

DMJM HARRIS | AECOM

The Atlantic City Regional Transportation Plan

Volume II - Implementation Program

Submitted to
Casino Reinvestment Development Authority



Submitted by
DMJM Harris

May 2009

The Atlantic City Regional Transportation Plan represents nearly two years of collaborative effort and reflects the expertise and advice of the following contributors:



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This Volume II of the Atlantic City Regional Transportation Plan was produced in conjunction with Volume I, *A Transportation Plan for the New Atlantic City*, and Volume III, *Technical Appendices*. This Volume II is intended to function as a stand alone document that can be used by future implementers as a reference and starting point for developing transportation projects and programs for the Atlantic City Region. The document provides additional detail regarding projects and programs summarized in Volume I. Volume II is a more comprehensive "What" to complement Volume I's "Why". It provides a comprehensive schedule for the overall integrated Atlantic City Regional Transportation Plan Implementation Program and details program cost estimates by year, by phase and by project. This volume also includes recommendations for other proposed policies, strategies, and actions for improving access to and circulation within Atlantic City.

I. Overview

The Atlantic City Regional Transportation Plan presents a program of transportation strategies and actions that first address existing needs and then support the anticipated increase in casino industry in the city. These strategies and actions will increase regional roadway capacity and connections, improve traffic flow on the city street network, improve multimodal safety and provide expanded and new public transit service.

This Plan provides an investment program that will enable the regional and local transportation system to accommodate the increased volumes generated by increased casino development.

Roadway expansion opportunities are limited, but a few "big ticket" projects, notably widening the Garden State Parkway and widening the Atlantic City Expressway, are already in the planning stages. Other proposed roadway projects include new and expanded interchanges along the Garden State Parkway and Atlantic City Expressway and widening the Albany Avenue corridor. In addition, the Plan includes projects to convert Atlantic and Pacific Avenues to a one-way pair, upgrade the city traffic signal system, and establish a regional traffic operations center.

The analysis indicates that, even with the proposed roadway improvement projects, the main regional roadways will still experience substantial peak hour congestion, particularly along the main crossing points into the City. Therefore, the Plan also includes several recommendations for enhanced and new public transit

services that ideally will serve to reduce the auto traffic bound for the City. The linchpin for the new regional transit network will be a regional multimodal transportation center proposed by this Plan to be located at the Atlantic City International Airport. This center will be a transportation hub linking several modes including air travel, regional bus, commuter rail, and a new fixed guide-way system running between the transportation center and the City. A primary objective of the center will be to "intercept" incoming traffic on the regional road network, providing the opportunity for people to park at the center and board the new fixed guide-way system to complete the trip to the City.

II. Implementation Based on Incremental Improvement Methodology

As noted in Volume I, recommended transportation improvements for the Atlantic City Region are presented as an integrated program of transportation strategies and actions, with each set of strategies building on the improvements previously completed. To address future traffic impacts and transportation needs, future traffic conditions were analyzed using an incremental, layered approach.

Using information available about the size, type and anticipated completion date for proposed casino, residential and other commercial development, the number of new trips generated for each proposed land use was determined. These new volumes were added to existing traffic to determine impacts to the on-island



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network and in particular the crossing points into and out of Atlantic City.

By reviewing available trip generation rates from a number of different resources for a number of different types of casinos, including existing Atlantic City casinos, it is anticipated that the trip generation rates for new and future "mega" casinos in Atlantic City will differ from the rates and travel patterns of existing boardwalk casinos in Atlantic City.

To provide for a conservative use of resources, the approach taken for this effort was to develop a schedule of improvements based upon, and triggered by, the anticipated completion dates of the proposed development. In chronological order, the trips associated with each development were layered onto the existing trip network. In this manner, only those transportation network improvements needed for the next defined phase would be implemented in time for completion of that development phase.

As shown below, transportation improvement needs for the overall network are not generally tied to individual projects, but to a grouping of development projects. Since each improvement is part of an integrated program, as an improvement is completed, it provides a base condition for reviewing the next stage of transportation improvement need. In this manner the schedule for improvements can be monitored on a regular basis and can be adjusted if actual trip generation is found to differ from projections, or if timeframes for development are changed.

The Implementation Plan provides a "road map" to a future of sustainable economic development and prosperity, supported by strategic transportation

infrastructure investments. Based on casino development and implementation timeframes provided at the outset of the analysis, transportation enhancements were projected for completion for four distinct periods related to casino development.

Following is a description of each phase of implementation, along with a listing of the projects associated with each phase. These projects are described in additional detail in the Project Summary Sheets Section (Section VI) of this Volume II.

Early Implementation Phase Projects – These are transportation projects that have been identified or endorsed by the Atlantic City Regional Transportation Plan and, because of their universal benefit to the area based on existing volume and travel pattern needs, have already been undergoing the initial phases of the project implementation process prior to the completion of the report. As indicated in the Project Schedule section of this volume, each of the projects is in some phase of implementation at the current time.

1. Mississippi Avenue Improvements
2. Mississippi Avenue Parking Garage
3. South Inlet Transportation Improvements / Connecticut Avenue
4. Pacific Avenue and Atlantic Avenue One-way Pair
5. Signal Upgrades for Atlantic Avenue, Pacific Avenue and Major Corridors to and from Atlantic City
6. Local Transit Rationalization
7. Atlantic City - Brigantine Connector (ACBC) Signage Improvements
8. Regional Traffic Operations Center



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9. Atlantic City Expressway widening to 3 Lanes (Westbound Only)
10. Atlantic City Signal System Upgrades - Beyond Pacific/Atlantic Avenues
11. New Atlantic City Rail Line (ACRL) Airport Station at North Pomona, with Shuttle Service to the Atlantic City International Airport (ACY) and from the Airport to Atlantic City
12. ACY Airport Expansion Improvements
 - Airport Terminal Expansion
 - Airport Rescue and Firefighting Station
 - Airport Apron Expansion
13. Direct Roadway Connection between Atlantic City Expressway (ACE) and the Airport (ACY)
14. Policies and Programs to Link Land-use / Worker Housing to the Transportation Network

Phase I Projects - These are transportation project needs based on existing volumes and travel patterns into and around Atlantic City. These projects can initiate even without any further development in and around Atlantic City. With increased travel resulting from the first phase of new casino development, which includes the existing casino expansions and the Revel Casino Project, these projects can help streamline traffic movements and improve traffic safety. The impacts of the Revel and MGM developments can also be addressed through Phase I projects. The Phase I projects are as follows:

15. Atlantic City Expressway (ACE) Interchange Reconfiguration with the Garden State Parkway (GSP)
16. Full GSP Interchange with CR 575 / 561 (Exit 44)

17. Absecon Avenue Elevated Roadway Section / Pedestrian Crossing
18. Albany Avenue Corridor Improvements
 - Albany Avenue Bridge Replacement / Enhancement
 - West End Avenue Grade Separation
 - Albany-40/322 Lane Addition, Bridge Expansions and ACE Exit 2 Bridge Expansion
19. Pedestrian Crossing across the Corridor at The Walk
20. Bikeway on the Boardwalk

Phase II Projects - Phase II projects will be necessary to accommodate the increased travel resulting from the second phase of new casino development, which includes the Pinnacle and Gateway (Barr- Bashaw) projects. Phase II transportation improvements should be constructed by the time that the second of the two additional casino projects is completed.

21. Enhanced service on Atlantic City Rail Line
 - Track Infrastructure Improvements
 - ACRL Station Improvements
 - New RiverLINE Transfer Station
22. City Transit Hub (CTH)
23. Enhanced Bus Service along ACE, GSP, and US40/322
- 24A. Bus Rapid Transit on the Newfield Branch Right of Way from Atlantic City to Egg Harbor Township
25. Pleasantville Gateway Transportation Center
26. Regional Road Intersection Upgrades
27. GSP Widening to 6 Lanes between Mile Post (MP) 30-80
28. Garden State Parkway Interchanges



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- New GSP Interchange with Ocean Heights Avenue
- Full GSP Interchange with US 30 (Exit 40)
- Full GSP Interchange at Service Area (Exit 42)

Planning and feasibility analysis have already begun for the projects to widen the Garden State Parkway and associated interchange improvements.

Phase III Projects - Phase III transportation projects will be needed to accommodate the increased travel resulting from the third wave of new casino development, which includes Bader Field and any additional development projects.

- 24B. Bus Rapid Transit on the Newfield Branch Right of Way from Egg Harbor Twp to Mays Landing
- 29. Regional Multimodal Transportation Center (RMTC)
- 30. Access to the Regional Multimodal Transportation Center
 - GSP Connector Road to/from RMTC
 - RMTC Access Improvement - CR 575
- 31. Fixed Guideway - Personal Rapid Transit (PRT) option - to and around Atlantic City
- 32. Pacific/Atlantic One-way Pair with Fixed Guideway
- 33. Water Taxi Service from Bader Field to the Marina
- 34. City-wide Greenway

III. The Impact of Current Economic Conditions

When work on the Atlantic City Regional Transportation Plan (ACRTP) began in early 2007, capital was readily available from financial markets for use in expansion projects and development of new casinos. As the ACRTP analysis and coordination with the project steering committee progressed into 2008, the condition of financial markets rapidly deteriorated to the point that, as of the completion date of this report, capital resources for development and expansion have become considerably more difficult to obtain. As a result, the timeframes originally announced for completion of some projects have been extended by the developers of those projects.

It is anticipated that the credit market freeze is a temporary condition that, when resolved, will allow developers to continue with proposed projects. These events, while economically significant to Atlantic City, the State of New Jersey and the casino industry in the short term, do not significantly impact the findings of this study or the overall program recommendations for the following reasons:

1. At the present time there are a number of "Current Need" transportation initiatives important for the entire South Jersey Tourist industry and for Atlantic City in particular. Even if future development projects are delayed for extended periods, this delay will provide an opportunity to complete the projects of immediate need.
2. As shown in the schedule for project implementation in this volume, if all casino



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development opened within the originally announced timeframes, all of the necessary transportation infrastructure improvements could not have been put in place to address the impacts that the casino development will create. Much work is needed to complete feasibility and environmental studies, as well as design and funding requirements. A more expansive timeframe for implementation will allow more of the transportation projects to better align with project need.

3. Longer periods between casino project completions will allow more opportunity to evaluate traffic impact assumptions and make necessary modifications to the overall plan and project phasing.

IV. Proposed Program for Implementation

It is all too often the case with planning documents that once completed they are placed on a shelf and used as occasional references rather than day to day roadmaps. In recognition of the importance that transportation infrastructure plays in facilitating the vision of the "Atlantic City - Destination Resort", this planning effort envisioned from the outset that there would be an implementation component to the ACRTTP so that there would be an ongoing and regular endeavor to develop the transportation system that the region needs to promote tourism growth and the consequential employment that goes with it.

Given the number of agencies and stakeholders having jurisdiction and interest in the area, it became apparent at the outset of this effort that project implementation for the region needs to be collaborative between governmental entities and major industry partners.

A. Atlantic City Region Transportation Implementation Team – The "I-Team"

The ACRTTP provides a detailed implementation plan for the staging of needed transportation projects, along with cost estimates. To provide continuing focus to carry out the implementation of the regional improvement program, the project steering committee has proposed the creation of an Implementation Team (the I-Team). As envisioned, the I-Team would be comprised of representatives of key state, regional, and local agencies responsible for permitting, or building the needed transportation infrastructure improvements. A primary role of the team will be to coordinate project reviews and permitting, so as to expedite the projects.

The project team has proposed to the Governor the execution of an Executive Order to create a Regional Transportation Implementation Team (I-Team) that would be charged with the task of providing the team resources to address the ACRTTP in an expeditious fashion. In addition to Casino Reinvestment Development Authority (CRDA), the I-Team would include the following agencies:

- Department of Transportation
- NJ TRANSIT
- Department of Environmental Protection
- South Jersey Transportation Authority



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- New Jersey Turnpike Authority
- NJ Pinelands Commission
- Atlantic County
- Atlantic City
- South Jersey Transportation Planning Organization
- Office of Smart Growth

The main role of the I-Team will be to coordinate project / permit reviews and approvals, in order to expedite recommended projects.

B. Other Recommended On-going Activities to be Undertaken

While this Plan is intended as a guide to all transportation investment decision-making in the city and surrounding area, it does not include other current, planned, or proposed projects for which other agencies have lead responsibility. These projects include improvements that are part of individual casino development projects such as a new road connection between the Atlantic City Expressway and Bader Field.

Various agencies, consultants, and private interests have been or will be working on these projects. It is anticipated that CRDA also may play a coordination and facilitation role with regard to these projects.

In addition to specific infrastructure investment projects, the Plan recommends a program of policies, strategies, and actions that will help to improve the operations of the regional transportation network. These measures include the following:

City Traffic Engineer and Monitoring Staff

The City of Atlantic City does not have a permanent full-time traffic engineer. Such a position is important given the high demands placed upon the city's transportation network. The need for such a person will increase even more with the implementation of a centralized traffic signal control system and a regional traffic operations center, as it will be necessary to oversee and optimize the functioning of such a system and interface with the regional network.

Traffic Monitoring Program

We recommend that actual trip generation be evaluated three to six months after each new facility is opened to assess the accuracy of the trip generation methodology and make further refinements to the project schedules and phasing.

Travel Demand Management

Travel demand management (TDM) refers to various strategies for reducing the amount of single-occupant vehicular travel. These strategies include: ride-matching, carpooling and vanpooling, flexible work schedules, guaranteed rides home, transit and shuttle services, et al. New Jersey has several transportation management associations (TMAs) that promote TDM measures, especially in coordination with employers and employees.

On a broader scale, some major resort areas in the United States, including Cape Cod and Santa Barbara, have "car free" initiatives, which promote TDM for visitors to their region. These initiatives feature web sites with comprehensive information, traveling planning assistance, information on car-free destinations, and information on travel options



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including long-distance air, rail, and bus; local bus and shuttle; ferries; and bicycle paths. More information on these programs is included in Volume III (Technical Appendices – Part 2) for this Plan.

V. Program Phasing, Schedule & Cost Estimates

A. Project Phasing

As noted, this Implementation Plan organizes the recommended projects into four general phases: Early Initiative, Phase I, Phase II and Phase III.

B. Cost Estimates

The cost estimates for each project are based upon NJDOT item cost estimates where available and are provided in 2008 Dollars. A contingency estimate ranging from 10% to 30% is also included in the cost estimate, with the contingency level reflecting the complexity of the project and the level of known project elements at the present time. While the estimates attempt to be as comprehensive as possible, the possibility remains that there may need to be revisions to proposed cost estimates once more detailed feasibility assessments are completed.

The provided cost estimates do not reflect costs for Toll Authority Projects that have already been included within the capital programs of either the South Jersey Transportation Authority for the Atlantic City Expressway or of the New Jersey Turnpike Authority for the Garden State Parkway.

Cost estimates are provided for those projects on either toll road that are not presently under consideration by the applicable authority.

Total 2008 order of magnitude cost estimates for each project phase are as follows:

Early Initiatives:	\$ 353.9 Million
Phase I	\$ 335.0 Million
Phase II	\$ 683.5 Million
Phase III	<u>\$ 2,302.0 Million</u>
Total for All Phases =	\$ 3,674.4 Million
	(2008 Dollars)

C. Project Staging

The proposed time frames for implementing each project are based upon the overall phasing along with general guidelines for the time required for each stage of various project sizes (large, medium, or small). In general, the main stages of a project are feasibility analysis, environmental analysis, preliminary engineering, final design, right-of-way acquisition, and construction or equipment acquisition. The need for and length of each stage relates to the size of the project. The proposed staging for the projects in this Plan provides for the distribution of funding requirements over a 15-year period. Due to inflation, the costs of unfunded projects will increase over time; the inflation and staging adjustment estimate of cost for all projects in the Plan is \$ 5.167 Billion.

The following spreadsheet provides the cost estimates for each project and a proposed schedule for various stages of planning, designing, and constructing the project.



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Summary of All Projects for Staging (\$ in millions)

Summary of Early Initiative and Phase I Projects

No.	Phase	Project	Base Year Cost (2008 \$ in millions)	Year															
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
1	Early Initiative	Mississippi Avenue Improvements	1.16	CON	CON														
2	Early Initiative	Mississippi Avenue Parking Garage	38.0	FD	CON														
3	Early Initiative	South Inlet Transportation Improvements/Connecticut Avenue	52	FD	ROW	CON													
4	Early Initiative	Pacific/Atlantic Avenue One-way Pair	7.1	FD	CON														
5	Early Initiative	Pacific/Atlantic/Major Corridor signal upgrades	19.9	FD	CON	CON													
6	Early Initiative	Local Transit Rationalization	5	FA	CAP														
7	Early Initiative	ACBC Signage Improvements	0.3	CON															
8	Early Initiative	Regional Traffic Operations Center	20	ENV	PE	FD	CON												
9	Early Initiative	Widen ACE to 3 Lanes (Westbound Only)* (FA/ENV phases done; FD underway)	-	Project staging for this project will be determined by the toll-road authority															
10	Early Initiative	AC Signal System Upgrades - beyond Pacific/Atlantic	21.2	PE	FD	CON													
11	Early Initiative	New ACRL Airport Station at North Pomona and Shuttle Service to ACY Airport and Atlantic City	7	FD	CON														
12	Early Initiative	Direct Connection between Atlantic City Expressway and ACY Airport	112	FA	FA/ENV	ENV/PE	FD	ROW	CON										
13	Early Initiative	ACY Airport Expansion Improvements	70	FD	CON	CON													
14	Early Initiative	Linking Land Use / Worker Housing to the Transportation Network	0.2	FA															
15	Phase I	Reconfigure ACE Interchange with GSP	70	FA	FA/ENV	ENV/PE	FD	ROW	CON										
16	Phase I	Full GSP interchange with CR 575 (Exit 44)	-	Project staging for this project will be determined by the toll-road authority															
17	Phase I	Absecon Avenue Elevated Roadway Section	55	FA	ENV	PE	FD	ROW	CON	CON									
18A	Phase II	Albany Avenue Bridge Replacement	70	FA	ENV	FA/ENV	PE	PE/FD	FD	ROW	ROW	CON	CON	CON					
18B	Phase II	West End Avenue Grade Separation	35	FA	ENV	FA/ENV	PE	FD	ROW	CON									
18C	Phase II	Albany-40/322 Lane Addition, Bridge Expansions and Exit 2 Expansion	70	FA	ENV	FA/ENV	PE	FD	ROW	CON									
19	Phase I	The Walk Pedestrian Crossing of Columbus Blvd.	10	FA	ENV	FD	CON												
20	Phase I	Bikeway on the Boardwalk	25	FA	ENV	ENV	FD	CON											

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Summary of Phase II Projects

No.	Phase	Project	Base Year Cost (2008 \$ in millions)	2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023																
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
21	Phase II	Enhanced service on ACRL	320	FA	FA/ENV	ENV	PE	PE/FD	FD	CON	CON	CON								
	Phase II	ACRL Station Improvements	2.5					FD	CON											
	Phase II	New RiverLINE Transfer Station	20		ENV	PE	FD	CON												
22	Phase II	City Transit Hub (CTH)	150	FA	ENV	FA/ENV	PE	PE/FD	FD	ROW	CON	CON	CON							
23	Phase II	Enhanced Bus Service along ACE, GSP, and US40/322	11			FA	CAP	CAP												
24A	Phase II	Bus Rapid Transit on the Newfield Branch Right of Way from AC - EHT	80	FA	ENV	FA/ENV	PE	FD	ROW	CON										
25	Phase II	Pleasantville Gateway Transportation Center	70	FA	ENV	FA/ENV	PE	PE/FD	FD	ROW	ROW	CON	CON	CON						
26	Phase II	Regional Road Intersection Upgrades	30	FA	ENV	FA/ENV	CON	CON	CON	CON	CON	CON	CON	CON	CON	CON	CON	CON		
27	Phase II	Widen GSP to 6 lanes between MP 30-80	-	Project staging for this project will be determined by the toll-road authority																
28	Phase II	New GSP interchange with Ocean Heights Ave	-	Project staging for this project will be determined by the toll-road authority																
	Phase II	Full GSP interchange with US 30 (40)	-	Project staging for this project will be determined by the toll-road authority																
	Phase II	Full GSP interchange at service area (42)	-	Project staging for this project will be determined by the toll-road authority																

- FA Feasibility Analysis ENV Environmental Analysis (DEIS) PE Preliminary Engineering FD Final Design
- ROW Right-Of-Way Acquisition CON Construction CAP Capital Cost for Fleet Purchase

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Summary of Early Initiative and Phase I Projects: Percentile Cost Shares

No.	Phase	Project	Base Year Cost (2008 \$ in millions)	Percentile Cost Shares															
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
1	Early Initiative	Mississippi Avenue Improvements	1.16	0.500	0.500														
2	Early Initiative	Mississippi Avenue Parking Garage	38.0	0.017	0.983														
3	Early Initiative	South Inlet Transportation Improvements/Connecticut Avenue	52	0.050	0.250	0.700													
4	Early Initiative	Pacific/Atlantic Avenue One-way Pair	7.1	0.155	0.845														
5	Early Initiative	Pacific/Atlantic/ Corridor signal upgrades	19.9	0.090	0.455	0.455													
6	Early Initiative	Local Transit Rationalization	5	0.07	0.93														
7	Early Initiative	ACBC Signage Improvements	0.3	1.000															
8	Early Initiative	Regional Traffic Operations Center	20	0.0125	0.0240	0.0535	0.910												
9	Early Initiative	Widen ACE to 3 Lanes (Westbound Only)* (FA/ENV phases done; FD underway)		Cost Estimate for this project will be prepared by the toll-road authority															
10	Early Initiative	AC Signal System Upgrades - beyond Pacific/Atlantic	21.2	0.000	0.09	0.91													
11	Early Initiative	New ACRL Airport Station at North Pomona and Shuttle Service to ACY Airport and Atlantic City	7	0.10	0.90														
12	Early Initiative	Direct Connection between Atlantic City Expressway and ACY Airport	112	0.0075	0.0125	0.02	0.05	0.20	0.71										
13	Early Initiative	ACY Airport Expansion Improvements	70	0.10	0.30	0.60													
14	Early Initiative	Linking Land Use / Worker Housing to the Transportation Network	0.2	0.032	0.012														
15	Phase I	Reconfigure ACE Interchange with GSP	70	0.0055	0.0145	0.02	0.05	0.20	0.71										
16	Phase I	Full GSP interchange with CR 575 (Exit 44)	-	Cost Estimate for this project will be prepared by the toll-road authority															
17	Phase I	Absecon Avenue Elevated Roadway Section	55	0.032	0.012	0.026	0.04	0.20	0.345	0.345									
18A	Phase II	Albany Avenue Bridge Replacement	70	0.00085	0.0115	0.01	0.02	0.04	0.10	0.10	0.237	0.237	0.237						
18B	Phase II	West End Avenue Grade Separation	35	0.004	0.016	0.02	0.05	0.20	0.71										
18C	Phase II	Albany-40/322 Lane Addition, Bridge Expansions and Exit 2 Expansion	70	0.002	0.018	0.02	0.05	0.20	0.71										
19	Phase I	The Walk Pedestrian Crossing of Columbus Blvd.	10	0.036	0.012	0.052	0.90												
20	Phase I	Bikeway on the Boardwalk	25	0.008	0.0115	0.0105	0.05	0.92											

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Summary of Phase II Projects: Percentile Cost Shares

No.	Phase	Project	Base Year Cost (2008 \$ in millions)	Percentile Cost Shares																
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
21	Phase II	Enhanced service on ACRL	320	0.003	0.007	0.01	0.01	0.02	0.05	0.300	0.300	0.300								
	Phase II	ACRL Station Improvements	2.5					0.010	0.990											
	Phase II	New RiverLINE Transfer Station	20		0.01	0.01	0.05	0.93												
22	Phase II	City Transit Hub (CTH)	150	0.0015	0.0175	0.01	0.02	0.03	0.20	0.237	0.237	0.237								
23	Phase II	Enhanced Bus Service along ACE, GSP, and US40/322	11			0.01	0.495	0.495												
24A	Phase II	Bus Rapid Transit on the Newfield Branch Right of Way from AC - EHT	80	0.0025	0.0175	0.02	0.05	0.20	0.71											
25	Phase II	Pleasantville Gateway Transportation Center	70	0.002	0.013	0.01	0.02	0.04	0.10	0.10	0.237	0.237	0.237							
26	Phase II	Regional Road Intersection Upgrades	30	0.033	0.033	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067		
27	Phase II	Widen GSP to 6 lanes between MP 30-80	-	Cost Estimate for this project will be prepared by the toll-road authority																
28	Phase II	New GSP interchange with Ocean Heights Ave	-	Cost Estimate for this project will be prepared by the toll-road authority																
	Phase II	Full GSP interchange with US 30 (40)	-	Cost Estimate for this project will be prepared by the toll-road authority																
	Phase II	Full GSP interchange at service area (42)	-	Cost Estimate for this project will be prepared by the toll-road authority																

Summary of Phase II Projects: Percentile Cost Shares

No.	Phase	Project	Base Year Cost (2008 \$ in millions)	Percentile Cost Shares																
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
24B	Phase III	Bus Rapid Transit on the Newfield Branch Right of Way from EHT - Mays Landing	100	0.0025	0.0098	0.02	0.02	0.03	0.10	0.10	0.237	0.237	0.237							
29	Phase III	Regional Multimodal Transportation Center (RMTC)	500	0.0015	0.0085	0.005	0.005	0.01	0.01	0.025	0.025	0.0667	0.0667	0.0667	0.1775	0.1775	0.1775	0.1775		
30	Phase III	Access to Regional Multimodal Transportation Center																		
	Phase III	GSP connector ramp to RMTC and Access Road Improvements	150		0.01	0.01		0.01	0.02	0.04				0.10	0.10	0.237	0.237	0.237		
	Phase III	RMTC Access Improvement - CR 575	35							0.01	0.01	0.02	0.05	0.20	0.71					
31	Phase III	Fixed Guideway - Personal Rapid Transit (PRT) option - to and around AC	1500	0.0003	0.0097	0.005	0.005	0.01	0.01	0.025	0.025	0.0667	0.0667	0.0667	0.1775	0.1775	0.1775	0.1775		
32	Phase III	Pacific/Atlantic One-way Pair with Fixed Guideway	15							0.01	0.01	0.02	0.05	0.20	0.71					
33	Phase III	Water Taxi from Bader Field to the Marina	0.75									0.05	0.95							
34	Phase III	City-wide Greenway	1.2				0.17			0.33			0.5							
All EA, PI, PII, PIII Project Total (\$ in Millions)			\$3,674																	
Base Year Cash Flow				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
				46.8	159.8	125.7	83.1	160.7	377.0	214.1	240.9	324.8	211.0	160.3	428.1	392.6	392.6	357.0		
Annual Inflation Rate			3.5%																	
Year-of-Expenditure (YOE) Cash Flow			\$5,167	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
				48.4	171.2	139.3	95.3	190.8	463.5	272.3	317.3	442.7	297.7	234.1	646.8	613.9	635.4	598.1		

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VI. Project Summary Sheets



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A. EARLY INITIATIVE PROJECTS

Project 1: Mississippi Avenue Improvements

Background

Mississippi Avenue is a north-south roadway in Atlantic City. Within the downtown roadway grid, the southern end of the road leads drivers to Trump Plaza and Boardwalk Hall. At the northern end of the downtown grid Mississippi Avenue provides an entrance onto the Atlantic City Brigantine Connector (the ACBC). At the present time Mississippi Avenue operates as a two-way roadway between Atlantic Avenue and Pacific Avenue, and between Arctic Avenue and Fairmount Avenue. In the block between Atlantic Avenue and Arctic Avenue, because of its current road width Mississippi Avenue operates as a one-way roadway in the southbound direction.

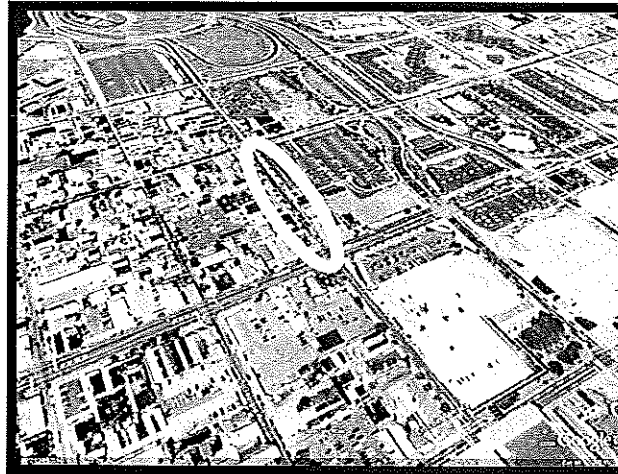
Widening Mississippi Avenue in the block between Atlantic and Arctic Avenues will permit two-way access along Mississippi Avenue for its entire length between the Boardwalk and the entrance to the ACBC. Two-way operation on Mississippi Avenue will also facilitate access and circulation for visitors attending an event at Boardwalk Hall or looking for parking to access the Walk or the Convention Center.

Strategy

Widen the eastern-side of Mississippi Avenue between Arctic Avenue and Atlantic Avenues to provide for two-way operation of Mississippi Avenue from Pacific Avenue to Fairmount Avenue at the entrance to the ACBC connector roadway entrance.

Key Planning Issues

- Coordination between the CRDA and the SJTA as the former funds the land acquisition costs, and the latter funds and oversees the construction.
- Should be implemented in coordination the roadway needs of the proposed Garage project outlined in Project 2 of this report.



Time Frame / Staging / Cost Estimates

TOTAL PROJECT COST ESTIMATE

\$ 1.16 million (2008 dollars)

2008	ROW Acquisition	(Completed)
2009	Final Design	(Completed)
2010	Construction	\$ 1.16 million



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Project 2: Mississippi Avenue Parking Garage

Background

The block bounded by Fairmount Avenue to the north, Columbus Boulevard to the east, Arctic Avenue to the south and Mississippi Avenue to the west is located proximate to a number of non-casino land uses that generate a need for visitor parking. Phases I and II of the Atlantic City Walk retail development project are located on the east side of the Gateway Corridor entering Atlantic City. The success of these phases has prompted work on the completion of a Walk Phase III that will front Christopher Columbus Boulevard. The Atlantic City Convention Center is also located directly north and east of the Gateway Corridor, and the 14,000+ seat Boardwalk Hall is located directly south on Mississippi Avenue at the Boardwalk.

During large events at Boardwalk Hall or at the Convention Center there is a need for overflow parking. There is also a need for additional parking for current phases of the Walk. This parking demand is expected to increase when Phase III of the project is completed.

Strategy

Construct a 1200+ parking garage to provide needed parking supply for large events in the AC Downtown and for shoppers at the Walk retail stores.

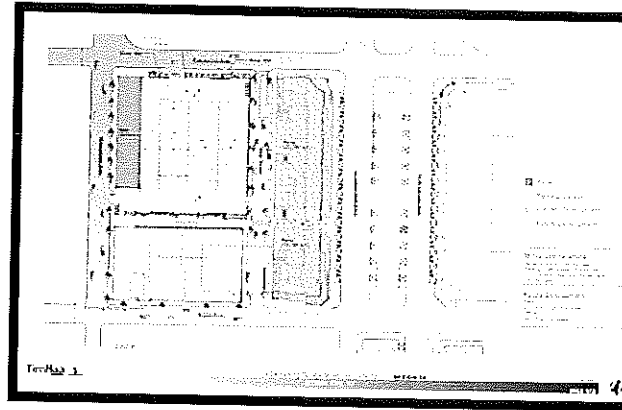
Key Planning Issues

- Should be implemented in coordination with Phase III of the Walk and with Mississippi Avenue widening and two-way conversion.
- Methods need to be implemented to insure that garage users wishing to travel across the Gateway roads to Walk Phases I and II and to the Convention Center can do so safely.



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Time Frame / Staging / Cost Estimates

TOTAL PROJECT COST ESTIMATE

\$ 38 million (2008 Dollars)

2008	ROW Acquisition	(Completed)
2009	Final Design	\$ 0.6 million
2010	ROW, Inspection, Construction	\$37.4 million

Project 3: South Inlet Transportation Improvements/ Connecticut Avenue

Background

The South Inlet is located in the northeastern most area of Atlantic City. It has been designated as an area in need of redevelopment by the City of Atlantic City. The South Absecon Inlet, known as the South Inlet in Atlantic City, is bounded by New Jersey Ave, Atlantic Ave, the Boardwalk and the Absecon Inlet. It is a casino zone under the Atlantic City zoning ordinance. Revel Entertainment is currently constructing a major resort casino complex. In addition, a plan prepared for the balance of the South Inlet land indicates that land uses have the potential to support upwards of 2,300 new housing units and another casino site.

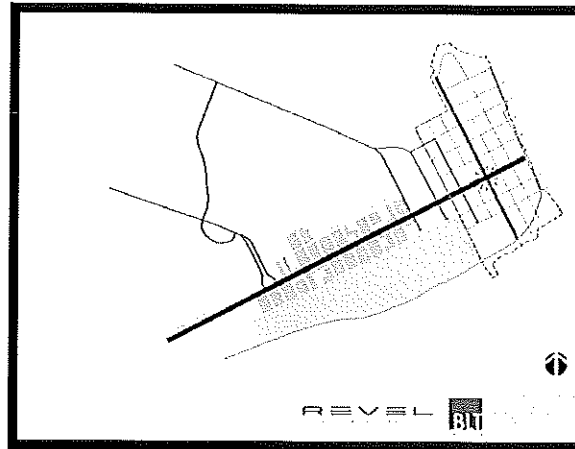
Primary access to the South Inlet is via Route 30/ Absecon Boulevard. As Absecon Boulevard transitions from a state highway to the local road network, the continuation of traffic into the city is today largely handled via Delaware Avenue. Existing Delaware Avenue capacity is insufficient to address the additional traffic anticipated with the opening of the Revel Casino Resort and the future addition of further residential, casino and retail development proposed in the South Inlet Master Plan

Strategy

Widen the Connecticut Avenue Corridor to provide for two-way Connecticut Avenue operation within the South Inlet and for additional capacity needed for the anticipated Revel Casino, retail and residential growth in the area.

Key Planning Issues

- While the widening of Connecticut Avenue is expected to adequately address the demand of the Revel Casino Resort and anticipated residential development, questions remain as to whether this widening will be sufficient to address demand from an additional casino in the South Inlet.
- Pedestrian crossing safety features should be included within the final roadway design.



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Time Frame / Staging / Cost Estimates

TOTAL PROJECT COST ESTIMATE

\$ 52 Million (2008 Dollars)

2009	ROW Acquisition	\$ 13 million
2009	Final Design, Construction Inspection	\$ 2.6 million
2010	Construction	\$ 36.4 million

Project 4: Pacific/Atlantic Avenues One-Way Pair Corridor

Background

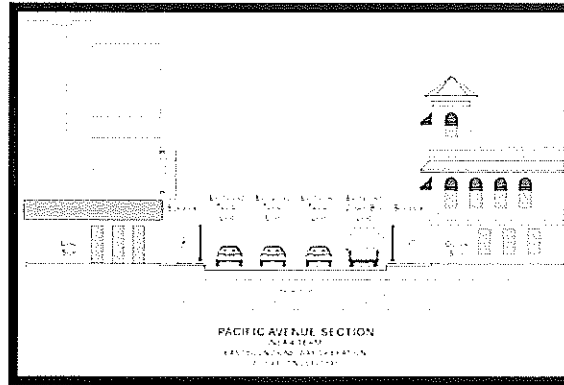
Converting the operation of Pacific Avenue to a one-way street has been discussed for many years. As currently configured, Pacific Avenue provides two 10-foot lanes in the eastbound and two 10-foot lanes in the westbound direction. Except for a couple of exceptions there are no turning movement storage lanes at intersections along the roadway. Signals currently operate on fixed-times, and with no left turn lanes and numerous jitney stops, the operation of the roadway results in inefficient “stop-and-go” traffic conditions on Pacific Avenue.

On Atlantic Avenue local NJ TRANSIT buses mix with automobile traffic to create similar stop-and-go travel movements for vehicles during peak travel periods. Additionally, because the Atlantic Avenue cartway is so wide, and because people walk across Atlantic Avenue to reach retail shopping areas, particularly at The Walk, there are significant pedestrian safety concerns.

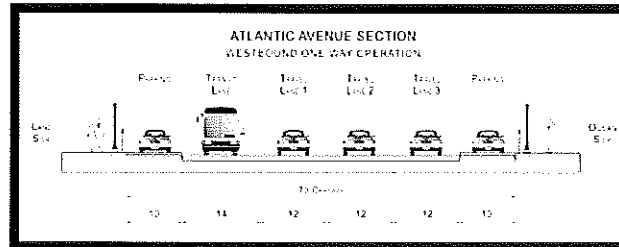
Strategy

Make Pacific and Atlantic Avenues a one-way pair corridor to improve traffic operations and to enhance pedestrian safety.

Implement a one-way pair configuration from Albany Avenue to New Hampshire Avenue with Pacific Avenue becoming a one-way eastbound roadway and Atlantic Avenue becoming a one-way westbound road.



Provide three vehicle traffic lanes and one transit lane on both streets and parking on both sides of Atlantic Avenue where feasible.



Key Planning Issues

- Should be implemented in coordination with the Traffic Signal Optimization program (Project # 5).
- Must be implemented in coordination with the Local Transit Rationalization Project (Project # 6).



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- The project design must include a review and rationalization of side street traffic flow in consultation with casinos and major businesses.
- Needs to be designed for proper lane configuration, signing, striping and maintenance and protection of traffic, etc.
- May need NJ E.O. 215 Environmental Document
- Must be completed during timeframes that minimize impacts to casino peak travel periods

Time Frame / Staging / Cost Estimates

TOTAL PROJECT COST ESTIMATE

\$ 7.1 million (2008 Dollars)

2008	Feasibility Assessment	(Completed)
2009	Final Design, Construction Inspection	\$ 1.1 million
2010	Construction	\$ 6.0 million

Project Note:

As of October 2008, the Casino Reinvestment Development Authority has made funds available for the final design of one-way operation of Atlantic and Pacific Avenue. The SJTA is managing the work effort for design of the one-way project, along with traffic signal improvements and optimization for both roadways and the major corridors leading into the City.



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Project 5: Atlantic Avenue, Pacific Avenue and Major Entry Corridors Traffic Signal System Upgrades and Optimization in Atlantic City

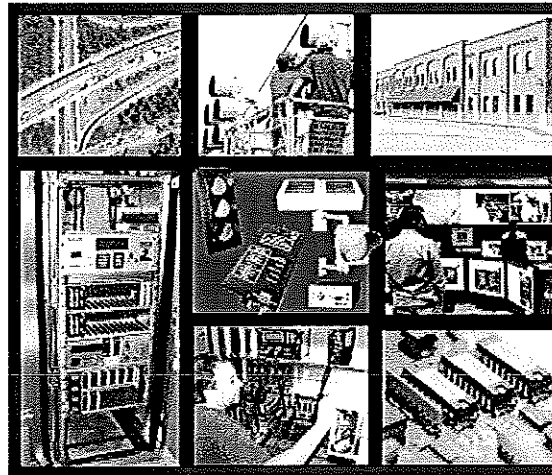
Background

The Atlantic City street system is a grid network with over 190 signalized intersections. 95 of those signals are located either on Atlantic and Pacific Avenues, or on the main corridors that lead into and out of the City (Albany Avenue, Christopher Columbus Boulevard, Arkansas Avenue, Martin Luther King Boulevard, and Absecon Boulevard/Delaware Avenue).

In recent years this signal system has operated on one fixed timing plan for all hours of operation, with very limited ability for vehicle signal actuation to increase or decrease green times to correspond with real-time traffic conditions. As a result, the system does not adjust to mitigate traffic congestion that occurs during the many and varying peak traffic hours for employee trips, casino and resort visitors into and out of the City, and special event traffic.

Because of the potential for shore area flooding and other potential needs for evacuation, traffic signal operations should be able to be modified quickly, safely, and in real-time to facilitate traffic flow during emergency conditions.

Strategy



Upgrade the City's traffic signals in these major traffic corridors. The upgrade will include installing the necessary traffic signal hardware, along with the fiber optic cable and electronics necessary to facilitate actuation, communication, multiple signal timing plans, and networking with other signals. By upgrading the signals to make them compatible with Intelligent Transportation Systems (ITS) operations, the signals will be included in the signal network of the proposed regional traffic operations center (see Project # 8).

Key Planning Issues

- Signal optimization should be implemented in coordination with the One-way Pair Project (see Project # 4).
- Work must be completed during timeframes that minimize impacts to casino travel periods



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Time Frame / Staging / Cost Estimate

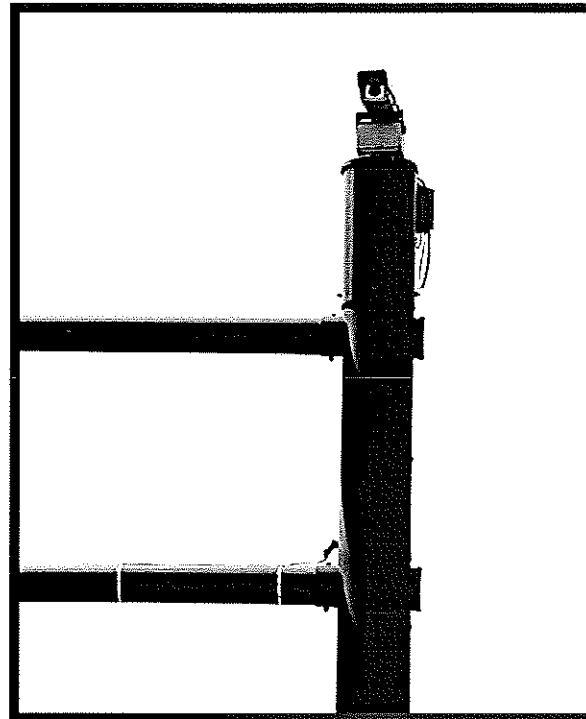
**TOTAL PROJECT COST ESTIMATE:
\$ 19.9 million (2008 Dollars)**

2008	Signal Inventory	(Completed)
2009	Final Design	\$1.8 million
	Construction	
	Inspection	
2010	Construction	\$18.1 million

Project Note:

In 2007 CRDA funded (\$ 120,000) and managed a project completed in 2008 that inventoried the existing condition of signals along the major Atlantic City roadway corridors to determine deficiencies and equipment requirements for real time traffic monitoring and system optimization.

CRDA, working with Atlantic City, instituted a weekly teleconference with a number of the major casinos along the boardwalk to review signal timing and phasing during different peak hours. As a result, DMJM Harris|AECOM, at CRDA's direction, has developed, and Atlantic City staff has implemented, revised timing plans for use with the existing signal equipment to minimize delays for all travelers into and out of the City.



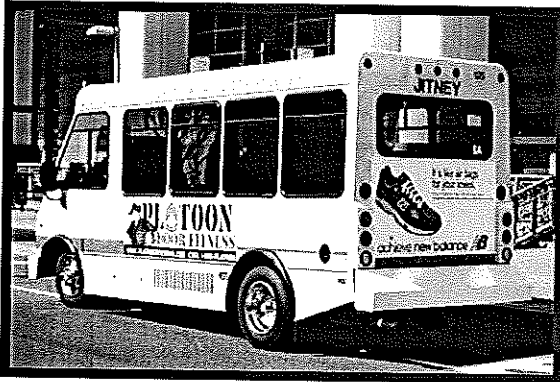
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Project 6: Local Transit Rationalization

Background

Forty percent of Atlantic City households do not own a motor vehicle. As a result, options are necessary for safe and convenient alternative travel modes. Additionally, because of the magnitude of expected growth during all hours of the day and night, it is imperative that visitors have options to move around the city in lieu of experiencing gridlock on the main street corridors.



NJ TRANSIT currently operates several bus routes that serve Atlantic City and other points on Absecon Island. In addition, the jitneys provide service along five routes. Some users have expressed concerns about transit service coverage, frequency, and reliability on the island. The city needs an on-island transportation network that has an abundant, redundant, and safe mode choices and travel options

so that visitors, employees and residents can travel around the city without needing to use an automobile.

Strategy



Provide a new on-island local transit service that will combine and modify the elements of the existing system of bus and jitney service. This new system is intended to improve the quality of transit service with increased frequency, reliability, and comfort. The mini-buses will have several advantages, including a better fit with urban street characteristics and traffic, greater flexibility to alter routings, and the possibility of "green" vehicles that would use electric (possibly from city-generated wind power) or another alternative energy source.

Key Planning Issues

- Working with key stakeholders, develop an integrated service plan for new routes and phase out old routes. Negotiate and coordinate service revisions with NJ TRANSIT and Jitney Association. Resolving transit service routing is an integral element of the Atlantic and Pacific Avenue One-Way Pair strategy.



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- Determine who will be the provider of the new service
- May need a new or improved maintenance and storage facility, which may require environmental approvals
- Plan a marketing campaign to inform the public of the shift from the old services to the new service
- Plan for and install route infrastructure including stops, shelters, signage, etc.
- Determine the appropriate type of vehicle and acquire these vehicles



Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 5 million (2008 Dollars)**

2009	Feasibility Assessment and Business Plan Development	\$ 0.35 million
2010	Capital Investment	\$ 4.65 million



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Project 7: ACBC Signage Improvements

Background

The Atlantic City–Brigantine Connector begins at the base of the Atlantic City Expressway and extends for approximately two miles northwest to the marina district, where it connects with Route 87. The exits are assigned letters rather than numbers, which range from A to H. The highway's entrance is assigned as Exit A for southbound traffic, and the following exit is Exit B for Bacharach Boulevard. There is no Exit C or Exit D. Exits E and F are located before the freeway ends as it splits to Exit G and Exit H. Exits E, F, G, and H are only accessible to northbound traffic, while southbound traffic is only served by Exits A and B.

While overhead signs provide indications of travel locations, the placement of the ramps and proximity to destinations are not intuitive to many drivers.

Strategy

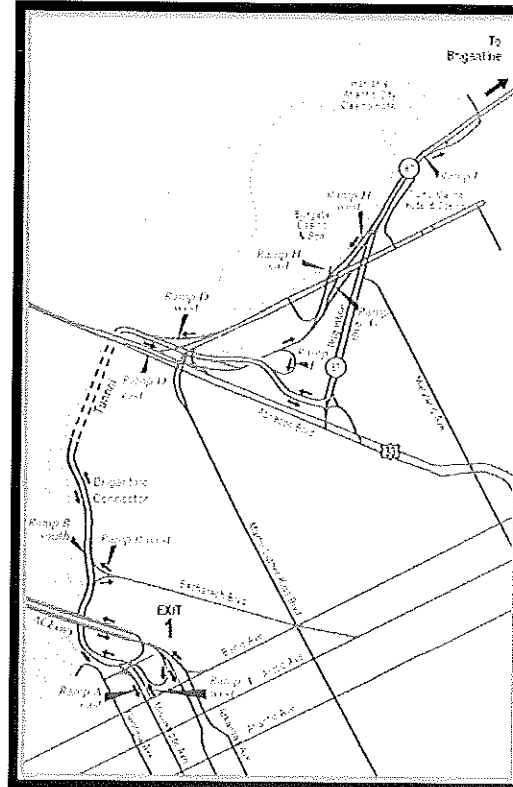
Revise signing content and placement to provide better way finding for those traveling to the marina and to boardwalk casinos in the south inlet.

Key Planning Issues

SJTA has a revised signing plan for the roadway which needs to be reviewed and implemented.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE: (2008 Dollars)
2009 Sign Fabrication and Placement \$ 300,000



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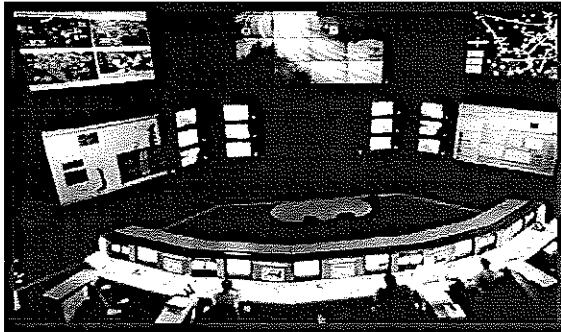
Project 8: Regional Traffic Operations Center

Background

Atlantic City has no centralized traffic management coordination program. The City currently has limited staffing focused on traffic issues. Even if all individual signal timing plans become optimized, there is no existing mechanism for coordinating the operations of the city's signals or the city's signals with those in adjacent municipalities.

Travel peak periods can differ by time of day and day of the week. One size does not fit all for signal timing in Atlantic City. Also traffic volumes related to several sporting and entertainment events scheduled in the City justify a need for real-time traffic monitoring and signal timing changes.

Strategy



Provide real-time traffic monitoring at a centralized regional facility. The objective is to maximize the efficiency of existing roadway capacity and decrease unnecessary and extended delays on the Atlantic City street network and primary regional roadways. The

regional center also will provide the ability to modify traffic signal operations and manage traffic to accommodate evacuation needs in the event of coastal flooding or other emergency.

Key Planning Issues

- Develop a center plan for day and evening operations to address real-time changes in the City and surrounding region.
- Identify the physical location for the Regional Traffic Operations Center.
- Identify signal infrastructure and other technological needs to interconnect signals with each other and the operations center.
- Obtain needed federal and state environmental approvals. State approvals may include CAFRA and Pinelands.
- Coordinate plans for center with regional transportation centers in other areas of the state.
- Start by linking the proposed Atlantic and Pacific Avenue one-way corridors to the operations center to monitor and modify the signal timings in real-time.
- Evaluate regional roadways to determine which to include in first phases implementation.

Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 20 million (2008 Dollars)**

2009	Environmental Assessment / Prelim. Concept Design / Prelim. Engineering	\$ 0.73 million
2010	Final Design	\$ 1.07 million
2011	Construction	\$18.20 million



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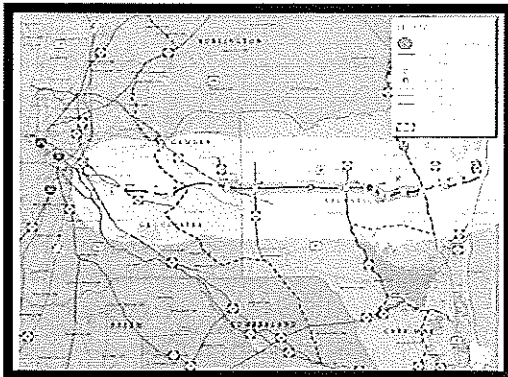
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Project 9: Widen Westbound Atlantic City Expressway

Background

The westbound Atlantic City Expressway (ACE) provides only two travel lanes between approximately milepost 8 and the road's terminus at Route 42. Long traffic delays are common along the westbound ACE during late Sunday afternoons, as traffic backs up where three westbound lanes narrow into two lanes just west of the interchange with the Garden State Parkway (GSP). A major merge of traffic from the northbound GSP onto the westbound ACE, as shore resort traffic returns to points further west, exacerbates these delays.

Strategy



The South Jersey Transportation Authority (SJTA) has proposed to widen the westbound ACE extending from milepost 8 in Egg Harbor Township to milepost 31 near Route 73 in Winslow Township. This project would provide three lanes in each direction between Atlantic City and Route 73. This project will improve

existing roadway capacity at a current bottleneck, and it will provide additional capacity for a primary evacuation route from shore locations in case of a coastal flooding emergency.

The flyover ramp proposed for the interchange of the ACE with the GSP (see Project # 15) also will mitigate the congestion that occurs in this area since it will move the traffic merging from the northbound GSP beyond the existing cloverleaf ramps at the interchange of the ACE and GSP.

Key Planning Issues

- Locate and design third lane to minimize environmental impacts.
- Coordinate with Project # 15 to minimize the level of roadway disruption.
- Coordinate with other planned and proposed improvement projects, including at Exit 9 and 17.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:

To be estimated by the toll-road authorities

Feasibility Assessment	Complete
Environmental Assessment	Underway
Preliminary Engineering	Underway
Final Design	

To be determined by the toll-road authorities

ROW Acquisition and Construction

To be determined by the toll-road authorities

Project Note: This project is included in the list of potential roadway improvement projects by the toll-road authorities. It is listed in this implementation section to emphasize the project need and coordination with other relevant projects.



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Project 10: Traffic Signal System Upgrades and Optimization of Remaining Signals in Atlantic City

Background

As a complement to Project 5, this project would upgrade the remaining 95 +/- traffic signals in the city so that the entire Atlantic City grid network can be interconnected and coordinated to reduce traffic congestion and improve evacuation during emergency conditions.

Strategy

Upgrade the remainder of the City's traffic signals on Arctic Avenue, Baltic Avenue and other more localized locations. The strategy will include installing the necessary traffic signal equipment and hardware, along with the fiber optics and electronics necessary to facilitate actuation, communication, multiple signal timing plans, and networking with other signals. By upgrading the signals to make them compatible with Intelligent Transportation Systems (ITS) operations, the signals will be included in the signal network of the proposed regional traffic operations center.

Key Planning Issues

- Work must be completed during timeframes that minimize impacts to casino travel periods.

- Work should consider minimal disruption of local traffic.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST
\$ 21.2 million (2008 Dollars)

2008	Signal Inventory	(Completed)
2010	Final Design	
	Construction Inspection	\$ 2.0 million
2010	Construction	\$19.2 million

Project Note:

In 2007 CRDA funded (\$ 120,000) and managed a project completed in 2008 that inventoried the existing condition of signals along the major Atlantic City roadway corridors to determine deficiencies and equipment requirements for real time traffic monitoring and system optimization.



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Project 11: New Atlantic City Rail Line (ACRL) Airport Station at North Pomona and Shuttle Service to Atlantic City International Airport (ACY) and Atlantic City

Background

NJ TRANSIT operates 14 daily eastbound and westbound trains on the ACRL between Philadelphia-30th Street Station and Atlantic City. The ACRL runs along the north boundary of ACY. However, there is no airport station on the line. As a result, no connection is currently available between air and rail transportation modes although train service abuts the airport. An ACRL station at the ACY has been recommended by this plan, which will create an opportunity to provide a connection between the ACRL and the airport.

Also, presently there is no scheduled public transit service between the airport and Atlantic City. Since 2000, there are approximately 260,000 annual visit trips to Atlantic City by air. Outbound air passengers must drive or make arrangements with private operators to reach the airport. Inbound visitors to Atlantic City use taxis, private shuttle services or rent automobiles to reach their destination. A scheduled shuttle service using enhanced vehicles equipped to conveniently carry passengers and luggage will provide significant benefits to the air passengers visiting Atlantic City.

Strategy

This strategy includes the following elements:

- A new ACRL station at North Pomona adjacent to the airport property with an enhanced shuttle service access between the new station and the airport as well as other nearby major destinations like Stockton College, AtlantiCare Medical Facility etc. This service will benefit ACY and FAA Tech Center employees who are willing to use the ACRL service if such a connection is available. In addition, this shuttle connection can also benefit ACY passengers with easy access to the ACRL stations, as they will have an alternative mode of transportation to driving to the airport.
- Enhanced shuttle service between ACY and Atlantic City – the shuttle service will be geared



primarily to the schedule of arriving and departing flights and will benefit ACY passengers visiting Atlantic City. This service will provide a direct connection between the airport and various Atlantic City destinations including casinos. There is potential for three shuttle routes based on passenger destinations in Atlantic City. The service will operate using existing roadways



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(Amelia Earhart Blvd., Delilah Road and Atlantic City Expressway).

Key Planning Issues

- Operator of service – who will operate the shuttle service?
- Advertising an “Airport” Station - designating the new rail station as the “airport station” on NJ TRANSIT schedules will be an important element.
- Airport drop-off/pick-up area(s)-The FAA Tech Center, Air National Guard and Coast Guard buildings are located in a secure area. Coordination with the FAA will be required to determine how these locations in the secure area can be served.
- Location of Atlantic City drop-off/pick-up areas – ideally the shuttle should drop-off and pick up passengers at each casino location and the Convention Center.
- Shuttle service plan – determination of service frequency of the shuttle considering the ACRL train schedule and arriving and departing flight schedules is critically important
- Shuttle routes – determination of number of routes and route details based on Atlantic City destinations is important to ensure effectiveness and convenience of the service.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 7 million (2008 Dollars)

2009	Final Design	\$ 0.7 million
2010	Construction/Capital Investment	\$ 6.3 million



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Project 12: Direct Connection from the Atlantic City Expressway (ACE) to the Atlantic City International Airport (ACY) – Exit 9 Improvements

Background

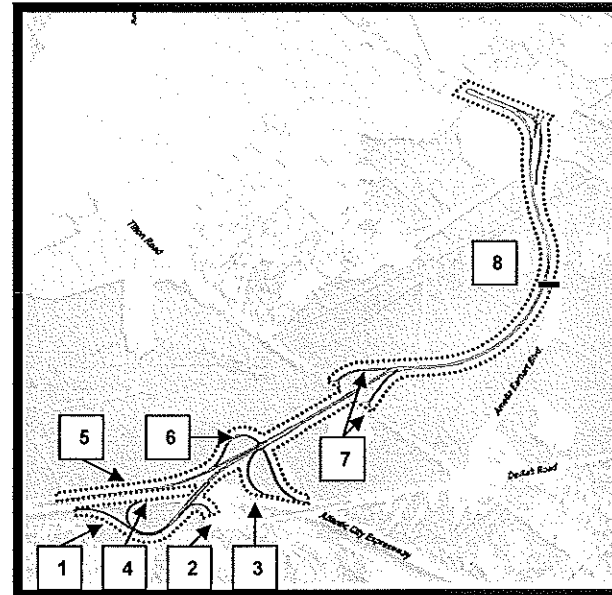
The area around the Atlantic City Airport (ACY) is a regional growth center. The airport and the adjacent FAA facilities are current trip generators, and the planned expansion of the airport and a new technology park will further increase traffic in the area.

Currently the connection between the ACE and the ACY is circuitous using local roads like Delilah Road and Amelia Earhart Blvd. The airport traffic is required to negotiate Tilton Road/Delilah Road/Amelia Earhart Blvd. traffic circle which results in travel delays. This circle is being studied for potential improvements. A direct limited access connection between the ACE and the airport will not only benefit airport bound-passengers and employees but will also help reduce traffic issues at the circle and will free up local road capacity.

Assuming that a new regional multimodal transportation center at ACY (along with a new regional fixed guideway system) becomes operational in the future as recommended by this plan, even more motorists from the ACE will be attracted towards the ACY. Thus, this direct roadway connection can be of critical importance to create an easy access to the

airport site in order to shift auto traffic to alternative modes of transportation in the future.

Strategy



With this strategy the existing ACE Exit # 9 would be significantly modified to provide a full grade-separated interchange.

1. From the eastbound ACE, a new exit ramp will continue as the new Connector Road.
2. There will be a slip ramp connecting to Delilah Road from this eastbound exit ramp.
3. From westbound ACE, a new exit ramp will merge into the connector road alignment.
4. The merge ramp from the connector road to eastbound ACE will be a loop ramp.



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5. The westbound ACE merge ramp from the Connector Road will be a high speed direct access ramp.
6. A grade separated ramp connection will be provided from Delilah Road to westbound ACE, which will merge into the westbound merge ramp from the Connector Road.
7. A partial grade separated interchange at the Connector Road and Tilton Road junction will enable traffic movements between Tilton Road and the Airport.
8. There will be separate access routes for the FAA Tech Center and the airport. Amelia Earhart Blvd. will continue to provide access to the FAA Tech Center while the new connector road will provide access to the airport. There will be an at-grade connection between Amelia Earhart Blvd. and the connector road to extend the benefits of the direct connector road to the FAA Tech Center traffic coming from or going to the ACE.

this direct connection should be considered while analyzing infrastructure improvement needs in the general vicinity like the Tilton Road/Delilah Road traffic circle improvement project.



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Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 112 million (2008 Dollars)**

2009	Feasibility Assessment	\$ 1.12 million
2010	Environmental Assessment	\$ 1.12 million
2011	Preliminary Engineering	\$ 2.24 million
2012	Final Design	\$ 5.60 million
2013	Right-of-Way Acquisition	\$22.40 million
2014	Construction	\$79.52 million

Key Planning Issues

- Sizing of the connector road facility should be consistent with requirements and needs of the future regional multimodal transportation center.
- Potential environmental impacts - Due to the nature and extent of the environmental resources located in the vicinity of the roadway, an Environmental Impact Statement (EIS) review will be required.
- Potential property impacts – the connector road alignment will impact properties owned by the SJTA, FAA and other private owners.
- Integration with other infrastructure improvement projects in the vicinity – potential benefits due to

Project 13: ACY Airport Expansion Improvements

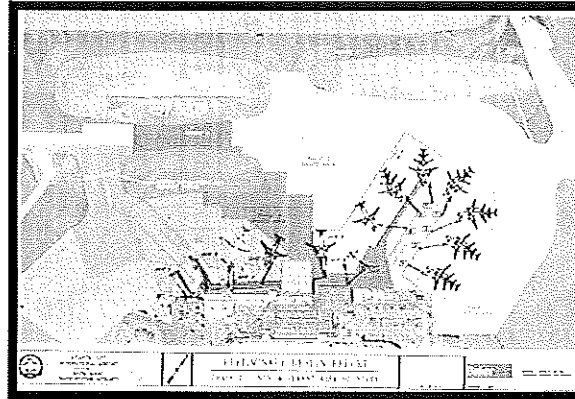
Background

Atlantic City International Airport (ACY) is a regionally significant transportation asset that is vital to the economic development of southern New Jersey and Atlantic City. Recent studies by or on behalf of regional transportation agencies suggest that an increase from one million to five million annual air passengers (MAAP) is anticipated at the airport by 2020 based on an anticipated increase in the amount of gaming space and hotel rooms in Atlantic City and continuing growth in housing and population in southern New Jersey.

Strategy

As a part of the overall airport expansion efforts, the following elements have been proposed:

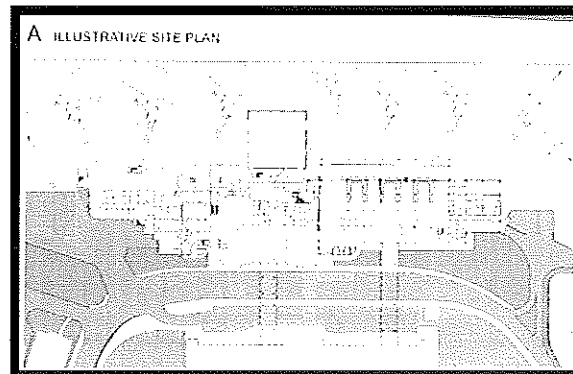
- Airport Apron Expansion – The Phase 2 apron expansion project is located on the east half of the terminal apron, which coincides with the proposed angled terminal concourse expansion. The Phase 2 apron will have a concrete pavement section with new joining taxilines. The benefits of this project include increased terminal capacity at ACY to cater for the anticipated increased demand and fulfillment of the need to accommodate larger aircraft. This project will also enhance safety by providing new apron pavement for a support and emergency vehicle service road.



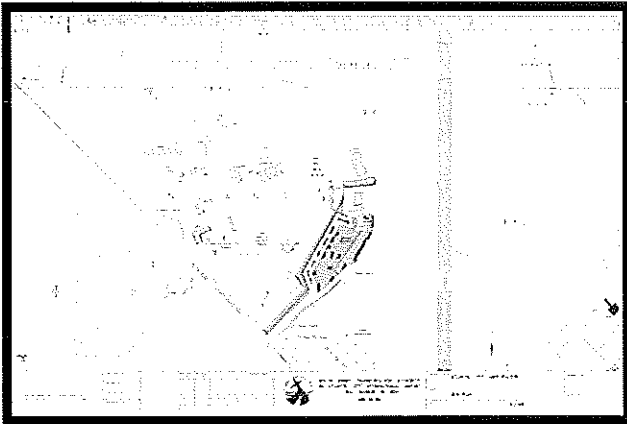
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- Airport Terminal Expansion Project – The proposed terminal expansion at ACY would incorporate two new international capable gates in new space at the east end of the existing terminal building. This terminal expansion project will provide enough gate hold capacity to accommodate bigger aircraft and will also add other terminal facilities like new concessions and restrooms and a new Customs and Border Patrol (CBP) Facility. Existing baggage claim area will also be expanded.



- New Airport Rescue and Fire Fighting (ARFF) Station – The new ARFF station is a critical facility necessary to the safety of airport operations. It's function will be to respond to any rescue and firefighting emergencies on the airport property, both landside and airside. This new ARFF station will replace the current leased station, which is decades old, too small to handle the number of emergency vehicles operated by the fire department and has outdated technologies.



Key Planning Issues

- The airport is a critically important for the future growth in the region and has been identified as the most strategic location for major infrastructure investments like Regional Traffic Operations Center (see Project # 8), Regional Multimodal Transportation Center (see Project # 29) and Fixed Guideway System (see Project # 31) to effectively manage existing and future demand on multiple modes servicing this region. Thus while

implementing immediate improvements like airport expansion it is important to consider the strategic need for the long term requirements.

Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 70 million (2008 Dollars)**

2009	Final Design	\$ 7 million
2010	Construction/Capital Investment	\$ 63 million



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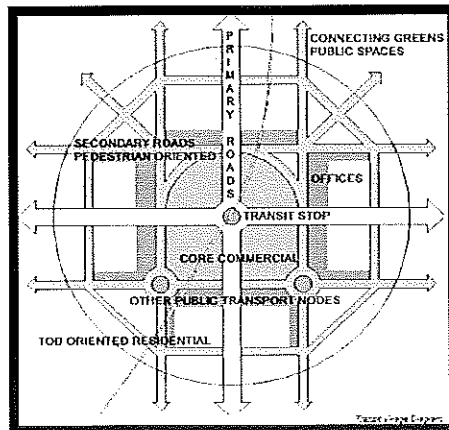
Project 14: Linking Land-Use / Worker Housing to Transportation

Background

Casino development and expansion is expected to provide high job growth which in turn will require the need for significant new housing. In recent years the median housing prices in the region have risen significantly. Additionally, much of the region is located within the Pine Barrens, placing limitations on the location and concentration of development, including new or expanded roadways.

Some of the existing development in the surrounding region is at densities that are difficult to support transit. Further development in this manner will exacerbate transportation impacts in those towns and for routes coming to and from Atlantic City.

Strategy



Provide a range of workforce housing opportunities, in terms of type and price, and promote center-based residential and mixed-use communities that enhance public transit as a commuting option including:

- Promote subsidized workforce housing in Atlantic City.
- Implement existing plans and proposals for center-based development in other areas, e.g., Pleasantville and Egg Harbor City, including a potential new mixed-use workforce housing node on property adjacent to the Atlantic City Expressway.
- Create additional centers through planning and investment programs dedicated to the region.
- Provide improved and new public transit services geared toward casino workers in centers and coordinate this with services geared toward visitors.

Key Planning Issues

- Locations adjacent to the existing rail line and existing transit service may not be within designated high-growth areas of the Pinelands. In such cases where a transit village concept for development seems economically feasible, a mechanism to evaluate the off-setting of negative impacts created through higher transit usage should be developed.
- Coordination with smart growth agencies within the state.



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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 0.2 million (2008 Dollars)

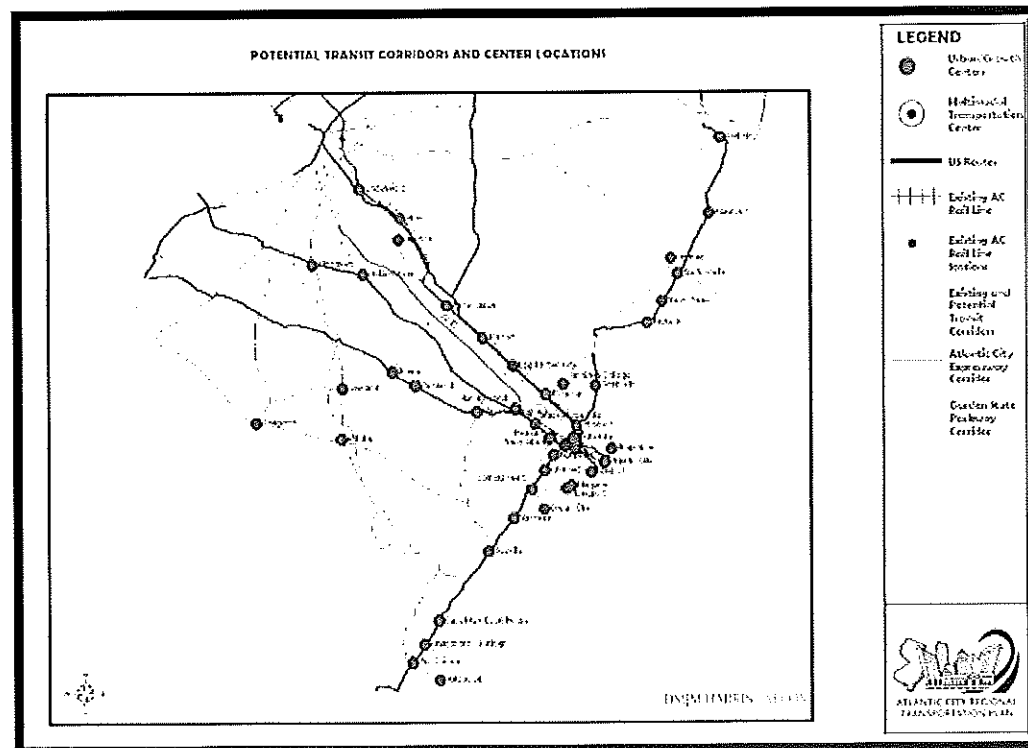
2009 Workforce Housing Implementation Plan
\$ 0.2 million

Project Note: CRDA is currently funding a plan to assess the feasibility of different worker housing alternatives that links to sound transportation options. The plan is expected to be completed in early 2009.



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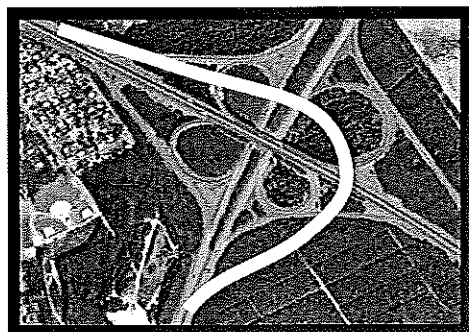
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B. PHASE I PROJECTS

Project 15: Reconfigure Atlantic City Expressway and Garden State Parkway Interchange

Background

The number of vehicle movements from the northbound Garden State Parkway (GSP) to the westbound Atlantic City Expressway (ACE) during weekend outbound peak hours is high as many people return from the shore. Furthermore, this traffic merges with a heavy volume of traffic departing Atlantic City via the westbound ACE. The current ramp provides two lanes to the ACE mainline, but because of difficulty in merging onto the ACE, exiting traffic often will back onto the mainline GSP and also slows down ACE traffic significantly.



Strategy

Reconfigure the existing interchange by constructing a flyover ramp from the northbound GSP to the westbound ACE. This project would improve traffic

flow on the northbound GSP, as well as along the westbound ACE. In addition, it would increase the roadway capacity for the primary evacuation routes from the New Jersey shore in case of a coastal flooding emergency.

Key Planning Issues

- Design flyover ramp to minimize environmental impacts. Need environmental approvals.
- Coordinate with planning and design for widening the ACE (see Project # 9) and the GSP between Exits 30 and 80 (see Project # 27).

Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 70 million (2008 Dollars)**

2009	Feasibility Assessment	\$ 0.7 million
2010	Environmental Assessment	\$ 0.7 million
2011	Preliminary Engineering	\$ 1.4 million
2012	Final Design	\$ 3.5 million
2013	Right-of-Way Acquisition	\$ 14.0 million
2014	Construction	\$ 49.7 million

Project Note

Although this is a toll road project; time frame, staging and cost have been estimated for this project as the project is not included in the current list of potential roadway improvement projects by the toll road authorities.

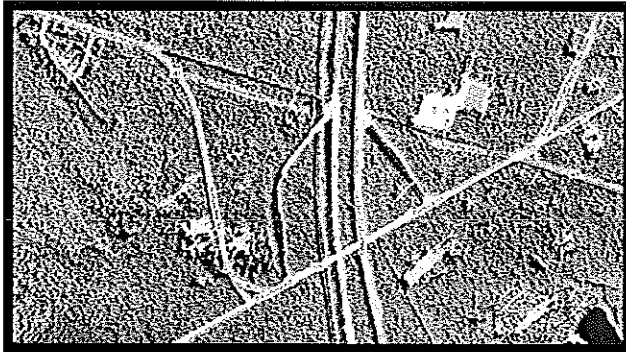


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Project 16: Full Garden State Parkway Interchange with CR 575 (Exit 44)

Background



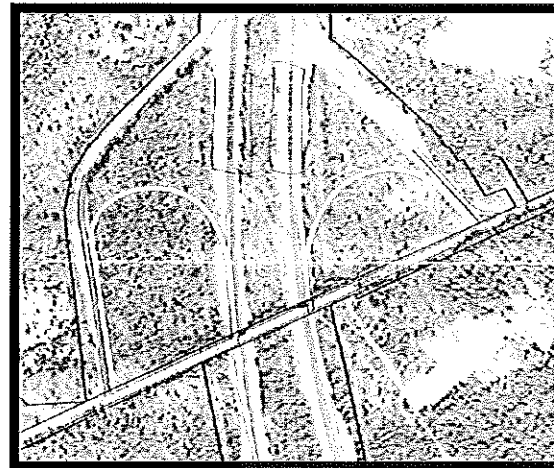
South Pomona Road (CR 575) currently has only a partial access with the Garden State Parkway (GSP) via Exit # 44. GSP Exit # 44 is located in Galloway Township. The partial interchange with GSP allows access to northbound GSP from CR 575 and from southbound GSP to CR 575. Ramp connections for the remaining two movements (from CR 575 to southbound GSP and from northbound GSP to CR 575) are currently unavailable.

CR 575 carries significant local traffic. Completing the interchange at Exit #44 would greatly improve local traffic circulation by providing a more direct access from the residential areas in Galloway Township to Atlantic City and other areas in South Jersey via the GSP.

In addition, since CR 575 is an access route to the Atlantic City International Airport (ACY) via Tilton Road, a complete interchange at Exit # 44 will be provide better access for the significant growth anticipated at the ACY, and for the Regional Multimodal Transportation Center (see Project # 29) proposed at the ACY to intercept Atlantic City bound automobile traffic,

Strategy

Complete the interchange at Exit # 44 by providing a merge ramp from CR 575 to southbound GSP and a diverge ramp from northbound GSP to CR 575. These two ramps can be located within the area bounded by the GSP and exiting ramps and will connect to CR 575 using the existing intersections



Key Planning Issues

- Determine the feasibility of completing the interchange within the existing GSP right-of-way.



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- Coordination of the interchange project with the planning and design work for widening the GSP between Exits 30 and 80 (see Project # 27).
- Need for environmental approvals, including CAFRA and Pinelands.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE: To be estimated by the toll-road authorities

Project Staging: To be determined by the toll-road authorities

Project Note: This project is included in the list of potential roadway improvement projects by the toll-road authorities.

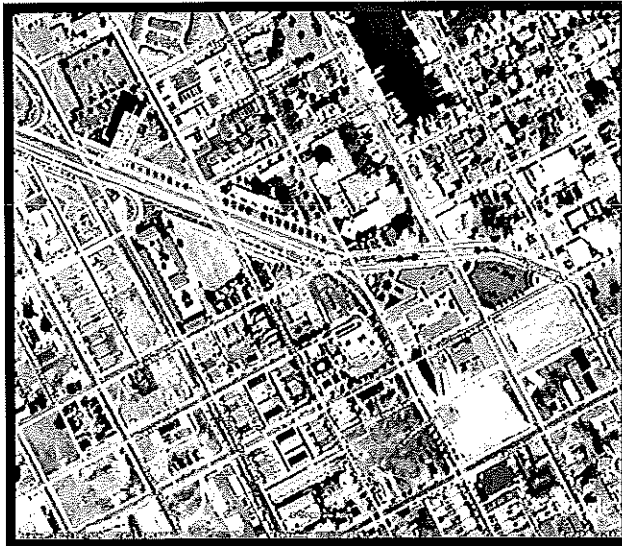


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Project 17: Absecon Boulevard Elevated Roadway Section

Background

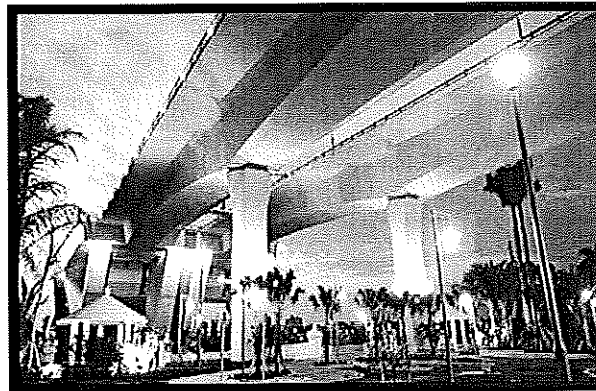


U.S. Route 30 (Absecon Boulevard) separates a residential area of the City from the downtown. Because of the skewed angle of Route 30 relative to the Atlantic City grid system, pedestrians currently make numerous mid-block crossings to reach locations in the southern portions of the City. Since crossing at the intersection of North Carolina and Brigantine Boulevard adds substantial distance and walking time for pedestrians, and since the timing needed to provide adequate walk time at the diagonal crossing can add significantly to traffic delays at the

intersection, a solution that more directly and safely accommodates pedestrians is necessary.

Additionally, because the Brigantine Boulevard leg of the intersection gets little green time on a signal timing plan for a 180 second cycle, vehicles traveling from the Atlantic City Brigantine Connector (ACBC) to destinations in the South Inlet will often face intersection delays in excess of one minute. This delay makes the use of the ACBC less attractive for movements into the South Inlet, resulting in additional trips on the downtown street grid.

Strategy



Elevate Absecon Boulevard from west of North Carolina Avenue to a location near Delaware Avenue to improve the use and flow of both Absecon Boulevard and the ACBC. This will also provide the added benefit of providing for safe pedestrian access across Route 30.



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- Elevate Route 30 from a location west of North Carolina Avenue to a location that touches down near Delaware Avenue on a contemporary design bridge structure.
- Provide the elevated structure so as to maintain access and visibility through to the residential neighborhoods at grade, with walking paths consistent with the angle and location that pedestrians travel.
- Eliminate signals at the Route 30 intersections of North Carolina, Pennsylvania, Virginia and possibly Delaware, providing an adequate ramping scheme to maintain access to those roadways and reestablishing connectivity of the north-south roads where possible.

Key Planning Issues

- Select appropriate location and design. Need a contemporary design that is compatible with the neighborhood context.
- Need planning and design to maintain access and visibility through to the residential neighborhoods at grade, with walking paths consistent with the angle and location that pedestrians are traveling.
- A traffic circulation plan is needed that eliminates signals at the Route 30 intersections of North Carolina, Pennsylvania, Virginia and possibly Delaware Avenues providing an adequate ramping scheme to maintain access to those roadways and reestablishing connectivity of the north-south roads where possible.
- The project should be designed considering the timing of the proposed improvements in South Inlet area (see Project # 3).

Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 55 million (2008 Dollars)**

2009	Feasibility Assessment / Environmental Assessment	\$ 2.4 million
2010	Preliminary Engineering	\$ 1.4 million
2011	Final Design	\$ 2.2 million
2012	Right-of-Way Acquisition	\$ 11.0 million
2013	Construction	\$ 38.0 million



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Project 18: Albany Avenue Corridor Improvements

Background

The US 40/322 (Albany Avenue) corridor currently experiences significant traffic congestion at the West End Avenue and Winchester Avenue intersections during peak hours. The width of the existing bridge across the Inside Thorofare presents a significant capacity constraint. With anticipated growth, this congestion will increase, and mainline congestion also will be an issue for the section from West End Avenue to the interchange with the Atlantic City Expressway (ACE) (Exit 2). Also, this corridor experiences occasional flooding, especially in the area near West End Avenue.

Strategy

Increase the capacity of the Albany Avenue corridor approaching the city from the west. Improvements include expanded crossing of the Inside Thorofare, grade separating the intersection with West End Avenue, widening the road from four to six lanes to Exit 2, and expanding Exit 2. These improvements include the following elements:

- Build a new crossing of the Inside Thorofare at a location between North Hartford Avenue and North Chelsea Avenue (via a replacement fixed-span bridge, a new complementary fixed-span or drawbridge, a tunnel, or some combination of these).
- Create a one-way pair of crossings, with traffic entering the island on the Albany Avenue Bridge and leaving via the new crossing. The new

crossing would connect to Bader Field and then rejoin Albany Avenue either before or at West End Avenue. This paired system would improve circulation and provide additional capacity for emergency evacuation.

- Convert existing Albany Avenue section from West End Avenue to Pacific Avenue from a two-way operation to one-way operation in southbound direction with 3 travel lanes.
- Provide grade separation of West End Avenue at Albany Avenue to facilitate the movement of traffic heading to Chelsea Heights, Ventnor and points west on Absecon Island; proceeding south into Atlantic City, or turning east into Bader Field.
- Add one lane in each direction from West End Avenue to Exit 2; this lane addition would continue the lane capacity addition provided by the one-way pair Inside Thorofare crossings and will likely require additional bridge modifications along structures in this section.
- Reconfigure and/or expand the ACE Exit 2 Ramps at Routes 40/322 to facilitate the anticipated increased traffic flows to/from the ACE.

This project will improve auto access to western Atlantic City, Ventnor, Margate and Longport; complement transit access improvements; improve local circulation; provide connectivity to Bader Field; address flooding issues; and provide improved evacuation alternatives for emergency needs.

Key Planning Issues

- Determine bridge location, type, and design. Type options include a replacement fixed-span



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- bridge, a new complementary fixed-span or drawbridge, a tunnel, or some combination of these.
- Plan and design a connection between the new bridge, Bader Field, and the surrounding roadway network.
- Design to minimize environmental impacts.
- Design to minimize impacts upon and preserve connectivity for existing neighborhoods, including Chelsea Heights.
- Design grade separation of West End Avenue at Albany Avenue.
- Design roadway widening from West End Avenue to Exit 2; will likely require additional bridge modifications along structures in this section.
- Design the ACE Exit 2 Ramps at Routes 40/322. Coordinate with the Pleasantville Gateway development.

Time Frame / Staging / Cost Estimate

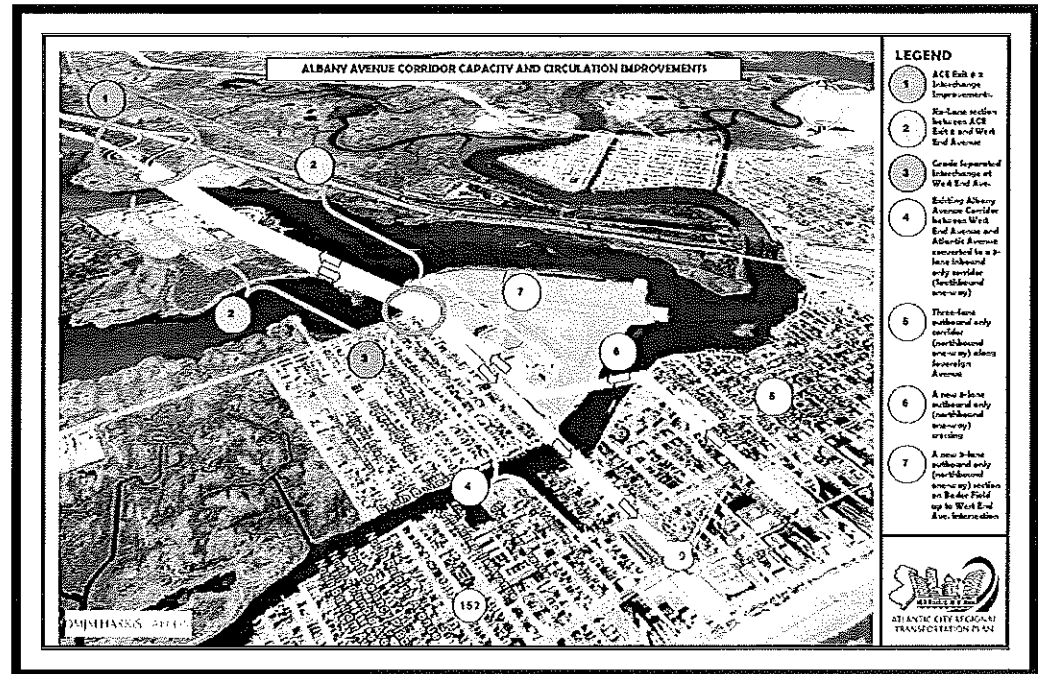
**TOTAL PROJECT COST ESTIMATE:
\$ 175 million (2008 Dollars)**

2009	Feasibility Assessment	\$ 2.0 million
2010	Environmental Assessment	\$ 1.5 million
2011	Preliminary Engineering	\$ 4.3 million
2012	Final Design	\$ 8.0 million
2013	Right-of-way Acquisition, except bridge	\$ 21.0 million
2014	Right-of-way Acquisition, bridge	\$ 14.0 million
2014	Construction, except bridge	\$ 74.5 million
2016	Construction, bridge	\$ 49.7 million



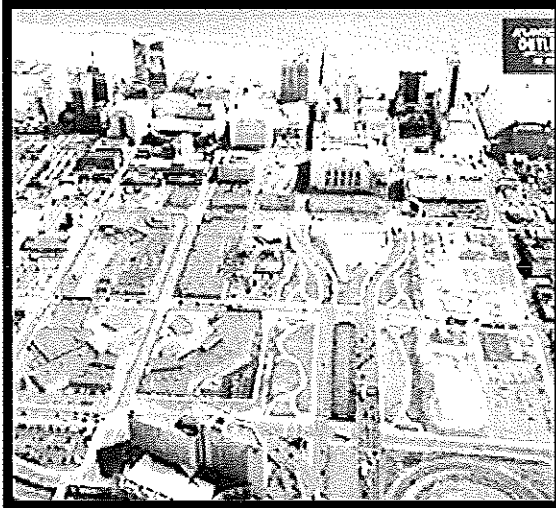
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Project 19: Corridor Pedestrian Crossing

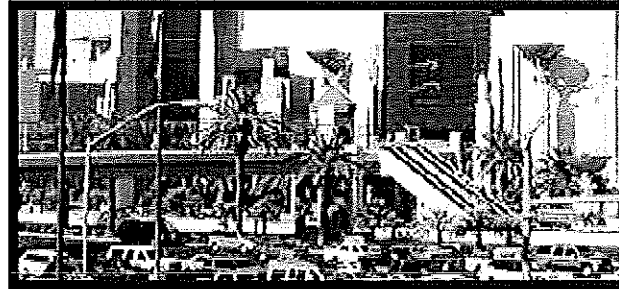
Background



The one-way pair of Christopher Columbus Boulevard and Arkansas Avenue is the main entry / exit corridor for Atlantic City, extending between the Atlantic City Expressway and Pacific Avenue. The corridor carries eight to ten lanes of traffic between Baltic and Atlantic Avenues. The existing Walk retail development (shown in red) is being designed for expansion to the west of Columbus Boulevard, and a new 1200+ space parking garage is planned for the block bounded by Columbus, Baltic, Mississippi, and Arctic (see Project # 2). This new development (area shown in yellow) will generate a high volume of pedestrian traffic crossing both Columbus Boulevard and Arkansas Avenue between the parking garage and various shopping

destinations. This pedestrian volume will create conflicts with vehicular traffic, which will reduce traffic flow and present potential safety hazards for walkers.

Strategy



Provide an automated, elevated all-weather pedestrian crossing of Christopher Columbus Boulevard and Arkansas Avenue between Baltic/Fairmont and Arctic Avenues. This project will enable safe and efficient pedestrian passage for customers of The Walk and other visitors, which will support and sustain the viability of The Walk and other nearby retail and entertainment venues. By reducing at-grade pedestrian crossing activity, traffic flow will improve along the key gateway corridor to the City.

Key Planning Issues

- Complete a feasibility assessment to select the best location for crossing.
- Connect crossing with the rest of the local pedestrian network.
- May need environmental approvals, including CAFRA.



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Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 10 million (2008 Dollars)**

2009	Feasibility Assessment/ Environmental Analysis/ Preliminary Engineering	\$ 0.48 million
2010	Final Design	\$ 0.52 million
2011	Construction	\$ 9.0 million

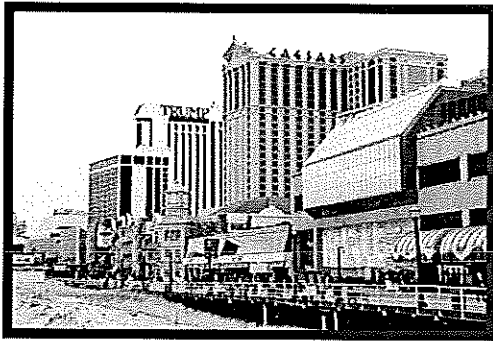


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Project 20: Bikeway on the Boardwalk

Background



The increasing number of visitors to Atlantic City and the lack of car ownership by City residents highlight the need to improve mobility and circulation. Atlantic City streets currently provide few options for safe, efficient travel by modes other than automobile. The Atlantic City Boardwalk, while accessible for pedestrians, provides minimal transportation benefits for bicycles and other slow-speed wheel modes. The City currently prohibits bicycles on the Boardwalk after 10 AM, presumably to maintain pedestrian safety. However, the lack of designated bicycle routes, lanes, or trails anywhere in the City suggests that safety for bicyclists and other slow speed vehicle users has not been given sufficient consideration.

Bicycling is an activity that vacationers enjoy at destination resort locations. Additionally, the number of scooters and segways being used in destination locations has been increasing as more people are looking for “green” alternatives to get around.

Strategy

Construct a multi-use path that would serve bicycles and small, slow speed vehicles such as motorized scooters and segways. For eastbound travel, the path would follow a designated lane, separated from pedestrian traffic along the Boardwalk, with Boardwalk expansion where necessary. For westbound travel, the path would consist of a new trail running parallel to the Boardwalk between the Boardwalk and the beach. This path would increase travel options for visitors and others, and it would reduce the demand upon the roadway network for short, local trips.



Key Planning Issues

- Feasibility study needed to assess ability to create and maintain continuous designated lane areas on the boardwalk and along the beach.
- The City needs to approve the use of bicycles and slow-speed vehicles on the Boardwalk at all times.
- Obtain environmental approvals, including CAFRA.



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- Design the path to be compatible with boardwalk businesses, pedestrian activity and environmental needs.
- Locate and design path access points.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:

\$ 25 million (2008 Dollars)

2009	Feasibility Assessment	\$ 0.2 million
2010	Environmental Assessment	\$ 0.55 million
2011	Final Design	\$ 1.25 million
2012	Construction	\$ 23 million



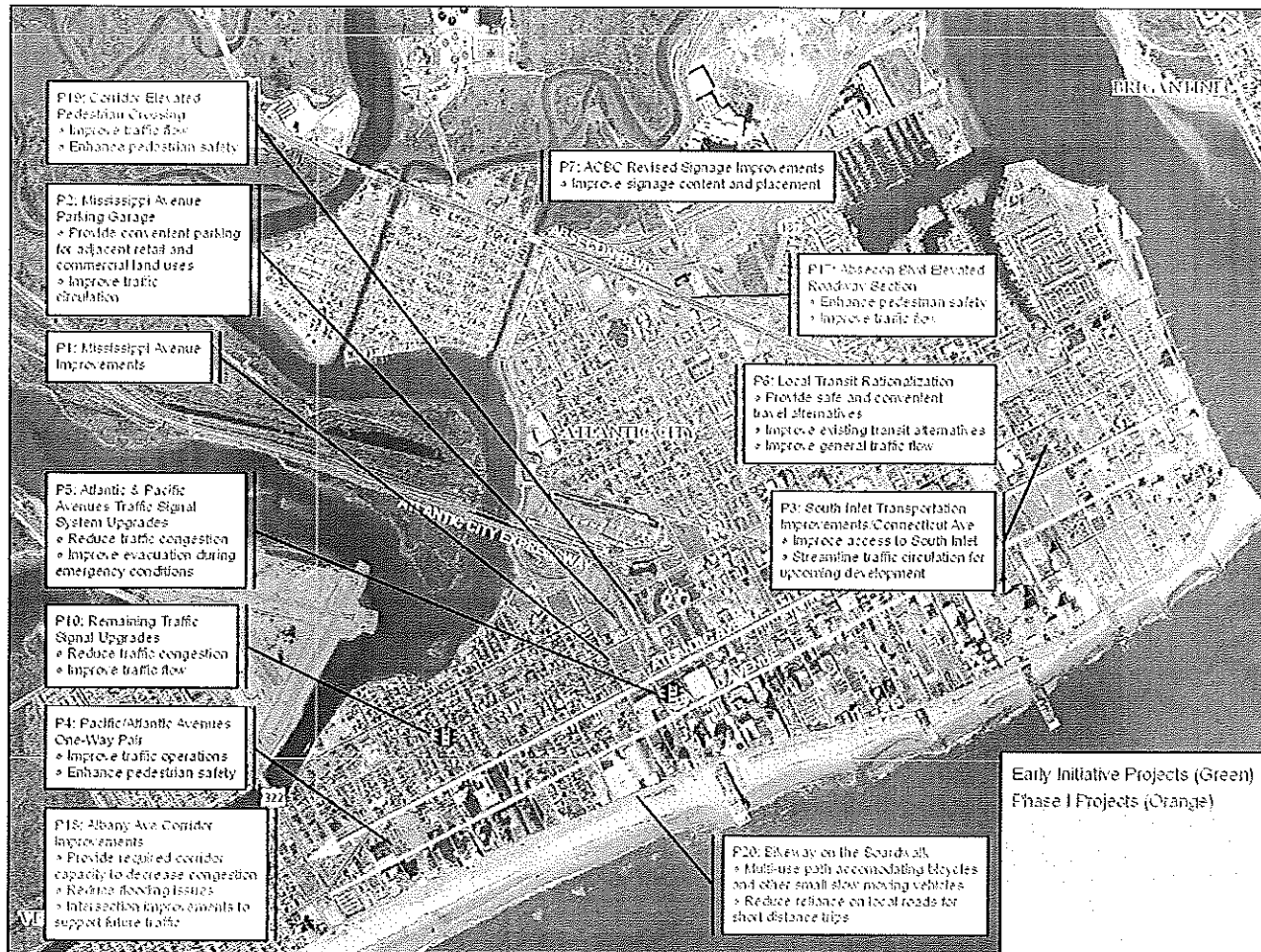
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**Map of Early Initiative and Phase I Improvements:
On-Island Circulation and Atlantic City Access Improvement Projects**



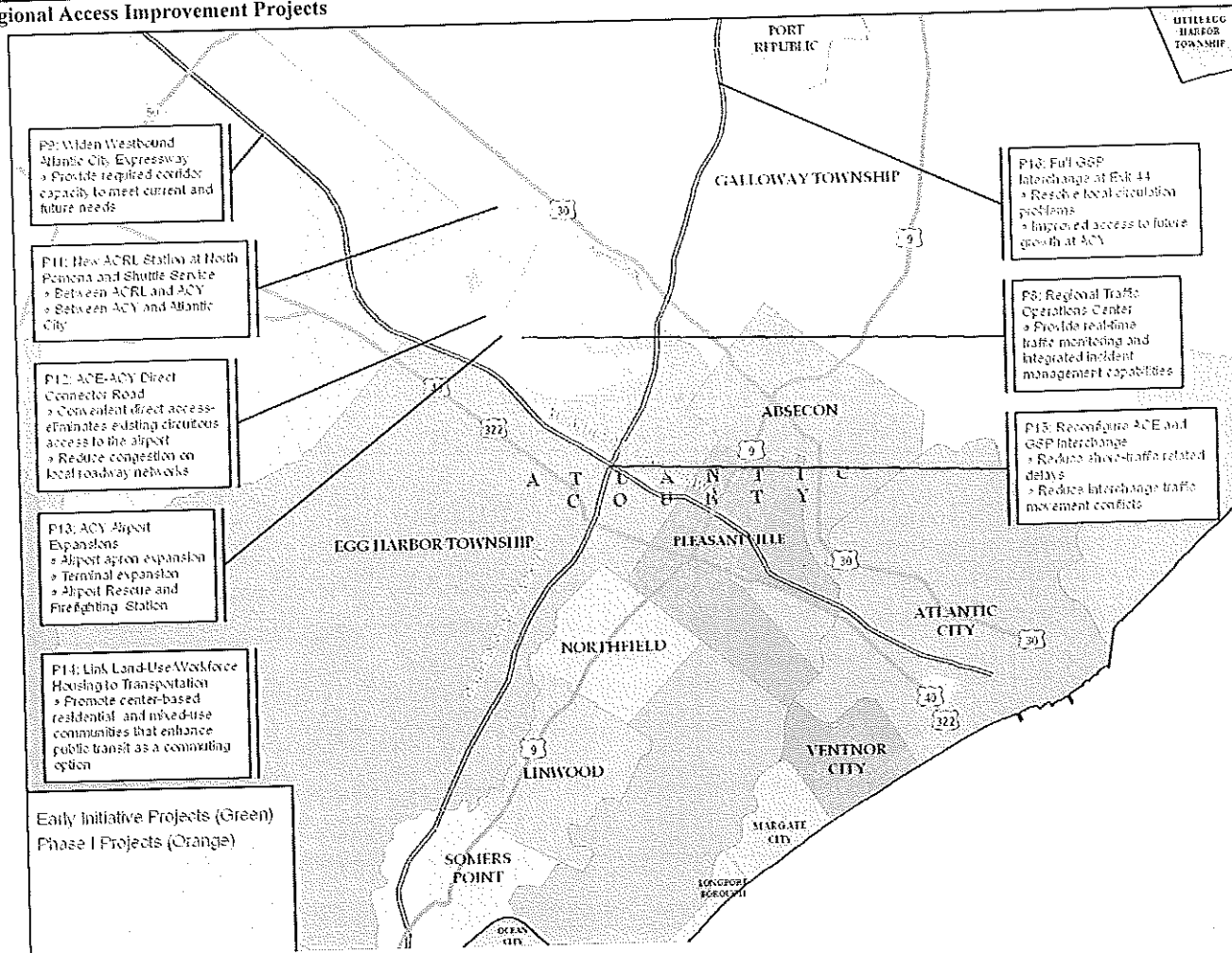
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**Map of Early Initiative and Phase I Improvements:
Regional Access Improvement Projects**



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C. PHASE II PROJECTS

Project 21: Enhanced Service on Atlantic City Rail Line

Background

The existing NJ TRANSIT Atlantic City Rail Line (ACRL) provides 14 round trips per day (15 on Fridays) between Philadelphia and Atlantic City operating over a single track, which constrains the service frequency. The infrequency of the service limits its ability to serve as an alternative travel mode for visitors and workers. A 2002 task force study proposed expanding service to 22 daily round trips, primarily by extending passing sidings.

The number of employees working in Atlantic City will increase as the number of casinos grows. As noted in Project # 14, workforce housing that is constructed near and along the rail line will increase the importance of the ACRL as a commuting option.

Additionally, as casino growth brings additional visitors to Atlantic City in the evening weekend peak hours, increased service frequency will be needed to capture as many of those additional trips coming from Pennsylvania and portions of central and southern New Jersey as possible.

Strategy

Expand the physical infrastructure of the ACRL either by expansion of the number of sidings or by addition of a second track.



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This strategy also includes other improvements including constructing a new transfer station at the RiverLINE, making other station improvements, and implementing various activities for sales, marketing, and customer relations.

Key Planning Issues

- Complete a detailed feasibility assessment to determine the best infrastructure improvement alternative based on phased casino development.
- Consider environmental implications.
- Locate and design new station at RiverLINE.
- Conduct planning for various station improvements
 - Ticket sales at Philadelphia 30th Street station
 - New stop and ticket vending machines at North Philadelphia
 - Station area improvements at Lindenwold
 - Expanded parking at Egg Harbor City

C. Phase II Projects

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- Conduct planning for new service frequency.
- Develop program to improve sales, marketing, and public relations.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:

\$ 342.5 million (2008 Dollars)

2009	Feasibility Assessment	\$ 3.2 million
2010	Environmental Assessment	\$ 3.4 million
2012	Preliminary Engineering	\$ 9.8 million
2013	Final Design	\$ 17.0 million
2015	Construction	\$ 309.1 million



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Project 22: Atlantic City Transit Hub

Background

Currently, the terminal for the Atlantic City Rail Line is located at the Convention Center, and the city bus terminal is located at Atlantic & Ohio Avenues, a few blocks away. There is no direct transit connection between these two locations. The Atlantic City jitneys provide connecting service between the rail terminal and the casinos and other city destinations, but there are some concerns over the frequency and reliability of this service.

Work completed to rationalize local transit service in Project # 6 will provide opportunities for better coordination of services, setting the stage for further integration with a fixed guide-way system proposed in Project # 31.

Strategy

Construct an integrated city transit hub, a new in-city Atlantic City Transit Center that is incorporated into the Convention Center in place of the ACRL station. This new hub will connect the proposed fixed guide-way regional and local systems, regional buses, and local mini-bus service.

Key Planning Issues

- Locate and design the facility.
- Coordinate with service planning for a new on-island mini-bus system and all other connecting transit modes.
- May need environmental approvals.



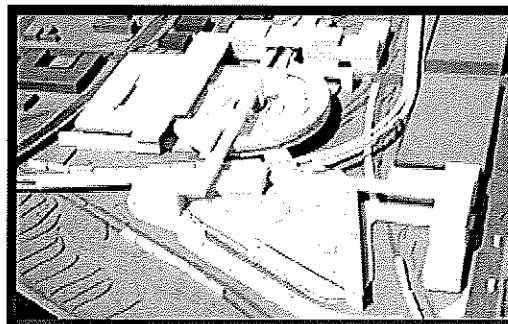
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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 150 million (2008 Dollars)

2009	Feasibility Assessment	\$ 1.5 million
2009	Environmental Assessment	\$ 1.5 million
2011	Preliminary Engineering	\$ 4.5 million
2013	Final Design	\$ 4.5 million
2014	Right-of-way Acquisition	\$ 30.0 million
2015	Construction	\$108.0 million



**Project 23: Enhanced Bus Service
along ACE, GSP and
US 40/322**

Description

Several regional bus routes currently serve Atlantic City. These routes include NJ TRANSIT routes from New York City and Philadelphia, Greyhound service from New York City and Philadelphia, and private operator service from North Jersey and other locations. These routes currently provide some limited travel options for casino visitors and employees.

As the number of total trips into Atlantic City increases with the increase in casino options and other attractions, additional service as an alternative to travel on the congested regional roadway network will be needed, especially in advance of the ability to complete the fixed guide-way alternative at the proposed regional multimodal transportation center (Phase III – Projects 29 and 31).

Strategy

Provide enhanced and new regional express bus service, particularly during weekend evening peak hours



along the main travel corridors, including the Atlantic City

Expressway, Garden State Parkway, and US 40/322. This service will focus upon serving casino visitors, but employees also could use this service. The service is proposed as a high-quality service in vehicles with amenities such as reclining seats, TV monitors, etc.

The proposed routes / service areas include the following:

- Garden State Parkway -- New York, Secaucus, Newark, Metropark, Tinton Falls, and Toms River
- Atlantic City Expressway -- Philadelphia, Williamstown
- US 40 / 322 -- Vineland, Millville, Bridgeton

Key Planning Issues

- Conduct surveys to verify and determine best potential markets.
- Determine the appropriate service operator(s).
- Prepare service / route planning. Coordinate with existing services.
- Determine appropriate vehicles and acquire vehicles.
- Determine boarding points and provide amenities such as tickets, signs, shelters, etc.
- Plan and implement marketing, public relations, etc.

Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 11 million (2008 Dollars)**

2011	Feasibility Assessment	\$ 0.1 million
2012	Capital Investment	\$ 10.9 million

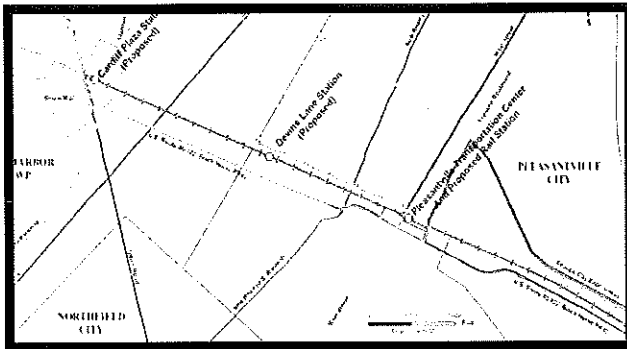


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Project 24: Bus Rapid Transit on the Newfield Branch Right of Way

Background



Previous studies have assessed the feasibility of new commuter rail service in the region. A 2002 study identified one potential service corridor as the former Newfield Branch railroad right-of-way, which runs west from the Atlantic City Rail Line, about 2 miles west of Atlantic City, to Mays Landing (and then on to Newfield in Gloucester County, roughly along the US 40 corridor). A 2005 study proposed and assessed light rail service along the first section of this corridor, running from Atlantic City to Cardiff Plaza in Egg Harbor Township. Subsequent assessment of the possibilities for this corridor suggests that bus rapid transit (BRT) may be a more feasible alternative than light rail. Either LRT or BRT would provide a travel option for visitors and commuters along the US 40 / 322 corridor.

Strategy

Provide bus rapid transit (BRT) service on a dedicated busway lane along the old Newfield Branch rail corridor between Atlantic City and Mays Landing. This service would serve both casino visitors and employees. The busway would also be available for use by other buses to by-pass roadway congestion during peak periods. The proposed service comprises the following two phases:

- 22A: Atlantic City – Egg Harbor Township (Phase II) -- the length of the first section would be the same as proposed for the light rail service, with the western terminus at a park-and-ride station at Cardiff Plaza.
- 22B: Egg Harbor Township – Mays Landing (Phase III) -- the second section would extend west to Mays Landing

Key Planning Issues

- Locate and design busway, stations, and related infrastructure.
- Coordinate with rail freight activity along the existing rail line.
- Determine location of western terminus and if crossing the river/creek will be necessary.
- Coordinate with the existing County trail that runs from the Shore Mall to the Vo-Tech school.
- Address other possible right-of-way issues.



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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:

Phase II - \$ 80 million (2008 Dollars)

Phase III - \$ 100 million (2008 Dollars)

2009	Feasibility Assessment	\$ 1.4 million
2009	Environmental Assessment	\$ 1.4 million
2011	Preliminary Engineering	\$ 5.6 million
2012	Final Design	\$ 7.0 million
2013	Right-of-way Acquisition, P-II	\$ 16.0 million
2014	Right-of-way Acquisition, P-III	\$ 20.0 million
2014	Construction, Phase I	\$ 57.0 million
2016	Construction, Phase II	\$ 71.0 million



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Project 25: Pleasantville Gateway Transportation Center

Background

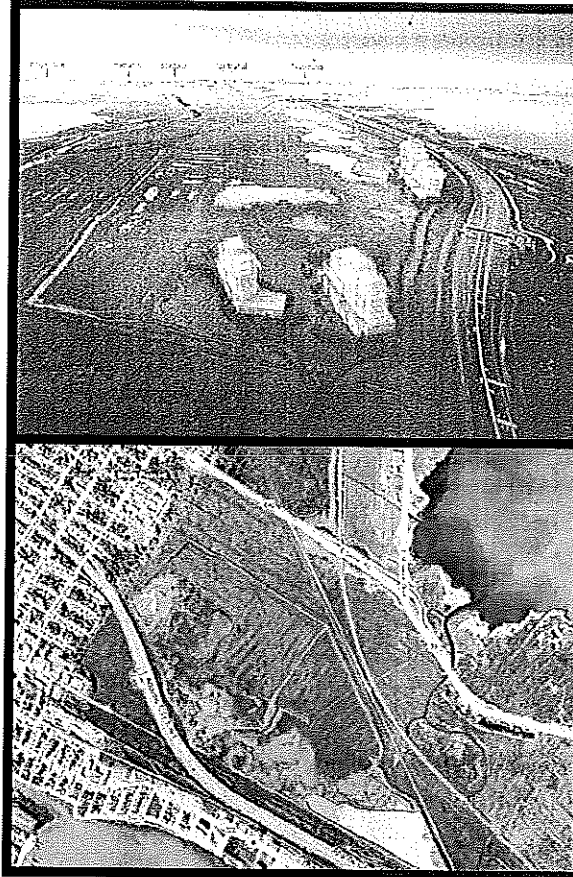
The Pleasantville Gateway property is strategically located along the Atlantic City Expressway in Pleasantville, just outside Atlantic City. The property is part of an approved redevelopment plan, and it provides about 100 acres of developable land. An approved CAFRA permit allows for about 1,600 hotel rooms and 400,000 square feet of retail space, but the developer is considering seeking approvals to incorporate residential development, including workforce housing, into the project.

Based upon its location, this property holds value as a potential regional transportation center. This center could serve as a hub and provide a park-and-ride for visitors and commuters.

Strategy

Construct a multimodal transportation center at the site of the proposed Gateway development in Pleasantville. This facility will attract auto travelers to transit and consolidate transit riders to create the mass needed for a fixed guideway transit system. It also will complement a major land use development, including workforce housing, which will provide economic benefit to the region at large. Such a center could include the following elements:

- New station to serve the proposed regional fixed guideway system
- Structured parking (5,000 spaces) to serve a park-and-ride / intercept function



- Direct connection with the Atlantic City Expressway, potentially via an expanded Exit 2 interchange

Key Planning Issues

- Coordinate transportation facilities with the overall site plan.
- Locate and design the guideway station; coordinate with guideway system planning.



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- Need structured parking (5,000 spaces) to serve a park-and-ride / intercept function
- Assess and design a direct connection with the Atlantic City Expressway, potentially via an expanded Exit 2 interchange.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 70 million (2008 Dollars)
(Transportation Facilities Only)

2009	Feasibility Assessment	\$ 0.6 million
2009	Environmental Assessment	\$ 0.5 million
2011	Preliminary Engineering	\$ 2.1 million
2012	Final Design	\$ 2.8 million
2014	Right-of-way Acquisition	\$ 14.0 million
2016	Construction	\$ 50.0 million



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Project 26: Regional Intersection Upgrades

Background

County roads are an important component of the regional transportation network. Atlantic County is responsible for over 370 miles of county roads and rights of way, and the city's main regional road approaches (Atlantic City Expressway, US 30, and US 40 / 322) have over 60 intersections or interchanges with County roads. The South Jersey Transportation Planning Organization's (SJTPO) congestion management system (CMS) has identified a "need" condition, based upon congestion or safety concerns, at several of these locations. In addition, municipal officials have provided information on county road intersections that they view as existing or potential future traffic "hot spots."

The anticipated increase in casino development would generate a substantial increase in peak hour traffic, which would exacerbate existing problems at county road intersections. A regional traffic operations center and revised and coordinated signal timing would help to address these issues, but the need may remain for physical intersection improvements to improve capacity and operations.

Strategy

This strategy establishes targeted funding to improve county road intersections, based upon the priority needs of County and municipal officials. The selected improvements should seek to enable efficient operations

by balancing the need to accommodate the through traffic particularly with movements from the minor approaches. Types of improvements may include the following:



- Adding left turn lanes
- Providing ramps for right turns from minor approaches
- Prohibiting left turns from minor approaches
- Revising signal timing, improving signal equipment, and coordinating timing of adjacent signals

Key Planning Issues

- Need to compile information on current geometry, volumes, signal timing, etc., to assess the extent of existing problems and identify potential improvements.
- Need to assess possible environmental, geometric, and right-of-way constraints.



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C. Phase II Projects

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Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 30 million (2008 Dollars)**

For the period from 2009-2023 –
\$2.0 million (2008 Dollars)/year

Feasibility Assessment / Environmental
Assessment / Preliminary Engineering \$ 4 million

Construction \$ 26 million



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Project 27: Widen the Garden State Parkway

Background

The Garden State Parkway (GSP) is a major travel route to Atlantic City from New York and North Jersey. The high rate of development in the corridor has led to increasing traffic volumes that are exceeding roadway capacity. Increased casino development will further increase traffic on this road, particularly during weekend evening peak hours.

Strategy

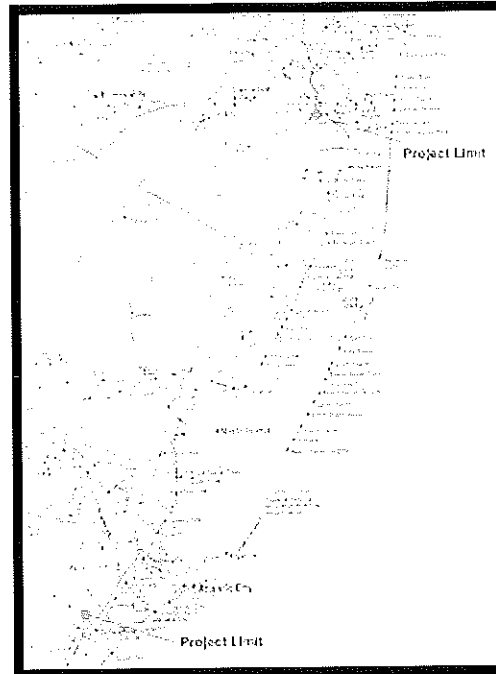
The NJ Turnpike Authority (NJTA) has proposed to widen the GSP between Interchange 30 (in Somers Point, Atlantic County) and Interchange 80 (in Toms River, Ocean County). The project will consist of adding one lane to each direction of the GSP and widening the shoulders. The proposed improvements to the section between interchanges 80 and 63 will include making the Barnegat toll plaza one-way southbound and installing Express EZ Pass.

The proposed roadway widening will take place within the median wherever possible, as well as the outer portion of the roadway where appropriate. In certain areas, the roadway alignment may shift in order to promote safe vehicular circulation and to minimize severe environmental impacts.

Key Planning Issues

- Identify potential environmental impacts and consider "secondary impacts." Obtain necessary approvals, including Pinelands.

- Redesign interchange areas.
- Coordinate with proposed expanded and new interchanges (see Projects 15, 16 and 28).



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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE: To be estimated by the toll-road authorities

Project Staging: To be determined by the toll-road authorities

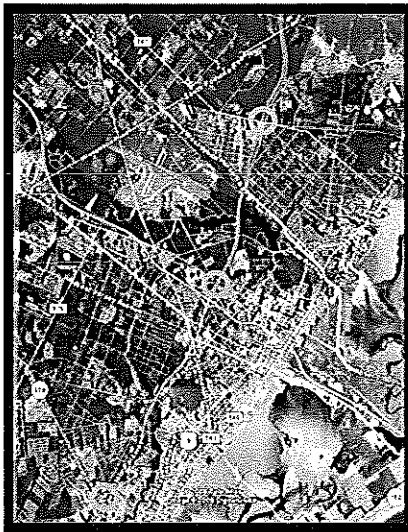
Project Note: This project is included in the list of potential roadway improvement projects by the toll-road authorities.

C. Phase II Projects

Project 28: Expanded and New Interchanges for Garden State Parkway

Background

Some interchanges of the Garden State Parkway (GSP)



do not provide a full range of access or egress to and from all directions. Previous studies, particularly by Atlantic County, have identified local circulation problems caused by limited access to and from the GSP.

Strategy

Improve local access to and from the Garden State Parkway at three locations by expanding existing interchange at Exit 40 with new ramps and building new

interchanges near the Atlantic City Service Area and near Ocean Heights Avenue.

New Interchange at or near Atlantic City Service Area

The demand for this interchange is reflected in the daily traffic that travels between Jimmie Leeds Road, through the service area, and the GSP to the south.

Exit 40 – US 30

This exit currently provides GSP southbound access to Route 30 eastbound and Route 30 westbound access to GSP northbound. Completing this interchange to provide the reverse movements would permit additional travel circulation for local residents into and out of Atlantic City and would provide an additional alternative for accessing marina casinos from points south.

New Interchange near Ocean Heights Avenue

This interchange would connect with Atlantic County's proposed "North South Artery," which starts at Exit 44 and follows County Routes 575 and 559 Alternate, thereby providing an alternative north-south local travel route for Egg Harbor Township, Hamilton, and Galloway.

Key Planning Issues

- Assess the impact of the expanded and new interchanges upon local traffic patterns.
- Need environmental approvals, including CAFRA and Pinelands.
- Design expanded and new interchanges.
- Coordinate planning and design with GSP mainline widening project (Project # 27).



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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE: To be estimated by the toll-road authorities

Project Staging: To be determined by the toll-road authorities

Project Note: This project is included in the list of potential roadway improvement projects by the toll-road authorities.



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D. PHASE III PROJECTS

Project 29: Regional Multimodal Transportation Center

Background

As casino and other resort development continues, measures to accommodate and attract trips to Atlantic City by transit modes will become critical. The limited capacity to provide highway improvements will require significant complementary transit improvements to secure more reliable, cost effective and environmentally friendly means to access and travel within Atlantic City.

Strategy



Construct a major regional multimodal transportation center at the Atlantic City International Airport (ACY). This facility will intercept and attract auto travelers to transit and consolidate transit travelers to create the mass needed for a fixed guideway transit system connecting with the city. It also will provide joint economic development opportunities, which could

provide economic benefit to the region at large. The center will include the following elements:

- Connections among regional (express) bus, local bus, Atlantic City Rail Line (ACRL), new fixed guideway transit, air, and auto
- Storage facilities for the ACRL service, which will terminate at the new multimodal center
- Convenient auto parking, well integrated into the design of the center
- Convenient access from/to US 30, the Atlantic City Expressway, US 40/322 and the Garden State Parkway for intercepting bus and auto trips
- Attractive and easy transfer to a new fixed guideway transit system (Personal Rapid Transit (PRT), monorail or Bus Rapid Transit (BRT) technology) connecting to/from and circulating within Atlantic City, using the existing ACRL right of way to provide access into Atlantic City
- Fixed-guideway transit system access to the ACY passenger terminal, along with curbside and/or welcome station hotel check-in, operated by each Atlantic City hotel, with luggage transfer direct to destination hotel

Key Planning Issues

- Locate and design the facility to enable transfers among the various modes that will connect to the center.
- Prepare service plans for connecting services that enable timely transfers.
- Plan and design for ACRL service to terminate at the new multimodal center.
- Design the surrounding roadway system to enable convenient access from/to US 30, the



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Atlantic City Expressway, US 40/322 and the Garden State Parkway.

- Provide convenient auto parking, well integrated into the center.
- Evaluate and select the appropriate technology for the new fixed guideway transit system (Personal Rapid Transit (PRT), monorail or Bus Rapid Transit (BRT) technology).
- Design fixed-guideway transit system access to the ACY passenger terminal and incorporate into the center curbside and/or welcome station hotel check-in, operated by each Atlantic City hotel, with luggage transfer direct to destination hotel.



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Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 500 million (2008 Dollars)

2009	Feasibility Assessment	\$ 5 million
2011	Environmental Assessment	\$ 5 million
2013	Preliminary Engineering	\$ 10 million
2015	Final Design	\$ 25 million
2017	Right-of-way Acquisition	\$ 100 million
2020	Construction	\$ 355 million

Project 30: Access to Regional Multimodal Transportation Center

Background

The area around the Atlantic City Airport (ACY) is a regional growth center. The airport and the adjacent FAA facilities are current trip generators, and the planned expansion of the airport and a new technology park will further increase traffic in the area.

Assuming that a new regional multimodal transportation center at ACY (along with a new regional fixed guideway system) becomes operational, this center will attract even more motorists from the regional roadway network, and the increased traffic will create substantial impacts upon the roadway system in the immediate vicinity of the center. The County has jurisdiction over several key roads in the area, including Pomona Road / Wrangleboro Road (CR 575), Tilton Road (CR 563), and Delilah Road (CR 646).

Strategy

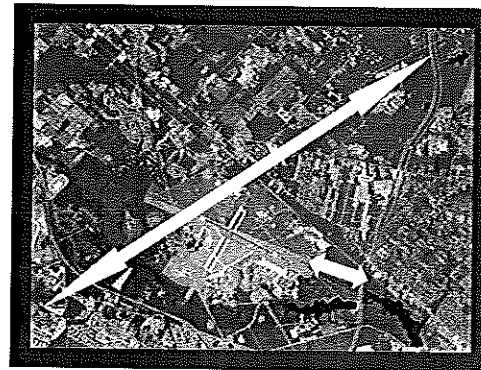
This strategy includes several different projects to improve roadway access to and from the proposed regional multimodal transportation center. These projects include the following:

- Widen CR 575 to four lanes between US 40 / 322 and the Garden State Parkway. The County has proposed a "North South Artery," which would generally follow the path of County Route 575 (Pomona Road and Wrangleboro Road). It has initiated planning for some projects including upgrading the intersections of CR 575 with US 30 and with Tilton Road (CR 563).

- Build a new direct roadway connection between the Garden State Parkway and the Regional Multimodal Transportation Center.
- Note: Project # 12 (Direct Connection from the Atlantic City Expressway (ACE) to the Atlantic City International Airport) described earlier is a part of this overall strategy to improve access to the Regional Multimodal Transportation Center.

Key Planning Issues

- Design widening of CR 575. This project will include widening the bridge over the Atlantic City Expressway.
- Locate and design a new direct connection between the Garden State Parkway (GSP) and the Regional Multimodal Transportation Center.
- Potential environmental impacts - Due to the nature and extent of the environmental resources located in the vicinity of the new GSP connection, an EIS will be required.
- Potential property impacts - the new connector road alignment from the GSP will impact properties owned by the SJTA, FAA and other private owners.



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Time Frame / Staging / Cost Estimate

**TOTAL PROJECT COST ESTIMATE:
\$ 185 million (2008 Dollars)**



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	CR 575	GSP Ramp	Total costs
2010		Feasibility	\$1,500,000
2011		Environmental	\$1,500,000
2012			
2013		Prelim Eng.	\$1,500,000
2014		Prelim Eng.	\$3,000,000
2015	Feasibility	Final Design	\$6,350,000
2016	Environmental		\$350,000
2017	Prelim Eng.		\$700,000
2018	Final Design	Right-of-Way	\$16,750,000
2019	Right-of-Way	Right-of-Way	\$22,000,000
2020	Construction	Construction	\$60,400,000
2021		Construction	\$35,550,000
2022		Construction	\$35,550,000

Project 31: Regional Fixed Guideway System

Background

Traffic analysis has indicated that future trips generated by new casino development in Atlantic City will far exceed the capacity of the main roadways serving the city. Thus, there is a need for an alternative approach to getting visitors on and off the island.

Given the type of visitors coming into Atlantic City, focus groups and other assessments have indicated that to persuade people out of their vehicles the mode of transportation taken from the Regional Transportation Center needs to be convenient, and if possible an attraction unto itself.

Strategy

In conjunction with establishing a major regional multimodal transportation center at the Atlantic City International Airport (ACY), construct a new fixed guideway system running between the airport and Atlantic City.

- This system will use Personal Rapid Transit (PRT), monorail, or Bus Rapid Transit (BRT) technology.
- It will connect to/from and circulate within Atlantic City, using the existing ACRL right of way to provide access into Atlantic City.

Key Planning Issues

- Evaluate and select appropriate technology.
- Locate and design route(s) within Atlantic City.
- Coordinate planning and design with that of the Regional Traffic Management Center (RTMC).

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:

\$ 1,500 million (2008 Dollars)

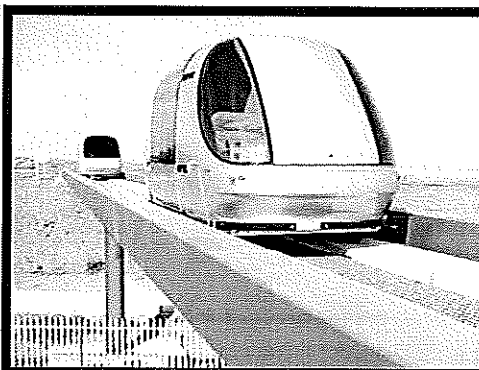
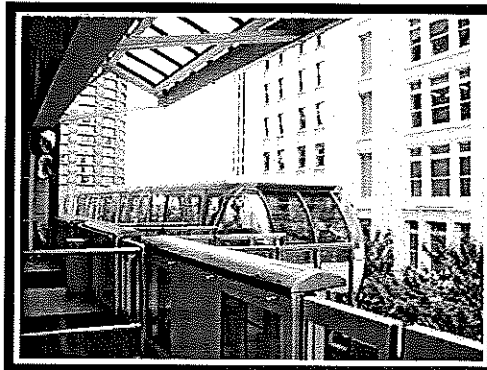
(For PRT Technology)

2009	Feasibility Assessment	\$ 15 million
2011	Environmental Assessment	\$ 15 million
2013	Preliminary Engineering	\$ 30 million
2015	Final Design	\$ 75 million
2017	Right-of-way Acquisition	\$ 300 million
2020	Construction	\$1.065 billion



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Project 32: Pacific/Atlantic Avenues One-Way Pair Enhanced Multi-Modal Corridor

Background

It is expected that Atlantic and Pacific Avenues will be converted to one-way streets as discussed in the Early Initiatives project descriptions.

However, once the Phase III level of development is completed all movements into and around Atlantic City will not be able to be made via automobile. At that time a fixed guideway transit system is proposed to provide efficient movement of vehicles through and around primary city streets in a manner that enhances accessibility and safety for walking, personal electric slow-speed transportation ("green transportation"), bicycling, and transit consistent with downtown, neighborhood business and residential street function needs.

Strategy

Revise the Pacific and Atlantic Avenue cartways, consistent with the footprint of the proposed fixed guideway transit system to provide additional enhancements for pedestrians, and slow speed and bicycling activities.

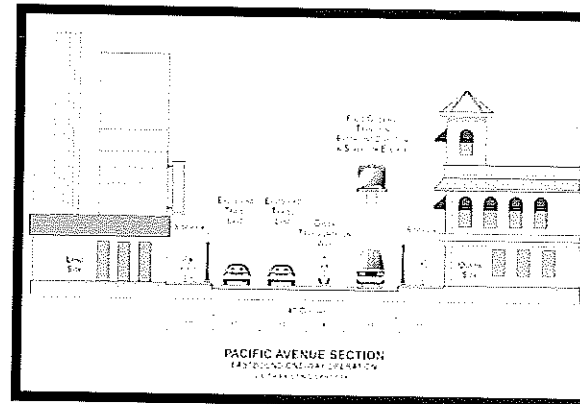
Strategy includes:

Revise Pacific one-way eastbound to provide:

- Two vehicle traffic lanes
- A travel area for the portion of the on-island fixed guideway transit system

serving the Boardwalk casinos and Boardwalk Hall

- Travel space for a "green transportation way"
- Fifteen-foot sidewalks for pedestrians
- Zoning revisions for a future revised "Boulevard" cross-section of Pacific Avenue to require a 30' building line set-back from the existing curb-line on the north side of Pacific Avenue (for a 20' sidewalk and 10' of green space that could be converted to an additional travel lane in the long term if needed)



Revise the Atlantic Avenue one-way westbound cartway between Albany Avenue and New Hampshire Avenue to provide:

- Minimum fifteen-foot sidewalks for pedestrians, with curb bulb-outs on the north side of Atlantic Avenue at intersections to reduce crossing distances
- On-street parking on both sides of the street

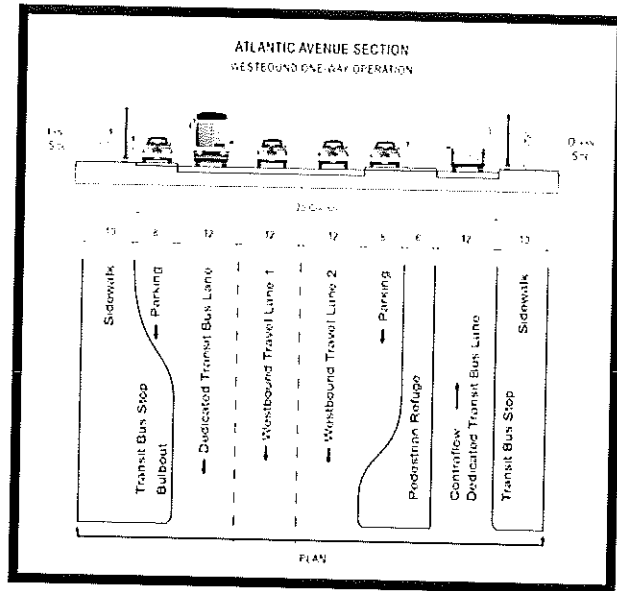


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- 2-way local transit operation, with contra-flow transit operation on south side of Atlantic Avenue along the curb.
- Signal priority for transit vehicles



Key Planning Issues

- Design lanes, striping, signage, etc., including contra flow lane and greenway lane.
- Provide appropriate traffic signal equipment and optimize signal operations, including signal priority for transit vehicles.
- Locate and design fixed guideway system.
- May need NJ E.O. 215 Categorical Exclusion Document.
- Plan and implement zoning revisions.

Time Frame / Staging / Cost Estimates

**TOTAL PROJECT COST ESTIMATE:
\$ 15 million (2008 Dollars)**

2015	Feasibility Assessment	\$ 0.15 million
2016	Environmental Assessment	\$ 0.15 million
2017	Preliminary Engineering	\$ 0.30 million
2018	Final Design	\$ 0.75 million
2019	Right-of-Way Acquisition	\$ 3.00 million
2020	Construction	\$10.65 million



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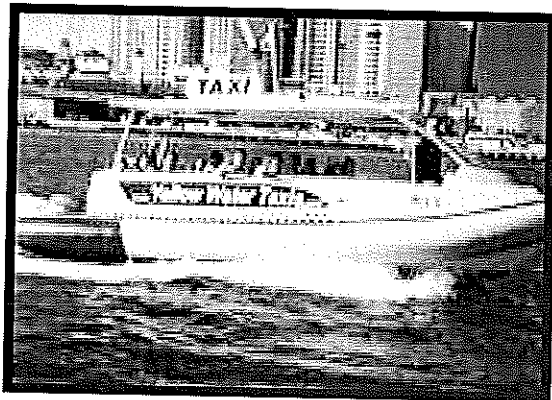
Project 33: Water Taxi Service

Background

Significant traffic volume increases are anticipated with the development of the Bader Field site. To keep impacts to traffic circulation at a minimum, the city needs to have an on-island transportation network that has an abundant, redundant and safe number of mode choices and options so that visitors, employees and residents can travel around the city without need to use an automobile. With casinos and major attractions at both the Bader Field site and the marina, a water transport service not only provides an alternative travel option but can be an attraction unto itself.

Strategy

Provide for public docking and mooring for water passenger transportation vehicles between Bader Field and Marina District.



Key Planning Issues

- Reserve necessary right of way and access to docking on the Bader Field site – INCORPORATE INTO ANY DEVELOPER AGREEMENTS FOR PURCHASE OR LEASE OF THE SITE TO DEVELOPERS.
- Develop necessary docking at the Bader Field Site.
- Complete a planning/feasibility study to review operation options and frequency of service needs.

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:
\$ 0.75 million (2008 Dollars)

2017	Feasibility Assessment and Development of Business Plan	\$ 0.04 million
2018	Capital Investment	\$ 0.71 million



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Project 34: City-wide Greenway

Background

Significant traffic volume increases are anticipated with the development of the Bader Field site. To keep impacts to traffic circulation at a minimum, the city needs to have an on-island transportation network that has an abundant, redundant and safe number of mode choices and options so that visitors, employees and residents can travel around the city without need to use an automobile. A City-wide connected greenway provides an additional alternative option of travel for visitors, employees and residents.

Strategy

Create a network of green transportation ways for low-speed electric and personal transportation.

Designate and provide signage for multi-modal and Green Transportation Corridors that permit transit service and safe accessibility for pedestrians and low-speed electric and personal transportation along with efficient auto travel.

North-South routes to consider:

- For transit: New Hampshire Avenue, Delaware Avenue, North Carolina Avenue, MLK Blvd., Michigan Avenue, Albany Avenue
- For bicycles and other slow speed green modes: New Hampshire Avenue, Massachusetts Avenue, Maryland Avenue, South Carolina Avenue, Indiana Avenue, Texas Avenue, and Chelsea Avenue

East-West routes to consider:

- For transit: Pacific Avenue eastbound, Atlantic Avenue east and westbound, Baltic Avenue westbound
- For bicycles and other low-speed green modes: westbound on the boardwalk and Baltic Avenue; eastbound on Pacific Avenue

Key Planning Issues

- Develop a greenway master plan. Once completed have the city incorporate the signing and striping into roadway resurfacing plans.
- The current mindset within the City for on-street lanes for non-vehicle modes is negative and additional education as to the project's feasibility and importance is necessary.

Time Frame / Staging / Cost Estimate

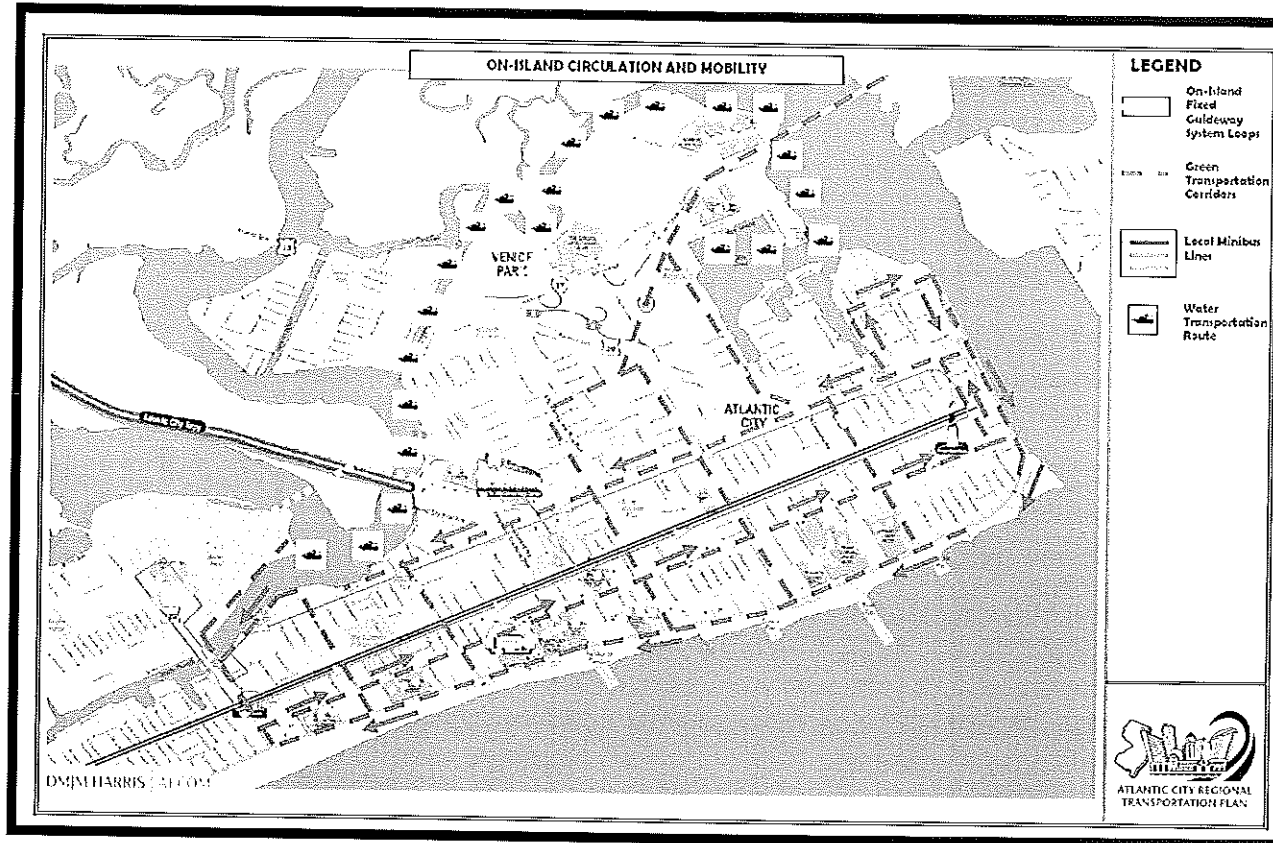
TOTAL PROJECT COST ESTIMATE:
\$ 1.2 million (2008 Dollars)

2011	Feasibility Assessment and Greenway Master Plan	\$ 0.2 million
2012-2018	Construct portions as roads are resurfaced	\$ 0.4 million
2018	Complete the Greenway routes	\$ 0.6 million



ATLANTIC CITY REGIONAL
TRANSPORTATION PLAN

Volume II –
Implementation
Program

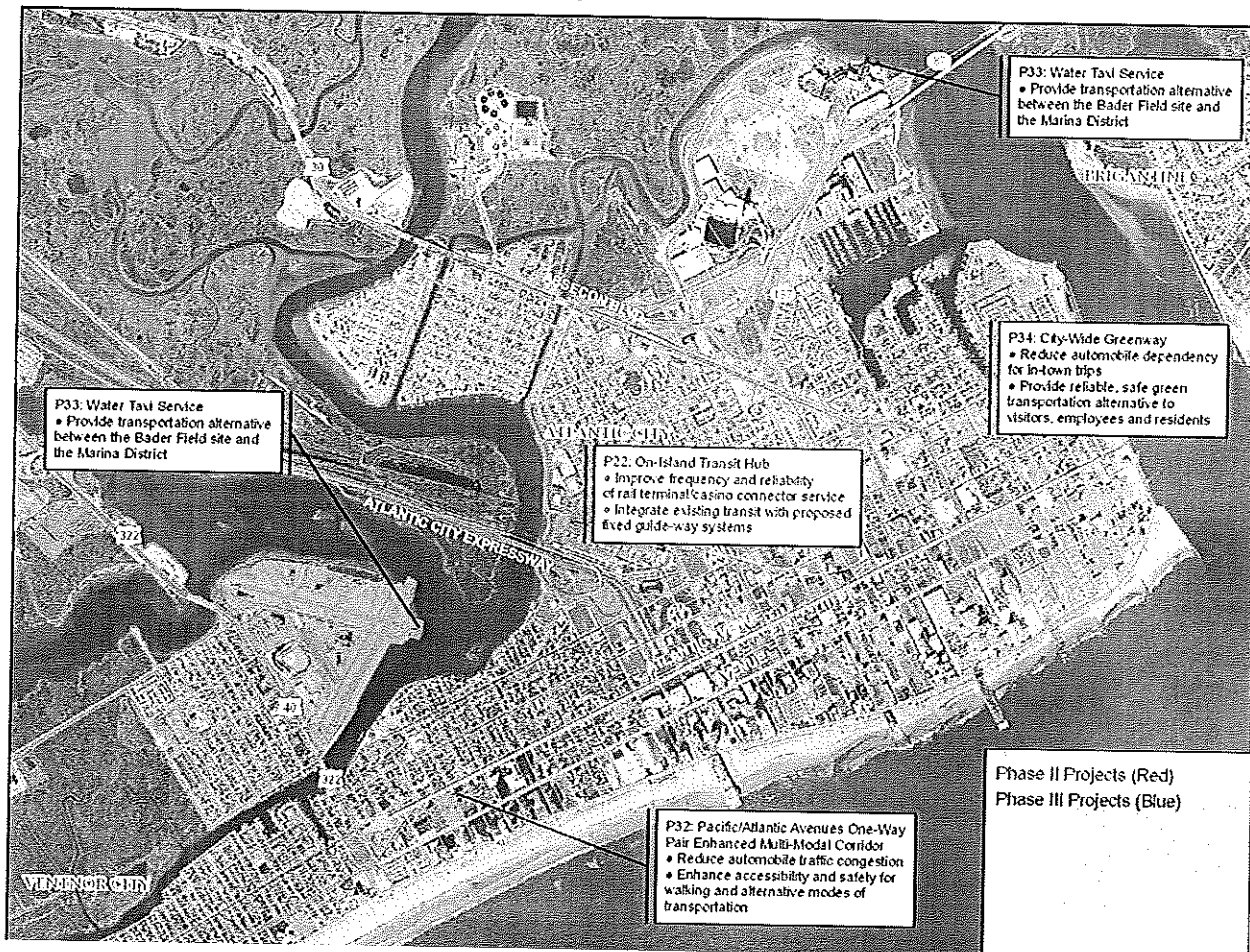


ATLANTIC CITY REGIONAL
TRANSPORTATION PLAN

Volume II –
Implementation
Program



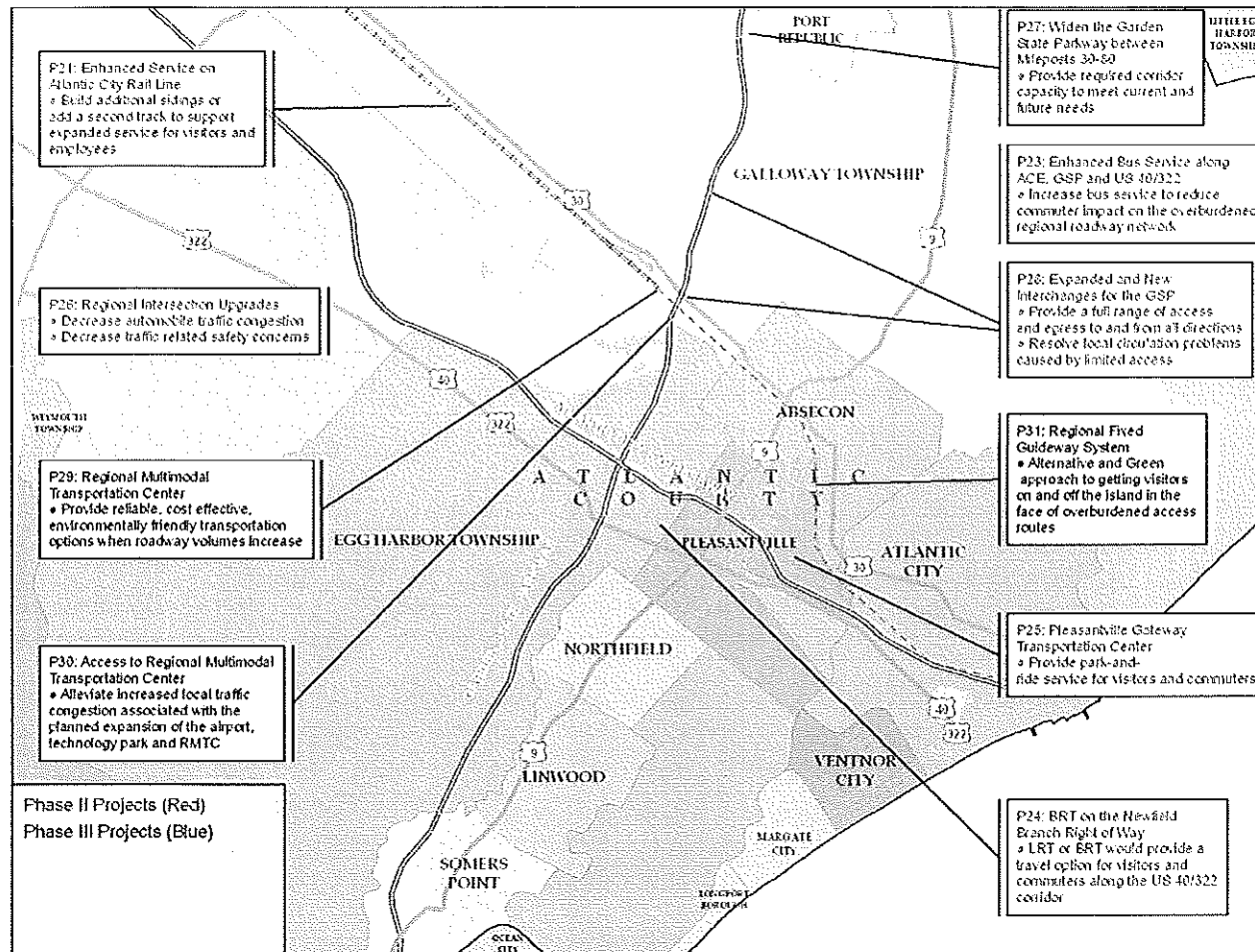
**Map of Phase II and Phase III Improvements:
On-Island Circulation and Atlantic City Access Improvement Projects**



ATLANTIC CITY REGIONAL
TRANSPORTATION PLAN

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**Map of Phase II and Phase III Improvements:
Regional Access Improvement Projects**



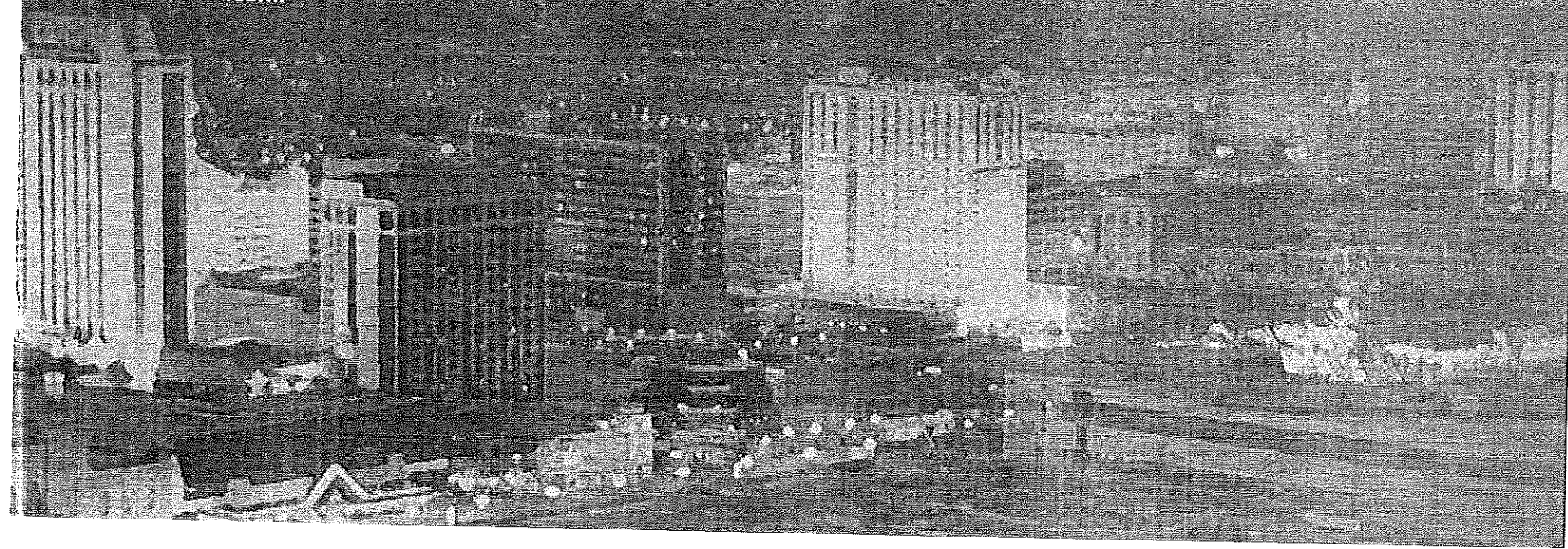
**Volume II –
Implementation
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AECOM (NYSE: ACM) is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental and energy.

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MAPQUEST

Notes

Trip to 75 Woodland Dr

Upper Black Eddy, PA 18972-9769

64.86 miles - about 1 hour 32 minutes



71 Dorchester Cir, Marlton, NJ 08053

1. Start out going **EAST** on **DORCHESTER CIR** toward **FOUR CROWN ROYAL CIR.**

go 0.1 mi

2. Turn **RIGHT** onto **FOUR CROWN ROYAL CIR.**

go 0.2 mi

3. Turn **RIGHT** onto **CROWN ROYALE PKWY.**

go 0.9 mi

4. Turn **LEFT** onto **TAUNTON RD / CR-619**. Continue to follow **CR-619 W.**

go 3.2 mi

5. Turn **RIGHT** onto **NJ-73 N** (Portions toll) (Crossing into **PENNSYLVANIA**).

go 12.8 mi

6. Stay **STRAIGHT** to go onto **NEW STATE RD.**

go 0.0 mi

7. Turn **SLIGHT LEFT** onto **STATE RD.**

go 0.2 mi

8. Turn **RIGHT** onto **PRINCETON AVE.**

go 0.0 mi

9. Merge onto **I-95 N.**










go 6.7 mi


10. Take the **STREET ROAD** exit, **EXIT 37**, toward **PA-132.**

go 0.2 mi

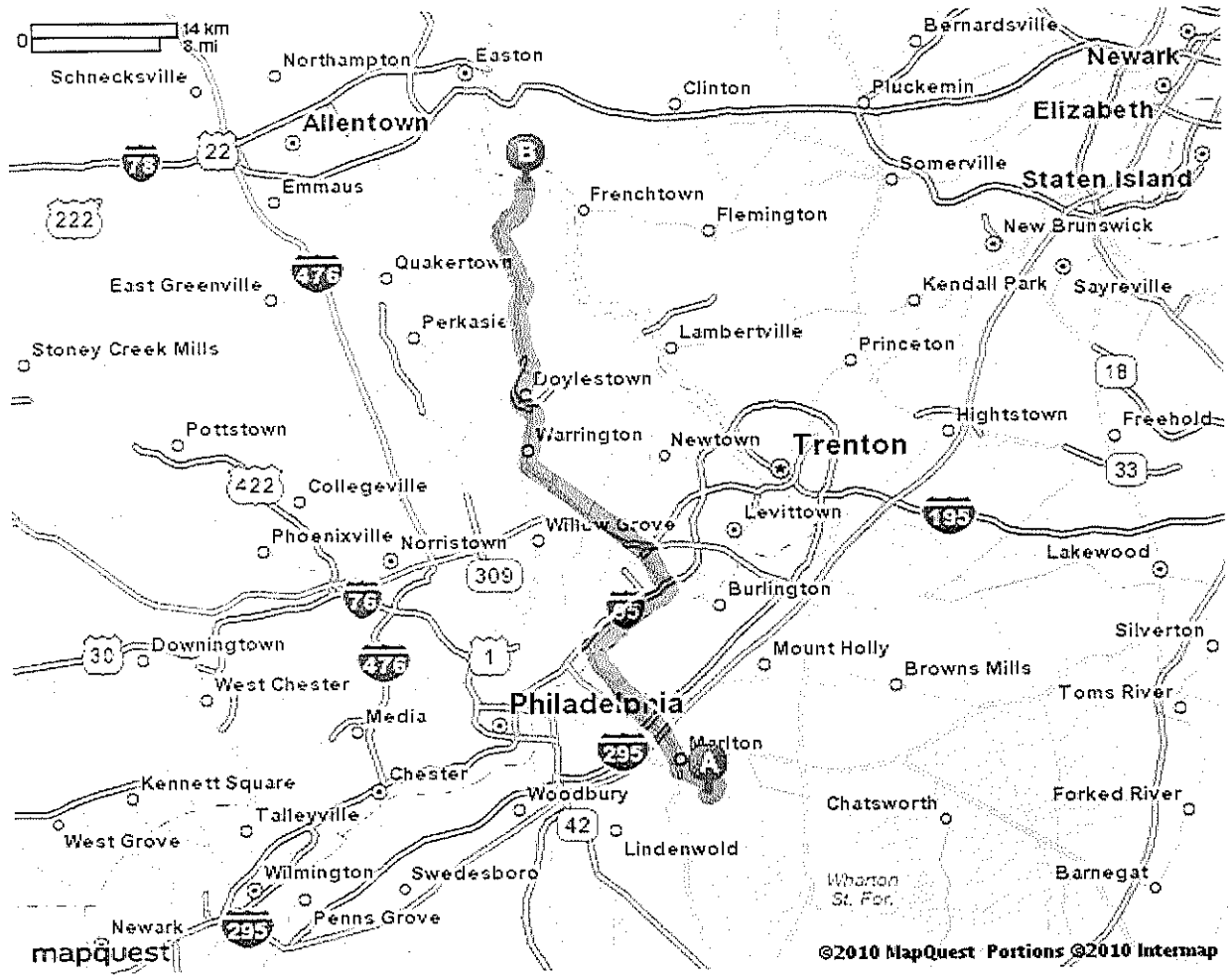
11. Turn **LEFT** onto **STREET RD.**

go 15.2 mi

- 

 12. Turn **RIGHT** onto **EASTON RD / PA-611**. Continue to follow **PA-611 N**. go 8.6 mi
- RAMP 13. Take the **PA-611 N** ramp. go 0.6 mi
- 

 14. Stay **STRAIGHT** to go onto **PA-611 / N EASTON RD**. go 12.4 mi
- 
 15. Stay **STRAIGHT** to go onto **MARIENSTEIN RD**. go 0.3 mi
- 
 16. Turn **LEFT** to stay on **MARIENSTEIN RD**. go 2.6 mi
- 
 17. **MARIENSTEIN RD** becomes **BRIDGETON HILL RD**. go 0.0 mi
- 
 18. Turn **LEFT** onto **WOODLAND DR**. go 0.6 mi
- 
 19. **75 WOODLAND DR** is on the **RIGHT**. go 0.0 mi


75 Woodland Dr, Upper Black Eddy, PA 18972-9769
 Total Travel Estimate : 64.86 miles - about 1 hour 32 minutes

Route Map [Hide](#)



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