

Atlantic City Expressway

Third Lane Widening Project
MP 31.60 to MP 44.20

Virtual Public Information Center
Presentation

May 2026



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Agenda

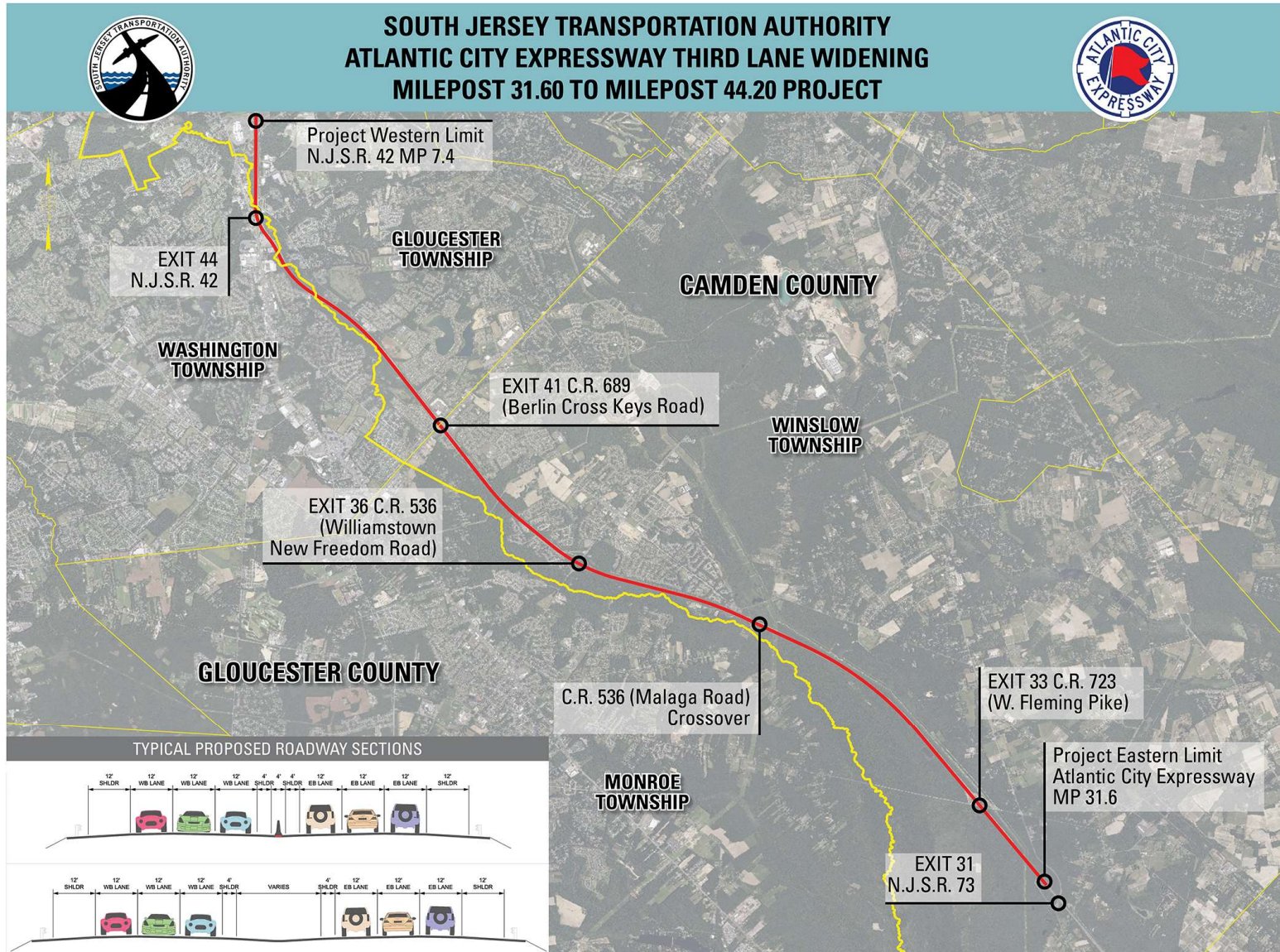
- Project Overview
- Purpose and Need Statement
- Goals and Objectives
- Existing Condition
- Proposed Contracts
- Environmental Coordination
- No Net Loss Public Forum
- Noise Wall Locations
- Detour Maps
- Project Schedule
- PIC Comment Submission



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Project Overview

- Project Location
- Roadway Widening
- Acceleration/Deceleration Improvements
- Structural Improvements
- Local Stakeholders
 - Gloucester County
 - Camden County
 - Washington Township
 - Gloucester Township
 - Winslow Township



Purpose and Need

Purpose:

To improve the overall traffic operations and general safety along the Atlantic City Expressway (ACE) corridor while aiming to minimize environmental, right-of-way, and structural impacts.

Need:

To alleviate recurring congestion, particularly during the peak summer periods. The recurring congestion and geometric complexities at portions of the project limits result in an excessively high number of rear-end and side-swipe crashes. The existing level of service (LOS) is poor and operates at a LOS E. The LOS is expected to degrade to a LOS F by the design year of 2045.



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Goals and Objectives

- ✓ Mitigate summer traffic congestion along the corridor and increase mobility in the South Jersey and Philadelphia Region
- ✓ Increase coastal resilience in the region
- ✓ Create a safe corridor for ACE users
- ✓ Provide enhanced accommodations for emergency evacuation purposes
- ✓ Eliminate as many existing substandard geometric features as possible and update roadway to the latest standards where practical
- ✓ Improve the quality of life for residents and businesses along the ACE corridor and the feeder roadway network, particularly during summer months.
- ✓ Improve access to employment by improving mobility.
- ✓ Support efforts to increase the economic competitiveness of the Philadelphia and South Jersey region.
- ✓ Reduce air and noise pollution resulting from summer traffic congestion along the corridor.
- ✓ Avoid and minimize adverse impacts to sensitive environmental and cultural resources.
- ✓ Implement a cost-effective and financially feasible alternative

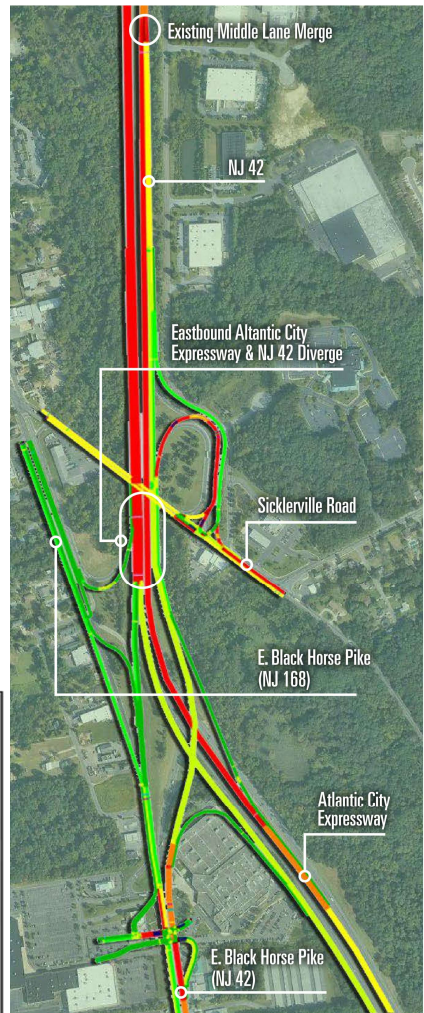


Existing Condition: Safety & Operations

- A. Functional classification: Urban Principal Arterial Freeway / Expressway
- B. ADT: Approx. 22,500 vehicles per day in each direction
- C. Speed limit: 65 MPH (Route 42 is 55 MPH)
- D. Existing typical section: Two lanes in each direction with varying shoulder widths
- E. Separated by variable width grass median MP 31.70 to 43.90 and concrete glare screen at eastern terminus
- F. Significant number of crashes at Route 42 Interchange
- G. The existing Level of Service (LOS) is E and degrade to LOS F by Design Year 2045

Attribute Density (Avg. 900, All) [veh./mi.]		
■	≤ 11,000	LOS A
■	≤ 18,000	LOS B
■	≤ 26,000	LOS C
■	≤ 35,000	LOS D
■	≤ 45,000	LOS E
■	≤ MAX	LOS F

FUTURE (2045) NO BUILD CONDITIONS
FREEWAY DENSITY MODEL (VEH/HR/LANE/MILE)



PRELIMINARY PREFERRED ALTERNATIVE
FREEWAY DENSITY MODEL (VEH/HR/LANE/MILE)



Existing Condition: Substandard Features



Horizontal Stopping Sight Distance



Superelevation



Horizontal Curve Radius



Minimum Grade



Vertical Clearance



Acceleration/Deceleration Lane Lengths



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Proposed Contracts

Advanced Contracts (Fall 2026)

- ACE Shoulder Repair MP 31.90 To 40.10
- Exit 7 Sicklerville Road Ramp Widening

Utility Relocation & Env Mitigation

Contract 1 (2027 – 2029)

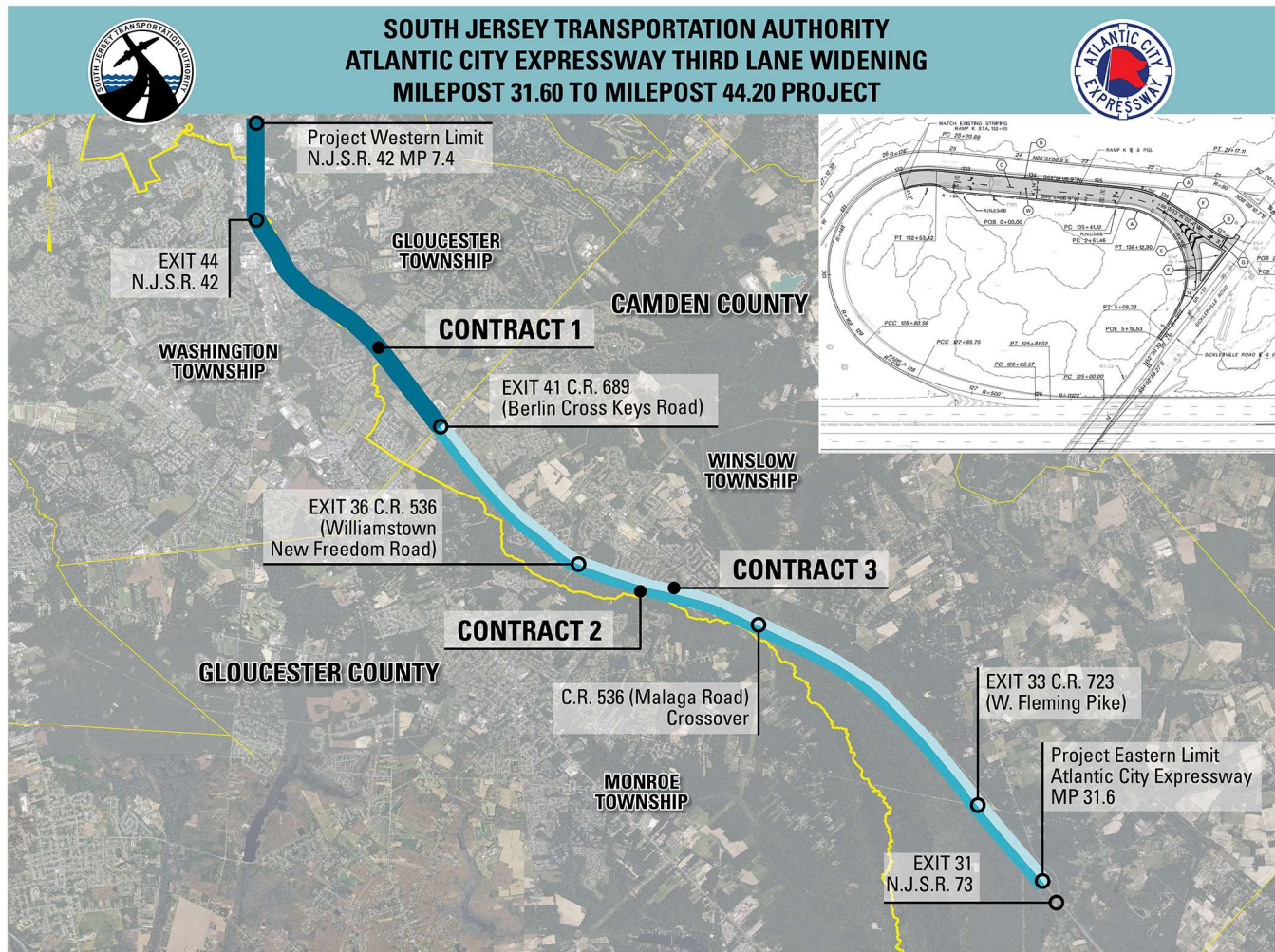
- Rt 42 / ACE Interchange To MP 40.0

Contract 2 (2029 – 2031)

- ACE Eastbound Roadway MP 40.0 To 31.6
- Great Egg Harbor Bridge EB & WB
- Noise Walls

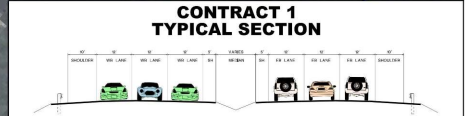
Contract 3 (2029 – 2031)

- ACE Westbound Roadway MP 40.0 To 31.6



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AC Expressway – Contract 1 Area Continued Inside Widening with Accel./Decel. Improvements

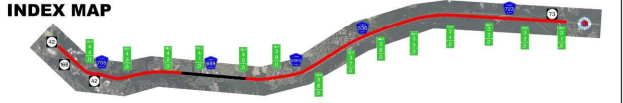


SOUTH JERSEY TRANSPORTATION AUTHORITY
ATLANTIC CITY EXPRESSWAY
 WIDENING AND RECONSTRUCTION
 MP 31.60 TO 44.20
 FINAL DESIGN, MAY 2026



LEGEND

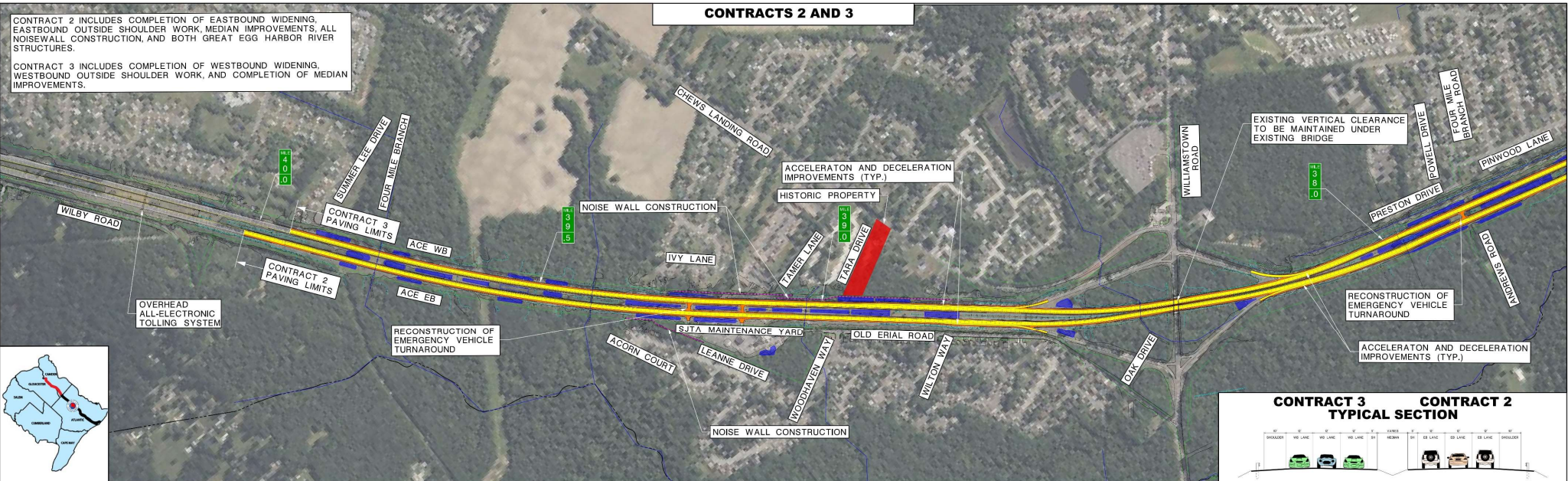
STORMWATER BMP	TRAVEL LANE	WATER BODY	NOISE WALLS
HISTORIC PROPERTIES	SHOULDER	WETLANDS	RIGHT-OF-WAY
PINELANDS JURISDICTION	STRUCTURE	STREAMS	RIGHT-OF-WAY TAKE



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AC Expressway – Contract 2 & 3 Area

Inside Widening with Accel./Decel. Improvements



CONTRACT 2 INCLUDES COMPLETION OF EASTBOUND WIDENING, EASTBOUND OUTSIDE SHOULDER WORK, MEDIAN IMPROVEMENTS, ALL NOISEWALL CONSTRUCTION, AND BOTH GREAT EGG HARBOR RIVER STRUCTURES.

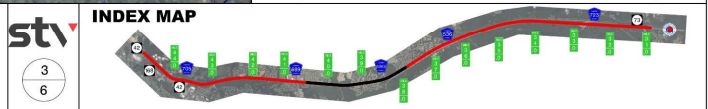
CONTRACT 3 INCLUDES COMPLETION OF WESTBOUND WIDENING, WESTBOUND OUTSIDE SHOULDER WORK, AND COMPLETION OF MEDIAN IMPROVEMENTS.



SOUTH JERSEY TRANSPORTATION AUTHORITY
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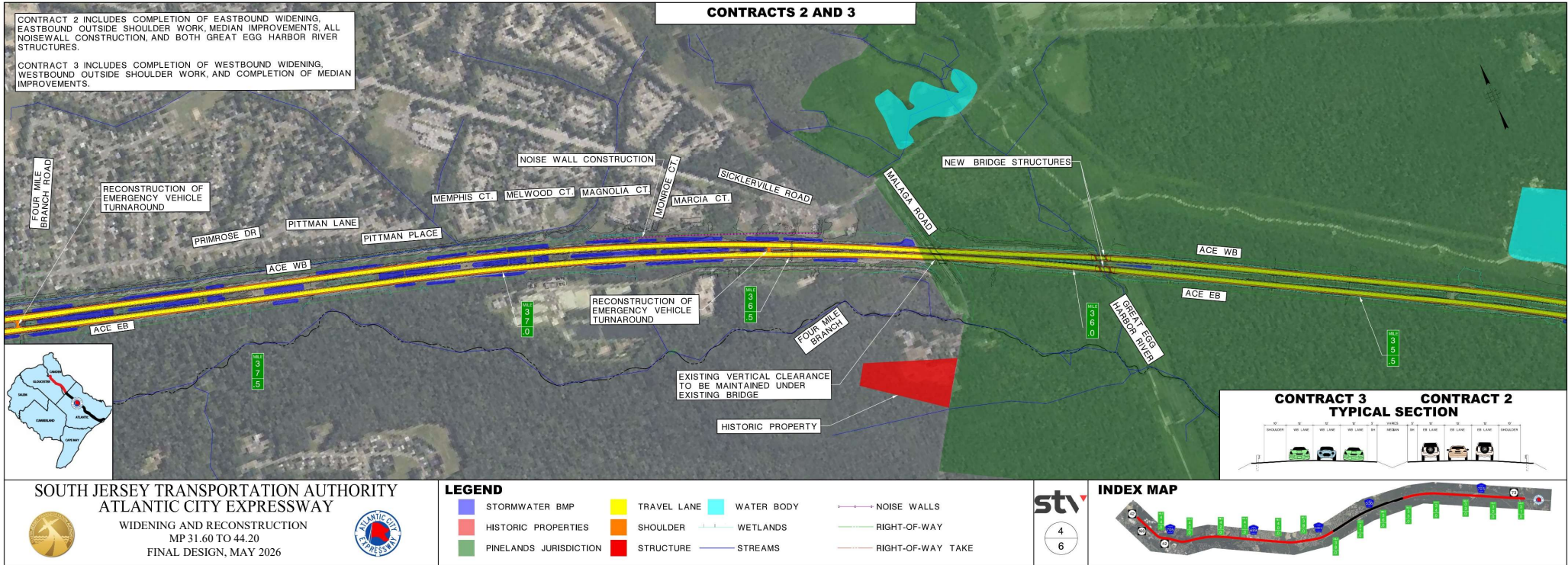
LEGEND

STORMWATER BMP	TRAVEL LANE	WATER BODY	NOISE WALLS
HISTORIC PROPERTIES	SHOULDER	WETLANDS	RIGHT-OF-WAY
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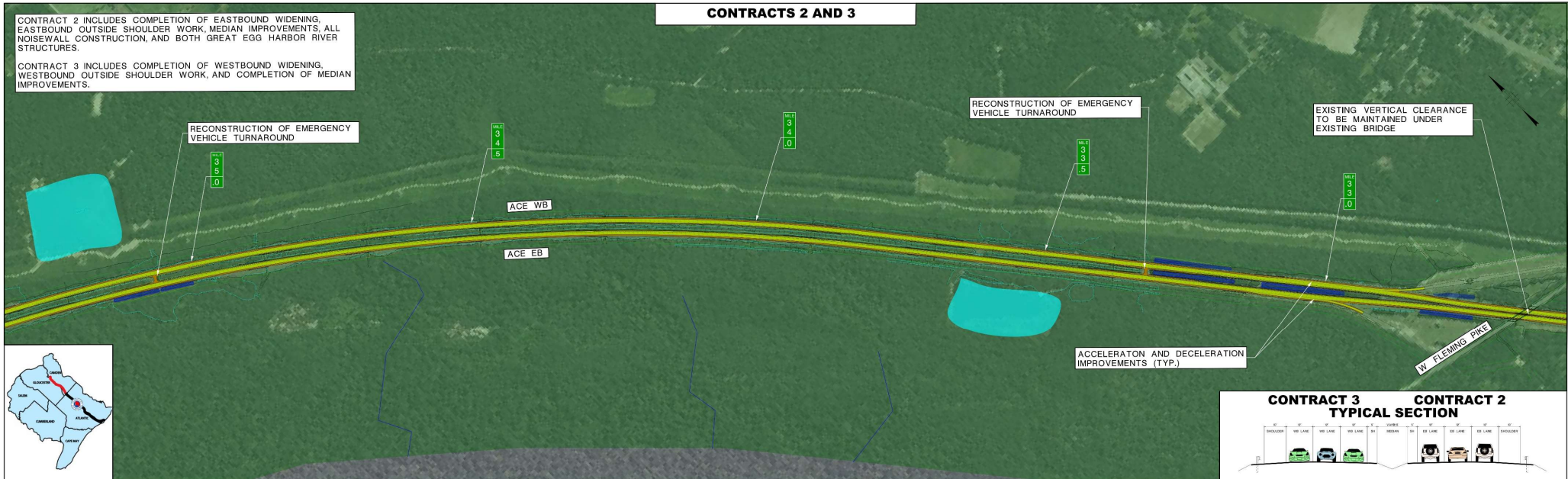
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AC Expressway – Contract 2 & 3 Area Continued Inside Widening with Accel./Decel. Improvements



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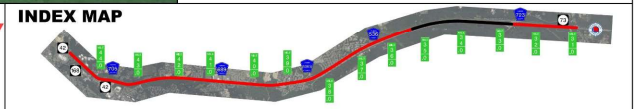


SOUTH JERSEY TRANSPORTATION AUTHORITY
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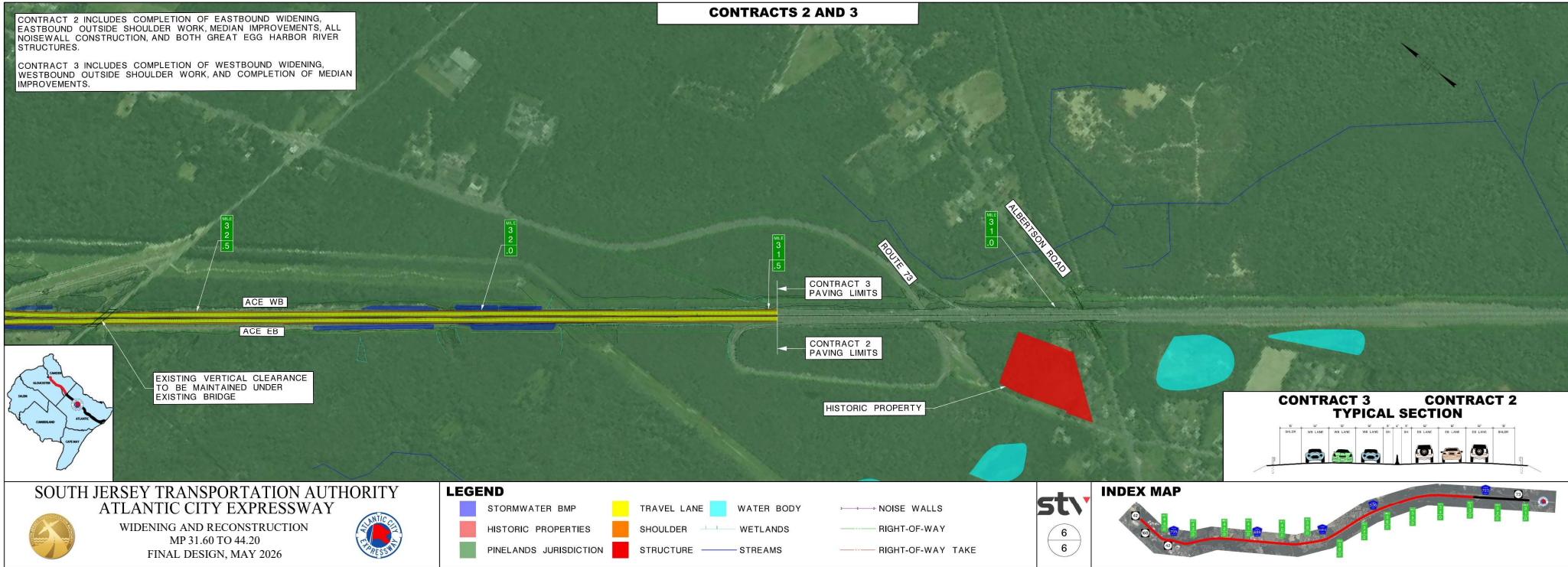
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AC Expressway – Contract 2 & 3 Area Continued Inside Widening with Accel./Decel. Improvements



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Environmental Coordination

A. NJDEP

- Freshwater Wetlands
- Flood Hazard Area
- Threatened & Endangered Species
- No Net Loss Reforestation

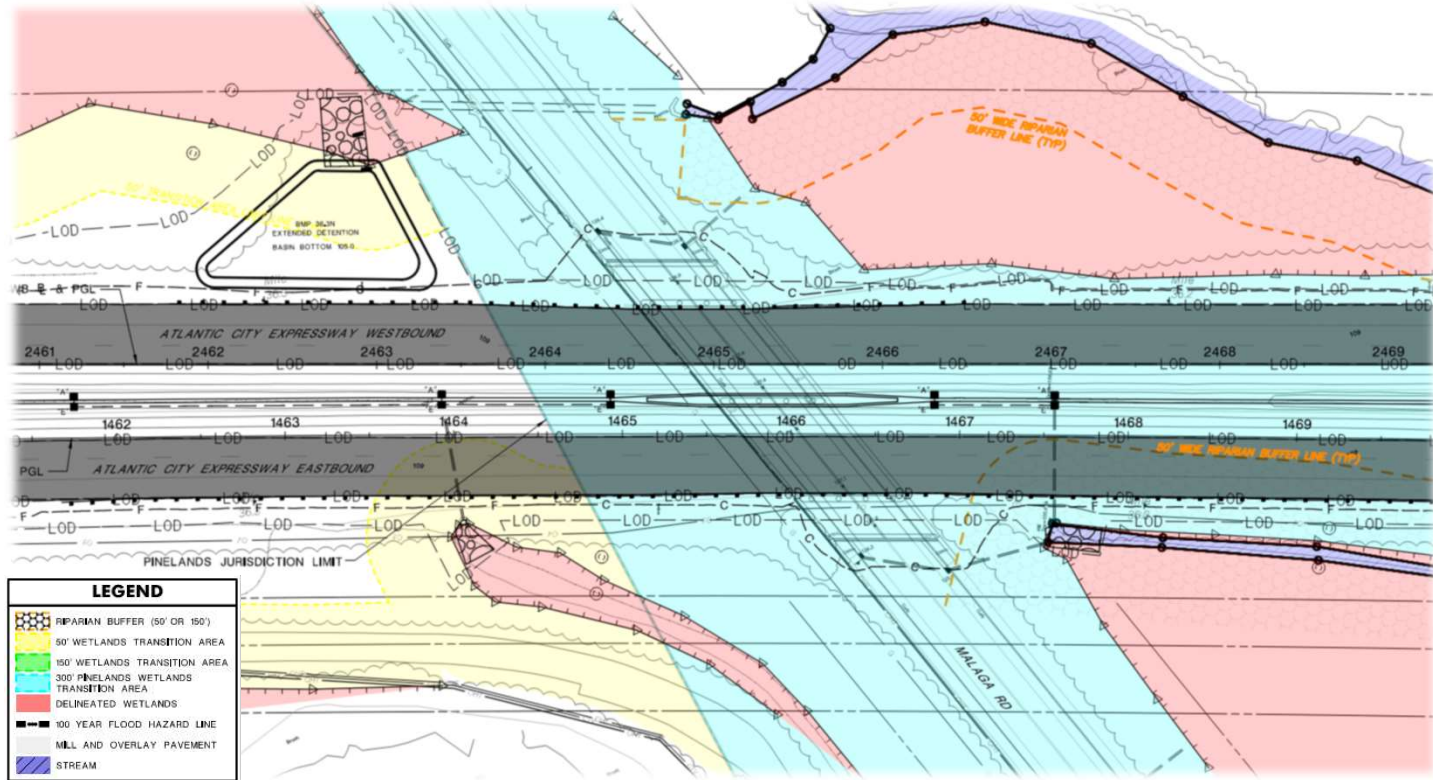
B. FEMA

- Conditional Letter of Map Revision (CLOMR)

C. NJ Pinelands Commission

D. National Park Service

- Great Egg Harbor River Wild and Scenic Status



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No Net Loss Compensatory Reforestation Act / Forest Impacts

- The SJTA Third Lane Widening Project is subject to the New Jersey No Net Loss Compensatory Reforestation Act
- State projects that remove ½ acre or more of forest must have a reforestation plan
- Projects removing 1 acre or more involve public comment
- Compensatory Reforestation Plan is subject to review by the NJ Forest Service
- No Net Loss Public Forum



Tree removal between ACE mileposts 39.3 and 37.6

- NJDEP uses GIS mapping to identify forested areas and calculate the number of trees that must be planted
- Based on the current Limit of Disturbance, 32.5 acres of compensation is required



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Forest Replacement Options

- A. On-site Reforestation: Replant trees at the project location
- B. Alternate-site Reforestation: Replant at another approved location
- C. Monetary Compensation: Contribute funds to the Forest Service for reforestation projects

SJTA proposes to direct funds to the NJ Forest Service, who has the expertise to ensure effective reforestation projects



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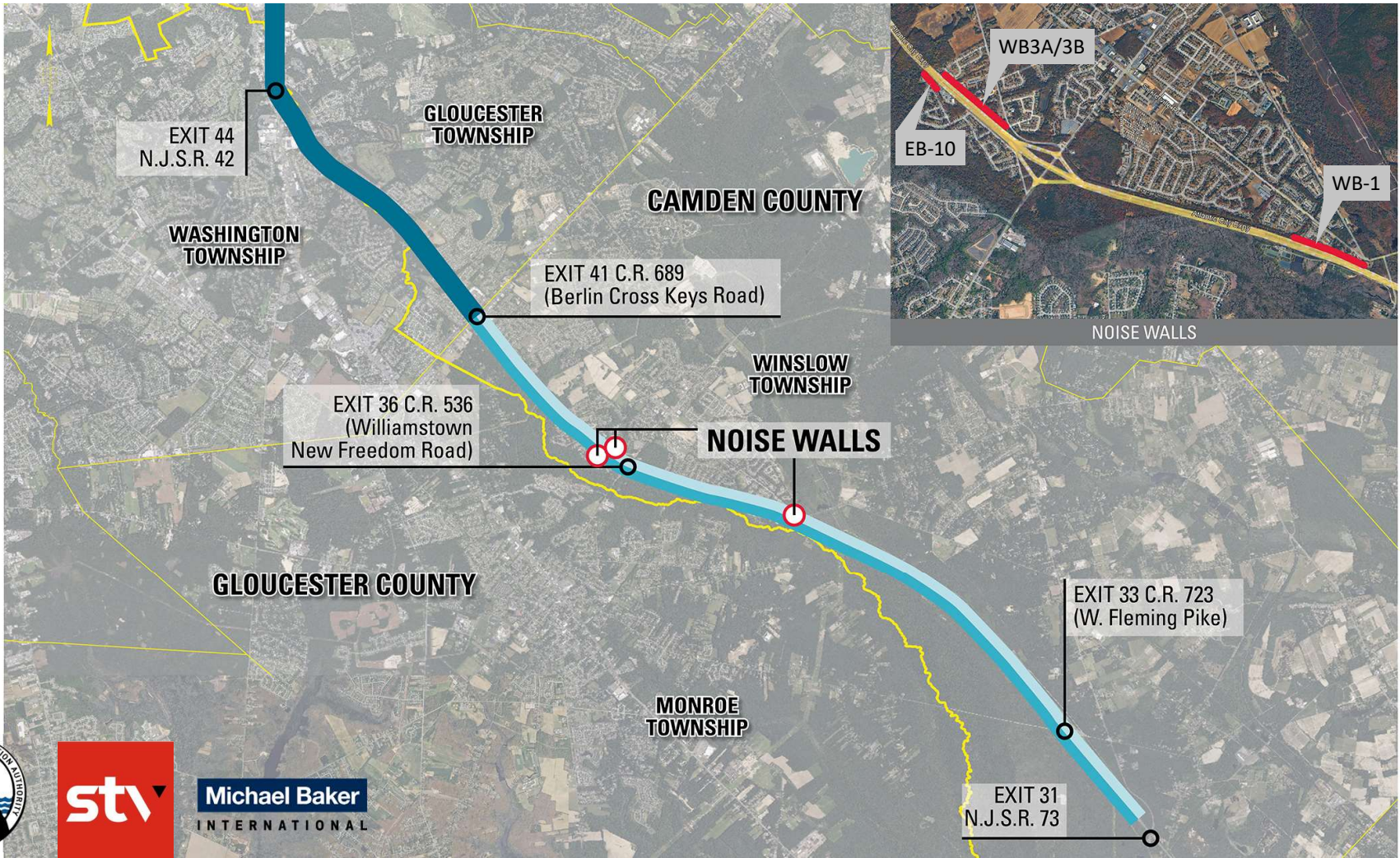
Landscaping Improvements

A. Design Intent

- Native Herbaceous Seed Mixes
 - Native Grasses and Flowering Species
 - Stormwater Basin Specific
 - Infiltration
 - Bioretention
 - Detention
- Soil Stabilization
- Incorporate SJTA Wildflower Mix where appropriate
- Additional Native Tree Species Buffer Plantings where feasible
- Seasonal Mowing and Outfall Maintenance

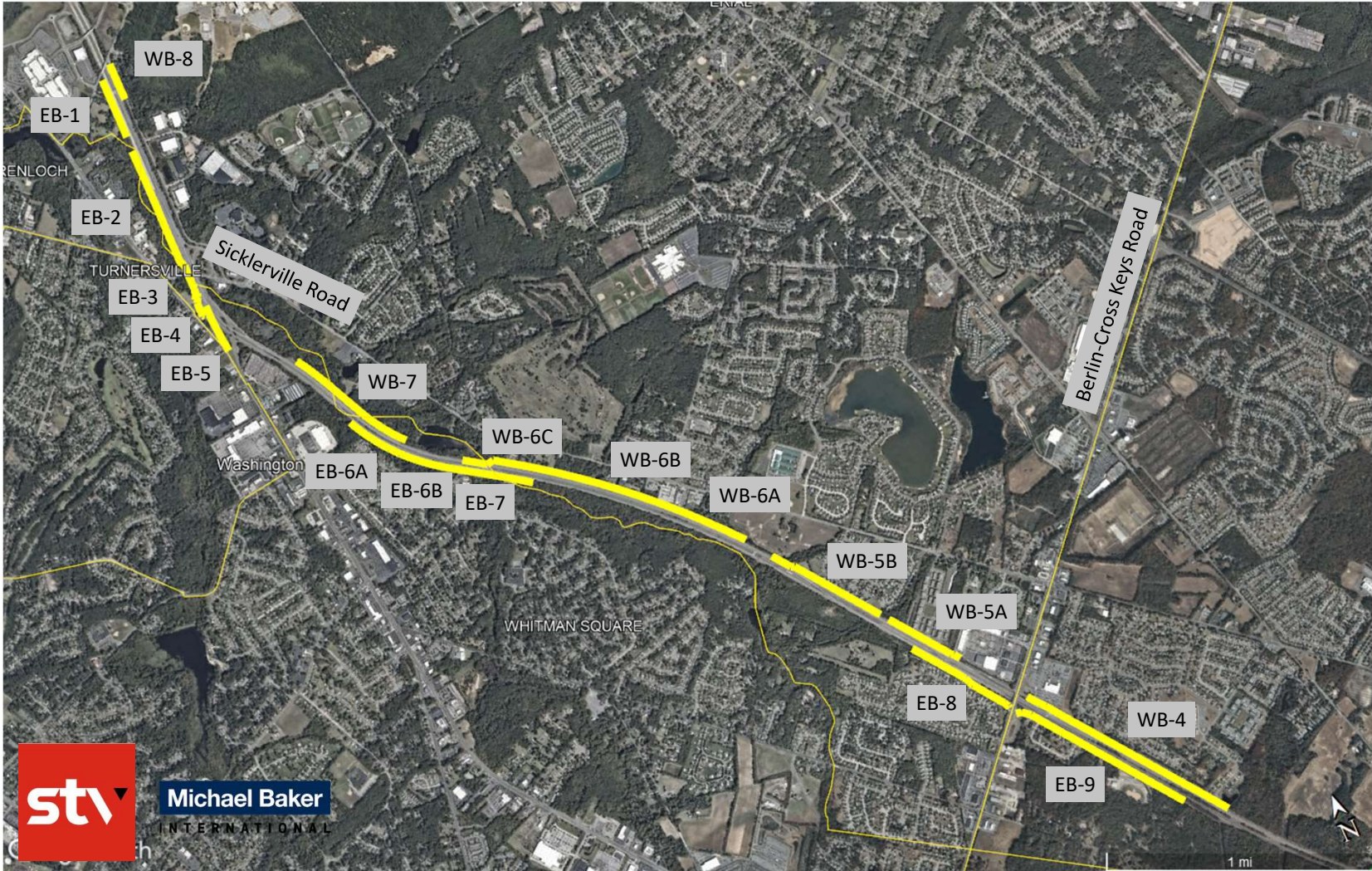


Noise Wall Locations



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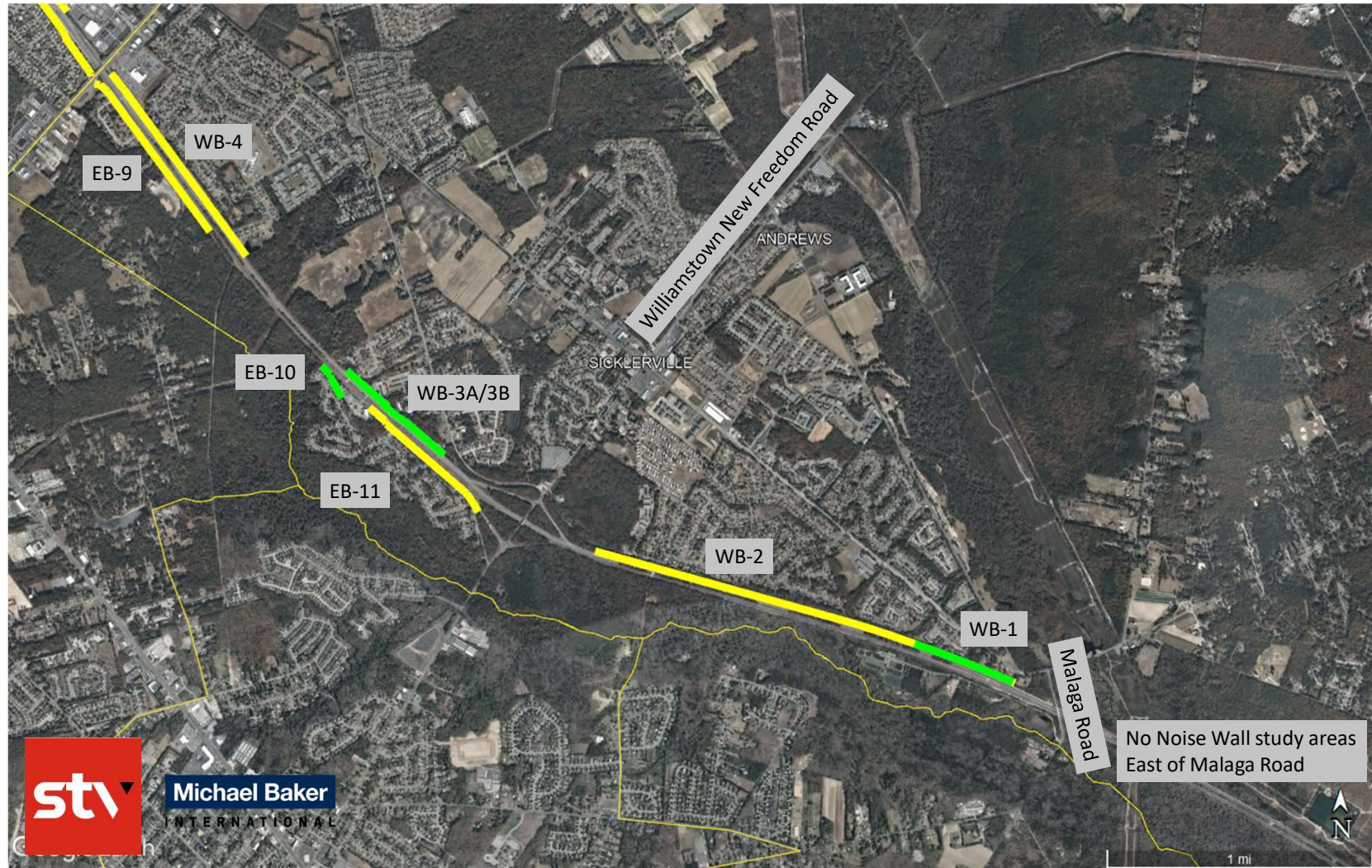
Noise Wall Studied Locations – Contract 1 Area



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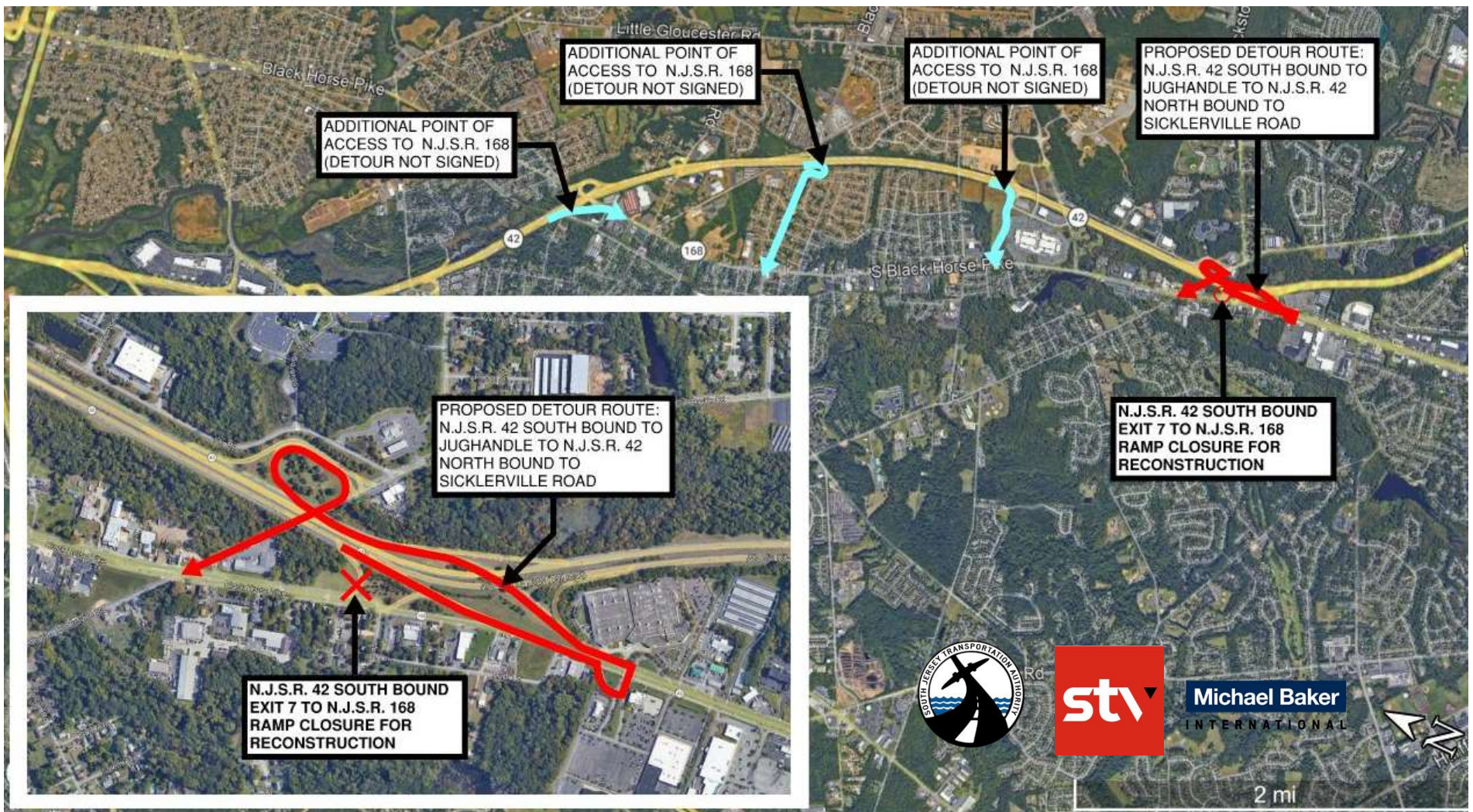
1 mi

Noise Wall Studied Locations – Contract 2/3 Area

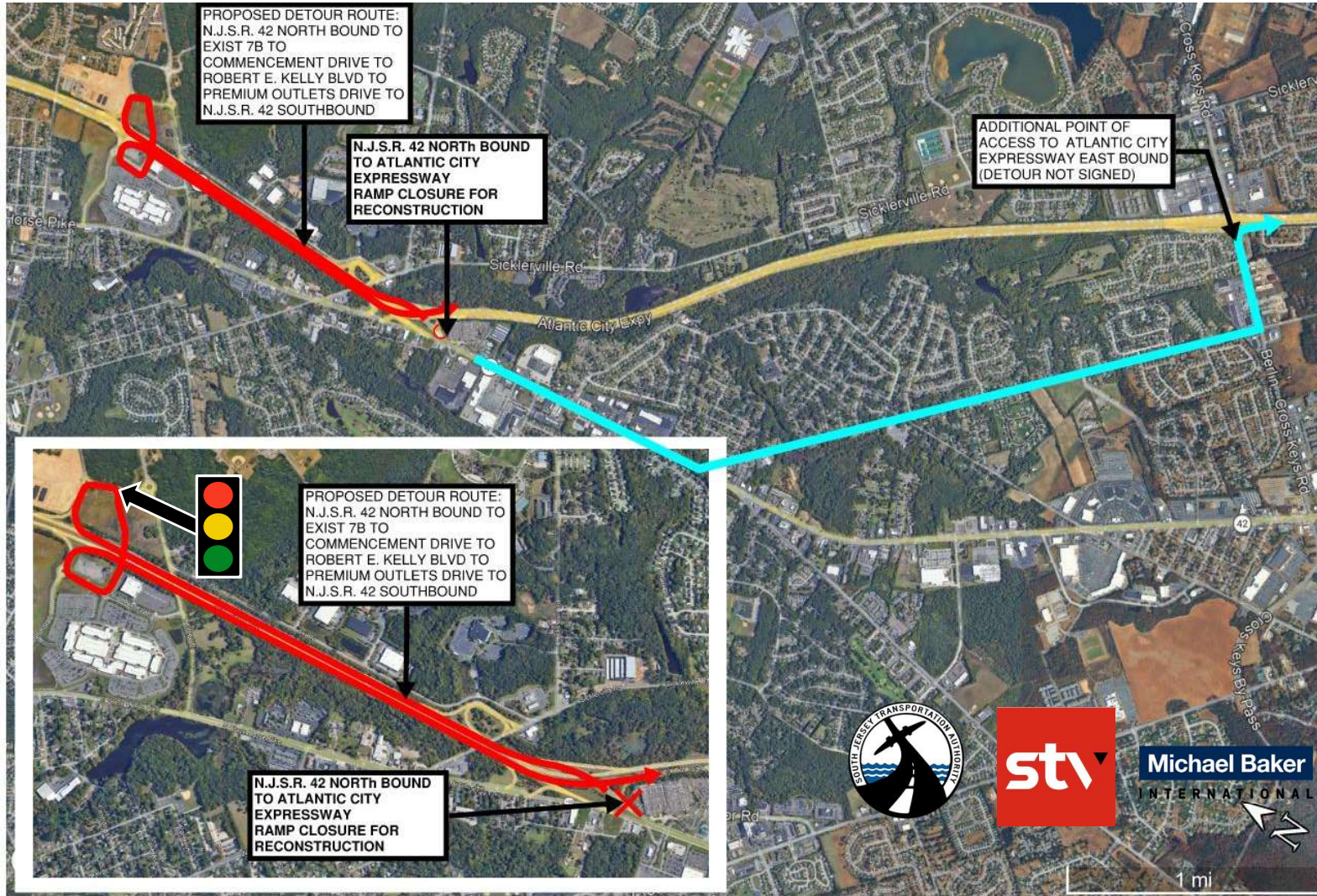


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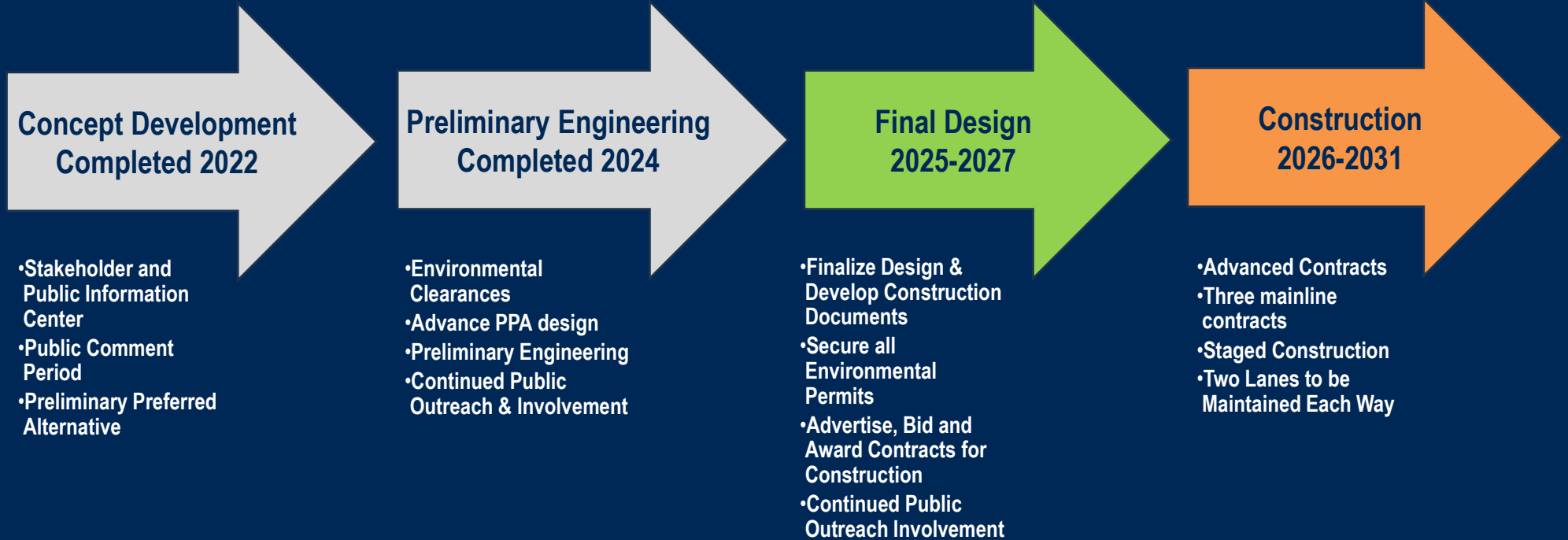
Route 42 Corridor Detour Map



ACE / Route 42 Interchange Detour Map



Project Schedule



Thank You!

Please visit
www.acewidening.com
for instructions on
submitting your
feedback



ATLANTIC CITY EXPRESSWAY

NOW RIDE THE EXPRESSWAY SAFE FAST CONVENIENT



SERVING THE

JERSEY SHORE

stv

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