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New Jersey Turnpike Authority Annual Report 1969



New Interchange 10 at Edison, connecting New Jersey Turnpike with Interstate 287 (I-95) shown running from left to right above 14-lane toll plaza. The new facility was scheduled for opening January 12 as part of Widening program.

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New Jersey Turnpike Authority 1969 Twenty-first Annual Report

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THE COVER: New Interchange 11 under construction. Toll plaza at upper left, Garden State Parkway, top, and Route 9 at bottom.

Letter Of Transmittal

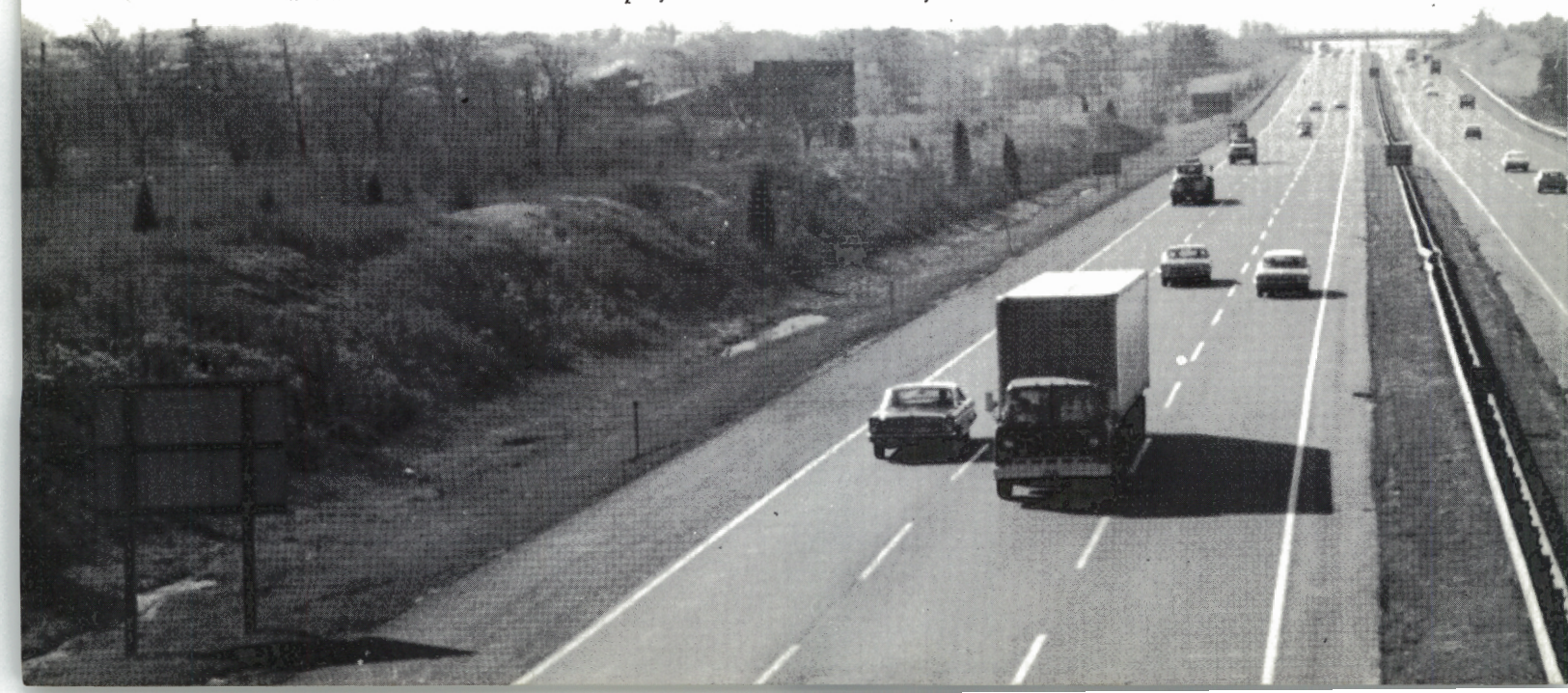
This Annual Report of the New Jersey Turnpike Authority is addressed to the new Governor, William T. Cahill, who was inaugurated on January 20, 1970 as the 46th Chief Executive of the State of New Jersey succeeding Richard J. Hughes.

The New Jersey Turnpike Authority reaffirms its dedication to the cause of transportation and endorses Governor Cahill's programs to further the interest of the travelling public. Our role in that endeavor will continue unabated. ■■



WILLIAM THOMAS CAHILL
GOVERNOR OF NEW JERSEY

Smooth and straight the traffic rolls along the New Jersey Turnpike (looking south) in a wooded area in the Township of East Brunswick on an afternoon in late Summer.



JOSEPH MORECRAFT, JR., CHAIRMAN
THEODORE DOLL, JR., VICE CHAIRMAN
ANGUS M. HARRIS, TREASURER

NEW JERSEY TURNPIKE AUTHORITY

(201)247-0900 NEW BRUNSWICK, N.J. 08903

January 21, 1970

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

We are privileged to present the 1969 Annual Report of the New Jersey Turnpike Authority, marking the 18th year of operations and the 21st year of the Authority's existence as a public agency.

It is significant that as the New Jersey Turnpike Authority becomes of age it should be on the verge of completing its expansion program--the greatest single highway project since the construction of the original Turnpike 18 years ago.

This Report covers the climactic stage of the Widening program--completing, on schedule, the new 12-lane Turnpike from Edison to Newark and the extension through the Hackensack Meadows, with completion scheduled for June 1970. Covered also are the accomplishments of our operating and administrative departments, our financial position and the emphasis we place on the safety of the people who ride our facility. In 1969 the number of revenue vehicles was a record 80,618,191, and the Turnpike's safety record was among the best of all toll roads.

The success of the Turnpike operations could not have been possible without the support of the Executive and Legislative branches and the cooperation of State and local agencies with whom we have had a community of interests. In a spirit of continuing cooperation, we look forward to a new decade of progress in the service of the State.

Respectfully submitted,

JOSEPH MORECRAFT, JR.
Chairman

THEODORE DOLL, JR.
Vice Chairman

ANGUS M. HARRIS
Treasurer





Chairman Joseph Morecraft, Jr. is sworn into his fourth five-year term as member of the Turnpike Authority at the Administration Building on May 6, 1969. Executive Director William J. Flanagan is at the left, with General Counsel Grover C. Richman, Jr., administering the oath, and at the right are Commissioner Angus M. Harris, treasurer, and Theodore Doll Jr., vice-chairman.



New Jersey Turnpike Authority

New Brunswick, New Jersey

AUTHORITY MEMBERS

JOSEPH MORECRAFT, JR., *Chairman*
THEODORE DOLL, JR., *Vice Chairman*
ANGUS M. HARRIS, *Treasurer*

GROVER C. RICHMAN, JR., *General Counsel*
LILLIAN M. SCHWARTZ, *Secretary & Assistant Treasurer*

STAFF

WILLIAM J. FLANAGAN, *Executive Director*
NEVILLE R. ASHCROFT, *Comptroller*
OLIVER K. COMPTON, JR., *Assistant to the Executive Director and until October 28, 1969 Acting Director of Purchasing*
HOWARD S. HEYDON, *Chief Engineer*
JOSEPH R. POSTIZZI, *Senior Attorney*
JOHN P. LESHER, *Director of Toll Collection*
PAUL M. WECKESSER, *Traffic Engineer*
ANTHONY E. DeSIMON, *Director of Maintenance*
HORACE A. TANI, *Director of Public Information*
ROBERT G. OTT, *Director of Systems & Data Processing*
DANIEL J. DONAHUE, *Director of Purchasing (Appointed October 28, 1969)*
JOHN F. MERRIGAN, *Director of Personnel (Appointed October 28, 1969)*

CONSULTING ENGINEERS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

AUDITORS

PEAT, MARWICK, MITCHELL & CO.

TRAFFIC AND REVENUE CONSULTANTS

COVERDALE & COLPITTS

BOND COUNSEL

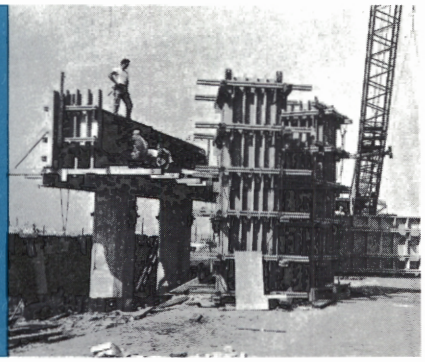
HAWKINS, DELAFIELD & WOOD

FINANCIAL ADVISOR

SMITH, BARNEY & CO.

1 Chapter

The New Turnpike Emerges . . .

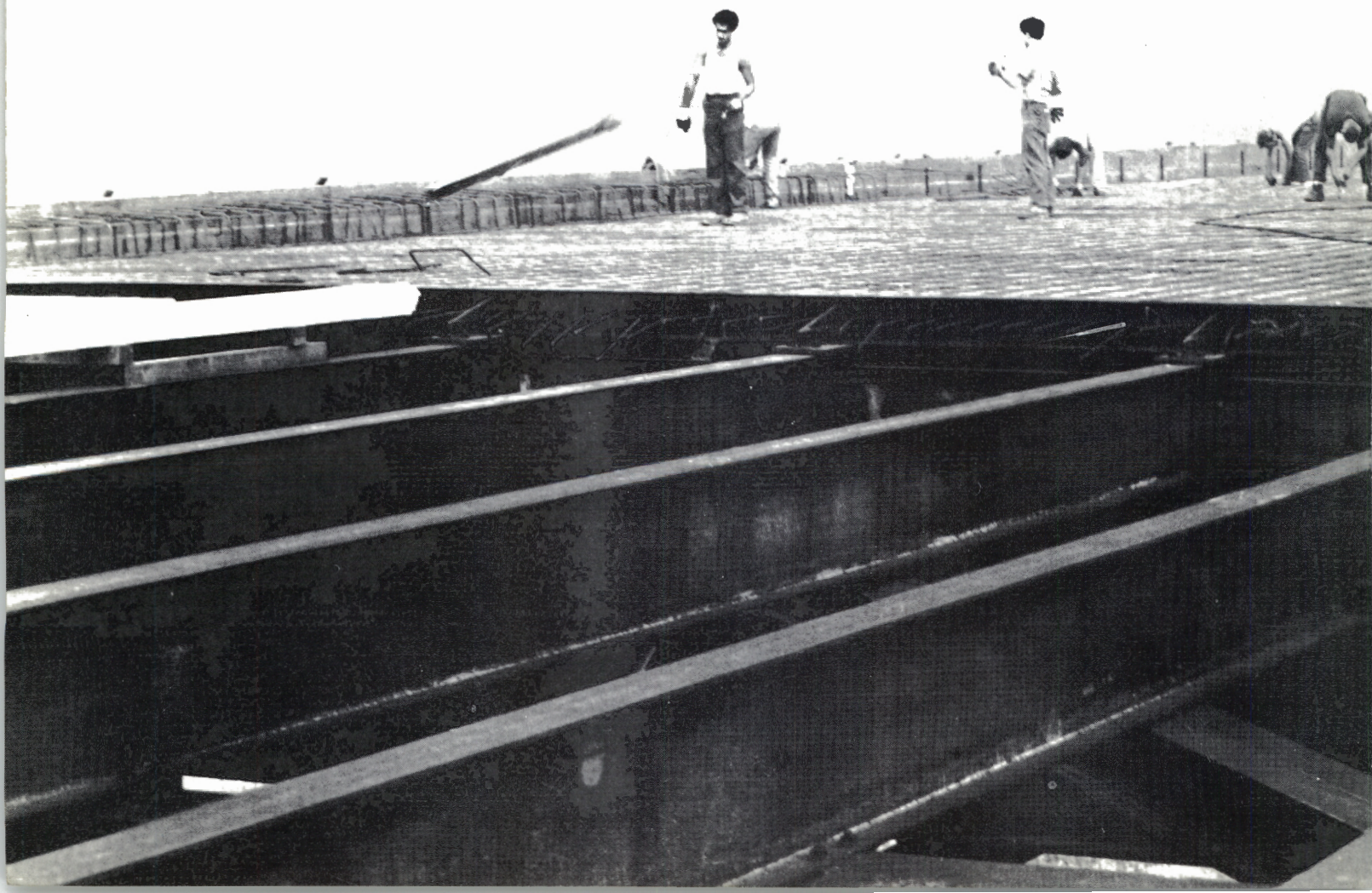


On March 31, 1949, the New Jersey Turnpike Authority was organized as a public agency charged with the responsibility of facilitating the flow of vehicular traffic from one end of the state to the other. Two years later, in a notable feat of highway engineering and construction, the original 118-mile mainline of the New Jersey Turnpike was completed and opened to the public.

In 1969, twenty years later, the Authority looked forward to the fulfillment of another massive engineering undertaking—the expansion of the Turnpike's heavily travelled northern 30 miles from six to 12 lanes—the most extensive facility of its kind in the nation. At year's end, more than 80 percent of the widening construction was completed. The cost of the overall construction project is estimated at $407.5 million and the Authority is encouraged by the fact that the program is near completion three years after it was begun, late in the fall of 1966.

To make this improvement possible was the combination of men, money and machines—the human elements of brain and brawn, a vast

Constructing bridge piers for structure in widening program in Newark area (above) and a closeup (below) of the Laderman Bridge over the Passaic River, showing steel beams in foreground and the concrete deck under construction in the background. The new bridge, paralleling the original span over the Passaic, has been named in memory of the toll collector who was killed in the line of duty.



array of modern road building equipment and six bond issues totaling $616 million.

Funding the expansion from six to 12 lanes, the six revenue bond issues were sold by the Authority over a three-year period—40 year securities carrying an interest rate from 4¾ percent to 7 percent. The financing was accomplished despite a tight money market, accounting for the steady rise in interest rates, but the Authority's investment syndicate had little difficulty in disposing each issue soon after it was approved. The final offering of $137 million in 7% bonds (Series F) was authorized by the Turnpike Authority with the approval of Governor Richard J. Hughes and the State's Bond Issuing Authority on November 26, 1969.

With this final expression of confidence in the New Jersey Turnpike by the financial community, the Authority has sold these bonds:

Series A, 4.75% (1966 issue) maturing January 1, 2006—$179 million.

Series B, 5.125% (1968 Issue) maturing January 1, 2008—$75 million.

Series C, 5.20% (1968 Issue) maturing January 1, 2008—$125 million.

Series D, 5.75% (1969 Issue) maturing January 1, 2008—$60 million.

Series E, 5.874% (1969 Issue) maturing January 1, 2008—$40 million.

Series F, 7.00% (1969 Issue) maturing January 1, 2009—$137 million.

On the construction front, progress advanced toward the final stages, with the major segment, the 20-mile dual/dual road, south of Kearny, scheduled to be opened to the public on January 12, 1970. North of that area, the new roadways comprising the six- and four-lane spur across the Hackensack meadows to Ridgefield Park, were targeted for completion in June, 1970.

The opening on September 18, 1969 of the Turnpike's new 20-lane Woodbridge Interchange No. 11, providing a direct link with the Garden State Parkway and connecting state routes, was a major mile-

(continued)



The New Turnpike Emerges . . .

stone in the Widening program. Another milestone will be the January 12th opening of new Interchange 10 at Edison with its 14 traffic lanes providing the necessary connection with Interstate Routes 287 and 95. It is at new Interchange 10 that the major 20-mile 12-lane segment will be opened to the public.

To carry out the expansion program approximately 140 construction contracts have been awarded, with an additional 10 to be issued later to complete the work picture.

The estimated total construction price tag of $407.5 million also takes in right-of-way acquisition and engineering costs of the Widening and related improvements. The construction cost figure also covers a new service area in Ridgefield, near the junction of the mainline and meadowland spur, and a new Turnpike interchange at Allentown, to be known as 7A, now under design, to serve the Trenton-Allentown area, in connection with the Department of Transportation's Central Jersey Expressway to link Trenton with the North Jersey shore.

Key structures in the widened Turnpike include the new high level bridge paralleling the existing span over the Pasaic River and the new Hackensack River Bridge, second Turnpike structure to cross that river. The new span is located five miles upstream from the existing bridge.

The second Passaic River Bridge has been completed and will be opened to traffic with the dedication of the dual/dual from new Interchange 10 at Edison to the "mixing bowl at Newark, leading to the new meadow route. The new Hackensack River Bridge will be in service when the eight miles of the route across the meadows are completed and ready for traffic in June. An innovation providing a safety factor in bridge construction will be the full shoulders featured on the new bridges. Another innovation will be the separation of truck and bus traffic from pasenger vehicles on the widened Turnpike.

To meet 1970 target dates after periods of heavy rains had impeded progress, an all-out effort was begun by contractors and schedules were accelerated to compensate for lost time on the overall project from Edison Township to Ridgefield Park.

Obscured by the widening proj-



ect but important to the overall operation of the Turnpike, was the work that had to be done to keep existing facilities in good condition.

Sixteen of 23 construction contracts awarded in 1969 were completed to effect improvements not connected with the Widening. Significantly, many of the contracts dealt with improvements to service areas, attesting to the continuing concern for the safety and convenience of Turnpike patrons visiting the restaurants and service stations. In addition, bridge decks were resurfaced and repaired; some 50 lane miles of roadway were resurfaced, with most of the work designed and supervised by the Authority's Engineering Department. The Maintenance Department shared in some

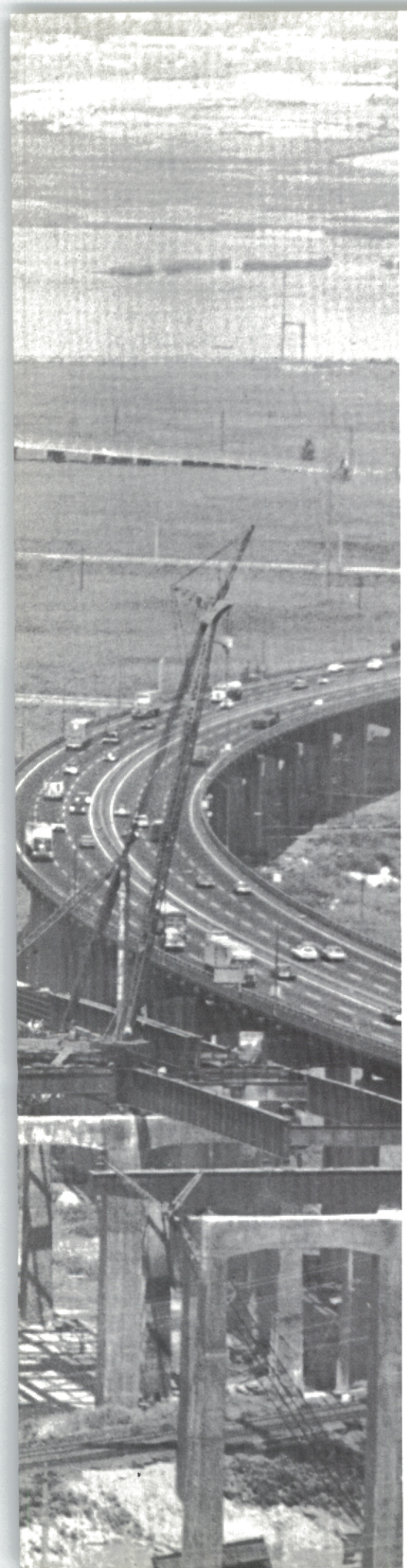
(continued)



One of the largest reinforced concrete pipes is this 9-foot diameter culvert installed at Cedar Creek, East Rutherford, with "rip-rap" stones to prevent erosion, while the picture below shows box culvert under construction to carry the Moonachie Creek under the new Turnpike roadways at Carlstadt in Bergen County.







of this work which, under a policy established in 1966, limited all resurfacing operations to the area south of the Widening program.

Maintenance operations, however, went far beyond the day-by-day tasks of keeping the Turnpike up to its high standard. New projects associated with the Widening were assumed and these eventually became routine; new facilities were provided, and the Department began to handle more work on roadways and bridges as the Widening progressed down to the wire.

Additional employees were hired, with night crews established in the Northern Division and in the Auto Shops as the increased work load necessitated a round-the-clock operation. Many facets of Turnpike needs were Maintenance's concern. Its readiness was tested with the first snowstorm of the winter on Christmas Day. Maintenance crews, augmented by contract plow teams, worked effectively to keep the Turnpike clear through the storm.

Here, as in all phases of Turnpike operations, safety is the dominent theme. It is the heart of Turnpike policy. This has been demonstrated in many ways and it received particular emphasis in the midst of the Widening program, which progressed without interrupting traffic by the use of detours during the construction of new roadways.

Traffic Engineering reports the successful application of safety measures on the construction sites, and looking ahead to the expanded Turnpike, it submitted, and the Authority approved, a contract with the Sperry Rand Corporation for studies on a design and research project to establish a complete traffic control and surveillance network governed by remote control and computer systems.

The need to gear its operations to cope with the expansion was felt by every department. New people were attracted to the organization, with Maintenance and Toll Collection, the largest departments, absorbing most of the new personnel. Toll Collection, because of the new interchanges springing up, has been hiring collectors to man these new posts in a program of recruitment conducted by the Personnel Department.

While the Turnpike was being widened, the traffic continued to increase and so did the business of the Authority's two concessionaires, Howard Johnson's and Cities Service Oil Co. (Citgo). Restaurant sales were up more than 8 percent and gasoline 27 percent. In 1969 some 12 million patrons were served at Howard Johnson's restaurants and 3.6 million vehicles visited Citgo stations.

In summary, it was another year of growth in the unbroken succession of such years since the Turnpike came into being. Its expansion now, as the Authority ends the second decade of its existence, brought a sense of urgency into every area of its jurisdiction, and by the summer of 1970 the urgency will be replaced by a sense of great accomplishment, to which the Turnpike people—and all those who worked with them in what was captioned "Widening 1969"—contributed in various ways their efforts and goodwill.

The Harry Laderman Bridge, second major New Jersey Turnpike span over the Passaic River, reaches the halfway mark as she moves away from the original bridge over the river in Kearny. Here, the superstructural steel work is in the process of being erected while the pouring of the deck is just beginning. The Laderman, high-level span, is the key to the new route across the meadowland.

2 Chapter

Safety: The Compelling Consideration

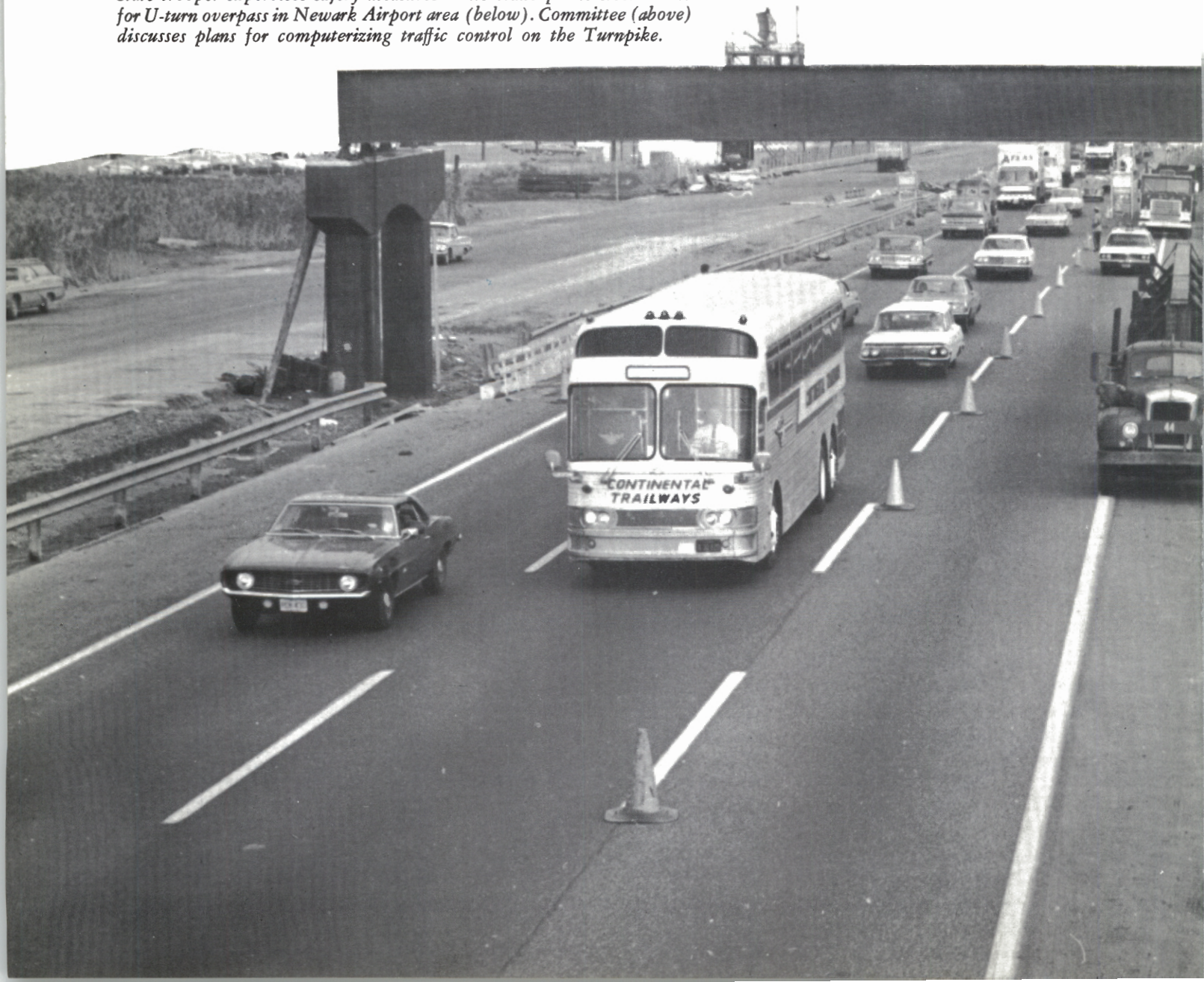
In 1952, the New Jersey Turnpike consisted of 117.5 miles of main line roadway, carrying the travelling public from one end of New Jersey to the other. During 1956, 14 miles of additional roadway were built, providing extensions from the Turnpike. This was the beginning of a highway that has become one of the most modern expressways in the nation. The New Jersey Turnpike has been first to utilize new ideas and methods for fulfilling its basic purpose: providing safe and expeditious travel for all patrons.

In 1966, the Turnpike broke ground for its expansion program, the 1969 Widening. The entire program is designed to expand and almost double roadway facilities for the most heavily travelled portion of the Turnpike, from new Interchange 10, north to Interchange 18. All construction work on the Widening has been planned and executed with safety of our patrons as the most compelling consideration.

Construction was scheduled so that travel was never interrupted with three lanes in each direction always available for use by all patrons, maintaining whenever possi-



State trooper supervises safety measures while crane places steel beams for U-turn overpass in Newark Airport area (below). Committee (above) discusses plans for computerizing traffic control on the Turnpike.



ble the maximum speed limit of 60 miles per hour. New roadways were constructed while traffic was expedited by the use of detours (15 were built in 1969). New Interchange 11 was opened to traffic during September. This was accomplished with the use of traffic slowdowns, allowing old Interchange 11 to be closed and new Interchange 11 opened, simultaneously, without any interruption in traffic.

This Department issued a total of 127 construction permits and addenda to widening contractors. Sixty-one construction permits and addenda were issued to capital budget projects and other related construction, allowing continuous progress on other necessary work to maintain all Turnpike facilities.

On the widened Turnpike, traffic control and sensing devices will provide complete control of all roadways, by remote control and computor systems. Studies are presently underway with the Sperry Systems Management Division of the Sperry Rand Corporation for a design and research project for a complete traffic control and surveillance system. Changeable message signs will be located at all strategic locations, to enable the closing of any roadway for emergency purposes. All major signing will be mounted on overhead structures.

(continued)



Safety: The Compelling Consideration

Traffic monitors will be provided to insure accurate counts of all traffic movements on all ramps and roadways. The purchase of sequential flashing arrow systems has increased the safety of men working on Turnpike right of way. The Traffic Engineering Department has been instrumental in studying and selecting a major portion of this new equipment, for normal operations and for the widening.

The safety records of this Department reflect that there has not been any considerable increase in traffic accidents during this construction period, when compared on the basis of total vehicle miles travelled. For comparison purposes the year 1964 will be used, as no construction work was in progress for the widening during that year. Total mileage then amounted to 1,759,540,617, as compared to 2,210,-233,603 for 1969. During 1964 there were 1,659 accidents on the Turnpike, as compared to 2,272 accidents during 1969; however, the accident rate for 1964 was 94.3 and for the year 1969, the accident rate was 102.8. Although there was a 36.9% increase in the number of accidents, there was a corresponding increase of 25.6% in total vehicle miles travelled, which shows that even with the greatly increased mileage and construction activity, the accident rate has remained about the same. The injury rate for the year 1964 was 77.4 and for the year 1969, the rate was 79.9. In 1964, the fatality rate was 1.65 and for the year 1969, the fatality rate was 1.90. It should be noted, however, that 67% of the fatalities for 1969 occurred on the southern end of the Turnpike.

During 1969, contract garages and first aid squads and fire companies continued to assist patrons whose vehicles became disabled or involved in accidents on the Turnpike. Aids to motorists averaged 173 per day for the years 1963, 1964 and 1965 (the three-year period before widening construction began). Aids averaged 200 per day for 1966, 1967 and 1968 (widening construction in progress)—an increase of 27 aids or 15.6% per day. This increase is considered minimal, compared with an increase of 21.5% in total vehicles travelling the Turnpike during these three-year periods.

Troop D of the State Police continued to apply its manpower and law enforcement techniques to enforce all Turnpike regulations for patrons and for contractors. A special detail of troopers is assigned to the construction detail for the duration of the widening construction. They assist all contractors and the personnel of the Turnpike by insuring that all construction activity is carried out safely, in accordance with the instituted regulations outlined in the contract specifications and in the construction permit.

During 1964, 34,502 summonses were issued to patrons violating Turnpike regulations; 46,800 summonses were issued during 1969, representing an increase of 35.6% which corresponds directly with the increase in traffic throughout this construction period.

All of the statistics of the Traffic Engineering Department, and the information and data from the Emergency Services Section of this Department and from the State Police, reveal that the entire 1969 Widening Program has not adversely affected the safety records of the Turnpike. Traffic volumes continue to increase yearly, and with these increases, the utilization of all available construction and operational safety measures insures that the New Jersey Turnpike will remain one of the safest toll facilities in the country.



State Police troop commander on the Turnpike, Capt. William J. Kennedy, just before taking off for helicopter survey.

Eighteen Years Of Operation

	REVENUE VEHICLES	REVENUE MILEAGE	REVENUE TOLL	CONCESSION REVENUES	TOTAL REVENUES
1951*	787,195	38,246,174	$ 587,326	$ 32,861	$ 620,274
1952	17,948,325	765,807,780	16,241,267	1,523,038	17,829,635
1953	22,005,078	868,606,100	19,192,647	1,853,880	21,510,629
1954	24,555,441	927,393,967	20,756,344	1,826,777	23,217,762
1955	25,888,319	939,672,825	21,122,503	1,859,952	23,905,624
1956†	31,588,224	1,064,377,974	24,513,371	2,056,530	27,767,583
1957	39,269,643	1,200,254,680	29,022,910	2,370,516	32,840,440
1958	41,615,115	1,232,527,909	30,159,491	2,400,793	34,114,718
1959	46,199,339	1,343,847,970	33,317,927	2,602,998	37,317,332
1960	49,083,017	1,414,759,197	35,583,987	2,650,147	39,508,455
1961	51,737,682	1,471,802,723	37,192,652	2,649,106	40,998,727
1962	54,900,745	1,560,490,809	39,240,487	2,660,029	43,081,305
1963	56,677,379	1,610,706,177	40,778,566	2,749,777	44,798,607
1964	60,707,631	1,753,074,755	44,148,839	3,436,989	49,031,874
1965	64,957,715	1,856,395,130	46,122,200	3,624,311	51,296,301
1966	69,850,328	1,944,951,873	48,609,809	3,752,280	53,990,370
1967	73,528,656	2,030,844,201	51,229,549	3,976,450	56,848,226
1968	78,205,075	2,138,002,435	55,339,724	4,323,562	61,316,667
1969	80,618,191	2,202,999,403	57,636,727	4,624,406	64,240,987

* Section of Turnpike Opened November 5, 1951.

† Pennsylvania and Newark Bay—Hudson County Extensions Opened in 1956.



Operations Budget 1970-1969

	1970	1969 Budget As Amended
Administrative—General	$ 812,900	$ 715,600
Toll Audit	545,700	458,400
Accounting	257,500	229,600
Traffic Control and Police	3,030,800	2,298,600
Toll Collection	6,063,200	5,174,400
Maintenance, Repair, Replacement and Reconstruction	8,025,500	6,512,500
Engineering	353,800	323,700
Real Estate	23,300	22,700
Insurance	930,000	798,100
Professional Fees to Auditors, Consulting Engineers, Etc.	75,000	70,300
Expenses and Compensation to Fiduciaries	130,000	126,800
Pension and Retirement Funds	1,333,000	1,173,800
Taxes	43,300	30,000
Provision for Salary Adjustment and Wage Increases	857,500	2,550*
Total	$22,481,500	$17,937,050

*Balance after allocations to various departments.

Turnpike Safety Record

ENFORCEMENT

	1969	1968
Summonses Issued	46,800	45,552
Criminal Arrests	1,839	1,189

AIDS TO MOTORISTS

	1969	1968
Mechanical	30,960	28,862
Gasoline	8,495	8,589
Flat Tires	12,430	11,982
Overheat	2,644	2,455
Other	28,089	23,712
Total Aids	82,618	75,600
Aids	1 per 976 vehicles	1 per 1,034 vehicles
Aids per day	226	207

ACCIDENT INFORMATION

	1969	1968
Accidents	2,272	2,034
Accident Rate	102.8	94.8
Personal Injuries	1,765	1,509
Injury Rate	79.9	70.3
Fatal Accidents	33	34
Fatalities	42	37
Fatality Rate	1.90	1.72





3 Chapter
Finance: Funding the Expansion



Automation is extended into payroll operation. Evelyn Landrie, assistant supervisor, at left, and Mary Starodub, payroll clerk, feed payroll checks into printer (above). View of Accounting Department (left) which operates computerization of payrolls in program set up by Systems and Data Processing Department.

The General Revenue Bond Resolution adopted by the Authority on September 22, 1966 provides for the redemption of all General and Second Series Bonds by January 1, 1976. It further provides that, at November 30, 1969 the total of such bonds outstanding shall not exceed $216,000,000. The total of these bonds outstanding at November 30, 1969 was $199,097,000 after taking into consideration moneys in the sinking fund sufficient to redeem Second Series Bonds in the amount of $16,903,000 which were called for redemption on January 1, 1970.

The General Sinking Fund requirement for the 12 months ending November 15, 1970 is $6,893,000 as to the 1950 Issue and $656,000 as to the 1951 Issue of which at December 31, 1969 there had been redeemed $2,700,000 and $236,000 respectively. In addition, at that date, there were outstanding purchases of $118,000 of the 1950 Issue and $40,000 of the 1951 Issue, all of which were subsequently delivered.

Interest coverage for the General and Second Series Bonds in the past three years was:

	1969	*1968*	*1967*
Before extraordinary expenses	6.44	5.59	4.65
After extraordinary expenses	6.02	5.18	4.12

A combination of increasing revenues and decerasing interest cost arising from bond redemption accounts for this steady increase in coverage.

The new Turnpike Revenue Bonds issued to finance the widening of the Turnpike and certain other projects do not participate in the revenues until the last of the General and Second Series Bonds are redemmed or provision for redemption is in hand. Interest on these new bonds is funded from the proceeds of sale of the bonds to and including January 1, 1976. It is presently estimated that the General and Second Series Bonds will be fully redeemed not later than July 1, 1975. The new bonds total in all $616,000,000 consisting of the following issues:

Amount	Year of Issue	Coupon	Net Interest Cost
$179,000,000	1966	4.75%	4.7981%
75,000,000	1968	5.125	5.1692
125,000,000	1968	5.20	5.2445
60,000,000	1969	5.75	5.7982
40,000,000	1969	5.875	5.9230
137,000,000	1969	7.00	7.0505

The average net interest cost of these six issues is 5.6024%. It will be seen that coupon rates and net interest cost increased with each issue due to money market conditions. It is noteworthy that all the issues were successfully marketed by the syndicate which is a tribute to public acceptance of the bonds of the

(continued)

Turnpike. Total bond indebtedness of the Authority at December 31, 1969 was $829,064,000 comprising the following:

General Bonds	$177,986,000
Second Series Bonds	35,078,000
Widening Bonds	616,000,000
	$829,064,000

Extraordinary charges financed from the reserves in accordance with provisions of the Bond Resolutions (subsequently restored from the revenues) totaled $3,069,423 in 1969. Major portions of this cost had to do with pavement repair and bridge work. The total of these charges since inception to December 31, 1969 is $36,453,113.

Further improvements and betterments to the Turnpike were made in 1969 at a cost of $10,385,-986. The cumulative cost from inception to December 31, 1969 is $88,054,857 which was charged to the following funds. (See Statement of Cost of Investment in Facilities in the financial statements.)

To the General Reserve Fund	$10,253,186
To the Second Series Maintenance Fund	54,554,845
To the 1966 Turnpike Improvement Fund (note)	23,246,826
	$88,054,857

Note: Provision is made in the General Revenue Bond Resolution for charges to the proceeds of the sale of the new bonds of certain amounts for improvements and betterments.

Of these moneys $25,575,877 came from the proceeds of sale of bond issues. All other moneys were supplied from the revenues.

At December 31, 1969 all reserve requirements pertaining to the General and Second Series Bonds had been fully met except for a deficiency in the Second Series Maintenance Fund of $885,902 which was made good on January 2, 1970 by transfer from the Second Series Interest Reserve Fund arising from the January 1, 1970 bond call. There were moneys in the capital project accounts of $331,615 withdrawn from the Second Series Maintenance Fund.



The Annual Budget of Operating Expenses for the calendar year 1969 was $17,770,300 which was later amended to $17,937,050. Expenses for the year totaled $17,841,647.

In 1969 investment income totaled $1,801,375. In 1968 the figure was $1,457,059. These amounts included interest on time deposit of moneys in the sinking funds of $349,267 and $102,678 respectively. Interest earned and capital gain on investments in the Construction Fund, the Special Projects Account and the Bond Interest Fund accrue to the respective funds and are not treated as revenues in accordance with the provisions of the General Revenue Bond Resolution.

At December 31, 1969 market value of our investments was approximately $8,200,000 below cost. Most of this is found in the Bond Interest Fund where maturities run to 1975. This book loss is of no concern as maturities are spaced to meet estimated cash needs.

A revised estimate of the cost of the Turnpike widening and other projects by the Consulting Engineer is now $407,500,000 which includes a reserve for contingencies of $3,767,000. Of this amount $386,-423,000 had been committed for construction at December 31, 1969 at which date unpaid commitments were $91,713,000.

Moneys in hand in the Construction Fund pertaining to the Newark Bay-Hudson County Extension totaled $227,266 at December 31, 1969 and are considered adequate to pay any remaining costs.

There follow the financial statements and supporting schedules as reported on by Peat, Marwick, Mitchell & Co., auditors to the Authority.

Financial Statements

PEAT, MARWICK, MITCHELL & CO.
CERTIFIED PUBLIC ACCOUNTANTS
RAYMOND-COMMERCE BUILDING
NEWARK, N. J. 07102

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, 1969, the related statements of revenues and expenses and application of revenues after expenses, interest and extraordinary charges for the year then ended, and the statement of cost of investment in facilities to December 31, 1969. 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, 1969, 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, 1969, 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 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.

Peat, Marwick, Mitchell & Co.

January 21, 1970

Statement Of Assets And Liabilities December 31, 1969

with comparative figures for 1968



ASSETS

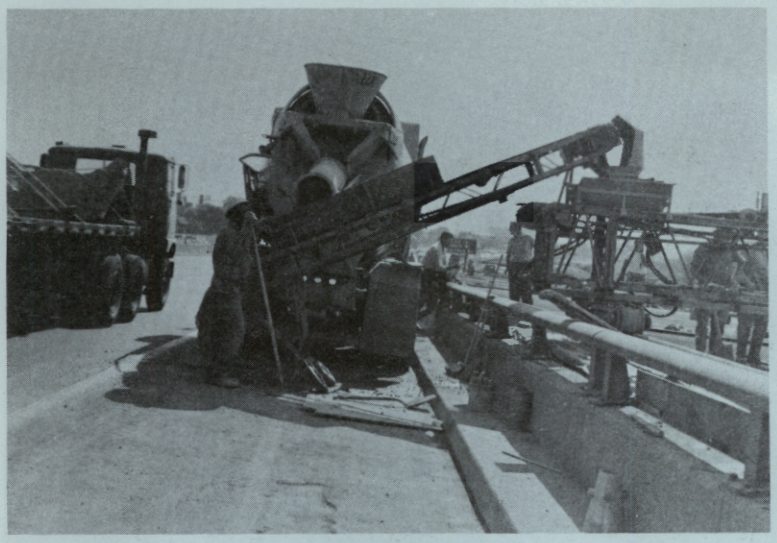
	1969	1968
Operating accounts:		
Cash	$ 266,130	348,189
Investments—at cost (Schedule 1)	1,744,164	680,260
Accounts receivable	437,795	407,044
	2,448,089	1,435,493
Funds allocated from reserve to provide for major improvements, repairs, replacements, maintenance, etc.:		
Cash	331,615	240,488
Accounts receivable	19,186	—
Cost of studies for proposed projects	—	6,489
	350,801	246,977
Other funds, including reserve funds (Schedule 2)	41,285,515	33,255,344
Total operating accounts	44,084,405	34,937,814
Construction accounts (Schedule 4)	287,394,298	195,436,450
Cost of investment in facilities	854,038,496	706,182,666
	$1,185,517,199	936,556,930

See accompanying notes to financial statements.



LIABILITIES

	1969	1968
Operating accounts:		
Withholdings from employees	$ 180,077	147,000
Toll revenues received in advance	99,633	86,027
Other liabilities	7,684	1,729
	287,394	234,756
Funds allocated from reserve to provide for major improvements, repairs, replacements, maintenance, etc.:		
Amounts retained from contractors and engineers	292,270	110,110
Total operating accounts	579,664	344,866
Construction accounts (Schedule 4)	13,978,335	12,364,227
Bond indebtedness (Schedule 3):		
General revenue bonds	177,986,000	186,481,000
Second series revenue bonds	35,078,000	53,536,000
Turnpike revenue bonds	616,000,000	379,000,000
Total bond indebtedness	829,064,000	619,017,000
Bond indebtedness retired from revenues	243,362,096	216,418,196
Revenues retained in funds and other accounts	98,533,104	88,412,641
	$1,185,517,199	936,556,930



Statement Of Cost Of Investment In Facilities To December 31, 1969

with comparative figures for 1968

	Original Turnpike	Newark Bay-Hudson County and Pennsylvania Extensions	Additional Traffic Lanes and Service Areas (Note 1)	1966 Turnpike Improvement (Note 2)	Improvements, Enlargements and Betterments (Note 1)	Total to December 31, 1969	Total to December 31, 1968
Engineering and architectural	$ 17,569,745	8,168,129	2,345,403	20,523,212	10,364,351	58,970,840	52,945,174
Land, easements and rights-of-way	20,559,178	7,295,258	18,233	15,839,481	2,674,941	46,387,091	41,237,531
Construction, including cost of training and equipping operating personnel, machinery and equipment and miscellaneous pre-operating expenses	230,726,485	110,407,684	28,142,810	273,319,453	51,572,612	694,169,044	574,157,108
Other costs, including administration	1,368,897	447,012	53,854	1,598,820	110,963	3,579,546	3,275,892
Financial	8,439,872	15,975,349	2,577,427	57,336,257	88,970	84,417,875	56,543,917
	278,664,177	142,293,432	33,137,727	368,617,223	64,811,837	887,524,396	728,159,622
Less income from interim investment of construction funds, etc.	1,093,951	5,856,122	726,101	25,805,920	3,806	33,485,900	21,976,956
	$277,570,226	136,437,310	32,411,626	342,811,303	64,808,031	854,038,496	706,182,666

Notes:

(1) Cost of Additional Traffic Lanes and Service Areas includes $211,882, and Improvements, Enlargements and Betterments includes $62,478,980 provided from retained revenues.

(2) Financial cost of the 1966 Turnpike Improvement includes $45,104,886 interest on Turnpike Revenue Bonds from October 4, 1966, date of initial financing, and $11,453,850 discount on the sale of the bonds.

See accompanying notes to financial statements.

Statement Of Revenues And Expenses Year Ended December 31, 1969

with comparative figures for 1968



	1969	1968
Revenues:		
Toll revenue (Schedule 6)	$57,636,727	55,339,724
Concession revenue	4,624,406	4,323,562
Income from investments	1,801,375	1,457,059
Miscellaneous	178,479	196,322
	64,240,987	61,316,667
Budgeted operating expenses:		
Administration:		
General	711,315	616,882
Toll audit	461,597	389,133
Accounting	228,820	201,761
Operation:		
Traffic control and police	2,298,912	2,117,213
Toll collection	5,212,420	4,452,381
Maintenance, repair, replacement and reconstruction	6,245,584	4,970,032
Engineering	324,611	283,776
Real estate	21,568	16,891
Insurance	919,931	585,346
Professional fees and compensation	72,547	68,720
Expense and compensation of fiduciaries	150,567	131,964
Pension and retirement	1,173,781	1,012,746
Taxes	28,276	29,714
Cash discounts	(8,282)	(6,455)
	17,841,647	14,870,104
	46,399,340	46,446,563
Interest on bonds (excluding interest on Turnpike revenue bonds charged to cost of facilities—Note 2):		
General revenue bonds	5,891,717	6,178,126
Second series revenue bonds	1,311,284	2,136,099
	7,203,001	8,314,225
	39,196,339	38,132,338
Extraordinary charges:		
Repairs, replacements and maintenance items of a type not recurring annually or at short intervals	3,069,423	3,384,843
Revenues after expenses, interest and extraordinary charges (see accompanying statement for application thereof) (Note 1)	$36,126,916	34,747,495

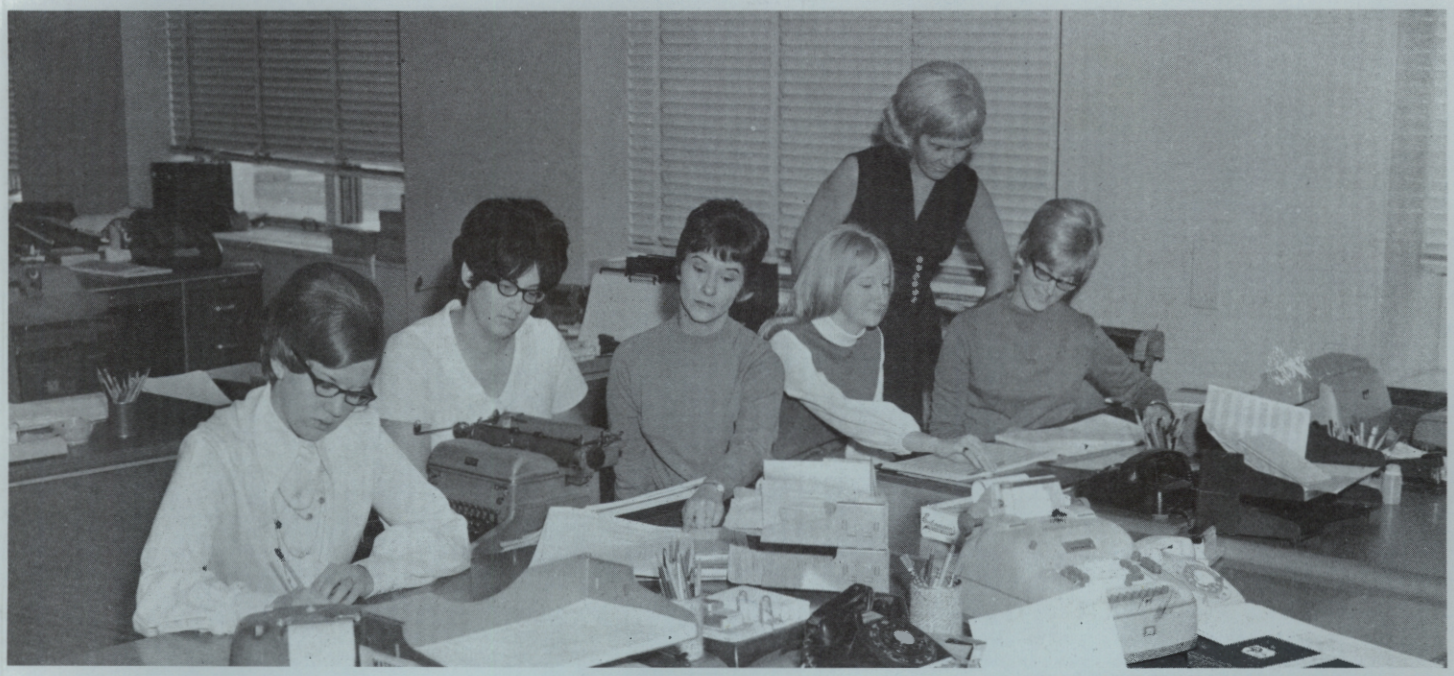
See accompanying notes to financial statements.

Statement Of Application Of Revenues After Expenses, Interest And Extraordinary Charges To December 31, 1969



	Combined Total	Revenue Fund	Interest Funds	Reserve: General Interest Reserve Fund	Reserve: General Bond Reserve Fund
Balance December 31, 1968	$312,493,337	5,215,357	90,237	3,075,893	7,000,000
Add:					
Revenues after expenses, interest and extraordinary charges for year ended December 31, 1969	36,126,916	2,171,751	(46,856)	—	—
Discount (premium) on bonds retired, net	937,447	—	—	—	—
Transfer of excess reserve requirements	—	—	—	(142,719)	—
Transfers from second series maintenance fund	—	—	—	—	—
Proceeds from sale of property after certification of completion	48,835	—	8,750	—	—
Revenues invested in facilities during year	—	—	—	—	—
Change in net assets of other operating accounts	—	(959,958)	—	—	—
	349,606,535	6,427,150	52,131	2,933,174	7,000,000
Less:					
Principal amount of bonds retired, including $26,943,900 from revenues and $9,100 from construction moneys	9,100	—	—	—	—
Funds from construction accounts invested in facilities	39,735	—	—	—	—
	48,835	—	—	—	—
Balance December 31, 1969	$349,557,700	6,427,150	52,131	2,933,174	7,000,000
Comprised as follows:					
Proceeds from sale of bonds	$ 7,662,500	—	—	162,500	7,000,000
Bond indebtedness retired from revenues	243,362,096	—	—	—	—
Revenues retained	98,533,104	6,427,150	52,131	2,770,674	—
	$349,557,700	6,427,150	52,131	2,933,174	7,000,000

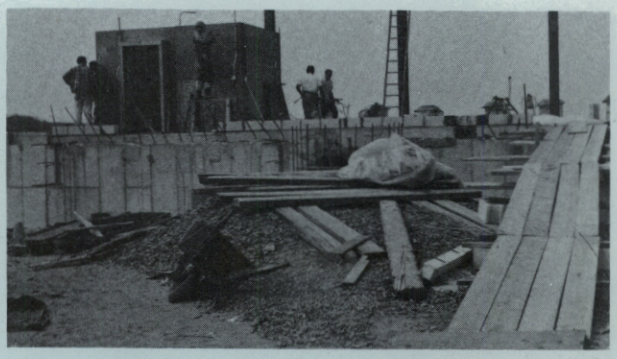
See accompanying notes to financial statements.



Other Fund Accounts

Funds		Sinking Funds			Funds for Major Improvements, Repairs, Replacements, Maintenance, etc.	Net Assets of other Operating Accounts	Revenues Invested in Facilities	Bond Indebtedness Retired from Revenues
Second Series Interest Reserve Fund	Second Series Maintenance Fund	General Bonds	Second Series Bonds	Total (Schedule 2)				
5,353,600	4,305,554	346,088	7,868,615	33,255,344	136,867	1,200,738	61,482,192	216,418,196
(51)	2,240,752	7,079,379	27,751,364	39,196,339	(3,069,423)	—	—	—
—	—	1,104,309	(166,862)	937,447	—	—	—	—
(1,845,749)	1,767,549	142,719	78,200	—	—	—	—	—
—	(4,239,492)	—	—	(4,239,492)	4,239,492	—	—	—
—	39,735	—	350	48,835	—	—	—	—
—	—	—	—	—	(1,208,670)	—	1,208,670	—
—	—	—	—	(959,958)	—	959,958	—	—
3,507,800	4,114,098	8,672,495	35,531,667	68,238,515	98,266	2,160,696	62,690,862	216,418,196
—	—	8,495,000	18,458,000	26,953,000	—	—	—	(26,943,900)
—	—	—	—	—	39,735	—	—	—
—	—	8,495,000	18,458,000	26,953,000	39,735	—	—	(26,943,900)
3,507,800	4,114,098	177,495	17,073,667	41,285,515	58,531	2,160,696	62,690,862	243,362,096
—	—	—	—	7,162,500	—	500,000	—	—
—	—	—	—	—	—	—	—	243,362,096
3,507,800	4,114,098	177,495	17,073,667	34,123,015	58,531	1,660,696	62,690,862	—
3,507,800	4,114,098	177,495	17,073,667	41,285,515	58,531	2,160,696	62,690,862	243,362,096

Investments December 31, 1969
Schedule 1



	Interest Rate	Maturity (Note 1)	Par Value	Cost
Operating funds:				
United States Treasury bills	—%	various	$ 1,800,000	1,744,164
General interest reserve fund:				
United States Treasury bills	—	Apr. 23, 1970	2,450,000	2,360,754
United States Treasury notes	6⅜	May 15, 1970	500,000	499,750
			2,950,000	2,860,504
General bond reserve fund:				
United States Treasury bills	—	various	4,160,000	3,974,784
United States Treasury notes	6⅜	May 15, 1970	1,170,000	1,169,415
United States Treasury notes	4¾	May 15, 1972	1,700,000	1,700,000
			7,030,000	6,844,199
Second series interest reserve fund:				
United States Treasury bills	—	various	1,000,000	967,549
United States Treasury notes	6⅜	May 15, 1970	800,000	799,600
			1,800,000	1,767,149
Second series maintenance fund:				
United States Treasury bills	—	various	4,050,000	3,898,487
Construction fund—1966 Turnpike improvement (Note 2):				
United States Treasury bills	—	various	15,900,000	15,457,343
Federal National Mortgage Assn. discount notes	—	various	56,500,000	54,744,331
Federal National Mortgage Association debentures	5¾	Oct. 13, 1970	1,000,000	978,438
The Twelve Federal Land Banks bonds	6.30	Oct. 20, 1970	1,000,000	982,188
Federal Home Loan Bank notes	8¼	Oct. 27, 1970	500,000	498,672
Federal National Mortgage Association debentures	8.30	Nov. 10, 1970	1,000,000	997,344
United States Treasury notes	5	Nov. 15, 1970	1,000,000	971,562
Federal National Mortgage Association debentures	8.10	Dec. 10, 1970	3,500,000	3,489,844
Federal National Mortgage Assn. Participation Certificates	6	Feb. 1, 1971	1,500,000	1,452,656
Federal National Mortgage Association debentures	6	Mar. 11, 1971	1,500,000	1,452,891
Federal National Mortgage Association debentures	8.20	May 10, 1971	1,500,000	1,489,687
The Twelve Federal Land Banks bonds	6	Oct. 20, 1971	1,500,000	1,437,891
Federal National Mortgage Association debentures	6.85	Nov. 10, 1971	1,500,000	1,452,891
Federal National Mortgage Assn. Participation Certificates	5	Jan. 19, 1972	1,100,000	1,019,906
Federal National Mortgage Association debentures	6¾	Mar. 10, 1972	1,000,000	962,812
Federal National Mortgage Assn. Participation Certificates	5½	June 29, 1972	1,000,000	937,188
Federal National Mortgage Association debentures	7.40	Sept. 11, 1972	1,000,000	973,437
Federal National Mortgage Assn. Participation Certificates	4⅜	Nov. 1, 1972	750,000	674,766
Federal National Mortgage Association debentures	8	Dec. 11, 1972	1,000,000	985,937
Federal National Mortgage Assn. Participation Certificates	6.45	Apr. 9, 1973	750,000	708,516
Federal National Mortgage Association debentures	4¼	June 12, 1973	250,000	218,828
			94,750,000	91,887,128
Total carried forward			$112,380,000	109,001,631

Notes:
(1) United States Treasury bills and Federal National Mortgage Assn. discount notes mature periodically to November 30, 1970.
(2) Investments of the Construction Fund and Bond Interest Fund—1966 Turnpike Improvement have been valued at the lower of cost or the principal amount thereof in accordance with the terms of the General Bond Resolution.
(3) As of December 31, 1969, the aggregate market value of the investments was approximately $8,200,000 less than cost.





	Interest Rate	Maturity (Note 1)	Par Value	Cost
Total brought forward			$112,380,000	109,001,631
Bonded interest fund—1966 Turnpike improvement (Note 2):				
United States Treasury bonds	4%	Feb. 15, 1970	1,284,000	1,217,393
Federal National Mortgage Association debentures	4⅝	Apr. 10, 1970	2,000,000	1,930,000
Federal National Mortgage Association debentures	6.60	June 10, 1970	3,650,000	3,650,000
The Twelve Federal Land Banks bonds	6¾	June 22, 1970	1,225,000	1,225,000
Federal Home Loan Bank notes	8	June 26, 1970	4,040,000	4,032,956
The Twelve Federal Land Banks bonds	6	July 20, 1970	1,417,000	1,411,686
Federal National Mortgage Association debentures	5¾	Oct. 13, 1970	3,621,000	3,605,150
Federal Home Loan Bank notes	8¼	Oct. 27, 1970	3,405,000	3,396,488
United States Treasury notes	5	Nov. 15, 1970	3,357,000	3,287,762
Federal National Mortgage Association debentures	8.10	Dec. 10, 1970	855,000	855,000
Federal Home Loan Bank notes	6.60	Feb. 25, 1971	1,310,000	1,307,544
Federal National Mortgage Assn. Participation Certificates	6.30	Apr. 8, 1971	5,430,000	5,430,000
United States Treasury notes	5¼	May 15, 1971	3,440,000	3,422,800
Federal National Mortgage Association debentures	6.85	June 10, 1971	2,885,000	2,832,863
Federal National Mortgage Association debentures	4½	Sept. 10, 1971	3,530,000	3,366,737
Export-Import Bank Participation Certificates	6⅝	Sept. 19, 1971	3,850,000	3,848,313
Federal National Mortgage Association debentures	6.85	Nov. 10, 1971	915,000	896,700
Federal Home Loan Bank notes	8.20	Nov. 26, 1971	5,175,000	5,175,000
Federal National Mortgage Assn. Participation Certificates	5	Jan. 19, 1972	1,560,000	1,505,400
United States Treasury bonds	4	Feb. 15, 1972	3,610,000	3,382,119
The Twelve Federal Land Banks bonds	5.70	Feb. 15, 1972	950,000	909,625
Federal National Mortgage Assn. Participation Certificates	5½	June 29, 1972	9,795,000	9,485,737
United States Treasury bonds	4	Aug. 15, 1972	3,683,000	3,448,209
Federal National Mortgage Association debentures	7.40	Sept. 11, 1972	980,000	976,325
The Twelve Federal Land Banks bonds	5⅞	Oct. 23, 1972	4,081,000	4,052,380
Federal National Mortgage Association debentures	8	Dec. 11, 1972	5,585,000	5,557,075
Federal National Mortgage Assn. Participation Certificates	6.45	Apr. 9, 1973	6,120,000	6,120,000
Export-Import Bank of the United States debentures	6.15	Apr. 30, 1973	1,015,000	966,787
Federal National Mortgage Association debentures	4¼	June 12, 1973	7,645,000	7,017,944
Federal National Mortgage Association capital debentures	6	Oct. 1, 1973	4,320,000	4,280,494
United States Treasury bonds	4⅛	Nov. 15, 1973	10,850,000	9,778,459
The Twelve Federal Land Banks bonds	4½	Feb. 20, 1974	3,915,000	3,684,994
Export-Import Bank Participation Certificates	5⅛	May 4, 1974	11,610,000	10,938,044
Federal National Mortgage Association debentures	7.85	Sept. 10, 1974	2,020,000	2,013,687
United States Treasury bonds	3⅞	Nov. 15, 1974	8,238,000	7,517,175
United States Treasury notes	5¾	Nov. 15, 1974	5,661,000	5,559,332
The Twelve Federal Land Banks bonds	4⅜	Apr. 21, 1975	25,402,000	22,372,220
United States Treasury notes	6	May 15, 1975	8,035,000	8,020,984
			176,464,000	168,478,382
Special Projects:				
United States Treasury bills	—	various	1,250,000	1,213,837
Federal National Mortgage Assn. discount notes	—	various	3,250,000	3,099,277
Federal Home Loan Bank notes	6.60	Feb. 25, 1971	1,500,000	1,471,406
Federal National Mortgage Association debentures	5⅛	Feb. 10, 1972	1,500,000	1,399,453
The Twelve Federal Land Banks bonds	3⅞	Sept. 15, 1972	1,500,000	1,357,031
The Twelve Federal Land Banks bonds	4½	Feb. 20, 1974	1,500,000	1,340,625
Federal National Mortgage Assn. Participation Certificates	4.7	Dec. 1, 1974	1,400,000	1,225,000
			11,900,000	11,106,629
Deposits in Condemnation:				
United States Treasury bills	—	various	1,800,000	1,736,500
Federal National Mortgage Assn. discount notes	—	various	7,550,000	7,255,942
			9,350,000	8,992,442
Total investments			$310,094,000	297,579,084

Other Funds

December 31, 1969

Schedule 2

with comparative figures for 1968



	Cash on deposit with Trustee, Special Trustee and Sinking Fund Agent	Investments in United States Government obligations—at cost (Schedule 1)	Total December 31, 1969	Total December 31, 1968
Revenue fund	$ 6,427,150	—	6,427,150	5,215,357
Interest funds:				
General bonds	3,869	—	3,869	3,942
Second series bonds	48,262	—	48,262	86,295
	52,131	—	52,131	90,237
Reserve funds:				
General interest reserve fund	72,670	2,860,504	2,933,174	3,075,893
General bond reserve fund	155,801	6,844,199	7,000,000	7,000,000
Second series interest reserve fund	1,740,651	1,767,149	3,507,800	5,353,600
Second series maintenance fund	215,611	3,898,487	4,114,098	4,305,554
	2,184,733	15,370,339	17,555,072	19,735,047
Sinking funds (Note 1):				
General sinking fund:				
3¼ %—1950 issue	140,951	—	140,951	176,268
3.20%—1951 issue	36,544	—	36,544	169,820
	177,495	—	177,495	346,088
Second series sinking fund (Note 2):				
3⅜ %—1953 issue	12,900,177	—	12,900,177	6,328,315
3 %—1954 issue	2,341,048	—	2,341,048	1,458,649
2.80%—1955 issue	1,832,442	—	1,832,442	81,651
	17,073,667	—	17,073,667	7,868,615
	17,251,162	—	17,251,162	8,214,703
	$25,915,176	15,370,339	41,285,515	33,255,344

Notes:

(1) Approximately $158,000 had been committed on firm orders to purchase bonds to be delivered in January 1970.

(2) Includes $17,072,030 reserved for bonds of the 1953, 1954 and 1955 issues in the principal amounts of $12,772,000, $2,317,000 and $1,814,000, respectively, called for redemption on January 1, 1970 at 101% of principal amount.

Bond Indebtedness – December 31, 1969 Schedule 3

with comparative figures for 1968

	Original amount authorized and issued	Acquired and cancelled in prior years	Amount outstanding Dec. 31, 1968	Acquired by Sinking Fund and cancelled during 1969	Amount outstanding Dec. 31, 1969
General revenue bonds:					
Turnpike revenue bonds (1950 issue), 3¼%, maturing January 1, 1985	$220,000,000	67,584,000	152,416,000	7,586,000	144,830,000
Turnpike revenue bonds (1951 issue), 3.20%, maturing January 1, 1986	35,000,000	935,000	34,065,000	909,000	33,156,000
	255,000,000	68,519,000	186,481,000	8,495,000	177,986,000
Second series revenue bonds, maturing July 1, 1988:					
Series B, 3⅜ % (1953 issue)	150,000,000	111,749,000	38,251,000	13,234,000	25,017,000
Series B, 3 % (1954 issue)	27,200,000	19,776,000	7,424,000	2,736,000	4,688,000
Series B, 2.80% (1955 issue)	34,000,000	26,139,000	7,861,000	2,488,000	5,373,000
	211,200,000	157,664,000	53,536,000	18,458,000	35,078,000
Turnpike revenue bonds:					
Series A, 4¾% (1966 issue), maturing January 1, 2006	179,000,000	—	179,000,000	—	179,000,000
Series B, 5⅛% (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, 5¾% (1969 issue), maturing January 1, 2008	60,000,000	—	—	—	60,000,000
Series E, 5⅞% (1969 issue), maturing January 1, 2008	40,000,000	—	—	—	40,000,000
Series F, 7% (1969 issue), maturing January 1, 2009	137,000,000	—	—	—	137,000,000
	616,000,000	—	379,000,000	—	616,000,000
	$1,082,200,000	226,183,000	619,017,000	26,953,000	829,064,000

Note—To December 31, 1969, bond indebtedness totaling $253,136,000 had been retired, of which amount $243,362,096 had been retired from revenues and $9,773,904 from excess construction funds.

Summary Of Construction Accounts – December 31, 1969 Schedule 4

with comparative figures for 1968

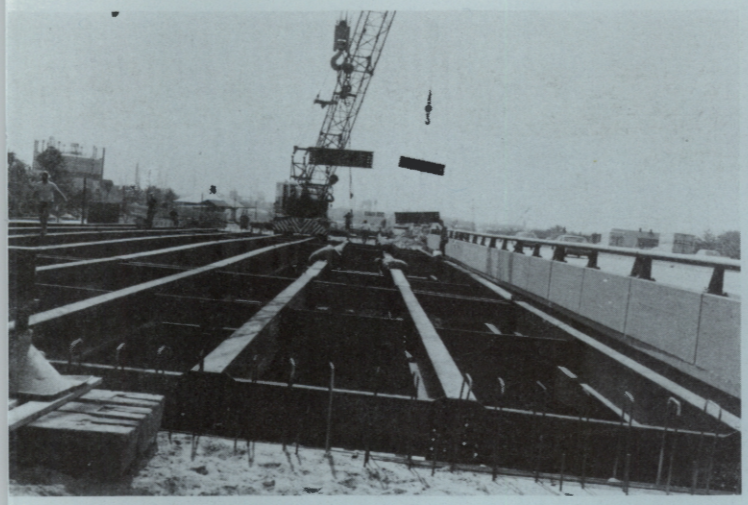
	1966 Turnpike Improvement			Newark Bay-Hudson County Extension	Total December 31,	
	Construction Accounts	Bond Interest Fund	Special Projects		1969	1968
ASSETS						
Cash	$ 3,110,666	84,235	127,071	227,266	3,549,238	3,822,472
Deposits in condemnation cases, including investments of $8,992,442 (Schedule 1)	11,417,345	—	—	—	11,417,345	14,542,902
Interim investments of construction funds (Schedule 1)	91,887,128	168,478,382	11,106,629	—	271,472,139	176,710,550
Accrued interest purchased	210,683	265,320	—	—	476,003	139,619
Deposits, other than condemnation	130,261	—	—	—	130,261	130,261
Accounts receivable	349,312	—	—	—	349,312	90,646
	$107,105,395	168,827,937	11,233,700	227,266	287,394,298	195,436,450
LIABILITIES						
Amounts retained from contractors and engineers	$ 13,943,851	—	34,484	—	13,978,335	12,364,227

Cash Receipts And Disbursements – Year Ended December 31, 1969 Schedule 5



	Combined Total	Operating Accounts	Funds for Major Improvements, Repairs, etc.	Revenue Fund	General Interest Fund	Second Series Interest Fund
Cash balances, December 31, 1968	$ 18,893,684	348,189	240,488	5,215,357	3,942	8,884
Receipts:						
Revenues (including income of $1,801,375 on investments)	64,236,886	77,061	—	62,435,511	172,576	32,600
Transfers of income on investments	—	(77,061)	—	1,801,375	(172,576)	(32,600)
Transfers from revenue fund	—	18,797,454	—	(63,025,093)	5,882,894	1,273,250
Income on construction investments	11,513,861	—	—	—	—	—
Sale or redemption of investments	330,510,807	3,818,509	—	—	5,902,424	1,917,401
Proceeds from sale of property after certification of completion	48,835	—	—	—	8,750	—
Transfers of excess reserves	—	—	—	—	—	—
Transfers from second series maintenance fund	—	—	4,239,492	—	—	—
Proceeds from sale of bonds including accrued interest of $645,056	233,074,306	—	—	—	—	—
Transfers from construction accounts	—	—	—	—	—	—
Deposits in condemnation cases	798,371	—	—	—	—	—
	659,076,750	22,964,152	4,479,980	6,427,150	11,798,010	3,199,535
Disbursements:						
Budgeted operating expenses	17,841,647	17,841,647	—	—	—	—
Interest on bond indebtedness	30,898,509	—	—	—	5,891,717	1,311,284
Purchase of investments including accrued interest	423,251,843	4,856,375	—	—	5,902,424	1,839,989
Retirement of bond indebtedness of $26,953,000	26,015,553	—	—	—	—	—
Payment of cost of construction, studies and extraordinary repairs, replacements and maintenance items	131,007,039	—	4,148,365	—	—	—
	629,014,591	22,698,022	4,148,365	—	11,794,141	3,151,273
Cash balances, December 31, 1969	$ 30,062,159	266,130	331,615	6,427,150	3,869	48,262

DEPOSITORIES	Cash Balance	Market Value of Securities Pledged to Secure Deposits
Operating Accounts:		
First Jersey National Bank	$ 120,502	2,747,438
The Peoples National Bank of Central Jersey	90,028	845,000
Toll collectors' and other imprest funds	55,600	—
Funds for Major Improvements, Repairs, etc.:		
First National Bank of Passaic County	222,888	2,469,844
National Community Bank	108,727	1,385,988
Revenue Fund:		
Fidelity Union Trust Company	1,629,587	5,885,785
The National State Bank	4,797,563	5,239,859
All Other Funds:		
The Chase Manhattan Bank, N. A.	23,037,264	22,075,572
	$30,062,159	40,649,486





General Interest Reserve Fund	General Bond Reserve Fund	Second Series Interest Reserve Fund	Second Series Maintenance Fund	General Bonds Sinking Funds	Second Series Bonds Sinking Funds	1952 Bond Resolution Construction Funds	1966 Turnpike Improvement		
							Construction Accounts	Special Projects	Bond Interest Fund
62,519	1,557	804,991	170,582	346,088	7,868,615	227,266	3,507,608	74,552	13,046
186,771	418,013	297,598	267,489	—	349,267	—	—	—	—
(186,771)	(418,013)	(297,598)	(267,489)	—	(349,267)	—	—	—	—
—	—	—	2,240,752	7,079,379	27,751,364	—	—	—	—
—	—	—	—	—	—	—	4,515,026	180,360	6,818,475
7,631,507	12,226,838	8,256,316	9,882,511	—	—	—	236,103,026	6,648,013	38,124,262
—	—	—	39,735	—	350	—	—	—	—
(142,719)	—	(1,845,749)	1,767,549	142,719	78,200	—	—	—	—
—	—	—	(4,239,492)	—	—	—	—	—	—
—	—	—	—	—	—	—	222,674,306	10,400,000	—
—	—	—	—	—	—	—	(78,644,669)	—	78,644,669
—	—	—	—	—	—	—	723,371	75,000	—
7,551,307	12,228,395	7,215,558	9,861,637	7,568,186	35,698,529	227,266	388,878,668	17,377,925	123,600,452
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	23,695,508
7,478,637	12,072,594	5,474,907	9,646,026	—	—	—	259,932,431	16,227,751	99,820,709
—	—	—	—	7,390,691	18,624,862	—	—	—	—
—	—	—	—	—	—	—	125,835,571	1,023,103	—
7,478,637	12,072,594	5,474,907	9,646,026	7,390,691	18,624,862	—	385,768,002	17,250,854	123,516,217
72,670	155,801	1,740,651	215,611	177,495	17,073,667	227,266	3,110,666	127,071	84,235

Toll Revenue
Year Ended
December 31, 1969
Schedule 6

with comparative figures for 1968



Class	Description	1969 Toll revenue	1969 Vehicles	1968 Toll revenue	1968 Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	$36,558,705	67,733,582	$35,480,887	65,930,693
2	Vehicles having two axles other than type described under Class 1	4,231,446	4,584,301	4,144,495	4,519,751
3	Vehicle (vehicles), single or in combination, having three axles	2,632,407	1,679,845	2,639,003	1,641,811
4	Vehicle (vehicles), single or in combination, having four axles	6,376,568	3,349,299	6,525,746	3,391,507
5	Vehicle (vehicles), single or in combination, having five axles	7,829,038	3,263,846	6,546,126	2,716,016
6	Vehicle (vehicles), single or in combination, having six or more axles	17,960	7,318	13,258	5,297
	Non-revenue vehicles*	—	456,096	—	421,240
		57,646,124	81,074,287	55,349,515	78,626,315
	Deduct toll adjustments	9,397		9,791	
		$57,636,727		$55,339,724	

* 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.



November 26, 1969: Governor Richard J. Hughes makes the sixth Widening bond issue of $137 million official with his signature of approval. With him: Executive Director Flanagan, Vice Chairman Doll, Treasurer Harris and Chairman Morecraft.

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 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 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 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 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 resolutions there have been included in construction costs expenses in connection with the offering, selling and issuance of bonds; discount on the sale of bonds; 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 (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 to the original facility.

(c) Interest—Interest on bond indebtedness is payable semi-annually on January 1, and July 1, of each year. Interest due on January 1, 1970 of $16,571,603 had been deposited with the paying agent as of December 31, 1969 (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 $756,807 for 1969 ($686,585 in 1968) 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,

Notes To Financial Statements

improvements, enlargements and betterments to the facility and operating expenses (including materials and supplies) are recorded when paid.

The amended Annual Budget of Operating Expenses as filed for the year 1969 amounted to $17,937,050 as compared with cash disbursements during 1969 for operating expenses of $17,841,647.

The bond 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. In the absence of a provision for depreciation, 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 1969, $35,052,012 was made available for the retirement of bonds, $35,042,912 of which was from revenues and reserves and $9,100 from construction moneys.

The Authority, with the approval of the Consulting Engineer, may direct the Trustee to transfer funds from the Second Series Maintenance Fund to special accounts to pay the cost of repairs, replacements or maintenance items of a type not recurring annually or at short intervals and for which moneys were not provided in the budgeted operating expenses. Transfers may also include funds for major improvements and certain studies. During the year ended December 31, 1969, transfers for such purposes amounted to $4,239,492 including $39,375 provided from construction accounts. From funds so provided during the current and preceding year, expenditures were made for major improvements in the amount of $1,248,405 which has been added to the cost of investment in facilities and $3,069,423 for repairs, replacements and maintenance items which has been reflected as an extraordinary charge in the accompanying Statement of Revenues and Expenses.

Net revenues for the year 1969 as defined in the 1966 bond resolution amounted to $45,443,533 (revenues $64,240,987, less amounts paid from the Revenue Fund into the Operating Fund, $18,797,454). For the year 1968, net revenues as defined, were $47,390,150.

(2) *AGREEMENT WITH BOND HOLDERS:*

The Authority has from time-to-time authorized the issuance of revenue bonds 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 General Revenue Bond Resolution adopted in 1966 provides for the issuance of additional bonds subject to certain limitations.

Minimum annual sinking fund payments sufficient to retire the General Revenue Bonds by maturity are required in increasing annual amounts. The minimum sinking fund requirement for the annual period ended November 15, 1969 has been satisfied. The requirement for the annual period ending November 15, 1970 is $7,549,000. No minimum annual sinking fund payments are required for the Second Series Bonds (Series B) which mature July 1, 1988; however, all remaining revenues, after satisfying the requirements of all other funds provided for in the bond resolutions are allocated to the Second Series Sinking Fund.

In the bond resolutions relating to the Turnpike Revenue Bonds, 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 and Second Series Bonds by January 1, 1976. Prior to such retirement, interest on the Turnpike Revenue Bonds will be payable from a portion of the bond proceeds deposited in the Bond Interest Fund and the investment earnings of such fund. Such interest on Turnpike Revenue Bonds charged to cost of investment in facilities in 1969 amounted to $23,050,452 and investment earnings of the related bond interest fund credited to cost of investment facilities amounted to $6,818,475.

On and after the retirement of all of the General Revenue Bonds and Second Series 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.

During the year 1969, the remaining revenues, excess reserve requirements and excess construction moneys applicable to Second Series Bonds of $27,829,915 were transferred to the Second Series Sinking Fund and allocated to sub-sinking funds as follows:

Series B, 3⅛ %	(1953 Issue)	$19,927,909
Series B, 3 %	(1954 Issue)	3,643,703
Series B, 2.80%	(1955 Issue)	4,258,303
		$27,829,915

In addition, $7,222,098 was transferred to the General Sinking Fund satisfying in full the remaining amount due for the annual period ended November 15, 1969 and including $2,576,907 in partial payment on the amount due for the annual period ending November 15, 1970. General Revenue Bonds and Second Series 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 resolutions.

Traffic And Toll Revenues

REVENUE VEHICLES

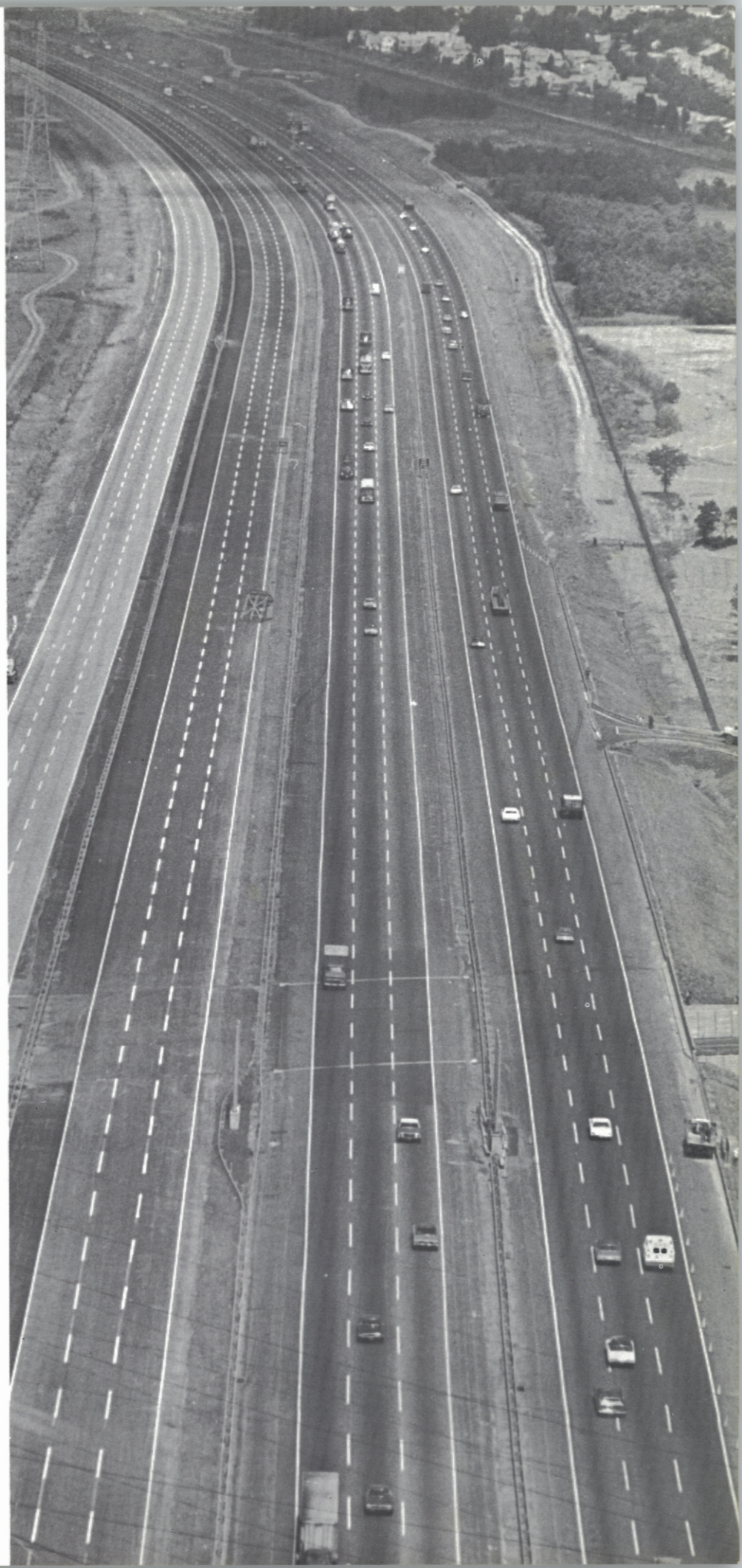
	1969	1968
January	5,900,407	5,584,613
February	5,154,405	5,489,760
March	6,456,500	6,126,323
April	6,862,694	6,532,316
May	7,046,941	6,769,859
June	7,240,444	7,020,766
July	7,294,508	7,191,553
August	7,774,061	7,573,486
September	6,830,185	6,770,710
October	7,074,363	6,688,618
November	6,653,830	6,306,483
December	6,329,853	6,150,588
	80,618,191	78,205,075

REVENUE MILEAGE

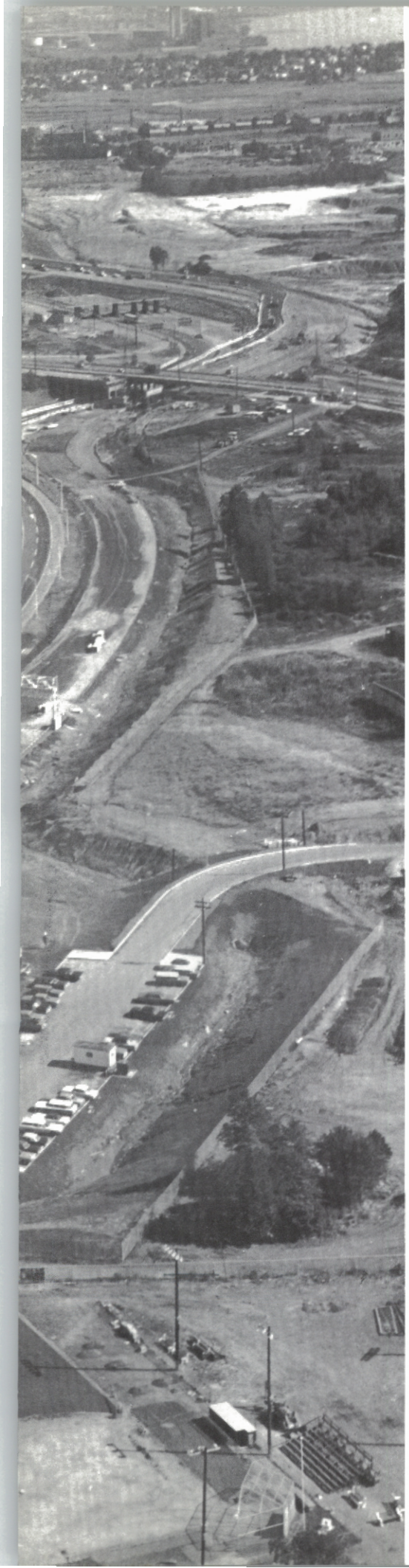
	1969	1968
January	150,637,085	140,009,386
February	132,146,316	142,355,817
March	164,409,071	160,182,220
April	189,098,186	179,436,155
May	190,032,786	179,381,271
June	203,204,437	198,901,031
July	213,275,506	209,217,164
August	235,494,532	227,069,807
September	187,211,493	189,116,649
October	184,808,542	174,188,023
November	184,141,778	170,703,467
December	168,539,671	167,441,445
	2,202,999,403	2,138,002,435

TOLL REVENUES

	1969	1968
January	$ 4,091,765	$ 3,834,077
February	3,607,310	3,772,947
March	4,486,995	4,220,121
April	4,894,949	4,619,480
May	4,969,568	4,710,769
June	5,249,708	5,051,228
July	5,374,512	5,261,194
August	5,787,842	5,585,673
September	4,919,520	4,834,405
October	5,006,171	4,684,072
November	4,737,614	4,431,217
December	4,510,773	4,334,541
	$57,636,727	$55,339,724







Chapter 4

Toll Collection on the Move



Opening new Interchange 11 linking Garden State Parkway Sept. 18, 1969: Chairman Morecraft, Commissioner Harris, Executive Director Flanagan, General Counsel Richman, Secretary Lillian Schwartz, and Parkway officials. Aerial view (at left) shows Interchange, with Route 9 in the background crossing Turnpike.

With an 8 percent increase in fulltime personnel during 1969, the Toll Collection Department prepared for an even greater increase to meet the full impact of the widening program on completion in June 1970.

The 1969 phase of construction increased the number of toll collectors from 409 to 442, while the department planned for the hiring of 72 additional collectors in 1970—a rise of 18 percent representing an overall increase of 26 percent.

On September 18 new Interchange 11 (Woodbridge-Garden State Parkway) was opened with its 20 lanes, while Interchange 1 (Delaware Memorial Bridge) was being enlarged from 12 to 15 lanes and Interchange 9 (New Brunswick) from seven to eight lanes. Six lanes are also being added to the 14-lane Newark Airport Interchange (No. 14.)

As the widening construction progresses to completion, the new (I-287-Perth Amboy-Metuchen-Edison) Interchange (No. 10) was scheduled to be opened early in January 1970, featuring a plaza with 14 lanes. Later in the year there will be three new interchanges: 15W (Newark-The Oranges), with six lanes; 16W (N.J. Route 3-Rutherford) six lanes; and 18W (George Washington Bridge-Carlstadt) 12 lanes.

Meanwhile, traffic volumes continued to mount while construction went on. A total of 80,618,191 revenue vehicles used the roadways in 1969—an increase of 2,413,116 or more than 3 per cent over 1968.

Peak traffic occurs during the Summer months at most interchanges, and to expedite it, 39 part-time employees were used in 1969, compared with 42 the previous year.

Noteworthy during the year was the completion of the change to the steady shift program for toll collectors. Started on a trial basis, it simplifies work assignments and enables collectors to plan their activities well in advance.

Approximately 200 men, including supervision, were supplied with the new type uniform, introduced earlier in the year.

Among the personnel changes was the appointment on October 28 of Robert E. Ramsen, Section Chief in the Northern Division, to Deputy Director of Tolls.

Toll Collection serves the Authority as the main contact with its motoring public. Contributing, in a great measure, to the efficient operation of Turnpike facilities is our dedicated group of employees—the toll collectors. Every year, great numbers of patrons take the time and trouble to write us commending these men for their considerate and courteous treatment. Typical is this one: ". . . A collector acting in the role of a St. Bernard brought milk from the lunchroom refrigerator to a bus stranded on a ramp which had as passengers two infants . . . "

Chapter 5

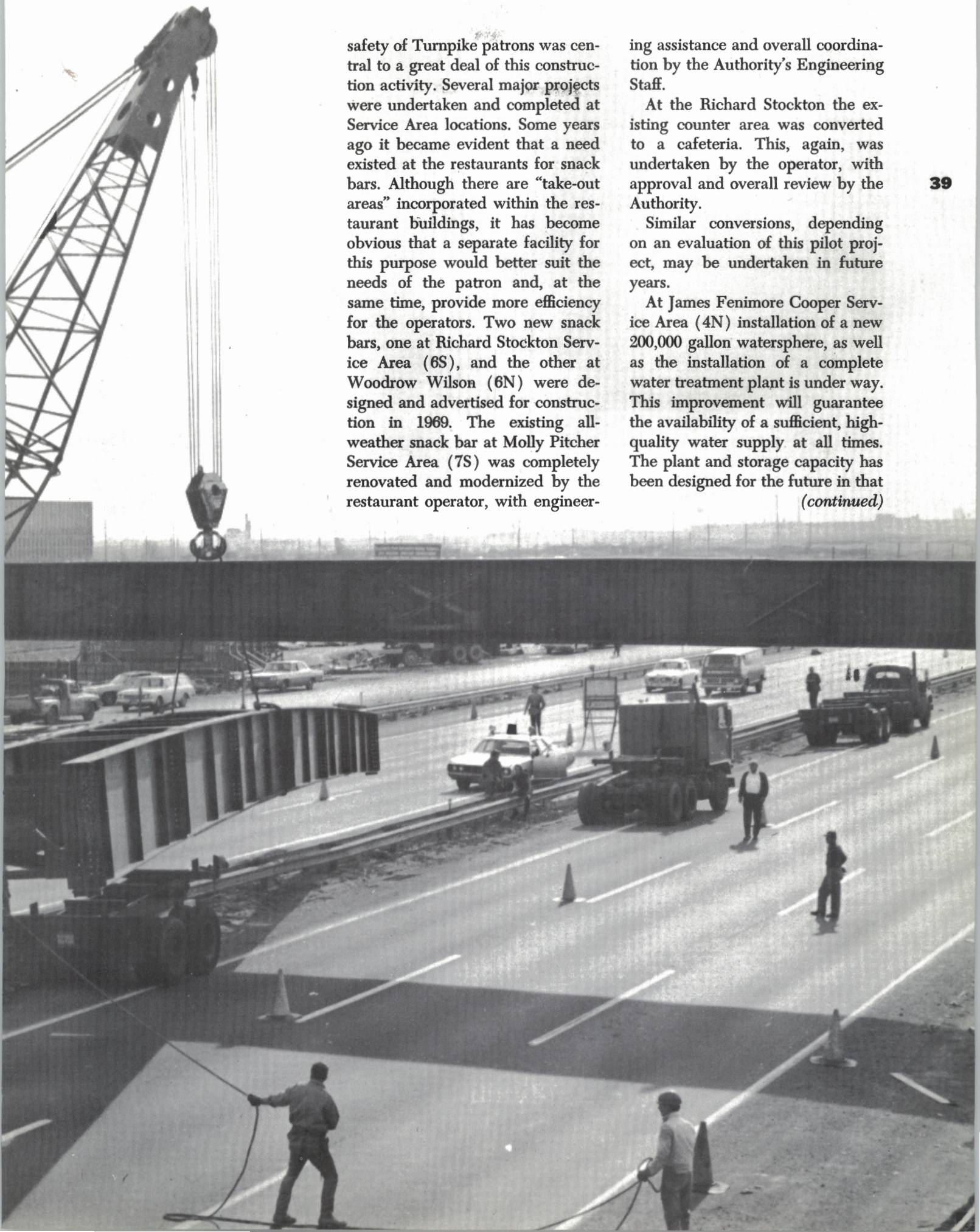
Engineering: Upgrading Existing Facilities



In Woodbridge, helicopter view (above) shows fly-over ramps crossing widened Turnpike to service areas on opposite sides of Turnpike. Crane (below) hoists steel span onto U-turn bridge sections at Elizabeth.

Construction effort and talents, although concentrated primarily on the Widening Program in 1969, remained very much in evidence when reviewing the improvements made to existing facilities. Approximately 23 separate construction contracts were awarded, and 16 completed during the year—all of which provided for improvements not connected with the Widening. These projects, representing outside contractor work, when combined with the projects undertaken by Authority Maintenance forces, add up to a program of improvement that reflects the Authority's continuing insistence that the New Jersey Turnpike be without peer.

The concern for the comfort and



safety of Turnpike patrons was central to a great deal of this construction activity. Several major projects were undertaken and completed at Service Area locations. Some years ago it became evident that a need existed at the restaurants for snack bars. Although there are "take-out areas" incorporated within the restaurant buildings, it has become obvious that a separate facility for this purpose would better suit the needs of the patron and, at the same time, provide more efficiency for the operators. Two new snack bars, one at Richard Stockton Service Area (6S), and the other at Woodrow Wilson (6N) were designed and advertised for construction in 1969. The existing all-weather snack bar at Molly Pitcher Service Area (7S) was completely renovated and modernized by the restaurant operator, with engineering assistance and overall coordination by the Authority's Engineering Staff.

At the Richard Stockton the existing counter area was converted to a cafeteria. This, again, was undertaken by the operator, with approval and overall review by the Authority.

Similar conversions, depending on an evaluation of this pilot project, may be undertaken in future years.

At James Fenimore Cooper Service Area (4N) installation of a new 200,000 gallon watersphere, as well as the installation of a complete water treatment plant is under way. This improvement will guarantee the availability of a sufficient, high-quality water supply at all times. The plant and storage capacity has been designed for the future in that

(continued)

not only will it adequately supply the existing facility, but if, depending on future requirements, a new service area should be constructed on the southbound side, this plant, with minor additional costs, will provide the necessary water supply.

At the Alexander Hamilton (12S), the parking facilities are limited. In order to alleviate this condition, the Engineering Department has prepared plans, and a contract is under way to provide for additional truck parking.

Aside from the current Widening, the largest single project under way in 1969 was the expansion to the Authority's Administration Building at New Brunswick. Both of the two new buildings under contract were well under way. This work, supervised directly by the Engineering Department, is an extremely complicated construction project. During one stage of construction, two of the walls of the existing building were temporarily supported with no disruption or discomfort to Administrative personnel. All utilities, communication systems, environmental control systers, etc., are being maintained—even though complete relocation of these services is necessary. By the end of 1969, both new buildings were well under construction.

Resurfacing and bridge deck repair programs continued throughout 1969. Asphalt in the amount of 85,000 tons was used in the resurfacing of 50 lane miles of roadway. The great majority of this work was designed and supervised by the Authority's Engineering Department; and all actual work was accomplished by contractor forces, with the exception of approximately 6,000 tons of asphalt which was placed by the Authority's Maintenance Department. In 1969, as it had been the policy for the two previous years, resurfacing operations were limited to areas south of our current Widening program.

It was the Authority's intent to bring all main line roadway south of the Widening area to such a condition that no resurfacing would be required in this area for the next two years. This has now been accomplished. For the next two years, therefore, resurfacing efforts will be concentrated in the northern area on currently existing roadways.

Bridge decks in the southern area and on the Pennsylvania Extension were overlaid with a special asphalt. The program to overlay existing concrete decks was begun sometime ago, and has now been completed. Prior to the overlay, the existing concrete decks were, of course, repaired and brought to first-class condition. Work continued on the repair to concrete



bridge decks in the northern areas. The age of these structures, together with extremely high and unanticipated traffic densities, has created the need for a continuing program of bridge-deck maintenance.

The Basilone Memorial Bridge over the Raritan River, and the Rancocas Creek Bridge were painted in 1969, while painting of the Lewandowski Memorial Bridge over the Hackensack River was begun in 1969, with completion anticipated in 1970. While these major structures were being repainted by contractor forces, the Authority's Maintenance Department continued with its program of repainting the smaller bridges.

Two separate contracts providing for additional signing, as well as the replacement of older ground-mounted signs with bridge-mounted signs, were well under way and nearing completion at year end. These signs are located at Interchange 1 (Deepwater), Interchange 6 (Florence), Interchange 8 (Hightstown) and Interchange 14C (Jersey City).

The Authority's continuing increase in traffic volumes is reflected by the necessity for the addition of three temporary exit lanes and a widening of the Interchange 1 Plaza. At Interchange 9 (Raritan), a new entry lane was constructed by the Authority's own forces.

In a continuing effort to maintain existing facilities at the best level of efficiency, several projects—although relatively small in nature, but of relatively prime importance of operation—were undertaken. Included in this category is a new Salt Storage Building at Maintenance District #1; renovations to Toll Utility Buildings, air conditioning at Interchanges 1, 4, 6, 12, 14A, 14C and 16-18; and connection of water supply and sewage disposal at Interchange 7 (Bordentown) to local municipal systems. It was also contemplated that the existing Authority-owned and operated Sewage Disposal Plant at the Joyce Kilmer Service Area (8N) will be no longer necessary, since negotiations are under way to provide for sewage disposal at this location by the local municipality.

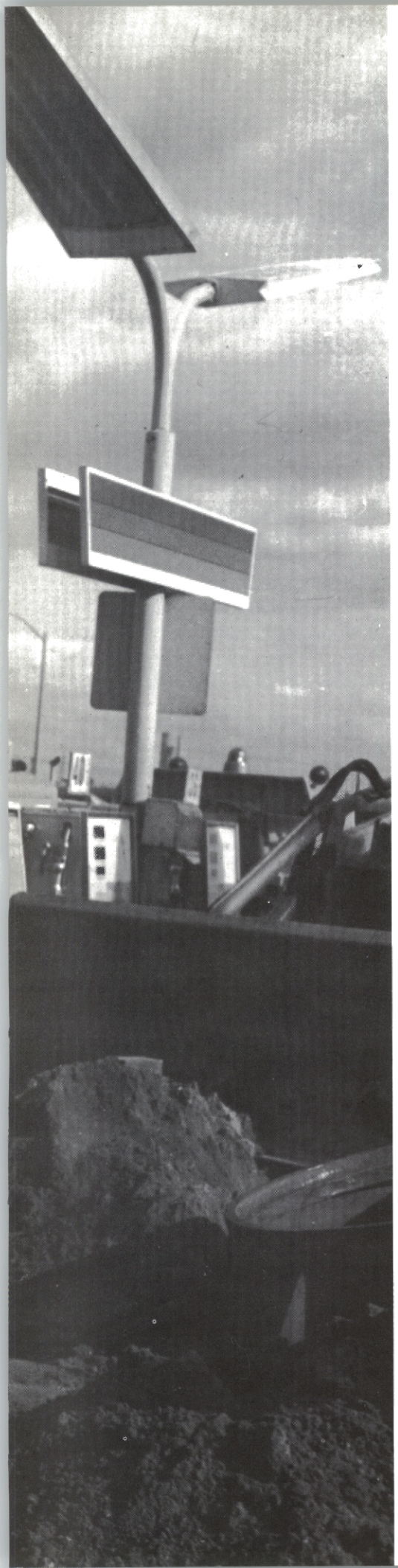
During the year, plans and preparations were under way for modification to the existing Interchange 14A to provide for a new connector to State Route 169, Bayonne. Planning is also under way for a revision to the existing entrance to the Turnpike at Interchange 12 (Carteret).

The cooperation and coordination of the Authority's operating departments, its Consultants and its contractors were instrumental in assuring that there was no decrease to the Authority's continuing efforts and successes in maintaining a reputation as a leader and innovator among toll roads.

New ramp bridge over the New Jersey Turnpike at Interchange 14 at Newark Airport, showing corrugated metal form and reinforcing bars for concrete deck slabs. At the right is the old ramp bridge, which has since been demolished.

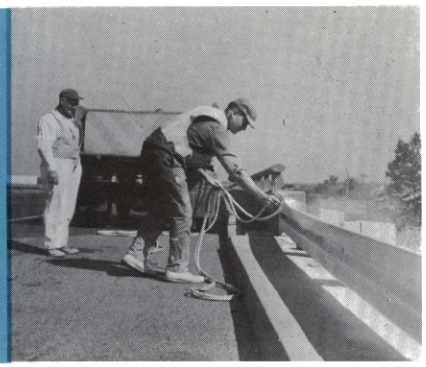






Chapter 6

Maintenance: a Continuing Operation



Maintenance men spray-painting guard rails along the Turnpike in South Brunswick. At the left, Maintenance crew is at work laying transite conduit for air and water lines for fuel-dispensing islands at service area in the southern section.

There were many changes in the operation of the Maintenance Department during 1969. Some new facilities were provided, new projects were taken over as part of routine operations, and additional personnel was hired. In addition the department planned for handling the additional roadways and bridges on the expanded 30-mile northern stretch of the Turnpike.

A new water tower of 200,000 gallon capacity is now under construction at Service Area 4-N, Mt. Laurel. At the same location a new water treatment building is being built. These will be operated by our Water and Sewage Section.

The Building Section has initiated and completed a number of projects which in previous years would have been contracted to outside firms. Some of these accomplishments include: Conversion of oil burners from #4 to #2 fuel, installation of 13 new burners in various service areas, and installation of secondary gas burners in our existing incinerators to comply with state air pollution regulations; removal, rehabilitation and relocation of over the road Drive Slow Ahead signs; additional fresh air intake and exhaust systems in service area buildings, and new air and water connection systems to Citgo gas islands at service areas.

In the Bridge and Roadway Divisions, a new 1000-ton salt storage building was constructed at District 1, Swedesboro, to take care of the southern 27 miles of the Turnpike. Also, mainline snow plowing for the southernmost 23 miles and the Pennsylvania Turnpike extension was placed under contract to an outside firm. All Turnpike overpass bridge decks, south of the Pennsylvania Extension—scheduled in the three-year program of resurfacing which ended in 1969—were repaired and resurfaced.

Southern Division maintenance forces (Districts 1, 2 and 3) completed a mainline roadway resurfacing program from Deepwater to Hightstown as well as shoulder rehabilitation and bridge painting.

The Northern Divisions (Districts 4, 5, 6 and 7) put in a new toll lane at Interchange 9; installed a new sanitary sewer connection system at Maintenance District 4, Milltown; constructed a new parking lot at District 5, Elizabeth; and replaced 18,600 feet of damaged guard rail. A night shift was established in the Northern Division this year for the purpose of getting increased efficiency by performing work at night. This division also planned for maintenance of the 30-mile widened Turnpike at the northernmost end which will have 12 lanes instead of the existing six lanes on opening in January. It is already maintaining new Interchange 11 at Woodbridge which has a 20-lane plaza for the Garden State Parkway connection.

(continued)

Maintenance: A Continuing Operation

In addition, both divisions painted the inside and outside of buildings and performed increased routine roadway maintenance work.

The Landscaping Section completed a phase of plantings in the Southern areas, moved and replanted trees in the area of new construction and assisted in the design and planning of landscape contracts in the widening construction program. This section was also responsible for all the decorations at all Turnpike affairs throughout the year.

The Communications Section was taxed with an unusual work load this year installing and maintaining radio equipment for additions to the Maintenance, Police and Cities Service fleets. The number of aids handled by control center was at an all time high. Top supervisors in Communications were also involved in planning contracts for new communication systems needed for the widened Turnpike.

The Automotive Section was kept busy with additional police cars and maintenance vehicles. This shop now has close to 300 pieces of equipment of all types. The number of mechanics has been increased and a night shift has been started at Central Shops in Hightstown.

The tasks of approximately 440 supervisory and operating personnel of the maintenance department mounted steadily—even without the many duties added by preparations for opening of the widened Turnpike. These tasks included cleanup and maintenance of the sprawling Turnpike and its 18 interchanges, 40 buildings in rest areas and maintenance yards, 2,000 directional signs, more than 100 bridges, 3,000 light standards requiring frequent lamp replacement and cleaning, and more than 300 miles of guard rails.

Indications are the department will have to almost double its facilities when the widened sections of the Turnpike with four new interchanges are opened in 1970. At least 40 new heavy duty vehicles will have to be purchased, and efforts will be made to keep force expansion to about 35 percent.

In general, the overall picture of the Maintenance Department in 1969 was a successful one. The Apprentice Program is progressing satisfactorily and five apprentices



were promoted to the position of mechanics as a result of completing their apprentice courses. The Management Course for supervision, begun in 1968, was completed and will be resumed at some future date when required for newly appointed supervisors.

The next six months will see the biggest expansion in the maintenance department since opening of the Turnpike in 1951.

The final northern eight miles of Turnpike widening is slated for opening in June. Then, there will be two separate roadways, three lanes in each direction, to maintain, from Newark to the end of the Turnpike in Ridgefield Park. One of these is the existing 6-lane road to and from the Lincoln Tunnel Complex. The other arcs several miles west of the existing road to serve traffic heading toward George Washington Bridge.

All this is in addition to the 20-mile dual/dual Turnpike from Edison to Newark, opening in January. Here, additional separate northbound and southbound roadways of three lanes each were added, together with numerous fly-over bridges.

In 1969, thousands of man-hours went into the planning of our maintenance program. It is estimated that all this new widening adds more than 60 miles of new, three-lane pavement, over 70 bridged ramps and five new interchanges, to the work-load of the department.

Consequently, the department is about to open an additional maintenance District No. 8 at new Interchange 16W in East Rutherford. In addition, Districts 5 at Elizabeth, and 6 at Secaucus, will be enlarged. Northern Division Headquarters, now in inadequate space at Elizabeth, will be moved to a new location adjacent to Newark Airport Interchange 14.

District 5 is being augmented with 10 additional maintenance men and five new pieces of major equipment, while District 6 is being enlarged with six new men and four new pieces of major road equipment.

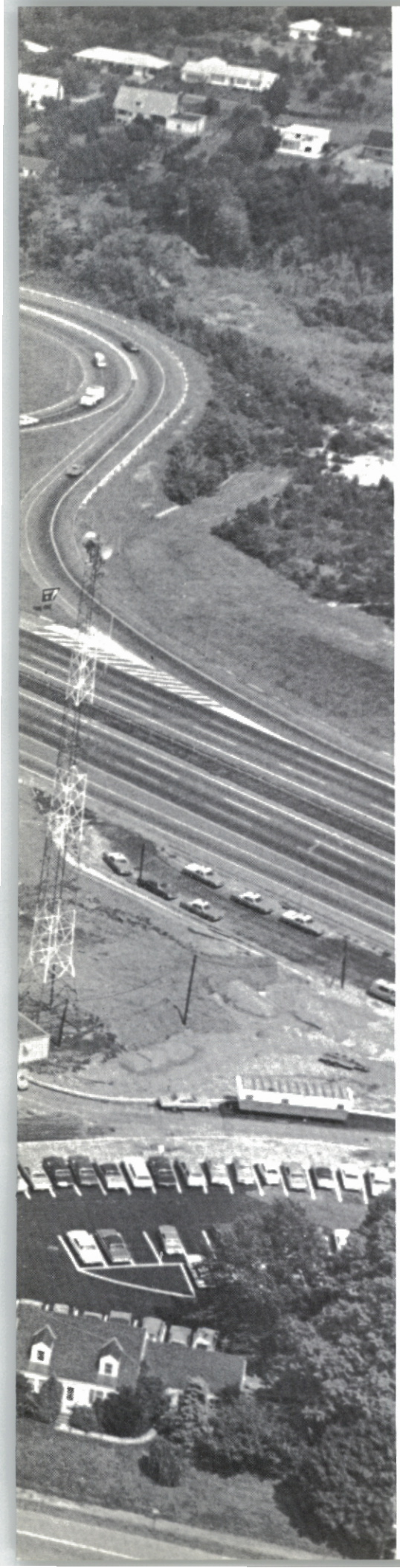
New District 8 will eventually have 20 pieces of new equipment, and will require two new supervisors and 20 road workers. Here, new buildings are going up for offices, storage, and garaging.

In the past, the cost yardstick for maintaining the New Jersey Turnpike has been about $4,000 per mile. This includes all phases such as cleaning all pavements, buildings, service areas, interchanges, storage yards, garages, bridges, ramps, restaurants, guard rails, painting white lines, needed supplies and equipment.

Maintenance plow applies finishing touches to clean-up operation at new Woodbridge Interchange 11 following first snowstorm of Winter on Christmas Day.







7 Chapter

Personnel: Meeting Manpower Needs



Ground is broken for addition to Administration Building on January 14, 1969. Bending to the task are: Chairman Morecraft, Executive Director Flanagan, Vice Chairman Doll and Treasurer Harris. Aerial view (left) shows construction.

Change and extraordinary growth have become synonymous with the New Jersey Turnpike. A dramatic illustration of this is presented in a review of the Authority's annual statements over the past two decades.

In its initial report 20 years ago the Authority listed 22 employees while traffic totalled 7,600,000 revenue vehicles. Ten years later there were 780 employees and 46,000,000 vehicles. Now, at the end of the 20th year, staffing needs approached 1,300 employees and traffic neared 81,000,000 vehicles.

It has been the clearly enunciated philosophy of the Authority to provide the safest and most effectively operated artery of transportation. Notwithstanding expansion or inexorable change, all personnel planning and programming is designed to maintain the New Jersey Turnpike's position as the premier toll road.

Current staffing shows 592 in Tolls, including 35 part-time collectors; 480 in Maintenance; 181 in Administration.

The new services and facilities which the widening will make available will require 70 additonal toll collectors and 30 skilled and semi-skilled Maintenance workers.

The Turnpike has been conducting its own training program for new employees in those skills peculiar to the industry. In 1969 the instruction staff, cooperating with the faculties of vocational schools and junior colleges, trained 38 apprentices and 40 journeymen and foremen. As the demand for new skills and techniques increases, more sophisticated training approaches must be developed.

In 1969 the Executive Director announced 10% salary increases for all toll collectors, management employees and four grades of maintenance employees, and $500 across-the-board increments for office-clerical and Grade A maintenance personnel, effective June 20, 1969. Longevity payments of $250 were continued for 461 with 10 years or more of service.

The Medical Division gave nearly 2,400 examinations, administered flu shots and chest x-rays to employees, conducted pre-employment and periodic tests of supervisory personnel and, for the first time, pre-promotional examinations.

The second annual Harry Laderman Scholarship was awarded to Mary Jane Struble, daughter of a retired employee.

The Employee Relations Improvement Committee (ERIC) continued to sponsor off-duty activities for members of the Turnpike family. The 1969 calendar was climaxed by the eighth annual Christmas Family Reunion on December 13.

On October 28, 1969 the Turnpike Commissioners restored the Personnel Department to full staff status, selecting, after a concerted recruitment, John F. Merrigan as Personnel Director. Wilbur Turner, formerly of the Labor Committee, became Assistant to the Personnel Director.



Chapter 8

Legal-Real Estate

Checking property lines in right-of-way acquisition for Widening are Negotiators George Ballard and Kevin Langan, with Mrs. Erna Coltharp on telephone. In photo below, Senior Attorney Joseph R. Postizzi (telephoning) discusses matter with aides, Miss Gail Nahai, Attorney Herbert I. Olarsch and Mrs. Lillian Mrazek.

Legal-Real Estate Department continued in high gear during the year 1969. It was labelled the "litigation year" for the department, when its personnel were primarily engaged in construction preparations, condemnation hearings and condemnation appeals in an effort to resolve the condemnation of title to the New Jersey Turnpike Authority on those lands where an amicable settlement had not been possible.

Of the approximately 800 property parcels involved in the Widening project, there remains approximately 5 percent, possibly less, to be resolved by litigation, the Authority having acquired title to all of the others.

In addition to the Widening, which has received top priority from the department since the project's inception, personnel of the department were actively engaged in acquiring land for the Authority in other areas such as the Interchange #1 improvement project. It continues to be active in the litigation calendar wherein the Authority is joined as either party defendant or it is seeking redress from others in the form of monetary reimbursement for property damage, compliance with construction contract conditions and other ancillary matters related to the successful operations of the Authority.

The General Counsel, Grover C. Richman, Jr., continues to render the responsible and competent direction as the departmental head. Mr. Richman was successful in obtaining the favorable court determination in the appeal of Sisselman versus the New Jersey Turnpike Authority wherein a substantial portion of the Authority's road alignment and construction had been challenged by the plaintiff property owner who sought to have it relocated elsewhere.

The Legal-Real Estate Department also provides constant legal counsel and assistance to members of the Authority and its staff in the performance of its departmental duties.



9 Chapter

Systems & Data Processing Accelerated



Data analysts in ticket processing section (above) electronically justify toll collectors' receipts against axle and time-stamp data from remote recorder tape at toll plazas. Below, operators at left key-punch computer cards for maintenance fleet control and miscellaneous accounts to be fed to computer (center).

The Systems and Data Processing Department produced significant accomplishment in its assigned objectives of providing advice and services for other Authority departments.

Data processing services for other departments included completion of 40 "one-time" service projects which saved countless clerical hours and, in several instances, met deadlines that could not be achieved by conventional methods.

In accordance with Assembly Bill and Senate Bill 185 (Statutes of 1968) military non-revenue usage of the Turnpike was activated early in the year. To achieve this objective, the Systems Group in cooperation with Toll Collection personnel and representatives of the various military groups designed appropriate ticket format. The ticket format was used by Systems as a basis for formulation of procedures for ticket distribution, control and accounting, and the process was effectively initiated in March.

Most significant of the projects involving preparation of management information data not previously available included development of systems for preparation of weekly reports of traffic density for the Traffic Engineering Department, monthly reports of performance effectiveness of ticket control equipment for the Maintenance Department and monthly employee attendance calendars for all departments.

In cooperation with Engineering, Toll Collection and Maintenance, the systems group developed a new concept of integrated system and newly designed machines that will provide improved control of ticket and toll handling. The new concept will initially be used in newly constructed lanes and interchanges but will be gradually extended into general use.

Cooperating with Traffic Engineering, Comptroller, and Toll Collection, unique descriptive ticket formats were designed for use on completion of each of the first two phases of Turnpike widening, and in each instance the difficult task of exchanging ticket inventories (new for old) on a precisely coordinated schedule was satisfactorily accomplished.

In preparation for the future, specifications of a new "Management Information Computer System" were completed and proposals were received in response to an advertised request. The computer system change will produce benefits by effecting a system modernization that embraces the most advanced computer techniques. First new computer components are planned for delivery in October 1970.





Chapter 10

Public Information Keeps Pace

New Jersey Turnpike tells its story at the State Fair. Toll Collector Al Benvenuto and Gertrude Kilcommons of Public Information preside at Authority's display at the Trenton fair grounds. Film footage of Widening (below) is scanned in connection with Authority's projected documentary to be shown later in the year.

As the Widening progressed through the third year of construction, public awareness of the project became more pronounced, especially among property owners and others directly affected by contractors' operations. As a result, frequent calls were made on the Turnpike for information or to complain about conditions created by the construction.

It was the task of the Public Information Department to handle these requests and in the case of complaints process them for corrective action, wherever necessary, by the Turnpike departments or agents involved. Some matters were referred to the Legal-Real Estate Department; altogether, there was continuing coordination between Authority branches in meeting the Turnpike's obligations to the public.

The Widening story was progressively updated, highlighted by the public opening on September 18 of the new Interchange 11 at Woodbridge. As the year ended, preparations were made for the dedication of the 20-mile dual/dual Turnpike in January.

As in former years, foreign visitors were entertained by the Turnpike. There were engineers and industrial representatives from Sweden, Finland, Norway, England, Holland, Belgium, France, West Germany, Italy, Spain and Rumania. The P.I. also hosted groups of school children touring the Turnpike.

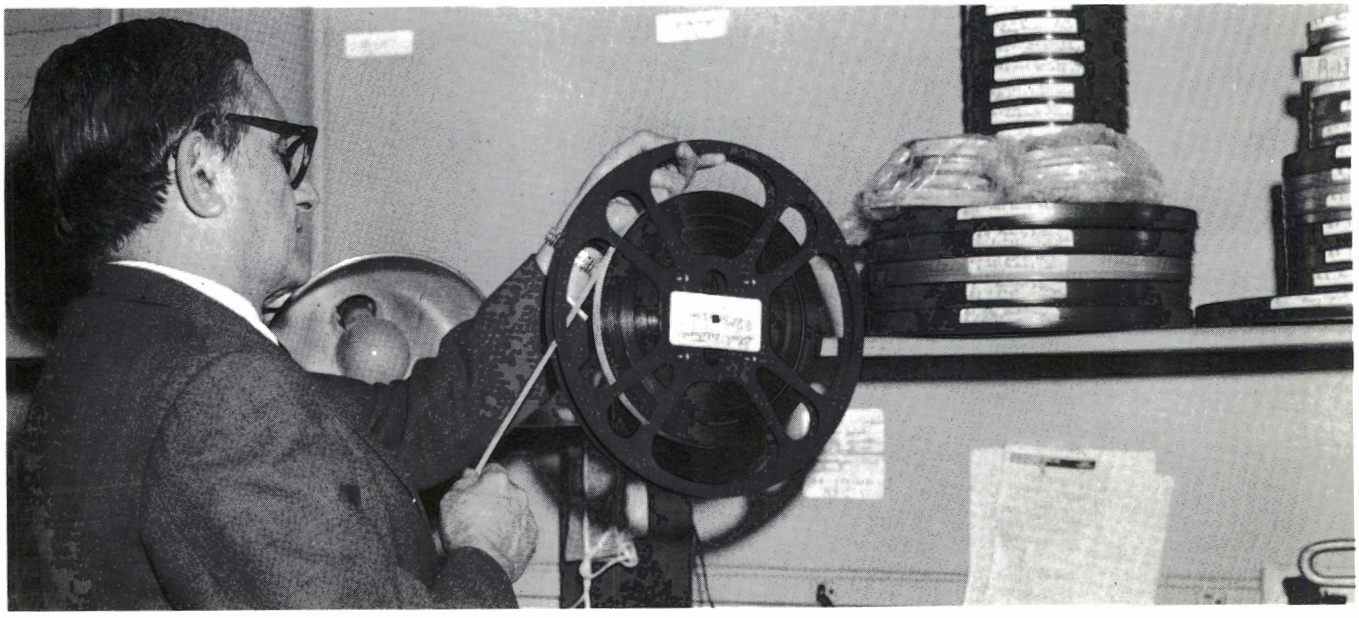
The Department issued a reprint of the Turnpike map folder and planned for a new folder embodying the widened Turnpike. In another function, P.I. again processed the suggestions submitted by employees, resulting in 17 awards announced by the Suggestions Committee in May.

The Department was responsible for the Pike Interchange, the Authority's employee newspaper which completed its tenth year of publication in September of 1969.

Bolstering the P.I. operation was the Photographic Section which extended its scope to the filming of the Widening for a documentary to be released after the completion of the project.

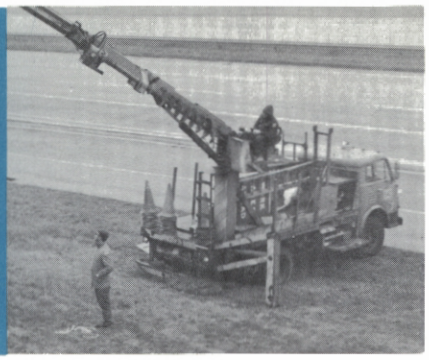
Work on the Annual Report was begun months in advance with the photographing of various aspects of Turnpike operations to illustrate the Report which represents a compilation of activities in the 18th year of road operations.

The Department lost the services of Michael J. Kocsik, of Metuchen, Assistant Director of Information, who died on September 1, 1969 after a long illness. He was succeeded on October 20 by Michael J. Germak of Edison.



11 Chapter

Purchasing: New Guidelines



A boom truck, used in erecting signs and other purposes, is one of many pieces of equipment purchased by the Authority on bids. Below, a bidding session, with Charles R. Schino, Assistant Director (left), Daniel J. Donahue, Director of Purchasing; June Corcoran, secretary, and Jay Ahern, Turnpike attorney.

In the first Annual Report in 1949 the total expenditures for the nine month period amounted to $11,509.16. Items such as office furniture, fixtures and equipment along with stationery supplies were listed as the initial purchases to get the New Jersey Turnpike Authority launched on its successful way.

Now in its twentieth year the department has steadily increased purchases so that in 1969 a total of more than $2.5 million was expended.

In rendering excellent services to all departments the Purchasing Department has kept pace with the Widening Program which is nearing completion. The year 1970 will be highlighted by the opening of the new Administration Building extension and the relocating and expansion of many departments. Incidental with this will be procurement of new equipment to accommodate all departments.

The progress and success of the Turnpike are due in part to the excellent cooperation among all departments in procuring the necessities required for the efficient and safe functioning of the super highway. The latest trends and techniques with new equipment are constantly being explored. This is mandatory, requiring vigilant gathering and review of current data.

During the coming year a program will be put into effect gearing most purchasing functions to computerization. Introduction to this new process will be on a gradual basis so that eventually the requisition to acquisition time should be reduced considerably. Hopefully, duplication will be eliminated. Preparation and submitting of purcase, requisition, advertising and ultimate issuance of orders will be accelerated. At the same time valuable management data will be obtained.

In order to comply with recent bidding and purchasing regulations new rules and procedures are being formulated.

The constant growth and progress of the Turnpike dictates that the Purchasing Department obtain the best that can be had. To assure this, it is the objective of the Department to stimulate the desired competition among a host of qualified vendors, resulting in the acquisition of superior materials and services.

Daniel J. Donahue, who had been Assistant Personnel Director, became Director of Purchasing by Authority appointment on October 28, 1969. Charles R. Schino was named Assistant Director.





Chapter 12

Patron Services at New High

Cities Service road crew displays pneumatic equipment from new truck and bus unit. New cafeteria at Richard Stockton Service Area in Hamilton Township (below) is inspected by Howard Johnson area manager Pompeo De Renzo, Turnpike Patron Services Manager Ernest Butcher, and his assistant Leonard Sullivan.

The foremost objective of Patron Services is to provide fast, satisfactory service to all segments of the Turnpike travelling public.

In the past five years, 1964-1968, restaurant sales increased 8.114% and gasoline 27.016%. Augmented business occurs mostly over weekends, holidays and the summer months when people are vacationing. During 1969 approximately 12 million patrons received food service in Turnpike restaurants and 3,600,000 vehicles were serviced with fuel in the service stations. In September 1969, the Molly Pitcher (7S) Service Area dispensed a record 359,000 gallons of gasoline.

To provide adequate service with the increase of business, the truck parking lot is being enlarged in the Alexander Hamilton (12S) Service Area. The snack bar at the Molly Pitcher Service Area has been modified and new equipment installed for faster and better service. New modern equipment has also been installed in the take-out sections of 12 restaurants to facilitate quicker service and additional food items. After deliberation and planning, counter bays and equipment were removed from the Richard Stockton (6S) Service Area restaurant and a cafeteria installed for faster service. Should this type of service prove acceptable by our patrons and more expedient generally, consideration will be given to changing other restaurants.

Fire is an occupational hazard that exists in the operation of restaurants and service stations. To eliminate as much risk as possible automatic fire extinguishing systems were installed in all Turnpike restaurant kitchens during 1969.

Completion of the painting program greatly improved the exterior appearance of all service area buildings. New decorative copper hoods above the restaurant grills, wall paneling in the counter areas and carpeting in several dining rooms enhanced the interior decor.

The Authority is considering the construction of a new northern service area near Mile Post 116 to be located in the center of the travel lanes in the widening program; it woud be able to receive traffic from all directions. The location will also be accessible to other than toll patrons.

The foreseeable future demands for service, not only from the widening program but also from a normal annual increase of business, will be a challenge to Patron Services to make appropriate recommendations for modifications and enlargements of our service stations and restaurant facilities as well as the construction of new service areas when the need arises.

The Turnpike Authority continually strives to provide fast satisfactory service to its patrons—service that changes as the requirements of patrons change.



Overall traffic on the New Jersey Turnpike exceeded 81 million vehicles in 1969, with 80,618,191 paying tolls and the remainder being non-revenue passages. A total of $57,636,727 in tolls was collected while revenue from all sources was $64,240,987.

Revenue mileage rose higher to a total of 2.2 billion miles, and the average toll showed an increase to 71.5 cents. And for the first time in Turnpike history, daily traffic reached the 300,000 mark—305,132 revenue vehicles recorded on November 26, 1969.

August was again the high month, with 7,774,061 vehicles.

Growth in traffic was accompanied by an increase in service area business. Howard Johnson restaurants served 12 million patrons in 1969, while Citgo stations serviced 3.6 million vehicles and sold approximately 34.6 million gallons of gasoline.



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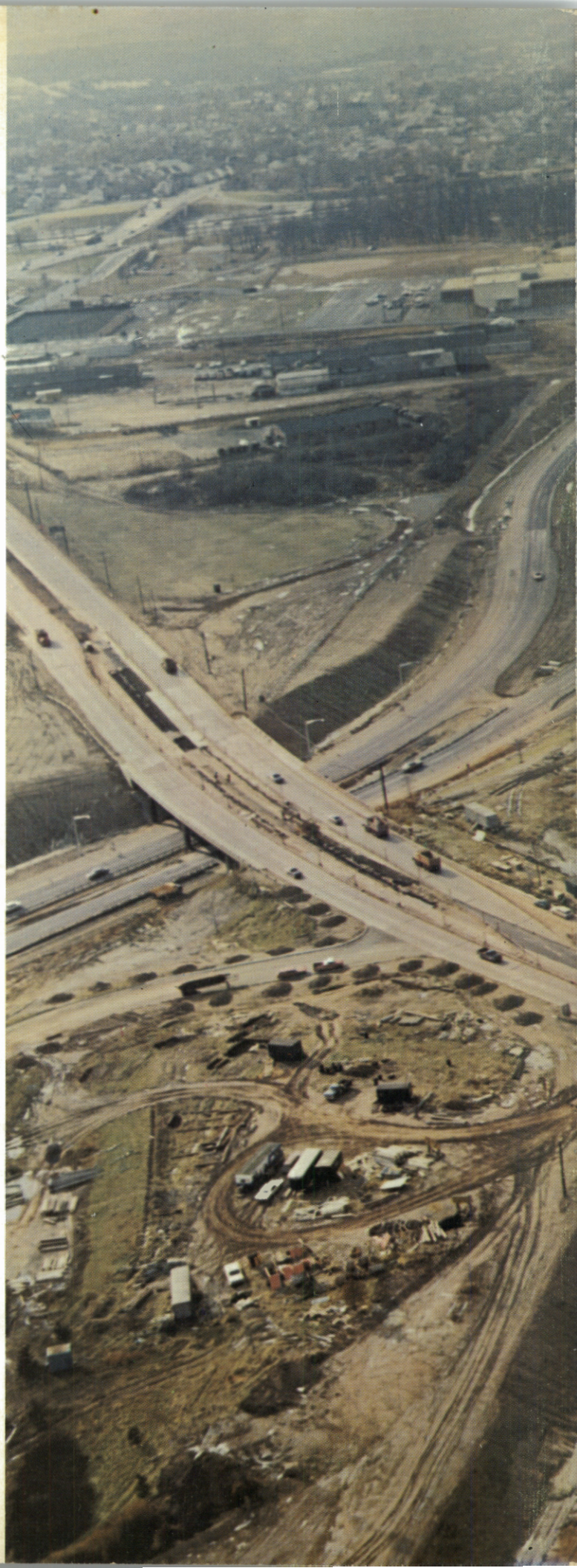

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