

(Phone numbers of the Freeholders are at the end of this summary as well as in the blue pages of the phone book. If you disagree with what the County Engineer and its consulting engineering firm, Orth-Rodgers, have recommended, CALL THE FREEHOLDERS.)

Major Recommendations by the CR 520 Corridor Study done by Orth-Rodgers for the Monmouth County Engineer.

A. Brookdale Entrance

1. Widen 520 east of Brookdale to include two left turns into Brookdale from 520 westbound.
2. Widen 520 west of Brookdale to match east side width. Place landscaped center island in previous left turn lane. (This is shown on map but not written in the report.)
3. Create jughandle on Brookdale side from 520 eastbound.
4. Expand Brookdale exit to include a two-lane entrance and two-lane exit. One lane of the exit will be for right turns only.
5. A green island is shown on the map just before the post office but it is not mentioned in report.

Note:

- a. Widening 520 will take property from the post office and adjoining property owner.
- b. Nothing is done to address left turn exits from Post Office which are almost impossible when there is a heavy volume of Brookdale exits.
- c. Nothing is done to address a need for a sidewalk from the library to the Post Office and Brookdale.

B. Lincroft Elementary School and Phalanx Road intersection

1. Widen 520 by two lanes in front of the school, one lane on each side of the road being added. (Total number of lanes would be 5 lanes in front of the school.)
2. Eastbound extra lane would be a right turn lane for Phalanx Road.
3. Westbound extra lane will allow 2 lane to one lane merger in front of school instead of at the present location of just before Phalanx Road intersection.
4. Not allow left turns into Sunrise Assisted Living. Left turns would have to go to a new jughandle created on Old Phalanx Road by connecting 520 to the cal-de-sac on Old Phalanx Road, just east of the Amoco Station.
5. Install raised planted berms in front of school.
6. Green islands just west of Phalanx Rd. and just west of the ball park entrance are shown on the map but are not mentioned in the report.

Note:

- a. Left turns out of the Lincroft Library, which are very difficult, are not addressed.
- b. Creating a jughandle on Old Phalanx Road will destroy property values of all homes on that street and require trucks making deliveries to Sunrise to use a residential street.
- c. Having a 2 to 1 lane merger is dangerous in front of an elementary school.
- d. Students using the library after school must cross 5 lanes of traffic instead of the present 3 lanes.
- e. Right turns onto Phalanx Road are not extremely common and a right turn lane is not needed.
- f. Creating a signalized common driveway for Sunrise and the library, directly across from Phalanx Road, has been suggested. This alternative was found to be expensive but not impossible to do.
- g. Widening a road encourages speeding—not needed in front of a school.

C. Lincroft-Middletown Road

1. Widen Lincroft-Middletown Road to 5 lanes from CR 520 to ?? (road is shown widened to the edge of the map, beyond Lincroft Commons Shopping Center).
2. Widening would be at the expense of Fleet Bank property and other properties on the east side.
3. Create dedicated right turn lane from Lincroft-Middletown Rd to CR 520. The island creating the present right turn lane would be eliminated.
4. Create two lanes going straight southbound across 520.
5. Widen the driveway to the Acme from Lincroft-Middletown Road. Drive would be two-way to Tolas Plaza but would remain one way, exiting the pharmacy and Acme.
6. A green island is shown on the map just before the entrance to Lincroft Commons but it is

not mentioned in the report.

Note:

- a. The Fleet Bank lot is small and cars frequently back up onto the entrance drive while waiting for a parking space. Shortening the entrance drive will cause cars to back up onto the Lincroft-Middletown Road.
- b. Widening the road will result in a 5 lane road for pedestrians to cross at the corner with 520.
- c. Widening the road encourages speeding.
- d. The Acme driveway from Lincroft-Middletown Rd. should be 2-way over its entire length. Speed bumps should be installed to discourage speeding.
- e. A sidewalk should be constructed along the Acme driveway.

D. Swimming River Road

1. Widening the road by taking land from the Exxon Station to create a longer right turn lane onto 520.
2. Create two lanes from the present one lane southbound. A 2 to 1 lane merger occurs in front of the professional building at Oak Street.
3. The map shows an island in front of the prof. Building but it is not mentioned in the report.

Note:

- a. Pedestrians would still have the danger of crossing a right turn lane to an island at the corner of 520 and Swimming River Road.
- b. Pedestrians would have to cross a 4 lane road rather than the present 3 lane road to cross Swimming Road.
- c. The island in front of the professional building would block left turns into and out of the back driveway to the shopping center (behind Exxon). It would also block turns into the professional building and hinder turns into and out of the PNC Bank lot. Left turns onto 520 also tend to back up into the area of the proposed island.

E. CR 520 between Swimming River Road and Hurleys Lane.

1. Close all except one right turn into and one right turn out of from Tolas Plaza and adjoining professional building lot.
2. Install a double sided, sloping curb along the left turn lane to Swimming River Road to prevent left turns into Tolas Plaza.
3. Install a small concrete island at the end of the curb to mark the beginning of the left turn lane to Swimming River Road and to separate it from the left turn lane into the Dunkin Donut lot.
4. Although not written in the report, a similar double curb and island is shown on the map to mark the left turn onto Hurleys Lane, preventing illegal left turns onto Rose St.
5. A green island is shown on the map just east of the firehouse before Hurleys Lane. The island is not mentioned in the report.
6. The report specifically states that they are against any landscaped islands on CR 520 in the vicinity of Swimming River/Lincroft-Middletown Road since this "could encourage pedestrians to cross at unprotected midblock locations".

Note:

- a. *Pedestrians already frequently cross mid-block between the pharmacy and Dunkin Donut lots. A well constructed center island with cross walk may prevent a future pedestrian from being hit by a car while waiting for the traffic to clear in the center of a dual left turn lane. A pedestrian must walk ¼ mile extra to use the crosswalk at Hurleys Lane to cross the street from the pharmacy to the opposite shopping center and back.*
- b. A dual left turn lane for the pharmacy lot and Dunkin Donuts lot creates a situation where cars meet head-on in the center of the road when two motorists want to make lefts at the same time. An island would channel the traffic to the Dunkin Donuts lot. The pharmacy lot can be entered through a left turn at the Acme entrance.

F. Parkway Entrance—Half Mile Road.

1. Eliminate the present jug handle entrance eastbound just beyond the parkway overpass.
2. Create a right lane, northbound entrance to the parkway from the eastbound lane of 520, just beyond the overpass.
3. Create a jughandle at the One River Road intersection (light just east of Half Mile Road) for people to use who wish to turn left on Half Mile Road from 520 eastbound.
4. Build another commuter parking lot on the south side of 520 with a pedestrian overpass walkway to the lot on the north side of 520.

Note:

- a. A jughandle at One River Road will put more traffic on the west bound section of 520. At various times, particularly during the evening rush hour, westbound 520 is totally clogged. A left turn lane from 520 east to Half Mile Road would not add to traffic on 520 westbound.

G. Hance Avenue to Shrewsbury Avenue

1. Create a center dual left turn lane.

H. Hance Avenue

1. Create two lanes turning left and one lane turning right onto 520.

The County Chosen Freeholders need to hear your opinion about the recommendations for CR 520, prepared by Orth-Rodgers Associates for the Office of the County Engineer. **THE ONLY WAY TO STOP THE COUNTY FROM DESTROYING OUR TOWN IS TO LET THE FREEHOLDERS KNOW YOU ARE NOT HAPPY WITH THE PLANS.** The Freeholders are elected and we are the electing public. They listen to voters. Without our input, they will do what the engineer's office tells them to do. Write to the county engineer as well. He is seeking public comment.

Call or write the Freeholders:

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Freeholder Theodore J. Narozanick	732-431-7918
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Freeholder Amy H. Handlin	732-431-7158

Write them at:

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Write to the County Engineer:

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Hall of Records
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