

# Ernston Road RSA

## FINAL REPORT

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CAIT's Transportation Safety Resource Center (TSRC) and New Jersey Local Technical Assistance Program (NJLTAP) offer a statewide Road Safety Audit (RSA) service as well as funding sources to New Jersey towns and counties.

A multi disciplinary team offers assessments on roadway issues such as pedestrian and bicycle safety, intersection analyses, rural roads, human factors, speed management, and sign visibility and retroreflectivity standards.

RSAs include data-driven considerations and analysis of crash data. To determine possible safety suggestions, RSA team members perform crash data evaluations on the target area using Plan4Safety, TSRC's award-winning crash database and software.

The RSA team provides a final report that includes long- and short-term countermeasure suggestions that fit within the requestor's budget. Furthermore, RSAs payoff: according to the Federal Highway Administration (FHWA), countermeasures applied after RSAs can reduce crashes by about sixty percent.

For more information, contact Andy Kaplan, Engineering Researcher, at [akaplan1@rutgers.edu](mailto:akaplan1@rutgers.edu)

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## Introduction

In the spring of 2011, a partnership was formed between the Rutgers Transportation Safety Resource Center (TSRC) and Middlesex County, NJ. Planners at Middlesex County were evaluating safe pedestrian access to bus service along the entire Route 9 Corridor through Old Bridge and Sayreville, where multiple pedestrian crash hotspots in close proximity to bus stops were identified using Plan4Safety, a crash data analysis tool. Various crash-prone intersections along Ernston Road, also known as County Route 673 (CR 673), were selected for a closer investigation and with the assistance of Rutgers TSRC, a Road Safety Audit (RSA) was performed. This report documents the findings and suggestions made by the audit team.

## Background

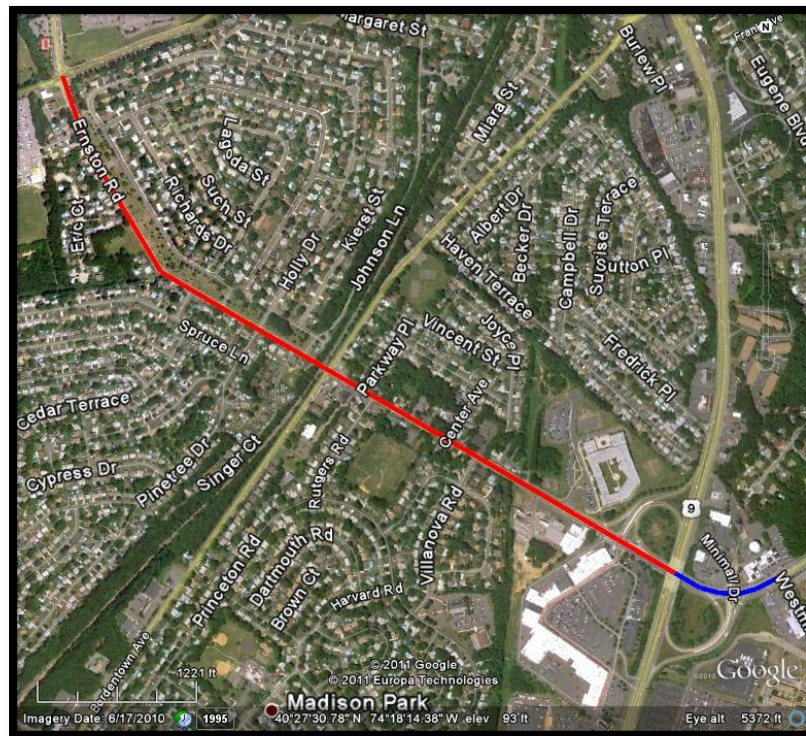


Figure 1—Map of Study Area (Google Earth)

The study area along Ernston Road is outlined in red and blue in Figure 1. The red portion of Ernston Road marks the section that is also CR 673, while the blue portion marks the section where the municipality has jurisdiction. The study area of Ernston Road runs about 1.4 miles through Sayreville Borough and Old Bridge Township, Middlesex County, New Jersey.

Ernston Road is classified as an Urban Minor Arterial with 1 lane in each direction west of Villanova Road and 2 lanes in each direction east of said road. A total 17 intersections, 4 of which are signalized, exist along the study area. The speed limit in the study area is 35 miles per hour (mph) west of the US Rt. 9 and 45 mph east of it.



The land use around the study area is predominantly residential with commercial areas around the US Rt. 9 interchanges, specifically the Sayre Woods Shopping Center and Mini Mall. Commercial areas also exist around the intersection with Washington Road.



Figure 2 - Washington Road Schools (Google Earth)

There are three schools that lie within the study area. Two of these schools are located near the Washington Road intersection, as shown in Figure 2. During the 2008-2009 academic year, War Memorial High School has an enrollment of 1,675 students while Sayville Middle School has 1,359 students. As shown in Figure 3, Samsel Upper Elementary School is located at the corner of the US Rt. 9 South intersection and had an enrollment of 931 students during the 2008-2009 academic year.

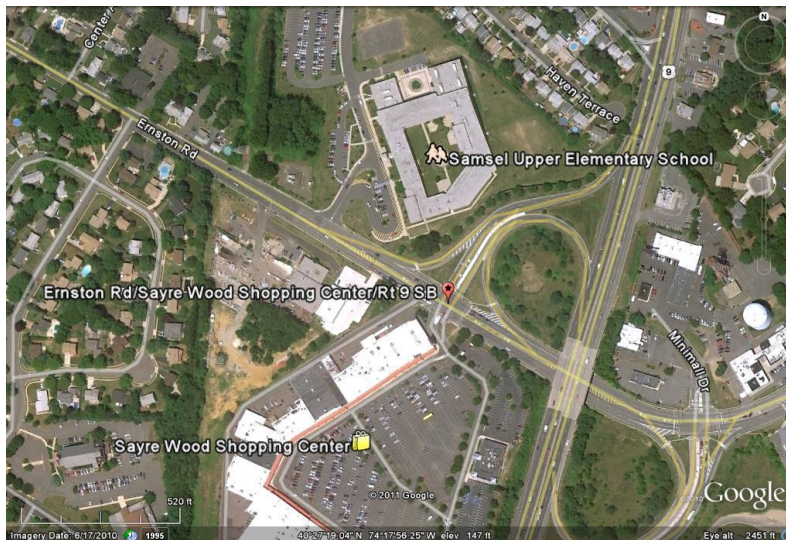
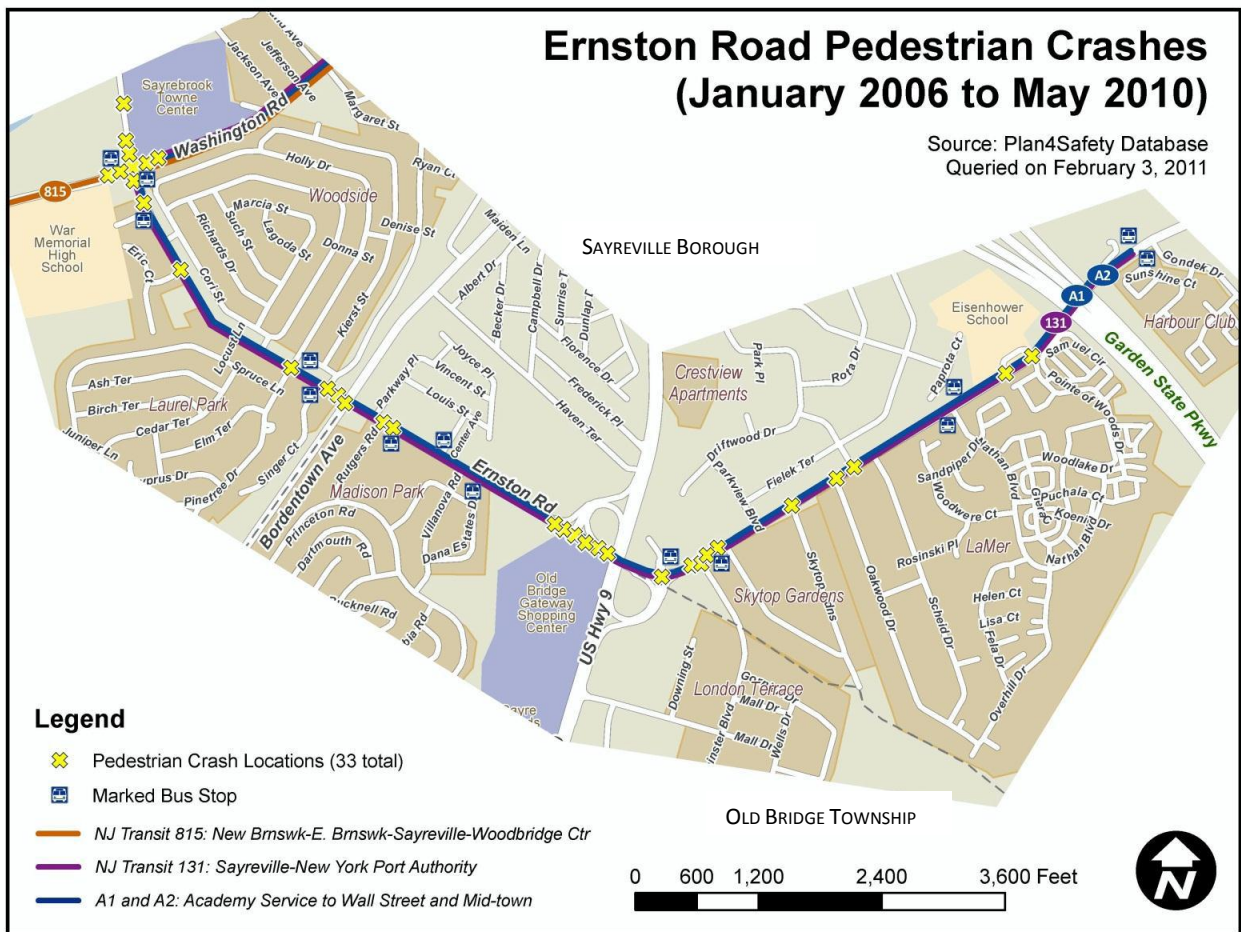


Figure 3 - Samsel Upper Elementary School (Google Earth)

Both New Jersey Transit (NJT) and Academy Bus LLC have two bus lines that serve the study area. NJT # 815 runs along Washington Road during the morning and afternoon peak hours. NJT # 131 runs along Washington Road and then continues on Ernton Road throughout the day. Both Academy Bus lines serve the same route as NJT # 131.



April 8, 2011 - RWR

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Figure 4 - Pedestrian Crash Locations and Bus Service along Ernston Road (CR 673) (Middlesex County)



## Road Safety Audit Process

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The Ernston Road RSA followed a process that began with data collection, a crucial task that served as the backbone for recommendations for improvement. Crash data was collected using Plan4Safety, a crash data analysis tool, and consisted of crash types, locations, years, road conditions, and contributing circumstances.



Figure 5 - RSA team conducting site visit

The Road Safety Audit occurred on April 14, 2011. The day began with a Pre-Audit meeting that involved the definition of road safety audit and an overview of the intersections. A presentation showing details of the crash analysis and aerial images of the study area was shown. Following the presentation, a site visit was conducted where all participants were given a chance to inspect the sites and use their various backgrounds to brainstorm suggested improvements. After the field visit, the team was brought back together to discuss the issues observed and to discuss suggestions to remedy the issues.

## Information Sources

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Several sources of information were used in the RSA process. For example, crash data from 2008–2010 was examined for trends and patterns. Specific resources used in the analysis include:

- NJDOT Crash Database (2008–2010)
- Plan4Safety Crash Data Analysis Tool
- NJDOT Straight Line Diagrams
- National Center for Education Statistics (NCES)
- Google Earth

## RSA Team

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The RSA team consisted of 17 members including police officers, engineers, and planners from different agencies across the state.

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## Crash Data

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Crash Data was reviewed for the entire study area for the years 2008-2010. The intersections along Ernston Road with the most crashes were identified for further analyses are as follows:

- Washington Road
- Holly Drive/Pinetree Drive
- Bordentown Avenue
- Parkway Place/Rutgers Road
- Villanova Road
- US Route 9 North Ramps/ Sayre Woods Shopping Center
- US Route 9 South Ramps/Minimal Drive
- Westminster Boulevard

Due to an ongoing project to redesign the intersection at Bordentown Avenue, this intersection and the adjacent intersections at Holly Drive/Pinetree Drive and Parkway Place/Rutgers Road were left out of this Road Safety Audit. This resulted in the five remaining intersections being reviewed in depth as part of the RSA.

Figure 6 illustrates the number of crashes at the audited intersections during the 2008-2010 periods, shaded by crash severity.

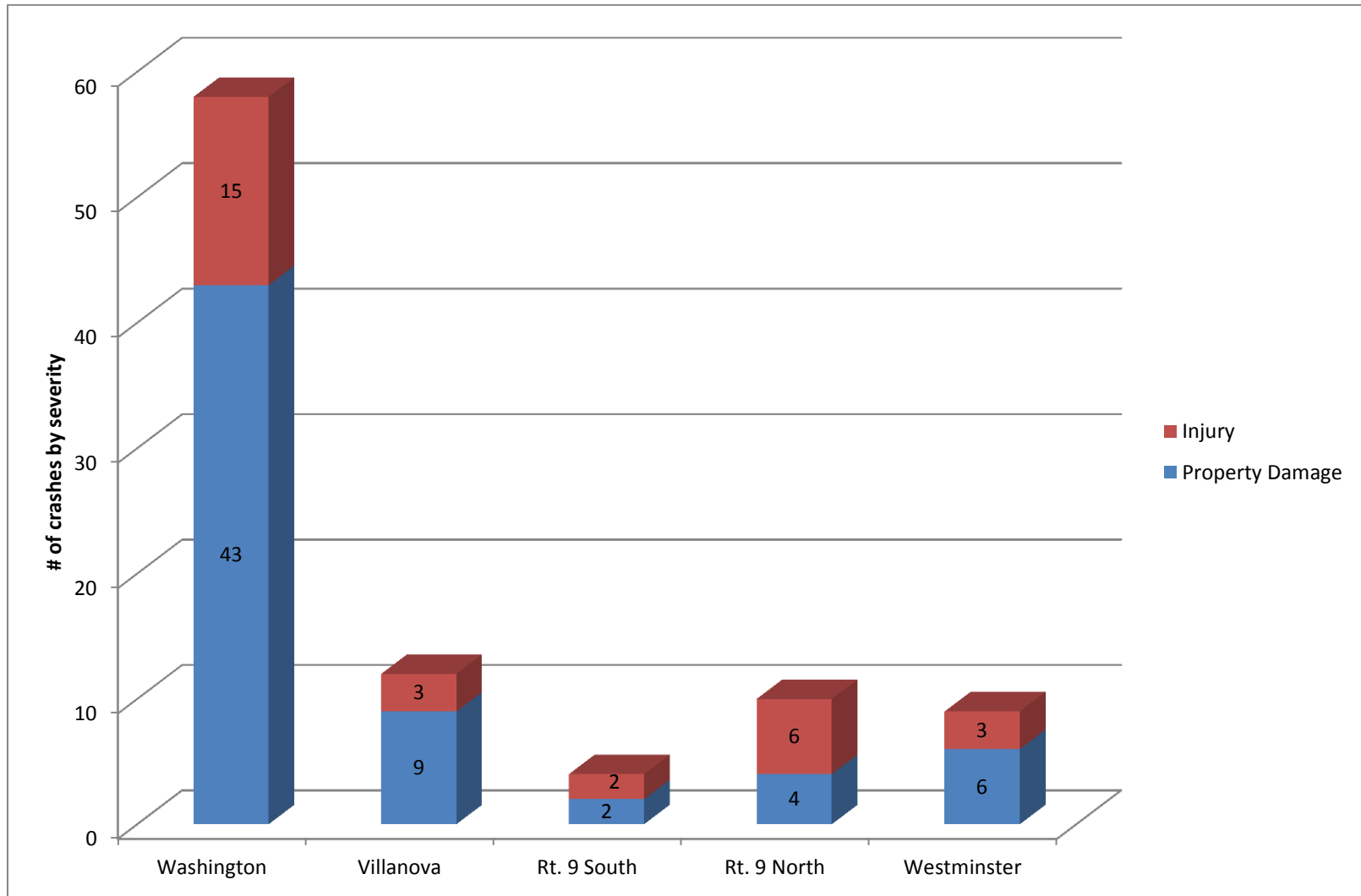


Figure 6 - Number of crashes by severity (2008-2010)

7 Pedestrian crashes were reported at the intersections between 2006 and 2010 and are detailed in Table 3.

INTERSECTION	DATE	TIME	YEAR	ENVIRONMENTAL CONDITION	LIGHT CONDITION	PEDESTRIANS INJURED	SEVERITY	SURFACE CONDITION
Washington	5/24/2006	7:11 PM	2006	Clear	Daylight	1	Injury	Dry
Washington	4/22/2008	8:17 PM	2008	Clear	Dark (Street Lights On/ continuous)	1	Injury	Dry
Washington	4/23/2009	9:18 PM	2009	Clear	Dark (Street Lights Off)	1	Injury	Dry
Rt. 9 NB	4/27/2010	8:07PM	2010	Clear	Dark (Street Lights On/ continuous)	1	Injury	Dry
Westminster	10/16/2009	6:45AM	2009	Rain	Dark (Street Lights On/ Spot)	0	Injury	Wet
Westminster	11/19/2009	5:55PM	2009	Clear	Dark (No Street Lights)	1	Injury	Dry
Westminster	2/17/2010	6:57PM	2010	Clear	Dark (Street Lights On/ continuous)	1	Injury	Wet

Table 1 - Pedestrian Crash Data 2007-2010

3 Bicyclist crashes were reported at the intersections between 2006 and 2010 and are detailed in Table 4.

INTERSECTION	DATE	TIME	YEAR	ENVIRONMENTAL CONDITION	LIGHT CONDITION	SEVERITY	SURFACE CONDITION
Washington	12/09/2010	7:47AM	2010	Clear	Daylight	Injury	Dry
Rt. 9 NB	9/30/2008	5:50PM	2008	Clear	Daylight	Injury	Dry
Rt. 9 NB	10/11/2008	7:13PM	2008	Clear	Dark (Street Lights On/ continuous)	Injury	Dry

## RSA Team Findings

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### RSA Team General Observations

The following is a summary of general corridor observations made by the team.

1. Compliance with ADA standards with respect to curb ramps at crosswalks was lacking.
2. Bicyclists were observed at most intersections during the audit; however, there was a lack of bicyclist accommodations throughout the corridor.
3. Pavement Markings are somewhat faded, and could be refreshed.
4. Sidewalks were not present in many segments where worn pedestrian paths existed.
5. Guiderail designs did not meet current standards and should be reviewed and designed to be brought up to standards, including proper end treatments.
6. Utility poles were located in the clear zone. Utility poles in the clear zone should be protected, if feasible, by guiderail, curbing, a painted shoulder, or otherwise as identified by a formal engineering review.
7. A further study should be undertaken to determine if there is a sufficient presence of existing marked crosswalk locations at signalized and unsignalized crossings across and along Ernston Road. The study should aim to identify all cross walk locations where marked pedestrian crosswalks are currently nonexistent but warranted based upon demand. Warranted locations, such as in the vicinity of bus stops, should be appropriately signed, marked and identified.
8. Evaluate signal phasing of all signalized intersections for the possible incorporation of a “Leading Pedestrian Interval,” providing pedestrians with exclusive use of the crosswalk for a few seconds at the beginning of the pedestrian phase while all conflicting vehicle movements have a red light. The MUTCD recommends the consideration of assessable features to be used in conjunction with Lead Pedestrian Intervals.<sup>1</sup>
9. Ensure all signal timings in addition to pedestrian crossing timings conform to the standards and best practices as outlined in the most recent edition of the MUTCD as well as accepted Middlesex County practices.

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<sup>1</sup> Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 ed. Section 4E.06.20

## RSA Team Specific Findings

The following represents the specific findings and suggestions made by the RSA team. The **red** shaded areas represent suggestions thought to be low-cost improvements.

All suggestions and designs should be thoroughly evaluated with due diligence, and designed as appropriate, by the roadway owner and/or a professional engineer for conformance to codes, standards and best practices.




## Washington Road


Issue: Bicycle Use Observed	Safety Risk	
<b>Description:</b> Bicycle use was observed during the field visit but the intersection lacks bicycle accommodations	High	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install shared lane use signs and pavement markings, as appropriate.	Low	Medium

Issue: Shell Gas Station Access	Safety Risk	
<b>Description:</b> Access from the Shell gas station for motorists making a left onto Washington Rd. creates a hazard. Motorists would have to cross over 3 lanes and may encounter sight distance issues from queuing at the intersection.	High	



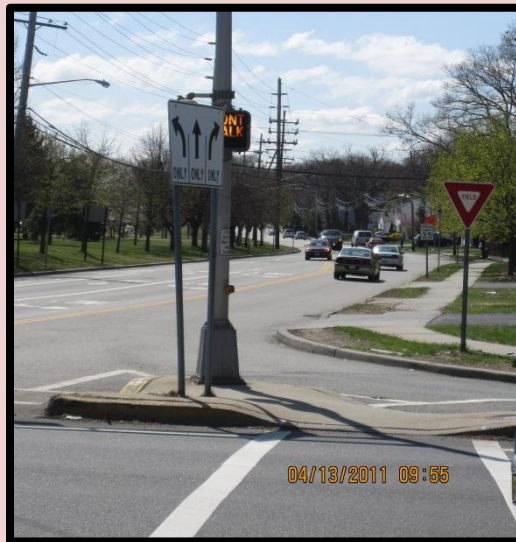
RSA Team's Recommendation	Cost	Potential Safety Benefit
Review access agreement with Shell gas station. If possible, prohibit left turns from the gas station onto Washington Rd.	Low	High

Issue: Yielding to Pedestrians	Safety Risk	
<p><b>Description:</b> Vehicles were observed not yielding to pedestrians at the eastbound and westbound channelized right turns.</p>	High	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Consider the installation of high visibility style crosswalks, yield bars and advanced pedestrians crossing signage. Consider relocation of yield signs to a point before the crosswalk or otherwise in line with Middlesex County standards.</p>	Low	High


Issue: 8" Signal Heads	Safety Risk	
<p><b>Description:</b> Though 8-inch signal heads are the standard for existing traffic signals, 12-inch signals provide greater visibility especially for motorists with poor vision.</p>	High	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Replace 8-inch signal head with 12-inch signal heads.</p>	Low	High

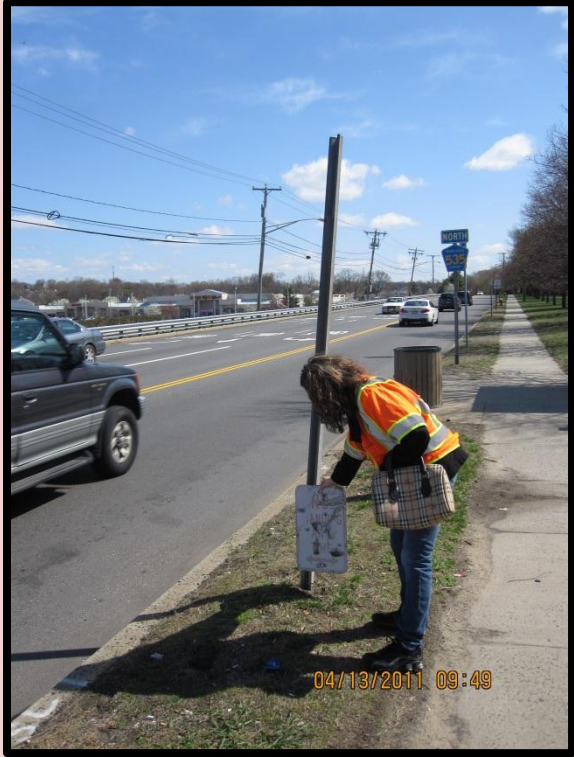
Issue: ADA Accessibility	Safety Risk	
<b>Description:</b> It was observed that some curb ramps were not accessible and there were neither countdown signal heads, nor accessible pedestrian signal accommodations.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Reconstruct accessible curb ramps and install pedestrian countdown signal heads and add accessible pedestrian signal accommodations.	Medium	High

Issue: Lane Use Sign Blocking Pedestrian Signal	Safety Risk	
<b>Description:</b> A lane use sign is blocking view of a pedestrian signal for pedestrian crossing Ernston Road in the southwestern island. Blocking of a pedestrian signal may prompt pedestrians to cross at inappropriate times.	High	



RSA Team's Recommendation	Cost	Potential Safety Benefit
Relocate lane use sign.	Low	Medium


Issue: Northbound Bus Stop	Safety Risk	
<p><b>Description:</b> Buses stopping on the eastbound/westbound bus stop block traffic and cause a hazard in the intersection.</p>	<p>Medium</p>	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Coordinate with NJ Transit to install a bus pull-off at the bus stops to allow traffic to flow around a stopped bus.</p>	<p>High</p>	<p>Medium</p>

<b>Issue: "No Standing Any Time" sign</b>	<b>Safety Risk</b>	
<b>Description:</b> A "No Standing Any Time" sign in the southeast corner of the intersection has been knocked down.	Low	
		
<b>RSA Team's Recommendation</b>	<b>Cost</b>	<b>Potential Safety Benefit</b>
Replace "No Standing Any Time" sign.	Low	Low


<b>Issue: Advanced Lane Use Sign</b>	<b>Safety Risk</b>	
<b>Description:</b> A lane use sign exists at the intersection for the westbound approach but is lacking in advance of the intersection to give motorists notice before arriving at the intersection.	Low	
<b>RSA Team's Recommendation</b>	<b>Cost</b>	<b>Potential Safety Benefit</b>
Install lane use sign on westbound approach in advance of the intersection.	Low	Medium

Issue: Worn Dirt Path	Safety Risk	
<p><b>Description:</b> There is a worn dirt path on the east side of the northbound approach to the intersection. This path indicates pedestrian use but lacks a sidewalk to accommodate the pedestrian movement.</p>	<p>Medium</p>	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Install ADA-compliant sidewalk as needed.</p>	<p>Medium/High</p>	<p>High</p>




Issue: No Turn on Red Sign Confusing	Safety Risk	
<p><b>Description:</b> There is a "No Turn on Red" sign on the southbound approach with a "When Children are Present" plaque underneath. It was observed that this sign caused some confusion amongst motorists on the road.<sup>2</sup></p>	<p>Medium</p>	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Investigate replacement of the "When Children are Present" plaque with a plaque that states specific times of day where right turns on red are prohibited. This may require the modification of the official signal plan, TRO or Municipal Ordinance establishing the turning prohibition. Additionally, add "No Turn on Red" sign and plaque to signal pole on southwest island for visibility from the stop line.</p>	<p>Low</p>	<p>Medium</p>

<sup>2</sup> FHWA Interpretation Letter - [http://mutcd.fhwa.dot.gov/resources/interpretations/pdf/2\\_635.pdf](http://mutcd.fhwa.dot.gov/resources/interpretations/pdf/2_635.pdf)

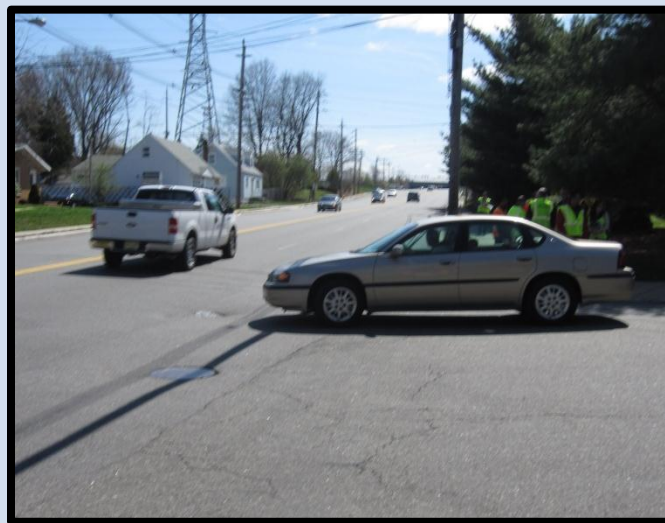
Issue: Signal Pole Damaged	Safety Risk	
<p><b>Description:</b> Traffic signal pole in southeast corner of the intersection appears to have been damaged by a truck which may indicate an issue with truck turning radii.</p>	<p>Medium</p>	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Engage a design engineer to review truck turning radii and signal pole locations at the intersection. Relocate stop bars and signal pole as identified by the design engineer.</p>	<p>Medium</p>	<p>High</p>

## Villanova Road

Issue: Missing Crosswalk	Safety Risk	
<p><b>Description:</b> Crosswalk markings are missing to cross Villanova Road. The current curb ramp on the southwest corner of the intersection exposes pedestrians to traffic for a longer period of time.</p>	High	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Install an accessible curb ramp a few feet south of existing ramp to shorten crosswalk length and install a high visibility crosswalk.</p>	Medium	High

Issue: Centerline Missing on Villanova Rd.	Safety Risk	
<b>Description:</b> The yellow centerline on Villanova Road is missing.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install yellow centerline.	Low	Medium

Issue: Sight Distance	Safety Risk	
<b>Description:</b> Motorists exiting Villanova Rd. onto Ernston Rd. have inadequate sight distance to safely make a turning movement. Stop bar on Villanova Rd is set far back.	High	



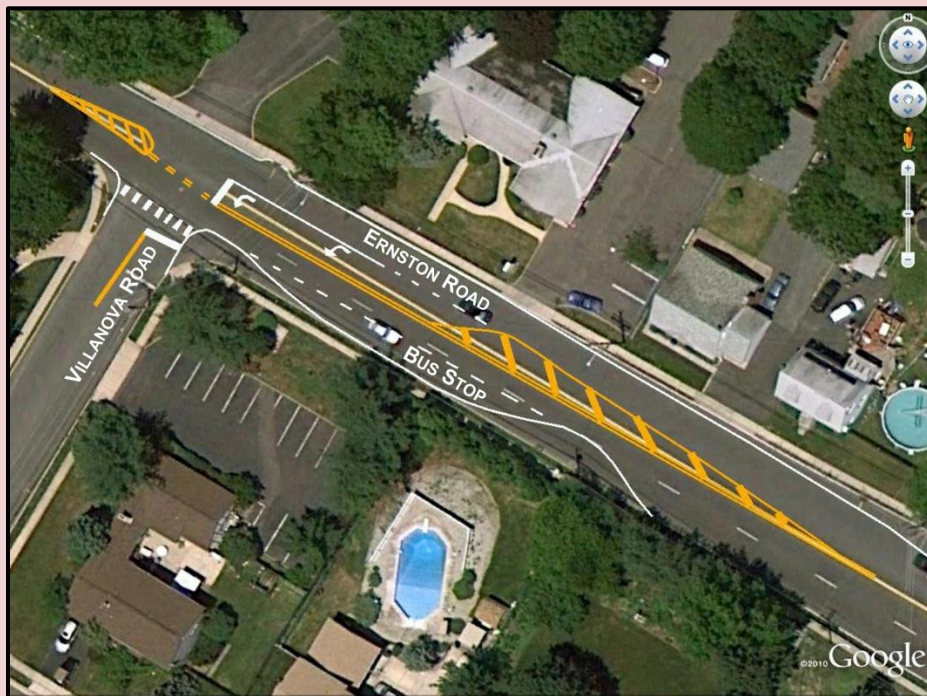
RSA Team's Recommendation	Cost	Potential Safety Benefit
Extend curb, or install painted island immediately east of the intersection to maintain one eastbound through lane and diverge further east. Pull up stop bar.	Low (Paint) High (Curb)	Medium



Issue: Heavy Left Turns	Safety Risk
<p><b>Description:</b> Heavy left turns were observed from Ernston Rd. onto Villanova Rd. in the vicinity of a land drop.</p>	<p>Medium</p>



RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Relocate the lane drop further east, restripe to provide for a separated westbound left turn bay as well as shoulder for bus, extend curb, and restripe crosswalk as shown in image below.</p>	<p>Low</p>	<p>High</p>




The sketch is a concept which needs to be properly and fully investigated for feasibility, safety and conformance to regulations and standards by a professional engineer.


Issue: Bush Blocking Sidewalk	Safety Risk	
<b>Description:</b> There is a bush blocking the sidewalk on the east side of Villanova Rd.	Low	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
Notify property owner of hazard and advise to trim back the bush.	Low	Medium

Issue: ADA Accessibility	Safety Risk	
<b>Description:</b> It was observed that some curb ramps were not accessible.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install accessible curb ramps.	Medium/High	Medium



## US 9 South/Sayre Woods Shopping Center

Issue: Driveway Egress	Safety Risk	
<p><b>Description:</b> The driveway adjacent to the rear mall entrance has a left turn lane causing drivers to cross 3 lanes of traffic to make a left turn. This left turn could be a hazard during time of heavy traffic on Ernston Rd. There is also no Stop Sign. Both an R1-1 and R3-2 are noted on the NJDOT Signal Plan.</p>	High	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
Review current NJDOT traffic signal plan and replace missing signage as appropriate.	Low	High

Issue: Pedestrian Sight Distance	Safety Risk	
<p><b>Description:</b> The existing grade to the side of the channelized right turn at the Rt. 9 off ramp creates poor pedestrian sight distance for pedestrians crossing.</p>	High	
		
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Investigate relocation of crosswalk to provide for better sight distance. Additionally delineate the crosswalk with proper signage.</p>	Low	High

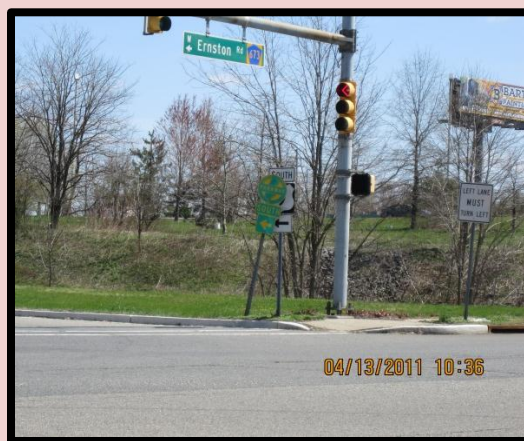
Issue: Right Turn on Red	Safety Risk	
<p><b>Description:</b> Currently, right turns on red are allowed out of the mall exit. This maneuver is in conflict with an opposing dual left-turning maneuver, which may cause confusion to right-turning vehicles.</p>	High	
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Conduct a formal review of current right turns on red for conflicts and prohibit movement if appropriate.</p>	Low	High

Issue: Lane Line Extensions	Safety Risk	
<p><b>Description:</b> Lane line extensions can provide guidance for turning vehicles within the intersection and help prevent side swipe crashes.</p>	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
<p>Install lane line extension for dual turning movements within intersection as needed.</p>	Low	High

Issue: Split Phase Left Turns	Safety Risk	
<b>Description:</b> Leading left turns on Ernston Rd. may create conflicts between the turning vehicles.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Investigate adding lead left turns or a split phase on Ernston Rd. to provide protection for the left turn movements. In addition, add left turn arrows to the signal.	Low	High

Issue: Advance Guide Signs	Safety Risk	
<b>Description:</b> There is a lack of advance guide signs on the eastbound and westbound approaches to inform motorists of proper lane positioning before reaching the intersection.	Low	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install advance guide or trailblazer signs.	Low	High

Issue: Route 9 Sign Blocked	Safety Risk	
<b>Description:</b> In the median of the Route 9 ramp, facing the southeast approach is a GSP and Route 9 sign. The GSP sign is knocked down in a way that it blocks the Route 9 sign.	Low	



RSA Team's Recommendation	Cost	Potential Safety Benefit
Reinstall GSP sign.	Low	High

Issue: ADA Accessibility	Safety Risk	
<b>Description:</b> It was observed that some curb ramps were not accessible and there were no accessible pedestrian signals.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Reconstruct accessible curb ramps and add accessible pedestrian signals.	Low	High

## US 9 North/Minimall Drive

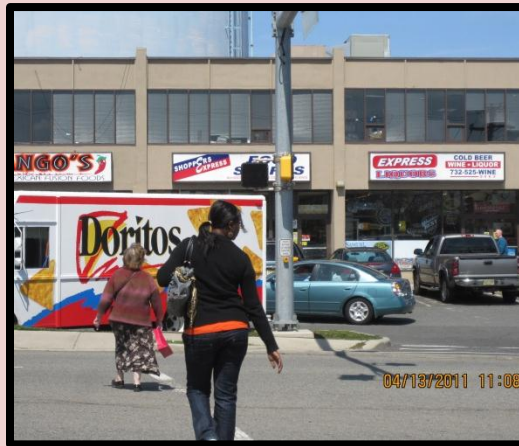
Issue: Glare	Safety Risk	
<b>Description:</b> Glare may impair the view of traffic signals during times of sunset and sunrise. The vertical curve at this intersection exacerbates this condition.	High	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install back plates on all signal faces.	Low	High

Issue: Lane Use Sign	Safety Risk	
<b>Description:</b> Currently, there are no lane use signs at the stop bar on the eastbound and westbound approaches. An advance lane use sign exists for the eastbound approach, located before the channelized right turn. A lane use sign at the stop bar would provide extra emphasis in addition to the pavement markings.	Low	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Install lane use signs on the eastbound and westbound approaches.	Low	Medium

## Westminster Boulevard

Issue: Coordination with US 9 NB/Minimall Dr. Signal	Safety Risk	
<b>Description:</b> It was observed that this signal is not optimally coordinated with the signal at US 9 NB/Minimall Drive. Coordinated signals allow for fewer stops and smoother traffic flow.	Low	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Upgrade coordination with US 9NB/Minimall Drive signal to optimize current operations.	Medium	Medium

Issue: Hand on Pedestrian Signal Out	Safety Risk	
<b>Description:</b> The hand on the pedestrian signal in the northwest corner facing south is out. Pedestrians may unknowingly cross Ernston Rd. at an inappropriate time.	High	



RSA Team's Recommendation	Cost	Potential Safety Benefit
Replace defective pedestrian signal.	Low	High

Issue: Sidewalk Drop-off	Safety Risk	
<b>Description:</b> There is a significant drop-off to the side of the sidewalk on the south side of Ernston Rd and west of the intersection.	High	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Regrade drop-off to eliminate hazard.	Medium	High



Issue: Pedestrian Push Buttons	Safety Risk	
<b>Description:</b> Pedestrian push button signs at the northwest corner of the intersection are confusing to pedestrians as to which crosswalk they are for.	Medium	
RSA Team's Recommendation	Cost	Potential Safety Benefit
Reposition pedestrian buttons to meet ADA and MUTCD standards.	Low	High

## Potential Funding Sources

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In this economy, budget constraints may hamper the implementation of some of these recommendations. Finding alternative funding sources is critical to ensuring the investment in the safety of the intersection's users.

### Local Funding Sources:

#### **Roadway Owner's Maintenance and Operation Budget:**

Existing funds from local and county sources, as appropriate, which are allocated for investment in maintenance and operational activity, can be used to implement above suggestions. Many of the above countermeasures may be eligible for the appropriate use of these existing funds. The manager of these funds who understands the full budget picture should be consulted.

### State Funding Sources:

#### **Contact:**

NJDOT Local Aid District 2 Office  
153 Halsey Street - 5th floor  
Newark, NJ 07102  
Phone: 973-877-1500  
Fax: 973-877-1556

#### **Municipal Aid/Urban Aid Program (NJDOT Local Aid):**

<http://www.state.nj.us/transportation/business/localaid/municipaid.shtm>

This program has been a significant resource for municipalities in funding local transportation projects. All municipalities are eligible. The department continues to encourage municipalities to consider using the Municipal Aid Program to fund projects that support walking and biking in their communities. NJDOT has set a goal to award up to 10 percent of the Municipal Aid Program funds to projects such as pedestrian safety improvements, bikeways, and streetscapes.<sup>3</sup>

#### **Local Aid Infrastructure Fund (Discretionary Aid):**

<http://www.state.nj.us/transportation/business/localaid/descrfunding.shtm>

Subject to funding appropriation, a discretionary fund is established to address emergencies and regional needs throughout the state. Any county or municipality may apply at any time. These projects are approved at the discretion of the commissioner. Payment of project costs is the same as the Municipal Aid Program. Under this program a county or municipality may also apply for funding for local pedestrian safety and bikeway projects<sup>4</sup>.

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<sup>3</sup> Local Aid Letter Dated June 18, 2010, available publicly:

<http://www.state.nj.us/transportation/business/localaid/documents/2011Letter.pdf>

<sup>4</sup> NJDOT TTF State Aid Handbook available publicly:

<http://www.state.nj.us/transportation/business/localaid/documents/StateAidHandbook-May272010.pdf>

**Safe Streets to Transit:**

<http://www.state.nj.us/transportation/business/localaid/safe.shtm>

The intent of this program is to encourage counties and municipalities to construct safe and accessible pedestrian linkages to transit facilities in order to promote increased usage of transit by all segments of the population.

**NJDOT Centers of Place Program:**

<http://www.state.nj.us/transportation/business/localaid/safe.shtm>

The program provides a funding opportunity to municipalities that have been designated as a Center of Place by the New Jersey Department of Community Affairs to obtain funding for nontraditional transportation improvements that advance municipal smart growth management objectives. Eligible program projects include Pedestrian and Bicycle Facilities, Scenic or Historic Transportation Programs, Parking and Circulation Management, Landscaping/Beautification of Transportation Related Facilities, Rehabilitation of Publicly-Owned Transportation Structures

**Contact:**

New Jersey Business Action Center  
Office for Planning Advocacy  
Department of State  
P.O. Box 204  
Trenton, New Jersey 08625-0204  
Barry Ableman  
Tel: 1-609-292-3228  
Email: [bableman@dca.state.nj.us](mailto:bableman@dca.state.nj.us)

**Office of Smart Growth Downtown Business Improvement Zone Loan Fund**

<http://www.nj.gov/state/planning/docs/techassist071506.pdf>

The program provides a funding opportunity to municipalities that have been designated as a Center of Place by the New Jersey Department of Community Affairs to obtain funding for nontraditional transportation improvements that advance municipal smart growth management objectives. Eligible program projects include Pedestrian and Bicycle Facilities, Scenic or Historic Transportation Programs, Parking and Circulation Management, Landscaping/Beautification of Transportation Related Facilities, Rehabilitation of Publicly-Owned Transportation Structures

**Contact:**

New Jersey Department of Community Affairs  
101 South Broad Street  
PO Box 800  
Trenton, NJ 08625-0800  
Laura Julian  
Tel: 1-609-633-6265  
Email: [ljulian@dca.state.nj.us](mailto:ljulian@dca.state.nj.us)

**NJDCA Office of Smart Growth Downtown Business Improvement Zone Loan Fund**

<http://www.state.nj.us/dca/divisions/dhcr/offices/comact.html>

Awards funds to agencies for provision of health, education, employment and housing and other services to low-income population of New Jersey. Ninety percent of the annual allocation must go to designated community action agencies (CAA's).

**Federal Funding Sources via NJDOT Office of Local Aid:**

**Contact:**

NJDOT Local Aid District 2 Office  
153 Halsey Street - 5th floor  
Newark, NJ 07102  
Phone: 973-877-1500  
Fax: 973-877-1556

**Safe Routes to Schools (SRTS):**

<http://www.state.nj.us/transportation/business/localaid/srts.shtm>

The federal-aid SRTS program provides federal-aid highway funds to State Departments of Transportation over five fiscal years (FY2005–FY2009). The program targets schools for grades K–8 only. The main objectives of the program are:

- to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Funds are available for a variety of both infrastructure and non-infrastructure projects that benefit elementary and middle school children in grades K–8 in both public and private schools. The infrastructure portion can fund design, construction, and planning of the proposed improvements, while the non-infrastructure portion would fund activities that encourage walking and bicycling to school.

Applicants to this program must submit separate applications for infrastructure and non-infrastructure projects.

Selection of SRTS projects involves the participation of civic, education, and environmental groups, the transportation community, and other government organizations such as the state's Metropolitan Planning Organizations.

## [Federal Funding Sources via North Jersey Transportation Planning Authority \(NJTPA\):](#)

### **Contact:**

North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102  
Phone: 973-639-8400  
Fax: 973-639-1953

### **Local Safety Program:**

[http://www.njtpa.org/Project/Devel/local\\_safety/default.aspx](http://www.njtpa.org/Project/Devel/local_safety/default.aspx)

The federally funded Local Safety Program (LSP) is a component of wider safety planning at the NJTPA, supporting construction of quick-fix, high-impact safety improvements on county and local roadway facilities in the NJTPA region. Projects supported by this program have included new and upgraded traffic signals, signage, pedestrian indications, crosswalks, curb ramps, pavement markings, and other improvements to increase the safety of drivers, bicyclists, and pedestrians.

The Local Safety Program:

- typically addresses NJTPA and/or NJDOT derived high priority crash locations on county or local roadways,
- supports quick-fix projects, backed with detailed crash data, with minimal or no environmental or cultural resource impacts (eligible for programmatic categorical exclusion from FHWA), and
- funds the construction phase of work only— planning, design, and right-of-way acquisition are the responsibility of the sponsor.

### **Local CMAQ Mobility Initiatives:**

<http://www.njtpa.org/Project/Mobility/CMAQ/CMAQMobility.aspx>

The federal Congestion Mitigation and Air Quality (CMAQ) program provides funds to reduce roadway congestion and reduce single occupancy auto usage in order to lessen the level of pollutants and greenhouse gases generated through the use of fossil fuels. The NJTPA has established the Local CMAQ Mobility Initiatives program to help meet these goals, including ridesharing, transit usage, travel demand management, and traffic mitigation projects. Proposals must implement strategies and policies in the Regional Transportation Plan, Plan 2035.

## **RSA Team's Conclusion**

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The RSA Team's recommendations suggested in this report should improve the safety of the intersection. Many of the recommendations can be implemented through routine maintenance, while others will take more time and investment. However, physical improvements alone will not eliminate the safety issues identified.

A combined effort of public education and police enforcement is necessary to make this intersection a safer place for all its users. Education about traffic safety in public schools, such as drivers' education courses in high school, and distributing informational pamphlets to pedestrians are just a sample of the different educational campaigns that can benefit road users. Enforcement, especially in the areas of parking and pedestrian right-of-way, can go a long way in reducing crashes and alerting drivers of the seriousness of being safety conscious. Officers may also hand out pamphlets during routine traffic stops to educate motorists of changes in traffic laws.



# Appendix A

# Raw Crash Data

## Ernston Rd and Washington

ALCOHOL INVOLVED	CELL PHONE IN USE	CRASH DATE	CRASH TIME	CRASH TYPE	ENVIRONMENTAL CONDITION	LIGHT CONDITION	PEDESTRIANS INJURED	PEDESTRIANS KILLED	SEVERITY	SURFACE CONDITION	TOTAL INJURED	TOTAL KILLED	TOTAL VEHICLES INVOLVED
No	No	6/12/2008	2:20 PM	Fixed Object	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
Yes	No	6/16/2008	11:28 PM	Same Direction - Rear End	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
No	No	7/25/2008	10:58 AM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	10/7/2008	8:03 AM	Left Turn / U Turn	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
Yes	No	10/24/2008	9:49 PM	Left Turn / U Turn	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
No	No	11/14/2008	1:43 PM	Right Angle	Overcast	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	11/14/2008	8:31 PM	Left Turn / U Turn	Rain	Dark (Street Lights On/continuous)	0	0	Injury	Wet	1	0	2
No	No	12/2/2008	6:17 PM	Same Direction - Rear End	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
No	No	12/16/2008	10:02 AM	Same Direction - Rear End	Rain	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	2/21/2008	6:13 PM	Left Turn / U Turn	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
No	No	3/7/2008	5:50 PM	Left Turn / U Turn	Rain	Dark (Street Lights On/continuous)	0	0	Property Damage	Wet	0	0	2
No	No	10/23/2008	4:40 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2

No	No	4/22/2008	1:12 PM	Right Angle	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	4/22/2008	8:17 PM	Pedestrian	Clear	Dark (Street Lights On/continuous)	1	0	Injury	Dry	1	0	1
No	No	6/6/2008	10:38 PM	Right Angle	Clear	Dark (Street Lights On/continuous)	0	0	Injury	Dry	1	0	2
No	No	8/4/2008	6:43 PM	Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	1	0	2
No	No	10/21/2008	5:28 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	3
No	No	10/28/2008	4:47 PM	Same Direction - Rear End	Rain	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	11/7/2008	1:00 PM	Same Direction - Rear End	Overcast	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	12/11/2008	6:26 PM	Right Angle	Rain	Dark (Street Lights On/continuous)	0	0	Property Damage	Wet	0	0	2
No	No	2/3/2009	6:58 PM	Same Direction - Rear End	Snow	Dark (Street Lights On/spot)	0	0	Property Damage	Snowy	0	0	2
No	No	2/6/2009	1:58 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	2/9/2009	5:43 PM	Right Angle	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
No	No	6/21/2009	12:35 AM	Opposite Direction - Head On/Angular	Rain	Dark (Street Lights On/continuous)	0	0	Injury	Wet	1	0	2
No	No	1/14/2009	2:07 PM	Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	1	0	2
No	No	2/18/2009	7:07 PM	Right Angle	Rain	Dark (Street Lights On/continuous)	0	0	Property Damage	Wet	0	0	2

No	No	4/23/2009	9:18 PM	Pedestrian	Clear	Dark (Street Lights Off)	1	0	Injury	Dry	1	0	1
No	No	4/27/2009	4:08 PM	Fixed Object	Clear	Daylight	0	0	Property Damage	Dry	0	0	1
No	No	4/28/2009	2:18 PM	Backing Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	2	0	2
No	No	4/30/2009	3:25 PM	Backing Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	7/12/2009	10:38 PM	Left Turn / U Turn Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	8/26/2009	1:56 PM	Left Turn / U Turn Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	9/11/2009	2:58 PM	Left Turn / U Turn Same Direction - Rear End	Rain	Daylight	0	0	Injury	Wet	2	0	3
No	No	10/27/2009	10:41 AM	Backing Same Direction - Rear End	Rain	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	11/3/2009	11:50 AM	Backing Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	1	0	2
No	No	12/18/2009	6:50 AM	Backing Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	8/21/2009	9:42 AM	Fixed Object	Clear	Daylight	0	0	Property Damage	Dry	0	0	1
No	No	9/16/2009	6:05 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	9/19/2009	9:29 AM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	2/1/2010	4:01 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	2/19/2010	12:14 PM	Right Angle Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	7/8/2010	3:54 PM	Right Angle Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	1	0	2
No	No	2/1/2010	4:50 PM	Right Angle Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	2/3/2010	11:10 AM	Left Turn / U Turn	Clear	Daylight	0	0	Property Damage	Dry	0	0	2

No	No	4/15/2010	7:05 PM	Same Direction - Rear End	Clear	Dusk	0	0	Property Damage	Dry	0	0	2	
No	No	1/14/2010	4:12 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2	
No	No	5/27/2010	6:05 PM	Right Angle Opposite Direction - Head On/Angular	Clear	Daylight	0	0	Property Damage	Dry	0	0	2	
No	No	6/2/2010	4:02 PM	Opposite Direction - Side Swipe	Clear	Daylight	0	0	Injury	Dry	2	0	2	
No	No	7/19/2010	4:21 PM	Same Direction - Rear End	Clear	Dusk	0	0	Property Damage	Dry	0	0	2	
No	No	8/4/2010	6:34 PM	Fixed Object	Clear	Daylight	0	0	Property Damage	Dry	0	0	1	
No	No	9/26/2010	10:25 AM	Same Direction - Rear End	Clear	Dark (Street Lights On/continuous)	0	0	Injury	Dry	1	0	2	
No	No	11/10/2010	10:45 PM	Left Turn / U Turn	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2	
No	No	12/1/2010	6:19 PM	Same Direction - Rear End	Rain	Dawn	0	0	Property Damage	Wet	0	0	2	
No	No	11/25/2010	6:44 AM	Same Direction - Rear End	Rain	Daylight	0	0	Property Damage	Wet	0	0	2	
No	No	12/9/2010	2:43 PM	Pedalcyclist	Clear	Daylight	0	0	Injury	Dry	1	0	1	
No	No	12/16/2010	7:47 AM	Same Direction - Rear End	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2	
Yes	No	5/24/2006	6:07 PM	7:11 PM	Pedestrian	Clear	Daylight	1	0	Injury	Dry	1	0	1

Ernston Rd & Villanova

ALCOHOL INVOLVED	CELLPHONE IN USE	CRASH DATE	CRASH TIME	CRASH TYPE	ENVIRONMENTAL CONDITION	LIGHT CONDITION	PEDESTRIANS INJURED	PEDESTRIANS KILLED	SEVERITY	SURFACE CONDITION	TOTAL INJURED	TOTAL KILLED	TOTAL VEHICLES INVOLVED
No	No	1/9/2008	1:27 PM	Fixed Object	Clear	Daylight	0	0	Injury	Dry	1	0	2
No	No	2/19/2008	9:22 AM	Right Angle	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	3/15/2008	12:02 PM	Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	2	0	2
No	No	2/19/2008	9:22 AM	Right Angle	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	5/9/2009	1:03 PM	Right Angle	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	12/31/2009	8:06 AM	Same Direction - Rear End	Snow	Daylight	0	0	Property Damage	Snowy	0	0	2
No	No	3/22/2010	3:45 PM	Opposite Direction - Head On/Angular	Rain	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	4/17/2010	8:38 PM	Right Angle	Clear	Dark (Street Lights On/spot)	0	0	Property Damage	Dry	0	0	2
No	No	5/7/2010	3:58 PM	Opposite Direction - Head On/Angular	Clear	Daylight	0	0	Property Damage	Dry	0	0	2



No	No	7/15/2010	7:33 PM	Same Direction - Rear End	Clear	Daylight	0	0	Injury	Dry	1	0	3
Yes	No	9/8/2010	7:08 PM	Opposite Direction - Side Swipe	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
Yes	No	10/7/2009	3:17 PM	Fixed Object	Clear	Daylight	0	0	Property Damage	Dry	0	0	2

Ernston & 9N

ALCOHOL INVOLVED	CELL PHONE IN USE	CRASH DATE	CRASH TIME	CRASH TYPE	ENVIRONMENTAL CONDITION	LIGHT CONDITION	SEVERITY	SURFACE CONDITION	TOTAL INJURED	TOTAL KILLED	TOTAL VEHICLES INVOLVED
No	No	3/14/2010	11:38 AM	Same Direction - Rear End	Clear	Daylight	Property Damage	Dry	0	0	2
No	No	4/19/2008	10:10 PM	Right Angle	Clear	Dark (Street Lights On/continuous)	Property Damage	Dry	0	0	2
No	No	5/19/2008	10:14 AM	Left Turn / U Turn	Clear	Daylight	Injury	Dry	2	0	2
No	No	5/12/2009	12:47 PM	Fixed Object	Clear	Daylight	Injury	Dry	1	0	2

Ernst & 9S

ALCOHOL INVOLVED	CELLPHONE/NUSE	CRASH DATE	CRASH TIME	CRASH TYPE	ENVIRONMENTAL CONDITION	LIGHT CONDITION	PEDESTRIANS INJURED	PEDESTRIANS KILLED	SEVERITY	SURFACE CONDITION	TOTAL INJURED	TOTAL KILLED	TOTAL VEHICLES INVOLVED
No	No	9/30/2008	5:50 PM	Pedalcyclist	Clear	Daylight	0	0	Injury	Dry	1	0	1
No	No	10/11/2008	7:13 PM	Pedalcyclist	Clear	Dark (Street Lights On/continuous)	0	0	Injury	Dry	1	0	1
No	No	4/27/2010	8:07 PM	Pedestrian	Clear	Dark (Street Lights On/spot)	1	0	Injury	Dry	1	0	1
No	No	6/25/2010	1:30 PM	Opposite Direction - Head On/Angular	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	4/30/2010	4:09 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	8/6/2010	12:10 PM	Same Direction - Rear End	Unknown	Daylight	0	0	Property Damage	Dry	0	0	3
No	No	8/15/2010	12:17 PM	Same Direction - Rear End	Overcast	Daylight	0	0	Injury	Dry	1	0	2
No	No	12/29/2008	5:17 PM	Left Turn / U Turn	Clear	Dark (Street Lights On/continuous)	0	0	Injury	Dry	2	0	2
No	No	11/25/2010	2:59 PM	Same Direction - Rear End	Rain	Daylight	0	0	Injury	Wet	1	0	3
No	No	3/29/2008	1:32 PM	Same Direction - Rear End	Clear	Daylight	0	0	Property Damage	Dry	0	0	3

Ernston & Westminster

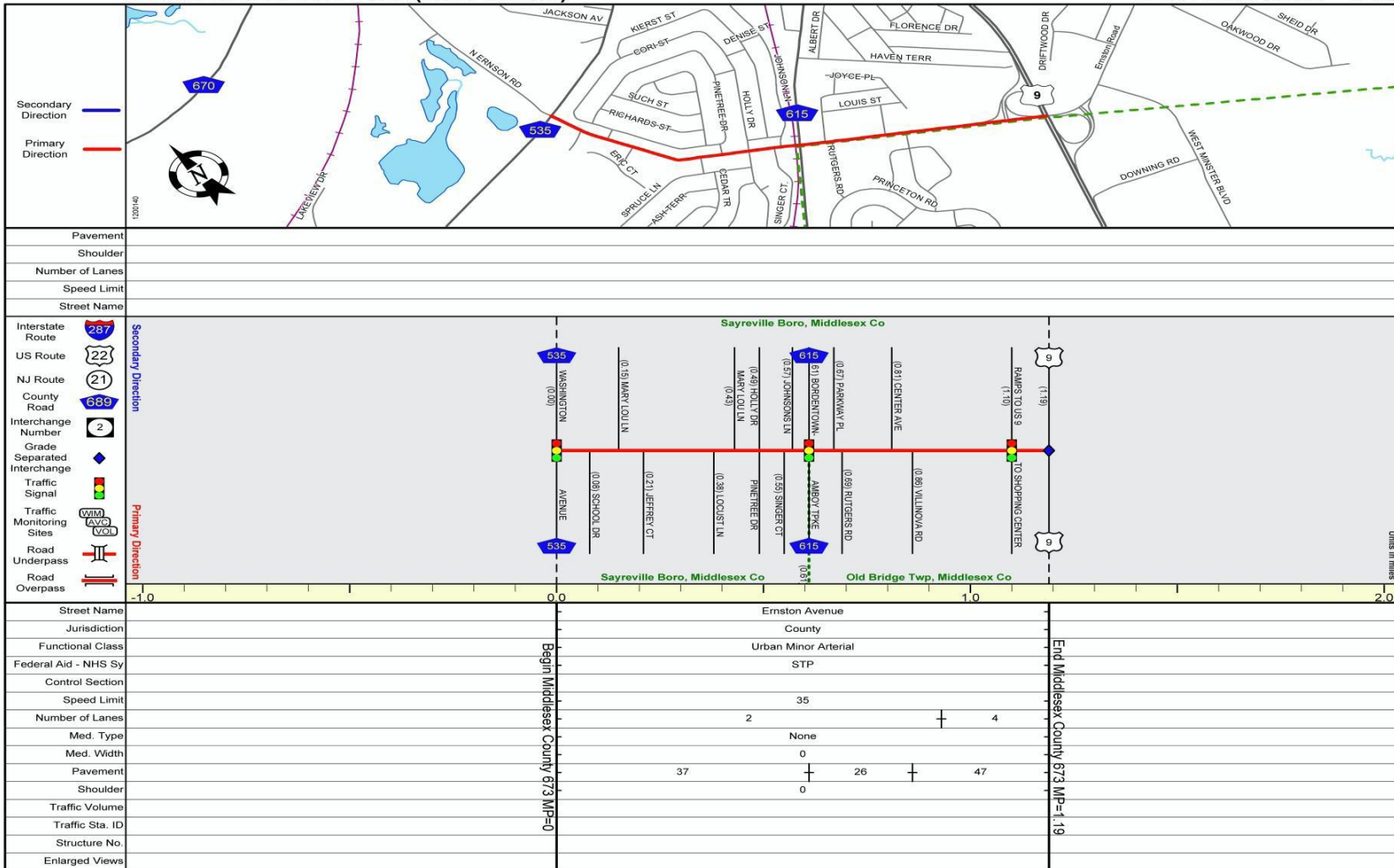
ALCOHOL INVOLVED	CELLPHONE/NUSE	CRASH DATE	CRASH TIME	CRASH TYPE	ENVIRONMENTAL CONDITION	LIGHT CONDITION	PEDESTRIANS INJURED	PEDESTRIANS KILLED	SEVERITY	SURFACE CONDITION	TOTAL INJURED	TOTAL KILLED	TOTAL VEHICLES INVOLVED
No	No	1/12/2008	10:37 AM	Same Direction - Side Swipe	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	5/8/2008	1:49 PM	Same Direction - Side Swipe	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	8/30/2008	1:45 PM	Same Direction - Side Swipe	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	5/9/2008	10:06 AM	Left Turn / U Turn	Rain	Daylight	0	0	Property Damage	Wet	0	0	2
No	No	7/3/2008	5:08 PM	Same Direction - Side Swipe	Clear	Daylight	0	0	Property Damage	Dry	0	0	2
No	No	10/16/2009	6:45 AM	Pedestrian	Rain	Dark (Street Lights On/spot)	0	0	Injury	Wet	1	0	1
No	No	11/19/2009	5:55 PM	Pedestrian	Clear	Dark (No Street Lights)	1	0	Injury	Dry	1	0	1
No	No	7/24/2009	11:26 PM	Same Direction - Side Swipe	Clear	Dark (Street Lights On/continuous)	0	0	Property Damage	Dry	0	0	2
Yes	No	2/17/2010	6:57 PM	Pedestrian	Clear	Dark (Street Lights On/continuous)	1	0	Injury	Wet	1	0	1

# Appendix B

# Straight Line Diagrams

MIDDLESEX COUNTY 673 (West to East)

Mile Posts: 0.000 - 1.190



SRI = 1200673\_\_

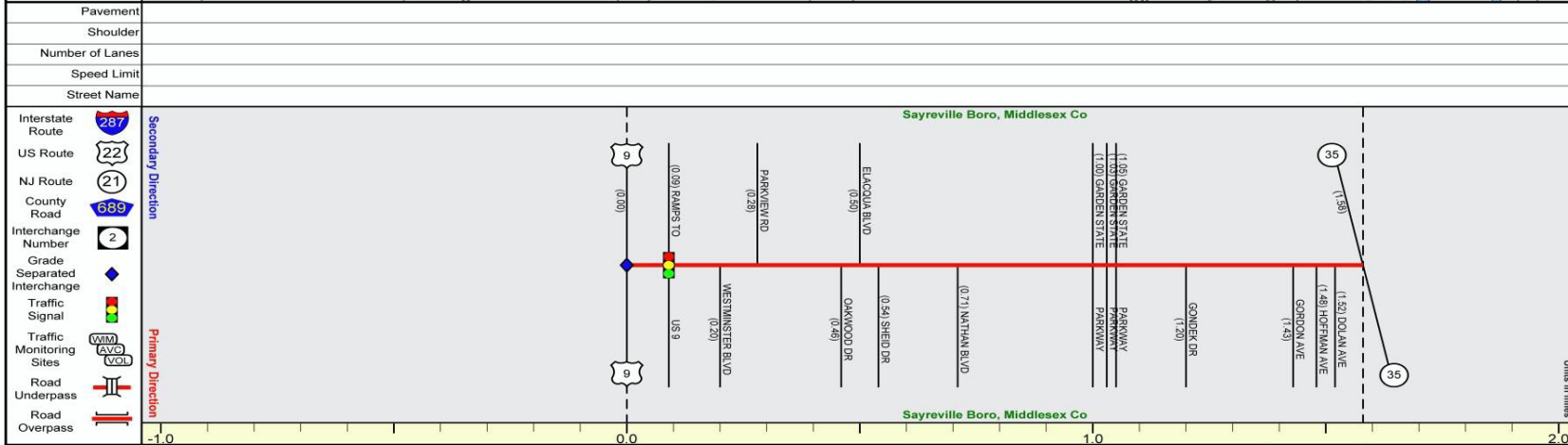
Date last inventoried: December 1999

Page Created: May 2010



**ERNSTON RD (West to East)**

**Mile Posts: 0.000 - 1.580**



Street Name	Ernston Road		Lorraine Avenue	
Jurisdiction	Municipal			
Functional Class	Urban Minor Arterial			
Federal Aid - NHS Sy	STP			
Control Section	Begin Ernston Rd MP=0			
Speed Limit	End Ernston Rd MP=1.58			
Number of Lanes	4	2	4	2
Med. Type	None			
Med. Width	0			
Pavement	52		69	49
Shoulder	0			
Traffic Volume				
Traffic Sta. ID				
Structure No.				
Enlarged Views				

**SRI = 12191363\_\_**

Date last inventoried: December 1999

Page Created: May 2010

# Appendix C

# NJ Transit Bus #815

## To East Brunswick/Woodbridge Center

### Weekdays

NEW BRUNSWICK Somerset St. at George St.												
NEW BRUNSWICK Barnet St. at Tunison Rd.												
EAST BRUNSWICK Old Bridge Turnpike at Prospect St.												
SOUTH RIVER Main at Jackson St.												
SAYREVILLE Washington Rd. at Ermonston Rd.												
SOUTH AMBOY (Rail Station) Broadway at John St.												
PERTH AMBOY Rector St. at Washington St.												
PERTH AMBOY High St. at Smith St.												
WOODBRIIDGE Main St. at Amboy Ave.												
WOODBRIIDGE Woodbridge Center Mall												
MAP REFERENCE												
1	3	4	6	7	8	9	10	11	12			
-	-	-	-	523	535	545	-	600	615	620		
600	615	625	633	645	655	-	-	710	725	730		
700	715	725	733	745	755	-	-	810	825	830		
-	800	815	825	833	845	855	-	910	925	930		
-	-	-	-	-	-	-	937	940	955	1000		
900	915	925	933	945	955	-	-	1010	1025	1030		
-	-	-	-	-	-	-	1037	1040	1055	1100		
1000	1015	1025	1033	1045	1055	-	-	1110	1125	1130		
-	-	-	-	-	-	-	1137	1140	1155	1200		
1100	1115	1125	1133	1145	1155	-	-	1210	1225	1230		
-	-	-	-	-	-	-	1237	1240	1255	1300		
1200	1215	1225	1233	1245	1255	-	-	1310	1325	1330		
-	-	-	-	-	-	-	1337	1340	1355	1400		
100	115	125	133	145	155	-	-	210	225	230		
-	-	-	-	-	-	-	237	240	255	300		
200	215	225	233	245	255	-	-	310	325	330		
-	-	-	-	-	-	-	337	340	355	400		
300	322	332	340	352	402	-	-	417	432	437		
-	-	-	-	-	-	-	437	440	455	500		
400	422	432	440	452	502	-	-	517	532	537		
-	-	-	-	-	-	-	537	540	555	600		
500	522	532	540	552	602	-	-	617	632	637		
553	615	625	633	645	655	-	-	710	725	730		
700	715	725	733	745	755	-	-	810	825	830		
800	815	825	833	845	855	-	-	910	925	930		

NOTE: For additional service between the Mid-State Mall and New Brunswick, please consult NJ TRANSIT's 818 Schedule.

All trips are operated with lift-equipped buses. NOTE: when traveling into or out of the Port Authority Bus Terminal or George Washington Bridge Bus Station, please call 1 (973) 275-5555 in advance for the location of an accessible boarding gate.

### Saturdays

NEW BRUNSWICK Somerset St. at George St.												
NEW BRUNSWICK Barnet St. at Tunison Rd.												
EAST BRUNSWICK Old Bridge Turnpike at Prospect St.												
SOUTH RIVER Main at Jackson St.												
SAYREVILLE Washington Rd. at Ermonston Rd.												
SOUTH AMBOY (Rail Station) Broadway at John St.												
PERTH AMBOY High St. at Smith St.												
WOODBRIIDGE Main St. at Amboy Ave.												
WOODBRIIDGE Woodbridge Center Mall												
MAP REFERENCE												
1	3	4	6	7	8	9	10	11	12			
800	815	825	833	845	855	910	925	930				
915	930	940	948	1000	1010	1025	1040	1045				
1030	1045	1055	1103	1115	1125	1140	1155	1200				
1145	1200	1210	1218	1230	1240	1255	1310	1315				
100	115	125	133	145	155	210	225	230				
215	230	240	248	300	310	325	340	345				
330	345	355	403	415	425	440	455	500				
445	500	510	518	530	540	555	610	615				
600	615	625	633	645	655	710	725	730				
715	730	740	748	800	810	825	840	845				
815	830	840	848	900	910	925	940	945				

A.M. - Light face type

P.M. - Bold face type

### Fare Information

This is an exact fare line. Passengers are required to have exact fare when boarding buses on this line. One dollar bills and most U.S. coins are accepted. Drivers do not carry money and cannot make change.

### How to determine your fare

Your fare is based on the number of zones you travel through. Check the map on this schedule to see how many zones you travel. Each time you cross a zone boundary, you must pay for another zone.

### Cash Fares

Zone	1	2	3	4	Transfer
Adult	\$1.50	\$2.35	\$2.90	\$3.50	\$0.70
Children & Sr. Citizens	\$0.70	\$1.05	\$1.30	\$1.60	\$0.35

Transfers must be purchased when boarding bus. For additional information about the NJ TRANSIT Bus fares and ticket options, please consult the NJ TRANSIT Bus Rider Guide or our website, [www.njtransit.com](http://www.njtransit.com)

### Sundays

NEW BRUNSWICK Somerset St. at George St.												
NEW BRUNSWICK Barnet St. at Tunison Rd.												
EAST BRUNSWICK Old Bridge Turnpike at Prospect St.												
SOUTH RIVER Main at Jackson St.												
SAYREVILLE Washington Rd. at Ermonston Rd.												
SOUTH AMBOY (Rail Station) Broadway at John St.												
SAYREVILLE - Faith Fellowship Ministries Main St. Ext. at Cherrier Ave.												
PERTH AMBOY High St. at Smith St.												
WOODBRIIDGE Main St. at Amboy Ave.												
WOODBRIIDGE Woodbridge Center Mall												
MAP REFERENCE												
1	3	4	6	7	8	9	10	11	12			
848	858	908	916	928	938	946	958	1013	1018			
1003	1013	1023	1031	1043	1053	1101	1113	1128	1133			
1118	1128	1138	1146	1158	1208	1216	1228	1243	1248			
1233	1243	1253	101	113	123	131	143	158	203			
148	158	208	216	228	238	246	258	313	318			
303	313	323	331	343	353	401	413	428	433			
428	438	448	456	508	518	526	538	553	558			

### Holiday Service Guide

Holiday	Schedule in Effect
New Year's Day - Jan. 1**	Sunday
Martin Luther King Jr. Day	Weekday
Presidents' Day	Weekday
Good Friday	Weekday
Easter	Sunday
Memorial Day	Sunday
Independence Day - July 4**	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Veterans Day	Regular service
Wednesday Before Thanksgiving	See website for details
Thanksgiving Day	No Service
Friday After Thanksgiving	Weekday
Christmas Eve	See website for details
Christmas Day - Dec. 25**	No Service
New Year's Eve	See website for details

\*\*Observed Holidays - When this holiday falls on a weekend, a special schedule will be operated on the observed holiday. Please check our website at [www.njtransit.com](http://www.njtransit.com) to confirm the schedule in effect on holidays.

# 815



- with service to
- NEW BRUNSWICK  
Rutgers University  
Cook College
  - EAST BRUNSWICK  
Mid-State Mall
  - SAYREVILLE
  - SOUTH AMBOY
  - PERTH AMBOY
  - WOODBRIIDGE  
Woodbridge Center

**CUSTOMER SERVICE STARS**  
Someone make your trip better?  
Tell us who. [NJTRANSIT.COM/STARS](http://NJTRANSIT.COM/STARS)

Issued 1/8/11

BUS New Brunswick ↔ East Brunswick ↔ Woodbridge Ctr.





**take  
note**

**Important Changes  
what's new for riders**

New map adjustments made to street names.

**Contact Us**  
we're here to help



**Customer Service**  
Commendations/Complaints  
Schedules, Fares and Lost & Found  
NJ Transit Information  
**1 (973) 275-5555**  
Text Telephone (TT) (800) 772-2287

[www.njtransit.com](http://www.njtransit.com)

**To New Brunswick**

**Weekdays**

WOODBRIDGE Woodbridge Center Mall		WOODBRIDGE Amboy Ave. at Main St.		PERTH AMBOY Recton St. at Washington St.		PERTH AMBOY Smith St. at High St.		SOUTH AMBOY (Rail Station) Broadway at John St.		SAYREVILLE Washington Rd. at Ernston Rd.		SOUTH RIVER Main St. between Wilcox/Devoe		EAST BRUNSWICK Old Bridge Turnpike at Prospect St.		NEW BRUNSWICK Burnet St. at Tunison Rd.		NEW BRUNSWICK George St. at Albany St.												
MAP REFERENCE																														
12	11	10	9	8	7	5	4	3	2	12	11	10	9	8	7	5	4	3	2											
-	-	-	-	545	600	610	623	630	640	655	955	1000	1015	1030	1040	1053	1100	1110	1125	1048	1053	1108	1120	1128	1138	1151	1158	1208	1218	
630	635	-	-	650	705	715	728	735	745	800	1110	1115	1130	1145	1155	1208	1215	1225	1240	1203	1208	1223	1235	1243	1253	106	113	123	133	
745	750	-	-	805	820	830	843	850	900	915	1225	1230	1245	100	110	123	130	140	155	118	123	138	150	158	208	221	228	238	248	
845	850	-	905	920	930	943	950	1000	1015	-	140	145	200	215	225	238	245	255	310	233	238	253	305	313	323	336	343	353	403	
915	920	935	-	-	-	-	-	-	-	-	255	300	315	330	340	353	400	410	425	-	348	353	408	420	428	438	451	458	508	518
945	950	-	1005	1020	1030	1043	1050	1100	1115	-	410	415	430	445	455	508	515	525	540	-	503	508	523	535	543	553	606	613	623	633
1015	1020	1035	-	-	-	-	-	-	-	-	525	530	545	600	610	623	630	640	655	-	628	633	648	700	708	718	731	738	748	758
1045	1050	-	1105	1120	1130	1143	1150	1200	1215	-	640	645	700	715	725	738	745	755	810	-	728	733	748	800	808	818	831	838	848	858
1115	1120	1135	-	-	-	-	-	-	-	-	750	755	810	825	835	848	855	905	920	-	NOTE: For additional service between the Mid-State Mall and New Brunswick, please consult NJ TRANSIT'S 818 Schedule.									
1145	1150	-	1205	1220	1230	1243	1250	100	115	-	900	905	920	935	945	958	1005	1015	1030	-										
1215	1220	1235	-	-	-	-	-	-	-	-	1010	1015	1030	1045	1055	1108	1115	1125	1140	-										
1245	1250	-	105	120	130	143	150	200	215	-																				
115	120	135	-	-	-	-	-	-	-	-																				
145	150	-	205	220	230	243	250	300	315	-																				
215	220	235	-	-	-	-	-	-	-	-																				
245	250	-	305	320	330	343	350	400	415	-																				
315	320	335	-	-	-	-	-	-	-	-																				
345	350	-	405	420	430	443	450	500	515	-																				
415	420	435	-	-	-	-	-	-	-	-																				
445	450	-	505	520	530	543	550	600	615	-																				
515	520	535	-	-	-	-	-	-	-	-																				
545	550	-	605	620	630	643	650	700	715	-																				
645	650	-	705	720	730	743	750	800	815	-																				
745	750	-	805	820	830	843	850	900	915	-																				
845	850	-	905	920	930	943	950	1000	1015	-																				
1015	1020	-	1035	1050	1100	1113	1120	1130	1145	-																				

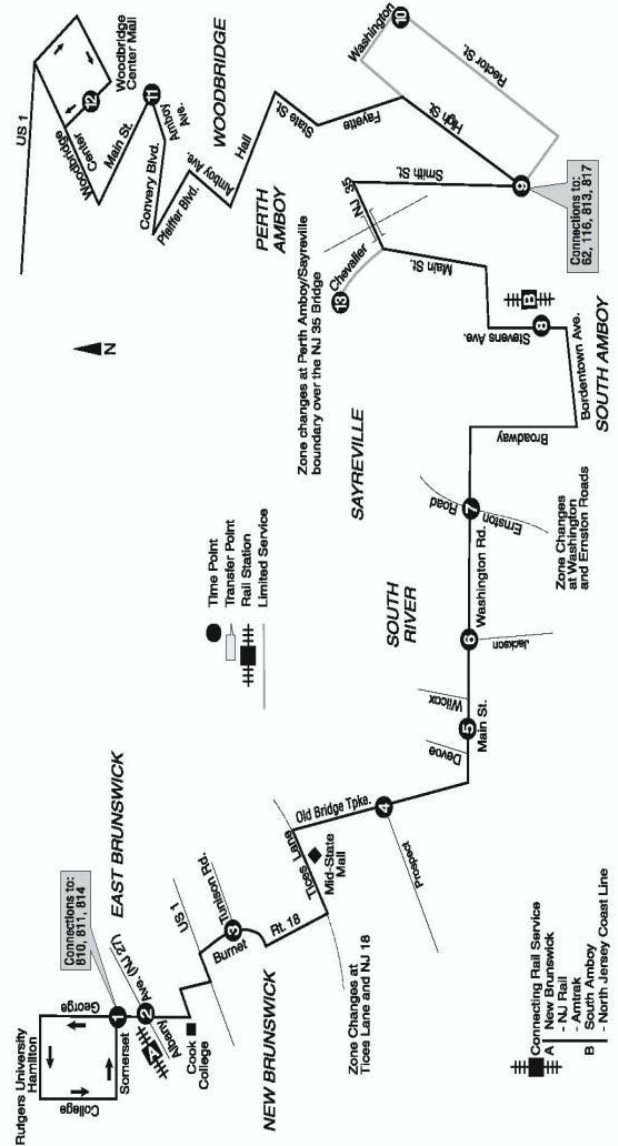
A.M. - Light face type P.M. - Bold face type

**Saturdays**

WOODBRIDGE Woodbridge Center Mall		WOODBRIDGE Amboy Ave. at Main St.		PERTH AMBOY Smith St. at High St.		SOUTH AMBOY (Rail Station) Broadway at John St.		SAYREVILLE Washington Rd. at Ernston Rd.		SOUTH RIVER Main St. between Wilcox/Devoe		EAST BRUNSWICK Old Bridge Turnpike at Prospect St.		NEW BRUNSWICK Burnet St. at Tunison Rd.		NEW BRUNSWICK George St. at Albany St.		
MAP REFERENCE																		
12	11	9	8	7	5	4	3	2	12	11	9	8	7	5	4	3	2	
955	1000	1015	1030	1040	1053	1100	1110	1125	1048	1053	1108	1120	1128	1138	1151	1158	1208	1218
1110	1115	1130	1145	1155	1208	1215	1225	1240	1203	1208	1223	1235	1243	1253	106	113	123	133
1225	1230	1245	100	110	123	130	140	155	118	123	138	150	158	208	221	228	238	248
140	145	200	215	225	238	245	255	310	233	238	253	305	313	323	336	343	353	403
255	300	315	330	340	353	400	410	425	348	353	408	420	428	438	451	458	508	518
410	415	430	445	455	508	515	525	540	503	508	523	535	543	553	606	613	623	633
525	530	545	600	610	623	630	640	655	628	633	648	700	708	718	731	738	748	758
640	645	700	715	725	738	745	755	810	728	733	748	800	808	818	831	838	848	858
750	755	810	825	835	848	855	905	920	NOTE: For additional service between the Mid-State Mall and New Brunswick, please consult NJ TRANSIT'S 818 Schedule.									
900	905	920	935	945	958	1005	1015	1030										
1010	1015	1030	1045	1055	1108	1115	1125	1140										

**Sundays**

WOODBRIDGE Woodbridge Center Mall		WOODBRIDGE Amboy Ave. at Main St.		PERTH AMBOY Smith St. at High St.		SAYREVILLE - Faith Fellowship Ministries Main St. Ext. at Chevalier Ave.		SOUTH AMBOY (Rail Station) Broadway at John St.		SAYREVILLE Washington Rd. at Ernston Rd.		SOUTH RIVER Main St. between Wilcox/Devoe		EAST BRUNSWICK Old Bridge Turnpike at Prospect St.		NEW BRUNSWICK Burnet St. at Tunison Rd.		NEW BRUNSWICK George St. at Albany St.	
MAP REFERENCE																			
12	11	9	13	8	7	5	4	3	2	12	11	9	13	8	7	5	4	3	2
1048	1053	1108	1120	1128	1138	1151	1158	1208	1218	1048	1053	1108	1120	1128	1138	1151	1158	1208	1218
1203	1208	1223	1235	1243	1253	106	113	123	133	1203	1208	1223	1235	1243	1253	106	113	123	133
118	123	138	150	158	208	221	228	238	248	118	123	138	150	158	208	221	228	238	248
233	238	253	305	313	323	336	343	353	403	233	238	253	305	313	323	336	343	353	403
348	353	408	420	428	438	451	458	508	518	348	353	408	420	428	438	451	458	508	518
503	508	523	535	543	553	606	613	623	633	503	508	523	535	543	553	606	613	623	633
628	633	648	700	708	718	731	738	748	758	628	633	648	700	708	718	731	738	748	758
728	733	748	800	808	818	831	838	848	858	728	733	748	800	808	818	831	838	848	858



**815 NEW BRUNSWICK - EAST BRUNSWICK - WOODBRIDGE CENTER**



# NJ Transit Bus #131/135

## To Sayreville/Freehold

### 131/135 Weekdays

LINE NO.	NEW YORK CITY Port Authority Bus Terminal	SAYREVILLE Sayreville Park & Ride	SAYREVILLE Ernston Rd. at Washington Rd.	SAYREVILLE Ernston Rd. at Mini Mall Dr.	SAYREVILLE Ernston Rd. at Gondek Dr.	SAYREVILLE Lorraine Ave. at NJ Rt. 35	OLD BRIDGE TWP. (Laurence Harbor) NJ 35 at Laurence Pkwy.	OLD BRIDGE GSP Exit 120 Park & Ride	MATAWAN Main St. at NJ Rt. 34	MARLBORO School Road Park & Ride	FREEHOLD BORO Freehold Center
MAP REFERENCE											
	5	10	8	7	6	12	11	4	3	2	1
131 *	400	451	454	457	501	502	506	510	518	532	540
131	435	526	529	532	536	537	-	-	-	-	-
135	450	-	-	-	-	-	-	545	555	610	618
131	458	549	552	555	559	600	-	-	-	-	-
131	514	605	608	611	615	616	-	-	-	-	-
135	517	-	-	-	-	-	-	612	622	637	645
131	528	619	622	625	629	630	-	-	-	-	-
135	532	-	-	-	-	-	-	627	637	652	700
131	542	633	636	639	643	644	-	-	-	-	-
135	547	-	-	-	-	-	-	642	652	707	715
131	556	647	650	653	657	658	-	-	-	-	-
135	606	-	-	-	-	-	-	701	711	726	734
131	610	701	704	707	711	712	-	-	-	-	-
131	624	715	718	721	725	726	-	-	-	-	-
135	625	-	-	-	-	-	-	720	730	745	753
131 *	640	731	734	737	741	742	746	750	758	812	820
131 *	700	750	753	756	800	801	805	809	817	831	839
131 *	730	817	820	823	827	828	832	836	844	858	906
131 *	830	916	919	922	926	927	931	935	943	957	1005

\* - Trip operates via combined 131-135 routing and departs from gate 317  
 F - Trip operates Friday Only  
 M - Trip operates Monday thru Thursday Only

## To New York

### 131 Weekdays

SAYREVILLE Ernston Rd. at Gondek Dr.	SAYREVILLE Ernston Rd. at Mini Mall Dr.	SAYREVILLE Washington Rd. at Ernston Rd.	SAYREVILLE Sayreville Park & Ride GSP ramp	NEW YORK CITY Port Authority Bus Terminal
MAP REFERENCE				
6	7	8	9	5
531	536	540	544	635
615	620	624	628	719
630	635	639	643	734
644	649	653	657	748
656	701	705	709	800
708	713	717	721	812
718	723	727	731	822
728	733	737	741	832
738	743	747	751	842
748	753	757	801	852
758	803	807	811	902
813	818	822	826	917
831	836	840	844	935

A.M. - Light face type

P.M. - Bold face type

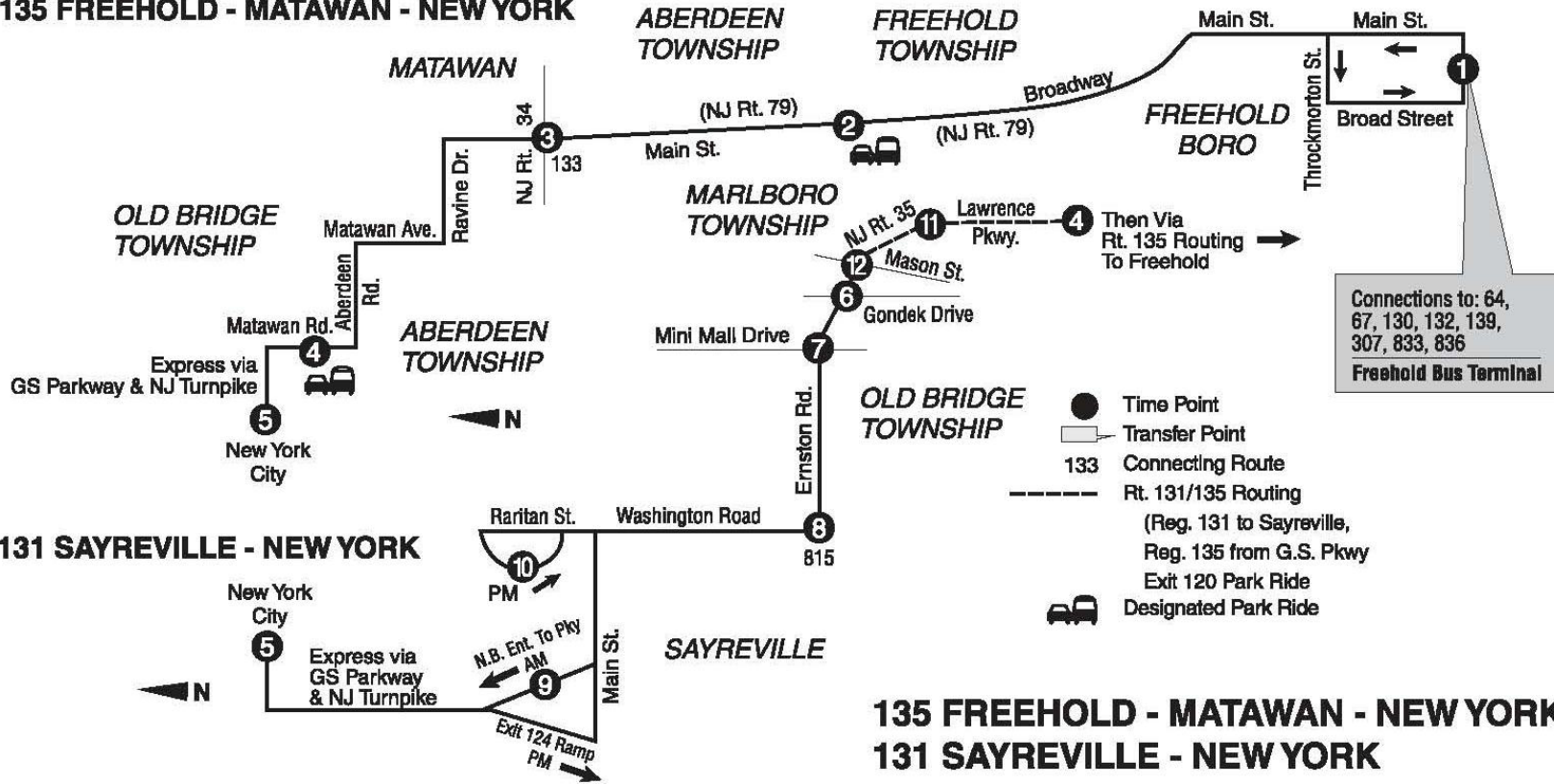
### 135 Weekdays

FREEHOLD BORO Freehold Center	MARLBORO School Road Park & Ride	MATAWAN Main St. at NJ Rt. 34	OLD BRIDGE GSP Exit 120 Park & Ride	NEW YORK CITY Port Authority Bus Terminal
MAP REFERENCE				
1	2	3	4	5
544	554	608	620	715
554	604	618	630	725
609	619	633	645	740
624	634	648	700	755
638	648	702	714	809
651	701	715	727	822
704	714	728	740	835
714	724	738	750	845

Cont.

Custo  
Comm

**135 FREEHOLD - MATAWAN - NEW YORK**



# Academy Bus

Fare Zone: 14

September-09

## SAYREVILLE TO WALL STREET

Northbound to Wall Street, NYC



Harbor Club	Ernston Rd & Rt. 9	Washington & Ernston	Washington & Minisink Rd	Winding Woods Apts	New Stop VFW Jernee Mill Road	Washington & Mac Arthur	Colony Club	Main St. & Memorial Way	Washington & Main	Main St. & Pulaski	Main St. & Avon Way	Main St. Townhouses	Main St. & Parkway Ramp	Wall Street Area	
-	-	-	-	5:50	5:56	5:57	5:59	-	6:01	6:02	6:05	6:06	6:10	6:11	7:10
6:15	6:19	6:23	6:26	-	-	-	-	6:30	6:31	6:32	6:35	6:36	6:40	6:41	7:50
-	-	-	-	6:35	6:42	6:43	6:44	-	6:46	6:47	6:50	6:51	6:55	6:56	8:15
-	-	-	-	6:50	6:57	6:58	6:59	-	7:01	7:02	7:05	7:06	7:10	7:11	8:30
7:00	7:04	7:08	7:11	-	-	-	-	7:15	7:16	7:17	7:20	7:21	7:25	7:26	8:45



## Southbound from Wall Street, NYC

www.academybus.com

1-800-442-7272

Greenwich St. btw Morris & Battery pl	Trinity Place btw Cedar & Exchange pl	Church St. btw Worth & Thomas St.	Sayreville P & R Raritan Ave. Drop Off	Main St. & Avon Way	Main St. Townhouses	Main St. & Memorial Way	Memorial Way & Main	Washington & Main	New Stop VFW Jernee Mill Road	Colony Club	Washington & Minisink	16Bordentown & Ernston	Winding Woods & Ernston	Ernston Rd & Rt. 9	Harbor Club			
2	4:05	4:08	4:13	5:07	5:12	5:14	5:15	5:16	5:18	5:22	-	-	5:30	5:32	5:34	-	5:36	5:39
1	4:35	4:38	4:43	5:37	5:42	5:44	5:45	5:46	5:48	-	5:54	5:56	-	-	-	5:59	-	-
	5:05	5:08	5:13	6:13	6:18	6:20	6:21	6:22	6:23	6:27	-	-	6:35	6:37	6:39	-	6:41	6:44
	5:30	5:33	5:38	6:38	6:43	6:45	6:46	6:47	6:48	-	6:54	6:56	-	-	-	6:59	-	-
2	5:50	5:53	5:58	6:52	6:57	6:59	7:00	7:01	7:02	7:06	-	-	7:14	7:16	7:18	7:33	7:20	7:23

1 Winding Woods express via Jernee Mill Road.

2 Winding Woods local all stops via Washington Ave., Ernston Rd & Bordentown Ave.. Colony Club stop is Jernee Mill Road & Tyska Ave.