Atlantic City Expressway Third Lane Widening
Public Information Center Script

5/11/26 – 5/22/26

Slide 1:

Welcome to the Virtual Public Information Center Presentation for the Atlantic City Expressway Third Lane Widening Project from MP 31.60 to MP 44.20. The project is being performed by the South Jersey Transportation Authority and is supported by their design consultant STV Incorporated and program management consultant Michael Baker International. The project is currently in Final Design.

Slide 2:

During the presentation, we will be providing a project overview, reviewing the purpose and need of the project and the projects goals and objectives. We will discuss the existing conditions and substandard elements in in the project area and the resultant proposed improvements.

Environmental coordination performed to date, the anticipated No Net Loss Public Forum, and proposed noise walls will each be discussed, followed by a review of the anticipated schedule for construction. Lastly, we will provide information for interested parties to submit comments associated with the project.

Slide 3:

The project limits are shown graphically in red with the north-western limit of the project at Exit 7 on NJDOT Route 42, where College Drive intersects with Route 42, and extending to the southeast to milepost 31.6 on the Atlantic City Expressway, proximate to Exit 31 where NJDOT Route 73 intersects with the Expressway.

The project includes the addition of a third lane in each direction within the project limits, extension of acceleration and deceleration lanes, structural replacement of 4 mainline bridges and widening of one mainline bridge. The vertical clearance will be increased at 3 of these locations.

The project is primarily located in Winslow and Gloucester Townships in Camden County, with portions located in Washington Township in Gloucester County.

Slide 4:

The purpose of this project is to improve the overall traffic operations and general safety along the Atlantic City Expressway corridor while aiming to minimize environmental, right-of-way, and structural impacts.

The Atlantic City Expressway has reoccurring heavy congestion, typically during the peak summer periods. The geometric complexities throughout sections of the project, especially at the Western limits at the Route 42 Interchange and heavy congestion results in excessively high numbers of rear end and side-swipe crashes. The level of service, a measure of traffic congestion which ranges from A to F, is currently poor at a level of service E and is expected to degrade to a level of service F by the design of 2045 which is indicative of significant delays during peak periods.

Slide 5:

The project has a comprehensive list of goals and objectives including to mitigate summer traffic throughout the corridor, increase mobility in the Southern New Jersey and Philadelphia regions, improve coastal resiliency in the region, improve safety along the Atlantic City Expressway and Route 42, provide enhanced accommodations for emergency evacuation purposes, eliminate as many substandard geometric features as feasible, and update the roadway to the latest design standards where practical.

The project aims to improve the quality of life for residences and businesses along the corridor and the feeder roadway network, especially during the peak summer months. The project will improve access to employment by improving mobility and support efforts, increase economic growth and competitiveness in the Southern New Jersey and Philadelphia regions. Other objectives of the project are to reduce air and noise pollution that results from the congestion, avoid and minimize any adverse impacts to sensitive environmental and cultural resources, and implement a cost-effective and financially feasible alternative for the South Jersey Transportation Authority.

Slide 6:

The Atlantic City Expressway is classified as an urban principal arterial freeway / expressway and has an average daily traffic volume of approximately 22,500 vehicles per day in each direction. The speed limit on the expressway is 65 mph and the speed limit on Route 42 within the project limits is 55 mph. Existing typical sections are two lanes in each direction with varying shoulder width, separated by variable width grass median from mileposts 31.7 to 43.9, and a concrete barrier median at the Eastern terminus of the project.

The images on the right hand side of the screen represent the traffic density, known as Level of Service during the design year of 2045. The existing level of service E is considered poor and is expected to degrade further to level of service F by 2045 without intervention. This is shown in the left panel. With implementation of the Preferred Build Alternative, the level of service is anticipated to improve throughout the project area to acceptable levels.

Slide 7:

Within the project limits there are a variety of existing Controlling Substandard Design features, including horizontal stopping sight distances, superelevation, horizontal curve radius, minimum grade in the longitudinal directional on the expressway, vertical clearances at each of the overpass bridges on the expressway, and acceleration and deceleration lane length at each of the interchange's on and off ramps to the expressway. The proposed design eliminates as many substandard geometric features as feasible, notably improvement of the Horizontal stopping sight distance at multiple locations, improved superelevation, increased vertical clearance at replaced and widened bridges, and increased acceleration and deceleration lane lengths at all impacted interchanges. Substandard items which can not feasibly be corrected will be maintained.

Slide 8:

The project is anticipated to be broken into multiple construction contracts. Beginning in fall of 2026, two advanced projects will be mobilized. The first is a shoulder repair project. This was a result of the pavement design analysis that was done through preliminary and final design which indicated several areas throughout the corridor where the shoulder was in need of repair. While this is a general maintenance item, it also serves as a preparatory project for the main line contracts. The second advanced contract we anticipate is widening of the Sicklerville Road exist ramp, which the project team is in active coordination with NJDOT on. This project would add a dedicated right turn lane to the Sicklerville Road off ramp. Currently, the left turn and the right turn share a single lane which results in queuing that builds around the ramp during peaks hours. By providing additional storage capacity with a dedicated right turn lane and providing free flow right turn movements onto Sicklerville Road, congestion at the ramp will be alleviated. This provides an immediate benefit to users, as well as helps facilitate future phases of traffic control.

As the project continues, utility relocations will being which are being coordinated with the respective utility companies and we'll be working with the NJDEP regarding any required environmental mitigation resultant from permitting efforts. In 2027, mainline construction is expected to begin. Construction package one starts at the northwestern project limit at Route 42 College Drive exit. This package would extend through the Route 42 and Atlantic City Expressway interchange, continue to the southeast and terminate at the Berlin Cross Keys Road interchange.

Contract 2 would continue in the Eastbound direction from the terminus of contract one. Eastbound widening and associated eastbound outside shoulders improvements would be made. Improvement to the median area would also be included in this contract. The Great Egg Harbor River bridges in both eastbound and westbound direction would be installed and replace the existing structures. Noise walls proposed within the contract two

and contract three limits would be installed during contract 2 so that the residents receive the mitigating benefit prior to widening implementation.

Lastly, contract 3 would complete the project with widening of the westbound lanes, associated westbound outside shoulder and any final controls that need to be installed within the median.

Slide 9:

The next few slides show roll plots of the overall construction. These plans are available on the project website for individuals who would like to review them in greater detail. Beginning in the northwest to the left of the screen, the existing 3 lanes on Route 42 at College Drive will continue to the south. Following coordination with NJDOT, the project will extend the exit lane for College Drive and will transition from an exit lane to a fourth lane in northbound direction to provide additional capacity and opportunities for vehicles to merge. As we approach the Route 42 and Atlantic City Expressway interchange, there will be 3 lanes on the Expressway, 2 lanes on Route 42 northbound, and the on-ramp for Sicklerville Road for a total of six lanes. The existing center lane merge between the expressway and Route 42 will be eliminated in favor of left lane and right lane drops to address a safety concern related to a crash cluster at the existing center lane merge.

In the southbound direction, the existing three lanes will be widened to six lanes as travelers approach the interchange. Three lanes will continue to the Atlantic city expressway, two will continue on Route 42 and the last will serve as the deceleration lane for the Route 168, Black Horse Pike, exit.

As previously indicated, the Route 42 NB to Sicklerville Road off ramp, will add a dedicated right turn lane. To accommodate the additional lanes for the expressway through the interchange, the bridge over Sicklerville Road will be widened on both sides. The structure will also be elevated to provide additional vertical clearance and the existing substructure will be rehabilitated. Two other bridges in the interchange will be replaced entirely where the Expressway crosses over the Route 42 northbound on ramp. The geometric and structural changes through this area will increase the stopping sight distance on both the expressway and Route 42 by increasing the horizontal radius of the expressway and increase the vertical clearance on Route 42 by elevating the new structures.

As we continue to the east, inside lane widening toward the median continues for the project that will extend to the east until the project terminus.

New signage for the interchange appropriate with the levels of improvement will be introduced in each direction.

Also displayed on the roll plots are darker blue shapes throughout the corridor. These represent proposed stormwater management features for the project to address NJDEP requirements.

Several partial or full parcel acquisitions are proposed for the project to provide additional stormwater management opportunities for the project. Each of these parcels is within Contract 1 and coordination with the owners is ongoing. No condemnation of buildings is proposed and all but one of the parcels are vacant, undeveloped land.

Slide 10:

The proposed improvements in the remainder of Contract 1 and Contracts 2 and 3 are relatively consistent for the rest of the corridor. For the remainder of Contract 1, as shown here, the third lane widening will continue through the Berlin-Cross Keys Road interchange. The acceleration and deceleration lanes at the interchange will be improved to provide appropriate acceleration and deceleration conditions. The existing bridge at Berlin Cross Keys Road will be maintained. New pier protection on the inside and outside shoulder will be installed at this structure to protect the piers.

Slide 11:

Contract 2 and 3 will tie into the terminus of Contract 1 with the continuation of the third lane widening through the Williamstown New Freedom Road interchange shown on this sheet. The acceleration and deceleration lanes at the interchange will be improved to provide appropriate acceleration and deceleration conditions. The existing bridge at Williamstown New Freedom Road will be maintained. New pier protection on the inside and outside shoulder will be installed at this structure to protect the piers. Two noise walls are proposed in this area to the west of the interchange.

Slide 12:

Contract 2 and 3 continue toward the east. The existing bridge at Malaga Road will be maintained. New pier protection on the inside and outside shoulder will be installed at this structure to protect the piers. One noise wall is proposed in this area to the west of Malaga Road.

The green shaded area on this sheet represents the New Jersey Pinelands Commission jurisdictional area. Due to environmentally sensitive areas within the pinelands, opportunities for stormwater management facilities are limited. As a result, additional stormwater management facilities are proposed upstream of this area to the left of the screen. The bridges at the river crossing at Great Egg Harbor River will be replaced with new bridges.

Slide 13:

Nearing the terminus of the project, the proposed widening approaches West Fleming Pike. The existing bridge at West Fleming Pike will be maintained. New pier protection on the inside and outside shoulder will be installed at this structure to protect the piers. The acceleration and deceleration lanes at the interchange will be improved to provide appropriate acceleration and deceleration conditions.

Slide 14:

At the eastern terminus of the project contracts 2 and 3 will complete the inside widening and adjoins the existing three lane section of the Atlantic City Expressway to the west of the Route 73 on-ramp at Exit 31. With completion of this widening, the Atlantic City Expressway will maintain a minimum of three lanes of travel in each direction for its entire length.

Slide 15:

The proposed project includes extensive environmental coordination and reviews. Interactions with NJDEP include wetlands and flood hazard permits as well as a no net loss reforestation, which is compensation that is required as a result of tree removal to facilitate the project. Throughout the design phases, there has been extensive coordination with both DEP and other agencies, including the Pinelands Commission and US Fish and Wildlife Service regarding threatened endangered species in the area.

As the design team finalizes its assessment of flood hazard area considerations, we will be engaging with FEMA in addition to NJDEP, to ensure that the project properly considers floodplains criteria of both agencies. We have had several pre-application meetings with the New Jersey Pinelands Commission and have coordinated with them regarding regulated wetlands within Pinelands jurisdiction, as well as coordinating with them regarding compliance with the comprehensive management plan.

Initial consultation with National Park Service has commenced regarding the Great Egg Harbor River wild and scenic corridor. And like the balance of these coordination tasks, those interactions with the Park Service and the other agencies are ongoing as the project design advances.

Slide 16:

Any state agency that engages in projects that involves tree removal in excess of ½ acre is subject to review under the New Jersey No Net Loss Compensatory Reforestation Act. If removing in excess of 1 acre of trees, the project includes a public comment activity associated with these activities. While the Expressway Widening project has worked extensively to minimize all disturbance, including tree removal, the project will be subject to review by the New Jersey Forest Service and a No Net Loss Public Forum to discuss

proposed tree removal and to gather public input regarding these activities and the proposed compensation.

To establish the areas subject to the No Net Loss Compensatory Reforestation Act, an analysis of tree clearing areas relative to GIS mapped areas is performed to determine an area of tree removal and subsequent replacement requirements. At this time, the project includes 32.5 acres of required compensation. As design is finalized, impacts will continue to be monitored and minimized where feasible.

Slide 17:

Under the no net loss guidelines, there's three ways that an agency can compensate for the tree removal that is necessitated by the project. Option A includes on-site reforestation. Option B allows for identifying an alternative site within agency ownership to plant trees, and Option C includes working with NJDEP to provide monetary compensation to the New Jersey Forest Service to provide compensatory planting within the state for the removed trees.

Since the project has minimized tree removal associated with project activities, On-site reforestation opportunities are limited and do not provide sufficient compensation. Additionally, SJTA does not maintain ownership of an area off-site suitable for a compensatory reforestation planting program. Therefore, SJTA proposes to work with the New Jersey Forest Service to implement option C for this project which will engaging their experts to apply a monetary compensation on appropriate reforestation projects.

Slide 18:

While the project will include monetary contribution to address reforestation needs for the project, SJTA is committed to implementing a landscaping plan for the project that will ensure that disturbed areas are properly restored, consistent with NJDEP’s requirements the project goals and objectives. The design intent will focus on use of native herbaceous seed mixes and plant species and appropriate plantings in conformance with NJDEP guidance within stormwater management basins. These plantings will provide both aesthetic benefits and soil stabilization of the disturbed areas. Where feasible, SJTA’s wildflower seed mix will be utilized and additional tree buffer plantings will be provided.

As with all public projects, maintenance and operation activities are integrated into the design such that these required activities minimize their impact on the traveling public while also enabling the agency to provide a well maintained, pleasant viewshed.

Slide 19:

A traffic noise study was performed during the preliminary design phase and again using final roadway geometry during the Final Design Phase of the project. Paul Carpenter Associates, Inc. investigated 17 noise walls based on the federal noise regulation (23

CFR 772) and NJDOT's Noise Wall Design Guidelines, dated July 2011, which was the policy in effect when the traffic noise study was initiated. Of the noise walls investigated, 3 were determined to be both reasonable and feasible based on NJDOT's noise wall design requirements.

Slide 20:

To be recommended, noise walls must be both reasonable and feasible based on NJDOT's noise wall design requirements. Within the Contract 1 area, several noise walls were investigated however areas shown in yellow did not meet design criteria in place during the analysis period.

Slide 21:

Within the Contract 2 and 3 area, and shown in green, are three recommended noise wall locations meeting NJDOT noise barrier criteria. Additional noise walls investigated, shown in yellow, did not meet design criteria in place during the analysis period. The three noise walls that were both reasonable and feasible will be mitigating noise impact for the following areas: the Winslow Crossing Homes complex, several homes along Sicklerville Road, the Tara Drive neighborhood, the Tamerlane Apt Complex, and a few homes along Chews Landing Road and Ivy Hall Lane, the Acorn Court neighborhood, and a few homes at Leanne Court located behind the SJTA maintenance yard. In these areas, vegetation including trees, will need to be removed to allow construction equipment to construct these noise walls.

Slide 22:

Construction phasing and required detours during construction have been reviewed with a focus on minimizing the impact to the traveling public. A primary goal of the traffic control plan for the project is to maintain 2 lanes of travel in each direction along the expressway during major phases of construction. By doing so, the same capacity the expressway currently provides will be maintained. Short duration activities, such as placement of pavement top course may require lane reductions which will be scheduled around peak hours.

Based on the construction requirements, there are two locations that will require detouring in order to facilitate construction. The first proposed closure requiring a detour is for reconstruction of Route 42 Southbound Exit 7, which provides access to North Bound Route 168, Black Horse Pike. This is necessary as a result of elevating and widening of the bridge over Sicklerville Road and reconstruction of the ramp to meet proposed grades. The proposed signed detour will direct travelers to continue on Route 42 southbound and enter the existing jug handle at the first signalized intersection across the street from NJ

Transit facilities. Users will proceed onto Route 42 northbound to Exit 7 which provides access to Sicklerville Road. Please recall that this ramp will now have a dedicated right turn lane to provide additional capacity within the ramp. Detour signage will direct travelers to utilize the free flow right turn movement onto Sicklerville Road westbound which then intersects with Route 168, completing the detour.

While not part of the signed detour, we note that three additional exits provide access to Route 168 from Route 42 southbound as you approach the Route 42 and Atlantic City Expressway interchange. Advanced notification is planned to provide the public ample time to anticipate the closure and consider alternative routes they may elect to use.

Slide 23:

Similar to the Exit 7 ramp closure, the ramp which provides access from Route 42 northbound to Atlantic City Expressway eastbound will require closure for reconstruction to meet proposed conditions as a result of providing additional vertical clearance at expressway bridge over Route 42. This ramp movement is located just north of the local portion of Route 42 as it transitions to the entry ramp for the freeway portion of Route 42 northbound. The proposed detour for this ramp closure will direct travelers to continue on Route 42 northbound to exit 7b, College Drive. Travelers will be direct to enter the roundabout and take the first exit to Commencement Drive, then to turn right onto Robert E. Kelly Drive. A temporary signal will be installed at the intersection of Commencement Drive and Robert E. Kelly Drive to improve traffic conditions at this intersection during the detour. From Robert E. Kelly Driver, users will turn right onto Premium Outlets Drive and enter the roundabout where they will be directed to the Route 42 southbound on-ramp which provides direct access to the Atlantic City Expressway eastbound completing the detour.

Similar to the prior slide, we note that an additional access point is available to the Atlantic City Expressway eastbound by traveling southeast on either Black Horse Pike or Johnson Road to Berlin Cross Keys Road and utilizing the expressway entrance at this location. While detour signage will not be proposed along these routes, advanced notification is planned to provide the public ample time to anticipate the closure and consider alternative routes they may elect to use.

Slide 24:

The Atlantic City Expressway Third Lane Widening Project is currently in Final Design and has undergone multiple phases of effort since 2022. As the project enters it’s final phases, we anticipate finalization of construction documents, submission and acquisition of required environmental permits, and preparation for construction mobilization.

Construction phases are anticipated to being in late 2026 with the advanced contracts and will be followed by mainline construction with an anticipated start date in 2027 and completion in 2031.

Slide 25:

SJTA, STV Incorporated, and Michael Baker International look forward to receiving your comments regarding the project. Should you wish to make a comment, please do so by visiting www.acewidening.com/contact. The public comment period will be open until May 22nd.

Thank you for your time in watching this presentation.