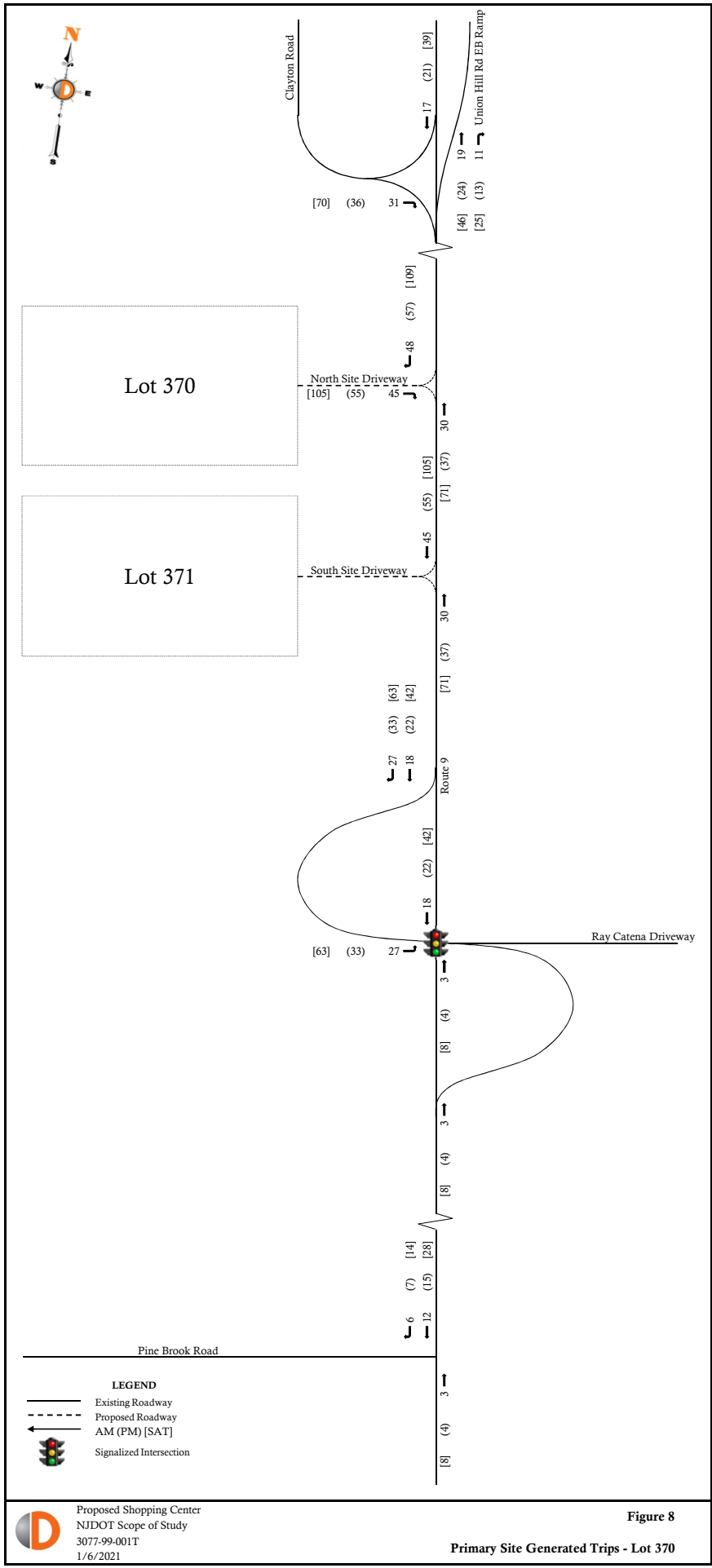


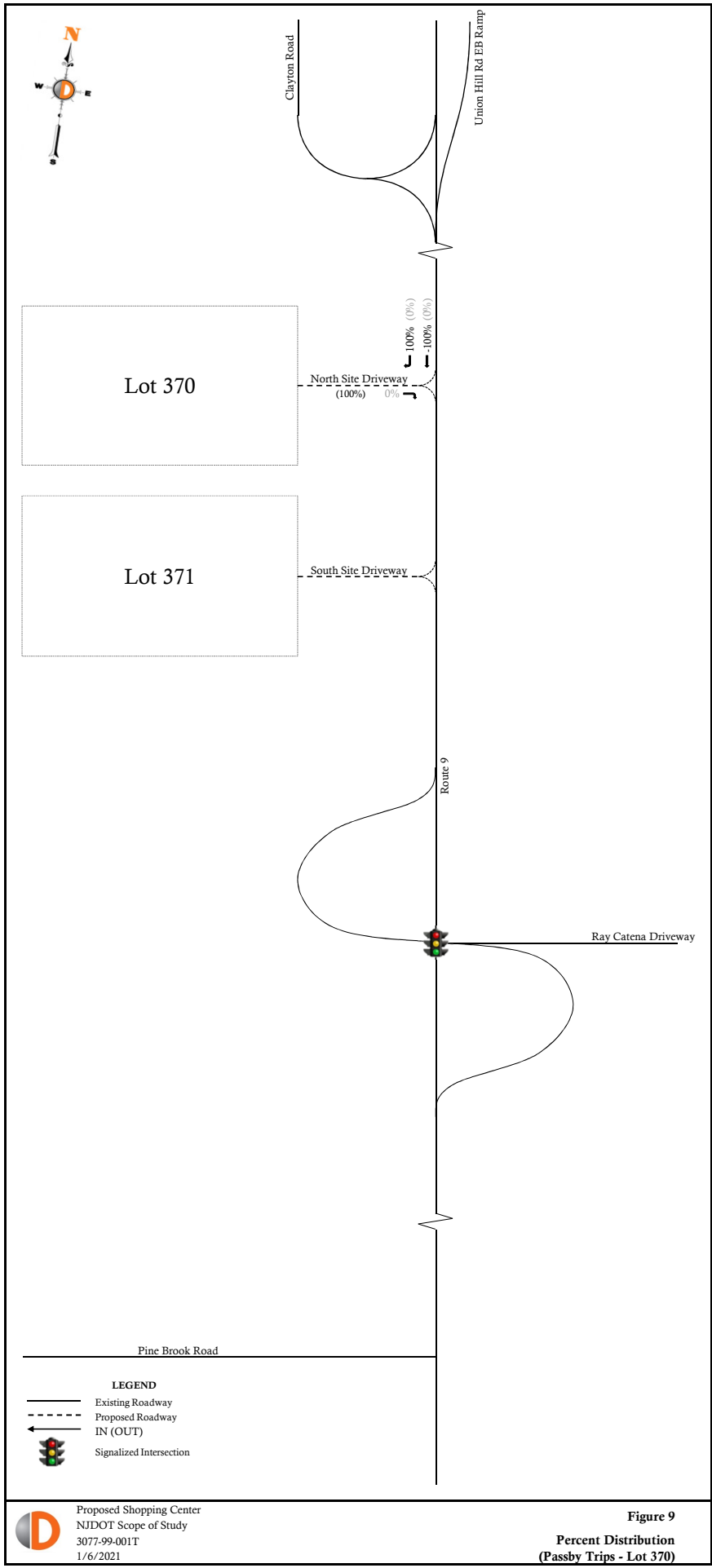


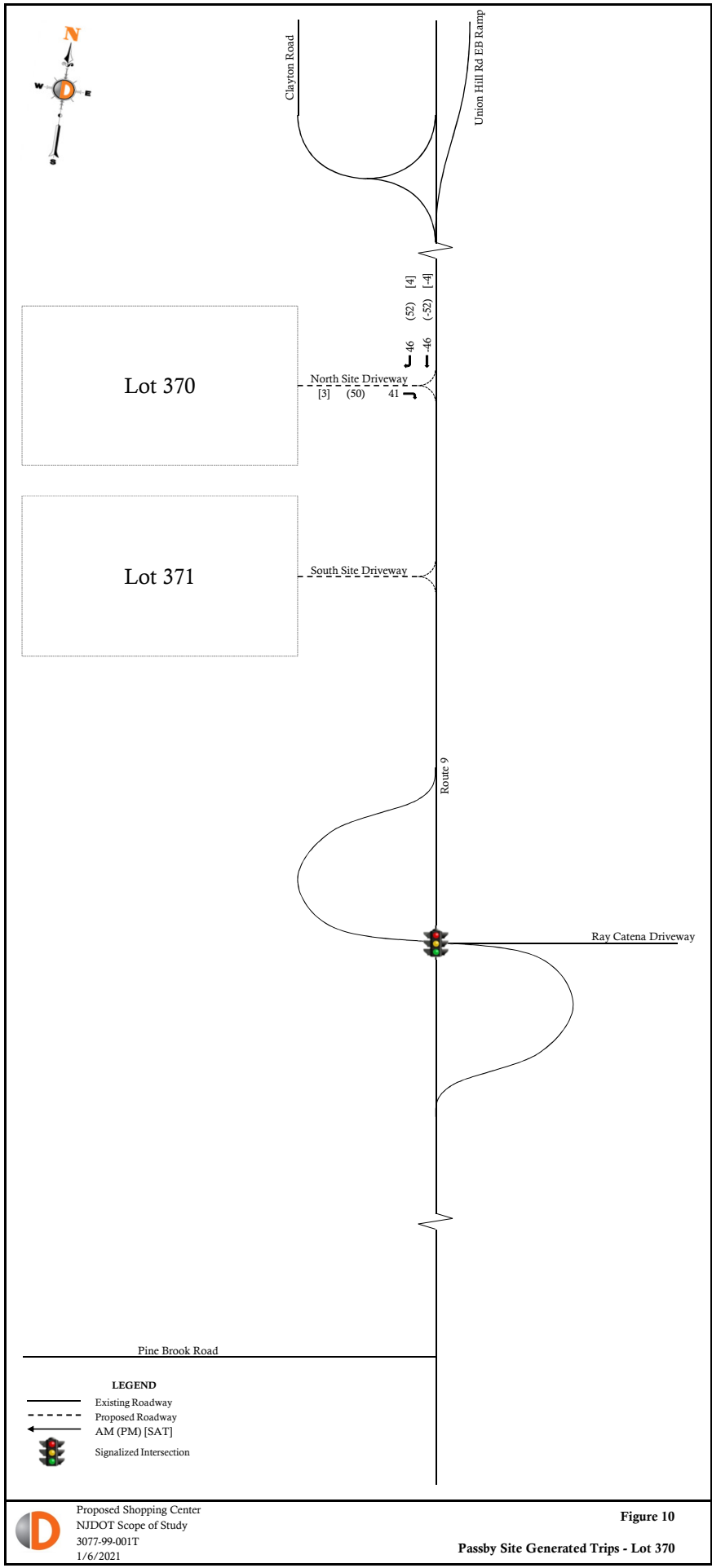












Clayton Road

Union Hill Rd EB Ramp

Lot 370

Lot 371

North Site Driveway
[3] (50) 41

South Site Driveway

46 (52) [4]
-46 (52) [-4]

Route 9

Ray Catena Driveway

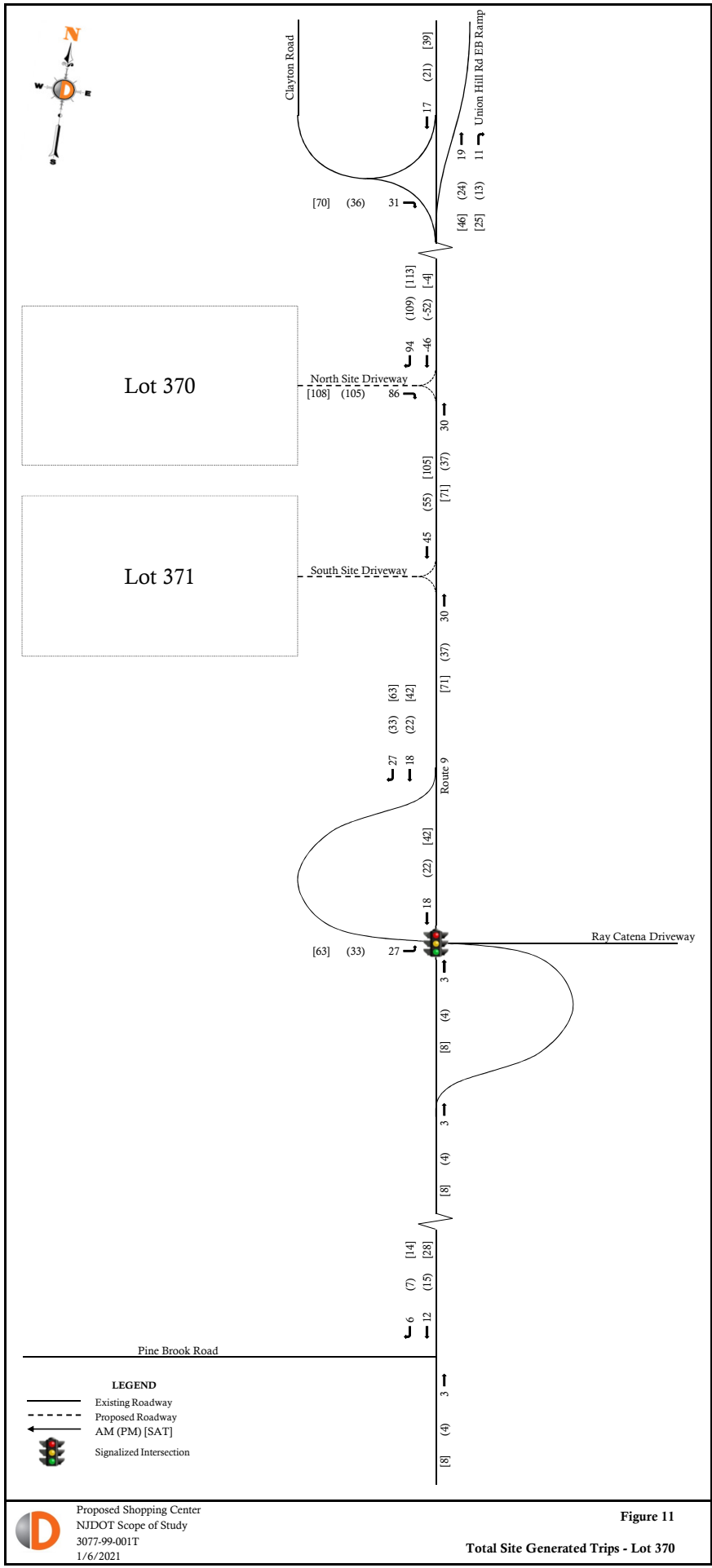
Pine Brook Road

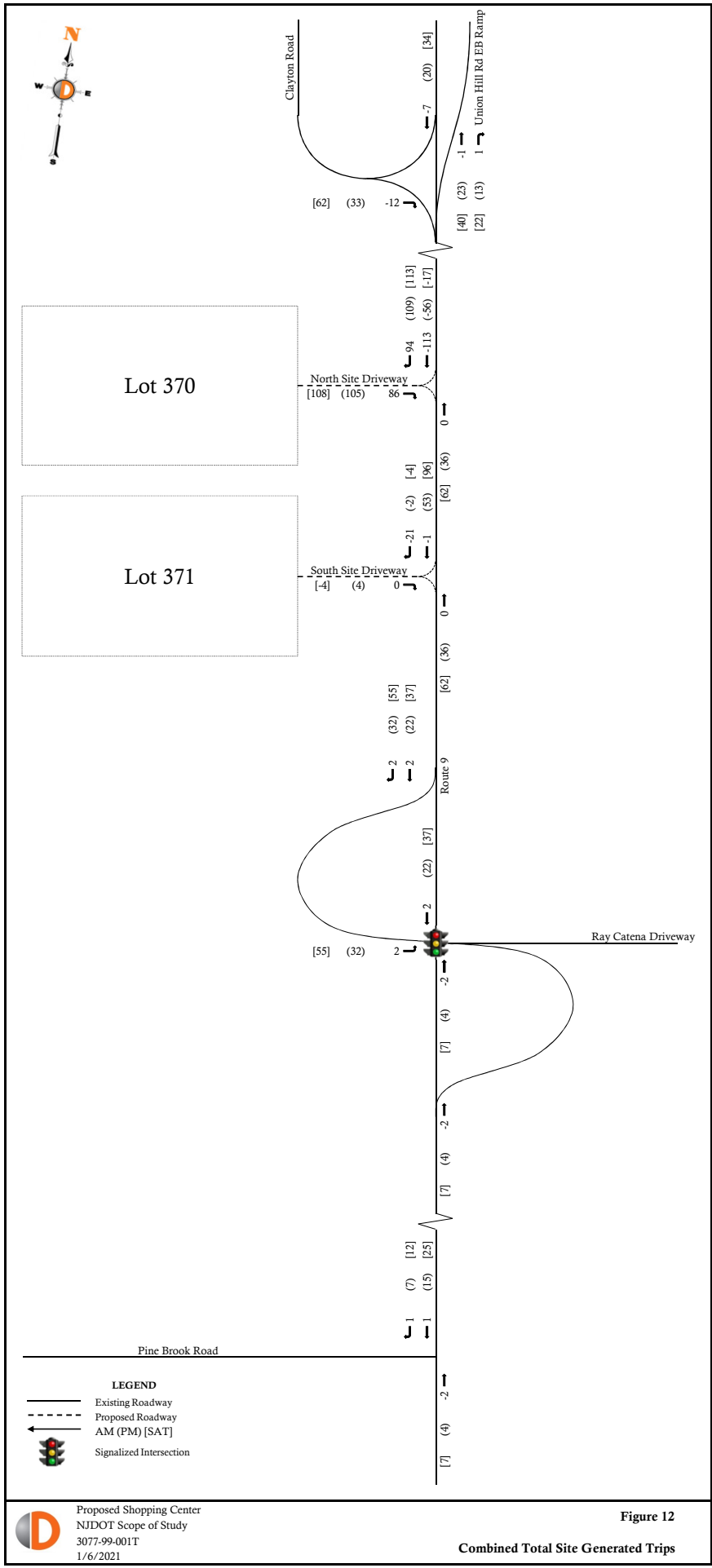


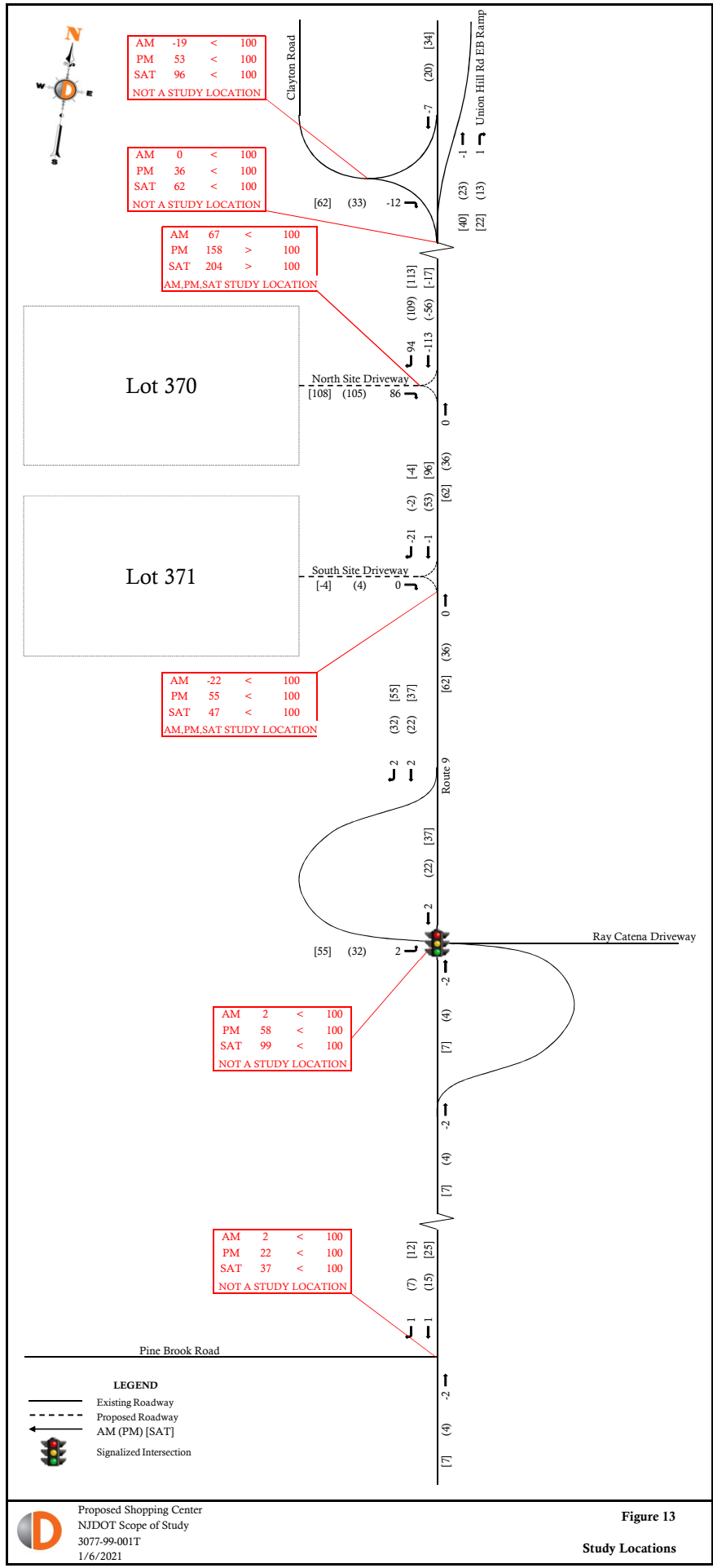
Proposed Shopping Center
NJDOT Scope of Study
3077-99-001T
1/6/2021

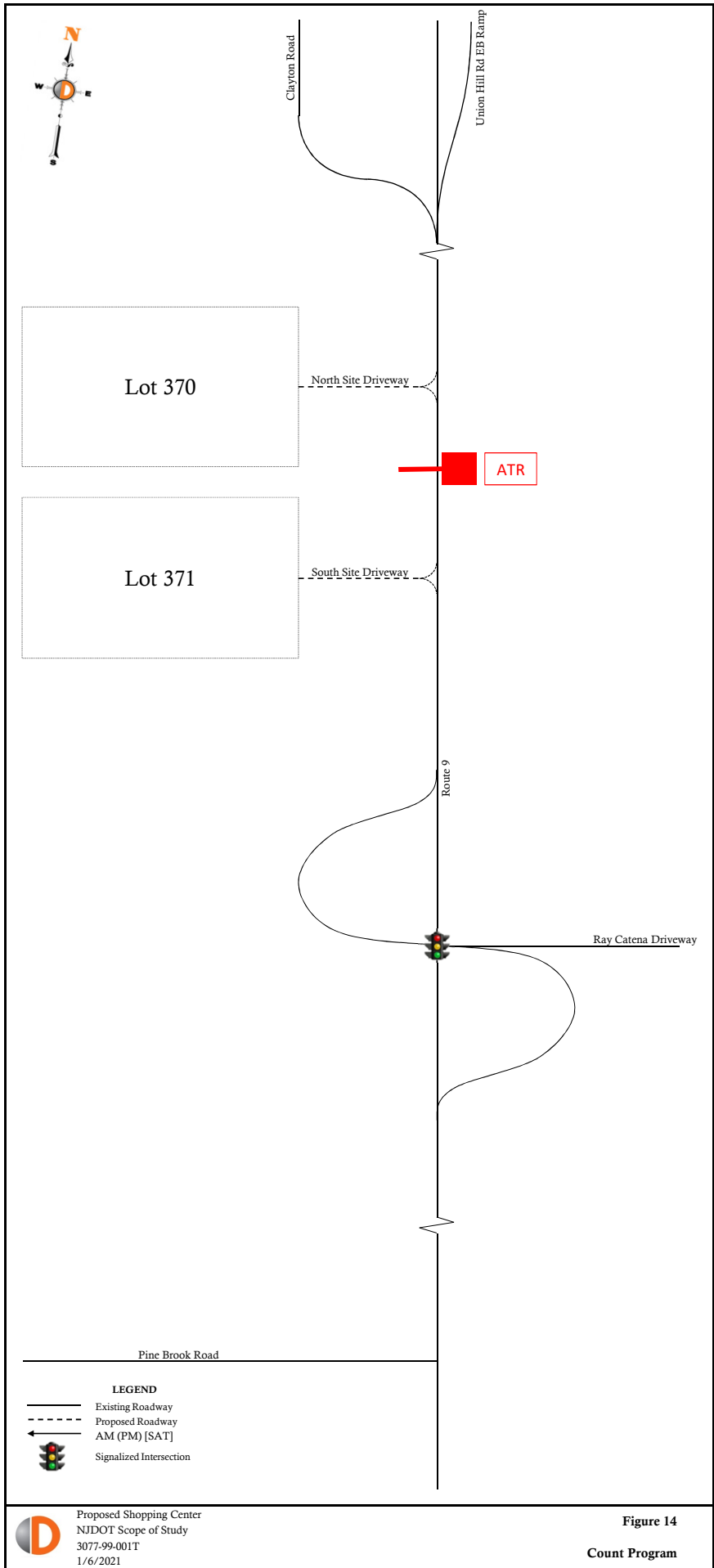
Figure 10

Passby Site Generated Trips - Lot 370











GRAVITY MODEL - 5 MILE RADIUS
Proposed Shopping Center
Township of Marlboro, Monmouth County, NJ

County	Census Tract	2010 Population	% Population Within Study Area	Study Area Population (Ai)	Roadway Distance (d)	Ai / d ²	Trip Percent (Tij)
Middlesex	77.02	5,411	95%	5,140	3.9	337.94	2.90%
Middlesex	77.03	3,156	25%	789	6.1	21.20	0.18%
Middlesex	77.04	2,748	50%	1,374	5.8	40.84	0.35%
Middlesex	78.01	3,002	5%	150	5.2	5.55	0.05%
Middlesex	78.04	5,400	80%	4,320	5.6	137.76	1.18%
Middlesex	78.05	4,655	100%	4,655	5.5	153.88	1.32%
Middlesex	78.06	3,949	70%	2,764	5.7	85.07	0.73%
Middlesex	79.06	1,627	20%	325	5.8	9.66	0.08%
Middlesex	79.11	3,588	50%	1,794	7.2	34.61	0.30%
Middlesex	79.12	7,838	100%	7,838	4.5	387.06	3.32%
Middlesex	82.02	10,526	30%	3,158	5.8	93.88	0.81%
Middlesex	82.09	3,748	80%	2,998	6.2	77.99	0.67%
Monmouth	8095.01	8,677	70%	6,074	5.6	193.69	1.66%
Monmouth	8095.02	8,345	100%	8,345	3.8	577.91	4.96%
Monmouth	8096A	6,948	40%	2,779	1.0	2779.00	23.86%
Monmouth	8096B	6,948	30%	2,084	1.0	2084.00	17.90%
Monmouth	8096C	6,948	30%	2,084	2.6	308.28	2.65%
Monmouth	8097.01	5,578	85%	4,741	6.7	105.61	0.91%
Monmouth	8097.03	4,501	100%	4,501	3.8	311.70	2.68%
Monmouth	8097.04	6,142	95%	5,835	6.3	147.01	1.26%
Monmouth	8099.01	5,227	15%	784	6.8	16.96	0.15%
Monmouth	8100.01	5,629	100%	5,629	2.6	832.69	7.15%
Monmouth	8100.02	3,634	100%	3,634	1.6	1419.53	12.19%
Monmouth	8100.03	5,404	100%	5,404	3.3	496.24	4.26%
Monmouth	8100.04	4,050	100%	4,050	4.6	191.40	1.64%
Monmouth	8101.01	4,163	100%	4,163	4.1	247.65	2.13%
Monmouth	8101.02	4,322	100%	4,322	5.2	159.84	1.37%
Monmouth	8102	11,670	25%	2,918	6.4	71.24	0.61%
Monmouth	8103	1,847	100%	1,847	5.1	71.01	0.61%
Monmouth	8104.01	4,799	95%	4,559	5.4	156.34	1.34%
Monmouth	8104.02	7,823	25%	1,956	7.0	39.92	0.34%
Monmouth	8107	2,043	50%	1,022	6.4	24.95	0.21%
Monmouth	8110	3,524	30%	1,057	6.5	25.02	0.21%

Sum of Ai / d² = 11645.43 100.00%

Middlesex - Tract 77.02 - IN




242 Texas Rd, Old Bridge, NJ 08857 to 405
Route 9, Marlboro Township, NJ

Drive 3.9 miles, 7 min

242 Texas Rd

Old Bridge, NJ 08857

- ↑ 1. Head west toward Texas Rd
358 ft
- ↪ 2. Turn right onto Texas Rd
1.7 mi
- ↪ 3. Turn right onto Marlboro Rd/Robertsville Rd
0.8 mi
- ↪ 4. Turn right onto U.S. 9 S
 Destination will be on the right
1.4 mi

405 U.S. 9

Englishtown, NJ 07726









These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Middlesex - Tract 77.03 - IN

17 Kim Court, Old Bridge, NJ to 405 Route 9, Drive 6.1 miles, 12 min
Marlboro Township, NJ

17 Kim Ct

Old Bridge, NJ 08857

-  1. Head east on Kim Ct toward Diane Ave
154 ft
-  2. Turn left onto Diane Ave
335 ft
-  3. Turn right onto Midway Rd
0.1 mi
-  4. Turn right onto Englishtown Rd/Old Bridge-
Englishtown Rd
1.3 mi
-  5. Turn left onto E Greystone Rd
2.3 mi
-  6. Slight right onto Marlboro Rd
0.8 mi
-  7. Turn right onto U.S. 9 S
 Destination will be on the right
1.4 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 77.04 - IN







91 Oak St, Old Bridge, NJ 08857 to 405
Route 9, Marlboro Township, NJ

Drive 5.8 miles, 7 - 10 min

91 Oak St

Old Bridge, NJ 08857

-  1. Head northeast on Oak St
0.5 mi
-  2. Slight right onto NJ-18 S
2.6 mi
-  3. Use the right lane to merge onto U.S. 9 S via the ramp to Freehold
 Destination will be on the right
2.7 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 78.01 - IN



29 Cherry Hill Ln, Old Bridge, NJ 08857 to 405 Route 9, Marlboro Township, NJ Drive 5.2 miles, 7 - 12 min

29 Cherry Hill Ln

Old Bridge, NJ 08857

- ↑ 1. Head west on Cherry Hill Ln toward Red Oak Ln
56 ft
- ↶ 2. Turn left onto Red Oak Ln
0.3 mi
- ↶ 3. Turn left onto Old Bridge Matawan Rd
0.2 mi
- ↗ 4. Turn right onto the ramp to US-9 S/Freehold
0.3 mi
- ↘ 5. Keep left at the fork, follow signs for Ticetown Rd and merge onto U.S. 9 S
i Destination will be on the right
4.4 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 78.04 - IN



321 Green Street, Old Bridge, NJ to 405 Route 9, Marlboro Township, NJ

Drive 5.6 miles, 8 - 12 min

321 Green St

Old Bridge, NJ 08857

- ↑ 1. Head southeast on Green St toward 2nd Pl
0.1 mi
- ↘ 2. Turn right onto 2nd Pl
0.1 mi
- ↘ 3. Turn right onto Marlboro Rd
0.4 mi
- ↙ 4. Turn left onto Maple St
374 ft
- ↙ 5. Turn left at the 1st cross street onto NJ-18 S
2.2 mi
- ⬆ 6. Use the right lane to merge onto U.S. 9 S via the ramp to Freehold
 - i Destination will be on the right
2.7 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 78.05 - IN



30 Exeter St, Old Bridge, NJ 08857 to 405 Route 9, Marlboro Township, NJ Drive 5.5 miles, 8 - 12 min

30 Exeter St

Old Bridge, NJ 08857

-  1. Head west on Exeter St toward Hastings Rd
413 ft
-  2. Turn right onto Hastings Rd
0.1 mi
-  3. Turn right onto Throckmorton Ln
0.8 mi
-  4. Turn right onto the US-9 N ramp
0.2 mi
-  5. Merge onto U.S. 9 S
 Destination will be on the right
4.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 78.06 - IN



62 Piedmont Dr, Old Bridge, NJ 08857 to
405 Route 9, Marlboro Township, NJ

Drive 5.7 miles, 8 - 12 min

62 Piedmont Dr

Old Bridge, NJ 08857

- ↑ 1. Head west on Piedmont Dr toward Gaub Rd
194 ft
- ↶ 2. Turn left onto Gaub Rd
0.3 mi
- ↶ 3. Turn left onto Throckmorton Ln
0.9 mi
- ↗ 4. Turn right onto the US-9 N ramp
0.2 mi
- ↗ 5. Merge onto U.S. 9 S
i Destination will be on the right
4.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Middlesex - Tract 79.06 - IN










45 Rock Hill Rd, Old Bridge, NJ 08857 to
405 Route 9, Marlboro Township, NJ

Drive 5.8 miles, 7 - 12 min

45 Rock Hill Rd

Old Bridge, NJ 08857

-  1. Head northwest on Rock Hill Rd toward Phillips Dr
0.2 mi
-  2. Turn left onto Phillips Dr
449 ft
-  3. Turn right onto U.S. 9 N
 Pass by Bank of America (with Drive-thru ATM) (on the right)
0.1 mi
-  4. Slight right toward U.S. 9 S
0.1 mi
-  5. Turn left onto U.S. 9 S
 Destination will be on the right
5.3 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 79.11 - IN



45 Trish Ct, Matawan, NJ 07747 to 405 Route 9, Marlboro Township, NJ Drive 7.2 miles, 10 - 14 min

45 Trish Ct

Matawan, NJ 07747

- ↑ 1. Head northeast on Trish Ct toward Lysbeth Ln
0.1 mi
 - ↘ 2. Turn right onto Winding Brook Dr
0.1 mi
 - ↙ 3. Turn left onto High Pointe Way
0.4 mi
 - ↙ 4. Turn left onto Old Bridge Matawan Rd
1.6 mi
 - ⤴ 5. Use the right lane to merge onto U.S. 9 S via the ramp to Freehold
4.9 mi
- i Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 79.12 - IN





47 Morris Drive, Old Bridge, NJ to 405 Route 9, Marlboro Township, NJ


Drive 4.5 miles, 7 - 10 min


47 Morris Dr



Old Bridge, NJ 08857

-  1. Head southeast on Morris Dr toward Quail Dr

 0.3 mi
-  2. Turn right onto Nathan Dr

 0.4 mi
-  3. Turn left onto Oakland Rd

 0.1 mi
-  4. Turn right at the 1st cross street onto Trans Old Bridge Rd

 0.1 mi
-  5. Turn left onto U.S. 9 S
 [Destination will be on the right](#)

 3.6 mi

405 U.S. 9

Englishtown, NJ 07726

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Middlesex - Tract 82.02 - IN



80 Tournament Drive, Monroe Township, NJ Drive 5.8 miles, 12 min
08831 to 405 Route 9, Marlboro Township, NJ

80 Tournament Drive

Monroe Township, NJ 08831

Take Championship Parkway to Spotswood Englishtown Rd

2 min (0.5 mi)

- ↑ 1. Head southeast on Alderbrook Dr toward Masters Dr
⚠ Restricted usage road
0.2 mi
- ↶ 2. Turn left onto Masters Dr
⚠ Restricted usage road
266 ft
- ↑ 3. Continue straight onto Championship Parkway
⚠ Restricted usage road
0.3 mi

Take Union Hill Rd to U.S. 9 S in Marlboro

10 min (5.3 mi)

- ↶ 4. Turn left onto Spotswood Englishtown Rd
0.5 mi
- ↷ 5. Turn right onto Mounts Mills Rd
0.8 mi
- ↷ 6. Turn right onto Englishtown Rd/Old Bridge-Englishtown Rd
0.3 mi
- ↶ 7. Turn left onto Union Hill Rd
3.2 mi
- ↷ 8. Turn right onto Clayton Rd
0.2 mi
- ⤴ 9. Merge onto U.S. 9 S
ⓘ Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to

Middlesex - Tract 82.02 - OUT



405 Route 9, Marlboro Township, NJ to 80 Tournament Drive, Monroe Township, NJ 08831 Drive 6.3 miles, 14 min

405 U.S. 9

Englishtown, NJ 07726

Take Pine Brook Rd to Championship Parkway in Monroe Township

11 min (5.8 mi)

- ↑ 1. Head south on U.S. 9 S
0.8 mi
- ↘ 2. Turn right onto Pine Brook Rd
2.5 mi
- ↘ 3. Turn right onto Pension Rd
0.4 mi
- ↙ 4. Turn left onto Union Hill Rd
0.5 mi
- ↘ 5. Turn right onto Englishtown Rd/Old Bridge-Englishtown Rd
0.3 mi
- ↙ 6. Turn left onto Mounts Mills Rd
0.8 mi
- ↙ 7. Turn left onto Spotswood Englishtown Rd
0.5 mi

Continue on Championship Parkway. Drive to Alderbrook Dr

2 min (0.5 mi)

- ↘ 8. Turn right onto Championship Parkway
⚠ Restricted usage road
0.3 mi
- ↑ 9. Continue onto Masters Dr
⚠ Restricted usage road
266 ft
- ↘ 10. Turn right onto Alderbrook Dr
⚠ Restricted usage road
0.2 mi

80 Tournament Drive

Monroe Township, NJ 08831

Middlesex - Tract 82.09 - IN



18 Sheffield Ave to 405 Route 9, Marlboro Township, NJ

Drive 6.2 miles, 10 min

18 Sheffield Ave

Monroe Township, NJ 08831

- ↑ 1. Head west on Sheffield Ave toward Drexel Terrace
0.1 mi
- ↶ 2. Turn left onto Monmouth Rd
0.5 mi
- ↶ 3. Turn left onto Texas Rd
0.4 mi
- ↶ 4. Turn left to stay on Texas Rd
3.0 mi
- ↷ 5. Turn right onto Marlboro Rd/Robertsville Rd
0.8 mi
- ↷ 6. Turn right onto U.S. 9 S
i Destination will be on the right
1.4 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8095.01 - IN



104 Haven Way, Morganville, NJ 07751 to
405 Route 9, Marlboro Township, NJ

Drive 5.6 miles, 12 min

104 Haven Way

Morganville, NJ 07751

Take Beacon Hill Rd to Hwy 79 S

- 1 min (0.4 mi)
- ↑ 1. Head southwest on Haven Way toward Beacon Hill Rd
- 404 ft
- ↘ 2. Turn right onto Beacon Hill Rd
- 0.3 mi
- ↶ 3. Turn left onto Hwy 79 S
- 36 s (0.3 mi)
- ↘ 4. Turn right onto Brown Rd
- 2 min (0.7 mi)

Continue on Tennent Rd. Take Union Hill Rd to U.S. 9 S

- 8 min (4.1 mi)
- ↶ 5. Turn left onto Tennent Rd
- 2.3 mi
- ↘ 6. Turn right onto Union Hill Rd
- 1.3 mi
- ↶ 7. Turn left onto Clayton Rd
- 0.2 mi
- ⤴ 8. Merge onto U.S. 9 S
- 0.2 mi

Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8095.02 - IN



95 Station Road, Morganville, NJ to 405 Route 9, Marlboro Township, NJ

Drive 3.8 miles, 7 min

95 Station Rd

Morganville, NJ 07751

- ↑
 1. Head west on Station Rd toward Crine Rd

0.1 mi
- ↶
 2. Turn left at the 1st cross street onto Crine Rd

0.8 mi
- ↷
 3. Turn right onto Newman Springs Rd

0.9 mi
- ↶
 4. Turn left onto Tennent Rd

0.2 mi
- ↷
 5. Turn right onto Union Hill Rd

1.3 mi
- ↶
 6. Turn left onto Clayton Rd

0.2 mi
- ⤴
 7. Merge onto U.S. 9 S
i Destination will be on the right

0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8096A - IN







54 Guest Drive, Morganville, NJ to 405 Route 9, Englishtown, NJ

Drive 1.0 mile, 2 min

54 Guest Dr

Morganville, NJ 07751

-  1. Head north on Guest Dr toward Longfellow Terrace
190 ft
-  2. Turn right at the 1st cross street onto Longfellow Terrace
0.3 mi
-  3. Turn right onto U.S. 9 S
 Destination will be on the right
0.7 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8096A - OUT










405 Route 9, Englishtown, NJ to 54 Guest Drive, Morganville, NJ

Drive 2.1 miles, 5 min

405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S
0.2 mi
-  2. Turn right toward U.S. 9 N
338 ft
-  3. Use any lane to turn left at the 1st cross street onto U.S. 9 N
0.7 mi
-  4. Exit onto Union Hill Rd
0.6 mi
-  5. Turn right onto Millay Rd
0.2 mi
-  6. Turn right onto Guest Dr
 Destination will be on the right
0.3 mi

54 Guest Dr

Morganville, NJ 07751

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Monmouth - Tract 8096B - IN







505 Union Hill Rd, Englishtown, NJ 07726 to
405 Route 9, Englishtown, NJ

Drive 1.0 mile, 3 min

505 Union Hill Rd

Englishtown, NJ 07726

-  1. Head southwest on Union Hill Rd
0.6 mi
-  2. Turn left onto Clayton Rd
0.2 mi
-  3. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8096C - IN




70 Church Rd, Morganville, NJ 07751 to 405
Route 9, Marlboro Township, NJ

Drive 2.6 miles, 6 min

70 Church Rd

Morganville, NJ 07751

- ↑ 1. Head north on Church Rd toward Georgian Bay Dr
0.7 mi
 - 2. Turn right onto Tennent Rd
0.2 mi
 - ↶ 3. Turn left onto Union Hill Rd
1.3 mi
 - ↶ 4. Turn left onto Clayton Rd
0.2 mi
 - ⤴ 5. Merge onto U.S. 9 S
0.2 mi
-  Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8096C - OUT



405 Route 9, Marlboro Township, NJ to 70 Church Rd, Morganville, NJ 07751

Drive 2.8 miles, 5 min

405 U.S. 9

Englishtown, NJ 07726

Follow U.S. 9 S, Wickatunk Rd and Gordons Corner Rd to Church Rd

- 4 min (2.4 mi)
↑ 1. Head south on U.S. 9 S
- 1.0 mi
↘ 2. Take the Gordons Corner Rd exit toward Tennent/Englishtown
- 0.1 mi
↑ 3. Continue straight
- 56 ft
↙ 4. Slight left onto Gordons Corner Rd
- 85 ft
↶ 5. Turn left onto Tennent Rd/Wickatunk Rd
- 272 ft
↷ 6. Turn right onto Wickatunk Rd
- 0.5 mi
↑ 7. Continue onto Gordons Corner Rd
- 0.7 mi
↶ 8. Turn left onto Church Rd
- 59 s (0.4 mi)
ⓘ Destination will be on the left

70 Church Rd

Morganville, NJ 07751

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8097.01 - IN



4 Jamesworthy Ct, Marlboro, NJ 07746 to
405 Route 9, Marlboro Township, NJ

Drive 6.7 miles, 12 min

4 Jamesworthy Ct

Marlboro, NJ 07746

- ↑
 1. Head northeast on Jamesworthy Ct toward Lowry Ln

253 ft
- ↘
 2. Turn right onto Lowry Ln

427 ft
- ↘
 3. Turn right onto Exeter Dr

0.1 mi
- ↘
 4. Turn right onto Stevenson Dr

0.3 mi
- ↘
 5. Turn right onto Hwy 79 N

0.9 mi
- ↙
 6. Turn left onto Newman Springs Rd

3.8 mi
- ↙
 7. Use the left 2 lanes to turn left onto U.S. 9 S
📍 Destination will be on the right

1.4 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8097.01 - OUT



405 Route 9, Marlboro Township, NJ to 4 Jamesworthy Ct, Marlboro, NJ 07746

Drive 6.4 miles, 12 min

405 U.S. 9

Englishtown, NJ 07726

Take U.S. 9 S, Gordons Corner Rd, Newman Springs Rd and Hwy 79 S to Stevenson Dr

11 min (5.9 mi)

- ↑ 1. Head south on U.S. 9 S
1.0 mi
- ↘ 2. Take the Gordons Corner Rd exit toward Tennent/Englishtown
0.1 mi
- ↑ 3. Continue straight
56 ft
- ↙ 4. Slight left onto Gordons Corner Rd
85 ft
- ↶ 5. Turn left onto Tennent Rd/Wickatunk Rd
272 ft
- ↘ 6. Turn right onto Wickatunk Rd
0.5 mi
- ↑ 7. Continue onto Gordons Corner Rd
1.8 mi
- ↘ 8. Turn right onto Newman Springs Rd
1.4 mi
- ↘ 9. Turn right onto Hwy 79 S
0.9 mi

Continue on Stevenson Dr. Drive to Jamesworthy Ct

2 min (0.6 mi)

- ↶ 10. Turn left onto Stevenson Dr
0.3 mi
- ↶ 11. Turn left onto Exeter Dr
0.1 mi
- ↶ 12. Turn left onto Lowry Ln
427 ft
- ↶ 13. Turn left onto Jamesworthy Ct
i Destination will be on the left
253 ft

4 Jamesworthy Ct

Marlboro, NJ 07746

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8097.03 - IN

10 Memorial Road, Marlboro, NJ to 405
Route 9, Englishtown, NJ

Drive 3.8 miles, 8 min

10 Memorial Rd

Marlboro, NJ 07746


Take St Lawrence Way and Church Rd to Tennent Rd

4 min (1.8 mi)

- ↑ 1. Head southeast on Memorial Rd toward St Lawrence Way
98 ft
- ↶ 2. Turn left onto St Lawrence Way
0.6 mi
- ↷ 3. Turn right onto Ottawa Rd S
0.4 mi
- ↷ 4. Turn right onto Church Rd
0.8 mi

Take Union Hill Rd to U.S. 9 S

4 min (2.0 mi)

- ↷ 5. Turn right onto Tennent Rd
0.2 mi
 - ↶ 6. Turn left onto Union Hill Rd
1.3 mi
 - ↶ 7. Turn left onto Clayton Rd
0.2 mi
 - ⤴ 8. Merge onto U.S. 9 S
0.2 mi
-  Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8097.04 - IN



8 Ryan Rd, Marlboro, NJ 07746 to 405 Route 9, Marlboro Township, NJ Drive 6.3 miles, 10 min

8 Ryan Rd

Marlboro, NJ 07746

-  1. Head southwest on Ryan Rd toward Kingfisher Ct
2.3 mi
-  2. Turn right onto U.S. 9 N
3.3 mi
-  3. Exit onto Union Hill Rd
0.2 mi
-  4. Turn left onto Clayton Rd
0.2 mi
-  5. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8099.01 - IN



7 Concord Ct, Colts Neck, NJ 07722 to 405
Route 9, Marlboro Township, NJ

Drive 6.8 miles, 14 min

7 Concord Ct

Colts Neck, NJ 07722

Take Hillsdale Rd to Boundary Rd

2 min (0.6 mi)

- 1. Head north on Concord Ct toward Chestnut Dr
0.1 mi
- 2. Turn left onto Chestnut Dr
308 ft
- 3. Turn right onto Hillsdale Rd
0.3 mi
- 4. Turn left onto Clover Hill Rd
0.2 mi

Take Newman Springs Rd and Union Hill Rd to U.S. 9 S

12 min (6.2 mi)

- 5. Turn right onto Boundary Rd
0.4 mi
- 6. Turn left at the 1st cross street onto Newman Springs Rd
3.9 mi
- 7. Turn left onto Tennent Rd
0.2 mi
- 8. Turn right onto Union Hill Rd
1.3 mi
- 9. Turn left onto Clayton Rd
0.2 mi
- 10. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan

Monmouth - Tract 8099.01 - OUT



405 Route 9, Marlboro Township, NJ to 7 Concord Ct, Colts Neck, NJ 07722

Drive 7.1 miles, 14 min

405 U.S. 9

Englishtown, NJ 07726

Take U.S. 9 S, Gordons Corner Rd and Newman Springs Rd to Clover Hill Rd

12 min (6.5 mi)

- ↑ 1. Head south on U.S. 9 S
1.0 mi
- ↘ 2. Take the Gordons Corner Rd exit toward Tennent/Englishtown
0.1 mi
- ↑ 3. Continue straight
56 ft
- ↙ 4. Slight left onto Gordons Corner Rd
85 ft
- ↶ 5. Turn left onto Tennent Rd/Wickatunk Rd
272 ft
- ↘ 6. Turn right onto Wickatunk Rd
0.5 mi
- ↑ 7. Continue onto Gordons Corner Rd
1.8 mi
- ↘ 8. Turn right onto Newman Springs Rd
2.6 mi
- ↘ 9. Turn right onto Boundary Rd
0.4 mi

Take Hillsdale Rd to Concord Ct

2 min (0.6 mi)

- ↶ 10. Turn left at the 1st cross street onto Clover Hill Rd
0.2 mi
- ↘ 11. Turn right onto Hillsdale Rd
0.3 mi
- ↶ 12. Turn left onto Chestnut Dr
308 ft
- ↘ 13. Turn right onto Concord Ct
0.1 mi

7 Concord Ct

Colts Neck, NJ 07722

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Monmouth - Tract 8100.01 - IN



60 Bonnie Drive, Manalapan Township, NJ to 405 Route 9, Marlboro Township, NJ Drive 2.6 miles, 5 min

60 Bonnie Dr

Manalapan Township, NJ 07726

-  1. Head west on Bonnie Dr toward Saupe Dr
0.1 mi
-  2. Turn left onto Saupe Dr
0.2 mi
-  3. Turn left onto Union Hill Rd
1.9 mi
-  4. Turn right onto Clayton Rd
0.2 mi
-  5. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8100.01 - OUT










405 Route 9, Marlboro Township, NJ to 60 Bonnie Drive, Manalapan Township, NJ

Drive 3.2 miles, 6 min

405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S
0.8 mi
-  2. Turn right onto Pine Brook Rd
1.2 mi
-  3. Turn right onto Pease Rd
0.5 mi
-  4. Turn left onto Union Hill Rd
0.4 mi
-  5. Turn right onto Saupe Dr
0.2 mi
-  6. Turn right onto Bonnie Dr
 Destination will be on the left
0.1 mi

60 Bonnie Dr

Manalapan Township, NJ 07726

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Monmouth - Tract 8100.02 - IN



118 Amberly Drive, Manalapan Township, NJ Drive 1.6 miles, 5 min
to 405 Rt. 9, Marlboro Township, NJ

118 Amberly Dr

Manalapan Township, NJ 07726

- ↑ 1. Head northeast toward Amberly Dr
495 ft
- ↘ 2. Turn right to stay on Amberly Dr
0.2 mi
- ↙ 3. Turn left onto Wild Turkey Way
0.3 mi
- ↘ 4. Turn right onto Union Hill Rd
0.6 mi
- ↘ 5. Turn right onto Clayton Rd
0.2 mi
- ⤴ 6. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8100.02 - OUT








405 Rt. 9, Marlboro Township, NJ to 118 Amberly Drive, Manalapan Township, NJ

Drive 1.3 miles, 3 min

405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S
0.4 mi
-  2. Slight right onto Covered Bridge Blvd
0.3 mi
-  3. Turn left onto Amberly Dr
0.5 mi
-  4. Turn right to stay on Amberly Dr
 Destination will be on the left
164 ft

118 Amberly Dr

Manalapan Township, NJ 07726

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Monmouth - Tract 8100.03 - IN



92 Old Queens Blvd to 405 Rt. 9, Marlboro Township, NJ

Drive 3.3 miles, 6 min

92 Old Queens Blvd

Manalapan Township, NJ 07726

- ↑ 1. Head east on Old Queens Blvd toward Winthrop Dr
0.3 mi
 - ↶ 2. Turn left onto Pease Rd
1.0 mi
 - ↷ 3. Turn right onto Union Hill Rd
1.5 mi
 - ↷ 4. Turn right onto Clayton Rd
0.2 mi
 - ⤴ 5. Merge onto U.S. 9 S
0.2 mi
- i Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8100.03 - OUT





405 Rt. 9, Marlboro Township, NJ to 92 Old Queens Blvd


Drive 2.8 miles, 5 min



405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S

 0.8 mi
-  2. Turn right onto Pine Brook Rd

 1.2 mi
-  3. Turn left onto Pease Rd

 0.5 mi
-  4. Turn right onto Old Queens Blvd
 Destination will be on the left

 0.3 mi

92 Old Queens Blvd

Manalapan Township, NJ 07726

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Monmouth - Tract 8100.04 - IN



12 Rockingham Ct to 405 Rt. 9, Marlboro Township, NJ

Drive 4.6 miles, 9 min

12 Rockingham Ct

Manalapan Township, NJ 07726

- ↑ 1. Head north on Rockingham Ct toward Plainridge Ct
58 s (0.2 mi)

Take Gordons Corner Rd, Pease Rd and Union Hill Rd to U.S. 9 S in Marlboro

9 min (4.4 mi)

- ↶ 2. Turn left onto Taylors Mills Rd
0.1 mi
- ↷ 3. Turn right onto Conmack Ln
0.2 mi
- ↷ 4. Turn right onto Gordons Corner Rd
0.7 mi
- ↶ 5. Turn left onto Pease Rd
1.4 mi
- ↷ 6. Turn right onto Union Hill Rd
1.5 mi
- ↷ 7. Turn right onto Clayton Rd
0.2 mi
- ⤴ 8. Merge onto U.S. 9 S
 - i Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8100.04 - OUT

405 Rt. 9, Marlboro Township, NJ to 12
Rockingham Ct

Drive 3.9 miles, 7 min

405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S
2.1 mi
-  2. Slight right toward Taylors Mills Rd (signs for
Taylors Mills Rd)
400 ft
-  3. Turn right at the 1st cross street onto Taylors Mills
Rd
1.6 mi
-  4. Turn left onto Rockingham Ct
 Destination will be on the right
0.2 mi

12 Rockingham Ct

Manalapan Township, NJ 07726

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Monmouth - Tract 8101.01 - IN




26 Grayson Lane, Manalapan Township, NJ to 405 Rt. 9, Marlboro Township, NJ

Drive 4.1 miles, 7 - 8 min

26 Grayson Ln

Manalapan Township, NJ 07726

- ↑ 1. Head east on Grayson Ln toward Taylors Mills Rd
0.1 mi
- ↘ 2. Turn right onto Taylors Mills Rd
0.7 mi
- ↘ 3. Turn right onto U.S. 9 N
2.6 mi
- ↘ 4. Exit onto Union Hill Rd
0.2 mi
- ↙ 5. Turn left onto Clayton Rd
0.2 mi
- ↑ 6. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8101.02 - IN



42 Sutton Drive, Manalapan Township, NJ to 405 Rt. 9, Marlboro Township, NJ

Drive 5.2 miles, 9 - 10 min

42 Sutton Dr

Manalapan Township, NJ 07726

Take Symmes Dr to U.S. 9 N

- 4 min (1.2 mi)
- ↑ 1. Head north on Sutton Dr toward Chatham Dr
- 0.3 mi
- 2. Turn right onto Argyle Ln
- 449 ft
- 3. Turn right onto Symmes Dr
- 0.8 mi

Follow U.S. 9 N to Union Hill Rd in Marlboro. Take the Union Hill Rd exit from U.S. 9 N

- 5 min (3.5 mi)
- ↶ 4. Use the left 2 lanes to turn left onto U.S. 9 N
- 3.3 mi
- 5. Exit onto Union Hill Rd
- 0.2 mi

Take Clayton Rd to U.S. 9 S

- 47 s (0.3 mi)
- ⤴ 6. Merge onto Union Hill Rd
- 377 ft
- ↶ 7. Turn left onto Clayton Rd
- 0.2 mi
- ⤴ 8. Merge onto U.S. 9 S
- Destination will be on the right*
- 17 s (0.2 mi)

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8102 - IN



37 Bloomfield Rd to 405 Rt. 9, Marlboro Township, NJ

Drive 6.5 miles, 12 min

37 Bloomfield Rd

Manalapan Township, NJ 07726

Take Bloomfield Rd to Millhurst Rd

2 min (0.4 mi)

- ↑ 1. Head southwest on Bloomfield Rd toward Monkton Rd
0.1 mi
- ↶ 2. Turn left onto Monkton Rd
295 ft
- ↷ 3. Turn right onto Bloomfield Rd
0.2 mi
- ↷ 4. Turn right onto Hedgerow Ln
371 ft

Take Main St and Tennent Rd to U.S. 9 S in Marlboro

12 min (6.1 mi)

- ↷ 5. Turn right at the 1st cross street onto Millhurst Rd
0.2 mi
 - ↷ 6. Turn right onto Main St
0.8 mi
 - ↑ 7. Continue onto Tennent Rd
2.9 mi
 - ↶ 8. Slight left to stay on Tennent Rd
0.1 mi
 - ↶ 9. Turn left to merge onto U.S. 9 N toward The Amboys
1.4 mi
 - ↷ 10. Exit onto Union Hill Rd
0.2 mi
 - ↶ 11. Turn left onto Clayton Rd
0.2 mi
 - ↶ 12. Merge onto U.S. 9 S
0.2 mi
- Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

Monmouth - Tract 8103 - IN



17 Main Street, Englishtown, NJ to 405 Rt. 9, Marlboro Township, NJ

Drive 5.1 miles, 10 min

17 Main St

Englishtown, NJ 07726

- ↑
1. Head north on Main St toward Hamilton Rd

0.4 mi
- ↻
2. Turn right onto Gordons Corner Rd

0.2 mi
- ↶
3. Turn left onto Pension Rd

1.4 mi
- ↻
4. Turn right onto Union Hill Rd

2.7 mi
- ↻
5. Turn right onto Clayton Rd

0.2 mi
- ⤴
6. Merge onto U.S. 9 S

0.2 mi

i Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8103 - OUT








405 Rt. 9, Marlboro Township, NJ to 17
Main Street, Englishtown, NJ

Drive 4.5 miles, 7 - 9 min

405 U.S. 9

Englishtown, NJ 07726

-  1. Head south on U.S. 9 S
1.0 mi
-  2. Take the Gordons Corner Rd exit toward
Tennent/Englishtown
0.1 mi
-  3. Turn right onto Gordons Corner Rd
3.0 mi
-  4. Turn left onto Main St
 Destination will be on the right
0.4 mi

17 Main St

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8104.01 - IN



19 Nottingham Way, Freehold Township, NJ to 405 Rt. 9, Marlboro Township, NJ

Drive 5.4 miles, 9 min

19 Nottingham Way

Freehold Township, NJ 07728

Get on U.S. 9 N in Manalapan Township from Pond Rd

- 1. Head south on Nottingham Way toward Sherwood Dr
4 min (1.2 mi)
- 2. Turn right at the 1st cross street onto Sherwood Dr
443 ft
- 3. Continue onto Edwards Rd
0.2 mi
- 4. Turn right onto Pond Rd
0.2 mi
- 5. Take the ramp onto U.S. 9 N
0.6 mi
- 6. Take the ramp onto U.S. 9 N
440 ft

Drive to U.S. 9 S in Marlboro

- 6. Merge onto U.S. 9 N
6 min (4.2 mi)
- 7. Exit onto Union Hill Rd
3.5 mi
- 8. Turn left onto Clayton Rd
0.2 mi
- 9. Merge onto U.S. 9 S
0.2 mi
- Destination will be on the right

405 U.S. 9

Englishtown, NJ 07726

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Monmouth - Tract 8104.02 - IN



50 Garnet Ln, Freehold, NJ 07728 to 405 Rt. 9, Marlboro Township, NJ Drive 7.0 miles, 12 min

50 Garnet Ln

Freehold, NJ 07728

Get on U.S. 9 N in Manalapan Township from Kozloski Rd and E Freehold Rd

- 6 min (2.8 mi)
- ↑ 1. Head northeast on Garnet Ln toward E Freehold Rd
190 ft
- ↘ 2. Turn right onto E Freehold Rd
226 ft
- ↙ 3. Turn left onto Dutch Lane Rd
374 ft
- ↙ 4. Turn left onto Kozloski Rd
0.6 mi
- ↑ 5. Continue onto E Freehold Rd
1.8 mi
- ↘ 6. Turn right onto Pond Rd
0.1 mi
- ⤴ 7. Take the ramp onto U.S. 9 N
440 ft

Drive to U.S. 9 S in Marlboro

- 6 min (4.2 mi)
- ⤴ 8. Merge onto U.S. 9 N
3.5 mi
- ↘ 9. Exit onto Union Hill Rd
0.2 mi
- ↙ 10. Turn left onto Clayton Rd
0.2 mi
- ⤴ 11. Merge onto U.S. 9 S
0.2 mi
- Destination will be on the right*

405 U.S. 9

Englishtown, NJ 07726

Monmouth - Tract 8107 - IN



30 Mead Ave, Freehold, NJ 07728 to 405 Rt. 9, Marlboro Township, NJ Drive 6.4 miles, 12 min

30 Mead Ave

Freehold, NJ 07728

Get on U.S. 9 N in Manalapan Township from Glendale Dr and Pond Rd

- 5 min (2.2 mi)
- 1. Head west on Mead Ave toward Robertsville Rd
- 0.1 mi
- 2. Turn right onto Robertsville Rd
- 0.2 mi
- 3. Turn left onto Glendale Dr
- 0.5 mi
- 4. Turn right onto Pond Rd
- 1.4 mi
- 5. Take the ramp onto U.S. 9 N
- 440 ft

Drive to U.S. 9 S in Marlboro

- 6 min (4.2 mi)
- 6. Merge onto U.S. 9 N
- 3.5 mi
- 7. Exit onto Union Hill Rd
- 0.2 mi
- 8. Turn left onto Clayton Rd
- 0.2 mi
- 9. Merge onto U.S. 9 S
- Destination will be on the right
- 0.2 mi

405 U.S. 9

Englishtown, NJ 07726

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Monmouth - Tract 8107 - OUT





405 Rt. 9, Marlboro Township, NJ to 30 Mead Ave, Freehold, NJ 07728


Drive 5.8 miles, 10 min


405 U.S. 9


Englishtown, NJ 07726



-  1. Head south on U.S. 9 S

 3.2 mi
-  2. Slight right toward Craig Rd (signs for E Freehold Rd)

 420 ft
-  3. Turn left onto Craig Rd

 207 ft
-  4. Continue onto E Freehold Rd

 1.2 mi
-  5. Turn right onto Robertsville Rd

 1.1 mi
-  6. Turn left onto Mead Ave
 Destination will be on the left

 0.1 mi

30 Mead Ave

Freehold, NJ 07728

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Monmouth - Tract 8110 - IN



40 Avenue A, Freehold, NJ 07728 to 405 Rt. 9, Marlboro Township, NJ Drive 6.5 miles, 9 - 12 min

40 Avenue A

Freehold, NJ 07728

Get on U.S. 9 N in Freehold Township from Throckmorton St

2 min (0.8 mi)

- 1. Head northwest on Avenue A toward Rhea St
463 ft
- 2. Turn left onto Rhea St
0.1 mi
- 3. Turn right onto Throckmorton St
0.5 mi
- 4. Throckmorton St turns slightly right and becomes Freehold-Englishtown Rd
194 ft
- 5. Turn right to merge onto U.S. 9 N toward So. Amboy
0.1 mi

Drive to U.S. 9 S in Marlboro

8 min (5.7 mi)

- 6. Merge onto U.S. 9 N
5.0 mi
- 7. Exit onto Union Hill Rd
0.2 mi
- 8. Turn left onto Clayton Rd
0.2 mi
- 9. Merge onto U.S. 9 S
 Destination will be on the right
0.2 mi

405 U.S. 9

Englishtown, NJ 07726

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