

INTRODUCTION

Traffic volumes and the construction of new homes, senior housing, office buildings, and commercial developments both on, as well as in the area surrounding CR 520 (Newman Springs Road) have increased significantly throughout the 1980s and 1990s. Except for the installation of a few new traffic signals, the roadway itself has remained basically the same during this period. Peak hour congestion continues to increase at the high volume intersections resulting in an increase in vehicular crashes.

As a result, the Monmouth County Board of Chosen Freeholders, through the Office of the Monmouth County Engineer has commissioned a traffic study of CR 520 to analyze the transportation situation, as it exists today and for the foreseeable future. The end result of the study is to develop a comprehensive plan to address the identified traffic and roadway deficiencies and needs along the corridor.

In this analysis, special attention was given to the activities of several engineering consulting firms currently working on specific projects for other clients on CR 520. They include:

- The signalized entrance to the Brookdale Community College – Schoor DePalma, Inc.
- The Middletown Township Lincroft Area Street Enhancement Project – T & M Associates
- The New Jersey Highway Authority Proposed Improvements to GSP Interchange 109 – Vollmer Associates

The study area, as shown in Figure 1, includes CR 520 from its intersection with CR 52 (Crawfords Corner-Everett Road) to its intersection with Shrewsbury Avenue (CR 13) for a total distance of 4.2 miles.

Approximately forty streets and numerous commercial and residential driveways intersect CR 520 with the study limits. CR 520 is classified as an urban minor arterial from Crawfords Corner-Everett Road to Orchard Hill Road, and an urban principal arterial from there to the easterly terminus of the study at Shrewsbury Avenue.

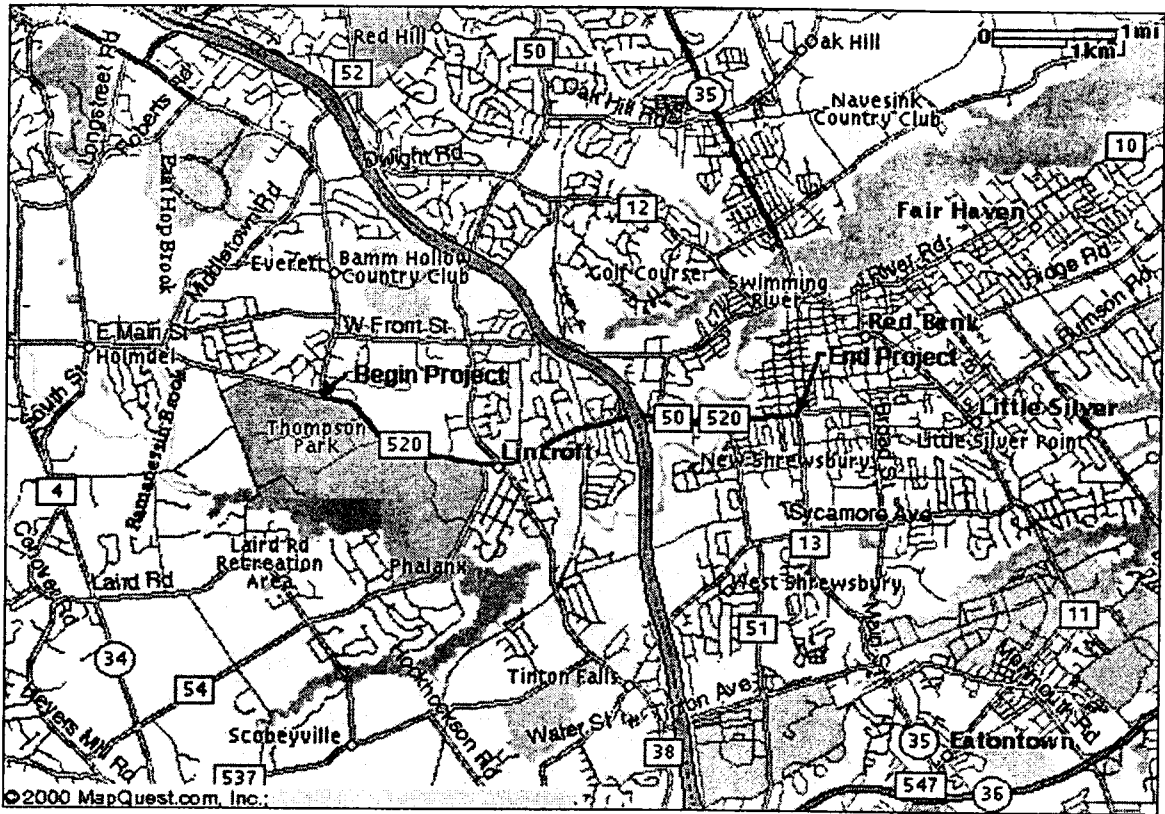


Figure 1 — Study Area Location Map