

= Atlantic City Expressway =

The Atlantic City Expressway (officially numbered , but unsigned , as Route 446 and abbreviated A.C. Expressway , ACE , or ACX , and known locally as " the Expressway ") is a 44 @. @ 19 @- @ mile (71 @. @ 12 km) , controlled @- @ access toll road in New Jersey , managed and operated by the South Jersey Transportation Authority . It serves as an extension of the freeway portion of Route 42 in Turnersville (which is itself an extension of Interstate 76) southeast to Atlantic City . It connects the Philadelphia metropolitan area with Atlantic City and other Jersey Shore resorts . In addition to providing a route between the Delaware Valley and Atlantic City , as well as other Shore Points , the expressway also serves other South Jersey communities , including Hammonton and Mays Landing . The expressway intersects many major roads , including Route 73 in Winslow Township , Route 54 in Hammonton , Route 50 in Hamilton Township , the Garden State Parkway in Egg Harbor Township , and U.S. Route 9 in Pleasantville .

The Atlantic City Expressway has an open system of tolling , with two mainline toll plazas (Egg Harbor in Hamilton Township and Pleasantville) and seven exits with ramp tolls . The total cost to travel the length of the Atlantic City Expressway is currently \$ 3 @. @ 75 and E @- @ ZPass is accepted . In 2008 , two separate plans were made to raise the tolls along the road , one proposed by Governor Jon Corzine and one proposed by the South Jersey Transportation Authority that would increase tolls 50 % . The latter toll increase took place effective November 18 , 2008 . The expressway features one service area , Farley Plaza , in Hamilton Township a short distance west of the Egg Harbor Toll Plaza , as well as a gas station and mini @- @ mart near the Atlantic City Welcome Center in Pleasantville . In a few years , the road is expected to use all @- @ electronic tolling .

Plans for the road go back to the 1930s , when a parkway was proposed between Camden and Atlantic City that was never built . Plans resurfaced for the road in the 1950s when a group of officials led by State Senator Frank S. Farley pushed for a road to help the area economy . The New Jersey Expressway Authority was created in 1962 to be responsible for building an expressway . The Atlantic City Expressway was built between 1962 and 1965 at a total cost of \$ 48 @. @ 2 million . The South Jersey Transportation Authority assumed control of the road in 1991 from the New Jersey Expressway Authority .

= = Route description = =

= = = Gloucester and Camden Counties = = =

The Atlantic City Expressway begins at Route 42 in Turnersville in Washington Township , Gloucester County , where it continues north as the North ? South Freeway , a part of Route 42 . Here , Route 42 continues south on the Black Horse Pike and Route 168 continues north on the Black Horse Pike . A westbound exit provides a connection to northbound Route 168 . The expressway then heads southeast , straddling between Washington Township and Gloucester Township , Camden County . On the Gloucester Township / Winslow Township border , the Atlantic City Expressway features a diamond interchange with County Route 689 . Past CR 689 , there is a full interchange with County Route 536 Spur . The expressway passes under County Route 536 and then features a partial interchange with County Route 723 , with an eastbound exit and a westbound entrance . It then meets Route 73 at another partial interchange , with a westbound exit and an eastbound entrance .

= = = Atlantic County = = =

The Atlantic City Expressway crosses into Hammonton , Atlantic County . Continuing to the southeast , it encounters Route 54 at a full interchange . It then enters Hamilton Township and passes under County Route 559 . The lanes of the Atlantic City Expressway in both directions split

for the Farley Service Plaza , which is located in the median of the expressway . Past the Farley Service Plaza , the Atlantic City Expressway meets the mainline Egg Harbor Toll Plaza . It then features a full interchange with Route 50 , with the westbound exit and eastbound entrance being E @-@ ZPass only . It meets County Route 670 , with another partial interchange featuring an eastbound off @-@ ramp and a westbound on @-@ ramp that provides access to the Atlantic City Race Track . Next , it has an eastbound exit and westbound entrance for County Route 575 , which provides access to U.S. Route 40 , U.S. Route 322 , and the Hamilton Mall . To and from the east , a ramp runs from the Atlantic City Expressway to the US 40 / US 322 split .

The Atlantic City Expressway then enters Egg Harbor Township . It interchanges with County Route 646 , which provides access to the Atlantic City International Airport , and passes under County Route 563 . It then features a cloverleaf interchange with the Garden State Parkway and crosses into Pleasantville . The expressway meets U.S. Route 9 at a diamond interchange . It passes under County Route 585 and features a partial interchange with North Franklin Boulevard , with a westbound exit and eastbound entrance .

The Atlantic City Expressway continues to the Pleasantville Toll Plaza . Past the toll plaza , the travel lanes separate and a long parking area , used by Atlantic City casino employees , lies within the median of the expressway . It then encounters the Atlantic City Welcome Center and Service Plaza and enters Atlantic City . Upon entering Atlantic City , the expressway features an eastbound exit and westbound entrance to US 40 / US 322 . It then continues southeast , crossing the Beach Thorofare , and soon after encounters an eastbound exit and westbound entrance for the Atlantic City @-@ Brigantine Connector , which provides access to the Atlantic City Convention Center , the Marina district , and Brigantine . It then ends at a traffic light at the intersection with Baltic Avenue near Tanger Outlets The Walk , where it becomes the one @-@ way pair of Missouri Avenue eastbound (also known as Christopher Columbus Boulevard and County Route 692) and Arkansas Avenue westbound (County Route 694) .

In 2010 , the Atlantic City Expressway counted almost 55 million toll @-@ paying vehicles . The speed limit on the Atlantic City Expressway is 65 miles per hour (105 km / h) with " conditions permitting " on the posted sign for most of the route . Call boxes are located every mile on either side .

= = Toll plazas and rest area = =

Automobiles currently must pay a \$ 3 @.@ 00 toll at the Egg Harbor Toll Plaza , which is located east of the Farley Service Plaza at milepost 17 @.@ 5 , and a \$ 0 @.@ 75 toll near Pleasantville . Both mainline toll plazas have Express E @-@ ZPass lanes through the center of the plaza . Exits between the two toll plazas may also charge a small fee , depending on the distance . A \$ 0 @.@ 75 toll for cars is currently charged at the eastbound exits and westbound entrances at exits 5 , 28 , and 33 and the westbound exits and eastbound entrances at exits 9 and 12 ; in addition , a \$ 0 @.@ 40 toll for cars is currently charged at the eastbound exits and westbound entrances at exits 38 and 41 . A \$ 3 @.@ 00 E @-@ ZPass only toll is charged for the westbound exit and eastbound entrance at exit 17 .

On January 8 , 2008 , Governor Jon Corzine proposed a 50 percent increase in tolls on New Jersey 's three toll roads in 2010 , with increases of a similar percentage every four years after that , in order to help pay down the state debt . Each time tolls increased , there would be an additional increase for inflation since the last toll increase (for the first , since 2006) . The roads would be maintained by a nonprofit public @-@ benefit corporation , which would pay back bonds to the state . Under this plan , without considering inflation , tolls on the Atlantic City Expressway would have risen from \$ 2 @.@ 50 to \$ 16 @.@ 59 in 2022 . It was possible that commuters would receive discounts from the higher toll rates . However , the proposal was not enacted due to opposition from leaders of the New Jersey Legislature . On September 5 , 2008 , a proposal by the South Jersey Transportation Authority was created to raise tolls by 50 percent , from \$ 2 @.@ 50 to \$ 3 @.@ 75 , in order to fund improvements to the road as well as to the Atlantic City International Airport . This toll increase took place effective November 18 , 2008 . In 2009 , the South Jersey Transportation

Authority considered making the tolls on the Atlantic City Expressway completely electronic , in which E @-@ ZPass would be used . Vehicles without E @-@ ZPass will be billed using license plate technology , with a 10 % surcharge applied to their tolls . The Atlantic City Expressway was expected to become an all @-@ electronic toll road by Memorial Day weekend 2011 . However , the tolls on the road were later not expected to become cashless until between 2013 and 2015 .

Since 2014 , eastbound tolls have been waived at the Egg Harbor toll plaza between 5 : 00 and 6 : 00 pm on the Friday before Memorial Day in order to promote the unofficial beginning of the summer tourist season at the Jersey Shore . Chickie 's & Pete 's , a local sports bar chain , pays for the tolls normally collected during this hour . In October 2014 , eastbound tolls were waived at the Egg Harbor and Pleasantville toll plazas on Tuesdays between 12 : 00 pm and 12 : 00 am in order to encourage midweek tourism to Atlantic City .

Farley Service Plaza , the only service area on the route , has a building containing several fast food restaurants and a gas station . It is located between the two sides of the road to service traffic coming in either direction . In the mid @-@ 2000s , an additional gas station and mini @-@ mart were opened in the narrow center median behind the Atlantic City Welcome Center by Exit 2 .

= = History = =

The road was originally planned as a parkway in 1932 , running from the Ben Franklin Bridge in Camden to Atlantic City , but it never materialized . The idea for a limited access road between the Philadelphia area and Atlantic City resurfaced in the 1950s when South Jersey officials , led by State Senator Frank S. Farley , pushed for an expressway between the two areas to help the economy of Southern New Jersey . The New Jersey State Highway Department authorized traffic studies for a toll road between Turnersville and Atlantic City in 1958 and 1959 , and the New Jersey Expressway Authority Act in 1962 called for a five @-@ member agency (the New Jersey Expressway Authority) with representatives from four Southern New Jersey counties to be responsible for issuing bonds to build and maintain the Atlantic City Expressway .

Construction of the Atlantic City Expressway started in the summer of 1962 . The design was to feature a 300- to 400 @-@ foot @-@ wide roadway with 12 @-@ foot @-@ wide travel lanes and right shoulders as well as 3 @-@ foot @-@ wide left shoulders . The portion between Route 42 in Turnersville and the Garden State Parkway in Egg Harbor Township was completed on July 31 , 1964 , and the portion between the Garden State Parkway and Atlantic City was finished in July 1965 . Construction of the Atlantic City Expressway cost a total of \$ 48 @. @ 2 million . Tolls on the Atlantic City Expressway initially cost \$ 0 @. @ 75 at the Egg Harbor toll plaza and \$ 0 @. @ 15 at the Pleasantville toll plaza . In 1991 , the South Jersey Transportation Authority was created by the New Jersey Legislature to operate the Atlantic City Expressway , the Atlantic City International Airport , and operations of the Atlantic County Transportation Authority .

In recent years , many improvements have been made to the Atlantic City Expressway . A new interchange with County Route 689 on the Gloucester Township / Winslow Township border was completed in 2000 at a cost of \$ 5 million . The Atlantic City @-@ Brigantine Connector was completed on July 31 , 2001 to connect the Atlantic City Expressway to the Marina district and Brigantine . In 2005 , the Atlantic City Expressway added a third lane in both directions between the Garden State Parkway and Atlantic City and in the eastbound direction between Route 73 and the Garden State Parkway . In addition , the Pleasantville Toll Plaza was reconstructed , replacing the older cash booths with newer technology .

On November 21 , 2008 , construction began on the reconstruction of Interchange 17 , with completion on June 18 , 2010 . As a result of reconstructing this interchange , the SJTA approved raising the interchange toll to \$ 3 @. @ 00 . This new rate is charged to motorists heading to or from the east along the Atlantic City Expressway at Route 50 . The proposal drew opposition from area officials who felt the proposed rate was too high . The westbound exit and eastbound entrance at Interchange 17 was designed to be E @-@ ZPass only , the first such interchange on the Atlantic City Expressway .

In 2007 , it was announced that the mainline Expressway from milepost 7 @. @ 0 ? 31 @. @ 0

would be widened in the westbound direction to accommodate a third lane from just north of the Garden State Parkway to Route 73 . Interchange 17 (Route 50) would be reconstructed to form a full movement interchange (completed June 18 , 2010) , and the Egg Harbor Toll Plaza would receive Express E @-@ ZPass lanes to maintain highway speed . Construction on these three projects was financed by a \$ 25 million bond . The Express E @-@ ZPass was completed in May 2011 , with the first phase completed in the summer of 2010 .

The work under the widening project also included improvements to bridges , lighting , and guide signs . In addition , Intelligent Transportation System (ITS) technology , such as traffic cameras and variable message signs , were also added to the Atlantic City Expressway to enhance safety and aid in monitoring traffic . The first phase widened the road from the Garden State Parkway to the Egg Harbor Toll Plaza . The second phase widened the road from the Egg Harbor Toll Plaza to milepost 24 @.@ 5 . The third phase widened the road west to Route 73 . The ITS components were installed along these sections of the roadway through the course of each phase . The widening work was completed in May 2014 and the third lane opened in its entirety by Memorial Day 2014 . The fourth phase added ITS technology to the parts of the road that are not being widened .

= = Future developments = =

The SJTA revealed plans for a major road improvement project that would link the Atlantic City International Airport directly to the Atlantic City Expressway , with construction beginning as early as 2013 . The plan includes new ramps with two overpasses over the expressway . The road would connect Amelia Earhart Boulevard with an overpass above Airport Circle . Plans also call for building a service road with another overpass that would provide access to Delilah Road . Another project involves the installation of an overpass at the end of Amelia Earhart Boulevard next to the entrance to the FAA tech center . The proposed roadway would intrude upon a small section of a mobile home park and land owned by Egg Harbor Township .

= = Exit list = =

Mileposts run from east to west .