

EXISTING ROADWAY CONDITIONS

CR 520 in the study area varies between a two-lane roadway and a five-lane roadway and is generally aligned in an east-west direction. Between Crawford's Corner-Everett Road (CR 52) and Phalanx Road, CR 520 is primarily a two-lane roadway with variable width shoulders. Widening for left turn storage areas is provided in the eastbound direction at Crawford's Corner-Everett Road, the entrance to the Christian Brothers Academy, and in the eastbound and westbound directions at Brookdale Community College. The posted speed limit throughout the area is 40 MPH.

At the intersection of Phalanx Road, CR 520 widens to a three lane section – providing a through/ right lane in EB and a through and left turn lane in each direction. Just west of the intersection of Swimming River Road Middletown-Lincroft Road (CR 50), CR 520 widens through the main commercial area of Lincroft Village to a five lane section – providing two through lanes in each direction separated by a center lane reserved for left turning vehicles. This cross section continues for approximately 1000 feet to Hurleys Lane. There are several commercial driveways in this area. This length of the study corridor contains the most pedestrian traffic, although pedestrian traffic is considered very light. The intersection of CR 520 and Swimming River Road Middletown-Lincroft Road (CR 50) is one of the most congested intersections in the corridor.

From Hurleys Lane to Orchard Hill Road (½ mile), CR 520 returns to a 4-lane section with no shoulders through a more residential environment with a posted speed of 40 MPH. The roadway classification changes at Orchard Hill Road to an Urban Principal Arterial. That classification continues to the end of the corridor study at Shrewsbury Avenue (CR 13).

Between Orchard Hill Road and Hance Avenue (CR 51), CR 520 is primarily a 4-lane divided roadway with no shoulder, a distance of approximately 1.4 miles. Within this section, most of the roadway is physically divided with a combination of concrete islands or raised grass medians. A short length of CR 520 between the Normandy Road overpass (Earle access road) and the Garden State Parkway SB ramp is divided by painted left turn slots. The posted speed limit from Orchard Hill Road to Half Mile Road is 40 MPH. The posted speed increases to 50 MPH east of Half Mile Road to Hance Road. Beyond Hance Road, the posted speed returns to 40 MPH in a 4-lane, undivided section of roadway to Shrewsbury Avenue (CR 13).

The Garden State Parkway interchange area of CR 520 experiences the highest volumes in the corridor and, as a result, is the most congested area. Compounding the situation, immediately adjacent to the interchange ramps are a transit Park & Ride, a private bus terminal lot, and a series of office buildings. Turning movements, especially on the ramp and street system east of the Parkway are complex.

A high percentage of traffic at the T-intersection at Hance Avenue makes turning movements. The right turn into Hance Avenue from CR 520 and the reverse single lane left turn are especially heaving during peak hours as motorists use this intersection in order to bypass other area high traffic corridors.

At the easterly terminus of the study area is the intersection of CR 520 and Shrewsbury Avenue (CR 13). This intersection consists of three approach lanes - a dedicated left turn lane, a dedicated through lane, and a shared through/ right turn lane. Left turns are accomplished via protected dual lead left phases. The signal is currently fully actuated.

Most of the traffic controls, such as the traffic signals and their operation, signing and pavement markings in existence throughout the corridor were found to be, in general, properly placed and well maintained.