



LOCATION: TOWNSHIP OF JACKSON

SPONSOR: OCEAN COUNTY

Local Safety Program Local Safety Engineering Assistance Program

New Central Avenue (CR 31) and North Hope Chapel Road (CR 639) Roundabout

Township of Jackson, Ocean County

Project Information

The North Jersey Transportation Planning Authority (NJTPA) has teamed with federal partners, the New Jersey Department of Transportation, subregions, and other state and local agencies to improve the safety and reliability of the region's transportation infrastructure. Through two safety funding programs, the Local Safety Program (LSP) and High-Risk Rural Roads Program (HRRRP), NJTPA funds safety improvements on county and local roadways in urban, suburban, and rural communities. NJTPA has developed a Local Safety Engineering Assistance Program (LSEAP) to provide professional consultant support services for necessary planning and design services and construction document preparation for these projects.

Ocean County is receiving Federal Highway Safety Improvement Program funds from the Federal Highway Administration through LSP and LSEAP for the design and construction of a modern roundabout at the intersection of New Central Avenue (CR 31) and North Hope Chapel Road (CR 639).

This four-leg intersection is currently stop controlled on the New Central Avenue approaches with skewed geometry. The proposed improvements include a modern roundabout to eliminate left-turn conflicts and lower speeds approaching the intersection. It will include advanced signage and pavement markings on all approaches.

A modern roundabout is an identified Federal Highway Administration proven safety countermeasure and the preferred safety alternative for intersections. Roundabouts have been shown to reduce fatal and severe crashes by as much as 82% at previous 2-way stop-controlled intersections. They are designed to improve safety for all users, including pedestrians and bicyclists, and can substantially reduce the types of crashes that result in fatal and serious injuries (such as right angle crashes). Design features include:

- Counterclockwise Flow: Traffic travels counterclockwise around a center island;
- Entry Yield Control: Vehicles entering the roundabout yield to traffic already circulating;
- Lower Speed: Curvature produces lower vehicle speeds, generally 15-25 MPH, throughout the roundabout.

Anticipated Project Schedule

Preliminary Engineering: **2020-2021**

Final Design: **2021-2022**

Construction Start: **Spring 2023**

Construction Completion: **Winter 2023**

Contact Information

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