

# NEW JERSEY TURNPIKE AUTHORITY

Gateway to

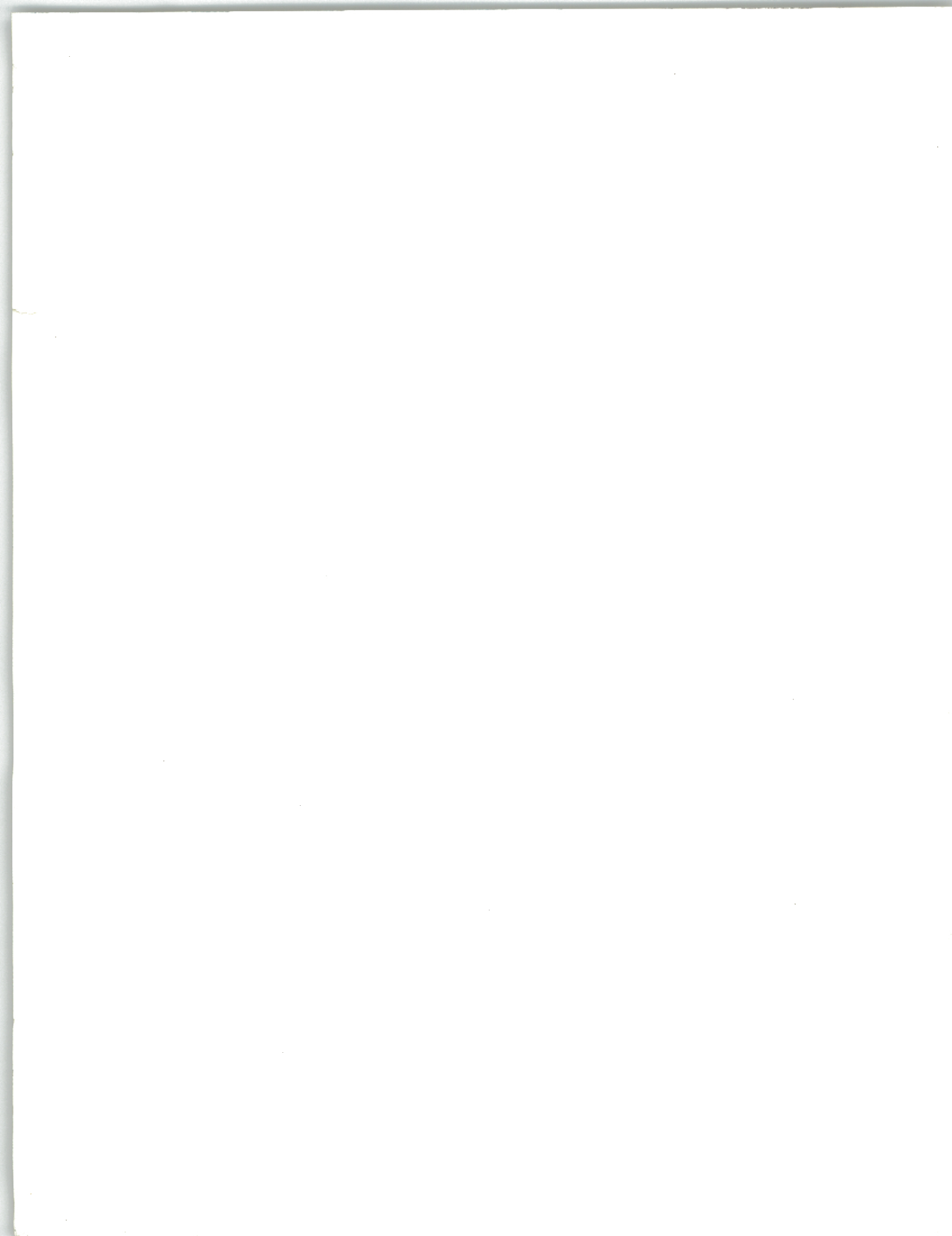
Bicentennial America

1975 Annual Report

1981  
1973  
1975

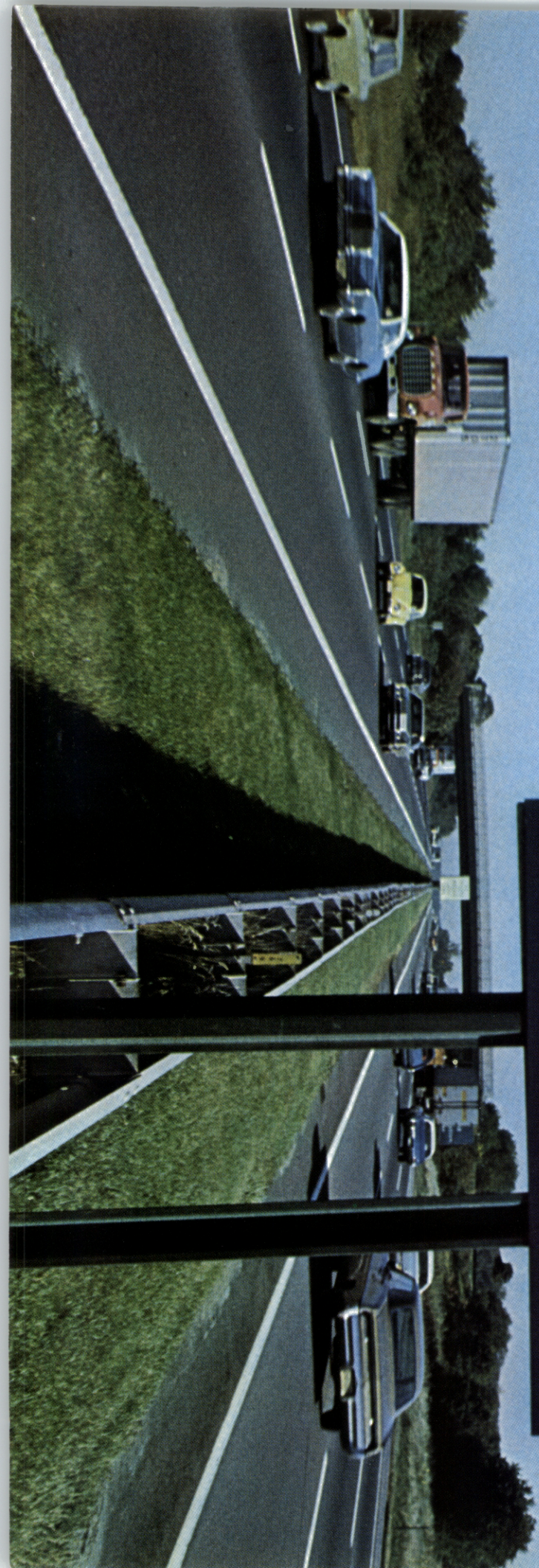
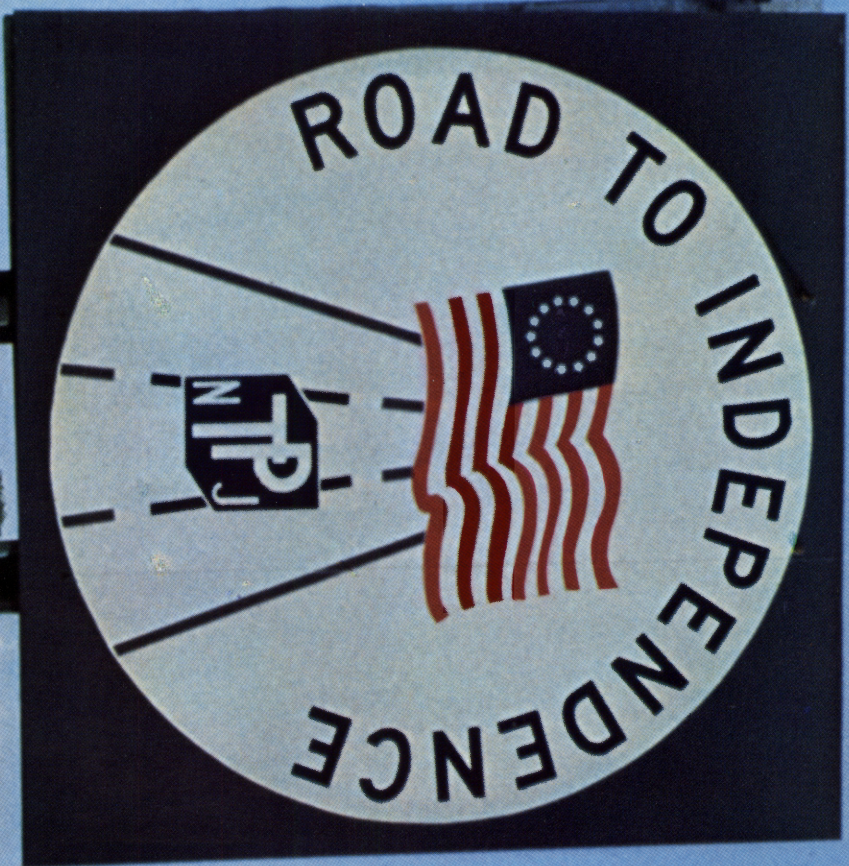








New Jersey  
Turnpike Authority  
1975 Annual Report  
on the 24th and Safest  
Year of Operations





# Letter of Transmittal



## NEW JERSEY TURNPIKE AUTHORITY

(201)247-0900

NEW BRUNSWICK, N.J. 08903

March 8, 1976

To the Honorable Brendan T. Byrne, Governor  
and Members of the New Jersey Legislature:

The year 1975--the 24th in the Turnpike Authority's continuing services to State and Nation--produced a record of highway safety unparalleled in Turnpike history. This record and the engineering and operational advances contributing to it are covered in this Annual Report for 1975.

In a year marked by a high level of traffic, the Authority successfully developed an historic program for greater travel safety and comfort. Two landmark projects emerged: the fog detection devices and the automatic traffic surveillance and control system. The Authority unveiled these improvements to a wide sector of the media, while elsewhere, along the construction front, shoulders were added to the last of five major bridges to enhance safety.

With these achievements behind it, the Authority looks forward to its 25th anniversary, at the same time celebrating America's 200th birthday.

In the meantime, we pledge our continuing cooperation with you, the Governor, with the Legislature and the general public in fulfilling our mandate to serve the highway needs of our people.

Respectfully submitted,

Francis G. Fitzpatrick  
Chairman

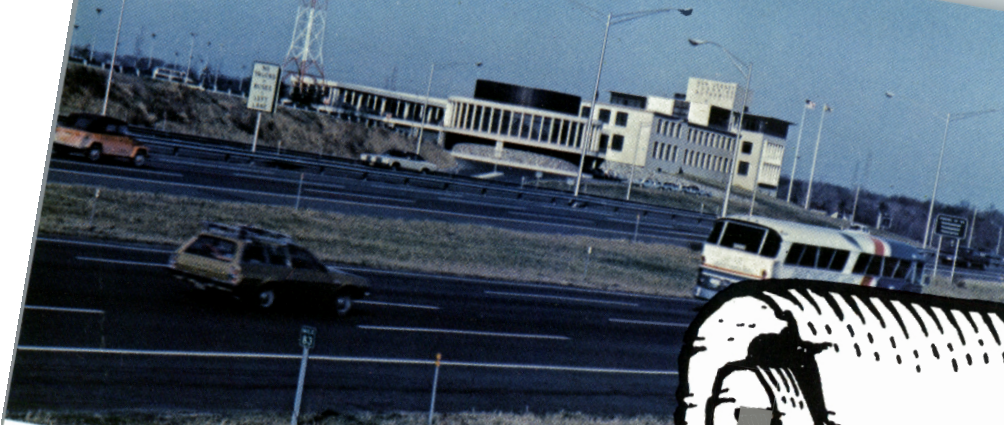
Robert J. Citrino, Jr.  
Vice Chairman

William F. Taggart  
Treasurer

Richard D. Ilnicki  
Commissioner

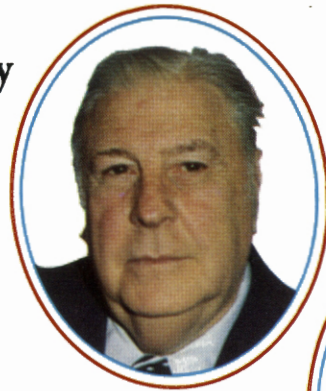


ON THE COVER: All modes of transportation meet the New Jersey Turnpike as the "Gateway to America" near Newark International Airport. Jet plane, ships and trains center on the Turnpike for a continuing pattern of convenient travel throughout the State and Nation.  
(Photo and layout by Al Oleck).





New Jersey Turnpike Authority  
New Brunswick, N.J.



Francis G. Fitzpatrick, *Chairman*



Brendan T. Byrne  
*Governor of New Jersey*



Robert J. Citrino, Jr.,  
*Vice Chairman*



William F. Taggart,  
*Treasurer*



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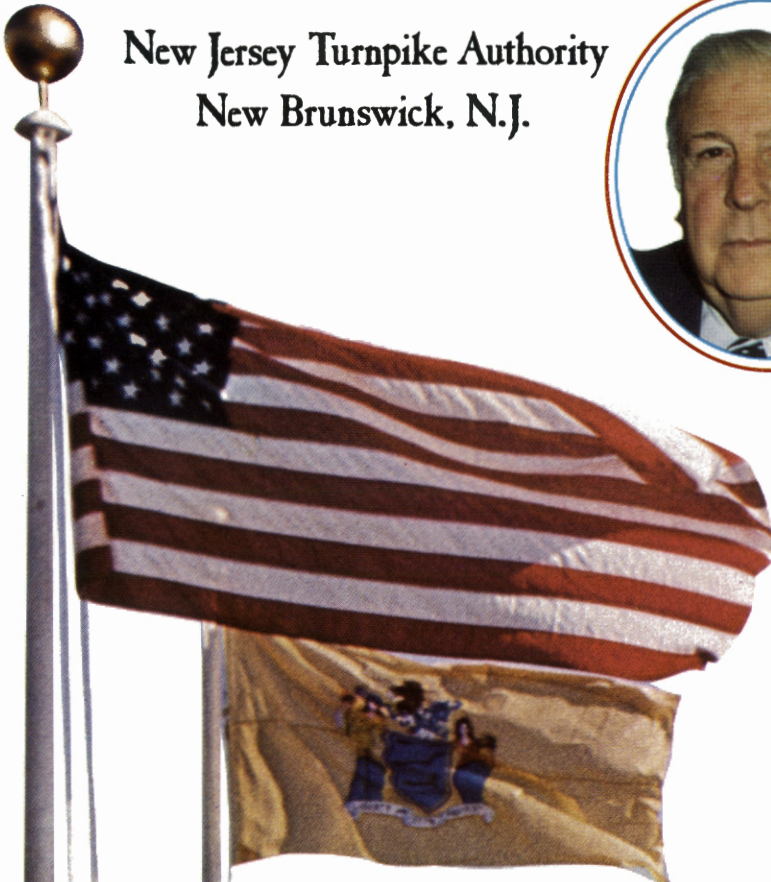
William J. Flanagan,  
*Executive Director*

**STAFF**

**William J. Flanagan**, *Executive Director*. **Joseph E. Robertson**, *Deputy Executive Director*. **Robert E. Mosher**, *Comptroller*. **Herbert I. Olarsch, Sr.**, *Attorney*. **Howard S. Heydon**, *Chief Engineer*. **Robert E. Ramsen**, *Director of Toll Collection*. **Paul M. Weckesser**, *Traffic Engineer*. **Anthony E. DeSimon**, *Director of Maintenance*. **Oliver K. Compton, Jr.**, *Director of Personnel*. **Horace A. Tani**, *Director of Public Information*. **Robert G. Ott**, *Director of Systems & Data Processing*. **Daniel J. Donahue**, *Director of Purchasing*. **Charles A. Dupuis, Jr.**, *Director of Insurance*.

**Robert N. Wilentz**, *General Counsel*  
**Lillian M. Schwartz**, *Secretary-Assistant Treasurer*

**CONSULTING ENGINEERS** / Howard Needles Tammen & Bergendoff.  
**AUDITORS** / Peat, Marwick, Mitchell & Co. **TRAFFIC AND REVENUE CONSULTANTS** / Coverdale & Colpitts. **BOND COUNSEL** / Hawkins, Delafield & Wood. **FINANCIAL ADVISORS** / Smith Barney, Harris Upham & Co., Inc.





# Historic 1975: Celebrating the 24th and Safest Year of Operations

## 1975 Annual Report

THE New Jersey Turnpike Authority moved into the 1976 Bicentennial Year after making some history of its own in 1975.

It was the kind of history that was an extension of the pioneering endeavors that marked the Turnpike's growth, with each year bringing new records and new ideas to surpass those records.

What occurred on the New Jersey Turnpike in 1975 could be called the culmination of scientific progress in the development of highway transportation. On the other hand, it could be just another step toward even greater advances to come. Aside from the accumulation of traffic statistics in what was the Turnpike's safest year, two events in 1975 moved the Turnpike further along in its relentless pursuit of the ultimate in driving comfort.

The Authority and its traffic engineers report that what was accomplished in 1975 created, among other things, "Tomorrow's Highway Today," and they demonstrated that fact with the unveiling of a system so uncanny that it can watch, control and otherwise maneuver the flow of traffic from one end of the 36-mile dual/dual to the other. It's all done by computer.

That piece of electronic ingenuity known as the Automatic Traffic Surveillance and Control System followed by nine weeks the unveiling of another innovative development to promote safety: the fog detection devices installed at the fog-prone meadow route at Interchange 16W. These machines, operating with laser beams, provide an early warning system to insure a margin of operational safety before fog envelops the Turnpike.

As the accounts of the Traffic Surveillance and the Fog Detection Systems were being published and broadcast across the nation, the Authority celebrated another "first". The year 1975 produced the

best traffic safety record in the Turnpike's 24-year history.

Working to maintain that leadership among the nation's highways were the Authority's operational, construction and Administrative forces which, with the State Police, combined their talents in the various areas of duty every day of the year.

## 1975: The Safest Year

ON December 31 the Authority closed its books on the safest year. There was no better traffic safety record since the Turnpike opened its toll lanes to the public in November 1951.

The record of 1975, when overall traffic exceeded 106 million vehicles, revealed the best combined fatality and accident rates of any year. Only in 1954 was the accident rate lower, but then the rate of fatalities more than doubled 1975's while less than 25 million vehicles used the Turnpike that year.

Authority Chairman Francis G. Fitzpatrick attributed the 1975 record (fatality rate of 1.00 per every 100 million miles and accident rate of 63.8) to a combination of circumstances. "It was no miracle that made it possible. We owe this outstanding record to the continuing application of the best and most modern safety measures that technology can provide. Add to that the fine contribution of State Police Troop D in its enforcement program, together with a growing public awareness of the importance of safe driving, and you have the *sine qua non* of Turnpike safety."

## Enhancing Safety In The Safest Year

NEWS of the safest year broke just as the Authority unveiled its Traffic Surveillance and Control System, an event that brought out the television cameras, news photographers and press and radio reporters for nationwide coverage.

Ten years in the planning and implementation, the system was conceived by the Authority's Traffic Engineer Paul M. Weckesser as a necessary safety feature to go with the Turnpike widening from six to 12 lanes.

Chairman Fitzpatrick called the project "a boon to the millions of patrons who use the Turnpike. It was a pleasant coincidence that the system, unmatched in this country, should be activated in this bicentennial year, which also happens to be the operational Turnpike's 25th birthday."

The media watched the system record traffic patterns being flashed on a 22-foot long display map at the Administration Building.

Almost 800 loop detectors embedded in the traffic lanes create a magnetic field which, when interrupted by a passing vehicle, flash a signal through an underground cable to a field computer

## Turnpike Safety Record

	1975	1974
<b>Enforcement:</b>		
Summonses Issued	54,106	56,545
Criminal Arrests	2,491	2,841
<b>Aids to Motorists:</b>		
Mechanical	32,261	32,908
Gasoline	9,052	9,123
Flat Tires	7,262	6,764
Overheat	1,406	1,608
Other	45,500	43,642
Total Aids	95,481	94,045
Aids Ratio	1 per 1,106 veh.	1 per 1,134 veh.
Aids Per Day	262	258
<b>Accident Information:</b>		
Accidents	1,654	1,816
Accident Rate	63.8	71.5
Personal Injuries	1,030	1,216
Injury Rate	39.7	47.9
Fatal Accidents	23	40
Fatalities	26	42
Fatality Rate	1.00	1.65

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



at Newark Airport Interchange 14 and into another computer at Interchange 9, East Brunswick.

The electronic signal is then activated into the display map at Operation's headquarters, and this tells the technicians where the traffic congestion—if any—is located. When the congestion becomes too heavy, whatever the cause, an alarm sounds in the control console and an arrow flashes the "alert" on the map.

Automatically, a computer goes into action. The speed limit is either reduced or vehicles diverted to other travel lanes, setting up the best traffic routing around the congestion. Overhead, electronically operated drum signs revolve to the appropriate message to advise motorists of a speed reduction, or guide them to the right roadway to avoid the congestion or difficult driving conditions ahead.

The system, developed and installed at a cost of \$5 million, is designed to enhance Turnpike safety and make for even safer years ahead.

As appraised by its creator, the system was called a "gigantic picture window" on Turnpike traffic along 36 miles of roadway.

### Fog Detectors Make Debut

**O**NLY a few weeks previously, the Authority displayed its fog detectors—five of them erected by Maintenance on a specially designed platform behind 16W in the meadow or westerly alignment. If the Traffic Surveillance and Control System is a "window" on Turnpike traffic, the fog detection devices are also the Authority's eyes.

Strategically placed in a fog-prone area where past experience indicated their need, they proved their worth. Three days after the press viewed the

*Traffic Engineer Paul Weckesser observes the operation of the automatic traffic surveillance system. Before him is the heart of the system—the display map and computers, recording flow of traffic along 36 miles of roadways.*







*Computer technician conducting class on operation of landmark traffic surveillance system at Authority headquarters.*

installation—again there was an impressive turnout of TV, radio and press crews—the fog-detection early warning system passed its first crucial test by sounding the alarm that resulted in the closing of the Turnpike. Safety was assured for thousands of patrons during a busy commuter period.

The detectors, purchased or loaned to the Authority, measure visibility levels in various methods. They are connected to chart recorders which give Traffic Engineering a permanent copy of visibility for comparison and evaluation. When the best detector has been determined after a year-long study, it may be placed in areas where limited visibility conditions prevail. This will give State Police an early warning system to determine if the speed limit should be lowered.

### **Anti-Noise Program Effective**

**I**T was the first full year of another Turnpike innovation—the Noise Abatement Program. Directed primarily at the noise emission from heavy vehicles, enforcement of the new regulations promulgated by the Authority produced beneficial results.

A sharp reduction in noise levels and favorable court rulings was reported. State Police enforcement action is taken against vehicles producing a sound level of 90 decibels or more from a distance of 50 feet.

Directly benefitting are the many people living near the Turnpike's right-of-way fencing.

Particularly gratifying was the fact that local magistrates ruled against vehicle owners who challenged summonses issued by State Troopers.

To cope with the increase in operational responsibilities, the Traffic Engineering Department assumed control over the Authority's Communications Control Center in the round building at the Administration Complex. The Center includes six shift supervisors and nine control dispatchers. This additional personnel in Traffic Engineering will be involved in the operation of the Automatic Traffic Surveillance and Control System.

### **Engineering Completes Projects**

**P**ROGRESS, less dramatic but still vital, was achieved in the northern end of the Turnpike where the biggest construction project of the year neared completion at year's end. There, the Authority fulfilled its contractual responsibilities with the building of the access roads and ramps for the New Jersey Sports and Exposition Authority (Sports Complex) and for the State Department of Transportation, as part of a three-way sharing of the \$33 million cost on 18 contracts.

Other important elements have gone into the Turnpike's undertaking, including the installation of 178 changeable message signs for the Surveillance System and a computerized toll collection system for the widened interchanges at 16W and 18W in East Rutherford, to facilitate access to the Sports Complex. The entire project is scheduled for completion in the Spring of 1976.

Engineering activity also covered other improvements: At Interchange 7A (I-195-Trenton-Allentown) where three lanes increased the capacity from six to nine lanes, and as a climactic conclusion to the massive bridge-widening program, the Passaic River span was refurbished with shoulders and its deck upgraded, while the Hackensack River Bridge was similarly modernized earlier. The Turnpike now has four major crossings in the northern section, including the two new structures over those rivers, built during the 1969 Widening. All told, five bridges have been widened on the Turnpike system. The reason for those farflung projects is the extra dimension of safety they provide motorists.



In addition to the new construction, more than 40 lane miles of roadway were resurfaced, with the Engineering Department supervising the work. In the southern part of the Turnpike protective fencing was installed on 10 bridges as part of a continuing safety program.

The Newark Bay-Hudson County Extension came in for deck repairs in the second of a four-year rehabilitation program, while various bridges along the mainline underwent similar repairs.

At the same time other improvements were made during the year: Maintenance District 6 (Secaucus) was expanded; salt storage facilities at District 5 (Elizabeth) and Central Shops (Hightstown) were near completion, and the surface drainage systems

at the Lincoln Tunnel Complex were rehabilitated, and the plazas at 16E, 17 and 18E were resurfaced.

A relatively small but important improvement was the barrier-free buildings for the handicapped at the service areas. Nine were completed in 1975, while two more are in the offing. The Vince Lombardi Service Area in the northern end of the Turnpike was built with the barrier-free addition.

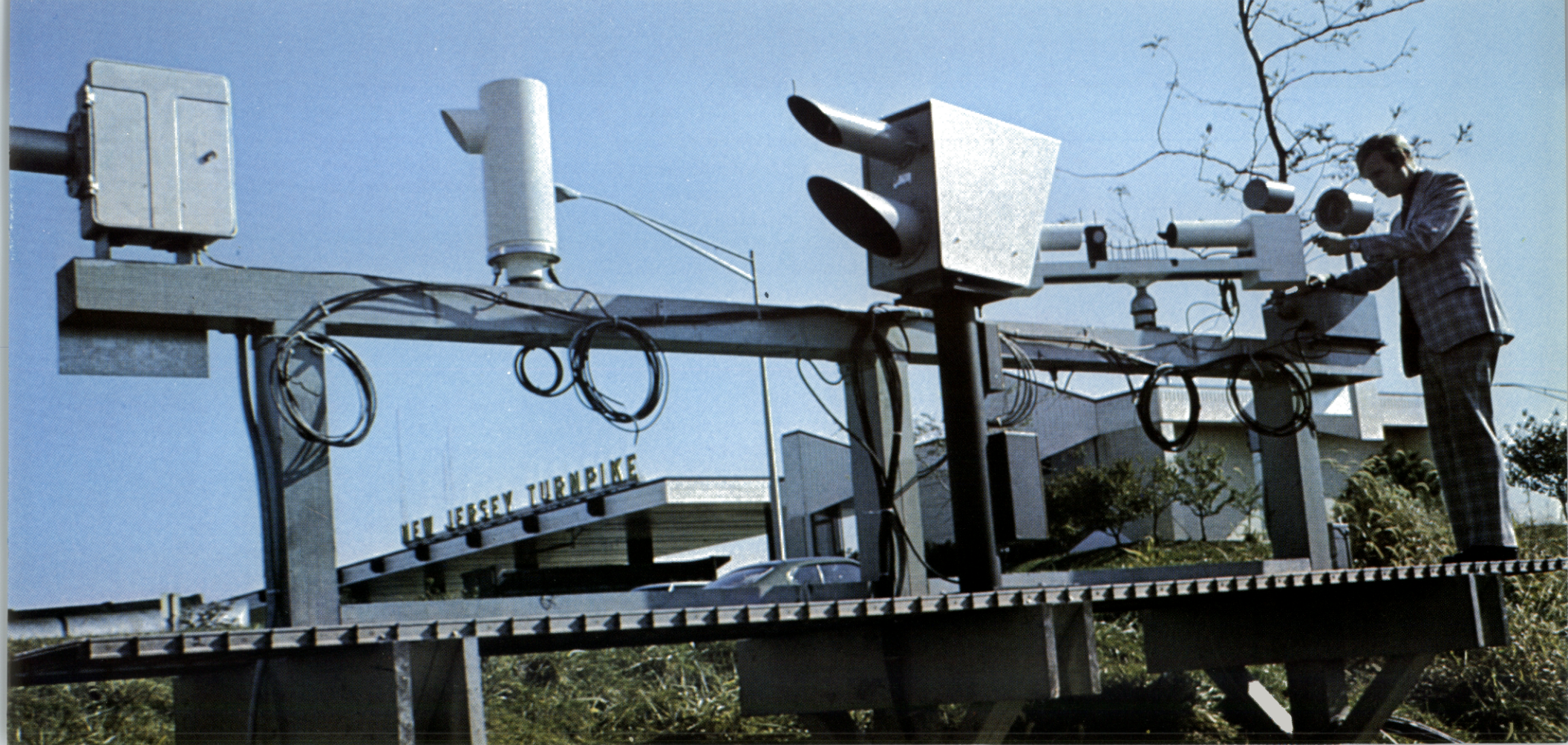
In compliance with a legislative mandate, the Authority financed the cost of a study to consider the feasibility of a rail line along the route of the proposed Toms River-South Brunswick Expressway. The study, prepared by the firm of Corrdry Carpenter Dietz & Zack Engineers at a cost of \$86,000, recommended that the expressway be built before the

rail line, but it did not go into the financial aspects of the project. The Authority has taken the report for further consideration.

### **A New Chairman Is Seated**

**F**IVE months after the death on March 9 of Chairman and former Governor Alfred E. Driscoll, the post was assumed by Francis G. Fitzpatrick on July 31 on appointment by Governor Brendan T. Byrne. Chairman Fitzpatrick, former Mayor of Bayonne, had served as Authority Commissioner for over a year,

*Assistant Traffic Engineer Robert Dale testing four of five fog detectors at fog-prone meadow area at Interchange 16W. Demonstration later received wide coverage by news media.*







*Ironworkers erecting steel girders on flyover access ramp from Interchange 18W, Carlstadt, to the Sports Complex in East Rutherford.*

and before he became chairman, Robert Citrino, Jr. of Nutley, vice chairman, served as acting chairman.

The year saw the passing on February 20 of Angus M. Harris of Saddle River, former Member of the Authority who served 16 years, mostly as treasurer. His tenure was second only to the late Chairman Joseph Morecraft, Jr., who died in 1972 after 18 years' service.

Another new name was added to the executive roster with the appointment on October 15 as General Counsel of Robert N. Wilentz of Perth Amboy, succeeding former Superior Court Judge Ward J. Herbert of South Orange, who retired.

## **Personnel: A Variety Of Functions**

**T**HE Personnel Department in 1975 was marked by diversified activity, although the employment was decreased. Only seven full-time employees were hired, all as replacements, compared to 48 separa-

tions. Merit, however, played an important part in the Authority's employment policy.

In 1975 there were 39 promotions to all categories, and its tuition refund program was well received, with 27 taking advantage of the program's opportunities to continue their education as a means of advancing themselves in Turnpike employment.

In another aspect of the Authority's efforts to encourage education, it made its 8th Annual Laderman Scholarship Award to Michael Kocsik, Jr. of Metuchen, son of the late Assistant Public Information Director, who died in 1969.

Turnpike employment is not a one-time thing: Of the 1531 Authority personnel, 613 or 40 percent have at least 10 years service. At the Annual Awards Dinner on April 30, 106 were honored for 10-15-20 and 25 years' service. Heading the list were these 25-year veterans: Wadsworth M. Minor, Assistant Comptroller; Charles R. Schino, Assistant to the Director of Purchasing, and John Hinterberg, Right-of-Way Draftsman.

The year was also noted for these Personnel activities:

March 19 was Glen Miller Day, when Turnpike men and women donated 206 pints of blood for the hemophiliac son of a Turnpike employee.

On October 1, another 268 pints were donated for the Authority's Blood Bank. Altogether, over the years since the Bank was established in 1962, a total of 3,110 pints of blood were given by Authority employees.

In a further extension of the health program, 483 employees were given influenza immunization over a period of days, while the Medical Section accommodated 2832 visits by personnel. These included non-occupational visits, job-connected injuries, and pre-employment, periodic and promotional physical examinations.

A "Manual for Management" was issued to all members of the Management team, enabling them to better understand their duties and responsibilities in the field of human relations.

Quarterly Labor-Management meetings were initiated, providing a forum for the discussion of issues before they develop into serious situations and also assist in the understanding of present Union agreements.



The Authority, as a public enterprise, participated in the fall program of the Rutgers University Industrial Relations Seminars. A briefing on the labor relation activity was presented by the Personnel Director, with an insight into the nature of the Turnpike organization, services and collective bargaining relationship.

## Maintenance In The Safest Year

**I**T was another busy year for Maintenance, running the gamut of activities to preserve the integrity and safety of Turnpike roadways and its physical properties.

Its crews combatted snow and ice during a winter which although relatively mild, still presented traffic problems that had to be overcome quickly so that patrons could have safe pavements to travel, while other roads were still snow and ice-covered. In clearing the way for them, Maintenance called on outside contractors only twice out of 16 snow situations; in the effort, a total of 17,500 tons of rock salt helped to speed the work of making the Turnpike operational and safe.

When it was not snowing, the men were able to perform repair functions normally limited to warmer months.

*Francis G. Fitzpatrick, former Bayonne mayor, sworn in as new chairman of the Turnpike Authority. Administering the oath is Superior Court Judge Maurice A. Walsh, Jr. while Chairman Fitzpatrick's wife, Marian, holds Bible.*



*The Passaic River Bridge in early stage of widening project, during addition of shoulders for greater safety . . .*

*. . . The same bridge, sporting its safety shoulders on completion as part of a five-span modernization program.*



Many man-hours were spent in setting up lane closings for engineering projects, and almost nine miles of guard rail were replaced, together with right-of-way fencing, broken because of age or vandalism.

Maintenance was instrumental in the expansion of Interchange 7A, installing toll booths and electrical equipment to accommodate tourists during peak hours.

It linestriped the entire Turnpike twice and painted the interiors of 30 percent of all Authority buildings and toll plaza tunnels.

Treadles were replaced in the older toll lanes; the lighting at three service areas and Charter Bus Stop were upgraded to meet the new State health

code, and the underdeck lighting system on the Belleville Turnpike Bridge was converted from halophane fixtures to mercury vapor lamps.

The Water and Sewage Section completed major repairs at the service areas, including broken water mains, wells, motors, water softeners and pumps, and at one location, a new chlorinator and related equipment were installed.

There were also repairs made to water and air metering devices at gasoline pump islands and an underground gasoline distribution system.

Many Maintenance activities are those the public never sees: The Automotive Section, keeping Authority-owned vehicles in good condition and preparing new replacement trucks for field operations . . . The Building Maintenance men, rebuilding boiler sections and components at several Turnpike facilities . . . And the Carpenter Section, fabricating and having erected for full public view 690 roadway signs, chief among them the 60 emblems, proclaiming all along the Turnpike the "Road to Independence" . . . the Authority's tribute to the Nation's Bicentennial.

And throughout the year, quietly leading to an impressive display, Maintenance electricians, working with Communications people to set up the Authority's laser-activated fog detection equipment at Interchange 16W and later on after months of labor and study, helping to complete the installation of components comprising, in a more impressive display, the Authority's new Automatic Traffic Surveillance and Control System, "Tomorrow's Highway Today."

## Toll Collection: A Vital Service

**T**HE safe and expeditious movement of traffic remains a paramount concern.

That has always been the motivating factor behind the operations of the Toll Collection Department, a vital area of Turnpike service.

Sometimes a toll collector will be obliged to rise above the call of duty, as when Phil Halpin of Interchange 13 (Elizabeth) saved the life of a patron who suffered a heart attack on October 30. Because of his advanced Red Cross training, Mr. Halpin was able



# HISTORIC SITES ALONG THE ROAD TO INDEPENDENCE



## ★ NEW JERSEY TURNPIKE ★

**THE PALISADES AND FORT LEE:** AT THE NORTHERN END OF THE TURNPIKE CONNECT WITH I-95 EAST.

**PAULUS HOOK (JERSEY CITY):** EASILY REACHED OFF INTERCHANGE 14C ON THE TURNPIKE'S HUDSON COUNTY EXTENSION.

**CONNECTICUT FARMS (UNION):** TURNPIKE INTERCHANGE 11 TO THE GARDEN STATE PARKWAY NORTHBOUND. JUST OFF EXIT 140 ON THE PARKWAY.

**MORRISTOWN:** INTERCHANGE 10 ON THE TURNPIKE TO ROUTE 287 NORTHBOUND.

**PERTH AMBOY:** INTERCHANGE 10 ON THE TURNPIKE TO ROUTE 440 EAST.

**NEW BRUNSWICK:** INTERCHANGE 9 TO ROUTE 18 WEST.

**PRINCETON:** INTERCHANGE 8 TO ROUTE 571 NORTH OR INTERCHANGE 9 TO 18 WEST TO ROUTE 1 SOUTH.

**MONMOUTH:** INTERCHANGE 8 TO ROUTE 33 EAST.

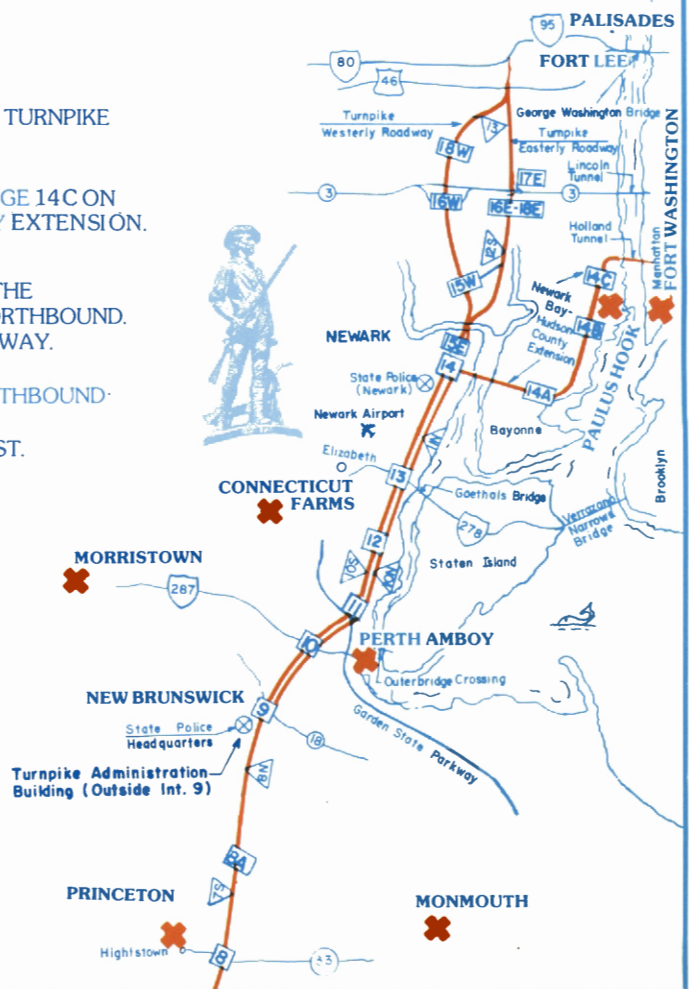
**TRENTON:** INTERCHANGE 7 TO ROUTE 206 WEST OR INTERCHANGE 7A TO I-195 WEST TO ROUTE 206 WEST.

**WASHINGTON'S CROSSING:** ROUTE 29 NORTH FROM TRENTON.

**BURLINGTON:** INTERCHANGE 5 TO ROUTE 541 NORTH.

**PHILADELPHIA:** INTERCHANGE 4 TO ROUTE 73 NORTH OR INTERCHANGE 3 TO ROUTE 42 WEST TO ROUTE 76 INTO PHILADELPHIA.

**BATSTO:** INTERCHANGE 4 TO ROUTE 73 SOUTH TO





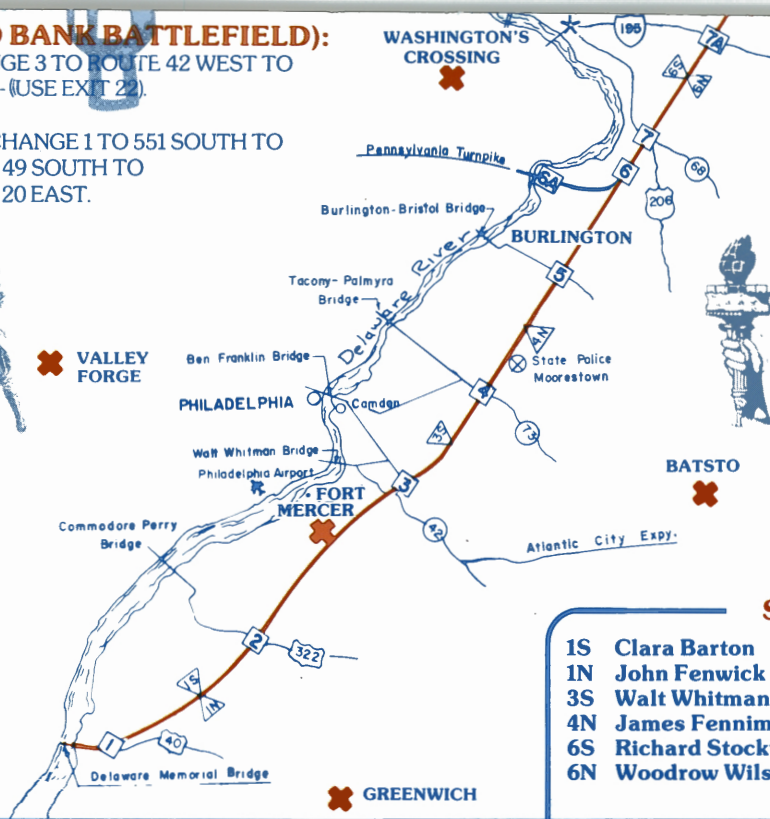
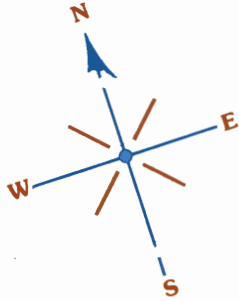
## FORT MERCER (RED BANK BATTLEFIELD):

INTERCHANGE 3 TO ROUTE 42 WEST TO  
295 SOUTH - (USE EXIT 22).

**GREENWICH:** INTERCHANGE 1 TO 551 SOUTH TO  
ROUTE 49 SOUTH TO  
ROUTE 20 EAST.



VALLEY FORGE



GREENWICH

## LEGEND

- NEW JERSEY TURNPIKE
- 12 Lane, Dual-Dual Roadway
- Interchange
- Service Area
- State Police (Troop D)
- Town or City
- Interstate Highway
- United States Highway
- State Highway
- Revolutionary War Site

## SERVICE AREAS

- |                           |                        |
|---------------------------|------------------------|
| 1S Clara Barton           | 7S Molly Pitcher       |
| 1N John Fenwick           | 8N Joyce Kilmer        |
| 3S Walt Whitman           | 10N Grover Cleveland   |
| 4N James Fennimore Cooper | 10S Thomas Edison      |
| 6S Richard Stockton       | 11N William F. Halsey  |
| 6N Woodrow Wilson         | 12S Alexander Hamilton |
|                           | 13 Vince Lombardi      |



# THE ROAD TO INDEPENDENCE

Two hundred years ago Americans fought for the freedom we enjoy today. It was this "Revolutionary War" that stands as the symbol of the emerging United States and New Jersey that served as the key to that door of freedom.



The two centers of peacetime commerce, Philadelphia and New York, became the wartime centers of resistance and the line that stretched between these two cities became more than just a path to market.



Nearly 100 battles took place in New Jersey, many along the battle-line that connected New York and Philadelphia. These were battles that played a great part in the War for Independence and helped New Jersey earn its title of "Cockpit of the Revolution."



These strategic endpoints still exist and it is the New Jersey Turnpike which serves as the latter day link between these centers of revolutionary America. It is a rich heritage, one that the Turnpike is proud to be a part of in this Bicentennial Era—an era in which the Turnpike will serve Americans of today just as the route was used 200 years ago, as the "Road to Independence."



In 1775, General George Washington and his troops marched triumphantly through New Jersey, a colony appearing to be much in favor of the move for independence. But the pastoral scenes of an awakening nation were shortlived. With the landing of General William Howe off Sandy Hook and Lord Cornwallis arriving just above Fort Lee at the foot of the Palisades, England restaked her claim to New Jersey in 1776.

Fort Washington, located on Manhattan, Jersey City's Paulus Hook, and Fort Lee fell immediately to the British. Then, after military victories over the Americans at Hackensack, on the Passaic River at Newark and finally on the banks of the Raritan in New Brunswick, the British swept through New Jersey in pursuit of Washington's ragged troops.

It was only British vanity that saved the remainder of Washington's Continental Army.

As the British, under the command of Lord Cornwallis, closed the gap on the Americans near New Brunswick they received orders to slow their chase. General Howe wanted the distinction of crushing the uprising himself, but the delay that resulted in the British pursuit allowed Washington his margin for escape into Pennsylvania.

The retreat across New Jersey was a crushing blow to the cause of independence. The British had taken less than two months to retake New Jersey. It had begun in November 1776 when Cornwallis landed with his forces at the Palisades to attack Fort Lee and it had ended on December 8 when the last of Washington's rag-tag army crossed the Delaware River into Pennsylvania.

But if historic moments are born of desperation, then the tide of war in New Jersey, and in the rest of the Colonies, was only three weeks away from changing its direction.

The British had fortified their New Jersey positions. Their German Hessian allies occupied Trenton while regular British troops were based in a line of occupation stretching from Princeton, through New Brunswick, to the state capital, Perth Amboy. It was a dark day for New Jersey. Thousands of Jerseyans took advantage of King George III's offer of pardon and renounced the colony's cause.

Washington's army fared no better as defections from its service grew to epidemic proportions. It led Washington to remark that the "conduct of the Jersey's has been most infamous."

But on Christmas Night 1776 the perfect use of a surprise attack on Trenton began to set things in order. In a battle that lasted less than two hours, on the morning of the 26th, the colonial forces had captured, killed or wounded 900 Hessians while incurring only four wounded Americans—the tide had begun to turn.

A few of the soldiers at Trenton had escaped and brought the story to Princeton. Cornwallis left his command at New Brunswick to lead the charge against the rebels before they could leave the Trenton area.

The second clash in the American offensive took place at Assunpink Creek, northeast of Trenton. Three attacks were made against the American forces that held the bridge over the creek and each was repelled. Cornwallis and his troops fell back as night fell and when they resumed their charge in the morning they took the bridge with ease, there were no troops guarding it any longer.

Washington had ordered his men to circumvent the British in the dead of night leaving them far behind on the road to Princeton and preparing to attack an imaginary enemy.

Washington moved through Princeton well ahead of the pursuing British but New Brunswick presented a more difficult problem. Its garrison was stronger than the one at Princeton had

been and Cornwallis was closing the gap behind him. The result was the decision to veer to the west and head, not to New Brunswick, but to Morristown and spend the winter of 1777 in relative safety.

Cornwallis, realizing that the campaign was over until spring, returned to New Brunswick to fortify the hold on that key city. Control of New Brunswick meant control of the Raritan River, the best communications link possible between Cornwallis and Howe at Perth Amboy.

Dark clouds were on the horizon, as the spring saw Howe move on and capture Philadelphia.

Occupation of the city that spawned a nation was supposed to "break the spirit of the rebels" in Howe's thinking. But the strategic location of both Fort Mercer and Fort Mifflin on the Jersey side of the Delaware made that occupation difficult at best. The forts held out against repeated attacks and made British supply lines ineffective.

The holding of the forts also held grave implications for the British theory that the Americans would fold with the fall of Philadelphia—they would fight for what they believed.

Both forts were finally abandoned in November 1777 but along with the forts, also abandoned, was Howe's ill-conceived "Philadelphia Strategy."

The British realizing their unprotected position, evacuated Philadelphia in 1778 and made their way across central Jersey. On Washington's orders, the Continental Army gave chase. Under the leadership of General Charles Lee they met the British in combat on June 28, 1778 at Monmouth and were driven to retreat under the onslaught of the British.

Washington arrived as his troops, disorganized and afraid, were backing down. In a rage at the sight of the defeat he rallied his troops to such a pitch that one day saw both defeat and victory for the American forces.

It was the longest and last battle in the north and produced one of the Revolutionary War's many heroines. Mary Hayes had followed her husband into battle and in the heat of the summer and battle's fever pitch had carried water to the soldiers. Her husband did not live through the battle and when he fell she stood in for him on the artillery line. By the end of the day, when the armies disengaged to cool their wounds in the night air she was no longer Mary Hayes, she was called "Molly Pitcher."

Staten Island became the British base of operations for the metropolitan area as we know it today and if the Goethals Bridge existed then it would have served the British well.

In 1780, with the outcome of the war becoming less doubtful, the British made two forays into New Jersey in an attempt to reclaim what they had lost. First at Connecticut Farms, now Union, on June 6 and then at the Battle of Springfield on June 23. Both times they were sent packing back to Staten Island.

The hostilities came to a halt a year later when the British laid down their arms in Yorktown on October 19, 1781. Independence had been won and New Jersey could lay claim to have been the key to final victory—victory that has produced what is today the United States.







*1200 miles of travel lanes—covering the Turnpike twice over—were line-striped in 1975. Here a vehicle ejects a paint spray (left) while another nozzle covers the paint with thousands of glass reflector beads to make the lines sparkle under headlights for safe travel.*

to apply the technique to revive the stricken man's faltering heart.

Usually toll collectors stay in their booths to facilitate the flow of traffic. In 1975 they were busy handling more than 100 million vehicles, taking in a total of \$84.3 million in tolls.

Although traffic was slightly below the previous year, it was still heavy enough to occupy the efforts of men stationed at 27 interchanges.

The many letters of commendation also attest to the even greater commitment of the employee to the well-being of the traveling public. Assistance outside the realm of duty is the main theme of these "thank you's."

One wonders in this bicentennial year how the collectors in Colonial days contrasted with his modern counterpart. On the Colonial turnpikes life was altogether different. Collection of tolls was the job not only of the toll collector but also of his wife and often his children. The toll plaza served as the collector's home and office, as the patron's information center and in many cases, as a wayside inn.

Times have changed from the kind of roads and services provided them. Technology, along with the automobile, has made its impact.

"We yearned beyond the skyline," wrote Kipling, "where the strange roads go." As the New Jersey

Turnpike enters its 25th year of operation the Authority looks forward to serve those millions who yearn to travel, assured that they will never find themselves alone on the New Jersey Turnpike.

## Greening The Turnpike

**I**N 1970 the Authority launched a program to bring beauty to the nation's busiest toll facility. Combined with a landscaping project for the heavily-traveled northern section, a reforestation plan was implemented a year later along the right-of-way in the southern region.

Today miles of roadway burgeon with lush new growth and increasing greenery, rows of trees and shrubs lining the superhighway and ornamenting interchanges and service areas.

All along the highway the transformation has been evident. In 1975 the program was advanced with the award of six landscaping contracts, two in East Brunswick and one in residential areas in Fords, Edison and Carteret in Middlesex County. Contracts were also awarded for landscaping Interchanges 7A in Washington Township, 15E in Newark, and the Vince Lombardi Service Area at the "crossroads" of the northern terminus in Ridgefield.

Since the day the landscaping program was started five years ago, 57,500 plants have been set out, primarily north of New Brunswick. Farther south, in the more rural, less populated areas, some 650,000 seedlings of evergreens and deciduous trees have taken hold. They are concentrated mainly along the run between Interchanges 1 at Deepwater and Interchange 5 at Bordentown. The plantings represent one of the most extensive reforestation and soil conservation programs ever undertaken by a highway.

The Authority's intention is to achieve a more esthetic natural environment, at the same time serving as a natural buffer between roadway and adjacent properties. Trees help to prevent soil erosion and water run-off, act as natural fences, and reduce the amount of dust and snow whirling onto the Turnpike.



The program progressed in a joint effort between the Horticultural section in the Engineering Department and the Landscaping division in the Maintenance Department, whose activities covered a wide range of responsibilities along 141 miles of roadways.

### Legal-Real Estate: New Horizons

**N**EW discoveries brought new responsibilities to the Authority's Legal-Real Estate Department. Before the year ended there were new "wars" to be won, and they won them handily.

Enforcement of the Turnpike Authority's landmark anti-noise regulations saw the Department's Senior Attorney Herbert I. Olarsch and Attorney Bernard M. Reilly successfully dispose of 65 cases challenging in Municipal Courts the legality of the regulations.

They appeared for the Authority as special Deputy Attorneys General, appointed on January 1975 by State Attorney General William Hyland to

prosecute for the State all violations of the Authority's code setting maximum levels of noise emissions. It was the first full year of the anti-noise program, inaugurated in October of 1974.

The Department, besides the traditional functions of handling all Authority litigation, providing counsel to other departments and renewing all legal documents, was involved in transactions with other agencies and government bodies.

A supplemental agreement to the tri-party understanding between the Authority, State Department of Transportation and East Brunswick Township, covering construction of several Route 18 and local road improvements to be undertaken at Turnpike expense, was finalized on August 5. By resolving several legal technicalities on property exchanges and design requirements to obtain final approval from the DOT, it is now possible to complete the 1971 Improvement program.

The department also made significant progress in the development of its "title bank" to show the history of ownership of all Authority-owned properties. Details of about 35 percent of all properties purchased by the Authority since 1950 are now cataloged with completion of the project anticipated during 1976.

Condemnation and right-of-way matters initiated before the Authority ceased property acquisition for the Toms River Expressway project neared conclusion at year's end.

On October 15, 1975 Robert N. Wilentz became the Turnpike's General Counsel on his appointment by the Authority to succeed former Judge Ward Herbert. Mr. Wilentz of Perth Amboy is a former Assemblyman in the New Jersey Legislature.

*With the aid of a post-driver, maintenance men repair a damaged guardrail.*



*For toll accuracy, plaza supervisor checks vehicle axle count with a new type of computer at 18W Interchange, Carlstadt.*

### Purchasing: Bolstering Safety

**K**EEPING the Turnpike operating efficiently and safely demands the purchase of a vast inventory of parts and supplies. Approximately \$3.3 million was spent in continued efforts to achieve the maximum in safety, protection and service to the motoring public.

State Police Troop D received the latest in specialized equipment, including flares, police manuals, radar machines, Breathalyzer kits, inhalator units, and marked and unmarked vehicles.

The Engineering Department will have new food service equipment installed at several Service





*Sealing pavement cracks with tar bucket in Edison area.*

Areas for compliance with State Sanitary codes. Delivery of a Map Display was made in conjunction with the new Automatic Traffic Surveillance & Control System.

For Toll Collection, the purchase of shirts, ties, uniforms, tailoring services and a newly designed toll receipt form was expedited.

Special white New Jersey Bicentennial flags were purchased for prominent display at various Turnpike installations, and informative Bicentennial brochures were printed and distributed in honor of the Nation's Birthday.

Maintenance received thousands of items to enable total performance in field and office operation. These included electrical, automotive, plumbing, heating and carpentry supplies, hot and cold mixes for road repair and resurfacing. There were also posts for curb marking, complex radio and communications equipment, traffic cones, special bulbs enabling relamping of navigation lights under bridge structures, besides the usual complement of rock salt and calcium chloride and the release of snow plowing contracts.

Medical supplies were provided to enable the annual influenza immunization program, plus a large assortment of items the medical section purchased to assist with physical examinations.

Systems and Data Processing was awarded a tabulating card contract which included the printing of special Bicentennial messages on the cards to commemorate the Nation and recognize its accomplishments.

Through public advertising and bid procedures, as well as Turnpike participation with the State of New Jersey on many contracts, the best value possible has been obtained.

### **Insurance: Wide Protection**

**T**HE 1975 activities of the Insurance Department ranged from the settlement of a claim for the extraction of an employee's tooth to insuring a bridge for \$40 million.

Bond resolutions require the Turnpike to protect the investment of its bondholders from major catastrophes through the avenue of insurance. This Department must provide property coverage for 125 buildings and their contents which are valued at

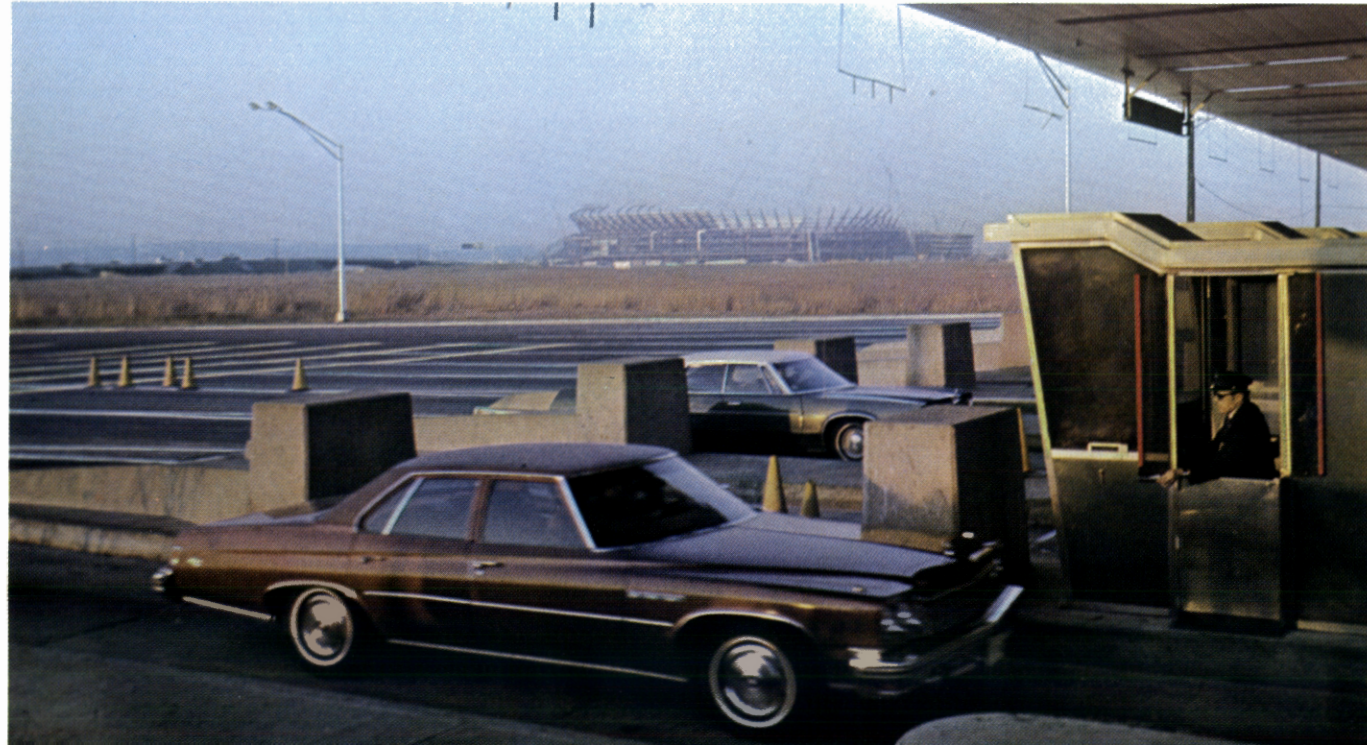
approximately \$100 million and seven major bridges approximating \$125 million in value. A total of \$25 million liability insurance covers Turnpike operations and the use of its 600 vehicles. This is a complex and demanding assignment.

Insurance markets must be found which have financial strength, provide prompt claim service and are competitive in price. This is accomplished by the preparation of specifications customized to suit the particular insurance needs of the Turnpike. These policies are sophisticated in form, provide the broadest possible coverage and, wherever possible, deductibles are applied to reduce cost. Turnpike insurance is placed only after soliciting competitive bids from qualified insurance brokers.

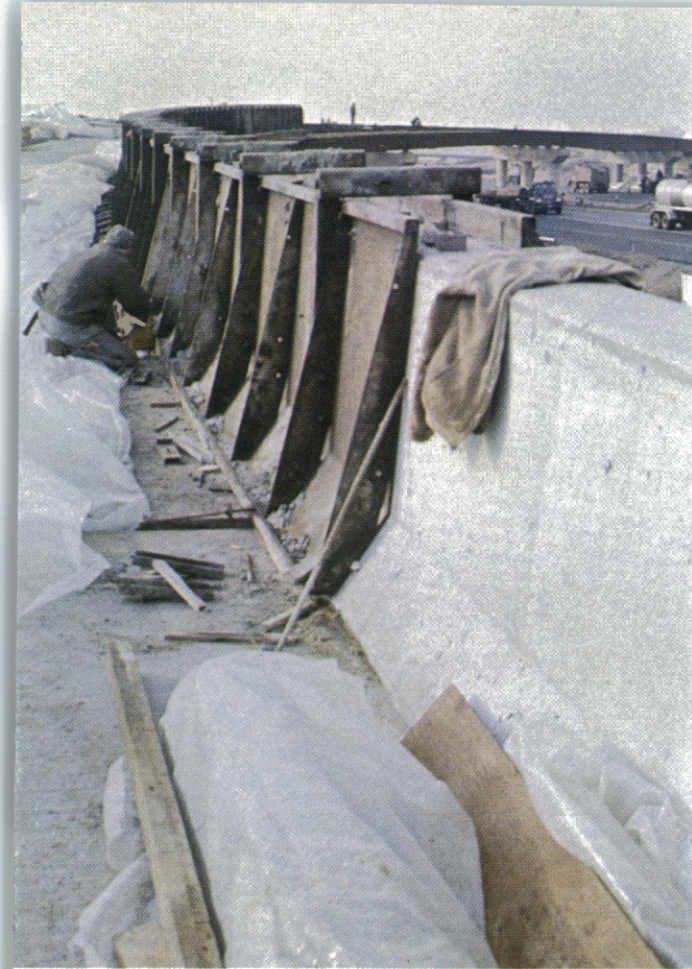
Cancellation of Property Coverage in the fall of 1975 presented the problem of placing \$28 million insurance in a market already plagued with disastrous, underwriting experience.

By judicious application of the procedures outlined here, combined with a sound background in

*The enlarged Interchange 16W, East Rutherford, in use as the key link to the Sports Complex, seen in the background. Plaza was widened from six to 12 lanes.*







*New concrete parapet provides added safety along ramp leading to the Sports Complex.*

insurance, this department was successful in placing a greater dollar amount of insurance at a lower premium than that paid in 1974.

The Insurance Department prepares specifications for and receives bids for Employee Benefits insurance. Hospitalization, Surgical, Major Medical, Dental and Long Term Disability are purchased through this department but claim payments are supervised by the Personnel Department.

The Department is responsible for the collection of claims against persons damaging Turnpike property and the prompt payment of claims for damage or injury suffered by patrons. The Department processed 1282 claims in 1975; 681 of these were for

Property Damage caused by patrons; 67 represented claims for damage to Turnpike vehicles, and 149 claims were made by patrons for property damage. A total of 387 Workers Compensation claims were processed. It was successful in recovering approximately \$315,810.00 in Property Damage claims.

### **Systems: Modernizing Toll Equipment**

**T**HE Authority probed new data processing areas and techniques in 1975 by taking an active part in the Authority's Toll Equipment Modernization Program.

This included coordination on an inter-department basis of all general aspects of the program, actual development of software required for a new computer system installed under the program at the Secaucus interchange, and implementation of the use of that new system.

Another phase of the Modernization Program called for a survey of customers to determine attitude toward new toll collection concepts. Traffic Engineering and Toll Collection keyed that project but Systems/Data personnel worked on the survey team and assumed responsibility for computer tabulation and reporting of the survey data collected.

Authority participation in the Bicentennial Program produced a joint Systems/Data and Public Information Department effort to provide "Road to Independence" messages on back of toll tickets. Since there were 25 separate messages to be rotated among the interchanges on a weekly basis, the activation steps were complex but were completed in a timely, well organized manner.

Exchange of ticket inventories (new for old) on a precisely coordinated schedule and implementation of a system for making mass transit toll refunds

*Newark Bay-Hudson County Extension undergoing major deck repairs; in the background the World Trade Center.*







*Statue of Liberty standing guard half mile off the Turnpike Extension.*

to bus companies were satisfactorily accomplished as a result of authorization of a new toll schedule.

The inventory of safety control devices was computerized and payroll operations were transferred to the Systems/Data computer at a substantial savings in manpower and machine costs.

A total of 32 "one-time" projects were completed as services for other departments and 10 new repetitive jobs were added to the computer schedule.

### **Public Information: A Banner Year**

**N**OT only was 1975 the safest year but in many ways the most newsworthy.

What the Public Information Department did was to provide and arrange for full and widespread coverage in what was perhaps the most eventful period in Turnpike history.

Eventful because Public Information was able

to spread the word of Turnpike accomplishments that in themselves were historic. The theory that something does not happen if there is no one there to witness it might in a way be applied to the general public if two major events had not been given wide exposure by the print and broadcast media.

They did happen, however, late in 1975, in full view of television cameras, radio reporters and newspapermen from a tri-state area. They covered the display at Interchange 16W, in the meadow route, of the Authority's fog detection equipment, which several days later passed its crucial test when heavy fog developed, resulting in the closing of the Turnpike. And later in the year the nation's most sophisticated traffic surveillance system became operational before an even larger crowd of newsmen from all areas of the media. They were briefed at a news conference at the Administration Building before witnessing the operation of the Surveillance System, a

reality after 10 years of planning and implementation by the Traffic Engineering and the Engineering Departments.

The Turnpike's accomplishments were flashed, on the major TV networks, radio stations throughout the area, and the nation's press. Also getting a first-hand look at the Surveillance System and Turnpike operations in general, was a group of Soviet highway officials, on the second visit by a Russian delegation in a year. "It is the finest highway in the world," they commented.

On their visit here the Soviet engineers reported being impressed by another Authority feature—its film documentaries of the Turnpike story. "Incredible Journey" and "Turnpike" have been shown in the Soviet Union, with "Journey" proving so popular that they decided to extend its run in Moscow and other centers in the U.S.S.R.



The Department kept sight of other needs, particularly those of the media in its quest for information on many aspects of Turnpike business. In 1975 Public Information released copies of the Rail Study which the Authority financed under a law passed by the Legislature calling for the report by the consulting firm of Corddry Carpenter Dietz and Zack in guidelines set by the New Jersey Department of Transportation.

A total of 67 press releases went to newspapers, radio and TV stations during the year, all of them containing hard copy for daily consumption.

Working closely with other departments, the Photographic Section supplied many pictures needed in Turnpike operations. It complied with requests from newspapers and other publications, and it extended itself in promoting and coordinating visual coverage of the fog detection and surveillance systems demonstrations.

Keeping employees in touch with Turnpike activities, besides getting to know each other better, the Pike Interchange completed its 16th year as a monthly house organ published by the Public Information Department. It's a coincidence that the 200th issue of the paper will be published in April of the Bicentennial year. The Bicentennial story itself received outstanding coverage on the Turnpike.

In 1975 the Department began a Bicentennial Information Program to aid the State Bicentennial Commission in telling New Jersey's story and designed to reach the toll road's more than 100 million patrons.

By making use of 25 different Bicentennial messages printed on the reverse side of Class 1 toll tickets, printing 150,000 colorful map brochures containing a synopsis of Revolutionary War events in New Jersey, and erecting a distinctive road sign calling to mind the role of the Turnpike transportation corridor over the first 200 years, the Turnpike went far beyond other agencies in performing a service for both the State and its citizens.

If New Jersey is "The Crossroads of the Revolution," then it was the path of the Turnpike over which the Continental Army and its British counter-

part traveled in an effort to turn the "key" to victory in their favor.

Participating in the Suggestions Plan, hundreds of entries were processed in the Department for evaluation by a restructured Awards Committee. By year's end a total of 40 cash awards were given for suggestions promoting safety and operational efficiency.

A new Community Relations program was established to improve relations with roadside residential and corporate neighbors through better communications. A monthly newsletter, "Over The Fence" has been mailed to more than 600 neighbors since October. The newsletter has drawn favorable response, with residents making requests to correct or explain certain conditions on the Turnpike side of the right-of-way fence.

Topics generally are confined to construction-maintenance-landscaping activities which people can see and hear from their backyards. Also included are activities on the other side of the fence which the Authority would like to see corrected, preferably



*To assure purity of drinking water along entire Turnpike, laboratory technician William Reed sets up culture tubes for bacteriological tests at Hightstown plant.*

through cooperative action. The program known as "zero complaints" was successfully pursued through-

*Checking of clarifier at one of five sewage plants, where the water is recycled back to earth to protect environment.*







*Executive Director William J. Flanagan (second from right) explains advantages of Turnpike to Soviet visitors who called road "finest in the world."*

out the year. Trade and Civic associations also received attention. The office represented the Authority at 60 meetings, ranging from university seminars to industrial development meetings.

### Patron Services: Consistent Growth

A prime symbol of service to motorists, the Park-Ride facility in the Vince Lombardi Service Area at the northern terminus, continued to build up to its maximum capacity of 950 cars.

In 1975 a total of 255,814 passengers used the service, compared to 89,819 for the six-month operation in 1974.

Opened on July 8, 1974, the facility provides service Monday through Friday for commuters to and from the Port Authority's midtown bus terminal in Manhattan.

In East Brunswick, off Interchange 9, the Authority's Park-Ride continued to operate at its maximum, with available parking for 425 cars. Even with that limited capacity, some 1100 commuters used the facility daily. Possible expansion in 1976 will increase the parking by 50%.

Total revenues from the three operators in the service areas in 1975 were up 8% in spite of the slight decrease in traffic. The operators of both Marriott

and Gladieux restaurant concessions had combined increases for the year of 8.3%, while the service station operator, Exxon, had a slight increase of .4%.

The contract with the State Board of Health in the inspection of service areas and training of restaurant employees continued successfully through 1975. This program, initiated in early 1974, has been beneficial in maintaining high standards in food handling and cleanliness in the restaurants. The program is under the direction of Patron Services and the cost is borne solely by the three operators of the service areas. It is the only known program on any toll road in the United States.

### Changes Bring Savings

Major changes in the telephone system in the Administration Building effected a savings of 20% in 1975 which will again be realized in 1976.

The purchase of a copy printer in the Office Services section in 1975 will result in substantial future savings. Work that previously had to be obtained from outside sources can now be handled in-house at reduced costs.

Other savings during 1975 were realized in the amount of payments previously required for the Administration Building cafeteria.

### Revenue Vehicles

	1975	1974
January	8,277,109	7,734,428
February	7,418,340	6,483,757
March	8,664,026	8,040,016
April	8,559,431	8,885,473
May	9,090,305	9,434,095
June	9,310,305	9,386,620
July	9,576,928	9,886,564
August	9,857,643	10,470,908
September	8,707,228	9,081,690
October	9,072,800	9,454,590
November	8,470,103	8,845,067
December	8,628,612	8,924,851
	<u>105,632,830</u>	<u>106,628,059</u>

### Revenue Mileage

	1975	1974
January	188,435,925	166,761,534
February	171,288,213	132,631,902
March	208,699,565	170,712,323
April	203,305,343	209,592,857
May	224,053,049	224,173,135
June	231,048,216	228,488,839
July	250,861,313	252,949,414
August	269,005,952	277,734,098
September	208,717,281	219,616,246
October	212,533,626	219,725,582
November	207,835,259	209,959,643
December	208,005,293	217,138,394
	<u>2,583,789,035</u>	<u>2,529,483,967</u>

### Toll Revenues

	1975	1974
January	\$ 5,640,706	\$ 5,415,885
February	5,069,364	4,498,341
March	6,271,736	5,567,483
April	6,999,509	6,277,429
May	7,470,705	6,711,085
June	7,727,009	6,716,098
July	8,071,698	7,157,222
August	8,436,303	7,608,957
September	7,202,513	6,413,919
October	7,458,369	6,619,500
November	6,963,754	6,127,815
December	7,073,423	6,129,349
	<u>\$84,385,089</u>	<u>\$75,243,082</u>



# Contracts and Orders for Professional Services Awarded in 1975—In Excess of \$100,000

## Engineering

Contract No.	Contractor	Amount
R-434	Lightning Electric Co. Millburn, N.J.	\$764,785.00
R-440	Ericksen Building Co. Alpine, N.J.	137,632.00
R-461-1	G.R.M. Corp. Medford, N.J.	249,479.00
R-477	Bellezza Co., Inc. South Kearny, N.J.	414,486.00
R-481	Robert Bossert & Co., Inc. Newark, N.J.	449,468.00
R-482	Trap Rock Industries, Inc. Kingston, N.J.	380,878.00
R-483	Trap Rock Industries, Inc.	343,974.00
R-484	J. I. Hass Co., Inc. Jersey City, N.J.	323,640.00
R-486	Gardner M. Bishop, Inc. Mount Vernon, N.Y.	210,072.00
R-487	Gardner M. Bishop, Inc.	2,145,368.00
R-489	Bellezza Co., Inc.	392,086.00
R-491	Schiavone Construction Corp. Secaucus, N.J.	748,255.00
R-494	Lightning Electric Co.	263,316.00
SC-108	Broadway Maintenance Corp. Newark, N.J.	427,427.00
SC-115B	A.G.S. Computers, Inc. Hicksville, N.Y.	133,100.00
SC-116	Lightning Electric Co.	125,469.00
W-748A	Buck Bros., Inc. East Brunswick, N.J.	227,361.00

## Legal-Real Estate

Toms River Expressway		
Section DE2	Houdaille Construction Co.	\$161,750
Section DE4	Joseph and Margaret Clayton	160,500
1969 Widening		
Section 7A	Borough of Rutherford (Barbour)	194,100
Section 6A	Public Service Electric & Gas Co.	111,375

## Insurance Contracts

Comprehensive General Liability		
Home Insurance Company	Policy No. GA 9077220	
Deposit Premium of \$232,500		
Subject to audit of total vehicle count		
Workmen's Compensation		
New Jersey Manufacturers'	Policy No. W-10176-6-75	
Estimated annual premium of \$491,016		
Subject to Payroll audit		

## Professional Services

Supplemental Agreements		
#578B	Sperry Systems Management Div., Great Neck, N.Y. (Automatic Surveillance and Control System)	\$ 85,000
#578C	Sperry Systems Management Div. (Automatic Surveillance and Control System)	162,500
Orders For Professional Services		
OPS 667	Howard, Needles, Tammen and Bergendoff, Fairfield, N.J. (Bridge Deck Repairs and Surfacing—Work to be done in 1975)	238,000
OPS 694	Howard, Needles, Tammen and Bergendoff (Bridge Deck Repairs and Surfacing (Work to be done in 1976)	246,000

## Purchases

Purchase Order No.	Vendor	Description	Price
P-10291	Con Lux Paint	Traffic Paint	\$159,090.80
P-10408	Advance Building Mtce.	Janitorial Services (Contract period 1975-1977)	230,400.00
P-11161	McConnell Fuel Oil	Fuel Oil	136,825.00
P-11244	Morton Salt Company	Sodium Chloride (Rock Salt)	336,665.00
P-11623	Electric Products	Air Conditioning/Refrigeration Maintenance (Contract period 1975-1978)	131,799.15
P-12221	Koplin Pontiac Corp.	State Police and Administrative Motor Vehicle Fleet	252,487.28



## 24 Years of Operation

	REVENUE VEHICLES	REVENUE MILEAGE	TOLL REVENUE	CONCESSION REVENUES	OTHER REVENUES	TOTAL REVENUES
1951*	787,195	38,246,174	\$ 587,326	\$ 32,861	\$ 87	\$ 620,274
1952	17,948,325	765,807,780	16,241,267	1,523,038	65,330	17,829,635
1953	22,005,078	868,606,100	19,192,647	1,853,880	464,102	21,510,629
1954	24,555,441	927,393,967	20,756,344	1,826,777	634,641	23,217,762
1955	25,888,319	939,672,825	21,122,503	1,859,952	923,169	23,905,624
1956+	31,588,224	1,064,377,974	24,513,371	2,056,530	1,197,682	27,767,583
1957	39,269,643	1,200,254,680	29,022,910	2,370,516	1,447,014	32,840,440
1958	41,615,115	1,232,527,909	30,159,491	2,400,793	1,554,434	34,114,718
1959	46,199,339	1,343,847,970	33,317,927	2,602,998	1,396,407	37,317,332
1960	49,083,017	1,414,759,197	35,583,987	2,650,147	1,274,321	39,508,455
1961	51,737,682	1,471,802,723	37,192,652	2,649,106	1,156,969	40,998,727
1962	54,900,745	1,560,490,809	39,240,487	2,660,029	1,180,789	43,081,305
1963	56,677,379	1,610,706,177	40,778,566	2,749,777	1,270,264	44,798,607
1964	60,707,631	1,753,074,755	44,148,839	3,436,989	1,446,046	49,031,874
1965	64,957,715	1,856,395,130	46,122,200	3,624,311	1,549,790	51,296,301
1966	69,850,328	1,944,951,873	48,609,809	3,752,280	1,628,281	53,990,370
1967	73,528,656	2,030,844,201	51,229,549	3,976,450	1,642,227	56,848,226
1968	78,205,075	2,138,002,435	55,339,724	4,323,562	1,653,381	61,316,667
1969	80,618,191	2,202,999,403	57,636,727	4,624,406	1,979,854	64,240,987
1970	89,655,299	2,382,332,241	63,934,463	4,959,536	1,949,358	70,843,357
1971	98,553,612	2,574,226,834	70,124,311	5,322,464	1,004,360	76,451,135
1972	107,933,291	2,740,521,973	75,939,682	5,612,148	997,242	82,549,072
1973	110,422,434	2,753,067,671	78,996,947	5,226,934	1,261,793	85,485,674
1974°	106,628,059	2,529,483,967	75,243,082	4,924,039	3,062,147	83,229,268
1975	105,632,830	2,583,789,035	84,385,089	5,315,803	6,553,424	96,254,316

\* Section of Turnpike opened November 5, 1951.

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

° 12-lane widening from Northern Terminus to New Brunswick opened in 1974.

## Operations Budgets 1976 and 1975

	1976	1975
Administration-General .....	\$ 1,621,100	\$ 1,522,500
Data Processing/Systems .....	1,104,400	981,600
Accounting .....	532,100	486,100
Operations:		
Traffic Control and Police .....	4,271,800	4,350,100
Toll Collection .....	14,214,500	12,738,500
Maintenance .....	14,175,100	13,556,200
Engineering .....	1,048,100	976,200
Insurance .....	2,298,500	1,912,700
Non-Departmental:		
Professional Fees .....	178,300	150,000
Fiduciary Fees .....	235,000	237,000
Pension and Retirement Funds .....	2,478,700	2,170,200
Taxes .....	197,400	136,900
Sub-Total .....	<u>\$42,355,000</u>	<u>\$39,218,000</u>
Provision for Amounts to be Deposited to the Credit of the Maintenance Reserve Fund .....	120,000	4,500,000
Total .....	<u>\$42,475,000</u>	<u>\$43,718,000</u>



# Finance

The Statements of Revenues and Expenses for the Years Ended December 31, 1975 and 1974 show Revenues, After Expenses, Interest and Other Charges, of \$11,464,317 and \$35,734,255, respectively, a decrease of \$24,269,938. This decrease is attributable mainly to the fact that all interest costs applicable to our bond issues in the year 1975, with the exception of \$2,797,048, have been absorbed into operations, whereas in the year 1974 practically the entire costs were treated as construction costs and paid from funds established at the time the bonds and notes were sold. To illustrate the magnitude of this change we show below our interest costs for the two years and the accounting treatment all in accordance with the Bond and Note Resolutions.

	<u>1975</u>	<u>1974</u>
<b>Charged to Operations:</b>		
Interest on		
General Revenue Bonds	\$ —	864,953
Interest on		
Turnpike Revenue Bonds	30,767,195	—
Interest on		
Turnpike Improvement Revenue Bonds	11,970,000	—
	<u>42,737,195</u>	<u>864,953</u>
<b>Charged to Construction Costs:</b>		
Interest on		
Turnpike Revenue Bonds	2,797,048	33,564,500
Interest on Turnpike Notes	—	5,804,375
Interest on		
Turnpike Improvement Revenue Bonds	—	11,970,000
	<u>2,797,048</u>	<u>51,338,875</u>
<b>Total Interest Costs</b>	<u>\$45,534,243</u>	<u>52,203,828</u>

**Note:**

The General Revenue Bonds and the Turnpike Notes were called for redemption and or matured on January 1, 1975. Consequently there are no interest costs for these two issues in the Fiscal Year 1975.

Knowing that revenues for 1975 had to be increased to have funds available for meeting its obligations to its bondholders, the Authority authorized the Traffic Engineers, Coverdale and Colpitts, in 1974 to undertake traffic studies to recommend a new schedule of tolls. The revised toll schedules were approved by Governor Brendan T. Byrne and Treasurer Richard C. Leone of the State of New Jersey on March 18, 1975, and were put into effect on March 23, 1975.

As a result of our increased toll structure, toll revenue in 1975 increased 12.2% over the toll revenue in 1974. How-

ever, the depressed state of the economy had an adverse effect on our revenue as evidenced by the decline in our bus and truck traffic, Classes 2 through 6, resulting in much lower toll revenue for 1975 than had been anticipated. A comparison of this revenue for the two year period and the number of revenue vehicles producing this revenue is shown below:

	<u>1975</u>	<u>1974</u>	<u>Increase (Decrease)</u>	<u>% Increase (Decrease)</u>
<b>Toll Revenue (Before Toll Adjustments)</b>	<u>\$84,402,469</u>	<u>75,240,796</u>	<u>9,161,673</u>	<u>12.2</u>
<b>Revenue Vehicles:</b>				
Class 1	89,567,889	88,637,827	930,062	1.0
Classes 2-6	16,064,941	17,990,232	(1,925,291)	(10.7)
<b>Total</b>	<u>105,632,830</u>	<u>106,628,059</u>	<u>(995,229)</u>	<u>(.9)</u>

Our Traffic Engineers estimated that Concession Revenue for 1975 would be in the amount of \$5,000,000. Fortunately, by our patrons operating Class 1 vehicles increasing, though slightly, and by the Authority's granting of price increases to concessionaires, Concession Revenue for 1975 amounted to \$5,315,803, an increase of \$391,764 or 8.0%, over the \$4,924,039 received in 1974. An analysis of this increase reveals that \$11,593 is applicable to the Service Stations and \$380,171 to the Restaurants.

Income from Investments for 1975 amounted to \$6,247,233, an increase of \$3,447,625 over the \$2,799,608 received in 1974. \$3,100,729 of this increase is represented by capital gains registered in funds which prior to January 1, 1975, were considered as construction funds but subsequent to January 1, 1975, are considered as revenue funds and the capital gains arising therein treated as revenues. This treatment is in accordance with the dictates of the General Revenue Bond Resolution of 1966 which along with the Improvement Revenue Bond Resolution of 1973 determines the accounting principles of the Authority now that the General Revenue Bonds and Turnpike Notes have been redeemed. This change in Bond Resolutions affected the accounting treatment for interest costs as previously explained.

Miscellaneous Revenues received in 1975 increased \$43,651 over the \$262,540 received in 1974 and totaled \$306,191. This improvement may be attributed to our Park-Ride operation in Ridgefield from which operations in 1974 benefited only partially, the facility having been opened in July of that year. The operations of this facility in 1975 were for a full year and the revenue derived therefrom amounted to \$75,179.

Budgeted Operating Expenses for the Fiscal Year 1975 amounted to \$39,056,647 representing an increase of

\$2,214,895, or 6.0%, over the Budgeted Operating Expenses for the Fiscal Year 1974 which amounted to \$36,841,752. This increase in Operating Expenses of \$2,214,895 is accounted for by an increase in Salaries and Wages of \$1,503,409 and an increase in All Other Accounts of \$711,486. The percentage of increase in these two categories was 6.7% and 4.9% respectively. The Authority is operating under agreements with Local 194, IFPTE, AFL/CIO-CLC representing Toll Collection and Maintenance Unit and Office, Clerical and Technical Unit covering a three year period, July 1, 1974 through June 30, 1977. The Annual Budget of Operating Expenses for 1975 as filed with the Trustee and Special Trustee was in the amount of \$39,218,000 and the disbursements for the year represented 99.6% of the budget.

Other Charges for the Fiscal Year 1975 which were absorbed by operations were in the amount of \$2,996,157; for 1974 the amount was \$9,788,309. In 1975 \$6,000,000 of monies in the 1971 Note Resolution Construction Fund were reserved for extraordinary maintenance projects of which \$4,593,576 was expended. This amount of \$4,593,576 has been charged to Cost of Investment in Facilities in accordance with the Authority's interpretation of the General Note Resolution.

Net charges to Cost of Investment in Facilities amounted to \$37,394,164 during the Fiscal Year Ended December 31, 1975. Detail by project is as follows:

1966 Turnpike Improvement (Including Special Projects)	\$ 3,998,676
1971 Turnpike Improvement	14,876,791
1973 Improvement and Funding Program	10,219,409
Original Turnpike, Extensions, Additional Lanes, et al	(70,646)
Revenues Invested in Facilities	8,369,934
<b>Total</b>	<u>\$37,394,164</u>

The Consulting Engineers, in their Progress Reports dated January 1, 1976, now estimate the cost of the 1966 Turnpike Improvement and the 1971 Turnpike Improvement, exclusive of financing costs and in the case of the 1966 Turnpike Improvement exclusive of Special Projects, as shown in the following schedule. There is also shown comparable cost figures as of December 31, 1975.

	<u>Engineers' Estimate</u>	<u>Costs to 12/31/75</u>
1966 Turnpike Improvement	\$430,899,000	419,335,812
1971 Turnpike Improvement	112,650,000	112,068,346

Funds on hand are ample for completing the 1971 Turnpike Improvement Project. As to the 1966 Turnpike Improvement Project, it is estimated that the funds on hand in the con-



struction fund for this project will be insufficient to complete it. Provision was made, however, for making available from the funds derived from the sale of Turnpike Improvement Revenue Bonds, monies which can be used for completing the 1966 Turnpike Improvement Project.

Under date of December 1, 1975, the Consulting Engineers submitted their Progress Report for the 1973 Improvement and Funding Program. This report showed no change from the estimated construction costs as presented in the Official Statement issued in connection with the sale of our 5.70% Turnpike Improvement Revenue Bonds, First Series. At December 31, 1975, construction costs, exclusive of fi-

nancing costs, of \$39,863,562 had been charged against this Program. Furthermore, based on the opinion of Bond Counsel, \$125,500,000 of the monies obtained from this bond issue were used to pay the holders of our Turnpike Notes, Series A, which matured on January 1, 1975.

Our debt position at December 31, 1975, may be summarized as follows:

Turnpike Revenue Bonds	<b>\$634,025,000</b>
Turnpike Improvement Revenue Bonds	<b>210,000,000</b>
<b>Total</b>	<b><u>\$844,025,000</u></b>

Beginning in November, 1975, mandatory sinking fund payments were required with respect to our Series G Bonds (1972 Refunding Issue). We paid into the Sinking Fund in 1975 \$61,746 which we used to purchase \$75,000 par value of our Series G Bonds at a cost of \$59,340 or an average price of \$79.12 per \$100.

At December 31, 1975, the Authority has met all financial requirements placed upon it by the General Revenue Bond Resolution of 1966 and the Improvement Revenue Bond Resolution of 1973.



*Payroll section of Comptroller's office in Administration Building.*



PEAT, MARWICK, MITCHELL & Co.

CERTIFIED PUBLIC ACCOUNTANTS

168 FRANKLIN CORNER ROAD

TRENTON, NEW JERSEY 08648

New Jersey Turnpike Authority  
New Brunswick, New Jersey:

We have examined the statements of assets, liabilities and revenues applied and retained of the New Jersey Turnpike Authority as of December 31, 1975 and 1974, the related statements of revenues and expenses and application of revenues after expenses, interest and other charges for the years then ended, and the statements of cost of investment in facilities to December 31, 1975 and 1974. 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 aforementioned financial statements present fairly the assets, liabilities and revenues applied and retained, of the New Jersey Turnpike Authority at December 31, 1975 and 1974, and the revenues and expenses and application thereof for the years then ended, and the cost of facilities to December 31, 1975 and 1974, in conformity with the provisions of the Bond and Note Resolutions set forth in note 1 to the financial statements, applied on a consistent basis. Supplementary data included in Schedules 1 through 7 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 financial statements taken as a whole.

Further, we have read the provisions of the Bond and Note 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 28, 1976



# Statements of Revenues and Expenses (note 1)

Years ended December 31, 1975 and 1974

	<u>1975</u>	<u>1974</u>
<b>Revenues:</b>		
Toll revenue (Schedule 6)	\$ 84,385,089	75,243,082
Concession revenue	5,315,803	4,924,039
Income from investments	6,247,233	2,799,608
Miscellaneous	<u>306,191</u>	<u>262,540</u>
	<u>96,254,316</u>	<u>83,229,269</u>
<b>Budgeted operating expenses:</b>		
<b>Administration:</b>		
General	1,490,044	1,575,876
Data processing/systems	1,019,062	931,482
Accounting	482,227	455,338
<b>Operation:</b>		
Traffic control and police	4,621,289	4,292,079
Toll collection	12,830,948	11,722,948
Maintenance, repair, replacement and reconstruction	12,737,100	12,088,100
Engineering	970,768	888,312
Insurance	1,794,509	1,762,118
Professional fees	174,627	318,878
Fiduciary fees	190,377	42,340
Pension and retirement (note 7)	2,622,811	2,666,363
Taxes	130,706	108,875
Cash discounts	<u>(7,821)</u>	<u>(10,957)</u>
	<u>39,056,647</u>	<u>36,841,752</u>
	57,197,669	46,387,517
<b>Interest on bonds (note 2):</b>		
General revenue bonds	-	864,953
Turnpike revenue bonds	30,767,195	-
Turnpike improvement revenue bonds	<u>11,970,000</u>	<u>-</u>
	<u>42,737,195</u>	<u>864,953</u>
	14,460,474	45,522,564
<b>Other charges (note 5):</b>		
Repairs, replacements and maintenance items of a type not recurring annually or at short intervals (excluding \$4,593,576 not deducted from revenues and charged to cost of investment in facilities in 1975)	<u>2,996,157</u>	<u>9,788,309</u>
Revenues after expenses, interest and other charges (see accompanying statements for application thereof)	<u>\$ 11,464,317</u>	<u>35,734,255</u>
<b>Interest paid or payable from bond and note proceeds during the period - not deducted from revenues and charged to cost of investment in facilities (note 2)</b>	<u>\$ 2,797,048</u>	<u>51,338,875</u>

See accompanying notes to financial statements.



# Statements of Assets, Liabilities and Revenues Applied and Retained (note 1)

December 31, 1975 and 1974

	<u>Assets</u>	<u>1975</u>	<u>1974</u>		<u>Liabilities and Revenues Applied and Retained</u>	<u>1975</u>	<u>1974</u>
Operating accounts:				Operating accounts:			
Cash	\$	872,958	318,257	Withholdings from employees	\$	415,231	388,739
Investments (Schedule 1)		994,805	1,094,333	Toll revenues received in advance		184,148	169,283
Accounts receivable		<u>901,212</u>	<u>847,240</u>	Other liabilities		<u>233,924</u>	<u>11,436</u>
		2,768,975	2,259,830			833,303	569,458
Funds allocated from reserves to provide for major improvements, repairs, replacements, maintenance, etc.:				Funds allocated from reserves to provide for major improvements, repairs, replacements, maintenance, etc.:			
Cash		139,215	503,402	Amounts retained from contractors and engineers		<u>103,127</u>	<u>601,256</u>
Investments (Schedule 1)		2,980,927	5,282,271	Other funds (Schedule 2):			
Accounts receivable		-	147,896	Amounts retained from contractors		37,805	-
Deposits in condemnation cases		<u>32,070</u>	<u>32,070</u>	Accrued bond interest		<u>1,995,000</u>	<u>-</u>
		3,152,212	5,965,639			2,032,805	-
Other funds (Schedule 2):				Total operating accounts		<u>2,969,235</u>	<u>1,170,714</u>
Cash		8,633,061	20,392,111	Construction accounts (Schedule 4):			
Investments		<u>58,044,399</u>	<u>-</u>	Amounts retained from contractors and engineers		3,482,927	5,016,587
		66,677,460	20,392,111	Accrued interest		<u>-</u>	<u>1,995,000</u>
Total operating accounts		<u>72,598,647</u>	<u>28,617,580</u>			3,482,927	7,011,587
Construction accounts (Schedule 4):				Bond indebtedness (note 2) (Schedule 3):			
Cash		360,092	2,602,118	Turnpike revenue bonds		634,025,000	634,100,000
Investments		47,540,659	113,673,136	Turnpike improvement revenue bonds		<u>210,000,000</u>	<u>210,000,000</u>
Accounts receivable		5,646,487	4,401,892	Total bond indebtedness		844,025,000	844,100,000
Deposits in condemnation cases		4,148,050	8,618,535	Revenues applied and retained:			
Deposits, other than condemnation		<u>2,000</u>	<u>102,000</u>	Applied to retirement of bond indebtedness		449,031,075	448,956,075
Total construction accounts		<u>57,697,288</u>	<u>129,397,681</u>	Applied or retained for investment in facilities and other charges		80,652,298	74,597,661
Cost of investment in facilities		1,276,797,423	1,239,403,259	Retained in other funds by agreement with bondholders		25,497,151	20,392,111
				Retained for general operating purposes		<u>1,435,672</u>	<u>1,190,372</u>
						556,616,196	545,136,219
				Commitments and contingent liabilities (note 9).			
		<u>\$ 1,407,093,358</u>	<u>1,397,418,520</u>			<u>\$ 1,407,093,358</u>	<u>1,397,418,520</u>

See accompanying notes to financial statements.



# Statements of Application of Revenues After Expenses, Interest and Other Charges (note 1)

Years ended December 31, 1975 and 1974

	<u>Combined</u> <u>total</u>	<u>Revenue</u> <u>fund</u>	<u>Bond</u> <u>interest</u> <u>fund</u>	<u>Bond</u> <u>reserve</u> <u>fund</u>	<u>Sinking</u> <u>fund</u> <u>(Series G)</u>
Balance December 31, 1973	\$ 517,060,157	6,477,775	-	-	-
Revenues after expenses, interest and other charges	35,734,255	2,108,867	-	-	-
Miscellaneous receipts allocated in the same manner as revenues	162,250	-	-	-	-
Discount on bonds retired	4,307	-	-	-	-
Transfers from reserve funds	-	-	-	-	-
Change in net assets of other operating accounts	-	(58,740)	-	-	-
	552,960,969	8,527,902	-	-	-
Less principal amount of bonds retired, including \$29,411,250 from revenues, \$162,250 from miscellaneous receipts and \$7,162,500 from bond proceeds	7,324,750	-	-	-	-
Balance December 31, 1974	545,636,219	8,527,902	-	-	-
Reclassification of proceeds from sale of bonds from construction accounts	41,917,791	-	29,947,791	-	-
Transfers arising as a result of retirement of General Bonds:					
From bond interest fund	-	-	(24,353,696)	24,353,696	-
From sinking fund	-	11,864,209	-	-	-
From revenue fund	-	(11,864,209)	-	1,398,518	-
Revenues after expenses, interest and other charges	11,464,317	(1,939,033)	(116)	7,803,025	61,746
Miscellaneous receipts allocated in the same manner as revenues	32,301	-	-	9,261	-
Discount on bonds retired	15,660	-	-	-	15,660
Payment of interest on Turnpike improvement revenue bonds	-	-	-	-	-
Transfers from general reserve fund	-	-	-	-	-
Revenues invested in facilities	-	-	-	-	-
Change in net assets of other operating accounts	-	1,954,700	-	-	-
	599,066,288	8,543,569	5,593,979	33,564,500	77,406
Less:					
Principal amount of bonds retired from revenues	-	-	-	-	75,000
Payment of interest from bond proceeds	2,797,048	-	2,797,048	-	-
Funds from construction accounts invested in facilities	5,540	-	-	-	-
	2,802,588	-	2,797,048	-	75,000
Balance December 31, 1975	\$ 596,263,700	8,543,569	2,796,931	33,564,500	2,406
Comprised as follows:					
Revenues applied and retained:					
To retirement of bond indebtedness	449,031,075	-	-	-	-
For investment in facilities and other charges	80,652,298	-	-	-	-
In other funds by agreement with bondholders	25,497,151	8,543,569	(116)	9,201,543	2,406
For general operating purposes	1,435,672	-	-	-	-
Total revenues applied and retained	556,616,196	8,543,569	(116)	9,201,543	2,406
Proceeds from sale of bonds	39,620,743	-	2,797,047	24,353,696	-
Miscellaneous receipts allocated as revenues	26,761	-	-	9,261	-
	\$ 596,263,700	8,543,569	2,796,931	33,564,500	2,406

See accompanying notes to financial statements.



Other fund accounts

Maintenance reserve fund	General reserve fund	Debt service fund	Debt reserve fund	General revenue bonds funds	Total (Schedule 2)	Funds for major improvements, repairs, replacements, maintenance, etc.	Net assets of other operating accounts	Revenues invested in facilities	1966 Turnpike improvement accounts	Revenues applied to retirement of bond indebtedness
-	-	-	-	14,558,955	21,036,730	5,613,692	1,631,632	69,233,278	-	419,544,825
-	-	-	-	43,413,697	45,522,564	(9,788,309)	-	-	-	-
-	-	-	-	162,250	162,250	-	-	-	-	-
-	-	-	-	4,307	4,307	-	-	-	-	-
-	-	-	-	(9,539,000)	(9,539,000)	9,539,000	-	-	-	-
-	-	-	-	-	(58,740)	-	58,740	-	-	-
-	-	-	-	48,600,209	57,128,111	5,364,383	1,690,372	69,233,278	-	419,544,825
-	-	-	-	36,736,000	36,736,000	-	-	-	-	(29,411,250)
-	-	-	-	11,864,209	20,392,111	5,364,383	1,690,372	69,233,278	-	448,956,075
-	-	-	11,970,000	-	41,917,791	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	(11,864,209)	-	-	-	-	-	-
-	8,265,691	-	-	-	(2,200,000)	-	2,200,000	-	-	-
3,818,925	27,730	4,007,122	-	-	13,779,399	(2,315,082)	-	-	-	-
-	23,040	-	-	-	32,301	-	-	-	-	-
-	-	-	-	-	15,660	-	-	-	-	-
-	-	(76,298)	-	-	(76,298)	-	-	76,298	-	-
-	(8,316,461)	17,500	-	-	(8,298,961)	-	-	-	8,298,961	-
-	-	-	-	-	-	(216)	-	8,293,637	(8,293,421)	-
-	-	-	-	-	1,954,700	-	(1,954,700)	-	-	-
3,818,925	-	3,948,324	11,970,000	-	67,516,703	3,049,085	1,935,672	77,603,213	5,540	448,956,075
-	-	-	-	-	75,000	-	-	-	-	(75,000)
-	-	-	-	-	2,797,048	-	-	-	-	-
-	-	-	-	-	-	-	-	5,540	-	-
-	-	-	-	-	2,872,048	-	-	5,540	-	(75,000)
3,818,925	-	3,948,324	11,970,000	-	64,644,655	3,049,085	1,935,672	77,603,213	-	449,031,075
-	-	-	-	-	-	-	-	-	-	449,031,075
-	-	-	-	-	-	3,049,085	-	77,603,213	-	-
3,818,925	-	3,930,824	-	-	25,497,151	-	-	-	-	-
-	-	-	-	-	-	-	1,435,672	-	-	-
3,818,925	-	3,930,824	-	-	25,497,151	3,049,085	1,435,672	77,603,213	-	449,031,075
-	-	-	11,970,000	-	39,120,743	-	500,000	-	-	-
-	-	17,500	-	-	26,761	-	-	-	-	-
3,818,925	-	3,948,324	11,970,000	-	64,644,655	3,049,085	1,935,672	77,603,213	-	449,031,075



# Statements of Cost of Investment in Facilities

to December 31, 1975 and 1974 (note 1)

	1966 Turnpike improvement	1971 Turnpike improvement	1973 Improvement and funding program	Original turnpike extensions and additional lanes	Revenues invested in facilities	Total to December 31	
						1975	1974
Engineering and architectural	\$ 28,995,587	11,030,512	17,453,042	28,083,278	11,439,641	97,002,060	93,615,845
Land, easements and rights-of-way	26,779,600	4,156,024	5,823,654	27,539,068	4,299,467	68,597,813	65,368,896
Construction, including cost of training and equipping operating personnel, machinery and equip- ment and miscellaneous pre- operating expenses	368,353,356	101,413,070	16,494,099	371,398,653	61,559,741	919,218,919	886,447,119
Other costs, including adminis- tration	2,062,443	62,498	93,005	1,869,762	142,902	4,230,610	4,160,025
Financial	<u>245,677,597</u>	<u>22,512,061</u>	<u>23,615,247</u>	<u>26,992,647</u>	<u>165,268</u>	<u>318,962,820</u>	<u>316,122,181</u>
	671,868,583	139,174,165	63,479,047	455,883,408	77,607,019	1,408,012,222	1,365,714,066
Less income from interim investment of construction funds	<u>76,358,670</u>	<u>17,409,271</u>	<u>29,723,108</u>	<u>7,719,943</u>	<u>3,807</u>	<u>131,214,799</u>	<u>126,310,807</u>
	<u>\$ 595,509,913</u>	<u>121,764,894</u>	<u>33,755,939</u>	<u>448,163,465</u>	<u>77,603,212</u>	<u>1,276,797,423</u>	<u>1,239,403,259</u>

See accompanying notes to financial statements.



# Notes to Financial Statements

December 31, 1975 and 1974

## (1) Organization and Accounting Practices

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

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

(b) Basis of presentation—Accounts of the Authority are maintained in accordance with the practices set forth in this note, which are based on the provisions of the bond and note resolutions and on the Authority's interpretation of said resolutions. These practices differ in certain respects, which may be material, from those generally accepted accounting principles applied in the presentation of financial position and results of operations commonly followed by other types of enterprises. They are as follows:

1. Depreciation of the Turnpike and re-

lated facilities is not included as an operating expense or otherwise provided for.

2. Income on investments and from concessions is recorded when received. Investments are valued at the lower of cost or principal amount except for investments in the Bond Reserve fund which are valued at the lower of cost or market as of June 1 and December 1.
3. Budgeted operating expenses (including materials and supplies) are recorded when paid.
4. Interest on bond and note indebtedness is recorded on the accrual basis. Interest on Turnpike Revenue Bonds, Turnpike Notes and Turnpike Improvement Revenue Bonds has been charged to cost of investment in facilities from date of initial financing to December 31, 1974 with respect to Turnpike Notes and Turnpike Improvement Revenue Bonds and to January 31, 1975 with respect to Turnpike Revenue Bonds. Interest on Turnpike Improvement Revenue Bonds and Turnpike Revenue Bonds subsequent to such dates is reflected as interest on bonds in the accompanying statements of revenues and expenses in 1975.

Interest due on January 1, 1976 and 1975 had been deposited with paying agents as of December 31, 1975 and 1974, respectively, and accordingly there is no liability shown in the accounts for such interest at those dates.

5. Costs for major repairs, replacements or maintenance items of a type not recurring annually or at short intervals

and costs for major resurfacing, replacement, repairs, renewals or reconstruction of the turnpike system are recorded when paid except for costs for payments to contractors and engineers which include amounts withheld (retainage) from such payments. Such costs are included in other charges in the accompanying statements of revenues and expenses when such monies have been provided from revenues and principally as construction costs in the accompanying statements of cost of investment in facilities when such expenditures are made from construction funds.

6. Cost of investment in facilities is recorded when paid except interest on indebtedness which is recorded on the accrual basis and costs for payments to contractors and engineers which include amounts withheld (retainage) from such payments. Income on unexpended construction funds is credited to cost of investment in facilities when received. Costs consist primarily of amounts expended to acquire right-of-way, construct, reconstruct and place in operation the Turnpike, its extensions and related facilities; expenses in connection with the offering, selling and issuance of bonds and notes; discount on the sale of bonds and notes; cost of issuing refunding 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; interest on bonds and notes (less income received on unexpended construction funds); and administrative and legal



expenses during the construction period. This amount also includes the cost of improvements, enlargements and betterments provided from revenues and costs for major resurfacing, replacement, repairs, renewals or reconstruction of the turnpike system provided from construction funds.

(c) Tolls—Toll revenues are recorded as earned.

**(2) Bond and Note Indebtedness**

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

In the Resolutions relating to the Turnpike Notes and Turnpike Improvement Revenue Bonds, the Authority has covenanted to charge such tolls as shall be required in order that net revenues (as defined) will be at least sufficient, together with other available funds, to retire or provide for the retirement of all the General Revenue Bonds by January 1, 1975, which requirement has been met. On December 31, 1974, \$24,089,000 was transferred to the Trustee for the retirement of the remaining General Revenue Bonds, and accordingly there is no liability shown in the accounts for such bonds at that date.

The Turnpike Notes matured on January 1, 1975. As of December 31, 1974, \$125,500,000 was made available from funds under the 1973 Improvement Revenue Bond Resolution for the retirement of all the notes. Such amount was deposited with the Trustee, and accordingly there is no liability shown in the accounts for such notes at that date (see note 3).

As a result of the retirement of the General Revenue Bonds, the principal and interest of the Turnpike Revenue Bonds, Series A through E and Series G Refunding Bonds,

are secured by a first lien on the net revenues of the turnpike system. The bonds are subject to redemption in part on any interest payment date on or after July 1, 1976 and as a whole at any time on or after January 1, 1979, except for the Series G bonds which date is January 1, 1982, at varying premium rates. Annual sinking fund payments sufficient to retire the Turnpike Revenue Bonds by maturity are required in increasing amounts commencing with the annual period ending November 15, 1976 with respect to the Series G bonds and November 15, 1978 for the remaining bonds. The requirement for the annual period ending November 15, 1976 is \$365,000. During the year 1975, \$61,746 of revenues were transferred to the Series G sinking fund in partial payment of such requirements.

The Turnpike Improvement Revenue Bonds are subject to redemption in part on any interest payment date on or after May 1, 1980, and as a whole or in part at any time on or after May 1, 1983, at varying premium rates. After January 1, 1975 and prior to the retirement of the Turnpike Revenue Bonds, interest and principal will be payable from net revenues (as defined) of the turnpike system available therefrom after meeting the 1966 General Revenue Bond Resolution requirements. On and after the retirement of all of the Turnpike Revenue Bonds, the Turnpike Improvement Revenue Bonds will be secured by a first lien on the net revenues (as defined) of the turnpike system. The Authority has covenanted in the Turnpike Improvement Revenue Bond Resolution to maintain toll revenues so that annual net revenues (as defined), less required deposits to the 1966 Maintenance Reserve fund, shall provide, in each year commencing with 1975, coverage of debt service with respect to all outstanding bonds of at least 1.20, and in any event shall make all required deposits in each fund and account under the resolutions, which requirements have been met. Sinking fund installments are due annually commencing May 1, 1980.

Interest on the Turnpike Revenue Bonds, Turnpike Notes and Turnpike Improvement Revenue Bonds is payable from a portion of the bond and note proceeds deposited in the Bond and Note Interest and Debt Service funds, the investment earnings of such funds to December 31, 1974 and from revenues. A summary of such charges for the years ended December 31, 1975 and 1974 is as follows:

	<u>1975</u>	<u>1974</u>
Interest charged to cost of investment in facilities provided from bond and note proceeds and investment earnings .....	\$ 2,797,048	51,338,875
Interest charged to operations provided from revenues (excluding interest of \$864,953 for General Revenue Bonds in 1974)	42,737,195	—
	<u>\$45,534,243</u>	<u>\$51,338,875</u>

**(3) 1973 Improvement and Funding Program**

In 1973, the Authority adopted a resolution authorizing the issuance of Turnpike Improvement Revenue Bonds for its 1973 Improvement and Funding Program to be issued in one or more series in the estimated total amount of \$550,000,000. The 1973 Improvement and Funding Program provides for, among other things, the construction of the Governor Alfred E. Driscoll Expressway, as an extension of the Turnpike, and the widening of a related portion of the Turnpike to the point of connection therewith, including land acquisition thereof. In May, 1973, the Authority issued the first series of such bonds in the amount of \$210,000,000 and estimated at that time that additional bonds would be issued in the future to finance the balance of the 1973 Improvement and Funding Program, including the retirement of the Turnpike Notes, Series A, due January 1, 1975.

In June, 1974, as a result of suits brought by Monroe and South Brunswick Townships to require further environmental studies and hearings pertaining to the alignment of the expressway, the Appellate Division of the Superior Court of New Jersey voided the ap-



proval of the Governor of New Jersey and the Commissioner of the Department of Environmental Protection as to the environmental impact statement for the Expressway. The Court held that the Authority had received environmental impact statements on three alignments but had selected as its right-of-way a segment of a fourth line which had neither been studied for environmental impact nor subjected to public hearing. As a result, the Authority has been unable to proceed with the construction of the Expressway. In September, 1974, the Authority petitioned the Supreme Court for certification of the environmental impact statement which petition was denied by the Court in December, 1974. Counsel to the Authority has stated that the opinion of the Court does not set up a permanent bar to the construction of the Expressway, but merely holds that the environmental impact studies made and the public hearings held were not adequate. The Authority has resolved that necessary plans and arrangements be made for a supplementary environmental impact study to supplement the studies previously made in order to meet the requirements as construed by the Court.

As a result of the decision of the Appellate Division of the Superior Court of New Jersey as well as drastic increases in interest rates in the bond market, the Authority, with the approval of bond counsel, authorized the use of \$125,500,000 from the proceeds of the 1973 Turnpike Improvement Revenue Bonds for the retirement of all the Turnpike Notes, Series A, due January 1, 1975 (see note 2).

**(4) Operations**

The Annual Budget of Operating Expenses as filed for the years 1975 and 1974 amounted to \$39,218,000 and \$36,973,500, respectively, as compared with cash disbursements for operating expenses of \$39,056,647 in 1975 and \$36,841,752 in 1974.

**(5) Other Charges**

Prior to January 1, 1975, the Authority, with the approval of the Consulting Engineer, directed the Trustee to transfer funds from reserve funds to special accounts to pay the cost of repairs, replacements or maintenance items of a type not recurring annually or at short intervals and which were not provided for in the budgeted operating expenses. During the year ended December 31, 1974, transfers for such purposes amounted to \$9,539,000.

In 1975, the Authority, with the approval of the Consulting Engineer, adopted a Maintenance Budget for the year ended December 31, 1975 in the amount of \$10,500,000 for costs of major resurfacing, replacements, repairs, renewals or reconstruction of the turnpike system or any part thereof. Of such amount, \$6,000,000 was provided from monies in the 1971 Note Resolution Construction fund and \$4,500,000 was provided from revenues and allocated to the Maintenance Reserve fund in accordance with the bond resolutions.

From funds so provided in 1975, 1974, and prior years, expenditures were made for repairs, replacements, etc. which have been reflected as other charges in the accompanying statements of revenues and expenses and principally as construction costs in the accompanying statements of cost of investment in facilities. A summary of such expenditures for the years ended December 31, 1975 and 1974 is as follows:

	<u>1975</u>	<u>1974</u>
From funds prior to 1975	\$ 2,315,082	\$ 9,788,309
From Maintenance Reserve fund	681,075	—
Total other charges	<u>\$ 2,996,157</u>	<u>9,788,309</u>
From 1971 Note Construction fund and included in cost of investment in facilities	<u>\$ 4,593,576</u>	<u>—</u>

**(6) Net Revenues**

Net revenues for the year 1975, as defined in the 1966 bond resolution, amounted to \$57,036,316 (revenues \$96,254,316, less amounts paid from the Revenue Fund into the Operating Fund, \$39,218,000). For the year 1974, net revenues (as defined) were \$46,379,618.

**(7) 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 \$1,421,891 and \$1,611,605 in 1975 and 1974, respectively, is based on annual billings received from the Retirement System and are recorded when paid. Authority employees are also covered by the Federal Social Security Act.

**(8) Sale of Property**

Proceeds from the sale of excess property in 1975 amounted to \$44,301 of which \$32,301 has been allocated in the same manner as revenues and \$12,000 is included in construction accounts. In 1974, such amounts were \$155,750, \$149,600 and \$6,150, respectively.

**(9) Commitments and Contingent Liabilities**

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







## Other Funds

December 31, 1975 and 1974

	Cash on deposit with Trustee, Special Trustee and bank	Investments (Schedule 1)	Liabilities	Fund balance December 31,	
				1975	1974 (note A)
Revenue fund (note B)	\$ 8,543,569	-	-	8,543,569	8,527,902
General revenue bond resolution:					
Bond interest fund	4,604	2,792,327	-	2,796,931	-
Bond reserve fund	2,484	33,562,016	-	33,564,500	-
Sinking fund - Series G	2,406	-	-	2,406	-
Maintenance reserve fund	<u>61,575</u>	<u>3,795,155</u>	<u>37,805</u>	<u>3,818,925</u>	-
	71,069	40,149,498	37,805	40,182,762	-
Improvement revenue bond resolution:					
Turnpike debt service fund	18,423	5,924,901	1,995,000	3,948,324	-
Turnpike debt reserve fund	-	<u>11,970,000</u>	-	<u>11,970,000</u>	-
	18,423	17,894,901	1,995,000	15,918,324	-
1952 General bonds resolution:					
General sinking fund (note B)	-	-	-	-	<u>11,864,209</u>
	<u>\$ 8,633,061</u>	<u>58,044,399</u>	<u>2,032,805</u>	<u>64,644,655</u>	<u>20,392,111</u>

## Notes:

(A) As a result of the retirement of the General Revenue Bonds, amounts in the Bond Interest fund, Debt Service fund and Debt Reserve fund have been reclassified to other funds in 1975 and are included in the summary of construction account totals (Schedule 4) in 1974. In January 1975, the monies in other fund accounts were transferred to their respective counterpart funds under the 1966 and 1973 resolutions.

(B) Includes cash and time deposits on deposit with special trustee or sinking fund agent.



# Bond and Note Indebtedness

December 31, 1975 and 1974

	Original amount authorized and issued	Refunded or acquired and cancelled in prior years	Amount outstanding Dec.31,1974	Acquired by sinking fund and cancelled during 1975	Amount outstanding Dec.31,1975
<b>Turnpike revenue bonds:</b>					
Series A, 4-3/4% (1966 issue), maturing January 1, 2006	\$ 179,000,000	-	179,000,000	-	179,000,000
Series B, 5-1/8% (1968 issue), maturing January 1, 2008	75,000,000	-	75,000,000	-	75,000,000
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	-	125,000,000	-	125,000,000
Series D, 5-3/4% (1969 issue), maturing January 1, 2008	60,000,000	-	60,000,000	-	60,000,000
Series E, 5-7/8% (1969 issue), maturing January 1, 2008	40,000,000	-	40,000,000	-	40,000,000
Series F, 7% (1969 issue), maturing January 1, 2009 (note B)	137,000,000	137,000,000	-	-	-
Series G, 5-3/4% (1972 refunding issue), maturing January 1, 2009 (note A)	<u>155,100,000</u>	<u>-</u>	<u>155,100,000</u>	<u>75,000</u>	<u>155,025,000</u>
	<u>771,100,000</u>	<u>137,000,000</u>	<u>634,100,000</u>	<u>75,000</u>	<u>634,025,000</u>
<b>Turnpike improvement revenue bonds:</b>					
First series, 5.70% (1973 issue), maturing May 1, 2013	<u>210,000,000</u>	<u>-</u>	<u>210,000,000</u>	<u>-</u>	<u>210,000,000</u>
<b>General revenue bonds (note B):</b>					
Turnpike revenue bonds (1950 issue) 3-1/4%, maturing January 1, 1985	220,000,000	220,000,000	-	-	-
Turnpike revenue bonds (1951 issue), 3.20%, maturing January 1, 1986	<u>35,000,000</u>	<u>35,000,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>255,000,000</u>	<u>255,000,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
Second series revenue bonds (note B)	<u>211,200,000</u>	<u>211,200,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Turnpike notes (note B):</b>					
Series A, 4-5/8% (1971 issue), matured January 1, 1975	<u>125,500,000</u>	<u>125,500,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>\$ 1,572,800,000</u>	<u>728,700,000</u>	<u>844,100,000</u>	<u>75,000</u>	<u>844,025,000</u>

**Notes:**

(A) During 1975, Turnpike revenue bond indebtedness has been retired from revenues.

(B) As of December 31, 1974, all General Revenue and Second Series Revenue bonds totaling \$466,200,000 were deemed retired, of which amount \$448,956,075 had been retired from revenues and \$17,243,925 from excess construction funds and bond proceeds. As a result of issuing the Series G Turnpike Revenue Refunding Bonds, under the terms of the 1966 General Revenue Bond Resolution, the Series F Bonds are deemed to have been paid. The Turnpike Notes, Series A, matured on January 1, 1975. As of December 31, 1974, \$125,500,000 was made available from funds under the 1973 Turnpike Improvement Revenue Bond Resolution for the retirement of all of the notes, and accordingly there is no liability shown in the accounts for such notes at that date.



# Summary of Construction Accounts

December 31, 1975 and 1974

	<u>1966 Bond resolution</u>			1971	1973	1952	<u>Total</u>	
	<u>Construction accounts</u>	<u>Special projects</u>	<u>General reserve fund accounts</u>	<u>General note resolution construction account</u>	<u>Improvement revenue bond resolution construction account</u>	<u>Bond resolution construction account</u>	<u>1975</u>	<u>1974</u>
<u>Assets</u>								
Cash	\$ 73,654	25,861	46,101	60,928	134,267	19,281	360,092	2,602,118
Investments (Schedule 1)	3,759,972	4,122,291	729,864	4,328,417	34,397,430	202,685	47,540,659	113,673,136
Accounts receivable	31,365	-	-	-	5,576,777	38,345	5,646,487	4,401,892
Deposits in condemnation cases, including investments of \$3,123,754 (Schedule 1)	3,400,079	-	-	364,205	383,766	-	4,148,050	8,618,535
Deposits other than condemnation	<u>2,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,000</u>	<u>102,000</u>
	<u>\$ 7,267,070</u>	<u>4,148,152</u>	<u>775,965</u>	<u>4,753,550</u>	<u>40,492,240</u>	<u>260,311</u>	<u>57,697,288</u>	<u>129,397,681</u>
<u>Liabilities</u>								
Amounts retained from contractors and engineers	526,024	186,680	33,600	1,018,444	1,718,179	-	3,482,927	5,016,587
Accrued interest	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,995,000</u>
	<u>\$ 526,024</u>	<u>186,680</u>	<u>33,600</u>	<u>1,018,444</u>	<u>1,718,179</u>	<u>-</u>	<u>3,482,927</u>	<u>7,011,587</u>

Note - As a result of the retirement of the General Revenue Bonds, amounts in the Bond Interest fund, Debt Service fund and Debt Reserve fund have been reclassified to other funds in 1975 and are included in the summary of construction account totals in 1974.



# Cash Receipts and Disbursements

Year ended December 31, 1975

	Combined total	Operating accounts	Funds for major improve- ments, repairs, replace- ments, main- tenance, etc.	Revenue fund	Bond interest fund	Bond reserve fund
Cash balances, December 31, 1974	\$ 23,815,888	318,257	503,402	8,527,902	170,246	-
Receipts:						
Revenues (including income of \$6,255,288 on investments)	96,178,423	238,318	-	90,292,433	676,832	4,507,572
Transfers of income on investments	-	(238,318)	-	2,777,206	(676,832)	(1,491,366)
Transfers from revenue fund	-	37,018,000	-	(93,053,972)	30,756,383	4,805,570
Transfers arising as a result of redemption of general bonds	-	2,200,000	-	-	(170,151)	1,568,669
Sale or redemption of investments	471,439,133	27,222,864	15,493,647	-	53,121,320	53,016,322
Income on construction investments	4,903,946	-	-	-	-	-
Transfer of excess reserves	-	-	-	-	10,695	(10,695)
Transfer of funds	-	-	-	-	-	-
Deposits in condemnation	3,629,986	-	-	-	-	-
Proceeds from sale of property	44,301	-	-	-	-	9,261
	<u>600,011,677</u>	<u>66,759,121</u>	<u>15,997,049</u>	<u>8,543,569</u>	<u>83,888,493</u>	<u>62,405,333</u>
Disbursements:						
Budgeted operating expenses	39,056,647	39,056,647	-	-	-	-
Interest on bond indebtedness	45,534,243	-	-	-	33,564,243	-
Purchase of investments including accrued interest	460,664,419	26,829,516	13,192,304	-	50,319,646	62,402,849
Retirement of bond indebtedness of \$75,000	59,340	-	-	-	-	-
Cost of construction, studies, major repairs, reimburseable costs, net of reimbursements of \$8,210,157	44,645,252	-	2,665,530	-	-	-
Deposits in condemnation	46,450	-	-	-	-	-
	<u>590,006,351</u>	<u>65,886,163</u>	<u>15,857,834</u>	<u>-</u>	<u>83,883,889</u>	<u>62,402,849</u>
Cash balances, December 31, 1975	\$ <u>10,005,326</u>	<u>872,958</u>	<u>139,215</u>	<u>8,543,569</u>	<u>4,604</u>	<u>2,484</u>

	Cash balance	Market value of securities pledged to secure deposits
Operating accounts:		
First Jersey National Bank	\$ 373,813	3,548,125
The Peoples National Bank of Central Jersey	407,072	1,799,175
Bank of Passaic and Clifton, N.A.	20,823	782,000
Toll collectors' and other imprest funds	71,250	-
Funds for major improvements, repairs, etc.:		
First National Bank of New Jersey	113,932	2,568,750
National Community Bank	25,283	1,514,888
Balance carried forward	\$ <u>1,012,173</u>	<u>10,212,938</u>

	Revenue fund	Bond interest fund	Bond reserve fund
Balance brought forward			
Revenue fund:			
Fidelity Union Trust Company			
The National State Bank			
1971 General note resolution accounts:			
Midlantic National Bank			
1973 Improvement revenue bond resolution account:			
First National State Bank of New Jersey			
All other funds:			
The Chase Manhattan Bank, N.A.			
The Franklin State Bank			



Schedule 5

Sinking fund Series G	Main-tenance reserve fund	General reserve fund	Debt service fund	Debt reserve fund	General bonds sinking funds	1952 Bond resolution construction fund	1966 Bond resolution			1971 General resolution construction fund	1973 Improvement revenue bond resolution construction fund
							Construc-tion fund	Special projects	General reserve fund accounts		
-	-	-	36,280	-	11,864,209	21,822	384,586	253,746	93,181	422,408	1,219,849
-	55,281	33,716	288,732	-	-	15,953	-	-	69,586	-	-
-	(55,281)	(33,716)	(196,154)	-	-	(15,953)	-	-	(69,586)	-	-
61,746	4,500,000	15,912,273	-	-	-	-	-	-	-	-	-
-	-	8,250,977	3,310	-	(11,864,209)	-	11,404	-	-	-	-
-	3,324,358	1,421,284	13,634,471	23,940,000	-	404,047	29,063,829	17,687,078	4,738,474	77,543,903	150,827,536
-	-	-	-	695,490	-	-	729,416	247,928	-	971,732	2,259,380
-	-	-	-	-	-	-	-	-	-	-	-
-	-	(421,829)	421,829	(695,490)	-	-	-	-	-	-	695,490
-	-	-	-	-	-	-	1,677,936	-	-	1,681,200	270,850
-	-	23,040	-	-	-	-	-	-	-	2,000	10,000
61,746	7,824,358	25,185,745	14,188,468	23,940,000	-	425,869	31,867,171	18,188,752	4,831,655	80,621,243	155,283,105
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	11,970,000	-	-	-	-	-	-	-	-
59,340	7,119,514	25,185,745	2,200,045	23,940,000	-	406,588	22,869,745	17,146,994	4,261,069	63,102,664	141,687,740
-	-	-	-	-	-	-	-	-	-	-	-
-	643,269	-	-	-	-	-	8,923,772	1,015,897	524,485	17,455,276	13,417,023
-	-	-	-	-	-	-	-	-	-	2,375	44,075
59,340	7,762,783	25,185,745	14,170,045	23,940,000	-	406,588	31,793,517	18,162,891	4,785,554	80,560,315	155,148,838
2,406	61,575	-	18,423	-	-	19,281	73,654	25,861	46,101	60,928	134,267

Cash balance	Market value of securities pledged to secure deposits
\$ 1,012,173	10,212,938
1,481,302	9,330,875
7,062,267	7,066,567
60,928	8,077,500
134,267	5,075,234
192,814	15,823,865
61,575	548,031
\$ 10,005,326	56,135,010



# Toll Revenue

Schedule 6

Years ended December 31, 1975 and 1974

Class	Description	1975 (note A)		1974	
		Toll revenue	Vehicles	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 54,856,662	89,567,889	\$ 45,872,720	88,637,827
2	Vehicles having two axles other than type described under Class 1	5,215,742	5,176,215	5,012,185	5,523,769
3	Vehicle (vehicles), single or in combination, having three axles	3,066,988	1,937,515	3,089,416	2,203,736
4	Vehicle (vehicles), single or in combination, having four axles	6,347,072	3,204,241	6,725,768	3,831,559
5	Vehicle (vehicles), single or in combination, having five axles	14,892,650	5,738,096	14,514,721	6,419,783
6	Vehicle (vehicles), single or in combination, having six or more axles	23,355	8,874	25,986	11,385
	Non-revenue vehicles (note B)	-	523,661	-	534,362
		84,402,469	106,156,491	75,240,796	107,162,421
	Add (deduct) toll adjustments	(17,380)		2,286	
		\$ 84,385,089		\$ 75,243,082	

Notes:

(A) Effective March 23, 1975, the Authority adopted a new schedule of toll rates (Schedule 7).

(B) 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.







# CLASS 4 4 Axles

	1 DELAWARE MEMORIAL BRIDGE	2 SWEDESBORO - CHESTER	3 WOODBURY - SOUTH CAMDEN	4 CAMDEN - PHILADELPHIA	5 BURLINGTON - MOUNT HOLLY	6 PENNSYLVANIA TURNPIKE	7 BORDENTOWN - TRENTON	7A ALLENTOWN - TRENTON	8 HIGHTSTOWN - TRENTON	8A JAMESBURG - CRANBURY	9 NEW BRUNSWICK	10 I-287 P. AMBOY-METUCHEN-EDISON	11 G.S. PARKWAY - WOODBRIDGE	12 CARTERET - RAHWAY	13 ELIZABETH - GOETHALS BRIDGE	14 NEWARK AIRPORT	14A BAYONNE	14B JERSEY CITY	14C HOLLAND TUNNEL	15E NEWARK - JERSEY CITY	16E LINCOLN TUNNEL - SECAUCUS	16W N.J. RT. 3 - RUTHERFORD	18E GEORGE WASHINGTON BRIDGE	18W GEORGE WASHINGTON BRIDGE	6A PENNSYLVANIA TURNPIKE - FLORENCE, LOCAL TRAFFIC ONLY, AT INTERCHANGE 6	17 SECAUCUS - U.S. RT. 46 (ONLY)		
1 DELAWARE MEMORIAL BRIDGE																												
2 SWEDESBORO - CHESTER	.45																											
3 WOODBURY - SOUTH CAMDEN	.90	.45																										
4 CAMDEN - PHILADELPHIA	1.25	.80	.35																									
5 BURLINGTON - MOUNT HOLLY	1.60	1.15	.70	.35																								
6 PENNSYLVANIA TURNPIKE	2.55	2.05	1.60	1.25	.90																							
7 BORDENTOWN - TRENTON	1.95	1.50	1.05	.70	.35	.75																						
7A ALLENTOWN - TRENTON	2.15	1.65	1.20	.85	.50	.90	.30																					
8 HIGHTSTOWN - TRENTON	2.40	1.95	1.50	1.15	.80	1.20	.45	.30																				
8A JAMESBURG - CRANBURY	2.65	2.20	1.75	1.40	1.05	1.45	.70	.60	.30																			
9 NEW BRUNSWICK	2.90	2.40	1.95	1.60	1.25	1.65	.90	.75	.45	.30																		
10 I-287 P. AMBOY-METUCHEN-EDISON	3.10	2.65	2.20	1.85	1.50	1.90	1.15	1.00	.70	.45	.30																	
11 G.S. PARKWAY - WOODBRIDGE	3.45	3.00	2.55	2.20	1.85	2.25	1.50	1.30	1.05	.80	.60	.40																
12 CARTERET - RAHWAY	3.80	3.35	2.90	2.55	2.20	2.60	1.85	1.65	1.40	1.15	.90	.70	.35															
13 ELIZABETH - GOETHALS BRIDGE	4.15	3.70	3.20	2.90	2.55	2.95	2.20	2.00	1.75	1.50	1.25	1.05	.70	.35														
14 NEWARK AIRPORT	4.75	4.30	3.85	3.50	3.15	3.55	2.80	2.65	2.35	2.15	1.90	1.65	1.30	1.00	.65													
14A BAYONNE	5.60	5.10	4.65	4.30	3.95	4.35	3.60	3.45	3.15	2.95	2.70	2.45	2.15	1.80	1.45	.80												
14B JERSEY CITY	5.75	5.30	4.85	4.50	4.15	4.55	3.80	3.60	3.35	3.10	2.90	2.65	2.30	1.95	1.60	1.00	.35											
14C HOLLAND TUNNEL	5.90	5.45	5.00	4.65	4.30	4.70	3.95	3.80	3.50	3.30	3.05	2.80	2.45	2.15	1.80	1.15	.50	.35										
15E NEWARK - JERSEY CITY	5.10	4.65	4.20	3.85	3.50	3.90	3.15	3.00	2.70	2.45	2.25	2.00	1.65	1.30	1.00	.35	1.15	1.30	1.50									
16E LINCOLN TUNNEL - SECAUCUS	5.35	4.90	4.45	4.10	3.75	4.15	3.40	3.20	2.95	2.70	2.45	2.25	1.90	1.55	1.20	.60	1.45	1.60	1.80	.35								
16W N.J. RT. 3 - RUTHERFORD	5.75	5.30	4.85	4.50	4.15	4.55	3.80	3.60	3.35	3.10	2.90	2.65	2.30	1.95	1.60	1.00	1.80	1.95	2.15	.65	.40							
18E GEORGE WASHINGTON BRIDGE	6.00	5.85	5.40	5.05	4.70	5.10	4.35	4.20	3.90	3.70	3.45	3.20	2.90	2.55	2.20	1.55	2.35	2.55	2.70	1.20	1.00							
18W GEORGE WASHINGTON BRIDGE	6.00	5.85	5.40	5.05	4.70	5.10	4.35	4.20	3.90	3.70	3.45	3.20	2.90	2.55	2.20	1.55	2.35	2.55	2.70	1.20	1.00							
6A PENNSYLVANIA TURNPIKE - FLORENCE, LOCAL TRAFFIC ONLY, AT INTERCHANGE 6																												50
17 SECAUCUS - U.S. RT. 46 (ONLY)																												50

# CLASS 5 5 Axles

	1 DELAWARE MEMORIAL BRIDGE	2 SWEDESBORO - CHESTER	3 WOODBURY - SOUTH CAMDEN	4 CAMDEN - PHILADELPHIA	5 BURLINGTON - MOUNT HOLLY	6 PENNSYLVANIA TURNPIKE	7 BORDENTOWN - TRENTON	7A ALLENTOWN - TRENTON	8 HIGHTSTOWN - TRENTON	8A JAMESBURG - CRANBURY	9 NEW BRUNSWICK	10 I-287 P. AMBOY-METUCHEN-EDISON	11 G.S. PARKWAY - WOODBRIDGE	12 CARTERET - RAHWAY	13 ELIZABETH - GOETHALS BRIDGE	14 NEWARK AIRPORT	14A BAYONNE	14B JERSEY CITY	14C HOLLAND TUNNEL	15E NEWARK - JERSEY CITY	16E LINCOLN TUNNEL - SECAUCUS	16W N.J. RT. 3 - RUTHERFORD	18E GEORGE WASHINGTON BRIDGE	18W GEORGE WASHINGTON BRIDGE	6A PENNSYLVANIA TURNPIKE - FLORENCE, LOCAL TRAFFIC ONLY, AT INTERCHANGE 6	17 SECAUCUS - U.S. RT. 46 (ONLY)			
1 DELAWARE MEMORIAL BRIDGE																													
2 SWEDESBORO - CHESTER	.55																												
3 WOODBURY - SOUTH CAMDEN	1.10	.55																											
4 CAMDEN - PHILADELPHIA	1.50	.95	.40																										
5 BURLINGTON - MOUNT HOLLY	1.90	1.40	.85	.40																									
6 PENNSYLVANIA TURNPIKE	3.05	2.45	1.90	1.50	1.10																								
7 BORDENTOWN - TRENTON	2.35	1.80	1.25	.85	.40	.90																							
7A ALLENTOWN - TRENTON	2.60	2.00	1.45	1.00	.60	1.10	.40																						
8 HIGHTSTOWN - TRENTON	2.90	2.35	1.80	1.40	.95	1.45	.55	.35																					
8A JAMESBURG - CRANBURY	3.20	2.65	2.10	1.70	1.25	1.75	.85	.70	.35																				
9 NEW BRUNSWICK	3.50	2.90	2.35	1.90	1.50	2.00	1.10	.90	.55	.35																			
10 I-287 P. AMBOY-METUCHEN-EDISON	3.70	3.20	2.65	2.20	1.80	2.30	1.40	1.20	.85	.55	.35																		
11 G.S. PARKWAY - WOODBRIDGE	4.15	3.60	3.05	2.65	2.20	2.70	1.80	1.55	1.25	.95	.70	.50																	
12 CARTERET - RAHWAY	4.55	4.00	3.50	3.05	2.65	3.10	2.20	2.00	1.70	1.40	1.10	.85	.40																
13 ELIZABETH - GOETHALS BRIDGE	5.00	4.45	3.85	3.50	3.05	3.55	2.65	2.40	2.10	1.80	1.50	1.25	.85	.40															
14 NEWARK AIRPORT	5.70	5.15	4.60	4.20	3.80	4.25	3.35	3.20	2.80	2.60	2.30	2.00	1.55	1.20	.80														
14A BAYONNE	6.70	6.10	5.60	5.15	4.75	5.20	4.30	4.15	3.80	3.55	3.25	2.95	2.60	2.15	1.75	.95													
14B JERSEY CITY	6.90	6.35	5.80	5.40	5.00	5.45	4.55	4.40	4.00	3.70	3.50	3.20	2.75	2.35	1.90	1.20	.40												
14C HOLLAND TUNNEL	7.00	6.55	6.00	5.60	5.15	5.65	4.75	4.55	4.20	3.95	3.65	3.35	2.95	2.60	2.15	1.40	.60	.40											
15E NEWARK - JERSEY CITY	6.10	5.60	5.05	4.60	4.20	4.70	3.80	3.60	3.25	2.95	2.70	2.40	2.00	1.55	1.20	.40	1.40	1.55	1.80										
16E LINCOLN TUNNEL - SECAUCUS	6.40	5.90	5.35	4.90	4.50	5.00	4.10	3.85	3.55	3.25	2.95	2.70	2.30	1.85	1.45	.70	1.75	1.90	2.15	.40									
16W N.J. RT. 3 - RUTHERFORD	6.90	6.35	5.80	5.40	5.00	5.45	4.55	4.40	4.00	3.70	3.50	3.20	2.75	2.35	1.90	1.20	2.15	2.35	2.60	.80	.50								
18E GEORGE WASHINGTON BRIDGE	7.00	7.00	6.50	6.05	5.65	6.10	5.20	5.05	4.70	4.45	4.15	3.85	3.50	3.05	2.65	1.85	2.80	3.05	3.25	1.45	1.20								
18W GEORGE WASHINGTON BRIDGE	7.00	7.00	6.50	6.05	5.65	6.10	5.20	5.05	4.70	4.45	4.15	3.85	3.50	3.05	2.65	1.85	2.80	3.05	3.25	1.45	1.20								
6A PENNSYLVANIA TURNPIKE - FLORENCE, LOCAL TRAFFIC ONLY, AT INTERCHANGE 6																												50	
17 SECAUCUS - U.S. RT. 46 (ONLY)																												50	

# CLASS 6 6 Axles

	1 DELAWARE MEMORIAL BRIDGE	2 SWEDESBORO - CHESTER	3 WOODBURY - SOUTH CAMDEN	4 CAMDEN - PHILADELPHIA	5 BURLINGTON - MOUNT HOLLY	6 PENNSYLVANIA TURNPIKE	7 BORDENTOWN - TRENTON	7A ALLENTOWN - TRENTON	8 HIGHTSTOWN - TRENTON	8A JAMESBURG - CRANBURY	9 NEW BRUNSWICK	10 I-287 P. AMBOY-METUCHEN-EDISON	11 G.S. PARKWAY - WOODBRIDGE	12 CARTERET - RAHWAY	13 ELIZABETH - GOETHALS BRIDGE	14 NEWARK AIRPORT	14A BAYONNE	14B JERSEY CITY	14C HOLLAND TUNNEL	15E NEWARK - JERSEY CITY	16E LINCOLN TUNNEL - SECAUCUS	16W N.J. RT. 3 - RUTHERFORD	18E GEORGE WASHINGTON BRIDGE	18W GEORGE WASHINGTON BRIDGE	6A PENNSYLVANIA TURNPIKE - FLORENCE, LOCAL TRAFFIC ONLY, AT INTERCHANGE 6	17 SECAUCUS - U.S. RT. 46 (ONLY)				
1 DELAWARE MEMORIAL BRIDGE																														
2 SWEDESBORO - CHESTER	.65																													
3 WOODBURY - SOUTH CAMDEN	1.30	.65																												
4 CAMDEN - PHILADELPHIA	1.75	1.10	.45																											
5 BURLINGTON - MOUNT HOLLY	2.20	1.60	1.00	.45																										
6 PENNSYLVANIA TURNPIKE	3.55	2.85	2.20	1.75	1.30																									
7 BORDENTOWN - TRENTON	2.75	2.10	1.45	1.00	.45	1.05																								
7A ALLENTOWN - TRENTON	3.00	2.30	1.70	1.15	.70	1.30	.45																							



