



NEW JERSEY TURNPIKE AUTHORITY

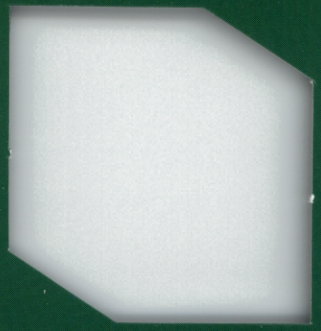
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ANNUAL REPORT 1983





# Letter of Transmittal

March 1, 1984

To the Honorable Thomas H. Kean, Governor  
and Members of the New Jersey Legislature:

This Annual Report provides a narrative, pictorial and statistical summary of our 32nd full year of operation.

As the general economy improved during 1983, and more people and goods were on the move, that condition was immediately reflected in Turnpike traffic growth.

It can be argued that an increasing volume of vehicles is an early signal of an improving economy. We saw and reported that indication at the end of the 1982 fiscal year which closed with a 4.5 percent gain in traffic. Now, a sustained 8.2 percent increase to nearly 144 million vehicles should leave little doubt that New Jersey and the nation are indeed on the road to recovery.

On that note, we invite your review of the accomplishments of this Authority and its employees, including an all-time safety record, as described in this report.

The cooperation extended to us by the Executive and Legislative branches of our government is appreciated.

Respectfully submitted,

Joseph A. Sullivan  
Chairman

Francis G. Fitzpatrick  
Commissioner

Dolores T. Prideaux  
Treasurer

Louis Slater  
Commissioner

David M. Mandelbaum  
Commissioner



Thomas H. Kean  
Governor

## Staff

William J. Flanagan,  
*Executive Director*

John M. Carroll,  
*Comptroller*

Paul M. Weckesser,  
*Chief Engineer*

Wallace R. Grant,  
*Director of Maintenance*

Robert F. Dale,  
*Director of Operations*

Herbert I. Olarsch,  
*Senior Attorney*

Robert E. Ramsen, (Dec.)  
*Director of Toll Collection*

Oliver K. Compton, Jr.,  
*Director of Personnel*

Gordon R. Hector,  
*Director of Public Information*

Richard R. Zysk,  
*Director of Systems & Data Processing*

Daniel J. Donahue,  
*Director of Purchasing*

Charles A. Dupuis, Jr.,  
*Director of Risk Management*

\* \* \*

Wolff & Samson,  
*General Counsel*

\* \* \*

*Consulting Engineers,*  
Howard Needles Tammen & Bergendoff

*Auditors,*  
Peat, Marwick, Mitchell & Co.

*Traffic & Revenue Consultants,*  
Wilbur Smith and Associates

*Bond Consultants,*  
Hawkins, Delafield & Wood

*Financial Advisors,*  
Smith Barney, Harris Upham & Co., Inc.



## The Authority

**CHAIRMAN Joseph A. Sullivan, seated center, is flanked by Commissioners, standing left to right, David M. Mandelbaum, Dolores T. Prideaux, Francis G. Fitzpatrick, Louis Slater and Executive Director William J. Flanagan.**

## 1983: End of a Beginning

In transmittal of this report, we mentioned a substantial increase in traffic. We experienced equal growth in both passenger and commercial vehicle use which translates to a healthy \$9,927,760 increase in toll revenues.

As that bright beginning ends, and economic recovery continues, the inevitable expansion of the Turnpike must receive serious study for the years to come. Early considerations indicate the need for an estimated \$1.2 billion in Capital improvements over the next 15 years.

The most obvious locations for widening include the western alignment north of Newark through the Hackensack Meadowlands and the mainline south of New Brunswick to the Pennsylvania Turnpike connection.

The New Jersey Turnpike has been painstakingly engineered, operated, maintained and policed for the safety and convenience of its patrons. While we have set international records in these categories over the years, none has pleased us more than the one we set for safety this year.

We can boast the safest year in Turnpike history with a fatality rate of 0.62 per 100 million miles traveled. Despite the 182 million more miles traveled by a record 143,854,884 vehicles, nine fewer people died as the result of accidents in 1983 than the year before. Companion to that record is a 50 percent reduction in the proportion of alcohol-related fatalities.

We feel that this is the proper place to record our commendation of all 1,719 members of this organization who have worked to achieve the high degree of public safety and service reflected on the following pages...

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## Engineering

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While great emphasis was placed on maintaining the existing facilities this year through bridge repairs, pavement resurfacing and building renovations, a program of upgrading and improving the Turnpike plant and systems was not ignored. Service Areas were renovated and/or expanded, new guardrails installed and concrete median barrier installations started, changeover to the new computerized toll collection system continued, toll plazas were widened, and State Police facilities improved.

As mentioned, the emphasis was placed on maintaining the Turnpike's physical plant — its bridges, roadways and their associated "hardware." Repairs and replacement of concrete bridge deck surfaces took a lion's share of capital in 1983 with two contracts completed at a cost of 3.9 million dollars and another 1.4 million dollar contract, 70% complete, covering deck work on bridges along the entire length of the Turnpike. In addition, four other contracts were completed, at a cost of 1.5 million dollars, making repairs to structural support elements such as cracked concrete columns and foundations, damaged structural steel members, eroded underbridge slopes, deteriorated bridge drainage and painting the structural steel. The importance of this bridge repair program cannot be over-emphasized, and the designs of five other bridge repair and painting contracts were started in 1983 for work in 1984.

Several years ago the Turnpike Authority embarked on a research and development program in cooperation with the Federal Highway Administration in order to arrive at a median barrier design that would accommodate a full range of passenger vehicles as well as provide improved performance for the containment of fully loaded tractor-trailers. This effort was concluded in 1983 with three successful tests of passenger cars and an 80,000 pound tractor-trailer. As a result, a program to install this barrier on the Turnpike was instituted. The construction of a two mile section was started on the Newark Bay-Hudson County Extension at a cost of \$3.4 million, and a one mile section is presently under design for the main line in East Brunswick. In addition, the ongoing safety improvement project to upgrade our

guardrail was continued with work on 16.3 miles under a \$540,000 contract completed in 1983. A \$590,000 contract is under construction on another 13.1 miles of guardrail improvements which will be finished in 1984.

The 1983 resurfacing of the Turnpike roadways involved 24.3 lane-miles in three separate contracts at a cost of \$2.1 million. This work continues to receive a high degree of attention in the annual budget because of its importance in serving the public need and safety.

Another roadway improvement of considerable magnitude and safety significance is the completion of overhead signing at the approaches to Interchanges 1, 2 and 3. Also, the addition of overhead signs at Interchanges 11 and 16E and the installation of variable message signs leading to the Meadowlands Sports Complex and Interchange 17E were included in the 1983 work. These latter two signs will help resolve various safety and operational problems on the Turnpike and were installed at a cost of \$238,000. The overall 1983 safety program involving interchange approach signing on the Turnpike cost \$870,000 for three construction contracts.

Completion of the 1.3 million dollar widening of the Kearny Interchange 15W Toll Plaza to 14 lanes accommodates the increased traffic resulting from the State's completion of Interstate Route I-280. It is part of a planned continuous toll plaza monitoring and expansion program required to keep pace with traffic diversions and growth.

The multi-million dollar expansion of the Woodbridge Interchange 11 Toll Plaza to 24 lanes and its approach ramp improvements are presently under design with construction to start in 1984. Also, on a similar schedule is the \$600,000 improvement to Interchange 7 in Bordentown which will modernize the plaza by eliminating the single restrictive "off-driver" toll collection lane. This will greatly increase the plaza's capacity by permitting more flexible lane reversibility during peak periods.

Improvements and repairs at various interchanges were undertaken to maintain these important facilities at an efficient functional level. The ongoing program to install concrete slabs at the approaches to toll lanes to eliminate hazardous rutting and to resurface ramps and toll plazas was continued with the completion of these items at three interchanges this year, at a cost of 1.1 million dollars. In addition, miscellaneous ancillary items such as the

construction of ramp gates, the installation of special "cars only" signs at automatic ticket-issuing machine toll lanes and replacement of tunnel doors, were finished in 1983 at various interchanges at a cost of \$490,000. Designed and started in 1983; scheduled for 1984 completion, are the \$60,000 widening of the exit ramp at Jamesburg Interchange 8A and \$102,000 worth of repairs to canopies, bumper block replacements and other miscellaneous interchange items.

#### **Other Significant Improvement Projects:**

Construction was started on a new State Police Substation located in Mount Laurel Township. When completed in 1984, this replacement facility will provide modern accommodations for a Turnpike State Police unit. The building will be constructed of concrete and stone with bullet resistant glass windows. A vehicle impoundment area is a part of the building and communications and television equipment will be installed to provide security and up-to-the-minute operation information. The design provides for future expansion, adequate parking and site work included as part of the construction which will have an overall cost of 2.4 million dollars. Three of the four construction contracts to do this work are now underway. This will be our first police facility constructed with accommodations for women troopers assigned to the Turnpike.

The 1983 completion of a \$4.6 million total renovation of the Clara Barton and John Fenwick Service Areas in Oldmans Township, which includes work on the restaurant, parking lots and fuel handling facilities by nine separate construction contracts, is another example of the ongoing program of upgrading Turnpike patron servicing facilities.

After an extensive survey of patrons' needs and desires, the Joyce Kilmer Service Area in East Brunswick was converted by the Marriott Corporation into a Roy Rogers/Bob's Big Boy fast food restaurant as a pilot program. In addition to this one million dollar renovation, a \$432,000 parking expansion was completed by the Turnpike Authority in 1983 to accommodate the additional patronage attracted by this new concept.

To further improve our aging buildings and to keep abreast of changing times and safety requirements, ventilation and fire protection systems were upgraded at three service area snack bars to comply with the latest code requirements. In addition, a \$371,000 program to install lavatory and locker facilities for women toll collectors at all Turnpike interchanges was started under two construction contracts in 1983, to be continued in 1984.

Building maintenance and replacement of 30 year old systems on a continuous basis was also a major effort in 1983 at service areas, interchanges and maintenance offices. Roof replacement at three interchanges and two service areas was undertaken at a cost of \$82,000. Also, \$585,000 for eight construction contracts provided for boiler and/or emergency generator replacements, replacement of air conditioning equipment with energy-efficient units, kitchen and welding shop ventilation upgrading, reconstruction of overhead garage doors

**INTERCHANGE 15W Toll Plaza widening to 14 lanes accommodates increased traffic from Route 1280.**

**PAVEMENT MILLING operation in preparation for resurfacing.**

**BRIDGE DECK spall repair work on the inner barrel of dual/dual mainline.**



at various service areas, maintenance districts and interchange utility buildings along the entire length of the Turnpike.

The Authority's new 7 million dollar computerized toll collection system progressed in 1983 with a number of toll plazas now operational on the new system. Computers are playing more and more of a major role in Turnpike operations. In late spring, key departments in the Turnpike Administration took a major step towards full office automation with the installation of a stand-alone word processing system developed by staff. Also, in late fall a new Turnpike designed computerized radio-accessed remote sign control system was installed to handle Hazard Warning and Speed Limit signs now being constructed under a 3 million dollar project started in 1982. Completion of this important safety work will provide critical advance roadway condition information to the traveling public every two miles on the Turnpike.

Beautification of the Turnpike by means of a \$100,000 landscaping contract at Interchange 4 in Mount Laurel, was joined with environmental considerations in a \$243,000 contract which established wetlands improvements in Ridgefield Park. The site, on the banks of the Hackensack River next to Service Area 13, will establish a more diverse habitat for both flora and fauna and will result in a more productive ecological system for the Meadowlands.

Various engineering and marketing studies are underway to provide the advance planning for future major capital improvements. The feasibility of building a multi-million dollar Truck Stop on the Turnpike, the study to compare access/relocation for Maintenance District 8 in Rutherford, and the relocation study for the presently overburdened Interchange 7 in Bordentown, are samples of the normal planning process undertaken by the Engineering Department. These studies are used as the basis for financial and operational justification of expenditures for major improvements.

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## Maintenance

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A program has been initiated to develop a Maintenance Management System within the Department. Efforts to date include the establishment of a Work Order System to document the material dollars and labor hours associated with maintaining facility equipment. An inventory of all equipment is being conducted and identification numbers have been assigned within the Building Maintenance Shop. In addition, a Sperry Univac computer system is currently being used on a trial basis to enter

**TURNPIKE EMPLOYEES** participate in hands-on fire extinguisher training during National Fire Prevention Week.

**MAINTENANCE PERSONNEL** repair a major expansion joint on the Raritan River Bridge deck.



and sort maintenance data for purpose of analyzing repetitive problem areas and ultimately reduce maintenance costs.

An apprentice program has been established for the Maintenance Department, which will provide a combination of educational and "on-the-job" training to afford employees a means of achieving promotion to Trades Journeymen and Technicians. The program is under the direction of an Apprentice Program Review Committee consisting of representatives of Turnpike Management and Union. Approximately 100 candidates have initially applied for enrollment in the program.

We have been working with local utility companies to convert rented incandescent fixtures to the new energy saving and cost effective High Pressure Sodium units. Over 110 fixtures located at Interchanges 3, 4, 5, 7 and 9 have been converted to date, resulting in a significant cost saving and an overall increase in the lighting of local roadway approaches to these interchanges.

The Winter Season of 1982-83 was relatively mild. Nevertheless, the Maintenance Department responded to nine snow events requiring 18,500 tons of salt. The storm of February 11, 12, 1983, which deposited 20" of snow, required a Department expenditure in excess of \$500,000 for salt, personnel overtime costs and plow contractors.

Continuing the practice implemented in 1978, the Maintenance Department provided traffic protection services for construction activity on the Turnpike. The Department has expended 34,000 man hours in installing, maintaining, and removing traffic protection devices. This practice has reduced construction costs by eliminating a pay item previously performed by the contractors. Estimates for this savings are in the magnitude of 10 percent.

During 1983, a complete physical inventory was conducted of all parts (automotive, electrical, carpenter, building maintenance, etc.) that are stocked in Northern Division Headquarters in Newark, Central shops at Hightstown and Southern Division Headquarters in Moorestown. All inventory data developed was utilized to upgrade the present Turnpike Computerized Inventory Control System. A facet of this implementation included the placement of additional CRT's at various key locations. The CRT's provide ready access to product availability and location. They further serve to improve accountability. At this time, the upgrading of the Computerized Inventory Control System is approximately 85 percent complete. It is anticipated that the remaining portion of the System will come on line within the next 12-18 months.

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## Operations

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On September 30, 1983, the New Jersey Turnpike Authority was presented with an award for Distinguished Achievement in recognition of outstanding service to the broadcast media. This award is primarily the result of efforts by members of the Operations Department in informing motorists of traffic conditions on the New Jersey Turnpike by means of commercial broadcasting stations. On November 22, 1983, the New Jersey Turnpike Authority and the New Jersey State Police received a plaque from the National Safety Council for "Recognition and Incentive for Distinguishing Drunk Driving Countermeasure Actions." A joint effort of the Operations Department, Toll Collection Department, Public Information Department and the New Jersey State Police Troop "D" in taking actions leading to the curtailment of drunk drivers traveling on the New Jersey Turnpike was recognized by one of the most prominent national safety organizations.

A massive program was commenced replacing existing and installing new speed warning and speed limit signs. The new signs are to be installed in areas having large gaps between subsequent signs. All speed warning and speed limit signs will eventually be integrated into the New Jersey Turnpike's Automatic Traffic Surveillance and Control System.

With a minimum amount of inconvenience to motorists, three toll lanes were added in September 1983 to Interchange 15W which connects the Turnpike with I-280. The number of vehicles using the interchange increased by 138% during the 2½ years since the completion of this connection. Five new toll lanes had been added to this interchange in December 1980 as the first phase of the expansion project.

On July 13, 1983, the Authority amended its Regulations Relating to the Control of Traffic on the New Jersey Turnpike complying with the U.S. Congress' Surface Transportation Assistance Act of 1982. The overall dimensions of commercial vehicles were changed from a maximum length of 55' to any length provided that semitrailers do not exceed 48' in length when in tractor-semitrailer combinations. In addition, commercial vehicles with tandem trailer combinations previously limited to 55' overall length can travel on the New Jersey Turnpike with a permit provided the individual trailers do not exceed 28'6". The maximum allowable width of commercial vehicles was also changed from 8' to 8'6".

In March 1983, the Marriott's restaurant at the Joyce Kilmer Service Area in East Brunswick was converted to a combination Bob's Big Boy and Roy Rogers Restaurant. This was the first nationally acclaimed fast food restaurant on the New Jersey Turnpike. The combination restaurant which offers patrons the option of waitress service (Bob's Big Boy) or fast food service (Roy Rogers) is a concept which was first implemented by the New Jersey Turnpike Authority. Also in March 1983 the two southernmost service areas, the Clara Barton and the John Fenwick were reopened after extensive renovation. These

restaurants were closed to the public for about a year and one-half. The improvements resulted in faster service and more pleasant surroundings. The service areas' snack bars adjacent to the restaurants have been operational throughout the renovation period. In addition, renovation to the service stations at these locations was completed at about the same time.

During 1983 about 210 vehicles left unclaimed at contract garage areas were disposed of by the Emergency Services Division of the Operations Department. During 1983 Emergency Services Division coordinated the operation of 33 contract garages, 40 ambulance squads, and 26 fire department and road service vehicles from the 13 service areas.

Members of the Operations Department and State Police Troop "D" have successfully completed a five day Hazardous Material Compliance and Enforcement Course given by the Transportation Safety Institute, USDOT. In addition, members of the Operations Department attended various seminars and participated in professional organization meetings discussing topics related to projects and items handled by the Operations Department.

### **State Police Troop "D"**

State Police assigned to Troop "D" continued their strict enforcement of the 55 mph speed limit in a combined apprehension/education effort. The number of speeding summonses issued in 1983 was 47,398. Speed enforcement increased by 2.2 percent over 1982. The arrests of drinking drivers is of prime concern to the Troop as well as to the Authority. Patrols arrested 816 motorists for driving while under the influence.

The standard enforcement activity plus selective assignment of patrols, tactical patrol operations and supplemental accident reduction programs have resulted in a substantial reduction in motor vehicle fatalities for 1983. This decrease has reflected a fatality rate reduction to 0.62 per 100 mvm. Of the 3,090 accidents, 19 were fatal accidents resulting in 20 deaths. Our fatality rate is the lowest since the New Jersey Turnpike opened in 1951.

Recognition is also due to the reduction in alcohol-related fatalities in 1983. Only 15 percent of our fatalities (down from 31% the previous year) were directly related to the drinking driver. This figure is one of the best experienced in Turnpike history and is well below the national percentage factor.

Troopers issued 79,755 summonses, reflecting a 1.3 percent increase over 1982. Of these summonses, 28,801 were issued to trucks, 816 to buses and 50,138 to all other vehicles. A total of 25,914 warnings were issued for other infractions of the Motor Vehicle Code. In addition, Troop "D" provided aid to 78,989 patrons. Toll evasion, still a problem, remained a risky business for 246 violators who were apprehended.

The Criminal Investigations Section accounted for 2,644 arrests encompassing a broad spectrum representing investigations of murder and kidnapping to juvenile runaway. Comprising a major portion of these arrests were 469 for carrying deadly weapons and 1,468 for various narcotic violations, many involving large quantities of marijuana and cocaine. The value of confiscated narcotics exceeds \$8,204,000 of the total \$8,685,000 in recovered/confiscated property.

## Toll Collection

Toll operations went forward smoothly with traffic at all interchanges on the increase as, nationwide, the public was again on the move in 1983.

During the year, the Department's three divisions, Toll Collection, Park-Ride and Utility, kept pace with increasing demands for their services. In Toll Collection, training was accomplished as further portions of the new computerized toll system were phased into operation. Park-Ride saw use of its facilities in East Brunswick and Ridgefield at maximum capacity. And, the Utility Division continued its day-to-day housekeeping chores at our 27 toll plazas plus responding to snow handling duties during the winter period.

Tolls, of course, are the primary source of revenue for the operation, maintenance and management of our Turnpike. They are collected, one-at-a-time, in more than 143 million personal transactions with the motoring public. The Toll Collection Department employees comprise the largest work force on the Turnpike and their pleasant attitude sets the standard for good customer relations which prevail throughout the organization.

## Turnpike Safety Record

	1983	1982
<b>Enforcement:</b>		
Summonses Issued	79,755	78,756
Criminal Arrests	2,644	2,853
<b>Aids to Motorists:</b>		
Mechanical	40,866	37,971
Gasoline	5,835	5,702
Flat Tires	5,767	5,641
Overheat	1,158	1,031
Other	25,363	24,931
Total Aids	78,989	75,276
Aids Ratio	1 per 1,821 veh.	1 per 1,765 veh.
Aids Per Day	216	206
<b>Accident Information:</b>		
Accidents	3,090	2,916
Accident Rate	96.1	96.1
Personal Injuries	1,575	1,511
Injury Rate	49.0	49.8
Fatal Accidents	19	23
Fatalities	20	29
Fatality Rate	0.62	0.96

NOTE: Accident and fatality rates are computed on a basis of every 100 million miles of travel.

## Systems & Data Processing

Emphasis on the mandate to provide an ever increasing number of standard business services to all departments continued to consume much of the available resources of the Systems & Data Processing Department. In addition, the Department, in close coordination with other involved departments, greatly increased its involvement with the collection of toll related data, the reprogramming effort of the Automatic Traffic Surveillance and Control System, and implementing a Word Processing Mini-Computer System.

High priorities continued to be assigned to requests from other departments of the Authority for a variety of business applications resulting in an ever increasing flow of essential information. Typical examples of the effort in this field included a redesigned and enhanced Fleet Management Reporting System for the Maintenance Department, and a new Accident Loss Analysis reporting system for the Risk Management Department.

TROOPERS man sobriety checkpoints at toll plaza during statewide effort to curb drinking-driving during the holidays.

NEW 8 FT. MICROWAVE DISHES atop Ad Building radio tower increase communications capability.



Transition to the Toll Modernization System continued with the introduction of the final-mode magnetically striped toll tickets. Logistics of this effort included the initial shipment of 12 million toll tickets to twenty-six interchanges, as well as 4 million pre-encoded Charge Authorization Cards to approximately 1,000 Charge Account customers.

Formal training sessions, covering both the hardware and software aspects, were initiated to prepare Turnpike personnel to assume greater responsibility in the implementation and maintenance of the system. A new and effective Entry Audit procedure was initiated, and the Exit Audit is being redesigned and enhanced to reflect the quality and quantity of the available information.

Eight years of experience with the innovative Automatic Traffic Surveillance and Control Program revealed a need to redesign and restructure this system. With the assistance of Data Processing, specifications for an improved system were assembled and plans made to develop and implement it.

Inroads were made toward the introduction of Office Automation with the installation of a stand-alone Word Processing system. Data Processing assumed responsibility for the system generation and software maintenance of this project.

Inherent deficiencies of the Authority's twelve year old mainframe computer resulted in a detailed, in-depth analysis of the Authority's current and future needs. With the assistance of consultants, a comprehensive specification, for both hardware and software, was developed and is being reviewed for initiation during 1984.

Concurrent with these developments, the operational staff continued to provide the Authority with the information necessary for day to day operation. Highlights included processing of a complete payroll for 1,719 employees, Toll Audit, Maintenance Inventory Control, Fleet Control, Traffic Violations, Charge Account Billing, and a wide variety of repetitive and special request reports.

Improvement in the national economy and the availability of fuel was reflected in record traffic volumes and the processing of 144,521,395 toll tickets through our Audit System.

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## Purchasing

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The objective of the Purchasing Department is to obtain the best value possible through competitive bidding in response to public advertisement.

Our Maintenance Department, the largest subscriber to our

**MAINLINE** at Ad Building complex showing energy-saving high pressure sodium lights.  
**FIRST IN THE NATION** to offer fast-food and waitress service with combination Roy Rogers/Bob's Big Boy restaurant at Joyce Kilmer service area.  
**SCENES** from feature film "The Muppets Take Manhattan" were shot on Turnpike property.



catalog, receives a vast inventory of parts and supplies including electrical, plumbing, hardware, automotive, carpentry and signing items. Our fleet of trucks, automobiles, front end loaders and mobile road sweepers is purchased with the usual complement of snow plow parts and mowing equipment to meet the challenges of the changing seasons.

White traffic paint and glass beads for reflectorization are purchased in a continued effort to maintain a safe atmosphere for our motoring public. In conjunction with our safety policy, floodlight towers are inspected and relamping service performed to insure illumination of toll plazas, service areas, park and ride sites and other dark areas.

Instant communication, essential in Turnpike operation, is maintained through an intricate radio/microwave network. Cable and thousands of component parts are ordered yearly plus sensitive diagnostic equipment. This equipment monitors and pin-points where trouble is and an automatic re-start process is initiated.

Our patrons can enjoy a smooth ride, whether short-run or long-haul, due to our purchase of hot and cold patching materials, crack-sealants and special concrete bridge deck repair material. Rock salt and calcium chloride are required for de-icing.

An Outdoor Numeric Display System has been ordered for the Engineering Department. This is an energy-efficient replacement system for the existing speed limit signs which will ultimately replace all outmoded signs. A purchase order has been released for base station antennas. These will be installed at nine radio towers to transmit data to and from remote terminal units associated with speed warning and speed limit sign systems.

Our Tolls Department has entered the computer age and our Systems and Data Processing Department has received a new account for magnetic striped toll tickets. Storage facilities have been established for these tickets until distribution is required. A Microcomputer System was ordered. Used as a stand-alone word processing computer, this unit will relieve our "Host" computer and provide additional space for the new toll revenue system, presently in the testing stage.

The State Police maintains three stations on the Turnpike. Each receives the varied equipment and supplies necessary in their 24-hour-a-day, seven-day-a-week operation. Another round-the-clock operation involves Toll Collectors. They require uniforms and supplies plus numerous printed forms including toll receipts used daily.

Our Medical Staff conducts yearly physical examinations of approximately 700 employees. These professionals received medical supplies, journals, uniforms and the services of an outside laboratory testing service.



The foundation of an organization is its employees. Our employees have observed many years of loyal service and, in recognition of this, approximately 355 service awards have been distributed. These are purchased through public bidding processes for employees observing from 5 years to over 30 years of service.

Direct purchases were transacted through the State of New Jersey. The acquisition of an excavator and a grader, declared as surplus property by the Department of Transportation, realized a savings of thousands of dollars. With minor reconditioning work both units will provide our Maintenance Department with many years of additional service.

The Authority also participates under State of New Jersey Contracts, awarded to low bidders, which produces substantial savings through joint-agency purchases.

The Director of Purchasing also acts in the capacity of Surplus and Salvage Officer. Through bi-monthly State of New Jersey auctions, the Authority received \$259,645 from the sale of used vehicles and equipment. The sale of used tabulating cards (toll tickets) to the highest bidder produced approximately \$23,560.

Exactly 3,394 purchase orders were released by the Purchasing Department in 1983 totaling \$9,015,267.99.

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## Personnel

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In February 1983, Vice Chairman Robert F. O'Brien completed his term as member of the Turnpike Authority. Dolores T. Prideaux became the fifth member of the New Jersey Turnpike Authority when she was sworn in as Commissioner on April 5. Mrs. Prideaux was elected by her peers to serve also as Authority Treasurer.

Our formal expression of shock and sorrow at the untimely death of Robert E. Ramsen, Director of Toll Collection, was recorded by resolution in the Authority minutes:

WHEREAS, Robert E. Ramsen directed the Department of Toll Collection for the New Jersey Turnpike Authority, and

WHEREAS, he began his service in 1951 as a Toll Collector with the opening of the first length of the Turnpike, and

WHEREAS, for 32 years, Bob Ramsen served with distinction, rising through the ranks of Senior Collector, Section Chief and Deputy Director until his appointment as Director of Toll Collection in 1970, and

WHEREAS, his responsibility for the Turnpike's largest workforce, our front line of personal contact with the motoring public, was always fulfilled with caring, considerate and loyal dedication, and

WHEREAS, his untimely death on November 13, 1983, in Tokyo, Japan, while enroute to represent the Turnpike as a consultant to the government of Indonesia, came as a shock to all of us on the New Jersey Turnpike, now therefore

BE IT RESOLVED, that the Commissioners of the New Jersey Turnpike Authority, members of the Staff and all others, express their deepest sorrow at the loss of this truly outstanding public servant.

Other changes in the executive roster occurred as the result of the retirement of Chief Engineer Howard S. Heydon. Director of Operations Paul M. Weckesser was promoted to Chief Engineer and Traffic Engineer Robert F. Dale became Director of Operations effective April 5.

During the year 63 new employees were added to the Turnpike roster as replacements. Sixty-two employments were terminated as the result of resignation, retirement, death or release.

### **Other Activities:**

Tuition Refund Program: 81 separate requests for tuition refund were acknowledged and accomplished. Promotional: 66 promotions were effected among all classifications of employees. Grievances: 18 step 2 hearings were held by the Labor Relations Committee and three issues were heard through arbitration. Scholarship: Judith B. Balaza, daughter of retired equipment operator Charles Balaza, was 1983 Laderman Scholarship winner. Longevity: 469 employees have been with the Authority for 10 years and 539 for at least 15 years. 35 senior employees celebrated 30 and 25 years' service at the Annual Banquet on December 6.

### **Medical Section Activity:**

Visits to this section totaled 2,571. They were classified as non-occupational, job-connected, pre-employment, periodic and promotional exam visits. Blood Bank: The regional concept was again applied to two separate annual blood donor days. The result was a total 311 pints added to the Authority's blood bank.

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## Legal

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The Legal Department has continued progress in its program to dispose of properties acquired for the defunct Toms River Expressway Project; as well as its disposal program of other surplus properties in various areas along the main stem of the Turnpike. In order to expedite this disposition program, the Authority engaged the real estate firm of Eastdil Realty, Inc., of New York, NY, to actively market these surplus properties. By the end of

the year, this marketing group successfully entered into contracts for almost seventy percent of the total parcels for the Expressway Project.

The Legal Department has been involved in the litigation of several major lawsuits involving construction contract claims which are still pending in the Superior Court of New Jersey. The department is also involved in a number of lawsuits for the recovery of large property damage claims caused by major accidents. The Authority has consistently benefited by the definitive efforts of the department in assisting Risk Management Department in recoveries from property damage claims as a result of accidents on the Turnpike.

Contractual negotiations have been conducted with various state and local agencies, including the NJ Department of Transportation and the NJ Economic Development Authority.

The Legal Department has continued its successful administration of the Employees' Deferred Compensation Plan, together with its affiliated employers, the NJ Expressway Authority and the Burlington County Bridge Commission. Total Plan assets exceeded \$3,000,000 at the end of 1983. We received a letter/ruling from the Internal Revenue Service indicating that the Plan is an eligible plan under Section 457 of the IRS Regulations.

The Department assisted in labor grievances, participated in Labor/Management matters and represented the Authority in successfully concluding the 1983 labor negotiations.

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## Risk Management

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The Risk Management Department is charged with the responsibility of protecting the physical and financial assets of the Authority. This is accomplished through a program of traditional insurance or self insurance. Risks to these assets are identified and evaluated before a program of protection is devised. Over 132 separate structures, 10 major bridges, 680 vehicles and 1,719 employees require protection from losses which otherwise might cause severe financial strain. Liability protection, bonding and other insurance needs are provided through this department. These responsibilities plus the safety of employees and patrons are the concern of Risk Management.

1983 marked the first year end of our Self-Funded Employee Benefits program. Medical services to employees were increased and costs were reduced. A new prescription card program was put into effect as an additional employee benefit.

The administration of our Self-Funded Workers' Compensation program was renegotiated at a greater savings and increased benefit to the Authority.

An Intra-Pike safety contest was initiated in 1983 to motivate employees to work under safer conditions and reward those careful employees who do not cost the Authority dollars of medical expenses and hours of lost time. A Cardiopulmonary Resuscitation program was instituted for Turnpike Authority employees whose

enthusiasm for this training will result in the further saving of lives of our employees and patrons.

The Claims section of this department recovered \$950,867.84 from almost 900 accidents resulting in damage to Turnpike property in 1983. 574 on-the-job accidents were processed for Workers' Compensation claim payment in 1983.

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## Public Information

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Our objective of keeping the public well informed about the Turnpike is accomplished in a number of ways. Press releases are the base of this process and we issued 51 of them during 1983. Whether simple or complex, they always generate media requests for additional information. Following publication, more requests for information can be expected from the public who read or hear the news. Satisfying written or verbal requests for information, therefore, is an important part of the process.

Reporters attend the public portion of the monthly Turnpike Authority Commissioners' Meetings. They are provided with copies of the meeting agenda to facilitate their coverage and, of course, may question the Commissioners and Staff concerning agenda items.

Our monthly patrons' newsletter, "The Trailblazer" and our employees' house organ, "Pike Interchange," augmented this flow of information to their respective "publics." Neither publication has ever missed an issue — eight years for the newsletter; 25 years for the house organ.

An emergency duty roster makes public information personnel available 24 hours a day at the Operations Center when conditions of fog, snow, accident or other unusual occurrence make it necessary to service the media and the public with immediate and accurate special information. At times the Administration Building switchboard is activated and telephone operators assist in the dissemination of information.

Special emergency press passes are issued to reporters and photographers who cover news events on Turnpike property.

The willingness to share our expertise here and abroad brings us visitors from around the world. This year, Public Information has arranged for the hosting of toll road representatives from Japan, Norway, Malaysia and Korea. This activity encompasses a broad spectrum from entertaining a class of Ridgefield Park High School students to fulfilling our overseas management consulting contract with the government of Indonesia.

A Community Relations Section maintains contact with our residential and business neighbors resolving problems on both sides of the fence. Eighty-two such complaints were successfully resolved. We are currently conducting the field work in a Mile Marker Project which will identify neighbor properties adjacent to our 1/10-mileposts. This will be a valuable time-saver in pinpointing complaint locations and the data will be entered into the Word Processing Mini-Computer System for the benefit of other departments.

A Photographic Section takes and processes photos in black and white and color for distribution to the media or insurance companies and for use by other Turnpike departments as required. We are equipped for motion picture and video tape assignments and also supervise TV networks and motion picture companies with shooting locations on our property. Scenes for "The Muppets Take Manhattan" and "The Pope of Greenwich Village" feature films and the "One Life To Live" TV soap opera were filmed on the Turnpike during 1983. Portions of some 29 similar productions have been filmed on the Turnpike since 1966.

Submissions to the Turnpike Suggestions Program totaled 185 this year. Nineteen employees received monetary awards for their ideas to improve services, prevent waste or accidents, improve job performance and methods of operation or reduce costs.

# 32 Years of Operation

	Revenue Vehicles	Toll Revenue	Revenue Mileage	Concession Revenues	Other Revenues	Total Revenues
1951*	787,195	\$ 587,326	38,246,174	\$ 32,861	\$ 87	\$ 620,274
1952	17,948,235	16,241,267	765,807,780	1,523,038	65,330	17,829,635
1953	22,005,078	19,192,647	868,606,100	1,853,880	464,102	21,510,629
1954	24,555,441	20,756,344	927,393,967	1,826,777	634,641	23,217,762
1955	25,888,319	21,122,503	939,672,825	1,859,952	923,169	23,905,624
1956†	31,588,224	24,513,371	1,064,377,974	2,056,530	1,197,682	27,767,583
1957	39,269,643	29,022,910	1,200,254,680	2,370,516	1,447,014	32,840,440
1958	41,615,115	30,159,491	1,232,527,909	2,400,793	1,554,434	34,114,718
1959	46,199,339	33,317,927	1,343,847,970	2,602,998	1,396,407	37,317,332
1960	49,083,017	35,583,987	1,414,759,197	2,650,147	1,274,321	39,508,455
1961	51,737,682	37,192,652	1,471,802,723	2,649,106	1,156,969	40,998,727
1962	54,900,745	39,240,487	1,560,490,809	2,660,029	1,180,789	43,081,305
1963	56,677,379	40,778,566	1,610,706,177	2,749,777	1,270,264	44,798,607
1964	60,707,631	44,148,839	1,753,074,755	3,436,989	1,446,046	49,031,874
1965	64,957,715	46,122,200	1,856,395,130	3,624,311	1,549,790	51,296,301
1966	69,850,328	48,609,809	1,944,951,873	3,752,280	1,628,281	53,990,370
1967	73,528,656	51,229,549	2,030,844,201	3,976,450	1,642,227	56,848,226
1968	78,205,075	55,339,724	2,138,002,435	4,323,562	1,653,381	61,316,667
1969	80,618,191	57,636,727	2,202,999,403	4,624,406	1,979,854	64,240,987
1970	89,655,299	63,934,463	2,382,332,241	4,959,536	1,949,358	70,843,357
1971	98,533,612	70,124,311	2,574,226,834	5,322,464	1,004,360	76,451,135
1972	107,933,291	75,939,682	2,740,521,973	5,612,148	997,242	82,549,072
1973	110,422,434	78,996,947	2,753,067,671	5,226,934	1,261,793	85,485,674
1974°	106,628,059	75,243,082	2,529,483,967	4,924,039	3,062,147	83,229,268
1975	105,632,830	84,385,089	2,583,789,035	5,315,803	6,553,424	96,254,316
1976	109,233,669	91,081,922	2,671,766,280	5,176,767	4,756,959	101,015,648
1977	113,664,015	95,111,786	2,759,241,650	5,232,246	5,026,621	105,370,653
1978	120,622,761	100,837,720	2,885,020,752	5,959,715	5,757,312	112,554,747
1979	121,031,648	100,884,856	2,803,773,003	5,956,116	9,452,586	116,293,558
1980	122,587,520	118,613,863	2,850,062,160	6,013,967	6,700,771	131,328,601
1981	127,211,999	126,188,012	2,930,550,698	5,929,656	13,787,205	145,904,873
1982	132,932,001	129,922,144	3,022,902,748	5,983,228	14,257,362	150,162,732
1983	143,854,884	139,894,904	3,205,540,623	6,521,074	10,047,954	156,463,932

\*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

## Revenue Vehicles

	1983	1982
January	10,385,028	8,966,357
February	9,200,590	9,147,925
March	11,867,159	10,729,375
April	11,471,761	10,765,620
May	12,423,109	11,450,038
June	12,870,734	11,662,320
July	12,951,422	12,141,556
August	13,532,935	12,424,381
September	12,404,741	11,507,502
October	12,578,298	11,650,942
November	12,184,820	11,232,678
December	11,984,287	11,253,307
	<u>143,854,884</u>	<u>132,932,001</u>

## Toll Revenues

	1983	1982
January	\$ 9,920,901	\$ 8,686,075
February	8,860,577	8,844,765
March	11,456,415	10,389,314
April	11,124,578	10,543,310
May	12,145,856	11,198,447
June	12,585,146	11,490,497
July	12,770,978	12,075,764
August	13,504,322	12,466,493
September	12,124,298	11,295,564
October	12,128,667	11,275,709
November	11,797,136	10,893,586
December	11,476,030	10,762,620
	<u>\$139,894,904</u>	<u>\$129,922,144</u>

## Revenue Mileage

	1983	1982
January	219,115,332	191,846,867
February	192,191,206	195,083,922
March	250,901,015	227,841,715
April	256,412,216	247,920,120
May	283,463,409	266,355,203
June	287,179,206	265,517,230
July	313,049,797	297,490,652
August	321,125,908	306,288,217
September	278,059,099	262,832,721
October	273,765,754	259,699,264
November	268,747,387	252,547,383
December	261,530,294	249,479,454
	<u>3,205,540,623</u>	<u>3,022,902,748</u>

## Budgets of Operating Expenses for 1984 and 1983

Classification:	1984	1983
Administration, General	\$ 2,473,900	\$ 2,171,100
Systems & Data Processing	3,547,400	2,601,400
Accounting	901,000	816,400
Operations:		
Traffic Control and Police	8,601,600	8,612,300
Toll Collection	28,239,400	25,575,900
Maintenance	25,429,100	23,445,000
Engineering	2,023,000	1,973,100
Risk Management	5,900,400	4,908,100
Non-Departmental:		
Professional Fees	398,700	346,000
Fiduciary Fees	179,500	164,500
Pension & Retirement Funds	7,562,800	7,017,400
Taxes	200,000	235,000
	<u>\$85,456,800</u>	<u>\$77,866,200</u>

# Contracts & Orders Awarded in 1983 in Excess of \$100,000

## Engineering

Contract No.	Contractor	Amount
R-673	Bar-San Contractors, Inc. Hackensack, NJ	\$ 671,139
R-752	M & L Construction Co., Inc. Bricktown, NJ	284,979
R-763	Statewide Hi-Way Safety, Inc. Hammononton, NJ	1,439,000
R-795	Pressure Concrete & Grouting Co., Inc. South Orange, NJ	497,088
R-800	Bishop/Bar-San (Joint Venture) Mt. Vernon, NY	1,587,675
R-772	Buck Construction, Inc. Spotswood, NJ	431,636
R-767	Gaskill Construction Co., Inc. Delran, NJ	243,715
R-792	Delphi Painting & Decorating Co., Inc. Bronx, NY	549,990
R-796	Pressure Concrete & Grouting Co., Inc. South Orange, NJ	292,161
R-619A	Martell Construction Co., Inc. Penns Grove, NJ	566,000
R-619E	DEC Electrical Contractors, Inc. Berlin, NJ	192,400
R-813	Trap Rock Industries, Inc. Kingston, NJ	610,845
R-806	Frapaul Construction Co., Inc. Rochelle Park, NJ	1,389,014
R-810	Bishop/Bar-San (Joint Venture) Mt. Vernon, NY	964,390
R-812	Hardroads, Inc. East Brunswick, NJ	587,580
R-770	Statewide Hi-Way Safety, Inc. Hammononton, NJ	542,076
R-784A	R.E.B. Construction Co. Aston, PA	102,900
R-801	Gaskill Construction Co., Inc. Delran, NJ	698,320
R-823	Bishop/Bar-San (Joint Venture) Mt. Vernon, NY	417,185
R-783A	Eriksen Building Company Alpine, NJ	207,500
R-799	K & M Construction, Inc. Vincentown, NJ	208,540
R-824	Henkels & McCoy, Inc. Burlington, NJ	160,862
R-609	Anselmi & De Cicco, Inc. Maplewood, NJ	719,870
R-830	Schiavone/Frassetto (Joint Venture) Secaucus, NJ	3,827,385
R-788	Cortese Corp. Hawthorne, NJ	273,436

## Professional Services

OPS No.	Engineer/Architect	Amount
900	Howard Needles Tammen & Bergendoff Fairfield, NJ	\$129,000
903	Edwards & Kelcey, Inc. Livingston, NJ	185,000
908	Howard Needles Tammen & Bergendoff	283,590
923	Howard Needles Tammen & Bergendoff	131,000
933	Edwards & Kelcey, Inc.	375,500
940	Howard Needles Tammen & Bergendoff	245,000
944	Digital Equipment Corporation Piscataway, NJ	614,410
952	Howard Needles Tammen & Bergendoff	119,000
752B	Digital Equipment Corporation Somerset, NJ	210,309

## Legal-Real Estate

	Amount
Section 4, Parcels W-412, 2W412 Wilmer H.C. and Dorothy Bassett to New Jersey Turnpike Authority	\$425,000
NB-HCE, Portions of Parcels 1M1, X1M4, X1N4, 1X1 and X1N1 New Jersey Turnpike Authority to New Jersey Department of Transportation	147,000
Section 7, Parcel R-96 and Parts of Parcels 102, 102X2, 103, 103A, 103B, 103BX4, 104A and 2R107 New Jersey Turnpike Authority to New Jersey Department of Transportation	154,000
Toms River Expressway Project Parcels DE6-1, A1, R2A1, E1, E2, C1, 2C1; DE6-2, A2, 2X and E2 New Jersey Turnpike Authority to Peter T. Janulis	150,000
Toms River Expressway Project Parcels DE2-R22, 23, 25, 33 New Jersey Turnpike Authority to Irving Roy	253,365

## Risk Management

	Premium
The Home Indemnity Co. Pol. No. GL 994106, Comprehensive General Liability	\$333,827.00

## Purchasing

Purchase Order No.	Vendor	Description	Amount
P-34292	Pine Belt Chevrolet Lakewood, NJ	Motor Pool Fleet Sedans and Wagons	\$ 211,921.64
P-34409	Freedman GMC New Brunswick, NJ	Fleet — Pickup Trucks	224,539.00
P-34978	Syro Steel Company Girard, OH	Guard Rail	152,845.00
P-35147	Matcha Machinery Co. Fairfield, NJ	Road Sweepers	128,000.00
P-35248	Circle Chevrolet Shrewsbury, NJ	Fleet — State Police Automobiles	383,899.20
P-36140	Freedman GMC Truck Center New Brunswick, NJ	Ten Cab and Chassis with salt spreaders	299,940.00
P-36455	Magnetic Data Carriers Rockford, IL	Toll Tickets	102,000.00
P-36573	Cargill, Incorporated Landing, NY	Sodium Chloride Rock Salt (South)	104,331.00
P-36574	Atlantic Salt Company Staten Island, NY	Sodium Chloride Rock Salt (Central)	228,950.00
P-36575	Diamond Crystal Salt St. Clair, MI	Sodium Chloride Rock Salt (North)	199,037.00
P-36610	Traffic Control Devices Altamonte Springs, FL	Outdoor Numeric Display System Equipment	560,040.00
P-36621	Commercial Fuel Corp. Millville, NJ	Fuel Oil Southern Area	180,000.00
P-36622	Lincoln Fuel Company Middlesex, NJ	Fuel Oil Northern Area	235,000.00
P-37370	Magnetic Data Carriers Rockford, IL	Magnetic Stripe Toll Tickets	1,792,525.30



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, 1983 and 1982, the related statements of revenues and expenses and application of revenues after operating expenses, interest and other charges for the years then ended, and the statements of cost of investment in facilities to December 31, 1983 and 1982. Our examinations were 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.

As more fully described in note 1 to the financial statements, the Authority's policy is to prepare its financial statements based on the provisions of the bond resolutions and on the Authority's interpretation of such resolutions; consequently, the financial statements do not include certain assets, liabilities, revenues and expenses. Accordingly, the financial statements are not intended to present financial position and results of operations in conformity with generally accepted accounting principles.

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, 1983 and 1982, the revenues and expenses and application of revenues after operating expenses, interest and other charges for the years then ended, and the cost of investment in facilities to December 31, 1983 and 1982, on the basis of accounting described in note 1, which basis has been applied in a consistent manner.

Our examinations were made for the purpose of forming an opinion on the basic financial statements taken as a whole. The supplementary information included in Schedules 1 through 7 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the examinations of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

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

*Peat, Marwick, Mitchell & Co.*

January 27, 1984

**New Jersey Turnpike Authority**  
**Statements of Assets, Liabilities and Revenues**  
**Applied and Retained**  
December 31, 1983 and 1982

	<u>Assets</u>	<u>1983</u>	<u>1982</u>
<b>Operating accounts:</b>			
Cash		\$ 424,307	522,975
Investments (note 2)		6,439,257	4,808,224
Accounts receivable		1,865,136	1,603,799
		<u>8,728,700</u>	<u>6,934,998</u>
<b>Funds for major improvements, repairs, replacements, maintenance, etc.:</b>			
Cash		70,021	171,880
Investments (note 2)		33,860,952	36,227,343
Accounts receivable		205	-
Deposits in condemnation cases		32,070	32,070
		<u>33,963,248</u>	<u>36,431,293</u>
<b>Other funds:</b>			
Cash		15,074,246	14,687,666
Investments (note 2)		54,886,547	54,371,544
		<u>69,960,793</u>	<u>69,059,210</u>
Total operating accounts		<u>112,652,741</u>	<u>112,425,501</u>
<b>Construction accounts:</b>			
Cash		282,210	208,791
Investments (note 2)		13,282,395	14,513,183
Accounts receivable		721,328	1,106,899
Deposits in condemnation cases		2,838,723	2,606,388
Total construction accounts		<u>17,124,656</u>	<u>18,435,261</u>
Cost of investment in facilities		1,313,547,804	1,313,689,814
		<u>\$ 1,443,325,201</u>	<u>1,444,550,576</u>

See accompanying notes to financial statements.

Liabilities and Revenues Applied and Retained	<u>1983</u>	<u>1982</u>
Operating accounts:		
Withholdings from employees (note 7)	\$ 3,778,660	2,504,275
Toll revenues received in advance	284,215	271,154
Other liabilities	<u>1,309,145</u>	<u>1,057,214</u>
	5,372,020	3,832,643
Funds for major improvements, repairs, replacements, maintenance, etc.:		
Amounts retained from contractors and engineers	<u>1,269,158</u>	<u>1,579,003</u>
Other funds:		
Accrued bond interest	<u>19,007</u>	<u>5,760,325</u>
Total operating accounts	<u>6,660,185</u>	<u>11,171,971</u>
Construction accounts:		
Amounts retained from contractors and engineers	<u>31,218</u>	<u>741,345</u>
Bond indebtedness (note 3):		
Turnpike revenue bonds	543,352,000	560,301,000
Turnpike system revenue bonds	<u>188,140,000</u>	<u>191,460,000</u>
Total bond indebtedness	<u>731,492,000</u>	<u>751,761,000</u>
Revenues applied and retained:		
Applied to retirement of bond indebtedness	551,185,082	531,689,322
Applied or retained for investment in facilities and other charges	120,286,223	122,413,716
Retained in other funds by agreement with bondholders	32,656,846	26,013,944
Retained for general operating purposes	<u>1,013,647</u>	<u>759,278</u>
	705,141,798	680,876,260
Commitments and contingent liabilities (note 9).		
	<u>\$ 1,443,325,201</u>	<u>1,444,550,576</u>

**New Jersey Turnpike Authority**  
**Statements of Revenues and Expenses**

Years ended December 31, 1983 and 1982

	<u>1983</u>	<u>1982</u>
Revenues (note 3):		
Toll revenue	\$ 139,894,904	129,922,144
Concession revenue	6,521,074	5,983,228
Income from investments	9,417,469	13,744,920
Miscellaneous	<u>630,485</u>	<u>512,440</u>
Total revenues	<u>156,463,932</u>	<u>150,162,732</u>
Operating expenses (note 4):		
Administration	5,902,659	4,158,933
Traffic control and police	8,948,732	8,805,075
Toll collection	25,758,809	23,873,469
Maintenance, repair, replacement and reconstruction	21,496,424	21,202,654
Engineering	1,918,309	1,659,083
Insurance	6,419,739	4,645,613
Professional fees	359,883	348,252
Fiduciary fees	214,572	165,230
Pension and retirement (note 7)	6,676,793	5,701,317
Taxes	167,957	184,428
Cash discounts	<u>(19,672)</u>	<u>(18,219)</u>
Total operating expenses	<u>77,844,205</u>	<u>70,725,835</u>
Revenues after operating expenses, before interest and other charges	78,619,727	79,436,897
Interest expense (note 3):		
Turnpike revenue bonds	29,310,153	30,204,422
Turnpike system revenue bonds	<u>11,372,716</u>	<u>11,616,070</u>
Total interest expense	<u>40,682,869</u>	<u>41,820,492</u>
Revenues before other charges	37,936,858	37,616,405
Other charges	<u>20,474,145</u>	<u>20,444,527</u>
Revenues after operating expenses, interest and other charges	<u>\$ 17,462,713</u>	<u>17,171,878</u>

See accompanying notes to financial statements.

**New Jersey Turnpike Authority**  
**Statements of Application of Revenues After**  
**Operating Expenses, Interest and Other Charges**  
Years ended December 31, 1983 and 1982

	Combined <u>total</u>	Applied to retirement of bond <u>indebtedness</u>	Applied or retained for investment in facilities and other charges			Retained in other funds by agree- ment with <u>bondholders</u>	Retained for general operating <u>purposes</u>
			Funds for major improvements, repairs, replace- ments, main- tenance, etc.	Invested in <u>facilities</u>	<u>Total</u>		
Balance December 31, 1981	\$ 653,835,031	509,623,539	28,313,330	87,561,427	115,874,757	25,945,056	2,391,679
Revenues after operating expenses, interest and other charges	17,171,878	-	(3,784,983)	-	(3,784,983)	22,806,405	(1,849,544)
Discount on bonds retired	9,869,351	-	-	-	-	9,869,351	-
Retirement of bonds	-	22,065,783	-	-	-	(22,065,783)	-
Application of funds	-	-	10,323,942	-	10,323,942	(10,323,942)	-
Change in net assets of other operating accounts	-	-	-	-	-	(217,143)	217,143
Balance December 31, 1982	680,876,260	531,689,322	34,852,289	87,561,427	122,413,716	26,013,944	759,278
Revenues after operating expenses, interest and other charges	17,462,713	-	(8,024,145)	-	(8,024,145)	25,485,438	1,420
Discount on bonds retired	6,802,825	-	-	-	-	6,802,825	-
Retirement of bonds	-	19,495,760	-	-	-	(19,495,760)	-
Application of funds	-	-	5,896,652	-	5,896,652	(5,896,652)	-
Change in net assets of other operating accounts	-	-	-	-	-	(252,949)	252,949
Revenues invested in facilities	-	-	(30,754)	30,754	-	-	-
Balance, December 31, 1983	\$ 705,141,798	551,185,082	32,694,042	87,592,181	120,286,223	32,656,846	1,013,647

See accompanying notes to financial statements.

**New Jersey Turnpike Authority**  
**Statements of Cost of Investment in Facilities**

December 31, 1983 and 1982

	1966 Turnpike <u>improvement</u>	1971 Turnpike <u>improvement</u>
Engineering and architectural	\$ 30,454,002	11,566,356
Land, easement and rights-of-way	27,545,959	4,055,433
Construction, including cost of training and equipping operating personnel, machinery and equipment and miscellaneous preoperating expenses	384,059,180	103,797,024
Other costs, including administration	2,645,828	178,116
Financial	<u>245,668,754</u>	<u>22,512,061</u>
	690,373,723	142,108,990
Less income from interim investment of construction funds	<u>81,285,179</u>	<u>18,972,938</u>
	<u>\$ 609,088,544</u>	<u>123,136,052</u>

See accompanying notes to financial statements.

1973 Improvement and funding program	1977 Turnpike system revenue bond accounts	Original turnpike extensions and additional lanes	Revenues invested in facilities	Total to December 31,	
				1983	1982
19,000,867	-	28,083,278	12,125,827	101,230,330	101,079,447
5,712,577	-	27,964,119	6,062,573	71,340,661	71,469,955
30,811,221	-	371,398,653	69,099,391	959,165,469	957,720,753
236,075	-	1,869,762	143,047	5,072,828	4,911,659
<u>23,615,247</u>	<u>12,874,128</u>	<u>26,992,647</u>	<u>165,271</u>	<u>331,828,108</u>	<u>331,828,109</u>
79,375,987	12,874,128	456,308,459	87,596,109	1,468,637,396	1,467,009,923
<u>45,038,128</u>	<u>-</u>	<u>9,789,418</u>	<u>3,929</u>	<u>155,089,592</u>	<u>153,320,109</u>
<u>34,337,859</u>	<u>12,874,128</u>	<u>446,519,041</u>	<u>87,592,180</u>	<u>1,313,547,804</u>	<u>1,313,689,814</u>

# New Jersey Turnpike Authority

## Notes to Financial Statements

December 31, 1983 and 1982

### (1) Organization, Nature of Accounts and Basis of Presentation

**(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 from the Governor and from 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 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 resolutions.

**(b) Nature of accounts** — The accounts of the Authority are presented in three major groups (1) operating accounts, (2) construction accounts, and (3) cost of investment in facilities. The purposes of these accounts are as follows:

1. The operating accounts include (a) funds for the reasonable and necessary operating expenses of the Authority, (b) funds for major improvements, repairs, replacements and maintenance, and (c) other funds. Other funds are subdivided, in accordance with the bond resolutions, into separate accounts entitled bond interest, bond reserve, debt service, debt reserve, sinking funds, general reserve fund accounts, and special project reserve fund. Funds have been deposited into these accounts and are reserved for the payment of debt service related to the Turnpike Revenue Bonds and Turnpike System Revenue Bonds. Funds in the Special Project Reserve Fund may be used for major turnpike maintenance requirements and improvements, betterments, enlargements or capital additions to the turnpike system.
2. Construction accounts are segregated into separate accounts created under the provisions of the Authority's various bond and note resolutions. Included in these separate construction accounts are unexpended funds related to the projects and programs authorized by the 1952, 1966 and 1973 Bond Resolutions and the 1971 Note Resolution.
3. Cost of investment in facilities represents an historical accumulation of costs for amounts expended to acquire rights-of-way, construct, reconstruct and place in operation the Turnpike, its extensions and related facilities. Costs also include the cost of improvements, enlargements and betterments provided from revenues and costs for major resurfacing, replacement, repairs, renewals or reconstruction of the Turnpike system when provided from construction funds. All such costs are not reduced for subsequent retirements and abandonments.

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

1. Depreciation of the Turnpike and related facilities is not included as an operating expense or otherwise provided.
2. Costs for investment in facilities are generally recorded when paid except for costs for payments to contractors and engineers which include amounts withheld (retainage) from such payments. Income on unexpended construction funds is credited to costs of investment in facilities when received.

Costs for investment in facilities also include expenses in connection with the offering, selling and issuance of bonds and notes; discount on the sale of bonds and notes; costs of issuing refunding bonds; costs of certain real estate in excess of right-of-way requirements which may be sold and the proceeds applied in reduction of construction costs; certain interest on bonds and notes (less income received on unexpended construction funds); and administrative and legal expenses during the construction period.

3. 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 General Revenue Bond Resolution Bond Reserve Fund and the Turnpike System Revenue Bond Resolution Debt Reserve Fund which are valued at the lower of cost or market determined as of the preceding December 1.
4. Operating expenses (including materials, supplies and equipment) are recorded when paid.
5. Interest on bond indebtedness is recorded on the accrual basis. Interest due on January 1, 1984 and 1983, respectively, relating to the Turnpike Revenue Bonds and interest due on January 1, 1984 relating to the Turnpike System Revenue Bonds was deposited with paying agents and, accordingly, there is no liability shown in the financial statements for such interest at those dates.
6. 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 amounts withheld (retainage) from payments to contractors and engineers. Such costs are included in other charges in the accompanying statements of revenues and expenses when such monies have been provided from revenues, and are presented principally as construction costs in the accompanying statements of cost of investment in facilities when such expenditures are made from construction funds.
7. Toll revenues are recorded as earned.

## Notes to Financial Statements (continued)

### (2) Investments

A summary of the components and carrying values of investments is as follows:

	<u>December 31,</u>	
	<u>1983</u>	<u>1982</u>
<b>U.S. Government obligations</b>	\$ 61,706,676	63,158,759
<b>Certificates of deposit</b>	34,925,000	34,300,000
<b>Repurchase agreements</b>	8,897,938	12,461,535
<b>Other investments</b>	2,939,537	—
	<u>\$108,469,151</u>	<u>109,920,294</u>

The market value of investments at December 31, 1983 and 1982 approximates carrying value. Provisions of the Employees Deferred Compensation Plan (see note 7) permit the purchase of certain securities (i.e. life insurance bonds) which are not approved investments as defined in the bond resolutions. Such investments are listed above as "Other Investments".

### (3) Bond Indebtedness

At December 31, 1983 and 1982 bond indebtedness consisted of Turnpike Revenue Bonds and Turnpike System Revenue Bonds. The more significant provisions under the authorizing resolutions are as follows:

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 and as a whole at any time at varying premium rates. The bonds bear interest at rates ranging from 4<sup>3</sup>/<sub>4</sub>% to 5<sup>7</sup>/<sub>8</sub>% and mature on various dates beginning January 1, 2006 through January 1, 2009. Annual sinking fund payments sufficient to retire the bonds by maturity are required in increasing amounts. The requirement for the annual period ended November 15, 1983 has been satisfied. At December 31, 1983, \$1,957,238 of revenues were transferred to the sinking fund as the pro-rata payment of the November 15, 1984 annual period requirement.

The 6% Turnpike System Revenue Bonds, First Series (Refunding), maturing January 1, 2014, are subject to redemption in part on any interest payment date on or after July 1, 1979, and as a whole or in part at any time on or after January 1, 1987, at varying premium rates. Prior to the retirement of the Turnpike Revenue Bonds, interest and principal are payable from net revenues (see note 5) of the turnpike system available therefrom after meeting the 1966 General Revenue Bond Resolution requirements. On and after the retirement of all the Turnpike Revenue Bonds, the Turnpike System Revenue Bonds will be secured by a first lien on the net revenues of the turnpike system. The Authority has covenanted in the Turnpike System Revenue Bond Resolution to charge such tolls as shall be required in order that the annual net revenues equal the greater of (i) the sum of

debt service on the 1966 Resolution Bonds and the 1977 Resolution Bonds, Maintenance Reserve Payments and Special Project Reserve Payments, or (ii) 120% of the debt service payments required on both the 1966 Resolution Bonds and the 1977 Resolution Bonds, and in any event shall make all required deposits in each fund and account under the resolutions. All required deposits were made into each fund and account during 1983 and 1982.

Net revenues were sufficient to satisfy the toll covenant requirements for 1983 and 1982.

The sinking fund installments for all series of the 1966 Resolution Bonds for the annual periods ending November 15, 1984 through 1988 and the sinking fund installments for the 1977 Resolution Bonds for the annual periods ending December 31, 1984 through 1988 are as follows:

	<u>Turnpike Revenue Bonds</u>	<u>Turnpike System Revenue Bonds</u>	<u>Total</u>
<b>1984</b>	<b>\$11,685,000</b>	<b>2,555,000</b>	<b>14,240,000</b>
<b>1985</b>	<b>12,515,000</b>	<b>2,710,000</b>	<b>15,225,000</b>
<b>1986</b>	<b>13,475,000</b>	<b>2,870,000</b>	<b>16,345,000</b>
<b>1987</b>	<b>14,275,000</b>	<b>3,045,000</b>	<b>17,320,000</b>
<b>1988</b>	<b>15,080,000</b>	<b>3,225,000</b>	<b>18,305,000</b>

### (4) Operations

The Annual Budget of Operating Expenses as filed with the Trustee for the years 1983 and 1982 amounted to \$77,866,200 and \$70,746,700, respectively as compared with operating expenses of \$77,844,205 in 1983 and \$70,725,835 in 1982.

### (5) Net Revenues

Net revenues are defined in the bond resolutions as revenues less amounts paid from the Revenue Fund into the Operating Fund. Net revenues for the years ended December 31, 1983 and 1982 were computed as follows:

	<u>1983</u>	<u>1982</u>
<b>Revenues</b>	<b>\$156,463,932</b>	<b>150,162,732</b>
<b>Payments into Operating Fund</b>	<b>77,866,201</b>	<b>70,746,700</b>
<b>Net revenues</b>	<b><u>\$ 78,597,731</u></b>	<b><u>79,416,032</u></b>

### (6) Special Project Reserve Fund Account

Funds available from bond proceeds and revenues have been deposited in the Special Project Reserve Fund Account (Account) from the Special Project Reserve Fund (Fund) as permitted by the 1977 Bond Resolution. Funds in the Account are included in funds for major improvements, repairs, replacements, maintenance, etc. in the accompanying financial statements. Funds in the Account and the Fund may be used for major turnpike maintenance requirements (Other Charges — see note 1(c)(6)) and improvements, betterments, and enlargements or capital additions to the turnpike system (which are included in revenues invested in facilities).

## Notes to Financial Statements (continued)

Expenditures from the Account were as follows:

	<u>1983</u>	<u>1982</u>
<b>Other charges</b>	<b><u>\$4,247,068</u></b>	<b><u>4,951,992</u></b>

Unexpended funds in the Account and the Fund are designated by budget allocations as follows:

	<u>December 31,</u>	
	<u>1983</u>	<u>1982</u>
<b>Other charges</b>	<b>\$11,917,000</b>	<b>8,279,000</b>
<b>Revenues invested in facilities</b>	<b><u>11,120,701</u></b>	<b><u>13,109,118</u></b>
	<b><u>\$23,037,701</u></b>	<b><u>21,388,118</u></b>

### **(7) Pension and Deferred Compensation Plans**

Employees of the Authority are covered by the Public Employees Retirement System of the State of New Jersey. Pension plan payments amounting to \$2,668,270 and \$2,476,005 in 1983 and 1982, respectively, are 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.

In 1980, the Authority established a deferred compensation plan. All permanent employees are eligible to participate in the plan, which permits the participant to defer annually a portion of their salary. The Authority does not make any contributions to the plan. At December 31, 1983 and 1982, the plan assets were \$3,239,257 and \$1,995,935, respectively. Such assets are included in the accompanying financial statements as they are considered to be assets of the Authority until disbursement; however, such assets are in a separate trust account controlled by the plan administrator and trustees.

### **(8) Sales of Property**

Proceeds from the sale of excess property in 1983 and 1982 amounted to \$773,240 and \$368,217, respectively. Such amounts are allocated in the same manner as revenues.

### **(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 and sufficient funds are available in the construction accounts to satisfy any payments in connection therewith.

# New Jersey Turnpike Authority Investments

December 31, 1983

Schedule 1

	Interest rate	Maturity (notes C, D and E)	Par value	Carrying value (note B)
<b>Operating accounts:</b>				
Repurchase Agreement (note E)	various	various	\$ 3,200,000	3,200,000
Federal Farm Credit Banks bond (note G)	various	various	300,000	299,720
Other investments (note F)	various	various	2,939,537	2,939,537
			<u>6,439,537</u>	<u>6,439,257</u>
<b>Funds for major improvements, repairs, replacement maintenance, etc.:</b>				
1977 Special project reserve fund account:				
Certificates of deposit (note D)	various	various	23,300,000	23,300,000
Repurchase Agreement (note E)	8.875 %	Jan. 6, 1984	250,000	250,000
			<u>23,550,000</u>	<u>23,550,000</u>
Maintenance reserve fund:				
United States Treasury bills	-	various	6,000,000	5,867,544
Repurchase Agreement (note E)	various	various	4,347,938	4,347,938
			<u>10,347,938</u>	<u>10,215,482</u>
1952 Bond resolution accounts:				
United States Treasury bills	-	May 31, 1984	100,000	95,470
<b>Other funds:</b>				
1966 General reserve bond resolution:				
Bond interest fund:				
United States Treasury bills	-	Jun. 14, 1984	2,545,000	2,426,768
Bond reserve fund:				
Federal Farm Credit Banks bond	9.70	Jun. 4, 1984	5,207,000	5,031,264
Federal National Mortgage Association debentures	11.70	Oct. 10, 1984	19,740,000	19,986,750
Federal Intermediate Credit Banks	6.95	Jan. 5, 1987	10,000,000	8,885,712
			<u>34,947,000</u>	<u>33,903,726</u>
1977 Turnpike system revenue bond resolution:				
General reserve fund:				
United States Treasury bills	-	Jan. 5, 1984	6,445,000	6,413,634
Debt reserve fund:				
United States Treasury bills	-	Jun. 28, 1984	12,730,000	12,142,419
<b>Construction accounts:</b>				
1966 General revenue bond resolution:				
Special projects:				
Certificates of deposit (note D)	9.125	Jan. 17, 1984	1,400,000	1,400,000
United States Treasury bills	-	Jan. 19, 1984	500,000	489,383
Repurchase Agreement (note E)	8.875	Jan. 6, 1984	500,000	500,000
			<u>2,400,000</u>	<u>2,389,383</u>
General reserve fund accounts:				
United States Treasury bills	-	Feb. 23, 1984	50,000	48,942
1971 General note resolution construction account:				
Certificates of deposit (note D)	various	various	1,975,000	1,975,000
1973 Improvement revenue bond resolution construction account:				
Certificates of deposit (note D)	various	various	8,050,000	8,050,000
Repurchase Agreement (note E)	8.875	Jan. 6, 1984	600,000	600,000
			<u>8,650,000</u>	<u>8,650,000</u>
1952 Bond resolution construction account:				
United States Treasury bills	-	Mar. 1, 1984	20,000	19,070
Certificates of deposit (note D)	9.25	Mar. 21, 1984	200,000	200,000
			<u>220,000</u>	<u>219,070</u>
Total Investments (note A)			<u>\$ 110,399,475</u>	<u>108,469,151</u>

**Notes:**

- (A) As of December 31, 1983, the carrying value of investments approximated market value.
- (B) Investments have been valued at lower of cost or the principal amount thereof, except for investments in the Bond Reserve Fund and the Debt Reserve Fund which are valued at the lower of cost or market as of December 1, 1983, as required by the bond resolutions.
- (C) United States Treasury bills mature periodically to June 28, 1984.
- (D) Certificates of deposit bear interest at annual rates of 9.00% to 9.375% and mature periodically to March 20, 1984. The certificates, which total \$34,925,000, were issued by the following banks - Midlantic National Bank, \$1,975,000; First National State Bank of New Jersey, \$32,950,000.
- (E) Repurchase agreements bear interest at annual rates of 8.125% to 9.60% and mature periodically to March 27, 1984. The agreements are collateralized by various United States Government securities pledged by the bank.
- (F) Other investments include \$1,689,537 in money market funds which bear interest at an average rate of 9.83% and \$1,250,000 in life insurance bonds which bear interest at annual rates of 10.4% to 12.05% and mature periodically to July 29, 1985.
- (G) Federal Farm Credit Bank bonds mature periodically to February 1, 1984 and bear interest at annual rates of 8.8% to 9.25%.

**New Jersey Turnpike Authority**  
**Summary of Funds for Major Improvements,**  
**Repairs, Replacements, Maintenance, etc.**  
 December 31, 1983 and 1982

Schedule 2

<u>Assets</u>	1977 Bond resolution Special projects reserve fund account	1966 Bond resolution Main- tenance reserve fund	1952 Bond resolution accounts	<u>Total</u>	
				<u>1983</u>	<u>1982</u>
Cash	\$ 13,726	32,732	23,563	70,021	171,880
Investments	23,550,000	10,215,482	95,470	33,860,952	36,227,343
Accounts receivable	-	205	-	205	-
Deposits in con- demnation cases	-	-	32,070	32,070	32,070
	<u>\$ 23,563,726</u>	<u>10,248,419</u>	<u>151,103</u>	<u>33,963,248</u>	<u>36,431,293</u>
<u>Liabilities</u>					
Amounts retained from con- tractors and engineers	\$ 526,025	730,233	12,900	1,269,158	1,579,003
	<u>526,025</u>	<u>730,233</u>	<u>12,900</u>	<u>1,269,158</u>	<u>1,579,003</u>

**New Jersey Turnpike Authority**  
**Summary of Other Funds**

December 31, 1983 and 1982

Schedule 3

	<u>Cash</u>	<u>Invest- ments</u>	<u>Liabilities</u>	<u>Total</u>	
				<u>1983</u>	<u>1982</u>
Revenue fund (note A)	\$ 14,398,633	-	-	14,398,633	14,225,571
General revenue bond resolution:					
Bond interest fund (note B)	55,281	2,426,768	19,007	2,463,042	2,469,567
Bond reserve fund	-	33,903,726	-	33,903,726	33,909,874
Sinking fund	502,837	-	-	502,837	419,367
General reserve fund account:					
Bond redemption accounts	9,717	-	-	9,717	9,717
Other accounts	3,597	6,413,634	-	6,417,231	-
	<u>571,432</u>	<u>42,744,128</u>	<u>19,007</u>	<u>43,296,553</u>	<u>36,808,525</u>
Turnpike system revenue bond resolution:					
Debt service fund	99,600	-	-	99,600	117,149
Debt reserve fund	2,581	12,142,419	-	12,145,000	12,145,000
First sinking fund	2,000	-	-	2,000	2,640
	<u>104,181</u>	<u>12,142,419</u>	<u>-</u>	<u>12,246,600</u>	<u>12,264,789</u>
	<u>\$ 15,074,246</u>	<u>54,886,547</u>	<u>19,007</u>	<u>69,941,786</u>	<u>63,298,885</u>

Notes:

- (A) Includes cash and time deposits aggregating \$2,219,221 on deposit with special trustee.
- (B) \$19,007 represents accrued interest on \$810,000 of Turnpike Revenue Bonds purchased but undelivered at December 31, 1983.

**New Jersey Turnpike Authority**  
**Summary of Construction Accounts**  
 December 31, 1983 and 1982

Schedule 4

	<u>1966 Bond resolution</u>			1971 General note resolution construction account	1973 Improvement revenue bond resolution con- struction account	1952 Bond resolution con- struction account	<u>Total</u>	
	<u>Construction accounts</u>	<u>Special projects</u>	<u>General reserve fund accounts</u>				<u>1983</u>	<u>1982</u>
<b><u>Assets</u></b>								
Cash	\$ 96,828	67,628	493	61,665	53,500	2,096	282,210	208,791
Investments	-	2,389,383	48,942	1,975,000	8,650,000	219,070	13,282,395	14,513,183
Accounts receivable	698,076	-	-	-	23,252	-	721,328	1,106,899
Deposits in condemnation cases, including invest- ments of \$2,448,473	<u>2,502,848</u>	<u>-</u>	<u>-</u>	<u>327,282</u>	<u>8,593</u>	<u>-</u>	<u>2,838,723</u>	<u>2,606,388</u>
	<u>\$ 3,297,752</u>	<u>2,457,011</u>	<u>49,435</u>	<u>2,363,947</u>	<u>8,735,345</u>	<u>221,166</u>	<u>17,124,656</u>	<u>18,435,261</u>
<b><u>Liabilities</u></b>								
Amounts retained from con- tractors and engineers	<u>\$ -</u>	<u>17,493</u>	<u>-</u>	<u>-</u>	<u>13,725</u>	<u>-</u>	<u>31,218</u>	<u>741,345</u>

# New Jersey Turnpike Authority

## Bond Indebtedness

December 31, 1983 and 1982

Schedule 5

	Original amount authorized and issued	Refunded or acquired and cancelled in prior years	Amount outstanding Dec. 31, 1982	Acquired and cancelled during 1983	Amount outstanding Dec. 31, 1983
<b>Turnpike revenue bonds:</b>					
Series A, 4-3/4% (1966 issue), maturing January 1, 2006	\$ 179,000,000	29,769,000	149,231,000	6,426,000	142,805,000
Series B, 5-1/8% (1968 issue), maturing January 1, 2008	75,000,000	8,245,000	66,755,000	2,220,000	64,535,000
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	17,000,000	108,000,000	3,813,000	104,187,000
Series D, 5-3/4% (1969 issue), maturing January 1, 2008	60,000,000	7,085,000	52,915,000	1,555,000	51,360,000
Series E, 5-7/8% (1969 issue), maturing January 1, 2008	40,000,000	4,555,000	35,445,000	935,000	34,510,000
Series F, 7% (1969 issue), maturing January 1, 2009	137,000,000	137,000,000	-	-	-
Series G, 5-3/4% (1972 refunding issue), maturing January 1, 2009	155,100,000	7,145,000	147,955,000	2,000,000	145,955,000
	<u>771,100,000</u>	<u>210,799,000</u>	<u>560,301,000</u>	<u>16,949,000</u>	<u>543,352,000</u>
<b>Turnpike improvement revenue bonds:</b>					
First series, 5.70% (1973 issue), maturing May 1, 2013	210,000,000	210,000,000	-	-	-
<b>General revenue bonds:</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	35,000,000	35,000,000	-	-	-
	<u>255,000,000</u>	<u>255,000,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
Second series revenue bonds	211,200,000	211,200,000	-	-	-
<b>Turnpike notes:</b>					
Series A, 4-5/8% (1971 issue), matured January 1, 1975	125,500,000	125,500,000	-	-	-
<b>Turnpike system revenue bonds:</b>					
First series, 6% (refunding), maturing January 1, 2014	202,415,000	10,955,000	191,460,000	3,320,000	188,140,000
	<u>\$ 1,775,215,000</u>	<u>1,023,454,000</u>	<u>751,761,000</u>	<u>20,269,000</u>	<u>731,492,000</u>

Note - At December 31, 1983, bond and note indebtedness totalling \$1,043,723,000 had been retired from the following sources:

Revenue	\$ 551,185,082
Excess construction funds, bond proceeds and miscellaneous receipts allocated to revenues	20,037,918
Issuance of Series G (refunding issue) Turnpike Revenue Bonds to refund Series F bonds for redemption on January 1, 1979	137,000,000
Portion of proceeds of the 1973 Turnpike Improvement Revenue Bonds used to retire Turnpike notes, Series A	125,500,000
Issuance of Turnpike System Revenue Bonds, first series (refunding) to refund the 5.70% Turnpike Improvement Revenue Bonds, first series, for retirement in accordance with sinking fund installment established at the time of their issuance	210,000,000
	<u>\$ 1,043,723,000</u>

**New Jersey Turnpike Authority**  
**Cash Receipts and Disbursements**  
 Year ended December 31, 1983

	Combined total	Operating accounts	Funds for major improvements, repairs, replacements, maintenance, etc.				Revenue fund	Bond interest fund
			Special projects reserve fund account	General reserve fund special projects	Mainte- nance reserve fund	1952 Bond resolution accounts		
Cash balances, December 31, 1982	\$ 15,591,312	522,975	53,743	50,233	52,291	15,613	14,225,571	21,959
<b>Receipts:</b>								
Revenues (including income of \$9,417,413 on investments)	156,231,503	619,870	1,706,571	-	1,074,572	11,382	147,070,536	828,741
Transfers of income on investments	-	(619,870)	(1,706,571)	-	(1,074,572)	(11,382)	9,160,967	(828,741)
Transfers from revenue fund	-	77,866,201	-	-	12,450,000	-	(156,058,441)	28,524,241
Sale or redemption of investments	386,036,654	120,439,599	71,750,000	-	54,625,270	268,251	-	34,086,254
Income on construction investments	1,334,583	-	-	-	-	-	-	-
Transfer of funds	-	-	5,896,652	(46,711)	-	-	-	6,148
Proceeds from sale of property	773,240	-	-	-	-	-	-	773,240
Reimbursements of construction costs and other recoveries	5,770,056	1,510,426	490,271	-	1,009,471	-	-	-
	550,146,036	199,816,226	78,136,923	(46,711)	68,084,741	268,251	173,062	63,389,883
<b>Disbursements:</b>								
Operating expenses	77,844,205	77,844,205	-	-	-	-	-	-
Interest on bond indebtedness	46,424,188	-	-	-	-	-	-	29,307,672
Purchase of investments including accrued interest	384,585,511	122,070,689	73,250,000	-	50,797,584	229,546	-	34,048,889
Retirement of bond indebtedness	13,466,176	-	-	-	-	-	-	-
Cost of construction, studies, major repairs, reimbursable costs	27,566,484	-	4,926,940	3,522	17,306,716	30,755	-	-
	549,886,564	199,914,894	78,176,940	3,522	68,104,300	260,301	-	63,356,561
Cash balances, December 31, 1983	\$ 15,850,784	424,307	13,726	-	32,732	23,563	14,398,633	55,281

	Depositories	
	Cash balance	Market value of securities pledged to secure deposits
<b>Operating accounts:</b>		
First Jersey National Bank	\$ 42,125	2,237,500
The Peoples National Bank of Central Jersey	112,851	1,391,993
Valley National Bank	394	768,000
Toll collectors' and other imprest funds	84,863	-
Ramapo Bank	183,094	518,969
The Chatham Trust Company	980	1,083,441
<b>Revenue fund:</b>		
Fidelity Union Trust Company	3,372,747	12,005,006
The National State Bank	11,025,886	11,164,951
<b>1971 General note resolution accounts:</b>		
Midlantic National Bank	61,665	168,750
Balance carried forward	14,884,605	29,338,610

Other funds						Construction accounts					
Bond reserve fund	Sinking funds	General reserve fund	General reserve fund bond redemption accounts	Debt service fund	Debt reserve fund	1966 Bond resolution		1971	1973		
						Construc- tion fund	Special projects	General reserve fund accounts	General note resolution construc- tion fund	Improvement revenue bond resolution construc- tion fund	1952 Bond resolution construc- tion fund
6,148	422,007	-	9,717	757	1,507	41,532	51,345	10,193	54,539	40,626	10,556
3,509,659	-	-	-	300,052	1,083,163	-	-	3,304	-	-	23,649
(3,509,659)	-	-	-	(300,052)	(1,083,163)	-	-	(3,304)	-	-	(23,649)
-	11,089,321	26,128,678	-	-	-	-	-	-	-	-	-
-	-	-	-	18,115,397	24,286,837	4,050,000	14,041,649	156,696	7,625,000	35,761,875	829,826
-	-	-	-	-	-	224,058	249,546	-	192,757	668,222	-
(6,148)	2,459,685	(19,711,447)	-	11,355,110	-	350,000	46,711	-	-	(350,000)	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	63,882	15	-	6,500	2,689,491	-
(6,148)	13,549,006	6,417,231	-	29,470,507	24,286,837	4,687,940	14,337,921	156,696	7,824,257	38,769,588	829,826
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	17,116,516	-	-	-	-	-	-	-
-	-	6,413,634	-	12,255,148	24,285,763	3,000,000	12,817,701	166,396	7,750,000	36,661,875	838,286
-	13,466,176	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	1,632,644	1,503,937	-	67,131	2,094,839	-
-	13,466,176	6,413,634	-	29,371,664	24,285,763	4,632,644	14,321,638	166,396	7,817,131	38,756,714	838,286
-	504,837	3,597	9,717	99,600	2,581	96,828	67,628	493	61,665	53,500	2,096

Depositories	Cash balance	Market value of securities pledged to secure deposits
Balance brought forward	\$ 14,884,605	29,338,610
1973 Improvement revenue bond and Turnpike system revenue bond accounts:		
First National State Bank of New Jersey	321,736	3,561,250
All other funds:		
Franklin State Bank	16,003	1,096,953
First National Bank of New Jersey	4,204	494,500
National Community Bank	36,089	1,341,725
The Chase Manhattan Bank, N.A.	571,929	5,100,000
Fidelity Union Trust Company	16,218	20,000
	\$ 15,850,784	40,953,038

**New Jersey Turnpike Authority  
Toll Revenue**

Years ended December 31, 1983 and 1982

Schedule 7

Class	Description	1983		1982	
		Toll revenue	Vehicles	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 89,878,392	123,868,942	\$ 84,036,478	114,483,792
2	Vehicles having two axles other than type described under Class 1	6,373,319	4,541,355	5,941,453	4,204,601
3	Vehicle (vehicles), single or in combination, having three axles	3,008,636	1,618,692	2,876,715	1,527,482
4	Vehicle (vehicles), single or in combination, having four axles	7,295,362	2,840,724	6,932,628	2,684,287
5	Vehicle (vehicles), single or in combination, having five axles	30,897,003	9,027,946	27,970,972	8,200,507
6	Vehicle (vehicles), single or in combination, having six or more axles	103,937	28,945	75,010	20,703
7	Buses having two axles	536,182	533,675	773,249	752,418
8	Buses having three axles	1,355,729	768,858	995,733	515,497
9	Commuter buses having two axles	216,822	338,842	358,717	488,565
10	Commuter buses having three axles	310,181	286,905	47,241	54,149
	Non-revenue vehicles (A)	-	666,511	-	641,470
		<u>139,975,563</u>	<u>144,521,395</u>	<u>130,008,196</u>	<u>133,573,471</u>
	Deduct toll adjustments	<u>80,659</u>		<u>86,052</u>	
		<u>\$ 139,894,904</u>		<u>\$ 129,922,144</u>	

(A) Non-revenue vehicles represent 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.

