

**NEW JERSEY  
TURNPIKE  
AUTHORITY**

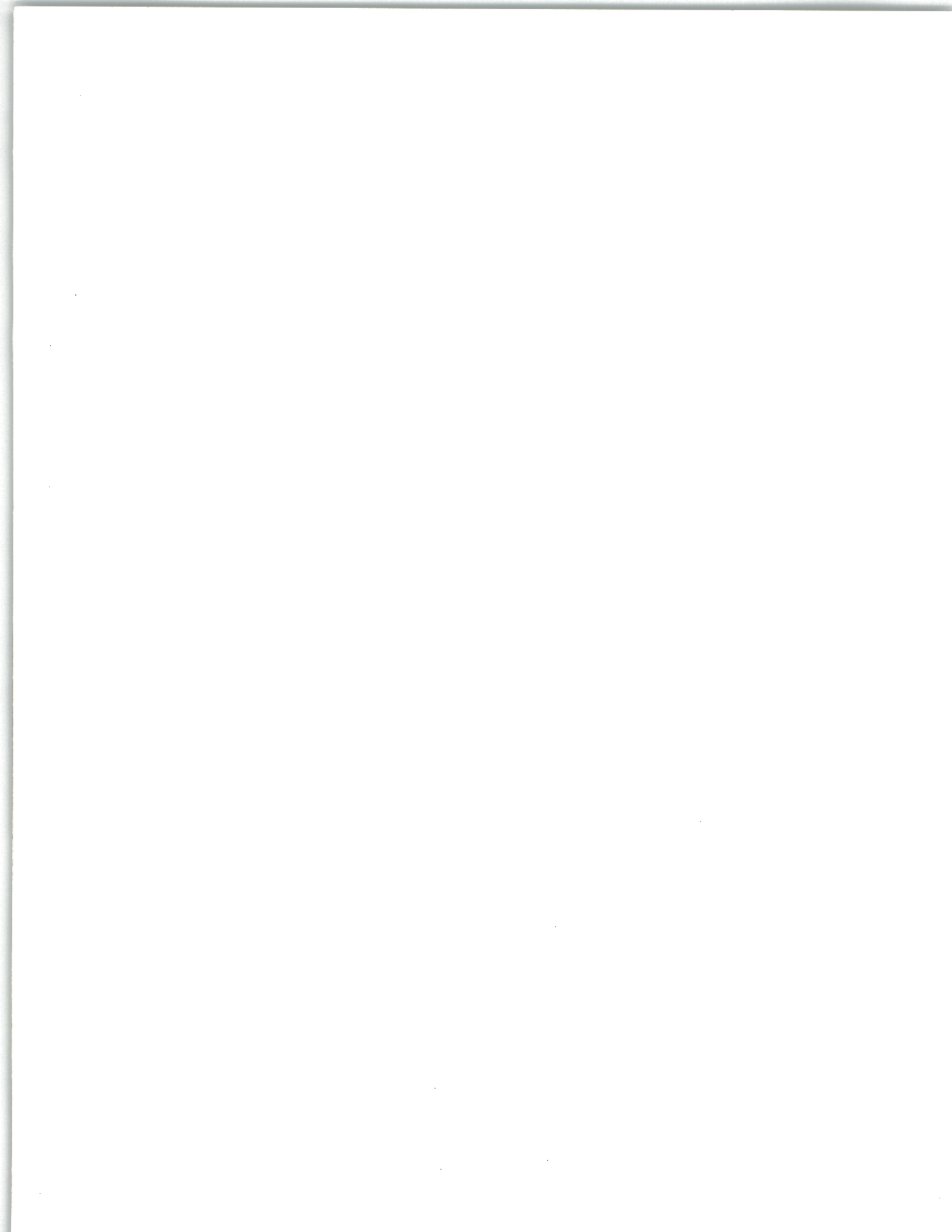
*Annual Report 1971*

Bayonne  
Newark

**NEW JERSEY TURNPIKE**

SPEED LIMIT  
STRICTLY ENFORCED  
BY PATROL CARS  
AND RADAR

STOP



**NEW JERSEY**

**TURNPIKE**

**AUTHORITY**

**New Brunswick, N. J.**

*Traffic approaching the "divide" at Edison where the Turnpike branches into the 12-lane dual/dual. Here the separation of cars from commercial vehicles has contributed to the Turnpike's outstanding safety record.*

*Annual Report 1971*





ROBERT J. CITRINO, JR.  
*Vice-Chairman*



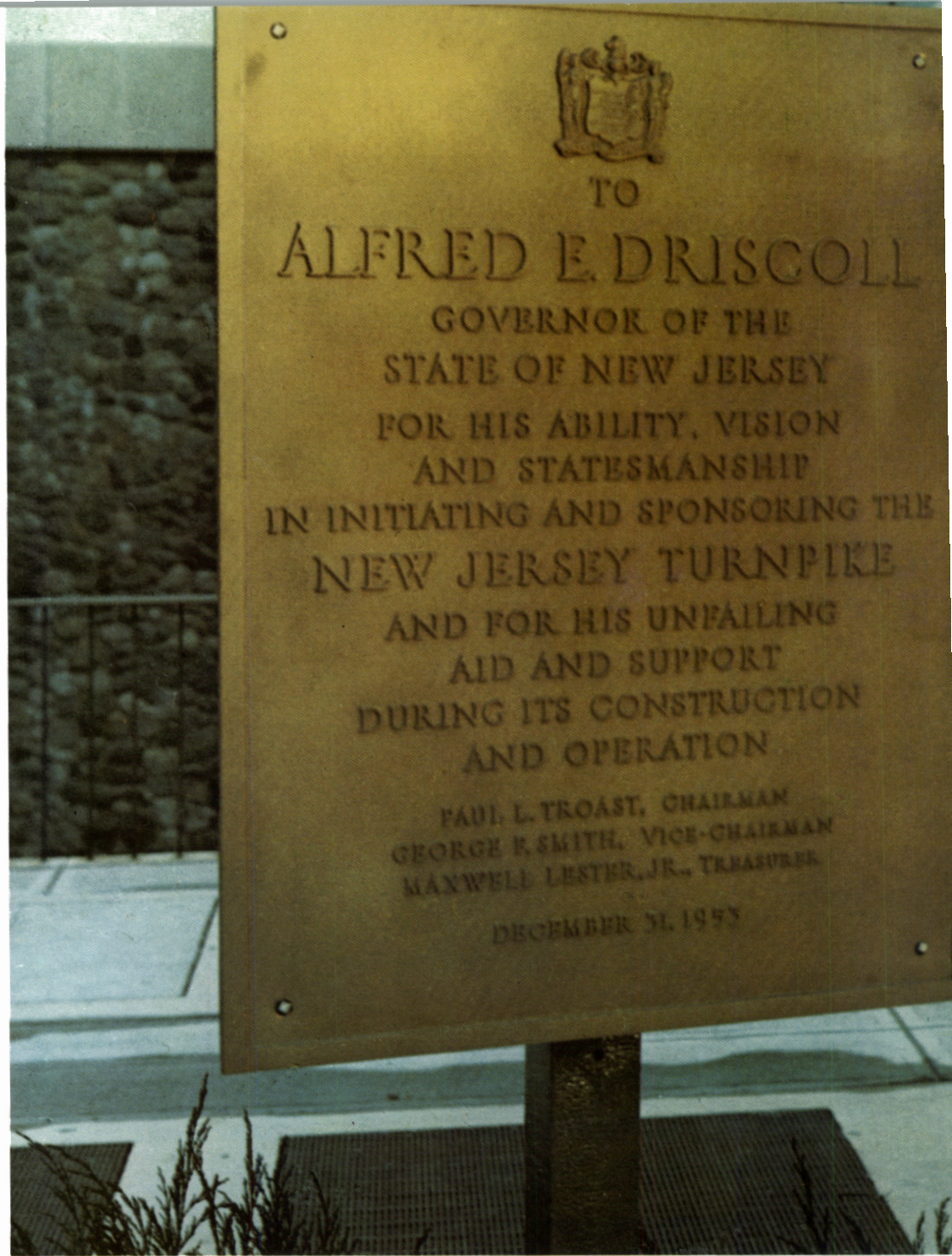
ANGUS M. HARRIS  
*Treasurer*



JOSEPH MORECRAFT, JR.  
*Commissioner*



THEODORE DOLL, JR.  
*Commissioner*



WILLIAM J. FLANAGAN  
*Executive Director*



DAVID W. DOWD  
*General Counsel*



LILLIAN M. SCHWARTZ  
*Secretary-Ass't. Treasurer*

---

**NEW JERSEY TURNPIKE AUTHORITY**  
New Brunswick, New Jersey

---

**AUTHORITY MEMBERS**

Alfred E. Driscoll, *Chairman*  
Robert J. Citrino, Jr., *Vice-Chairman*  
Angus M. Harris, *Treasurer*  
Joseph Morecraft, Jr.  
Theodore Doll, Jr.

\* \* \*

David W. Dowd, *General Counsel*  
Lillian M. Schwartz, *Secretary & Assistant Treasurer*

**STAFF**

William J. Flanagan, *Executive Director*  
William J. Dorgan,  
    *Assistant to the Executive Director*  
Robert E. Mosher, *Comptroller*  
Howard S. Heydon, *Chief Engineer*  
Joseph R. Postizzi, *Senior Attorney*  
Robert E. Ramsen, *Director of Toll Collection*  
Paul M. Weckesser, *Traffic Engineer*  
Anthony E. DeSimon, *Director of Maintenance*  
Oliver K. Compton, Jr., *Director of Personnel*  
Horace A. Tani, *Director of Public Information*  
Robert G. Ott,  
    *Director of Systems & Data Processing*  
Daniel J. Donahue, *Director of Purchasing*

**CONSULTING ENGINEERS**

Howard, Needles, Tammen & Bergendoff

**AUDITORS**

Peat, Marwick, Mitchell & Co.

**TRAFFIC AND REVENUE CONSULTANTS**

Coverdale & Colpitts

**BOND COUNSEL**

Hawkins, Delafield & Wood

**FINANCIAL ADVISOR**

Smith, Barney & Co.

**SENIOR CONSULTANT**

Paul L. Troast



**ALFRED E. DRISCOLL**

*Chairman*

ON THE COVER: The New Jersey Turnpike at Interchange 14B (Jersey City) "supports" the New York Skyline, with the World Trade Center's twin towers, in this telephoto zoom lensed at 230 mm. (Photo by Al Oleck)



WILLIAM T. CAHILL  
Governor of New Jersey



ALFRED E. DRISCOLL, CHAIRMAN  
ROBERT J. CITRINO, JR. VICE CHAIRMAN  
ANGUS M. HARRIS, TREASURER  
JOSEPH MORECRAFT, JR.  
THEODORE DOLL, JR.

NEW JERSEY TURNPIKE AUTHORITY

(201) 247-0900

NEW BRUNSWICK, N.J. 08903

January 4, 1972

To the Honorable William T. Cahill, Governor  
and the Members of the New Jersey Legislature:

The New Jersey Turnpike Authority takes pride in presenting this Annual Report for 1971, marking as it does, the completion of 20 years of Turnpike operations. We have made steady progress since the opening of New Jersey's principal artery of commerce in 1951, and we look forward to continuing our program of service-with-safety for the millions of motorists who find our facility the safest and best way to travel.

In this Report is an account of the Authority's program of work completed and in progress during the year, and the major projects planned for the future. It is with the cooperation of you the Governor, the Legislature and local and state officials that the Authority has been able to play a leading role in the improvement of New Jersey's transportation system. We could not have succeeded without your support.

Respectfully submitted,

ALFRED E. DRISCOLL  
Chairman

ROBERT J. CITRINO, JR.  
Vice Chairman

ANGUS M. HARRIS  
Treasurer

JOSEPH MORECRAFT, JR.  
Commissioner

THEODORE DOLL, JR.  
Commissioner

## *A Year of New Directions*

Every organization devoted to the public good has its own special role to play in a world that is growing more vocal in its demands for service. If, as it often happens, a public agency finds itself besieged by conflicting demands or it encounters opposition in its efforts to carry out its assigned tasks, its role as a vital force in the community is challenged. How it meets that challenge will, to a great extent, test its validity and its capacity to endure.

In 1971 the New Jersey Turnpike Authority successfully met that challenge at a time when, having completed twenty years of operations, it opened up a whole new chapter of decision-making for the future. Now, in its 21st year, the Turnpike comes of age with a searching look at that future: how to improve its facilities and best contribute to the transportation needs of the State.

During the past twenty years the Turnpike Authority has blazed a trail of highway "firsts," culminating in the opening of the 12-lane dual/dual section in 1970. Each new improvement was made on the basis of public necessity, and that is what the New Jersey Turnpike, authorized by the Legislature in 1948, is all about. Nothing could be more valid or enduring. It has become a way of life for a large portion of our population — how large could be gauged from the fact that 1971 saw nearly 100 million revenue vehicles on the New Jersey Turnpike. They came from everywhere, from within and outside the state, taking advantage of the road's unique facilities and patron services.

To improve upon these facilities and services, the Authority in 1971 utilized its manpower and resources in a coordination of programs designed to keep the Turnpike as efficiently and safely operational as humanly possible. With safety and efficiency rides a companion consideration to protect the environment — a consideration which underlies all our planning and design of projects related to the public's wellbeing.

The efforts the Authority has made to advance the public interest along its right-of-way may be gleaned from a review of work accomplished during the year.

Two major projects came to light with almost simultaneous impact. One involved the extension



*Night traffic light-streaks along the "mixing bowl" approaching the 12-lane section.*

of the 12-lane Turnpike five miles farther south from Interchange 10 (Edison) to Interchange 9 (New Brunswick). The other, still in the preliminary planning stage, is the proposed new Turnpike from Toms River to Bound Brook, an adaption of the toll highway that was to have been built by the Garden State Parkway as its "thruway."

The project to extend the 12 lanes, or the "10-9" widening, as it is called, began to materialize early in 1971 when the Authority designated the general consultants and six section engineers to begin design of the widening and the modernization of four major bridges along the Turnpike. It had received in May the necessary financing (\$125.5 million in Turnpike notes maturing in 1975) when a group of dissident East Brunswick property owners refused to give the Turnpike access to their premises for survey and soil boring purposes. Thus began a series of time-consuming legal actions by which the group of property owners, known as the Concerned Citizens, sought to stop the widening project in East Brunswick on the allegation it would damage the environment. Implicit in their opposition was a desire to halt all highway construction in the state.

The Authority, however, received strong support from Governor William T. Cahill, who approved the program on the recommendation of Commissioner John C. Kohl of the State Department of Transportation, while Turnpike Chairman and former Governor Alfred E. Driscoll assured the public that the widening would be accomplished while meeting or exceeding State and Federal environmental standards.

On July 2 the Authority's Legal Department obtained an order from Superior Court Judge John Demos restraining the property owners from interfering with the surveys. The citizens group picketed the Turnpike and held a protest meeting. On September 3 Superior Court Judge David D.

Furman issued an injunction against the widening on the citizens group's complaint, affecting only the East Brunswick section of the work.

On September 7, the Turnpike Authority filed an appeal and the Appellate Division lifted the injunction, prompting Chairman Driscoll to say, "Now we can get on with the job of demonstrating our real concern for the safety and wellbeing of the residents of East Brunswick." Judge Furman, however, retained jurisdiction of the case, scheduling a plenary hearing for later.

## Wins Second Victory

**O**n October 28 the Authority won a second legal victory against attempts to block the project. Judge George Barlow in U.S. District Court, Trenton, rejected the citizens group's application for an injunction against construction work on the Raritan River and Lawrence Brook spans. The judge found no basis for the allegation of "immediate and irreparable harm."

On November 12 Judge Furman in Superior Court denied the Turnpike's motion to dismiss the complaint and set a hearing for January 17. The Authority then filed an appeal and awaited the decision of the court while work on the "10 to 9" project continued. Contracts for the demolition of certain houses in the East Brunswick site of the project were being implemented. Since the lifting of the Furman injunction on September 7, the Authority's engineers and consultants proceeded with all deliberate speed on a program to extend the safety features of the 20-mile dual/dual another five miles to busy Interchange 9, located in East Brunswick.

The construction is part of the program known as the '71 Widening which also included work in progress on four other Turnpike structures: At Rancocas Creek in Burlington County, the old Passaic River and the Hackensack River bridges in Bergen County and the Susquehanna Railroad span in Ridgefield.



*Summoning service in safety.*

## Toms River Extension

**T**he concept of the Toms River-Bound Brook Turnpike was one of former Governor Driscoll's suggestions after he became Turnpike Chairman in 1970. Feasibility studies were underway when Governor Cahill in January 1971 announced his transportation program that would include a new turnpike. The proposal sparked a flurry of activity at the Administration Building where the representatives of 18 municipalities and four counties met on several occasions with Turnpike officials to discuss the preliminary alignment that would run west of the New Jersey Turnpike and follow, with some deviation, the same route that had been set for the Garden State "Thruway." The briefings at the Turnpike headquarters resulted in some modifications of the alignment at the request of municipalities pressing for the changes. Aerial surveys conducted for the Authority's engineering consultants had to be renewed to plot the changes in the alignment which traverses the counties of Ocean, Monmouth, Middlesex and Somerset.

To further sound out the views of people in the area affected, Turnpike engineers visited various groups in the four counties, demonstrated their real concern with the impact on environment, and developed a rapport with people at the grass roots so that the need and importance of the project could be made clear: a north-south facility to meet the constantly growing need for additional traffic lanes along the corridor.

## Beautification Program

The original 12-lane expansion, referred to as the '69 Widening, is basically completed, save for some signing and other refinements. Most important of these is the beautification program entailing the most comprehensive landscaping project ever undertaken by the Authority. The first phase of this four-year program was completed during 1971. By year's end approximately 5,500 trees and shrubs of many species adorned the ground along certain stretches and interchanges. The objective: to transform the northern right-of-way along the meadow and industrial areas into a broad green belt, enhancing the environment and creating a scenic route for the many who live along the way as well as those who drive the Turnpike. Earmarked for the four-year beautification program: approximately \$1.5 million, with the work done by outside contractors but supervised by the Maintenance Department's landscaping section.

Traffic congestion is a problem that plagues many communities, and the Authority took steps to alleviate the problem for its neighbors in East Brunswick Township. On January 27, 1971 it reached an agreement with the Township for the construction by the Authority of its first park-ride facility off Interchange 9. By year end the park-ride, to serve commuters who will use buses enroute to work, was nearing completion. The facility, built on land leased from the Township by the Turnpike, is designed to relieve traffic congestion at a busy location.

While the northern area was being beautified, approximately 16 miles of mainline roadways were resurfaced, primarily in the heavily travelled northern section. Several areas in the south were also repaved, with Maintenance handling some of the work in a continuing policy of cooperation with the Engineering Department wherever the job could be done with Turnpike manpower and equipment, instead of using outside contractors.

Emphasizing the safety factor, the Engineering Department accelerated its program of fencing of overpasses spanning the Turnpike. A multi-year program was begun to chain-link fence every area where motorists could be endangered by objects flung from overpasses to the Turnpike below.



*Planting one of the thousands of trees to beautify the New Jersey Turnpike.*

## Automating Turnpike Traffic

Another cooperative venture saw the Traffic Engineering and Engineering Departments involved in the Sperry Systems project for the installation of an automated traffic surveillance and control system on the widened Turnpike. Sperry's plans and specifications have been completed for the system to provide the New Jersey Turnpike with the most sophisticated, completely automatic computer-controlled operation on any roadway in the country. Cables are being laid and points established for sign control and communications purposes — and ultimately for use in the automated traffic control system. The heart of the operation will be the Administration Building which was expanded in 1971 with the addition of a new building for various departments and a new headquarters for the State Police and Communications Center.

Although not yet finalized, occupancy of the new additions to the Administration Building was established by April, 1971. Six departments and the State Police were operating in the new buildings that complete the Administrative complex on the hill. Early in 1972, personnel from the old building who are now temporarily housed in the new structure will be returned to a completely renovated original building.

## International Signing

**I**nstrumental in the development of uniform signing in the United States, the Turnpike Authority in October, 1971, went a step further and approved the use of international symbol signs, the first highway in the nation to adopt the system.

Approximately 500 signs will be needed to complete the program, many of them will be used within the Turnpike's 14 service areas. It is believed these signs will be extremely helpful to the more than eight million foreigners who travel on U.S. roads every year.

Initial installation of the international signs is scheduled to be made by Maintenance early in 1972.

## Emergency Operations

**M**aintenance distinguished itself in two emergency situations. One was in the first major snowstorm of the winter when a force of 250 men, with 157 pieces of equipment, battled the storm on New Year's Day. Eighty six trucks from four outside contractors were also on the scene, and 141 miles of roadway were returned to bare pavement that day.

On August 28 a Maintenance crew worked all night to correct a pavement failure caused by tropical storm Doria at milepost 25 in the southern section. A four-foot deep, 24-foot wide hole across two lanes, south of Interchange 3 (Runnemede) caused a traffic problem, until the condition was repaired by the Maintenance men.



## Communications Stepped Up

The Authority improved its communications network by the addition of a third channel for its 2-way mobile radio system. The new channel, beamed for its patron services, provides for a two-way system between contract garages and the control board at the Administration Building in East Brunswick. In addition to base station radio transmit and receiving equipment, the set-up includes 100 mobile radio sets, the bulk of which are installed in Citgo and authorized towing garages. This brings the number of sets to 400. The new system supplements the two existing facilities for the State Police and Maintenance.

## Leads in Safety

Safety, the number one priority, became synonymous with the New Jersey Turnpike in 1971. Sharp increase in traffic volumes resulted in just the opposite – and significant decreases in the accident and fatality rates. In 1970, 89,655,299 vehicles used the New Jersey Turnpike, logging 2,382,332,241 miles. In 1971, 98,553,612 revenue vehicles covered 2,574,226,834 miles.

A comparison of the Turnpike accident experience in 1970 and 1971:

1970 – 2,135 accidents, with an accident rate of 89.3. Forty-six fatalities and a fatality rate of 1.92.

1971 – 2,210 accidents, with an accident rate of 85.8. Thirty-three fatalities and a fatality rate of 1.28.

It was the lowest fatality rate in the Turnpike's 20-year history, while the accident rate was the lowest since 1963.

Expediting traffic at the northern terminus, was the opening on October 20 of the roadway connecting the Turnpike at Route 46 with traffic to and from the west on Interstate 80 – the so-called “missing mile.”

A week later the roadway connecting the Turnpike with Route 169 in Bayonne was opened to the public. The “missing mile” was a State Department of Transportation project, in which the Turnpike Authority shared in the cost of the Route 46 interchange. The Route 169 connector in Bayonne was constructed by the Turnpike Authority with costs shared with the State Department of Transportation.

## Enforcement Intensified

Law enforcement activities by the State Police, intensified during the year, contributed to the Turnpike's safety record. Troop D worked closely with the Authority in implementing its regulations and state motor vehicle laws. Turnpike troopers issued, 59,048 summonses, compared to 49,871 in 1970. In addition the men of Troop D rendered assistance to patrons who were in disabled vehicles or involved in accidents. Augmented by six detectives detached from Division Headquarters, the troop performed a vital function in other enforcement areas. Noteworthy was the vigilance of troopers in intercepting the



*The New Jersey Turnpike, focus of land, sea and air transportation hub at Newark Airport Interchange.*

flow of narcotics, dangerous weapons and untaxed cigarettes along the Turnpike. They were also instrumental in breaking up organized gangs in stolen cars.

The vigilance of the State Police troop in combating crime was manifested throughout the year. Notable examples of the troop's effectiveness occurred late in the year. On November 28, the State Police captured two men when they fled after shooting two troopers, and on December 3, Trooper Raymond Bartoshek's timely intervention on the Turnpike resulted in the arrest of four persons connected with a New York City bank robbery. The arrest led to the cracking of the case involving the \$16,000 robbery of the bank in Harlem.

On Sunday April 25 anti-war demonstrators returning from a "March on Washington" staged a sit-down on the Turnpike's northbound roadway disrupting traffic for 30 miles along the southern section. The Turnpike was finally cleared four hours later, when state troopers intervened and made 104 arrests. The demonstrators used the Turnpike in order to get publicity for their protest.

## Maintenance Bolstered

**T**he increase in travel lanes as a result of the widening brought additional maintenance forces into play. To facilitate their operations the new Maintenance District 8 building was opened adjacent to Interchange 16W in East Rutherford to handle work along the westerly alignment and the "missing mile" at the northern terminus.

Further bolstering maintenance facilities will be the new Northern Division Headquarters at Newark Airport, for which construction bids were received on December 3. The facility will house trades and roadway forces and will have a separate unit for the State Police.

One of the busiest maintenance projects for the year was the guard rail operation along the northern section. More than 1300 individual pieces, or 3-½ miles of guard rail had to be replaced, while in the southern area, 542 pieces for a 1-½ mile length were re-installed. The guard rails were damaged in accidents and all the replacement work was done by Turnpike personnel. Another

piece of work was the two complete line-stripping operations in the northern segment of the roadway.

## Inventory Computerized

**A** more sophisticated use of a communications system is the computer information supplied by cathode ray tube consoles located at the Authority's Southern Division headquarters in Moorestown, Central Shops in Hightstown and Northern Division in Elizabeth.



*Maintenance crew resurfacing section of mainline.*

The system keeps track of all parts and materials in storage at every maintenance district and shop, making the New Jersey Turnpike the first toll facility in the United States with a complete "on-line" inventory. Two-thirds of the computerization has been completed, for a total of 17,000 items covered by the inventory control system representing about 942,000 pieces of material worth \$942,000. The inventory for the Northern Division is to be completed early in 1972.

The communications devices are integrated in the Authority's private telephone network. The information for the computers was pulled together by two teams of Maintenance and Systems-Data personnel and three representatives of the auditing firm of Peat, Marwick, Mitchell & Co.

In 1971, Systems-Data transferred its machines and operations to new quarters — the new building where it implemented the Univac

9400 Management Information Computer System.

To the new computer was transferred the ticket prepunching work, ticket audit and statistics processing while data for control of the 17,000 items of Maintenance material and parts was stored in the computer.

"Clean up" of the new computer system was complicated by the necessity for processing 10 million more tickets than were processed in 1970.

The Systems Division, with support from the Comptroller and Director of Purchasing, recommended to the Authority a revision of purchasing policies and practices, which was adopted. This makes possible immediate gains by the establishment of a centralized materials receiving system for departments located in the Administration Building. It also paves the way for mechanization of Purchasing's routine clerical work in 1972, along with the mechanization of budget, recovery and invoice control.

## Legal Activities

**A**lthough the Legal Department was involved primarily in matters dealing with the 1971 Widening program, it was occupied in a number of other activities. These included:

1. Finalization of the 1969 Widening program. A great portion of this was delayed by riparian claims concerned with the widening of bridges, and obtaining parcels for the expanded approaches.

2. Litigation concerning the union's attempt to be declared an agency shop. On December 3 Superior Court Judge David D. Furman ruled that non-union employees on the Turnpike cannot be required to pay the equivalent of dues to the union that represents other employees.

3. Acquisition of property for the new Interchange 7A at Allentown.

4. Settlement of the salt case. Joined by the State, Parkway and several municipalities in a suit against major salt suppliers charged with monopolistic practices and price fixings; \$12,000 was recovered covering the past five years.

5. Initiation of a suit against the Hudson County Mosquito Commission for reimbursement of approximately \$111,000. The amount was for cleaning and maintaining ditches, mostly along the right-of-way, in the Kearny meadows, which the

Turnpike contends was not done.

6. Land acquisitions. The department in 1971 acquired, or was in the process of acquiring, approximately 150 parcels. The bulk is primarily for the 1971 Widening and Interchange 7A projects.

## New Purchasing Technique

**T**he business of handling thousands of requisitions and issuing purchase orders for a great variety of equipment and supplies was accelerated with the adoption of new procedures in 1971.

The Purchasing Department worked closely with the personnel of Systems and Data Processing in effecting a new method allowing the Department to function more efficiently in hastening delivery of quality items.

Months in advance of winter, purchase orders for snow plowing and rock salt were already released and ready to tackle the anticipated storms. Sod was purchased for the Administration Building annex, giving the grounds a well-dressed look with an outdoor carpet of green. Deep in the flow of purchase orders for annual requirements were calcium chloride, chlorine gas, the repair and replacement of ticket and money bags for toll collection, tires for the State Police fleet, fuel oil, reflective letters and numerals for sign manufacture, besides hundreds of other speciality requirements and services.

In addition, there were standard purchases of vehicles from pick-up trucks to utility vans to road sweepers. Chemicals were bought to keep weed growth at a minimum. Guard rail was ordered,

*Trooper operating VASCAR minicomputer to enforce speeding law on Turnpike.*



besides guide posts and traffic cones for safety purposes. Many types of paints were delivered, and of particular interest was the award of an order for precast concrete (pedestal type) benches. These will be placed in several of our northern service areas and each will bear a plaque commemorating a fallen veteran or Turnpike employee.

In the procurement of a vast assortment of items, the Authority complied with state law on competitive bidding and public advertising whenever required.

## Personnel and the Economy

**D**espite the impact of a business economy which found the Authority realizing a low rate of turnover, activity for the Personnel Department was high. Acquisition of full time permanent employees numbered 175 while 149 summer, part-time, and seasonal employees were hired, making a total of 324. On the other hand 58 employees left Turnpike employment; a turnover rate of 2.6 percent was experienced in 1971. A shift in employment practice has occurred, with the Authority no longer employing toll collectors on a part-time basis.

As of November 30, the New Jersey Turnpike Authority personnel roster consisted of 291 management employees, 120 office and clerical employees, and 1047 operating employees, for a total of 1458 permanent employees.

The Medical Section, as an extension of the Personnel Department, accounted for 2378 medical visits; 384 pre-employment, 279 employee and 60 promotional examinations. There were 1655 job-connected injuries. The Turnpike health program included "field trip" visits whereby more than 500 influenza immunizations were administered and 615 chest x-rays taken. The Turnpike Authority Blood Bank realized its greatest Blood Donor Day on October 6, 1971, with 250 donors, resulting in 230 pints of blood.

In December 1971, 491 Turnpike employees were eligible for longevity payment, each having acquired 10 years service.

It was the first full year that the partnership brought about by the signing of a union agreement has been in effect. Beginning January 1, 1972, efforts will be directed towards negotiating sessions since the present agreement with Local 194, A.F.T.E., AFL/CIO expires June 30, 1972.

During 1971, Turnpike Office and Clerical and Management personnel received increases in the aggregate of 6 percent. In addition, separate operating salary groups were instituted for



*The Park-Ride in East Brunswick nearing completion. It is the Authority's first such facility to ease commuter parking congestion at site off Interchange 9.*

front-line supervisors, necessitated by the wages obtained by operating personnel through the Union Agreement. During the year, a night shift was created in the Maintenance Southern Division with manpower recruited by Personnel.

On April 28 the Authority honored 76 employees and four members of the State Police who celebrated 10, 15 or 20 years continuous service on the Turnpike. They were guests at the 10th Annual Awards Dinner at a local restaurant.

In a continuation of the Suggestions Program, 15 employees won cash awards in the 22nd round of the plan. The awards were given on the basis of ideas considered helpful in various phases of Turnpike work, including efficiency and safety. And John Karl Waiblinger, son of Maintenance employee Karl Waiblinger of Hightstown was the recipient of the fourth annual Laderman scholarship, awarded in memory of Harry Laderman, toll collector killed in 1967 by a truck while on duty.

## Patron Services Increased

**M**ore than 18,400,000 patrons stopped at the Authority's 14 gasoline stations and 15 restaurants on the New Jersey Turnpike in 1971, and it was the responsibility of Patron Services to see that they received fast, satisfactory and courteous attention.

Restaurant sales during the year were up 2.305 percent and gasoline sales increased by 6.053 percent. And in the past five years the restaurant and service station sales volume climbed 4.553 and 8.062 percent respectively.

The Howard Johnson Company and Cities Service Oil Company served the more than 18 million patrons who made purchases at the service areas. There were also great numbers who made no purchases but sought travel information or made use of the other facilities.

To meet the increased demands for service at

the Clara Barton (1S) restaurant, a snack bar was constructed and opened for business on April 3.

The parking lot at the Charter Bus Stop is being enlarged to accommodate a sufficient number of buses without having to park them on the grass area during busy periods.

An extensive program to repair and redecorate the interiors of the restaurants has been in progress. At some locations decorative copper hoods were installed above the grills in the counter areas and wall coverings replaced.

Business in the restaurant at the Walt Whitman (3S) Service Area has increased to the extent that an enlargement of the facility is necessary. Approval was granted and plans formulated for the expansion which should be completed in 1972.

Patron Services endeavors to meet normal demands of patrons as the annual volume of business increases, traffic patterns change, or when the increases are abnormal because of special events.

## Tolls Move Heavier Traffic

**W**ith the completion in 1970 of the final segments of the widening program, the year 1971 first saw these facilities put in full use. Except for the finalizing work on a six-lane addition at the Elizabeth interchange early in the year, all of the Toll Collection facilities operated under normal conditions and proved, through the safe and expedient movement of even greater traffic volumes, the soundness of the overall widening program.

A highlight in employee performance occurred on August 18 when Collector Thomas Flanagan saved the life of a motorist whose clothes had caught fire. Authority Chairman Alfred E. Driscoll, commending the collector, said he "set a fine example for your fellow employees. . .one of the primary aims of the Authority has always been, and continues to be, service to the motoring public."

On November 5 the Department entered its 21st year of operation. It processed a grand total of 98,553,612 revenue vehicles during the 20 years since the Turnpike was first opened to the public in 1951. This resulted in a combined entry/exit movement through our 26 toll plazas of 197,107,224 vehicles.



*The Turnpike dual/dual at Woodbridge under the Garden State Parkway and Main Street bridge in X-formation.*

## Filming the Widening

**T**o establish a permanent record of the 12-lane dual/dual Widening, a documentary film of the improvement was being processed for release in 1972. The motion picture film, using footage shot by the photographic section of the Turnpike's Public Information Department, was prepared by a professional film crew. Supplementary scenes were shot in July to complement the screen story sponsored jointly by the New Jersey Turnpike Authority and the American Iron and Steel Institute. The film will be distributed nationally for public showings.

The documentary was one of many activities that occupied the attention of the Public Information Department. It maintained a steady flow of information to the public on the developing construction program, and its impact on the environment. The news media was kept up-to-date on that and other Turnpike programs and accomplishments. The Turnpike's 20th anniversary, beginning with the opening of the first section in November, 1951, and final completion in January, represented the opportunity to tell the running story of the state's first toll road of modern times authorized by the Legislature and signed into law by the then Governor Alfred E. Driscoll, now chairman of the Authority.

Reviewing the performances of the Turnpike organization, one finds an unwavering commitment to the public good. The year ended on a note of optimism, confident that our decisions for the future will meet the challenges ahead in serving the best interests of our people.

**REVENUE VEHICLES**

	1971	1970
January	6,916,592	6,098,743
February	6,630,536	5,980,866
March	7,726,954	7,198,350
April	8,249,308	7,275,266
May	8,358,174	7,688,095
June	8,722,771	7,974,964
July	9,004,057	8,263,184
August	9,253,264	8,452,205
September	8,474,977	7,810,083
October	8,439,919	7,861,294
November	8,281,504	7,504,438
December	8,495,556	7,547,811
<b>Total</b>	<b>98,553,612</b>	<b>89,655,299</b>

**REVENUE MILEAGE**

	1971	1970
January	171,335,256	154,314,236
February	166,218,694	150,755,728
March	188,256,362	189,235,392
April	223,451,086	190,927,041
May	220,621,588	206,986,711
June	226,947,128	213,223,403
July	251,885,723	232,779,334
August	258,711,553	243,940,060
September	223,160,506	207,938,936
October	217,364,740	200,691,781
November	212,966,814	198,445,744
December	213,307,384	193,093,875
<b>Total</b>	<b>2,574,226,834</b>	<b>2,382,332,241</b>

**TOLL REVENUES**

	1971	1970
January	\$ 4,799,252	\$ 4,298,497
February	4,649,667	4,221,689
March	5,402,996	5,162,835
April	5,923,141	5,157,590
May	5,924,662	5,448,643
June	253,182	5,732,892
July	6,588,605	6,024,438
August	6,794,182	6,197,114
September	6,120,405	5,602,263
October	5,934,185	5,513,520
November	5,836,821	5,283,140
December	5,897,213	5,291,841
<b>Total</b>	<b>\$70,124,311</b>	<b>\$63,934,463</b>



*Systems-Data Processing people working at the new computer program's nerve center.*

**OPERATIONS BUDGET - 1972 - 1971**

	1972	1971
Administration-General	\$ 1,193,200	\$ 1,015,800
Data Processing/Systems	798,900	787,600
Accounting	355,300	320,000
Traffic Control & Police	3,592,700	3,963,000
Toll Collection	9,486,000	8,494,800
Maintenance, Repair, Replacement & Reconstruction	10,075,000	9,348,100
Engineering	475,700	435,100
Insurance	1,414,000	1,371,800
Professional Fees	87,000	100,500
Fiduciary Fees	85,000	100,000
Pension & Retirement Funds	1,660,200	1,220,500
Taxes	75,000	96,400
Provision for Salary Adjustment & Wage Increases	643,600	281,400
<b>Total</b>	<b>\$29,941,600</b>	<b>\$27,535,000</b>

**20 YEARS OF OPERATION**

Year	REVENUE VEHICLES	REVENUE MILEAGE	TOLL REVENUE	CONCESSION REVENUES	OTHER REVENUES	TOTAL REVENUES
1951*	787,195	38,246,174	\$ 587,326	\$ 32,861	\$ 87	\$ 620,274
1952	17,948,325	765,807,780	16,241,267	1,523,038	65,330	17,829,635
1953	22,005,078	868,606,100	19,192,647	1,853,880	464,102	21,510,629
1954	24,555,441	927,393,967	20,756,344	1,826,777	634,641	23,217,762
1955	25,888,319	939,672,825	21,122,503	1,859,952	923,169	23,905,624
1956+	31,588,224	1,064,377,974	24,513,371	2,056,530	1,197,682	27,767,583
1957	39,269,643	1,200,254,680	29,022,910	2,370,516	1,447,014	32,840,440
1958	41,615,115	1,232,527,909	30,159,491	2,400,793	1,554,434	34,114,718
1959	46,199,339	1,343,847,970	33,317,927	2,602,998	1,396,407	37,317,332
1960	49,083,017	1,414,759,197	35,583,987	2,650,147	1,274,321	39,508,455
1961	51,737,682	1,471,802,723	37,192,652	2,649,106	1,156,969	40,998,727
1962	54,900,745	1,560,490,809	39,240,487	2,660,029	1,180,789	43,081,305
1963	56,677,379	1,610,706,177	40,778,566	2,749,777	1,270,264	44,798,607
1964	60,707,631	1,753,074,755	44,148,839	3,436,989	1,446,046	49,031,874
1965	64,957,715	1,856,395,130	46,122,200	3,624,311	1,549,790	51,296,301
1966	69,850,328	1,944,951,873	48,609,809	3,752,280	1,628,281	53,990,370
1967	73,528,656	2,030,844,201	51,229,549	3,976,450	1,642,227	56,848,226
1968	78,205,075	2,138,002,435	55,339,724	4,323,562	1,653,381	61,316,667
1969	80,618,191	2,202,999,403	57,636,727	4,624,406	1,979,854	64,240,987
1970	89,655,299	2,382,332,241	63,934,463	4,959,536	1,949,358	70,843,357
1971	98,553,612	2,574,226,834	70,124,311	5,322,464	1,004,360	76,451,135

\*Section of Turnpike opened November 5, 1951  
 +Pennsylvania and Newark Bay-Hudson County Extensions opened in 1956.

**TURNPIKE SAFETY RECORD**

	1971	1970
<b>Enforcement:</b>		
Summonses Issued	59,048	49,871
Criminal Arrests	3,171	2,884
<b>Aids to Motorists:</b>		
Mechanical	36,927	34,483
Gasoline	10,349	9,921
Flat Tires	13,261	13,245
Overheat	2,649	3,221
Other	42,156	35,494
Total Aids	105,342	96,364
Aids	1 per	1 per
	936	930
	Vehicles	Vehicles
Aids per day	289	264
<b>Accident Information:</b>		
Accidents	2,210	2,135
Accident Rate	85.8	89.3
Personal Injuries	1,659	1,646
Injury Rate	64.4	68.9
Fatal Accidents	32	41
Fatalities	33	46
Fatality Rate	1.28	1.92



#### Construction Contracts (Widening Series)

Contract No.	Contractor	Amount
W-700	Gardner M. Bishop Inc.	\$1,345,879
W-720	Bishop — Crimmins	1,858,840
W-721	Franklin Contracting Co.	2,151,650
W-740	Mohawk Constructors, Inc.	506,446
W-741	Franklin Contracting Co.	4,169,949
W-765	Cayuga Construction Corp.	835,460
W-770	Schiavone Construction Co. Inc.	2,385,686
W-790	J. E. Brenneeman, Co.	769,080
W-791	Kaufman Construction Co. Inc.	1,255,462
W-813A	Robert Bassert & Co. Inc.	421,359
W-813B	Daidone Electric Inc.	168,681
W-1210-1	Ritangela Construction Corp.	197,665
W-1323A	Bryan Construction Co. Inc.	2,389,233
W-1323B	Industrial Engineering Works	218,400
W-1323C	Bonhag Co. Inc.	542,100
W-1323D	Nubel Company	141,500
W-1323E	Valentine Electric Co. Inc.	226,000
W-1717	Schiavone Construction Co. Inc.	628,048
W-1723	Brewster Constr. & Equip. Co.	116,880

#### Construction Contracts (R-Series)

R-304	Emcee Construction Co.	\$2,549,693
R-346	A. W. Cross Inc.	228,664
R-347-1	Gardner M. Bishop	321,693
R-358	Halecrest Co.	282,544
R-360	Mohawk Constructors Inc.	565,606
R-362	Kaufman Construction Co. Inc.	152,030
R-364	Whitmyer Bros. Inc.	123,454
R-366	Gallo Asphalt Corp.	409,869
R-367	Della Pello Contracting Co. Inc.	565,440
R-368B	B. Bornstein & Sons Inc.	321,700
R-368C	Braun Engineering Co.	123,960
R-368F	H & R Mechanical Contr. Inc.	134,013
R-369	Tov Painting Corp. & Hudson Maintenance Corp.	348,800
R-372	Mohawk Constructors, Inc.	245,991
R-378	Halecrest Co.	137,117
R-380	J. I. Hass Co. Inc.	187,870

#### Orders for Professional Services

Services	Engineer	Amount
493	H.N.T. & B.	\$ 117,000
497	Clauss & Nolan	136,279
498	Boswell Engineering	289,924

#### Orders for Professional Services

Engineers	Amount	
500	H.N.T. & B.	\$ 496,000
501	J.P. Purcell	717,943
502	Elbee Inc.	621,944
503	H.N.T. & B.	1,213,167
504	Gannett & Fleming	614,780
505	Clauss & Nolan	825,213
506	Edwards & Kelcey	137,310
507	Clauss & Nolan	140,000
508	Azzolina Engineering	115,000
518	Porter & Ripa	116,500
519	H.N.T. & B.	377,524
520	Coverdale & Colpitts	205,000
522	Clauss & Nolan	155,000
523	Gannett & Fleming	634,000
524	Clauss & Nolan	810,000
525	Edwards & Kelcey	105,000
526	J.P. Purcell	635,000
527	Elbee Inc.	615,000
528	H.N.T. & B.	1,075,000
531	H.N.T. & B.	730,000
532	Envir. Research & Tech.	122,562

#### Purchase Order No.

P-13378	Benedetti Oldsmobile	\$104,976.16
P-13514	Lu-San Enterprises, Inc.	207,472.80
P-14350	International Salt Co.	297,860.00
P-123	Cities Service Oil Co.	120,000.00
P-593	West Side Motors	100,197.90

#### Insurance Contracts

American Employers' Insurance Co.	160,770.00
New Jersey Manufacturers Insurance Company	318,575.00

## FINANCING THE EXPANSION

As our 1966 Turnpike Improvement draws to completion, the expanded traffic resulting therefrom prompted the Authority to consider studies by our Consulting Engineers expressing a need for the extension of the widening of the Turnpike to 12 lanes from Interchange 10, its present southern terminus, to Interchange 9 and the shoulder and median modifications to five major bridges; Rancocas Creek Bridge, Raritan River Bridge, Passaic River Bridge, Hackensack River Bridge and the New York, Susquehanna and Western Railroad Viaduct. The Authority considers these improvements necessary in order to provide the traveling public with a safe and adequate facility to accommodate the ever-increasing traffic.

To finance the improvements recommended, the Authority consulted with its Financial Advisor who recommended that it be accomplished by short-term financing. On June 4, 1971, the Authority sold to the Underwriters 4-5/8% Turnpike Notes, Series A, dated May 1, 1971, to mature January 1, 1975, in the amount of \$125,500,000 at a net interest cost of 4.9659% to the Authority. Interest on these notes is funded to maturity.

With the issuance of the 4-5/8% Turnpike Notes, Series A, our long-term debt position changed during the year as follows:

Bond and Note Indebtedness	
As of December 31, 1970	\$770,079,000
Add:	
Sale of 4-5/8%, Turnpike Notes, Series A	125,500,000
Deduct:	895,579,000
Bonds Redeemed during 1971:	
General Revenue Bonds (1950 Issue)	\$33,167,000
General Revenue Bonds (1951 Issue)	7,990,000
As of December 31, 1971	\$854,422,000
Detail of the balance at statement date is as follows:	
General Revenue Bonds	\$112,922,000
Turnpike Revenue Bonds	616,000,000
Turnpike Notes, Series A	125,500,000
Total	\$854,422,000

Under the terms of the Turnpike Notes, Series A, the Authority covenanted, among other things, that it would cause to be retired or provide for the retirement of all General Revenue Bonds by January 1, 1975. The schedule of estimated retirement of General Revenue Bonds as set forth in the Official Statement dated May 24, 1971, as to bonds outstanding at November 30, 1971, was in the amount of \$119,867,000. At that date the Authority had bonds outstanding in the amount of \$116,100,000. The requirement as of November 30, 1972, is in the amount of \$83,378,000. Additional covenants with the Note holders expressly provide alternative methods by which the Authority can proceed to provide for the retirement of the Turnpike Notes, Series A, by maturity.

At December 31, 1971, all reserve requirements pertaining to the General Revenue Bonds were fully met with the exception of a deficit in the General Bond Reserve Fund of \$734,767. This deficiency was made good in January, 1972, by transfer of the excess reserve in the General Interest Reserve Fund and the January revenue transfer.

Net charges to Cost of Investment in Facilities amounted to \$54,384,158 during the fiscal year ended December 31, 1971. Detail by project is as follows:

<b>1966 Turnpike Improvement</b>		
<b>(Including Special Projects)</b>		<b>\$42,723,678</b>
<b>1971 Turnpike Improvement</b>		
<b>(Financed by Turnpike Notes, Series A)</b>		<b>9,550,448</b>
<b>Capital Projects</b>		<b>2,227,335</b>
<b>Original Turnpike</b>		<b>(108,000)</b>
<b>Newark Bay - Hudson County Extension</b>		<b>(9,303)</b>
	<b>Total</b>	<b>\$54,384,158</b>

The credits to Original Turnpike and Newark Bay - Hudson County Extension arose from sale of property and income from investments and were treated in accordance with the Bond Resolutions.

The Consulting Engineers estimated in their report of January 1, 1972, that the cost of the 1966 Turnpike Improvement, only, exclusive of financing costs and Special Projects, would amount to \$412,493,000 without contingency. At December 31, 1971, \$386,456,177 had been charged against this project. It is possible that because of the unpredictable escalation in construction costs since the last issue of Widening and Improvement Bonds, December 9, 1969, an additional issue of Widening and Improvement bonds may be required to finance the completion of the 1966 Turnpike Improvement. The General Revenue Bond Resolution adopted September 22, 1966, provides for the issuance of such bonds.

The acceptance by the motoring public of our enlarged facility is evidenced by the increase in our Toll Revenue and Revenue Vehicles. A comparison is shown below for 1971 versus 1970:

	1971	1970	Increase	% Increase
<b>Toll Revenue (before toll adjustments)</b>	<b>\$70,135,611</b>	<b>63,946,092</b>	<b>6,189,519</b>	<b>9.7</b>
<b>Revenue vehicles</b>	<b>98,553,612</b>	<b>89,655,299</b>	<b>8,893,313</b>	<b>9.9</b>

In connection with the sale of Turnpike Notes, Series A, in 1971, the Traffic Engineers estimated that Toll Revenues and Concession Revenues for 1971 would amount to \$73,076,000. Our actual Toll Revenues and



The New Jersey Turnpike (at right) with the new Administration Building Complex (center) shown in this aerial view.

Concession Revenues for 1971 amounted to \$75,446,775, an increase of 3.2% over the Traffic Engineers' estimate.

Income from Investments for 1971 amounted to \$776,148 compared with \$1,859,975 in 1970, a decrease of \$1,083,827. Of this decrease \$703,969 applies to Second Series Bonds Funds which funds were extinguished with the redemption of the Second Series Bonds in October, 1970. The remaining portion of the decrease is due to diminishing funds available for investment due to the steady retirement of our General Revenue Bonds and greatly reduced yields available in 1971 as compared with 1970.

The Annual Budget of Operating Expenses for the Fiscal Year 1971 was \$27,535,000. Our operating expenses for that year totaled \$26,476,743, or 96.2% of the Annual Budget. Our Operating Expenses for 1971 of \$26,476,743 represent an increase of 19.6% over the Operating Expenses for 1970 of \$22,130,231. 1971 Operating Expenses were affected by wage increases arising from a Union Agreement executed in 1970.

Other Charges financed from the reserves in accordance with provisions of the Bond Resolutions (subsequently restored from revenues) totaled \$4,967,065 in 1971. Of this amount \$1,224,955 was applicable to a renovation project in connection with the Administration Building which is twenty years old and in need of repair. The balance was expended to maintain the operating facilities of the Turnpike for the benefit and safety of its patrons. Other Charges for the Fiscal Year, 1970, amounted to \$3,223,707.

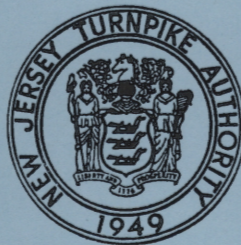
Revenues less Expenses for the Fiscal Year 1971 amounted to \$40,613,329 which includes a charge for interest on General Revenue Bonds of \$4,393,998. There was charged to construction cost in 1971 in accordance with the Bond and Note Resolutions \$37,573,849. Interest on Turnpike Revenue Bonds is funded through January 1, 1976, and on Turnpike Notes through January 1, 1975.

At December 31, 1971, market value of our investments was approximately \$10,100,000 in excess of book value.

The financial statements and supporting schedules are reported on by Peat, Marwick, Mitchell & Co., auditors to the Authority.

**NEW JERSEY  
TURNPIKE AUTHORITY**

**1971 Financial Statements**



PEAT, MARWICK, MITCHELL & CO.

CERTIFIED PUBLIC ACCOUNTANTS

132 WEST STATE STREET

TRENTON, NEW JERSEY 08608

New Jersey Turnpike Authority  
New Brunswick, New Jersey:

We have examined the statement of assets and liabilities of the New Jersey Turnpike Authority as of December 31, 1971, the related statements of revenues and expenses and application of revenues after expenses, interest and other charges for the year then ended, and the statement of cost of investment in facilities to December 31, 1971. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying financial statements present fairly the assets and liabilities of the New Jersey Turnpike Authority as of December 31, 1971, the revenues resulting from its operations and the application thereof for the year then ended, and the cost of investment in facilities to December 31, 1971, in conformity with accounting principles set forth in note 1 of Notes to Financial Statements, applied on a basis consistent with that of the preceding year. The current year's supplementary data included in Schedules 1 through 6 have been subjected to the same auditing procedures and, in our opinion, are stated fairly in all material respects when considered in conjunction with the basic financial statements taken as a whole.

Further, we have read the provisions of the Note and Bond Resolutions relating to the receipt and application of funds and, in our opinion, based on our examination of the financial statements referred to above, the Authority has complied with such provisions.

January 21, 1972

*Peat, Marwick, Mitchell & Co.*

**statement of revenues  
and expenses  
year ended  
december 31, 1971**

with comparative figures for 1970

	<u>1971</u>	<u>1970</u>
<b>Revenues:</b>		
Toll revenue (Schedule 6)	\$ 70,124,311	63,934,463
Concession revenue	5,322,464	4,959,536
Income from investments	776,148	1,859,975
Miscellaneous	<u>228,212</u>	<u>89,382</u>
	<u>76,451,135</u>	<u>70,843,356</u>
<b>Budgeted operating expenses:</b>		
<b>Administration:</b>		
General	992,373	811,978
Data processing/systems	800,582	569,052
Accounting	319,558	281,700
<b>Operation:</b>		
Traffic control and police	3,719,168	2,888,304
Toll collection	8,535,885	6,887,894
Maintenance, repair, replacement and reconstruction	8,866,319	7,815,837
Engineering	403,225	392,008
Insurance	1,374,234	893,669
Professional fees and compensation	90,321	96,252
Expense and compensation of fiduciaries	88,103	97,121
Pension and retirement	1,227,518	1,360,906
Taxes	66,460	44,634
Cash discounts	<u>(7,003)</u>	<u>(9,124)</u>
	<u>26,476,743</u>	<u>22,130,231</u>
	49,974,392	48,713,125
<b>Interest on bonds:</b>		
General revenue bonds	4,393,998	5,514,544
Second series revenue bonds	<u>-</u>	<u>426,635</u>
	4,393,998	5,941,179
	<u>45,580,394</u>	<u>42,771,946</u>
<b>Other charges:</b>		
Repairs, replacements and maintenance items of a type not recurring annually or at short intervals	<u>4,967,065</u>	<u>3,223,707</u>
Revenues after expenses, interest and other charges (see accompanying statement for application thereof) (note 1)	<u>\$ 40,613,329</u>	<u>39,548,239</u>
Interest paid from Bond and Note proceeds during the period - not deducted from revenues and charged to cost of investment in facilities (note 2)	<u>\$ 37,573,849</u>	<u>34,236,250</u>

See accompanying notes to financial statements.

**statement of assets  
and liabilities  
december 31, 1971**

<u>Assets</u>	<u>1971</u>	<u>1970</u>
Operating accounts:		
Cash	\$ 795,578	966,022
Investments - at cost (Schedule 1)	786,035	293,196
Accounts receivable	<u>551,021</u>	<u>494,172</u>
	2,132,634	1,753,390
Funds allocated from reserves to provide for major improvements, repairs, replacements, maintenance, etc.:		
Cash	352,835	97,809
Investments - at cost (Schedule 1)	97,429	2,921,628
Deposits in condemnation cases	97,800	97,800
Accounts receivable	<u>689,715</u>	<u>-</u>
	1,237,779	3,117,237
Other funds (Schedule 2):		
Revenue fund	6,679,172	6,080,011
General interest funds	179,739	100,022
Reserve funds	8,450,322	9,792,890
General sinking funds	<u>755,939</u>	<u>774,125</u>
	16,065,172	16,747,048
Total operating accounts	<u>19,435,585</u>	<u>21,617,675</u>
Construction accounts (Schedule 4)	266,449,148	195,738,992
Cost of investment in facilities	994,735,025	940,350,867
	<u>\$ 1,280,619,758</u>	<u>1,157,707,534</u>

See accompanying notes to financial statements.

<u>Liabilities</u>	<u>1971</u>	<u>1970</u>
Operating accounts:		
Withholdings from employees	\$ 183,214	181,345
Toll revenues received in advance	128,459	108,129
Other liabilities	<u>1,845</u>	<u>1,783</u>
	313,518	291,257
Funds allocated from reserves to provide for major improvements, repairs, replacements, maintenance, etc.:		
Amounts retained from contractors and engineers	<u>529,162</u>	<u>448,987</u>
Total operating accounts	<u>842,680</u>	<u>740,244</u>
Construction accounts (Schedule 4)	2,077,913	4,593,631
Bond and note indebtedness (Schedule 3):		
General revenue bonds	112,922,000	154,079,000
Turnpike revenue bonds	616,000,000	616,000,000
Turnpike notes	<u>125,500,000</u>	<u>-</u>
Total bond and note indebtedness	<u>854,422,000</u>	<u>770,079,000</u>
Bond indebtedness retired from revenues	343,382,893	302,343,196
Revenues retained in funds and other accounts:		
Invested in improvements, enlargements and betterments	68,963,867	66,736,532
Retained in other funds by agreement with bondholders	9,637,439	9,584,548
Retained for general operating purposes	<u>1,292,966</u>	<u>3,630,383</u>
	79,894,272	79,951,463
Commitments and contingencies (note 3)		
	<u>\$ 1,280,619,758</u>	<u>1,157,707,534</u>

*statement of application of revenues after expenses,  
interest and other charges to december 31, 1971*

	<u>Combined total</u>	<u>Revenue fund</u>	<u>General interest fund</u>	<u>Other fun Reserve General interest reserve fund</u>
Balance December 31, 1970	\$ 389,957,159	6,080,011	100,022	2,792,890
Add:				
Revenues after expenses, interest and other charges for year ended December 31, 1971	40,613,329	956,144	70,414	-
Discount on bonds retired, net	369,177	-	-	-
Transfer of excess reserve requirements	-	-	-	(607,801)
Transfers from reserve fund	-	-	-	-
Proceeds from sale of property after certification of completion, etc.	117,303	-	9,303	-
Revenues invested in facilities during year	-	-	-	-
Change in net assets of other operating accounts	-	(356,983)	-	-
	<u>431,056,968</u>	<u>6,679,172</u>	<u>179,739</u>	<u>2,185,089</u>
Less:				
Principal amount of bonds retired, in- cluding \$41,039,697 from revenues and \$117,303 from construction moneys	<u>117,303</u>	<u>-</u>	<u>-</u>	<u>-</u>
Balance December 31, 1971	<u>\$ 430,939,665</u>	<u>6,679,172</u>	<u>179,739</u>	<u>2,185,089</u>
Comprised as follows:				
Revenues invested in improvements, enlargements and betterments	68,963,867	-	-	-
Revenues retained in other funds by agreement with bondholders	9,637,439	6,679,172	179,739	2,022,589
Revenues retained for general operating purposes	<u>1,292,966</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total revenues retained in funds and other accounts	79,894,272	6,679,172	179,739	2,022,589
Bond indebtedness retired from revenues	343,382,893	-	-	-
Proceeds from sale of bonds:				
Retained in accounts by agreement with bondholders	6,927,733	-	-	162,500
Expended for major repairs, replacements, maintenance, etc.	<u>734,767</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>\$ 430,939,665</u>	<u>6,679,172</u>	<u>179,739</u>	<u>2,185,089</u>

See accompanying notes to financial statements.

<u>accounts</u> <u>funds</u>			Funds for major improve- ments, repairs, replace- ments, mainten- ance, etc.	Net assets of other operating accounts	Revenues invested in facilities	Bond in- debtedness retired from revenues
General bond reserve fund	General bonds sinking funds	Total (Schedule 2)				
7,000,000	774,125	16,747,048	2,668,250	1,462,133	66,736,532	302,343,196
4,092,439	40,461,397	45,580,394	(4,967,065)	-	-	-
-	369,177	369,177	-	-	-	-
299,561	308,240	-	-	-	-	-
(5,234,767)	-	(5,234,767)	5,234,767	-	-	-
108,000	-	117,303	-	-	-	-
-	-	-	(2,227,335)	-	2,227,335	-
-	-	(356,983)	-	356,983	-	-
6,265,233	41,912,939	57,222,172	708,617	1,819,116	68,963,867	302,343,196
-	41,157,000	41,157,000	-	-	-	(41,039,697)
6,265,233	755,939	16,065,172	708,617	1,819,116	68,963,867	343,382,893
-	-	-	-	-	68,963,867	-
-	755,939	9,637,439	-	-	-	-
-	-	-	(26,150)	1,319,116	-	-
-	755,939	9,637,439	(26,150)	1,319,116	68,963,867	-
-	-	-	-	-	-	343,382,893
6,265,233	-	6,427,733	-	500,000	-	-
-	-	-	734,767	-	-	-
6,265,233	755,939	16,065,172	708,617	1,819,116	68,963,867	343,382,893

**statement of cost  
of investment  
in facilities to  
december 31, 1971**

	1966 Turnpike Improve- ment (note 1)	1971 Turnpike Improvement (note 2)	Original Turnpike	Extensions and Additional Lanes	Improve- ments, enlarge- ments and betterments provided from revenues	Total to December 31	
						1971	1970
Engineering and architectural	\$ 26,899,016	3,431,510	17,569,745	10,513,533	10,959,877	69,373,681	63,168,155
Land, easements and rights-of-way	22,416,776	1,111,823	20,442,774	7,318,790	2,496,822	53,786,985	51,325,466
Construction, including cost of training and equipping operating personnel, machinery and equip- ment and miscellaneous pre- operating expenses	342,752,877	976,067	231,708,536	139,690,117	55,310,103	770,437,700	752,476,765
Other costs, including adminis- tration	1,871,397	477	1,368,897	500,865	111,902	3,853,538	3,767,790
Financial	<u>126,093,639</u>	<u>4,976,851</u>	<u>8,439,871</u>	<u>18,552,776</u>	<u>88,970</u>	<u>158,152,107</u>	<u>118,847,565</u>
	520,033,705	10,496,728	279,529,823	176,576,081	68,967,674	1,055,604,011	989,585,741
Less income from interim invest- ment of construction funds, etc.	<u>52,233,422</u>	<u>946,280</u>	<u>1,093,951</u>	<u>6,591,526</u>	<u>3,807</u>	<u>60,868,986</u>	<u>49,234,874</u>
	<u>\$ 467,800,283</u>	<u>9,550,448</u>	<u>278,435,872</u>	<u>169,984,555</u>	<u>68,963,867</u>	<u>994,735,025</u>	<u>940,350,867</u>

- Notes:
- (1) Financial cost of the 1966 Turnpike Improvement includes \$113,577,386 interest on Turnpike Revenue Bonds from October 4, 1966, date of initial financing, and \$11,453,850 discount on the sale of the bonds.
- (2) Financial cost of the 1971 Turnpike Improvement includes \$3,337,599 interest on Turnpike Revenue Notes from June 4, 1971, date of financing, and \$1,568,750 discount on the sale of the Notes.

See accompanying notes to financial statements.

*investments*  
*december 31, 1971*  
*schedule 1*

	Interest rate	Maturity (note 1)	Par value	Cost (note 2)	
<b>Operating funds:</b>					
United States Treasury bills	-	%	various	\$ <u>800,000</u>	<u>786,035</u>
<b>Funds allocated from reserve to provide for major improvements, repairs, replacements, maintenance, etc.:</b>					
United States Treasury bills	-		Mar. 16, 1972	<u>100,000</u>	<u>97,429</u>
<b>General interest reserve fund:</b>					
United States Treasury bills	-		Jan. 20, 1972	1,700,000	1,651,042
United States Treasury notes	7-3/4		May 15, 1973	<u>500,000</u>	<u>497,000</u>
				<u>2,200,000</u>	<u>2,148,042</u>
<b>General bond reserve fund:</b>					
United States Treasury bills	-		various	3,470,000	3,399,269
United States Treasury notes	4-3/4		May 15, 1972	1,700,000	1,700,000
United States Treasury notes	7-3/4		May 15, 1973	<u>1,170,000</u>	<u>1,162,980</u>
				<u>6,340,000</u>	<u>6,262,249</u>
<b>Construction fund - 1966 Turnpike Improvement (note 2):</b>					
Certificates of deposit (note 4)	-		various	4,400,000	4,400,000
United States Treasury bills	-		various	2,500,000	2,464,051
Government National Mortgage Assn. Participation Certificates	5		Jan. 19, 1972	1,100,000	1,019,906
United States Treasury bonds	4		Feb. 15, 1972	1,910,000	1,789,431
Federal National Mortgage Association debentures	6-3/4		Mar. 10, 1972	1,000,000	962,812
Federal National Mortgage Association discount notes	-		Mar. 28, 1972	500,000	493,849
Government National Mortgage Assn. Participation Certificates	5-1/2		Jun. 29, 1972	1,000,000	937,188
Federal National Mortgage Association debentures	7.40		Sep. 11, 1972	1,000,000	973,437
Government National Mortgage Assn. Participation Certificates	4-3/8		Nov. 1, 1972	750,000	674,766
Federal National Mortgage Association debentures	8		Dec. 11, 1972	1,000,000	985,937
Government National Mortgage Assn. Participation Certificates	6.45		Apr. 9, 1973	750,000	708,516
Federal National Mortgage Association debentures	4-1/4		Jun. 12, 1973	250,000	218,828
United States Treasury notes	8-1/8		Aug. 15, 1973	<u>700,000</u>	<u>700,000</u>
				<u>16,860,000</u>	<u>16,328,721</u>
<b>Bond interest fund - 1966 Turnpike Improvement (note 2):</b>					
Government National Mortgage Assn. Participation Certificates	5		Jan. 19, 1972	1,560,000	1,505,400
United States Treasury bonds	4		Feb. 15, 1972	1,700,000	1,592,688
The Twelve Federal Land Banks bonds	5.70		Feb. 15, 1972	950,000	909,625
Government National Mortgage Assn. Participation Certificates	5-1/2		Jun. 29, 1972	9,795,000	9,485,737
Federal National Mortgage Assn. discount notes	-		Jun. 29, 1972	575,000	563,436
United States Treasury bonds	4		Aug. 15, 1972	3,683,000	3,448,209
Federal National Mortgage Association debentures	7.40		Sep. 11, 1972	<u>980,000</u>	<u>976,325</u>
Bond interest fund - 1966 Turnpike Improvement, Balance carried forward				\$ <u>19,243,000</u>	<u>18,481,420</u>

## investments schedule 1 cont.

	Interest rate	Maturity (note 1)	Par value	Cost (note 2)
Bond interest fund - 1966 Turnpike Improvement, Balance brought forward			\$ 19,243,000	18,481,420
Bond interest fund - 1966 Turnpike Improvement (note 2):				
The Twelve Federal Land Bank bonds	5-7/8%	Oct.23,1972	4,081,000	4,052,380
Federal National Mortgage Association debentures	8	Dec.11,1972	5,585,000	5,557,075
Government National Mortgage Assn. Participation Certificates	6.45	Apr. 9,1973	6,120,000	6,120,000
Export-Import Bank debentures	6.15	Apr.30,1973	1,015,000	966,787
Federal National Mortgage Association debentures	4-1/4	Jun.12,1973	7,645,000	7,017,944
Federal National Mortgage Assn. Capital debentures	6	Oct. 1,1973	4,320,000	4,280,494
United States Treasury bonds	4-1/8	Nov.15,1973	10,850,000	9,778,459
The Twelve Federal Land Banks bonds	4-1/2	Feb.20,1974	3,915,000	3,684,994
Export-Import Bank Participation Certificates	5-1/8	May 4,1974	11,610,000	10,938,044
Federal National Mortgage Association debentures	7.85	Sep.10,1974	2,020,000	2,013,687
United States Treasury bonds	3-7/8	Nov.15,1974	8,238,000	7,517,175
United States Treasury notes	5-3/4	Nov.15,1974	5,661,000	5,559,333
The Twelve Federal Land Banks bonds	4-3/8	Apr.21,1975	25,402,000	22,372,220
United States Treasury notes	6	May 15,1975	8,035,000	8,020,984
			<u>123,740,000</u>	<u>116,360,996</u>
Special projects:				
Certificates of deposit (note 4)	-	various	650,000	650,000
United States Treasury bills	-	various	600,000	592,059
Federal National Mortgage Association debentures	5.125	Feb.10,1972	1,500,000	1,399,453
Federal National Mortgage Assn. Discount notes	-	Mar.28,1972	400,000	395,079
The Twelve Federal Land Banks bonds	3.875	Sep.15,1972	1,500,000	1,357,031
The Twelve Federal Land Banks bonds	4.50	Feb.20,1974	1,500,000	1,340,625
Government National Mortgage Assn. Participation Certificates	4.70	Dec. 1,1974	1,400,000	1,225,000
			<u>7,550,000</u>	<u>6,959,247</u>
Note construction fund - 1971 Turnpike Improvement (note 2):				
Certificates of deposit (note 4)	-	various	24,300,000	24,300,000
United States Treasury bills	-	various	1,700,000	1,678,429
Federal National Mortgage Assn. discount notes	-	Feb.29,1972	600,000	596,442
Government National Mortgage Assn. Participation Certificates	5-1/2	Jun.29,1972	4,000,000	4,000,000
United States Treasury bonds	4	Aug.15,1972	4,000,000	3,945,000
The Twelve Federal Land Banks bonds	8.35	Sep.15,1972	4,000,000	4,000,000
The Twelve Federal Land Banks bonds	5-7/8	Oct.23,1972	4,000,000	4,000,000
Federal Home Loan Bank notes	7-3/8	Nov.27,1972	4,000,000	4,000,000
United States Treasury bonds	2-1/2	Dec.15,1972	6,000,000	5,741,250
Federal Home Loan Bank notes	5.70	Feb.26,1973	3,000,000	3,000,000
Federal National Mortgage Association debentures	7.30	Mar.12,1973	3,000,000	3,000,000
Government National Mortgage Assn. Participation Certificates	6.45	Apr. 9,1973	3,000,000	3,000,000
			<u>61,600,000</u>	<u>61,261,121</u>
Note construction fund - 1971 Turnpike Improvement, Balance carried forward			\$ 61,600,000	61,261,121

	Interest rate	Maturity (note 1)	Par value	Cost (note 2)
Note construction fund - 1971 Turnpike Improvement, Balance brought forward			\$ 61,600,000	61,261,121
Note construction fund - 1971 Turnpike Improvement (note 2):				
Federal Home Loan Bank notes	4-1/4%	May 25, 1973	4,000,000	3,895,000
Federal National Mortgage Association debentures	8.35	Jun. 12, 1973	4,000,000	4,000,000
The Twelve Federal Land Banks bonds	7.95	Jul. 20, 1973	4,000,000	4,000,000
United States Treasury bonds	4	Aug. 15, 1973	4,000,000	3,867,500
Federal National Mortgage Association debentures	8.10	Sep. 10, 1973	6,000,000	6,000,000
Federal National Mortgage Association debentures	5-3/4	Dec. 10, 1973	3,000,000	3,000,000
Federal Home Loan Bank notes	8.40	Feb. 25, 1974	3,000,000	3,000,000
The Twelve Federal Land Banks bonds	7.30	Apr. 22, 1974	3,000,000	3,000,000
Federal National Mortgage Association debentures	7.90	Jun. 10, 1974	3,000,000	3,000,000
Federal National Mortgage Association debentures	5.65	Sep. 10, 1974	1,000,000	990,000
			<u>96,600,000</u>	<u>96,013,621</u>
Note interest fund - 1971 Turnpike Improvement (note 2):				
Federal National Mortgage Association debentures	4-3/8	Jun. 12, 1972	2,390,000	2,378,050
Federal National Mortgage Association debentures	7.20	Dec. 11, 1972	2,440,000	2,440,000
Federal National Mortgage Association debentures	8.35	Jun. 12, 1973	2,530,000	2,530,000
Federal National Mortgage Association debentures	5-3/4	Dec. 10, 1973	2,630,000	2,616,850
Federal National Mortgage Association debentures	7.90	Jun. 10, 1974	2,710,000	2,710,000
Federal National Mortgage Association debentures	6.10	Dec. 10, 1974	2,815,000	2,815,000
			<u>15,515,000</u>	<u>15,489,900</u>
Second Series Proceeds Funds (Series B - 1953):				
United States Treasury bills	-	Jun. 8, 1972	200,000	195,746
Deposits in condemnation cases:				
United States Treasury bills	-	various	6,195,000	6,053,841
Federal National Mortgage Assn. discount notes	-	Mar. 27, 1972	170,000	165,641
Federal National Mortgage Association debentures	5.65	Sep. 10, 1974	1,000,000	990,000
Federal National Mortgage Association debentures	6.10	Dec. 10, 1974	2,000,000	2,000,000
			<u>9,365,000</u>	<u>9,209,482</u>
Total investments			<u>\$ 279,270,000</u>	<u>269,851,468</u>

Notes:

- (1) United States Treasury bills mature periodically to June 8, 1972.
- (2) Investments of the Bond and Note Construction Funds and Bond and Note Interest Funds - 1966 and 1971 Turnpike Improvements have been valued at the lower of cost or the principal amount thereof in accordance with the terms of the Resolutions.
- (3) As of December 31, 1971, the aggregate market value of the investments was approximately \$10,100,000 in excess of cost.
- (4) Certificates of deposit bear interest at annual rates of 4.25% to 5.75% and mature periodically to July 5, 1972. The certificates which total \$29,350,000 were issued by the following banks - The Chase Manhattan Bank, N.A., \$15,850,000; National Newark and Essex Bank, \$5,500,000; Peoples Trust of New Jersey, \$8,000,000. Where required, such certificates are secured by a pledge of direct obligations of the United States by appropriate amounts as required by the Bond and Note Resolutions.

**other funds**  
**december 31, 1971**  
**schedule 2**

with comparative figures for 1970

	Cash on de- posit with Trustee, Special Trustee and Sinking Fund Agent	Investments in United States Government obligations - at cost (Schedule 1)	Total December 31	
			1971	1970
Revenue fund	\$ 6,679,172	-	6,679,172	6,080,011
General interest fund	179,739	-	179,739	100,022
Reserve funds:				
General interest reserve fund	37,047	2,148,042	2,185,089	2,792,890
General bond reserve fund	2,984	6,262,249	6,265,233	7,000,000
	40,031	8,410,291	8,450,322	9,792,890
General bonds sinking funds (see note):				
3-1/4% - 1950 issue	749,854	-	749,854	542,536
3.20% - 1951 issue	6,085	-	6,085	231,589
	755,939	-	755,939	774,125
	\$ 7,654,881	8,410,291	16,065,172	16,747,048

Note - Approximately \$744,000 had been committed on firm orders to purchase bonds to be delivered in January 1972.

**summary of construction accounts**  
**december 31, 1971**  
**schedule 4**

with comparative figures for 1970

<u>Assets</u>	<u>1966 Turnpike Improvement</u>		
	<u>Con- struction accounts</u>	<u>Bond interest fund</u>	<u>Special projects</u>
Cash	\$ 525,904	3,699	210,888
Deposits in condemnation cases, including investments of \$9,209,482 (Schedule 1)	8,864,411	-	-
Interim investments of construction funds (Schedule 1)	16,328,721	116,360,996	6,959,247
Deposits, other than condemnation	100,000	-	-
Accounts receivable	102,970	-	505,575
	\$ 25,922,006	116,364,695	7,675,710
<u>Liabilities</u>			
Amounts retained from contractors and engineers	\$ 1,623,206	-	139,488

# bond and note indebtedness december 31, 1971 schedule 3

with comparative figures for 1970

	<u>Original amount authorized and issued</u>	<u>Acquired and cancelled in prior years</u>	<u>Amount outstanding Dec.31,1970</u>	<u>Acquired by sinking fund and cancelled during 1971</u>	<u>Amount outstanding Dec.31,1971</u>
<b>General revenue bonds:</b>					
Turnpike revenue bonds (1950 issue), 3-1/4%, maturing January 1, 1985	\$ 220,000,000	95,163,000	124,837,000	33,167,000	91,670,000
Turnpike revenue bonds (1951 issue), 3.20%, maturing January 1, 1986	<u>35,000,000</u>	<u>5,758,000</u>	<u>29,242,000</u>	<u>7,990,000</u>	<u>21,252,000</u>
	<u>255,000,000</u>	<u>100,921,000</u>	<u>154,079,000</u>	<u>41,157,000</u>	<u>112,922,000</u>
<b>Second series revenue bonds</b>	<u>211,200,000</u>	<u>211,200,000</u>	-	-	-
<b>Turnpike revenue bonds:</b>					
Series A, 4-3/4% (1966 issue), maturing January 1, 2006	179,000,000	-	179,000,000	-	179,000,000
Series B, 5-1/8% (1968 issue), maturing January 1, 2008	75,000,000	-	75,000,000	-	75,000,000
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	-	125,000,000	-	125,000,000
Series D, 5-3/4% (1969 issue), maturing January 1, 2008	60,000,000	-	60,000,000	-	60,000,000
Series E, 5-7/8% (1969 issue), maturing January 1, 2008	40,000,000	-	40,000,000	-	40,000,000
Series F, 7% (1969 issue), maturing January 1, 2009	<u>137,000,000</u>	<u>-</u>	<u>137,000,000</u>	<u>-</u>	<u>137,000,000</u>
	<u>616,000,000</u>	<u>-</u>	<u>616,000,000</u>	<u>-</u>	<u>616,000,000</u>
	<u>1,082,200,000</u>	<u>312,121,000</u>	<u>770,079,000</u>	<u>41,157,000</u>	<u>728,922,000</u>
<b>Turnpike notes:</b>					
Series A, 4-5/8% (1971 issue), maturing January 1, 1975	<u>125,500,000</u>				<u>125,500,000</u>
	<u>\$ 1,207,700,000</u>				<u>854,422,000</u>

Note - To December 31, 1971, bond indebtedness totaling \$353,278,000 had been retired, of which amount \$343,382,893 had been retired from revenues and \$9,895,107 from excess construction funds.

1971 Turnpike Improvement	Newark Bay - Hudson County	Note interest fund	ex- tension	Total December 31	
Con- struction accounts				<u>1971</u>	<u>1970</u>
398,641		21,148	26,220	1,186,500	1,274,282
4,335,761		-	-	13,200,172	12,746,844
96,013,621		15,489,900	195,746	251,348,231	181,288,931
-		-	-	100,000	125,777
<u>5,700</u>		<u>-</u>	<u>-</u>	<u>614,245</u>	<u>303,158</u>
<u>100,753,723</u>		<u>15,511,048</u>	<u>221,966</u>	<u>266,449,148</u>	<u>195,738,992</u>
<u>315,219</u>		<u>-</u>	<u>-</u>	<u>2,077,913</u>	<u>4,593,631</u>

**cash receipts and disbursements**  
**year ended december 31, 1971**  
**schedule 5**

	Combined <u>total</u>	Operating <u>accounts</u>	Funds for major improve- ments, repairs, <u>etc.</u>	Revenue <u>fund</u>	Genera interes <u>fund</u>
Cash balances, December 31, 1970	\$ 9,694,523	966,022	97,809	6,080,011	42,000
Receipts:					
Revenues (including income of \$776,148 on investments)	76,429,186	92,588	95,906	75,653,038	97,500
Transfers of income on investments	-	(92,588)	(95,906)	776,148	(97,500)
Transfers from revenue fund	-	26,811,777	-	(75,830,025)	4,464,400
Income on construction investments	15,376,802	-	-	-	-
Sale or redemption of investments	214,649,813	11,661,241	6,050,017	-	4,701,300
Proceeds from sale of property after certification of completion	117,303	-	-	-	9,300
Transfers of excess reserves	-	-	-	-	-
Transfers from reserve funds	-	-	5,234,767	-	-
Proceeds from sale of notes including accrued interest of \$532,068	124,463,318	-	-	-	-
Transfers from construction accounts	-	-	-	-	-
	<u>440,730,945</u>	<u>39,439,040</u>	<u>11,382,593</u>	<u>6,679,172</u>	<u>9,217,050</u>
Disbursements:					
Budgeted operating expenses	26,476,743	26,476,743	-	-	-
Interest on bond and note indebtedness	42,499,915	-	-	-	4,393,990
Purchase of investments including accrued interest	285,167,776	12,166,719	3,225,818	-	4,643,320
Retirement of bond indebtedness of \$41,157,000	40,787,823	-	-	-	-
Payment of cost of construction, studies and other repairs, replacements and maintenance items	35,355,566	-	7,803,940	-	-
Deposits in condemnation cases	453,328	-	-	-	-
	<u>430,741,151</u>	<u>38,643,462</u>	<u>11,029,758</u>	<u>-</u>	<u>9,037,310</u>
Cash balances, December 31, 1971	\$ <u>9,989,794</u>	<u>795,578</u>	<u>352,835</u>	<u>6,679,172</u>	<u>179,730</u>

<u>Depositories</u>	Cash <u>balance</u>	Market value of securities pledged to <u>secure deposits</u>
Operating accounts:		
First Jersey National Bank	\$ 55,448	3,249,063
The Peoples National Bank of Central Jersey	336,571	1,515,875
Bank of Passaic and Clifton, N.A.	330,659	848,625
Toll collectors' and other imprest funds	72,900	-
Funds for Major Improvements, Repairs, etc.:		
First National Bank of Passaic County	350,692	2,784,378
National Community Bank	2,143	4,165,892
Revenue Fund:		
Fidelity Union Trust Company	1,011,425	7,043,126
The National State Bank	5,667,747	7,212,998
1971 Note Resolution accounts:		
First National State Bank of New Jersey	21,148	930,313
National Newark & Essex Bank	398,641	8,032,815
All other funds:		
The Chase Manhattan Bank, N.A.	<u>1,742,420</u>	<u>33,087,739</u>
	\$ <u>9,989,794</u>	<u>68,870,824</u>

General interest reserve <u>fund</u>	General bond reserve <u>fund</u>	General bonds sinking <u>funds</u>	1952 bond resolu- tion con- struction <u>funds</u>	1966 Turnpike Improvement			1971 Turnpike Improvement	
				Con- struction <u>accounts</u>	Special projects	Bond interest <u>fund</u>	Con- struction <u>accounts</u>	Note interest <u>fund</u>
260,872	199,375	774,125	26,594	1,112,530	131,364	3,794	-	-
121,362	352,927	15,767	-	-	-	-	-	-
(121,362)	(352,927)	(15,767)	-	-	-	-	-	-
-	4,092,439	40,461,397	-	-	-	-	-	-
-	-	-	-	2,044,286	493,751	8,140,463	3,475,717	1,222,585
4,016,618	10,755,761	4,263,000	390,697	60,344,176	11,495,212	60,378,348	34,065,239	6,528,188
-	108,000	-	-	-	-	-	-	-
(607,801)	299,561	308,240	-	-	-	-	-	-
-	(5,234,767)	-	-	-	-	-	-	-
-	-	-	-	-	-	-	124,463,318	-
-	-	-	-	-	-	-	(19,061,828)	19,061,828
<u>3,669,689</u>	<u>10,220,369</u>	<u>45,806,762</u>	<u>417,291</u>	<u>63,500,992</u>	<u>12,120,327</u>	<u>68,522,605</u>	<u>142,942,446</u>	<u>26,812,601</u>
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	34,236,250	-	3,869,667
3,632,642	10,217,385	4,263,000	391,071	47,038,709	9,451,776	34,282,656	132,932,893	22,921,786
-	-	40,787,823	-	-	-	-	-	-
-	-	-	-	19,764,812	2,511,663	-	5,275,151	-
-	-	-	-	(3,828,433)	(54,000)	-	4,335,761	-
<u>3,632,642</u>	<u>10,217,385</u>	<u>45,050,823</u>	<u>391,071</u>	<u>62,975,088</u>	<u>11,909,439</u>	<u>68,518,906</u>	<u>142,543,805</u>	<u>26,791,453</u>
<u>37,047</u>	<u>2,984</u>	<u>755,939</u>	<u>26,220</u>	<u>525,904</u>	<u>210,888</u>	<u>3,699</u>	<u>398,641</u>	<u>21,148</u>

**toll revenue**  
**year ended december 31, 1971**

**schedule 6**

with comparative figures for 1970

Class	Description	1971		1970	
		Toll revenue	Vehicles	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 44,583,793	83,285,522	\$ 40,600,141	75,580,708
2	Vehicles having two axles other than type described under Class 1	4,634,851	4,961,312	4,467,495	4,791,541
3	Vehicle (vehicles), single or in combination, having three axles	2,991,790	1,953,920	2,714,276	1,691,947
4	Vehicle (vehicles), single or in combination, having four axles	6,902,087	3,665,822	6,601,586	3,528,716
5	Vehicle (vehicles), single or in combination, having five axles	10,997,550	4,675,658	9,536,246	4,050,915
6	Vehicle (vehicles), single or in combination, having six or more axles	25,540	11,378	26,348	11,472
	Non-revenue vehicles*	-	532,359	-	512,885
		70,135,611	99,085,971	63,946,092	90,168,184
	Deduct toll adjustments	11,300		11,629	
		\$ 70,124,311		\$ 63,934,463	

\*Non-revenue vehicles represents traffic of members, officers and employees of the Authority actually in the performance of their duties or traveling to or from such duties, members of the New Jersey State Police Force, members of Fire Departments or local Police Departments actually in the performance of their duties, ambulances, rescue squads or necessary vehicles of concessionaires.

# notes to financial statements

## (1) Accounting Principles

- (a) Authorizing legislation - The New Jersey Turnpike Authority is a body corporate and politic created by the New Jersey Turnpike Authority Act of 1948 as amended and supplemented, authorized to construct, maintain, repair and operate turnpike projects at locations established by law, and to issue turnpike revenue bonds or notes of the Authority, subject to prior approval in writing of the Governor and of either or both the State Treasurer and the Comptroller of the Treasury, payable solely from tolls and other revenues of the Authority. Under the provisions of the Act, turnpike revenue bonds or notes and the interest thereon shall not be deemed to constitute a debt or liability or a pledge of the faith and credit of the State or any political subdivision thereof.

The Authority has no stockholders nor equity holders and all revenues of the Turnpike are required to be deposited by the Authority with, or in the name of, a special trustee to be applied in accordance with the provisions of the bond and note resolutions.

Accounts of the Authority are maintained in accordance with the principles set forth in this note, which are based on the provisions of the bond and note resolutions and on the Authority's interpretation of said resolutions.

- (b) Investment in facilities - Consists primarily of amounts expended to acquire right-of-way, construct and place in operation the turnpike, its extensions and related facilities. In accordance with the bond and note resolutions there have been included in construction costs expenses in connection with the offering, selling and issuance of bonds and notes; discount on the sale of bonds and notes; commitment fees under bond purchase agreements; cost of certain real estate in excess of right-of-way requirements which may be sold and the proceeds applied in reduction of construction costs; and interest on bonds and notes (less income earned on unexpended construction funds) and administrative and legal expenses during the construction period. This amount also includes the cost of improvements, enlargements and betterments provided from revenues.
- (c) Interest - Interest on bond and note indebtedness is payable semi-annually on January 1, and July 1, of each year. Interest due on January 1, 1972 of \$22,805,613 had been deposited with the paying agent as of December 31, 1971 (as in the previous year) and, accordingly, there is no liability shown in the accounts for such interest at that date.
- (d) Pension and retirement plans - Employees of the Authority are covered by the Public Employees Retirement System of the State of New Jersey. Pension plan expense of \$616,911 for 1971 (\$852,915 in 1970) is based on annual billings received from the Retirement System and recorded on a cash basis. Authority employees are also covered by the Federal Social Security Act.
- (e) Operations - Toll revenues are recorded as earned, income on investments and from concessions is recorded when collected and costs of construction, improvements, enlargements and betterments to the facility and operating expenses (including materials and supplies) are recorded when paid.

The Annual Budget of Operating Expenses as filed for the year 1971 amounted to \$27,535,000 as compared with cash disbursements during 1971 for operating expenses of \$26,476,743. The resolutions state that operating expenses shall not include any allowance for depreciation and, accordingly, no provision for depreciation has been included in the accounts or in the accompanying financial statements. Effective recovery of construction costs is expected to be accomplished through the required allocation of available revenues to the respective sinking funds for retirement of the related bond indebtedness. During 1971, \$40,769,637 was made available for the retirement of General Revenue Bonds, \$40,652,334 of which was from revenues and reserves and \$117,303 from construction moneys.

The Authority, with the approval of the Consulting Engineer, may direct the Trustee to transfer funds from Reserve Funds to special accounts to pay the cost of repairs, replacements or maintenance items of a type not recurring annually or at short intervals and which were not provided for in the budgeted operating expenses. During the year ended December 31, 1971, transfers for such purposes amounted to \$5,234,767. From funds so provided during the current and preceding year, including funds previously provided for major improvements, expenditures were made for major improvements in the amount of \$2,227,335, which amount has been added to the cost of investment in facilities and \$4,967,065 for repairs, replacements and maintenance items which has been reflected as other charges in the accompanying Statement of Revenues and Expenses.

Net revenues for the year 1971 as defined in the 1966 bond resolution amounted to \$49,639,358 (revenues \$76,451,135, less amounts paid from the Revenue Fund into the Operating Fund, \$26,811,777). For the year 1970, net revenues as defined, were \$49,453,412.

## (2) Agreements with Bond and Note Holders

The Authority has from time-to-time authorized the issuance of bonds and notes to finance the cost of construction of the Turnpike, its extensions and various improvement programs. Details of the issues presently outstanding are shown in Schedule 3. The Resolutions provide for the issuance of additional bonds and notes subject to certain limitations.

In the resolution relating to the Turnpike Notes, the Authority has covenanted to charge such tolls as shall be required in order that net revenues will be at least sufficient, together with other available funds, to retire or provide for the retirement of all the General Revenue Bonds by January 1, 1975. Such requirement is greater than the minimum annual sinking fund requirements under the 1952 General Bond Resolutions, as amended, and the annual requirement under the 1966 General Revenue Bond Resolution, which annual requirements have been satisfied. At December 31, 1971, \$755,939 was available in sinking funds for the retirement of outstanding General Revenue Bonds. In the opinion of the Authority, the General Revenue Bonds will be retired by January 1, 1975. General Revenue Bonds, at the election of the Authority, may be redeemed at varying premium rates other than by operation of the respective sinking funds, as set forth in the bond resolution.

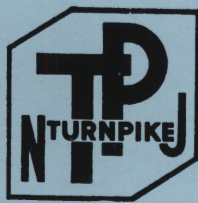
The Turnpike Notes are subject to redemption on or after July 1, 1973 at varying premium rates and mature on January 1, 1975. The principal of the Notes is to be paid from the proceeds of Turnpike Revenue Bonds of the Authority, unless paid from other available funds. Such bonds may be issued after January 1, 1974 or the final retirement of the General Bonds, whichever is later. The Authority expressly covenants in the Note Resolution that, unless funds shall be made available in an amount sufficient to pay the Notes in full at maturity, it will sell and issue its Refunding Bonds to refund the Notes at the maturity date and will adjust or increase its Toll Rates to the extent necessary so that net revenues (as defined) shall meet the earnings test and conditions under the 1966 General Revenue Bond Resolution for the issuance of such refunding bonds. Based upon existing toll schedules, estimated future revenues after payment of estimated costs of operation and maintenance would not provide sufficient net revenue (as defined) to meet the requirements of the tests for the issuance of refunding bonds in the principal amount required to provide for the retirement of the Notes.

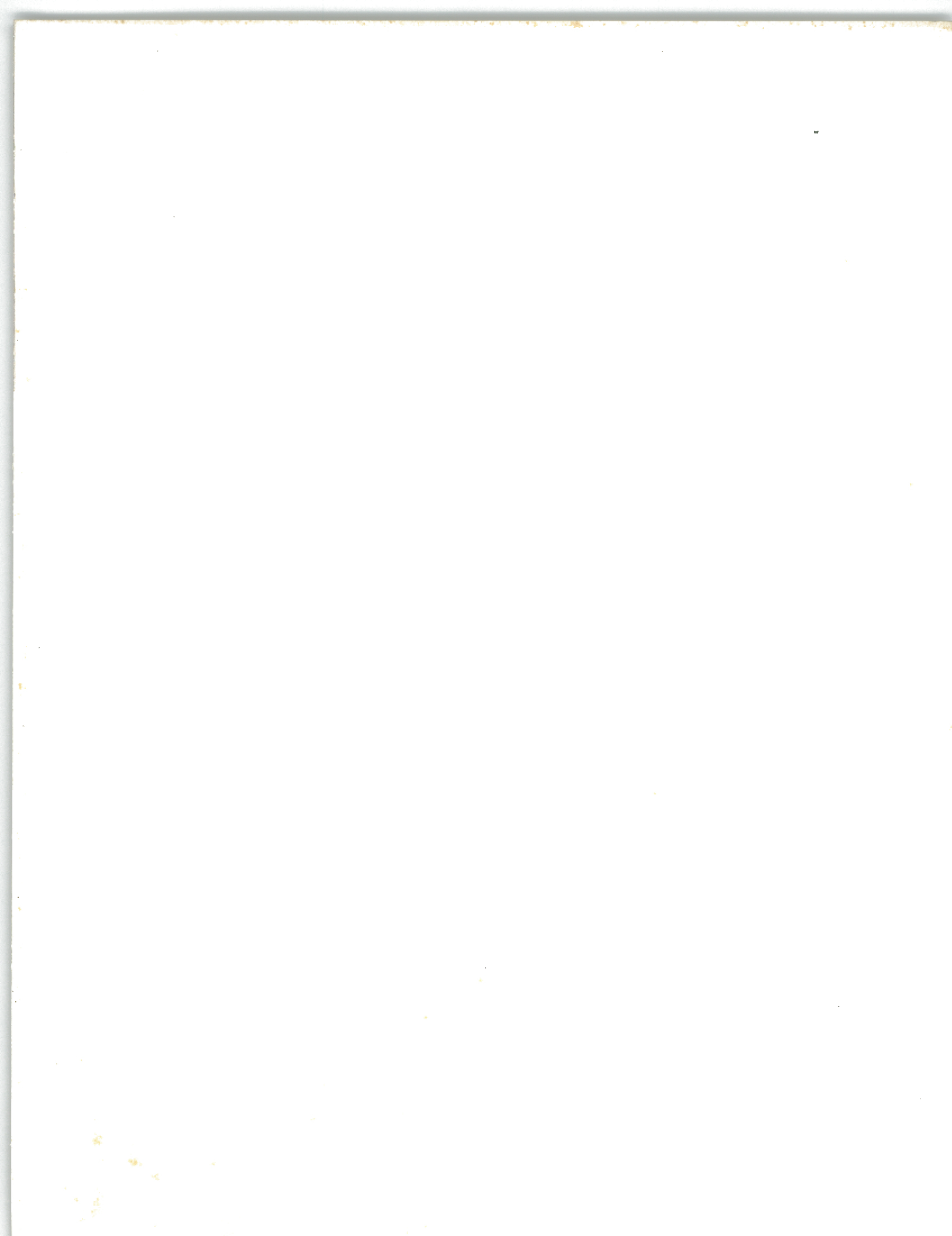
On and after the retirement of all of the General Revenue Bonds, the Turnpike Revenue Bonds will be payable from and secured by pledge of the revenues of the turnpike system. Sinking fund requirements for the Turnpike Revenue Bonds commence with the annual period ending November 15, 1978.

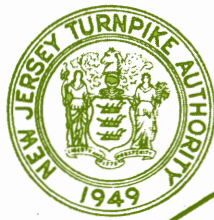
Interest on the Turnpike Revenue Bonds and Notes prior to January 1, 1976 and January 1, 1975, respectively, will be payable from a portion of the bond and note proceeds deposited in the Bond and Note Interest Funds and the investment earnings of such funds. Interest on Turnpike Revenue Bonds and Notes charged to cost of investment in facilities in 1971 amounted to \$37,573,849 and investment earnings of the related interest funds credited to cost of investment in facilities amounted to \$8,459,351.

(3) Commitments and Contingent Liabilities

In addition to commitments in the normal course of business, the Authority is contingently liable under pending lawsuits and claims in which the Authority is named a defendant. In the opinion of the Authority, the aggregate liability of such actions would not materially affect its financial position.

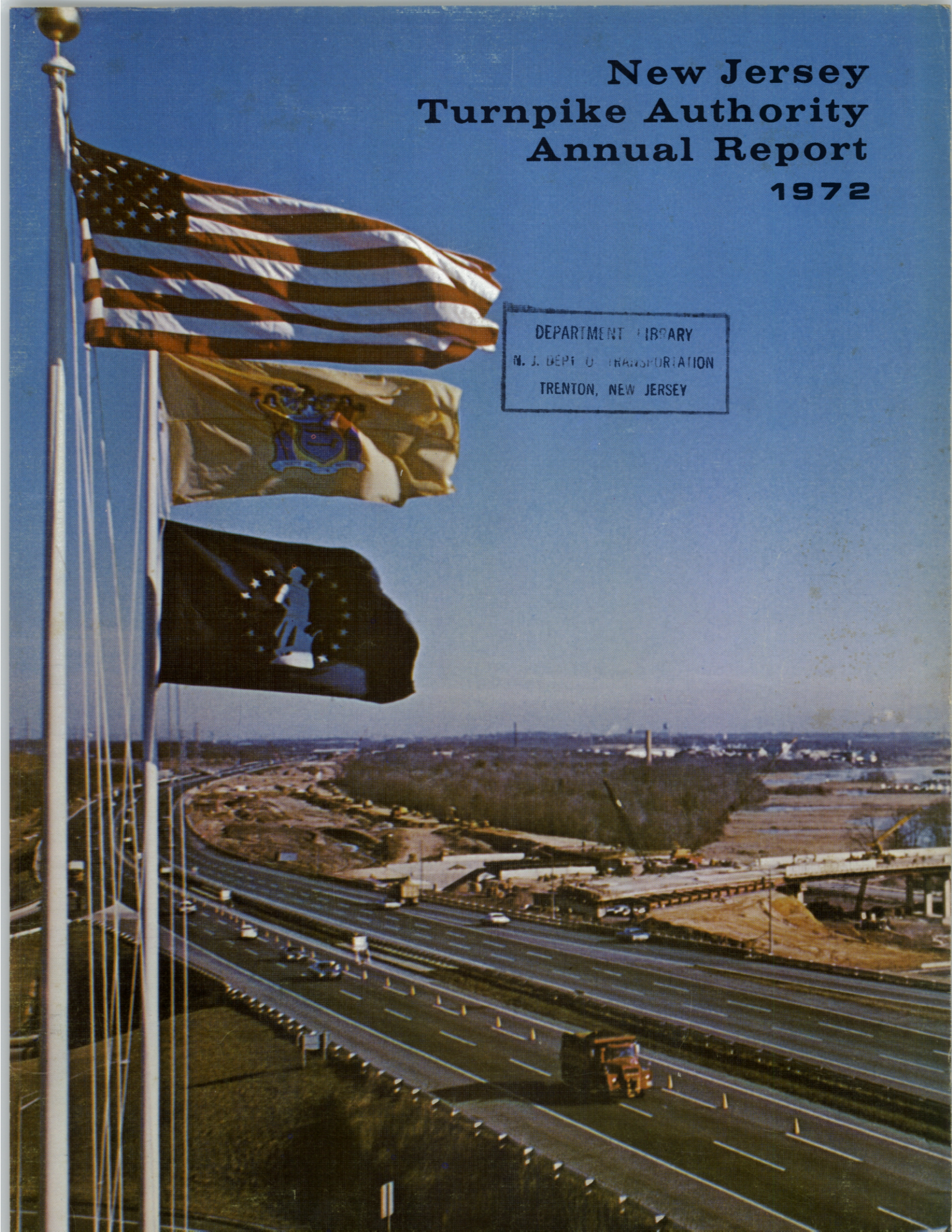






# New Jersey Turnpike Authority Annual Report 1972

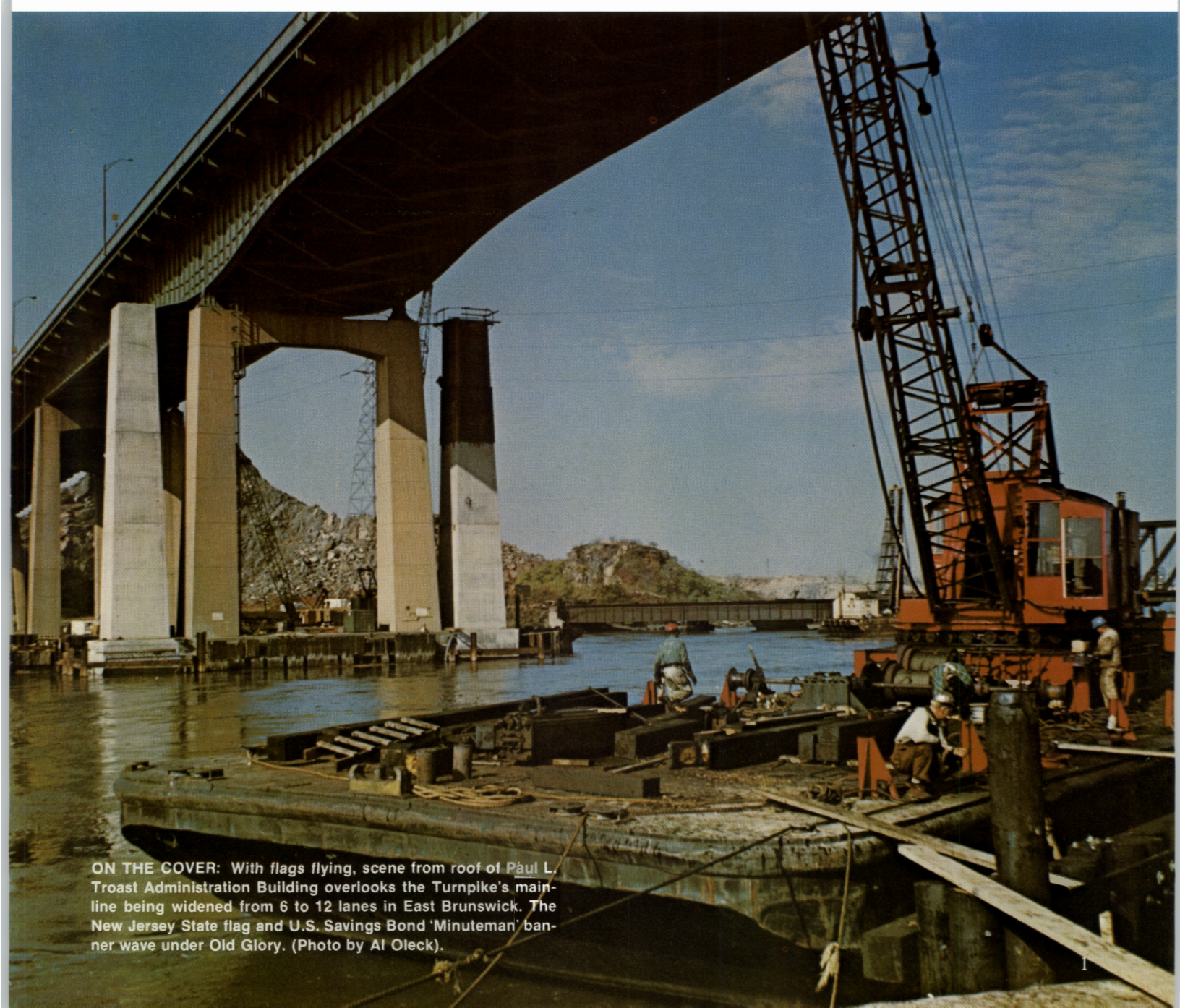
DEPARTMENT LIBRARY  
N. J. DEPT. OF TRANSPORTATION  
TRENTON, NEW JERSEY





# New Jersey Turnpike Authority 1972 Annual Report

Elevating the safety program. Crane rises from a barge for the erection of 12-foot right hand shoulders and median barrier on the original Hackensack River Bridge. It's one of five major spans to be brought into conformity with safety features incorporated in the Authority's advanced construction program. During the project motorists are provided with safe driving conditions and minimal inconvenience.



ON THE COVER: With flags flying, scene from roof of Paul L. Troast Administration Building overlooks the Turnpike's main-line being widened from 6 to 12 lanes in East Brunswick. The New Jersey State flag and U.S. Savings Bond 'Minuteman' banner wave under Old Glory. (Photo by Al Oleck).



**ALFRED E. DRISCOLL**  
*Chairman*



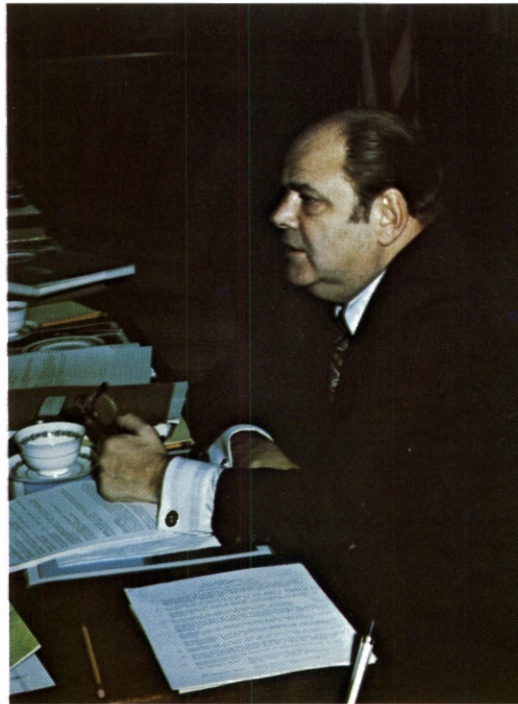
**ROBERT J. CITRINO, JR.**  
*Vice Chairman*



**ANGUS M. HARRIS**  
*Treasurer*



**WILLIAM F. TAGGART**  
*Member*



**FREDERICK M. ADAMS**  
*Member*



**WILLIAM J. FLANAGAN**  
*Executive Director*

---

**Lillian M. Schwartz, Secretary-Assistant Treasurer/Ward J. Herbert, General Counsel**

**STAFF:** William J. Flanagan, *Executive Director*; William J. Dorgan, *Deputy Executive Director*; Robert E. Mosher, *Comptroller*; David W. Dowd, *Director-Counsel, Real Estate*; Howard S. Heydon, *Chief Engineer*; Robert E. Ramsen, *Director of Toll Collection*; Paul M. Weckesser, *Traffic Engineer*; Anthony E. DeSimon, *Director of Maintenance*; Oliver K. Compton, Jr., *Director of Personnel*; Horace A. Tani, *Director of Public Information*; Robert G. Ott, *Director of Systems and Data Processing*; Daniel J. Donahue, *Director of Purchasing*; Charles A. Dupuis, Jr., *Director of Insurance*.

**CONSULTING ENGINEERS:** Howard, Needles, Tammen & Bergendoff; **AUDITORS:** Peat, Marwick, Mitchell & Co.; **TRAFFIC AND REVENUE CONSULTANTS:** Coverdale & Colpitts; **FINANCIAL ADVISOR:** Smith, Barney & Co. Theodore R. Sares, *Labor Relations*



ALFRED E. DRISCOLL, CHAIRMAN  
 ROBERT J. CITRINO, JR., VICE CHAIRMAN  
 ANGUS M. HARRIS, TREASURER  
 WILLIAM F. TAGGART, COMMISSIONER  
 FREDERICK M. ADAMS, COMMISSIONER  
 WILLIAM J. FLANAGAN, EXECUTIVE DIRECTOR  
 LILLIAN M. SCHWARTZ, SECRETARY

**NEW JERSEY TURNPIKE AUTHORITY**

(201)247-0900

NEW BRUNSWICK, N.J. 08903

January 26, 1973

To the Honorable William T. Cahill, Governor  
 and the Members of the New Jersey Legislature:

The accomplishments highlighted in this 1972 Annual Report follow a pattern of improvements and expansion that have set the tone for the future major tasks lying before us. On the heels of the 1969 Widening is the project extending the 12 lanes another five miles to New Brunswick Interchange 9, scheduled for completion in the Fall, and an undertaking of even greater magnitude is the proposed extension of the Turnpike to the Toms River area. For this improvement the Authority has submitted Environmental Impact Statements, the record of public hearings and the recommended alignment to the Department of Environmental Protection and to you, the Governor, for your approval.

In the meantime, to balance the increasing flow of traffic and make it more convenient for our commuting public, we opened a Park-Ride facility in East Brunswick, which has already been expanded. The concept has worked so well that we are planning to open an additional Park-Ride in the new Service Area 13 in Ridgefield and have under study the need for more such facilities along the Turnpike. Without the support we have received from you, this Report of our accomplishments would not have been possible.

Respectfully submitted,

*Alfred E. Driscoll*

ALFRED E. DRISCOLL  
 Chairman

*Robert J. Citrino, Jr.*

ROBERT J. CITRINO, JR.  
 Vice Chairman


*Angus M. Harris*

ANGUS M. HARRIS  
 Treasurer

*William F. Taggart*

WILLIAM F. TAGGART  
 Commissioner

*Frederick M. Adams*  
 FREDERICK M. ADAMS  
 Commissioner



The Allentown — Trenton Interchange (7-A) under construction, as seen from a helicopter. Loop ramps are located east of the Turnpike; the interchange will be west of the mainline. Linking with I-195 in Washington Township, Mercer County, this new facility will be another important key in the expanding New Jersey Turnpike system.

## Blazing New Trails of Safety . . .

**O**n January 15, 1952 the New Jersey Turnpike became a reality. Blazing the way to a whole new concept of highway travel, it featured the most important reason for a road's existence: Safety.

Now, 21 years after the original Turnpike opened to the public (the novelty soon became a vital necessity), the Authority is promoting that Safety along an expanded Turnpike system—a system opening up new areas for economic growth and the comfort of millions of motorists.

Exactly how many millions is conjectural, but it is known that almost 108 million revenue vehicles passed through the New Jersey Turnpike's toll lanes

in 1972. If one ventured an estimate, there probably were more than 200 million persons in all of those vehicles on the Turnpike—a well regulated, systematic and, above all, safe movement of traffic that adds up to a highway epic.

Ever since the beginning 21 years ago it has been so. More vehicles are rolling on the Turnpike than its planners ever dreamed of. A constantly improving facility, it has been a leader in the toll road industry. And to maintain its position of leadership, the Authority must not only cope with the present but also anticipate the future.

Part of that future is already here.

One will find it mapped in detail along a tri-county area in Central New Jersey, a 35-mile route to be known as the Toms River Expressway. Passing through the counties of Middlesex, Monmouth and Ocean, this addition to the Turnpike system is being designed to dualize the safety factor—combining it with carefully planned measures to protect the environment. No other highway agency to the Authority's knowledge has gone to such lengths to meet or even surpass established environmental standards.

The Authority received legislative approval for the project on May 8 and on May 25 Governor William T. Cahill signed into law the bill authorizing the Expressway. Embodied in the legislation are the special requirements for which the Authority had already commissioned environmental impact studies from four consulting firms of national reputation.

The studies covered every possible effect the new road would have on the area. In November, the Authority released a 400-page Environmental Impact Statement to the press and public. It complied with guidelines established by the Commission of Environmental Protection.

The Authority maintained a complete continuing dialogue with the public. It opened in September an information center in Manalapan Township to advise interested parties on alignment, right-of-way acquisition and other matters involved in the proposed highway.

It held week-long pre-hearing exhibit displays in each of the three counties, so that public officials and as many area residents as possible could obtain a thorough picture of how they and their communities might be affected by the project.

The public hearings required by law came next in December. These sessions, one in each county, were attended by public officials and property owners. There was a free and uninhibited expression of views from many in attendance, with most of the discussion confined to the nature of the suggested alignments. Later, a supplemental impact statement was issued, containing an evaluation of the alignments and environmental data collected by the team of Authority consultants.

At year end the Authority was compiling the complete record of the hearings to be included in the environmental impact statement to be submitted in January to Governor William T. Cahill for his approval. Such approval will enable the Authority to proceed with land acquisition and construction of the Expressway, with the necessary financing to be obtained by the Authority in the bond market.

Whatever definitive alignment is decided upon by the Authority, it will provide an ultra-modern four-lane toll highway running south from South Brunswick, near the present New Brunswick Interchange 9, through the three counties, and terminating near the Toms River adjacent to the Garden State Parkway. It will be designed to relieve traffic on parallel Route 9

as well as on the Parkway and provide quicker access to the North Jersey shore. By 1975 it is expected that this extension of the Turnpike system will be completed.

## Extending the Dual/Dual

Safety dominated Authority thinking as it proceeded with the extension of the successful 12-lane dual/dual five miles farther south from Interchanges 10 to 9. With all contracts let for what is known as the 1971 Widening, work was progressing on schedule with completion scheduled for the Fall of 1973.

Other major projects include construction of the new six-lane span paralleling the Basilone Bridge over the Raritan River. This structure will have 12-foot shoulders as part of the Authority's safety program to provide these safety features on all major bridges.

The original Passaic and Hackensack River Bridges, the Rancocas Creek, New York Susquehanna and Western Railroad Viaduct and the Basilone are included in this expansion-for-safety program, with the work on the Rancocas completed, the Basilone and Susquehanna projects ready by the end of 1973 and the Passaic and Hackensack Bridges to be shouldered by mid-1974.

Elsewhere, construction contracts covered the work of resurfacing (22 miles of roadway); replacing bridge decks on the Hudson County Extension; repainting of 35 bridges (14,420 tons of paint); building grade-separated U-turns for State Police and Maintenance vehicles (the most recent at District 1, to be completed by Spring of 1973); the Northern Division Maintenance Headquarters at Newark Airport Interchange, housing also the State Police Station and the National Crime Information Center to be operated by the police; and the new Interchange 7A (Trenton-Allentown), substantially on schedule.

## Automating Traffic Control

The Traffic Engineering Department continued to adapt the operational aspects of the original design concept of the Widening. Safety is at the core of the operation. It was provided by activating changeable message signs on drums to divert traffic around construction areas, accident sites and other congested sections.

Even more effective in traffic control will be the Surveillance and Control system to be installed on the widened section. The Authority granted a contract to Sperry Systems Division to complete the final plans and specifications and oversee the purchase of materials and installation of equipment for the system. When completed in 1975 it will provide the New Jersey Turnpike with the most sophisticated, completely automatic computer-controlled Surveillance,

Control and Incident Detection System on any roadway in the country.

Safety took another step forward with the installation of No U-Turn signs at all median U-Turn locations, the first phase of the program to convert the existing warning and regulatory signing to International Signing.

Plans were also made for the installation of mileage markers every one-tenth of a mile along the entire roadway, including the Pennsylvania and Newark Bay-Hudson County extensions. This project, scheduled for completion in 1973, will provide positive identification for accidents and disabled vehicles.

Emergency Services section supervised the handling of 112,895 disabled vehicles, and it checked all accidents and property and vehicle fires. Under its direction, contract garages, fire companies and ambulance squads helped to increase safety for all Turnpike patrons.

## Intensifying Enforcement

Working closely with the Authority, Troop D of the New Jersey State Police played a vital role in making the Turnpike a leader in highway safety. Its resources and enforcement techniques formed the base of a program designed to meet any contingency. The enforcement of Turnpike regulations and state motor vehicle laws was intensified. In 1971, troopers issued 59,048 summonses for violations. In 1972, the number rose to 61,869.

They went to the aid of patrons in disabled vehicles. They rushed to the scenes of accidents. They often performed above and beyond the call of duty under difficult circumstances. Officers and men of Troop D, augmented by six detectives detached from Division Headquarters, comprised a formidable force in other areas of law enforcement. Outstanding was the vigilance of troopers in intercepting the flow of narcotics, dangerous weapons and untaxed cigarettes.

Some highlights of their operations reports:

- As a result of a trooper investigation, several stolen motorcycles with altered serial numbers were seized from a motorcycle gang at the Thomas Edison Service Area (10-S).

- Troopers arrested four persons for possession of firearms and burglary tools and recovered \$60,000 in stolen jewelry.

- In a routine check during a trailer ban, state police uncovered more than 800 pounds of marijuana worth over \$100,000.

- In another routine stop to issue a warning for an overweight truck, it was revealed the vehicle lacked a registration and contained \$390,000 in marijuana.

- Troopers apprehended a gang of seven persons on a stolen car charge and possession of firearms. Investigation disclosed they were wanted on 43 charges of armed and bank robbery throughout the country.



Rancocas Bridge sprouts its new 12-foot shoulders for added safety as it files across Burlington creek.

On December 6 the troop came under command of Capt. William Galik upon the retirement of Capt. Joseph A. Nawrocki after 31 years of State Police service.

## Protecting the Roadways

Accidents and record heavy rains spelled trouble for the maintenance crews, but they were equal to the task.

They were called upon to repair hazardous conditions caused by severe damage to bridge slopes and ditch lines. They made pavement repairs in areas of settlement in the northern section. They replaced guard rails damaged in accidents.

They built new shoulder drains along the entire Pennsylvania Turnpike Extension and along four miles of the two-lane section in the southern area.

Snow and ice removal was costly but efficient. Crews were called into action for five snowfalls, assisted by outside contractors in clearing the roadway on four occasions. There were 12 salting operations in the 1971-1972 season. Snow and ice removal at a cost of \$627,100 was up \$53,060 over 1971.

Turnpike tradesmen were kept busy maintaining buildings and equipment in good condition. They had to relamp some 6,000 standards, replacing 40 knocked down in accidents; made inside repairs on 35 of the Turnpike's 55 buildings; adjusted existing signing so the new radio-controlled system could be used; rechecked and modified all incinerators to comply with state air pollution requirements, and line-striped the mainline and ramps at least once during the year, with some areas of maximum use, striped a second time.

Additional signing was also constructed to clarify traffic directions to various locations off the

Turnpike, while new automatic ticket issuing machines were installed at Interchanges 12, 13, 14 and 14A.

In annual reviews of the Department's work sites, the Southern Trades Shop at Moorestown, under supervision of Larry Bruno, was the winner of the midsummer inspection, while District 8, supervised by Frank Heffernan, won the inspection in November.

## Beautifying the Facility

**P**rogress was not all functional in 1972. Time and effort were spent on the development of natural beauty and conservation of the soil.

Beautification rode hand in hand with reforestation as the Authority pursued its plans for a green belt all along the Turnpike. The results so far are encouraging:

The four-year beautification program for the northern Turnpike reached the half-way mark. The plantings were completed at the Thomas Edison (10-S) and Grover Cleveland (10-N) Service Areas, Interchange 11 and a three-mile stretch just north of the Lincoln Tunnel Complex on the easterly alignment, as well as ramps at 15W, all of Interchange 13 and a portion of the mainline at that interchange.

The reforestation effort was begun with the planting of the first of 150,000 seedlings a year in a eight-year program. By 1975 some 500,000 trees will be set down south of the Pennsylvania Turnpike Extension. Among the foliage to brighten the Turnpike are white, pitch and Austrian pine, Norway spruce, Japanese birch and dogwood.

As the year ended initial plans were made to launch a beautification program in cooperation with industries along the Turnpike. A brochure will be issued to ask industrial plants to join in upgrading

the environment as part of a good neighbor policy. The aim is to embellish the landscape, particularly in the most heavily travelled, scarred areas in the northern section of the roadway.

Extending the environmental theme, the Authority is preparing a plan for a combined Park/Conservation and Wildlife Preserve along the Hackensack River in Ridgefield and North Bergen, north of Paunpeck Creek. The plan originated with Authority Chairman Driscoll as a means of protecting the marshland and at the same time dedicating land for public use in perpetuity as part of the Authority's beautification program.

The northern segment of the Turnpike will see further improvement, with plans calling for a new service area, a park-ride, and a hotel. A contract, covering grading, paving and drainage, has been awarded for the service area, to be named after the late professional football coach, Vince Lombardi. There will be a restaurant, parking lot and access ramps in the service area, while the same complex will contain the park-ride facility, now under design to hold 1,025 spaces. Meantime, the Authority has entered into a 50-year lease for the Marriott Company to build a hotel on Turnpike land. Bids will be received on a contract for soils treatment and final stages of design. The entire service area will be constructed by Marriott.

In the same general area, the Turnpike Authority has an agreement pending with the Sports and Exhibition Authority and the State D.O.T. by which the Turnpike will build the ramps leading to and from the proposed Sports Complex in the Hackensack Meadows. Under the agreement the Authority would also design and administer the overall system of roads for the Sports Complex with each of the three agencies paying for their portion of the work.

State Troopers on the Turnpike stand inspection at headquarters and show why Troop D is one of best units in the N.J. State Police.



## Clearing Legal Obstacles

The Concerned Citizens matter, involving the Authority's environmental program for the 1971 Widening in the vicinity of Interchange 9 in East Brunswick, was the most important legal case of the year, with the Authority undertaking certain environmental considerations on an experimental basis. It was the first highway project anywhere involving the protection of the environment. Noteworthy was the fact that the Authority lost no time in its construction activities as a result of the litigation.

Another case that raises novel questions for the Authority contests its right to take property for the 1971 Widening under Chapter 361, Laws of 1971 (Eminent Domain Act). The case is awaiting argument in the Appellate Division.

In 1972 the Authority secured all the necessary rights of entry to the properties required for the Widening, the Allentown Interchange project and the District 1 Maintenance Yard improvement.

Although about half of the properties condemned were ultimately resolved prior to formal hearings, the action had to be taken so as to have possession of the necessary parcels to meet construction schedules.

Turnpike attorneys cooperated with the New Jersey Sports and Exposition Authority in making its Complex a reality, and assisted the Department of

Transportation in acquiring the necessary right-of-way for the Route 3 Turnpike improvements. Cooperating with the Engineering Department, Legal was able to effect a saving of more than a million dollars in negotiating a reduction in contractors' claims to \$1.5 million.

It also recovered \$20,000 and obtained perpetual maintenance of Turnpike land in a case against Hudson County as a result of the failure of its mosquito commission to fulfill its obligation under a 1969 agreement covering Turnpike drainage ditches. It also had dismissed without prejudice a court action by the Manalapan Citizens Group in connection with the proposed Toms River Expressway.

For the 1971 Widening (Interchange 10 to 9) agreements were negotiated with three engineering firms for designing sections of the project at a cost of \$3 million based on an estimated project cost of \$125 million.



The Turnpike is made up of many things that travelers never see: Computers in the Data Processing section in the Paul L. Troast Administration Building (above), and plumbers, this one installing new type furnace in Thomas Edison Service Area (top right) and the Park-Ride facility in East Brunswick with space for 420 vehicles as seen from the air. (bottom right).



## Perfecting the Data Process

**S**treamlining production methods was the key word of the Systems and Data Processing Department for 1972.

Having completed the transfer in December 1971 of all functions to its new Management Computer System, the Department the following month refined and perfected the new methods. This assured priority status and tended to dominate the department's activities through the early part of the year.

Complicating the streamlining job was the problem of processing the inordinately high quantities of toll tickets.

Through the year, data processing services for other departments included completion of 29 "one-time" service projects. These projects were ones for which data processing methods produced faster, less costly results than could be achieved by conventional methods.

In August inventory activities of the Northern Division headquarters and districts were computerized. Other divisions and districts had already been computerized; completion of this final phase caused the number of requests for inventory information and inventory "up-dating" to soar to an average of 1890 per work day. Inventory data "look-up" and "up-dating" are handled through three cathode ray tube consoles strategically located in Maintenance areas along the Turnpike. The consoles communicate computer inventory information with the central office over the Authority's private telephone network.

In November service to truck and bus customers was improved by implementation of a new charge account system which had been announced by Executive Director Flanagan in August. The new system makes it unnecessary for a charge account customer to maintain a supply of charge account tickets for every Turnpike interchange used by his vehicles.

The new Charge Trip Authorization cards which became valid on November 1, replacing old system charge account tickets, are supplied to the customer by the Authority and any authorization card can be used at *any* Turnpike Interchange.

Also, a reduction was made in dollar volume limits for which the Authority will grant charge accounts and for the first time the charge privilege is being extended to commercial companies with automobile fleets. Rule is, however, that every car of fleet must be clearly identified.

A joint effort by employees in Toll Collection, Engineering and Systems and Data Processing produced specifications for advanced electronic toll collection control equipment to be installed at new Interchange 7A (Allentown), at expanded Interchange 9 (New Brunswick) and at 15E (Newark). This advanced equipment will provide control over tickets and greater efficiency of data processing operations.

Automatic vehicle identification (AVI) equipment which has potential ability to expedite traffic flow by increasing efficiency of the toll collection process has been under test at the Authority's Lincoln Tunnel interchange since September.

Transport of New Jersey and the Port Authority of New York and New Jersey are also actively participating in these tests which were initiated by the Urban Corridor Demonstration Program Committee.

## Supplying the Road's Needs

**T**his is the decade the United States will adopt a traffic control sign system which will conform with traffic signs all over the world. In conjunction with Traffic Engineering and Maintenance Departments, Purchasing awarded orders for numerous sign materials and aluminum sheets which will enable the Carpenter Shops to produce these International Code Signs at an accelerated pace.

Early anticipation of a cold Winter dictated immediate release of bids for thousands of tons of rock salt and calcium chloride required for strategic placement at all districts and divisions. The services of outside contractors were secured to assist Maintenance in snow removal operations. All related equipment plus communication components for the Turnpike's radio control network were similarly ordered.

To expedite the beautification program thousands of seedlings, special equipment to hasten planting operations and various species of trees and shrubs were obtained during the year. And approximately 320 tons of used tabulating cards were sold, to be recycled into new paper products.

The Authority continues to purchase commodities from the State of New Jersey Purchasing Distributing Center through a Cooperative Purchasing Plan. Materials required and already contracted for by the State are available to the Authority. The Authority obtains immediate service, eliminating unnecessary delays through paper processing.





As at a town meeting, the good folk (left) gather at Manalapan High School for public hearing on Toms River Expressway on December 12. Workers (below) are pouring concrete over steel reinforcing rods for one of many bridge decks.



## Serving the Road's Patrons

Service areas on the Turnpike met increasing demands for all categories of services.

At the 14 Howard Johnson restaurants, for instance, a total of 13,883,299 patrons stopped for food or refreshments, with 409,902 frequenting the Charter Bus Stop.

The other concessionaire, Cities Service Oil Co., sold 43,157,884 gallons of gasoline and 12,604,888 gallons of diesel fuel.

The Citgo stations also accommodated 1,150,000 motorists with travel information.

There were also 612,000 who bought other items on sale at both companies while 4,781,552 non-paying customers made use of the service area's facilities.

To meet the increased demand for diesel fuel, one passenger vehicle pump island was reconverted by having diesel fuel pumps installed at each of the stations at Service Areas Thomas Edison (10S), Grover Cleveland (10N), William F. Halsey (11N) and Alexander Hamilton (12S).

The restaurant at the Walt Whitman (3S) Service Area is being reconstructed to provide for greater seating capacity, providing patrons with faster and better service.

The parking lot at the Charter Bus Stop was enlarged to accommodate more vehicles during the busy summer months.

## Expanding the Park-Ride

The expansion of Turnpike facilities is also benefiting patrons when they don't drive.

It's the Park-Ride concept, first installed off Interchange 9 in East Brunswick in February of 1972 and so successful that similar facilities are being planned for other sections.

Built originally to accommodate 420 vehicles, plans are now underway to increase its capacity to 700.

The idea has taken hold, with a similar Park-Ride under design for the proposed new Vince Lom-

bardi Service Area No. 13 at the northern end of the Turnpike in Ridgefield. This Park-Ride will hold 1,000 vehicles. It will be adjacent to the restaurant and hotel to be erected at the intersection of the mainline and the westerly alignment of the Turnpike.

The Authority is also considering a Park-Ride near the junction of the Turnpike and the Garden State Parkway in Woodbridge.

The East Brunswick facility has been serving a growing number of commuters who park their vehicle there for a nominal fee and board buses taking them New York along the Turnpike.

An engineering study was undertaken to determine the feasibility of potential Park-Ride facilities within the travel corridor between Interchanges 7 and 18 along the Turnpike. The ultimate goal is to locate such facilities at points of greatest need and maximum utilization for both bus commuters and Turnpike motorists.

## Widening the Information

The informational function assumed new dimensions with the advent of new projects in 1972.

The proposed Toms River Expressway took much of the spotlight.

An information center for the project was set up in Manalapan Township, three months before the public hearings were held in December. Brochures explaining the proposed road and right-of-way pro-

*(Continued on Page 12)*

## High Point of Safety

The original Hackensack River Bridge is being face-lifted into a model of safety by the addition of 12-foot shoulders—first such bridge widening project on a highway. Four other major N. J. Turnpike structures are being similarly shouldered-for-safety. Here piers are raised to support the shoulders, with steel forms used to build the piers.



cedures were distributed to hundreds of area residents. Working with staff and consulting engineers, Public Information answered queries from property owners and public officials, including several hundred letters seeking information or expressing their views on the project.

The Widening from Interchange 10 to 9, freed of litigation on October 6 with the settlement of the Concerned Citizens case, produced additional requests for facts.

The public was kept informed in other ways. There was the Turnpike documentary film on the 12-lane Widening, shown to 14 service clubs and other groups throughout the State, including 1,000 students in the Piscataway High School driver education class and 7,000 employees at the Western Electric Kearny plant. Reaching further out, place mats were designed and placed in the 14 Howard Johnson restaurants with

a special message alerting patrons from all over the country to the dangers of hitchhiking.

For Turnpike personnel—more than 1500 in administration and field operations—the Pike Interchange completed its 13th year of publication in September 1972. And cooperating with the Treasury Department, Public Information sparked the most successful U.S. Savings Bond drive in Turnpike history, coming up with 53.6 percent commitments for bonds on the payroll deduction plan.

Illustrating many of the Authority's activities, the Photographic section provided coverage for the Pike Interchange and the news media; video-taped 50 hours of pre-construction meetings for the Engineering Department; supplied photos for various departments and State Police Troop D, and 'shot' color for the Annual Report. Above all, it took to the air for helicopter views of new construction areas and traffic conditions. In the air or on the ground, it was constantly on the move.

The Turnpike Authority's moves were reported in a record 60 press releases; the news appeared in many newspapers throughout the country. And in 1972 the New Jersey Turnpike was again an international attraction.

We had visiting Rotarians from Israel, three transportation groups from Switzerland, a delegation of Japanese engineers and another of Spanish toll road officials.

It has been like this ever since the New Jersey Turnpike began.

AT LEFT: Aerial view of Interchange 9 enlargement with expanding toll plaza (center), in connection with extension of the 12-lane dual/dual five miles south from Interchange 10. BELOW: How the Authority landscapes its interchanges, in this case Interchange 15 W as part of beautification program.





Providing safety for non-drivers as well as drivers is also the concern of the Authority. Here Edison school children use the pedestrian overpass built by the Authority after a local road was closed. The structure is steel and concrete and the covering, of aluminum-steel, is to prevent objects from being tossed onto the Turnpike below.



Autumn foliage brightens the way along the mainline in the Hightstown area.

## Expediting the Traffic

**T**oll Collection personnel provided the essentials to expedite traffic through the 26 toll plazas.

In recognition of their efforts, Chairman Driscoll at the Authority meeting of October 31 reported on the Authority's successful drive against drunken driving and commended the toll collectors for their cooperation with the State Police in the campaign to keep drinking and other dangerous drivers off the Turnpike. By the end of the year drunken driving arrests doubled the number reported in 1971 as a result of the stepped-up enforcement program.

On November 13 the first three lane section of the new toll plaza at the New Brunswick Interchange 9 was opened to traffic. This project, part of the 1971 Widening Program, consists of three construction stages which are scheduled for completion in 1973.

Overall, Toll Collection coped with the increasing volumes of traffic, completing another record year. The 9.5 percent increase in traffic, from 98,553,600 revenue vehicles in 1971 to 107,933,300 in 1972, was handled with dispatch. As in the past, toll collectors were equal to the task of a demanding operation.

## Stabilizing the Work Force

**T**he Personnel Department in 1972 joined in negotiating two agreements with Local 195, AFTE, AFL/CIO, materially affecting wages, working conditions and benefits for Turnpike employees. These changes were made within the guidelines established by the Federal government. Other areas denoting significant changes were sick leave, group insurance and the basic health plans.

Reflecting a stabilized work force is a labor turnover rate of 3.4 percent for 1972, with 52 separations occurring in this period. There were 101 hired for the permanent staff, 64 as replacements and 37 additions. One hundred forty-two seasonal employees were hired. As of December 1972 the New Jersey Turnpike Authority had on its rolls 1,513 permanent employees—1,074 in Operating, 146 Office, Clerical and Technical and 293 in Management. Significant movement among personnel occurred with 91 promotions in all employee categories.

At the Annual Service Awards Dinner, 102 with 20 years service, 68 with 15 years and 31 with 10 years were honored. At year end a total of 523, or more than 34 percent of the entire permanent work force completed at least 10 years of service.

An expanded health program was realized with new facilities affording greater capabilities in this area. Installation of X-ray equipment, acquisition of a vitalograph machine, a new dispensary, and an additional examination room have accounted for this increase. Some 1800 medical visits were made, with 276 pre-employment and 317 employee physical examinations accomplished. Four hundred and thirty-five employees participated in the influenza immunization program and 233 were donors to the Authority Blood Bank.

The Authority is mindful of the deaths of Dante DiTillio and Barry Wyckoff in the line of duty when they were struck by a vehicle while engaged in a line-striping operation, despite proper safeguards protecting the crew.

## Taggart, Adams Sworn In

**T**wo new members joined the Authority in 1972 when William F. Taggart of Bedminster and Frederick M. Adams of Woodbridge were sworn in by Chairman Alfred E. Driscoll on March 14.

Commissioner Taggart, president of the largest commercial driving school in the United States, was appointed by Governor William T. Cahill to succeed Theodore Doll, Jr., a certified public accountant of North Bergen who served on the Authority for three and half years.

Commissioner Adams, an attorney and former mayor of Woodbridge, filled the vacancy left by the death of Joseph Morecraft, Jr. It was a homecoming for Commissioner Adams, who had served the Authority as an attorney handling real estate matters for six years until 1956.

Commissioner Taggart was named to a term of office expiring March 14, 1976 and Commissioner Adams term will expire on the same date in 1974.

## Ward Herbert Returns

**WARD J. HERBERT** of South Orange, who guided the Authority through its legal problems during construction and operations of the original Turnpike, was appointed interim general counsel on December 6. He had served as general counsel from 1950 to 1958 and was a Superior Court judge for 12 years before retiring to return to the Turnpike.

## Passing of Joseph Morecraft

**JOSEPH MORECRAFT, Jr.** died on January 4, 1972 at the age of 81, after serving 18 years on the Authority. He was originally appointed by then Governor Meyner in 1954 and was Authority Chairman from 1957 to 1970, when former Governor Driscoll succeeded him in that post.

On January 25 the Turnpike Authority adopted a resolution eulogizing Mr. Morecraft's "undefatigable zeal and integrity as a member of 18 years, and during 13 of those years led the Authority through a memorable period of progress."

## In Memory of Paul Troast

**B**y resolution of the Authority adopted July 25, 1972 the expanded headquarters of the Authority became the Paul L. Troast Administration Building Complex in memory of the Turnpike's first chairman who died on July 21 at the age of 78. All administrative offices are now functioning in the several buildings comprising the Paul L. Troast Complex, completed in the Spring of 1972.

Two buildings were added to the original Administration Building—one new structure housing seven departments, and the second containing the Communications Control and State Police dispatchers.

Four other departments were permanently moved into the original building after it was renovated. The offices of the Chairman, Commissioners and Secretary and the Executive Director were re-established in the refurbished building.

Altogether, the Paul L. Troast Complex, embodying the operations of an expanding institution, stands in fitting tribute to the man under whose leadership the New Jersey Turnpike was built in record time 21 years ago.

## 21 Years of Operation

	REVENUE VEHICLES	REVENUE MILEAGE	TOLL REVENUE	CONCESSION REVENUES	OTHER REVENUES	TOTAL REVENUES
1951*	787,195	38,246,174	\$ 587,326	\$ 32,861	\$ 87	\$ 620,274
1952	17,948,325	765,807,780	16,241,267	1,523,038	65,330	17,829,635
1953	22,005,078	868,606,100	19,192,647	1,853,880	464,102	21,510,629
1954	24,555,441	927,393,967	20,756,344	1,826,777	634,641	23,217,762
1955	25,888,319	939,672,825	21,122,503	1,859,952	923,169	23,905,624
1956+	31,588,224	1,064,377,974	24,513,371	2,056,530	1,197,682	27,767,583
1957	39,269,643	1,200,254,680	29,022,910	2,370,516	1,447,014	32,840,440
1958	41,615,115	1,232,527,909	30,159,491	2,400,793	1,554,434	34,114,718
1959	46,199,339	1,343,847,970	33,317,927	2,602,998	1,396,407	37,317,332
1960	49,083,017	1,414,759,197	35,583,987	2,650,147	1,274,321	39,508,455
1961	51,737,682	1,471,802,723	37,192,652	2,649,106	1,156,969	40,998,727
1962	54,900,745	1,560,490,809	39,240,487	2,660,029	1,180,789	43,081,305
1963	56,677,379	1,610,706,177	40,778,566	2,749,777	1,270,264	44,798,607
1964	60,707,631	1,753,074,755	44,148,839	3,436,989	1,446,046	49,031,874
1965	64,957,715	1,856,395,130	46,122,200	3,624,311	1,549,790	51,296,301
1966	69,850,328	1,944,951,873	48,609,809	3,752,280	1,628,281	53,990,370
1967	73,528,656	2,030,844,201	51,229,549	3,976,450	1,642,227	56,848,226
1968	78,205,075	2,138,002,435	55,339,724	4,323,562	1,653,381	61,316,667
1969	80,618,191	2,202,999,403	57,636,727	4,624,406	1,979,854	64,240,987
1970	89,655,299	2,382,332,241	63,934,463	4,959,536	1,949,358	70,843,357
1971	98,553,612	2,574,226,834	70,124,311	5,322,464	1,004,360	76,451,135
1972	107,933,291	2,740,521,973	75,939,682	5,612,148	997,242	82,549,072

\* Section of Turnpike opened November 5, 1951.

+ Pennsylvania and Newark Bay-Hudson County Extensions opened in 1956.

## Operations Budgets—1973 and 1972

	1973	1972
Administration—General .....	\$ 1,167,400	\$ 1,193,200
Data Processing/Systems .....	907,000	798,900
Accounting .....	431,500	355,300
Operations:		
Traffic Control and Police .....	3,653,700	3,592,700
Toll Collection .....	10,891,800	9,486,000
Maintenance, Repair, Replacement and Reconstruction .....	11,801,900	10,075,000
Engineering .....	714,600	475,700
Real Estate .....	189,700	
Insurance .....	1,417,800	1,414,000
Professional Fees .....	133,000	87,000
Fiduciary Fees .....	128,500	85,000
Pension and Retirement Funds .....	1,402,600	1,660,200
Taxes .....	140,700	75,000
Provision for Salary Adjustment and Wage Increases .....	—	643,600
	<b>\$32,980,200</b>	<b>\$29,941,600</b>

## Contracts and Orders for Professional Services Awarded in 1972—In Excess of \$100,000

### W Series Contracts

Contract No.	Amount	Contractor
W-701-1	\$ 1,138,722	Schiavone Construction Co., Secaucus, New Jersey
W-702	1,399,513	Cardell, Inc., Kearny, New Jersey
W-703	1,874,349	Schiavone Construction Co., Secaucus, New Jersey
W-704	2,258,497	Schiavone Construction Co., Secaucus, New Jersey
W-705	2,994,144	Gallo Asphalt Co., Irvington, New Jersey
W-720	1,858,840	Thomas Crimmins Contracting Co., Inc., and Gardner M. Bishop, Inc., Mt. Vernon, N. Y.
W-722	4,524,121	Karl Koch Erecting Co., Inc., Carteret, N.J.
W-723	1,986,925	Cardell, Inc., Kearny, New Jersey
W-725	1,431,896	Thomas Crimmins Contracting Co., Inc. and Gardner M. Bishop, Inc., Mt. Vernon, N. Y.
W-742	10,155,311	Zimmerman Construction Corp. & Cayuga Construction Corp., Hillside, N.J.
W-743	1,149,187	Perkins, Kanak, Foster, Inc., Newton, Pa.
W-744	1,557,580	Gardner M. Bishop, Inc., Mt. Vernon, N.Y.
W-745	856,058	E. J. Hammesfahr Electric Co., Inc., Newark, New Jersey
W-746	1,046,900	Fosco Fabricators, Inc., Dixon, Ill.
W-755	422,604	Emcee Construction Co., Inc., Cherry Hill, New Jersey
W-766	1,760,331	Gardner M. Bishop, Inc., Mt. Vernon, N. Y.
W-771	2,639,400	Schiavone Construction Co., Secaucus, New Jersey
W-772AB	7,603,282	Karl Koch Co., Inc., Carteret, N.J.
W-781	5,273,010	Raymond International Inc., New York, N. Y.
W-782	1,973,601	Mohawk Constructors, Inc., Linden, N.J.
W-830-1	3,554,001	Schiavone Construction Co., Secaucus, New Jersey

Contract No.	Amount	Contractor
W-831	\$ 373,243	Emcee Construction Co., Inc., Cherry Hill, New Jersey
W-832	236,880	Industrial Metal Fabricating Co., Inc., Wayne, New Jersey
W-833-1	477,075	Revenue Systems, Inc., and Garlet, Inc., Plainview, New York
W-835A	137,200	A. A. La Fountain, Inc., Trenton, New Jersey
W-1323B	218,400	Industrial Engineering Works, Trenton, New Jersey
W-1323C	331,500	Bonhag Co., Inc., Hawthorne, N.J.
W-1323D	167,500	Nubel Co., Belleville, New Jersey
W-1323E	239,253	Valentine Electric Co., Inc., Belleville, New Jersey
W-1724	2,335,597	Brewster Construction and Equipment Co., Hackensack, N.J.
W-1725	614,317	Lightning Electric Co., Millburn, New Jersey

### R Series Contracts

R-368B	\$ 321,700	B. Bornstein & Son, Inc., Phila., Pa.
R-368C	123,960	Braun Equipment Corp., East Paterson, New Jersey
R-368F	134,013	H & R Mechanical Contractors, Highlands, New Jersey
R-380	187,870	J. I. Hass Co., Inc., Jersey City, N.J.
R-382	135,970	Emcee Construction Co., Inc., Cherry Hill, New Jersey
R-385	157,541	Gardner M. Bishop, Inc., Mt. Vernon, N. Y.
R-386	416,247	Schiavone Construction Co., Secaucus, New Jersey
R-388	134,585	National Engineering & Construction Corp., Merchantville, N. J.
R-389	492,229	Golomere, Inc., Cherry Hill, N.J.
R-390	728,530	Schiavone Construction Co., Secaucus, New Jersey
R-391	294,778	Robert Bossert & Co., Inc., Newark, New Jersey
R-392	589,051	Union Paving Co., Wynnewood, Pa.
R-396	592,831	James D. Morrissey, Inc., Phila., Pa.
R-397	107,624	J. I. Hass Co., Inc., Jersey City, N.J.
R-400	164,669	Big Top Landscape Contractors, Inc., Avenel, New Jersey

### Orders for Professional Services

Order No.	Engineer	Amount
OPS 550 1/25/72	Howard, Needles, Tammen & Bergendoff, Fairfield, New Jersey Sports Complex Design (Based on 5.2% of Total Const. Cost)	\$ 243,459.06
OPS 557, 2/22/72	Azzolina Engineering Co., Paramus, New Jersey—Resurfacing	150,000.00
OPS 574 & 574A 3/28/72 & 10/17/72	DeLeuw, Cather and Co., Newark, New Jersey Changeable Message Signing	270,800.00
OPS 451A, 6/27/72	Howard, Needles, Tammen & Bergendoff, Fairfield, N.J.—Service Area-North	141,000.00
Agreement #578 10/17/72	Sperry Rand Corp., Great Neck, New York Implementation of Automatic Surveillance and Control System	1,150,000.00
OPS 582 10/31/72	DeLeuw, Cather and Co., Newark, New Jersey Design and Inspection of Construction for Automatic Surveillance and Control System	169,500.00
Supplemental Agreement #500A	Howard, Needles, Tammen & Bergendoff, Fairfield, New Jersey Design—1971 Widening	164,000.00

## Purchases

Purchase Order No.	Vendor	Description	Price
P2317	International Harvester	16 assorted trucks	109,829.56
P2990	Electric Products	Air Conditioning & Refrigeration	107,406.00
P2993	International Salt Co.	Sodium Chloride	376,030.00
P3449	Statewide HiWay Safety	Assorted Guard Rail Beams and related components	124,425.00
P3482	Business Supplies	Tabulating card toll tickets and plates	126,284.34
P3764	Benedetti Oldsmobile	Motor vehicle fleet	257,081.58

### Real Estate Purchases

Parcel 978, Sec. 5E	United Filigree Truss Corp., Edison	\$ 725,000.00
------------------------	---	---------------

### Insurance Contracts

Policy No.		
CL AJ9034-002	American Employers Insurance Co.	\$ 165,430.00
WO7762-8-72	N.J. Manufacturers Insurance Co. Workmen's Compensation	311,427.00

### Turnpike Safety Record

	1972	1971
<b>Enforcement:</b>		
Summonses Issued	61,869	59,048
Criminal Arrests	3,347	3,171
<b>Aids to Motorists:</b>		
Mechanical	38,850	36,927
Gasoline	12,197	10,349
Flat tires	13,240	13,261
Overheat	3,054	2,649
Other	45,554	42,156
Total Aids	112,895	105,342
Aids ratio	1 per 961 veh.	1 per 936 veh.
Aids per day	308	289
<b>Accident Information:</b>		
Accidents	2,516	2,210
Accident Rate	91.5	85.5
Personal Injuries	1,784	1,659
Injury Rate	64.9	64.2
Fatal Accidents	46	32
Fatalities	52	33
Fatality Rate	1.90	1.28

Accident injury and fatality rates computed on basis of every 100 million miles of travel.

### Revenue Vehicles

	1972	1971
January	7,897,753	6,916,592
February	7,299,289	6,630,536
March	8,722,607	7,726,954
April	8,771,473	9,249,308
May	9,352,205	8,358,174
June	9,433,810	8,722,771
July	9,695,645	9,004,057
August	10,332,974	9,253,264
September	9,175,810	8,474,977
October	9,389,543	8,439,919
November	8,995,086	8,281,504
December	8,867,096	8,495,556
	107,933,291	98,553,612

### Revenue Mileage

	1972	1971
January	193,524,155	171,335,256
February	175,697,122	166,218,694
March	214,107,430	188,256,362
April	229,057,250	223,451,086
May	237,082,025	220,621,588
June	238,680,187	226,947,128
July	265,638,832	251,885,723
August	276,472,582	258,711,553
September	234,715,998	223,160,506
October	230,576,546	217,364,740
November	222,899,261	212,966,814
December	222,070,585	213,307,384
	2,740,521,973	2,574,226,834

### Toll Revenues

	1972	1971
January	\$ 5,460,848	\$ 4,799,252
February	5,097,881	4,649,667
March	6,069,307	5,402,996
April	6,157,692	5,923,141
May	6,561,022	5,924,662
June	6,679,026	253,182
July	6,941,857	6,588,605
August	7,430,149	6,794,182
September	6,476,630	6,120,405
October	6,543,699	5,934,185
November	6,319,419	5,836,821
December	6,202,152	5,897,213
	\$75,939,682	\$70,124,311

# Financial Planning

The Authority undertook in 1972 to reduce its interest costs by the defeasance of its Turnpike Revenue Bonds, Series F, 7% (1969 Issue), maturing January 1, 2009. Upon the advice of its Financial Advisor the Authority sold on August 7, 1972, to the Underwriters 5¾% Turnpike Revenue Refunding Bonds, Series G, dated July 1, 1972, to mature January 1, 2009, in the amount of \$155,100,000 at a net interest cost of 5.8116% to the Authority. Interest on these bonds is funded to January 1, 1976. From the net proceeds derived from the sale of the Series G Bonds, the Authority acquired and deposited with the Trustee direct obligations of and obligations guaranteed by the United States, the principal of and interest on which when due will provide monies sufficient to pay the redemption price of the Series F Bonds on January 1, 1979, and interest becoming due thereon on and prior to January 1, 1979. By this operation the Authority has a projected savings of approximately \$18,000,000 over the succeeding years ending January 1, 2009.

Since proper notice to the holders of Series F Bonds was published as to the redemption of said bonds and all other requirements set forth in the General Revenue Bond Resolution pertaining thereto were met, the Series F Bonds are deemed to have been paid and the liability therefor has been removed from the books of the Authority.

The change in our debt position during the year 1972 was as follows:

### BOND AND NOTE INDEBTEDNESS

As of December 31, 1971	\$	854,422,000
Add:		
Sale of 5¾% Turnpike Revenue Refunding Bonds, Series G		155,100,000
		1,009,522,000
Deduct:		
Bonds Defeased and Redeemed:		
Turnpike Revenue Bonds Series F, 7% (1969 Issue)	\$137,000,000	
General Revenue Bonds 3¼% (1950 Issue)	24,962,000	
3.20% (1951 Issue)	5,621,000	167,583,000
		167,583,000
As of December 31, 1972	\$	841,939,000
Detail of the balance at statement date is as follows:		
General Revenue Bonds	\$	82,339,000
Turnpike Revenue Bonds		634,100,000
Turnpike Notes, Series A		125,500,000
Total	\$	841,939,000

At the time of issuance of our 5¾% Turnpike Revenue Refunding Bonds, Series G, in August, 1972, a revised schedule of estimated retirement of all General Revenue Bonds was set forth in the Official Statement which showed bonds outstanding at November 30, 1972, of \$78,788,000. This amount reflects bond redemptions on the following January 1 for which moneys were available on November 30. The Authority redeemed on January 1, 1973, by operation of the General Sinking Fund, General Revenue Bonds having a par value of \$11,254,000. The General Revenue Bonds outstanding at December 31, 1972, as shown in Schedule 3 in the amount of \$82,339,000 less the bonds redeemed on January 1, 1973, of \$11,254,000 produces an amount for bonds outstanding of \$71,085,000 which is \$7,703,000 less than the requirement. The requirement as of November 30, 1973, as shown in our last Official Statement, is in the amount of \$34,375,000. We presently estimate that our position will be at that time \$30,889,000.

At December 31, 1972, all reserve requirements pertaining to the General Revenue Bonds were fully met.

Net charges to Cost of Investment in Facilities amounted to \$83,144,900 during the fiscal year ended December 31, 1972. Detail by project is as follows:

1966 Turnpike Improvement (Including Special Projects)	\$53,363,305
1971 Turnpike Improvement (Financed by Turnpike Notes, Series A)	29,627,289
Capital Projects	165,100
Newark Bay-Hudson County Extension	(10,794)
<b>Total</b>	<b>\$83,144,900</b>

The credits to Newark Bay—Hudson County Extension arose from sale of property and income from investments and were treated in accordance with the Bond Resolutions.

As in our report for the prior year, we call to your attention current cost estimates relating to the major projects and their comparison with accumulated costs to date. In their report of January 1, 1973, the Consulting Engineers estimated that the cost of the 1966 Turnpike Improvement, only, exclusive of financing costs and Special Projects, would amount to \$421,376,000 without contingency. At December 31, 1972, \$396,508,200 had been charged against this project. A similar report for the 1971 Turnpike Improvement shows the estimated cost for that project, exclusive of financing costs, to be \$112,000,000 which includes a contingency of \$7,108,000. At December 31, 1972, \$36,088,561 had been charged against this project. The 1966 Turnpike Improvement has suffered from escalation in construction costs unpredictable at the time of financing. The last issue of Widening and Improvement Bonds to finance this project was sold on December 9, 1969. As pointed out in our report for the prior year, an additional issue of Widening and Improvement Bonds may be required to finance the completion of the 1966 Turnpike Improvement. At the present time funds appear adequate for the completion of the 1971 Turnpike Improvement.

Toll Revenue and traffic on the New Jersey Turnpike continue to climb. The year 1972 showed an increase over 1971 of 8.3% in Toll Revenue and 9.5% in Revenue Vehicles. A comparison is shown below:

	1972	1971	Increase	%
<b>Toll Revenue</b> (Before Toll Adjustments)	\$ 75,947,821	70,135,611	5,812,210	8.3
<b>Revenue Vehicles</b>	107,933,291	98,553,612	9,379,679	9.5

In the Official Statement dated August 1, 1972, which was published in connection with the sale of our 5¾% Turnpike Revenue Refunding Bonds, Series G, Traffic Engineers estimated that Toll Revenue for 1972 would amount to \$76,486,000.

Concession Revenue for 1972 amounted to \$5,612,148, an increase of \$289,684 or 5.4% over the amount received in 1971 of \$5,322,464. The Traffic Engineers' estimate for 1972 was \$5,700,000.

Income from Investments for 1972 amounted to \$819,630 compared with \$776,148 in 1971. \$167,791 of the income received in 1972 was derived by placing the funds in the General Sinking Fund on time deposit. The Sinking Fund Agent was unable to purchase General Bonds in the open market throughout the year making it necessary to resort to call in order to acquire the General Bonds needed to meet our redemption requirement. Since the call was made January 1, 1973, it was possible to earn interest on the funds that accumulated in the General Sinking Fund prior to that date.

Miscellaneous Revenues for 1972 includes \$53,472 of gross receipts derived from the operation of a Park-Ride in the Township of East Brunswick, New Jersey. An agreement with the Township provides that the Authority pay to the Township in 1973 its proportionate share of the receipts for 1972. The payment to the Township in 1973 will be reflected as a reduction of the receipts to be received in that year. There was no comparable item in Miscellaneous Revenues for 1971.

The Annual Budget of Operating Expenses for the Fiscal Year 1972 was \$29,941,600. Operating Expenses for that year totaled \$29,754,756, or 99.4% of the Annual Budget. Operating Expenses for 1972 of \$29,754,756 represent an increase of 12.4% over the Operating Expenses for 1971 of \$26,476,743. Operating Expenses were affected by wage increases arising from Union Agreements executed in 1972.

Other Charges financed from the reserves in accordance with provisions of the Bond Resolutions (subsequently restored from revenues) totaled \$6,405,647 in 1972. Of this amount \$1,787,786 was applicable to a renovation project in connection with the Administration Building which is over twenty years old and was inadequate and in need of repair. The balance was expended to maintain the operating facilities of the Turnpike for the benefit and safety of its patrons. Other Charges for the Fiscal Year, 1971, amounted to \$4,967,065.

Revenues Less Expenses for the Fiscal Year 1972 amounted to \$43,251,655 which included a charge for interest on General Revenue Bonds of \$3,137,014. There was charged to construction cost in 1972 in accordance with the Bond and Note Resolutions, interest cost of \$38,812,925. Interest on Turnpike Revenue Bonds is funded through January 1, 1976, and on Turnpike Notes through January 1, 1975. As can be determined from the foregoing, Revenues Less Expenses for 1972 were more than suf-

ficient to absorb the interest cost charged to construction cost in accordance with the Resolutions.

Revenues Less Expenses for the Fiscal Year 1972 of \$43,251,655 represent an increase of \$2,638,326 or 6.5% over Revenues Less Expenses for the Fiscal Year 1971 of \$40,613,329.

At December 31, 1972, market value of our investments was approximately \$5,800,000 in excess of book value.

1973 will be an interesting year, particularly from a financial standpoint. The Authority has been authorized to construct an Expressway, the general alignment of which will be from Route 9 in Dover Township, Ocean County, northwesterly to meet with the existing New Jersey Turnpike in the Township of South Brunswick, Middlesex County, a distance of slightly over 35 miles. Furthermore, with the construction of the Sports Complex in the Hackensack Meadows, the Authority plans to construct certain feeder roads and revise certain interchanges. It is planned to make the initial financing of this construction in the spring of 1973. The construction of the projects will be over a three year period with periodic financing during that time.



The National Crime Investigation Center will occupy a floor in this new facility (center of aerial photo) being built for Northern Division Maintenance Headquarters at Newark Airport Interchange 14. The State Police, who will operate the CIC, will also have their Newark Turnpike Station there. Toll plaza is shown at top of picture.

