







NEW JERSEY TURNPIKE AUTHORITY

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NEW BRUNSWICK, N. J. 08903

March 1, 1983

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

Pursuant to statute, we herewith submit a summary of the activities of the New Jersey Turnpike Authority covering fiscal 1982, our 31st year of service to the people of this State and its visitors.

As we complete the cycle, we hear terms like "cautious optimism" used to describe a still uncertain economy. Perhaps the fact that the Turnpike served 4.5 percent more vehicles in 1982 will herald a brighter future. The measure of our performance in this area may be seen in toll revenues which increased by \$3,734,132 to a total of \$129,922,144.

Evidence of further accomplishment during the year includes completion of the Interchange 13A project at Elizabeth ahead of schedule and under budget, maintaining and improving upon an already impressive safety record and a series of significant improvements described in the Departments section of this report.

We feel that this is a proper vehicle in which to note our commendation of all members of the organization who, by their individual efforts, have contributed to the fine collective record of performance reflected here. We join in offering our sincere appreciation for your confidence and support.

Respectfully submitted,

Joseph A. Sullivan  
Chairman

Robert F. O'Brien  
Vice Chairman

Francis G. Fitzpatrick  
Commissioner

Louis Slater  
Commissioner

David M. Mandelbaum  
Commissioner



Thomas H. Kean  
Governor

## Staff

William J. Flanagan,  
*Executive Director*  
John M. Carroll,  
*Comptroller*  
Howard S. Heydon,  
*Chief Engineer*  
William Rohde,  
*Director of Maintenance (Dec.)*  
Wallace R. Grant,  
*Director of Maintenance*  
Paul M. Weckesser,  
*Director of Operations*  
Herbert I. Olarsch,  
*Senior Attorney*  
Robert E. Ramsen,  
*Director of Toll Collection*  
Oliver K. Compton, Jr.,  
*Director of Personnel*  
Horace A. Tani,  
*Director of Public Information (Ret.)*  
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 **Commissioner Francis G. Fitzpatrick,** at left, and **Commissioner Louis Slater,** at right. Standing, from left to right, are **Commissioner David M. Mandelbaum,** **Vice Chairman Robert F. O'Brien** and **Executive Director William J. Flanagan.**

## 1982: Beginning the Fourth Decade

This was the year in which Joseph A. "Bo" Sullivan was appointed by Governor Thomas H. Kean to begin his service as the Authority's 5th Chairman. On balance, it was a relatively good year for the New Jersey Turnpike to begin another decade of service to the motoring public.

A somewhat less than spectacular, yet encouraging 4.5 percent growth in traffic occurred primarily as the result of passenger car use (up from 3.8 percent the preceding year). Any future improvement in the general economy can be expected to reflect a comparable growth in commercial use.

Meanwhile "spectacular" is the appropriate word to describe our safety record for 1982 which surpassed all other years but one in Turnpike history.

The total accident rate dipped to 96.1 per 100 million miles traveled and the fatality rate was down to 0.96. This represents decreases of 5.2 percent and 11.9 percent respectively in a year that we passed the 3 billion miles-traveled mark for the first time.

Another record was set when more than a half-million vehicles traveled the Turnpike in a single day. The new mark of 509,302 vehicles of all types occurred on Wednesday, November 24; the day before Thanksgiving which is traditionally the highest-travel day of the year.

The seeming imbroglia of activities which produced this year's accomplishments is, in reality, an orchestration of the talents of 1,718 employees working to achieve the degree of safety and service that our patrons have learned to expect. Here, then, is an accounting of those activities by Departments...

In addition to roadway improvements, many significant projects were undertaken involving Service Areas, Maintenance Districts, signing and landscaping:

The majority of the \$3.1 million effort to renovate the Service Area 1S and 1N restaurant/service station buildings at the southern end of the Turnpike was completed in 1982. The snack bars and portions of the main buildings were completed in time to satisfactorily service patrons during the busy summer season. After Labor Day, the restaurants in the main buildings were closed to permit the contractors to complete the work by March, 1983.

In addition to the building improvements, Service Areas 1S and 1N will have new fuel service islands and new fuel storage and distribution facilities in place by early 1983. This work, valued at \$900,000, is a continuation of the Authority's attempt to upgrade at least one of the over 30 year old service station facilities per year. When the work at 1S and 1N is completed, five of the twelve service stations requiring reconstruction will have been done.

Other Service Area projects in 1982 were major roof repairs at four locations and improvements to kitchen exhaust and fire protection systems at three locations. The construction cost totals about \$350,000 for this work. In addition, the design for similar improvements at four other Service Areas was completed in 1982. These improvements are being made to comply with recommended standards that were not in existence when the buildings were constructed 25 to 30 years ago.

At the Maintenance Districts, various projects were completed; such as expansion of the auto body repair shop at Central Shops in Hightstown, upgrading of the fuel storage facilities at Districts 2 and 3, a new salt storage building at District 5, and major roof repairs.

Progress continued on the \$5.5 million project to provide replacement and additional remote controlled and changeable

emergency speed warning and speed limit signs along the Turnpike. These signs are considered vital for providing timely information to the motorists regarding abnormal travel conditions. It is expected that the project will be completed in 1983.

In addition to the aforementioned signing, overhead signing is being provided along the mainline identifying the approaches to Interchanges 1, 2 and 3, replacing 30 year old ground-mount signs. All mainline Interchange signing will now be in accordance with Interstate Highway Standards.

A relatively small project that is likely to be of major benefit was the acquisition of "100 scale" aerial photographic enlargements of the entire Turnpike. This will help in studying the feasibility of projects, answering inquiries about Turnpike facilities or neighboring property, as well as reducing the cost of preparation of contract documents.



## Engineering

A significant addition to the facilities for Turnpike patrons was completed in 1982; i.e., the construction of Interchange 13A in Elizabeth. The work was completed on schedule in June. Clean-up work continued throughout the remainder of 1982 so the total project cost was not finalized at the end of the year. However, it is expected that the total cost will be about \$78,000,000 or \$2,000,000 less than the budget established when construction commenced three years ago.

Traffic through the interchange has reached 23,000 vehicles per day, approximately half of what had been predicted. This has been attributed to a decline in business activity in the Port Elizabeth area as well as the public's lack of familiarity with the Interchange. We have not yet experienced the diversions from Interchange 13 and 14 that we had expected. Since the facility provides a better connection to Port Elizabeth and Newark Airport, it is expected that it will attract more patrons as time goes by.

Several major projects, as described hereafter, have been undertaken to upgrade our facilities, many of which are over 30 years old. This work is necessary to maintain our high standards of service to the public:

Resurfacing of the Turnpike roadways and bridge deck and joint repairs continued to receive the high degree of attention that is warranted to protect the Turnpike capital investment and serve the public's needs. Five contracts were awarded to provide for this work in 1982, at a total cost of \$6.6 million. This work took the lion's share of the total \$14.8 million budgeted for major maintenance in 1982.

Other roadway improvements of substantial dollar value include upgrading of guardrail and the widening of "Ramp F", which connects Route 3 westbound with the Turnpike, immediately north of Interchanges 16E and 17E. This ramp serves as the entrance to the Turnpike from the Lincoln Tunnel.

The widening of "Ramp F" was required to provide increased capacity for increasing volumes of traffic, while at the same time overcoming a problem with merging roadways. The traffic on this ramp is very heavy — it is one of the busiest entry ramps on the Turnpike. The improvement includes construction of an additional lane and a new shoulder. Although the widening is only for a distance of less than 1000 feet, the total cost was \$2 million because two bridges had to be widened.

We continued our major safety improvement program by awarding contracts

totalling \$1.4 million to upgrade guardrail in 1982. Upon completion of these contracts, all scheduled improvements along the Turnpike mainline will be completed, with the exception of the Pennsylvania Turnpike Extension. During the past five years, guardrail improvement contracts totalling \$4.9 million have been awarded.

## Maintenance

The Maintenance Department responded to 29 snow and ice control incidents during the 1981-1982 winter season. Of this total, ten incidents were characterized as STANDBY, 13 identified as SALTING and the remaining six described as STORMS. Only two of the six storms required the mobilization of the contractors. The cost of Maintenance involvement — salt, overtime labor and plow contractors — was approximately \$1.3 million. During this period approximately 25,000 tons of salt were utilized.

The Maintenance Department completed the installation of hardware components associated with the new computerized toll system. All toll lanes are now equipped with modern toll terminals and related microprocessor equipment. In order to assure effective maintenance of this new system, various organizational changes have been implemented; modern, fully equipped shop-repair areas have been constructed at Northern Division Headquarters, Southern Division Headquarters, and the Administration Building in New Brunswick. Both "formal" and "hands on" training have been conducted to insure that appropriate maintenance personnel are thoroughly familiar with this new equipment.

In addition to normal maintenance on an ever-increasing variety of systems such as two-way and microwave radio, telephone, teletype, weather sensing, traffic surveillance, computerized toll collection, data communications, control and alarm, etc., the Communications/Electronics Division spent a busy year implementing a systems upgrading program. New microwave and multiplex equipment was installed between New Brunswick and Secaucus (including Hudson County Extension) along with station battery power supplies to increase reliability. Installation of several new foreign exchange telephone units allowed

the retirement of obsolete telephone switchboard equipment. Data and radio communications circuits were established for the new Interchange 13A.

1982 also saw the establishment of a new section of the Communication/Electronics Division: the Systems Control Center which is manned 24 hours per day, 7 days per week, serves as a network control for the Authority's numerous electronics systems; monitoring/analyzing the performance of such systems and procuring/coordinating the services of a wide variety of personnel.

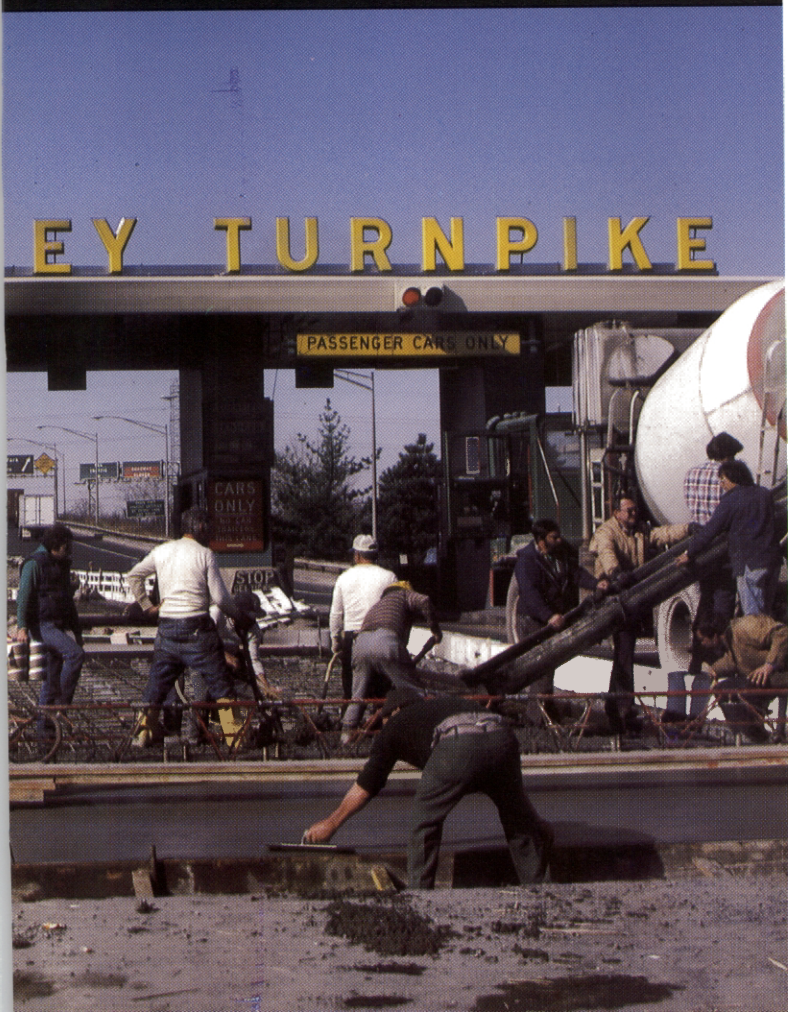
Last year a six-man construction crew was created in Northern Division. This section was created in response to the need for a mobile, skilled and effective crew that could respond to Division-wide roadway problems and minor construction requirements. This year considerable effort was expended by this group in the area of necessary bridge deck spall repairs — most notably the Port Street Bridge. The construction of the 850 ton asphaltic concrete pad for the new 5000 ton salt storage dome at Elizabeth was another activity wherein the value of the new crew was readily apparent.

In June 1982, Interchange 13A was opened to traffic. This interchange is located within District 5 — the largest Maintenance District on the Turnpike. In an effort to provide better manpower and equipment utilization, district jurisdictional boundaries have been adjusted. The adjustment should provide improved routine maintenance in the unique area of the Southern Mixing Bowl.

## Operations

The June 10 opening of Interchange 13A provided improved access to Newark Airport, Elizabeth Seaport and industrial centers. The attractiveness of the Interchange was demonstrated with accelerated traffic

**PLAZA PAVEMENT REHABILITATION** program entails complete reconstruction of interchange approach slabs. Here, workmen finish the process by pouring concrete over steel reinforcing rods at Interchange 12 in Carteret.



**OVERHEAD** emergency speed warning signs are capable of advising motorists of roadway conditions ahead in half-mile increments. Here, maintenance men complete installation on one of 83 new signs.

**STATE TROOPERS** patrol by land and air enforcing regulations that keep the New Jersey Turnpike one of the safest highways in the nation. Helicopters give added dimension to strict speed enforcement program.



**THE NEW** Systems Control Center is a 24 hours per day, 7 days per week, operation responsible for the performance monitoring of all Turnpike electronic/computer systems and the coordination of prompt maintenance attention to any malfunction.



growth which quickly topped 23,000 vehicles daily and continues to increase at an acceptable rate.

The challenges of maintaining smooth roadway operations were met while various repair and new construction contracts were undertaken. Operations, Engineering and Maintenance personnel work closely so that efficient traffic management strategies can be implemented.

The enforcement of vehicle noise emission regulations continues as 16 State Police troopers were trained and certified to supplement the troopers already assigned to this community-related task.

Fog detectors, strategically located in areas prone to fog, are providing advance notice of limited visibility conditions to enhance the timeliness of our warning to motorists.

In a continuing effort to upgrade the service stations and restaurant buildings, the Authority in June 1982 started renovations at the Clara Barton and John Fenwick Service Areas. These improvements consist of complete renovations to the existing restaurants with expansion of dining rooms at both facilities. The service stations are also undergoing complete renovations including new tanks, lines, pump islands, and the addition of new canopies at both locations.

In June 1982, the Atlantic Richfield Company departed from the service stations at the Richard Stockton and Woodrow Wilson Service Areas. Arco was replaced by Amoco, the American Oil Company, which now operates six service stations on the Turnpike.

During 1982, about 350 vehicles left unclaimed at contract garage areas were disposed of by the Emergency Services Division of the Operations Department. This Division coordinated the operations of 32 contract garages, 40 ambulance squads, and 26 fire departments plus road service vehicles from the 13 service areas.

Interchange 13A was added to the Automatic Traffic Surveillance System. In addition,

the computer dualization project was completed in late 1982. The Automatic Traffic Surveillance and Control System now has a second back-up computer resulting in optimum on-line operation. As in previous years, numerous visitors from the United States and various other nations observed the ATSC System in operation.

Members of the Operations Department participated at seminars and professional meetings throughout the year in order to be more effective managers for the Authority and to contribute to the professional development of operating groups in other agencies.

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

State Police Troop "D" continued its strict enforcement of the 55 mph speed limit. The number of speeding summonses issued in 1982 was 46,385. Drinking driver arrests totaled 884.

Continued enforcement activity, selective assignment of patrols and tactical patrol operations, as well as helicopter speed enforcement and a supplemental commer-

cial vehicle accident reduction program, have resulted in a 2.2 percent decrease in non-fatal accidents. There was a substantial, 8.5 percent, decrease in commercial vehicle involvement in accidents. Of the 2,916 accidents investigated in 1982, 23 were fatal accidents resulting in 29 fatalities, reflecting a fatality rate reduction to 0.96 per 100 mvm.

Troopers issued 78,756 summonses and 24,410 warnings, of which 28,450 were issued to trucks, 1,125 to buses and 49,181 to all other vehicles. In addition to the summonses and warnings, the Troop provided aid to 75,276 patrons. Toll evasion was still a risky business for those violators who received 366 summonses.

The Criminal Investigation Section accounted for 2,853 arrests, encompassing a broad spectrum, ranging from murder to juvenile runaways. Making up a major portion of arrests were 579 for carrying weapons and 1,321 for various narcotics violations. Recovered property values were in excess of \$4,247,000.00.

## **Turnpike Safety Record**

	<b>1982</b>	<b>1981</b>
<b>Enforcement:</b>		
Summonses Issued	78,756	80,253
Criminal Arrests	2,853	2,911
<b>Aids to Motorists:</b>		
Mechanical	37,971	36,351
Gasoline	5,702	6,390
Flat Tires	5,641	5,783
Overheat	1,031	983
Other	24,931	27,156
Total Aids	75,276	76,663
Aids Ratio	1 per 1,765 veh.	1 per 1,659 veh.
Aids Per Day	206	210
<b>Accident Information:</b>		
Accidents	2,916	2,983
Accident Rate	96.1	101.4
Personal Injuries	1,511	1,433
Injury Rate	49.8	48.7
Fatal Accidents	23	29
Fatalities	29	32
Fatality Rate	0.96	1.09

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

## Toll Collection

Toll Collection completed its thirty-first year of operation in 1982 and saw the opening of its twenty-sixth toll plaza. Interchange 13A opened to traffic on June 10, 1982 to service Newark Airport from the south and Elizabeth Seaport. This plaza is unique to Turnpike operations in that the toll utility building and employee parking facilities are in the center of the plaza with the five entry lanes on the south side of the building and the ten exit lanes on the north side.

The Department's Park Ride Division facilities in East Brunswick and at the Vince Lombardi Service area in Ridgefield, continue to operate at capacity, serving over 1600 vehicles daily.

The Utility Division in operation since 1979, serves as Toll Collection's housekeeping force at the toll plazas throughout the Turnpike.

As we move forward into 1983, the members of our Toll Collection Department continue to serve as our "front line" of personal contact with the motoring public. More than 146 million direct personal contacts are made on entering or leaving the Turnpike. A pleasant smile and "thank you" set the stage for the standard of good customer relations which prevails throughout the organization. The efficient operation of Turnpike facilities by this dedicated group of employees contributes in great measure to the successful operation of the entire Turnpike.

## Systems & Data Processing

The need to tap the computer for the almost endless number of tasks it can perform, as well as the tremendous amount of information it can store and retrieve, is reflected by the number of jobs it was called upon to perform during the past year. The requests to supply "On Line Computer Access" for all departments of the Authority to aid in their daily functions continue to grow almost as rapidly as the benefits derived from the latest in computer technology increases. To

emphasize this mind boggling capability, the Authority's computer has been increased again so that over 200 million digits of data can now be accessed by authorized individuals in the various other departments to fulfill their needs.

The role of the Systems and Data Processing Department in the implementation of the new Toll System has been of significant importance. Among the many accomplishments during the past year was the finalization of a new, workable, magnetically encoded toll ticket. The result of this on-going project was realized with the initial shipment of nearly 4 million tickets to be used by the Authority's charge account customers. These 4 million tickets will be pre-coded by the Systems and Data Processing Department on specially designed batch-ticket machines and readied for shipment to the Authority's charge customers. The use of a magnetically encoded toll ticket will be a drastic change from the conventional punched card that was used by the Authority from its very beginning.

In order to provide a smooth transition from the old toll system to the new modernized methods, it has been the responsibility of the Systems & Data Processing Department to monitor, modify and redesign when necessary, any changes needed to insure a constant flow of accurate toll collection data from the nearly 300 toll lanes during this interim period.

The Authority's computer played an integral part in a vast number of routine jobs that ranged from the daily processing of Traffic Violation Letters; the processing of Maintenance Department Equipment Repair Orders for use in the Fleet Control System; the processing of weekly paychecks; to a wide variety of other routine and specialty type jobs. Among the many specialty type jobs performed was the preparation of a Questionnaire Card for use in the Authority's "Truck Stop Survey". The results of the returns were provided in the form of 17 different types of statistical reports which were then used by the Authority's consulting firm for final analysis.

All this was accomplished while the daily processing and auditing of 132,776,649 toll tickets and the preparation of weekly bills for the Authority's 1000 charge account customers continued as part of the day to day routine.

## Purchasing

Each department of the Authority is served by Purchasing. From routine office supplies used daily, through furniture, light fixtures and paper supplies, ranging up to a six ton tandem roller required in paving operations. The Purchasing Department Staff has processed more than 3,400 purchase orders totalling approximately \$9.8 million dollars during 1982.

Maintenance Department requirements are vast. Purchasing released orders, through bidding and public advertisement: for rock salt, calcium chloride and snow plow parts, used to combat snow and icing conditions during the onslaught of winter; reflective materials and aluminum sheets, used in traffic sign production done in our own shop; a myriad of electrical, plumbing, automotive and hardware supplies; repairs to damaged toll booths; mowers, tractors and horticultural chemicals, for use during the spring and summer seasons; plus requests for new units of heavy equipment including a linestriper, air compressor, sandblaster, concrete mixer and concrete saw.

Toll collection, to meet their responsibilities to our motoring public, received supplies of toll receipts, complete uniforming for all male and female Collectors, plus vans required for the new Interchange 13A. In addition, their Utility teams were supplied with all materials necessary to keep interchanges spotless.

As the Authority entered the sophisticated world of computer technology, Purchasing has contributed with the acquisition of software products related to our Automatic Traffic Surveillance and Control System. This enables programmers to evaluate conditions and reach solutions in a minimum of time. Programs can be transported from one machine to another with less conversion, the "language" is less difficult, and our total communications network is improved. Microcomputer Test Systems are on order to "troubleshoot" problems and provide expedient repair service within the Toll Revenue and Sign Control Systems.



INSTALLATION of new communications antenna support tower at Interchange 13A. This tower replaced a 20 year old cable-guyed tower at the old Woodbridge location.

INTERCHANGE 13A, providing easier access to Newark International Airport, Port Newark and the Elizabeth Marine Terminal, was opened to traffic on June 10. The facility offers 15 lanes in a new split-plaza design placing the toll administration building between entry and exit lanes.





**DRAMATIC** silhouette of equipment operator replacing guardrail posts on dual/dual mainline where Turnpike skirts Newark International Airport.

**PREVENTIVE MAINTENANCE** program for approximately 475 structural over and underpasses includes sandblasting and painting in eight-year cycle. Here, painter sandblasts structure over mainline north of Interchange 18E.



Our Medical Section, in the Personnel Department, performs approximately 790 complete employee physical examinations. These professionals receive a considerable assortment of medical supplies and modern equipment, plus revised Medical Journals and clinical uniforms. Laboratory and analysis services are provided under purchase order thus an "early warning" message of any pending medical problem is made available to employees.

Maintaining a 24 hour, 7 day a week operation demands the skill of experienced police. Our State Police, stationed at three strategic locations on the Turnpike, also receive a large inventory of equipment and supplies. Our fleet of vehicles require total maintenance service, parts, radios and numerous related items necessary in daily operation through difficult weather conditions and unique traffic problems. The police are provided special testing equipment, flares for use under accident and other emergency conditions, revised manuals outlining new Police procedures and techniques, plus the varied requirements essential to Police operations.

The Authority also participates under State of New Jersey contracts, awarded to low bidders, producing substantial savings through these joint-agency purchasing efforts.

The Director of Purchasing also acts in the capacity of Surplus and Salvage Officer. Through bi-monthly State of New Jersey auctions, the Authority realized \$192,264 from the sale of used vehicles and miscellaneous equipment.

The sale of used tabulating cards, to the highest bidder, produced approximately \$37,960. Used toll equipment, not operational with our new automatic toll system, now in the advanced testing stages, was sold to other toll roads and similar organizations and agencies netting \$22,000.

## Personnel

In January 1982, Commissioner William F. Taggart vacated his position as member of the Turnpike Authority to accept an appointment to the New Jersey Sports and Exposition Authority. Later in the year, Joseph A. Sullivan became the fifth member of the New Jersey Turnpike Authority when he was sworn in as Chairman on May 14.

The untimely death of William Rohde, Director of Maintenance, came as a shock to all members of the organization whose sorrow is expressed in the following resolution recorded in the Authority minutes:

WHEREAS, WILLIAM ROHDE, directed the operations of the Maintenance Department of the New Jersey Turnpike Authority, and

WHEREAS, he began his Turnpike service as Assistant Construction Engineer in 1964 and was promoted to Supervising engineer in 1971 and two years later to Senior Engineer, until his appointment to Director of Maintenance in 1979, and

WHEREAS, for 18 years Bill Rohde served with distinction, bringing into his job his vast experience in construction and engineering both in private life and in the U.S. Army where he made a mark for himself as a builder, and

WHEREAS, his untimely death on September 21, 1982, while representing the Turnpike at a conference of the American Concrete Institute, 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 others, express their deep sorrow in the loss of such a dedicated man and a valuable public servant.

Another change in the executive roster occurred in February with the appointment of the West Orange law firm of Wolff & Samson as General Counsel succeeding former State Senator L. Martin Greenberg. Mr. David Samson is the firm's principal representative to the Turnpike.

During the year, 168 new employees were added to the Turnpike roster, 123 as replacements and 45 as additions. One hundred one employees left the Turnpike either through resignation, retirement, death or release.

### Other Activities:

Tuition fund program: 57 requests were ac-

complished. Promotional: 92 promotions were effected among all classifications. Grievances: 28 step 2 hearings were held by the Labor Relations Committee and two issues were heard through arbitration. Scholarship Award: Theresa A. Chmara, daughter of deceased former carpenter Chester Chmara, was 1982 Laderman Scholarship winner. Longevity: 447 employees have been with the authority for 10 years and 512 for at least 15 years. 56 senior employees celebrated 30 and 25 years service at the annual Banquet on November 30.

### Medical Section Activity:

Visits to this section totalled 2,515. They were classified as non-occupational, job-connected, pre-employment, periodic and promotional exam visits. Blood Bank: The regional concept was again applied to our annual Blood Donor Day. The result was a record 319 pints added to the Authority bank.

## Legal/Real Estate

The Legal-Real Estate 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 appeals to the New Jersey Tax Court, the department was successful in having municipal tax assessments reduced in the City of Newark and Township of North Bergen.

Legal-Real Estate 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 definitive efforts of the department in assisting Risk Management in recoveries from property damage claims as a result of accidents on the Turnpike.

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

Legal-Real Estate has continued its successful administration of the Employees' Deferred Compensation Plan bringing two affiliated employers into the Plan; the NJ Expressway Authority and the Burlington County Bridge Commission. The Plan has been modified to conform with recently promulgated amendments to the Internal Revenue Service Code. Total assets in the Plan are now approximately \$2,000,000.

The Department assisted in labor grievances, participated in labor/management matters and is representing the Authority in 1983 labor contract negotiations.

## Public Information

This Department issued press releases on a wide variety of subjects from the usual — traffic advisories (including radio actualities) through the special — opening of Interchange 13A (including ceremony) to the unusual — management consulting contract with the Indonesian Government (including press conference).

The monthly patrons' newsletter, "Trailblazer," augmented this flow of information to the motoring public and the house organ, "Pike Interchange," kept employees informed about happenings affecting them and their organization. Brochures and other publications, including this Annual Report, were designed, edited and produced for dissemination by the Public Information Department.

An emergency duty roster makes public information personnel available 24 hours a day to take up stations at the Administration Building 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.

More than 30 years of successful management and the willingness during those years to share our expertise has attracted representatives of toll facilities from around the world. This year, Public Information has arranged for the hosting of visitors from Japan, the Netherlands, France and Bulgaria.

A Community Relations Section maintains contact with our residential and corporate neighbors resolving problems on both sides of the fence, preferably through cooperative action. Ninety-three such complaints were satisfactorily resolved.

A Photographic Section handled a wide variety of photo and video tape assignments. Photos in black and white and

color were processed for distribution to the media or insurance companies and for use by other Turnpike departments as required. This section also supervised TV networks, motion picture companies, newspapers and magazines in on-site film assignments. Special emergency press passes are issued to reporters and photographers who cover spot news events on Turnpike property.

Submissions to the Turnpike Suggestion Program doubled this year to 179. Twelve monetary awards were granted, one for \$500, the largest dollar amount since the program's inception.

## Risk Management

The primary function of the Risk Management Department is to protect the assets, both physical and financial, of the Authority. This can be accomplished through a traditional insurance program, or a self-insured plan. Risks must first be identified and evaluated before a program of protection is decided upon. Over 132 separate structures, 10 major bridges, 680 vehicles, and 1,718 employees require protection from losses which otherwise might cause severe financial strain. Liability protection, bonding and other insurance needs are serviced in this department. These responsibilities, plus the safety of employees and patrons, are part of Risk Management.

1982 saw the start of a new, self-funded Employee Benefits program. Designed to provide the best available health services, the new plan also sharply reduced costs. Savings in excess of \$300,000 are guaranteed over a previously insured program.

A series of seminars were conducted by the Loss Control section of this department. Their successful objective was to instruct supervisors in safety practices and programs aimed at reducing physical and property losses. All of this results in lower costs of operation for the authority.

The Claims Section of Risk Management Department recovered \$770,000 from 800 patrons causing damage to Turnpike property. Approximately 564 Workers' Compensation claims were also processed in 1982.

# 31 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	14,257,360	150,162,732

\*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

## Toll Revenues

## Revenue Mileage

	1982	1981		1982	1981		1982	1981
January	8,966,357	9,127,959	January	\$ 8,686,075	\$ 9,084,999	January	191,846,867	199,705,319
February	9,147,925	8,701,276	February	8,844,765	8,633,236	February	195,083,922	189,810,661
March	10,729,375	9,955,285	March	10,389,314	9,898,806	March	227,841,715	217,232,350
April	10,765,620	10,395,945	April	10,543,310	10,420,827	April	247,920,120	241,753,626
May	11,450,038	10,920,905	May	11,198,447	10,873,695	May	266,355,203	257,715,197
June	11,662,320	11,229,019	June	11,490,497	11,239,708	June	265,517,230	259,653,635
July	12,141,556	11,795,920	July	12,075,764	11,808,925	July	297,490,652	286,218,785
August	12,424,381	11,837,790	August	12,466,493	12,040,530	August	306,288,217	299,012,235
September	11,507,502	11,006,054	September	11,295,564	10,900,740	September	262,832,721	254,365,885
October	11,650,942	11,113,296	October	11,275,709	10,807,786	October	259,699,264	246,645,809
November	11,232,678	10,512,315	November	10,893,586	10,247,118	November	252,547,383	240,775,808
December	11,253,307	10,616,235	December	10,762,620	10,231,642	December	249,479,454	237,661,388
	132,932,001	127,211,999		\$129,922,144	\$126,188,012		3,022,902,748	2,930,550,698

## Budgets of Operating Expenses for 1983 and 1982

Classification:	1983	1982
Administration, General	\$ 2,171,100	\$ 1,874,900
Systems & Data Processing	2,601,400	1,497,900
Accounting	816,400	749,400
Operations:		
Traffic Control and Police	8,612,300	7,851,700
Toll Collection	25,575,900	23,266,600
Maintenance	23,445,000	21,843,600
Engineering	1,973,100	1,644,000
Risk Management	4,908,100	4,983,500
Non-Departmental:		
Professional Fees	346,000	328,200
Fiduciary Fees	164,500	163,200
Pension & Retirement Funds	7,017,400	6,308,700
Taxes	235,000	235,000
	\$77,866,200	\$70,746,700

# Contracts & Orders Awarded in 1982 in Excess of \$100,000

## Engineering

Contract No.	Contractor	Amount
R-559-1	Statewide Hi-Way Safety, Inc. Hammonton, NJ	\$ 472,000
R-616	Staats Construction Co., Inc. Edgewater, NJ	149,144
R-617	E. Forrest & Sons, Inc. Croydon, PA	118,000
R-652	Textar Painting Corp. Upper Darby, PA	841,755
R-703	Schiavone Construction Co. Secaucus, NJ	1,964,082
R-737	Nutmeg Piping Service, Inc. Colchester, CT	253,790
R-741-A	Spark Electric Service, Inc. Dorothy, NJ	437,755
R-741-B	Spark Electric Service, Inc.	436,955
R-748	Roman Asphalt Corp. Newark, NJ	1,611,259
R-753	Trap Rock Industries, Inc. Kingston, NJ	857,955
R-754	Statewide Hi-Way Safety, Inc.	831,948
R-758	Pressure Concrete & Grouting Co., Inc. South Orange, NJ	1,995,482
R-761	Whitmyer Bros., Inc. Hammonton, NJ	238,000
R-762	Winko-Matic Signal Co. Avon Lake, OH	594,367
R-768	Roman Asphalt Corp.	1,274,210
R-769	Cahill Service, Inc. Hillside, NJ	139,789
R-771	Whitmyer Bros., Inc.	590,000
R-773	Nutmeg Piping Service, Inc.	106,200
R-777	Roman Asphalt Corp.	720,591
R-778	Frank J. Byers, Inc. Clayton, NJ	122,527
R-779	Frassetto Construction Co., Inc. Hackensack, NJ	419,870
W-1523	Frassetto Construction Co., Inc.	1,286,033

## Professional Services

OPS No.	Engineer/Architect	Amount
856	Edwards & Kelcey, Inc. Livingston, NJ	\$184,000
860	Howard Needles Tammen & Bergendoff Fairfield, NJ	130,000
862	Howard Needles Tammen & Bergendoff	126,000
866	Howard Needles Tammen & Bergendoff	219,550
872	Howard Needles Tammen & Bergendoff	107,800
875	Howard Needles Tammen & Bergendoff	104,000
888	Howard Needles Tammen & Bergendoff	196,000
901	Howard Needles Tammen & Bergendoff	115,000

## Legal-Real Estate

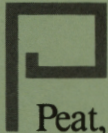
	Amount
Section 4, Block 73, Lots 14 & 16 Witherb to New Jersey Turnpike Authority	\$165,000
Section 4, Parcels W-412, 2W412 Wilmer H. C. and Dorothy J. Bassett to New Jersey Turnpike Authority	425,000
Toms River Expressway Project Parcels DE6-11, 12 New Jersey Turnpike Authority to William J. Mehr	104,563
Section 7, Parcel R-96 and Parts of Parcels 102, 102x2, 103, 103A, 103B, 103BX5, 104A and 2R107 New Jersey Turnpike Authority to N.J. Department of Transportation	154,000

## Risk Management

	Premium
The Home Indemnity Co. Pol. No. GL 994107, Comprehensive General Liability	\$212,179.00

## Purchasing

Purchase Order No.	Vendor	Description	Amount
P-31115	Pine Belt Chevrolet Lakewood, NJ	Motor pool fleet	\$226,121.95
P-31195	J-P Chevrolet New Egypt, NJ	Police fleet	728,551.75
P-31411	Baltimore Paint Baltimore, MD	Traffic paint	167,797.50
P-31729	Sentinel Electronics Livingston, NJ	Remote terminal units	474,976.00
P-32040	Syro Steel Company Girard, OH	Steel Guardrail elements	134,009.00
P-32625	United Armored Service Elizabeth, NJ	Armored truck service	189,397.20
P-32327	Freedman Truck Center New Brunswick, NJ	Trucks and Vans	179,126.00
P-32849	International Salt Clarks Summit, PA	Sodium Chloride	594,335.00
P-32850	Charles Schaefer Elizabeth, NJ	Sodium Chloride	154,107.00
P-32852	McConnell Fuel Oil Jersey City, NJ	Fuel oil	272,500.00
P-32853	Commercial Fuel Millville, NJ	Fuel oil	230,780.00
P-33102	Mt. Holly Concrete Mt. Holly, NJ	Snow removal	344,250.00
P-33089	Camden Lime Berlin, NJ	Snow removal	229,500.00
P-32831	Motorola Glen Rock, NJ	Two way fixed and mobile radios	198,764.00



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, 1982 and 1981, 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, 1982 and 1981. 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, 1982 and 1981, 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, 1982 and 1981, 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 examination 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 28, 1983

**New Jersey Turnpike Authority**  
**Statements of Assets, Liabilities and Revenues**  
**Applied and Retained**

December 31, 1982 and 1981

	<u>Assets</u>	<u>1982</u>	<u>1981</u>
<b>Operating accounts:</b>			
Cash		\$ 522,975	615,223
Investments (note 2)		4,808,224	2,370,922
Accounts receivable		1,603,799	1,380,633
		<hr/> 6,934,998	<hr/> 4,366,778
<b>Funds for major improvements, repairs, replacements, maintenance, etc.:</b>			
Cash		171,880	227,015
Investments (note 2)		36,227,343	30,818,705
Accounts receivable		-	268,823
Deposits in condemnation cases		32,070	32,070
		<hr/> 36,431,293	<hr/> 31,346,613
<b>Other funds:</b>			
Cash		14,687,666	14,626,682
Investments (note 2)		54,371,544	54,473,873
		<hr/> 69,059,210	<hr/> 69,100,555
Total operating accounts		<hr/> 112,425,501	<hr/> 104,813,946
<b>Construction accounts:</b>			
Cash		208,791	201,952
Investments (note 2)		14,513,183	18,055,455
Accounts receivable		1,106,899	2,484,071
Deposits in condemnation cases		2,606,388	2,634,686
		<hr/> 18,435,261	<hr/> 23,376,164
Total construction accounts		<hr/> 18,435,261	<hr/> 23,376,164
Cost of investment in facilities		1,313,689,814	1,311,445,920
		<hr/> \$ 1,444,550,576	<hr/> 1,439,636,030

See accompanying notes to financial statements.

Liabilities and Revenues <u>Applied and Retained</u>	<u>1982</u>	<u>1981</u>
Operating accounts:		
Withholdings from employees (note 7)	\$ 2,504,275	434,031
Toll revenues received in advance	271,154	239,323
Other liabilities	<u>1,057,214</u>	<u>808,213</u>
	3,832,643	1,481,567
Funds for major improvements, repairs, replacements, maintenance, etc.:		
Amounts retained from contractors and engineers	<u>1,579,003</u>	<u>1,245,876</u>
Other funds:		
Accrued bond interest	<u>5,760,325</u>	<u>5,870,607</u>
Total operating accounts	<u>11,171,971</u>	<u>8,598,050</u>
Construction accounts:		
Amounts retained from contractors and engineers	<u>741,345</u>	<u>3,007,949</u>
Bond indebtedness (note 3):		
Turnpike revenue bonds	560,301,000	579,250,000
Turnpike system revenue bonds	<u>191,460,000</u>	<u>194,945,000</u>
Total bond indebtedness	<u>751,761,000</u>	<u>774,195,000</u>
Revenues applied and retained:		
Applied to retirement of bond indebtedness	531,689,322	509,623,539
Applied or retained for investment in facilities and other charges	122,413,716	115,874,757
Retained in other funds by agreement with bondholders	26,013,944	25,945,056
Retained for general operating purposes	<u>759,278</u>	<u>2,391,679</u>
	680,876,260	653,835,031
Commitments and contingent liabilities (note 9).		
	<u>\$ 1,444,550,576</u>	<u>1,439,636,030</u>

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

Years ended December 31, 1982 and 1981

	<u>1982</u>	<u>1981</u>
Revenues (note 3):		
Toll revenue	\$ 129,922,144	126,188,012
Concession revenue	5,983,228	5,929,656
Income from investments	13,744,920	13,298,564
Miscellaneous	512,440	488,641
Total revenues	<u>150,162,732</u>	<u>145,904,873</u>
Operating expenses (note 4):		
Administration	4,158,933	4,151,044
Traffic control and police	8,805,075	6,569,662
Toll collection	23,873,469	21,799,525
Maintenance, repair, replacement and reconstruction	21,202,654	19,381,931
Engineering	1,659,083	1,489,227
Insurance	4,645,613	3,812,167
Professional fees	348,252	304,438
Fiduciary fees	165,230	156,408
Pension and retirement (note 7)	5,701,317	4,946,019
Taxes	184,428	209,748
Cash discounts	(18,219)	(14,046)
Total operating expenses	<u>70,725,835</u>	<u>62,806,123</u>
Revenues after operating expenses, before interest and other charges	79,436,897	83,098,750
Interest expense (note 3):		
Turnpike revenue bonds	30,204,422	31,183,665
Turnpike system revenue bonds	11,616,070	11,841,583
Total interest expense	<u>41,820,492</u>	<u>43,025,248</u>
Revenues before other charges	37,616,405	40,073,502
Other charges	<u>20,444,527</u>	<u>15,543,235</u>
Revenues after operating expenses, interest and other charges	<u>\$ 17,171,878</u>	<u>24,530,267</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, 1982 and 1981

	Combined total	Applied to retirement of bond indebtedness	Applied or retained for investment in facilities and other charges			Retained in other funds by agree- ment with bondholders	Retained for general operating purposes
			Funds for major improvements, repairs, replace- ments, main- tenance, etc.	Invested in facilities	Total		
Balance December 31, 1980	\$ 619,716,869	488,934,558	18,202,924	87,499,239	105,702,163	22,695,364	2,384,784
Revenues after operating expenses, interest and other charges	24,530,267	-	2,168,942	-	2,168,942	22,361,325	-
Discount on bonds retired	9,587,895	-	-	-	-	9,587,895	-
Retirement of bonds	-	20,688,981	-	-	-	(20,688,981)	-
Application of funds	-	-	8,003,652	-	8,003,652	(8,003,652)	-
Change in net assets of other operating accounts	-	-	-	-	-	(6,895)	6,895
Revenues invested in facilities	-	-	(62,188)	62,188	-	-	-
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

See accompanying notes to financial statements.

**New Jersey Turnpike Authority**  
**Statements of Cost of Investment in Facilities**  
December 31, 1982 and 1981

	1966 Turnpike <u>improvement</u>	1971 Turnpike <u>improvement</u>
Engineering and architectural	\$ 30,256,452	11,566,356
Land, easement and rights-of-way	27,511,691	3,993,692
Construction, including cost of training and equipping operating personnel, machinery and equipment and miscellaneous preoperating expenses	381,586,802	103,797,023
Other costs, including administration	2,566,592	174,580
Financial	<u>245,668,754</u>	<u>22,512,061</u>
	687,590,291	142,043,712
Less income from interim investment of construction funds	<u>80,811,575</u>	<u>18,780,181</u>
	<u>\$ 606,778,716</u>	<u>123,263,531</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,	
				1982	1981
19,047,534	-	28,083,278	12,125,827	101,079,447	100,531,797
5,968,634	-	27,964,119	6,031,819	71,469,955	69,976,096
31,838,883	-	371,398,653	69,099,392	957,720,753	953,866,247
157,678	-	1,869,762	143,047	4,911,659	4,858,820
<u>23,615,247</u>	<u>12,874,129</u>	<u>26,992,647</u>	<u>165,271</u>	<u>331,828,109</u>	<u>331,828,109</u>
80,627,976	12,874,129	456,308,459	87,565,356	1,467,009,923	1,461,061,069
<u>44,369,906</u>	<u>-</u>	<u>9,354,518</u>	<u>3,929</u>	<u>153,320,109</u>	<u>149,615,149</u>
<u>36,258,070</u>	<u>12,874,129</u>	<u>446,953,941</u>	<u>87,561,427</u>	<u>1,313,689,814</u>	<u>1,311,445,920</u>

# New Jersey Turnpike Authority

## Notes to Financial Statements

December 31, 1982 and 1981

### (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 revenue bonds or notes and the interest thereon shall not be deemed to constitute a debt or liability or a pledge of the faith and credit of the State or any political subdivision thereof.

The Authority has no stockholders nor equity holders and all revenues of the Turnpike are required to be deposited by the Authority with, or in the name of, a special trustee to be applied in accordance with the provisions of the bond 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 improvement, 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 cost 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 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, 1983 and 1982, respectively, relating to the Turnpike 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>1982</u>	<u>1981</u>
<b>U.S. Government obligations</b>	\$ 63,158,759	71,533,201
<b>Certificates of deposit</b>	34,300,000	28,855,754
<b>Repurchase agreements</b>	12,461,535	5,330,000
	<u>\$109,920,294</u>	<u>105,718,955</u>

The market value of investments at December 31, 1982 and 1981 approximate carrying value.

### (3) Bond Indebtedness

At December 31, 1982 and 1981 bond indebtedness consisted of Turnpike Revenue Bonds and Turnpike Systems 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 on or after January 1, 1979, except for the Series G bonds which date is January 1, 1982, at varying premium rates. The bonds bear interest at rates ranging from 4¾% to 5¾% 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, 1982 has been satisfied. At December 31, 1982, \$1,826,417 of revenues were transferred to the sinking fund as the pro-rata payment of the November 15, 1983 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 revenue 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 1982 and 1981.

Net revenues were sufficient to satisfy the toll covenant requirements for 1982 and 1981.

The sinking fund installments for all series of the 1966 Resolution Bonds for the annual period ending November 15, 1983 through 1987 and the sinking fund installments for the 1977 Resolution Bonds for the annual periods ending December 31, 1983 through 1987 are as follows:

	<u>Turnpike revenue bonds</u>	<u>Turnpike system revenue bonds</u>	<u>Total</u>
<b>1983</b>	<b>\$10,850,000</b>	<b>2,410,000</b>	<b>13,260,000</b>
<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>

### (4) Operations

The Annual Budget of Operating Expenses as filed with the Trustee for the years 1982 and 1981 amounted to \$70,746,700 and \$62,825,300, respectively as compared with operating expenses of \$70,725,835 in 1982 and \$62,806,123 in 1981.

### (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, 1982 and 1981 were computed as follows:

	<u>1982</u>	<u>1981</u>
<b>Revenues</b>	<b>\$150,162,732</b>	<b>145,904,873</b>
<b>Payments into Operating Fund</b>	<b>70,746,700</b>	<b>62,825,300</b>
<b>Net Revenues</b>	<b><u>\$ 79,416,032</u></b>	<b><u>83,079,573</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>1982</u>	<u>1981</u>
<b>Other charges</b>	<b>\$4,951,992</b>	<b>4,301,767</b>
<b>Revenues invested in facilities</b>	<b><u>-0-</u></b>	<b><u>62,188</u></b>

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

	<u>December 31,</u>	
	<u>1982</u>	<u>1981</u>
<b>Other charges</b>	<b>\$ 8,279,000</b>	<b>12,534,773</b>
<b>Revenues invested in facilities</b>	<b><u>13,109,118</u></b>	<b><u>1,640,000</u></b>
	<b><u>\$21,388,118</u></b>	<b><u>14,174,773</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 \$2,476,005 and \$2,229,729 in 1982 and 1981, 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, 1982, the plan assets were \$1,995,935. 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 1982 and 1981 amounted to \$368,217 and \$2,304,800, respectively. Such amounts have been allocated in the same manner as revenues, except for \$1,790,634 in 1981, which is included in the construction accounts.

### (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, 1982

Schedule 1

	Interest rate	Maturity (notes C, D and E)	Par value	Carrying value (note B)
<b>Operating accounts:</b>				
United States Treasury bills	-	Mar. 10, 1983	\$ 150,000	147,289
Repurchase Agreement (note E)	various	various	<u>4,660,935</u>	<u>4,660,935</u>
			4,810,935	4,808,224
<b>Fund for major improvements, repairs, replacement maintenance, etc.:</b>				
1977 Special project reserve fund account:				
Certificates of deposit (note D)	various	various	21,700,000	21,700,000
Repurchase Agreement (note E)	8.25 %	Jun. 7, 1983	<u>350,000</u>	<u>350,000</u>
			22,050,000	22,050,000
<b>Maintenance reserve fund:</b>				
United States Treasury bills	various	various	13,500,000	13,243,168
Repurchase Agreement (note E)	8.00	Jan. 7, 1983	<u>800,000</u>	<u>800,000</u>
			14,300,000	14,043,168
<b>1952 Bond resolution accounts:</b>				
United States Treasury bills	-	Jun. 2, 1983	140,000	134,175
<b>Other funds:</b>				
1966 General reserve bond resolution:				
Bond interest fund:				
United States Treasury bills	-	Jun. 16, 1983	2,560,000	2,464,133
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	<u>10,000,000</u>	<u>8,885,712</u>
			34,947,000	33,903,726
1977 Turnpike system revenue bond resolution:				
Debt service fund:				
United States Treasury bills	-	Jun. 30, 1983	10,000	9,592
Repurchase Agreement (note E)	8.00	Jan. 3, 1983	<u>5,850,600</u>	<u>5,850,600</u>
			5,860,600	5,860,192
Debt reserve fund:				
United States Treasury bill	-	Jun. 30, 1983	12,660,000	12,143,493
<b>Construction accounts:</b>				
1966 General revenue bond resolution:				
Construction fund:				
Certificates of deposit (note D)	8.50	Jan. 3, 1983	700,000	700,000
Repurchase Agreement (note E)	8.25	Jan. 7, 1983	<u>350,000</u>	<u>350,000</u>
			1,050,000	1,050,000
<b>Special projects:</b>				
Certificates of deposit (note D)	9.00	Jan. 17, 1983	2,750,000	2,750,000
United States Treasury bills	-	various	<u>880,000</u>	<u>863,332</u>
			3,630,000	3,613,332
<b>General reserve fund accounts:</b>				
United States Treasury bills	-	Feb. 24, 1983	40,000	39,241
<b>1971 General note resolution construction account:</b>				
Certificates of deposit (note D)	various	various	1,850,000	1,850,000
<b>1973 Improvement revenue bond resolution construction account:</b>				
Certificates of deposit (note D)	various	various	7,300,000	7,300,000
Repurchase Agreement (note E)	8.25	Jan. 7, 1983	<u>450,000</u>	<u>450,000</u>
			7,750,000	7,750,000
<b>1952 Bond resolution construction account:</b>				
United States Treasury bills	-	various	220,000	210,610
Total investments (note A)			\$ 111,868,535	109,920,294

**Notes:**

- (A) As of December 31, 1982, 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, 1982, as required by the bond resolutions.
- (C) United States Treasury bills mature periodically to June 30, 1983.
- (D) Certificates of deposit bear interest at an annual rates of 8.25% to 9.00% and mature periodically to June 15, 1983. The certificates, which total \$34,300,000, were issued by the following banks - Midlantic National Bank, \$1,850,000; First National State Bank of New Jersey, \$32,450,000.
- (E) Repurchase agreements bear interest at annual rates of 8.00% to 9.50% and mature periodically to March 31, 1983. The agreements are collateralized by various United States Government securities.

**New Jersey Turnpike Authority**  
**Summary of Funds for Major Improvements,**  
**Repairs, Replacements, Maintenance, etc.**

Schedule 2

December 31, 1982 and 1981

<u>Assets</u>	1977 Bond resolution special projects reserve fund account	1966 <u>Bond resolution</u>		1952 Bond resolution accounts	<u>Total</u>	
		General reserve fund special projects	Main- tenance reserve fund		1982	1981
Cash	\$ 53,743	50,233	52,291	15,613	171,880	227,015
Investments	22,050,000	-	14,043,168	134,175	36,227,343	30,818,705
Accounts receivable	-	-	-	-	-	268,823
Deposits in con- demnation cases	-	-	-	32,070	32,070	32,070
	<u>\$ 22,103,743</u>	<u>50,233</u>	<u>14,095,459</u>	<u>181,858</u>	<u>36,431,293</u>	<u>31,346,613</u>
 <u>Liabilities</u>						
Amounts retained from con- tractors and engineers	\$ 715,625	106,346	744,132	12,900	1,579,003	1,245,876

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

December 31, 1982 and 1981

Schedule 3

	<u>Cash</u>	<u>Invest- ments</u>	<u>Liabilities</u>	<u>Total</u>	
				<u>1982</u>	<u>1981</u>
Revenue fund (note A)	\$ 14,225,571	-	-	14,225,571	14,036,279
General revenue bond resolution:					
Bond interest fund (note B)	21,959	2,464,133	16,525	2,469,567	2,566,910
Bond reserve fund	6,148	33,903,726	-	33,909,874	33,909,873
Sinking fund	419,367	-	-	419,367	453,452
General reserve fund account:					
Bond redemption accounts	9,717	-	-	9,717	9,717
	<u>457,191</u>	<u>36,367,859</u>	<u>16,525</u>	<u>36,808,525</u>	<u>36,939,952</u>
Turnpike system revenue bond resolution:					
Debt service fund	757	5,860,192	5,743,800	117,149	106,218
Debt reserve fund	1,507	12,143,493	-	12,145,000	12,145,000
First sinking fund	2,640	-	-	2,640	2,499
	<u>4,904</u>	<u>18,003,685</u>	<u>5,743,800</u>	<u>12,264,789</u>	<u>12,253,717</u>
	<u>\$ 14,687,666</u>	<u>54,371,544</u>	<u>5,760,325</u>	<u>63,298,885</u>	<u>63,229,948</u>

Notes:

(A) Includes cash and time deposits aggregating \$2,429,234 on deposit with special trustee.

(B) \$16,525 represents accrued interest on \$683,000 of Turnpike Revenue Bonds purchased but undelivered at December 31, 1982.

**New Jersey Turnpike Authority**  
**Summary of Construction Accounts**

December 31, 1982 and 1981

Schedule 4

	1966 Bond resolution			1971 General note resolution construction account	1973 Improvement revenue bond resolution con- struction account	1952 Bond resolution con- struction account	Total	
	Construction accounts	Special projects	General reserve fund accounts				1982	1981
<b>Assets</b>								
Cash	\$ 41,532	51,345	10,193	54,539	40,626	10,556	208,791	201,952
Investments	1,050,000	3,613,332	39,241	1,850,000	7,750,000	210,610	14,513,183	18,055,455
Accounts receivable	721,889	-	-	-	385,010	-	1,106,899	2,484,071
Deposits in condemnation cases, including invest- ments of \$2,429,947	<u>2,265,866</u>	<u>-</u>	<u>-</u>	<u>331,929</u>	<u>8,593</u>	<u>-</u>	<u>2,606,388</u>	<u>2,634,686</u>
	<u>\$ 4,079,287</u>	<u>3,664,677</u>	<u>49,434</u>	<u>2,236,468</u>	<u>8,184,229</u>	<u>221,166</u>	<u>18,435,261</u>	<u>23,376,164</u>
<b>Liabilities</b>								
Amounts retained from con- tractors and engineers	\$ <u>-</u>	<u>36,925</u>	<u>9,939</u>	<u>-</u>	<u>694,481</u>	<u>-</u>	<u>741,345</u>	<u>3,007,944</u>

# New Jersey Turnpike Authority

## Bond Indebtedness

December 31, 1982 and 1981

Schedule 5

	Original amount authorized and issued	Refunded or acquired and cancelled in prior years	Amount outstanding Dec.31,1981	Acquired and cancelled during 1982	Amount outstanding Dec.31,1982
<b>Turnpike revenue bonds:</b>					
Series A, 4-3/4% (1966 issue), maturing January 1, 2006	\$ 179,000,000	21,870,000	157,130,000	7,899,000	149,231,000
Series B, 5-1/8% (1968 issue), maturing January 1, 2008	75,000,000	5,830,000	69,170,000	2,415,000	66,755,000
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	12,990,000	112,010,000	4,010,000	108,000,000
Series D, 5-3/4% (1969 issue), maturing January 1, 2008	60,000,000	5,355,000	54,645,000	1,730,000	52,915,000
Series E, 5-7/8% (1969 issue), maturing January 1, 2008	40,000,000	3,470,000	36,530,000	1,085,000	35,445,000
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	5,335,000	149,765,000	1,810,000	147,955,000
	<u>771,100,000</u>	<u>191,850,000</u>	<u>579,250,000</u>	<u>18,949,000</u>	<u>560,301,000</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>	-	-	-
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	7,470,000	194,945,000	3,485,000	191,460,000
	<u>\$ 1,775,215,000</u>	<u>1,001,020,000</u>	<u>774,195,000</u>	<u>22,434,000</u>	<u>751,761,000</u>

Note - At December 31, 1982, bond and note indebtedness totalling \$1,023,454,000 had been retired from the following sources:

Revenue	\$ 531,689,321
Excess construction funds, bond proceeds and miscellaneous receipts allocated to revenues	19,264,674
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	<u>210,000,000</u>
	<u>\$ 1,023,453,995</u>

# New Jersey Turnpike Authority

## Cash Receipts and Disbursements

Year ended December 31, 1982

Schedule 6

	Funds for major improvements, repairs, replacements, maintenance, etc.						Revenue fund	Bond interest fund
	Combined total	Operating accounts	Special projects reserve fund account	General reserve fund special projects	Mainte- nance reserve fund	1952 Bond resolution accounts		
Cash balances, December 31, 1981	\$ 15,670,872	615,223	75,016	71,161	63,357	17,481	14,036,279	115,536
<b>Receipts:</b>								
Revenues (including income of \$11,565,710 on investments)	148,132,801	744,658	1,841,701	55,686	1,812,825	16,009	136,567,091	1,185,751
Transfers of income on investments	-	(744,658)	(1,841,701)	(55,686)	(1,812,825)	(16,009)	11,565,710	(1,185,751)
Transfers from revenue fund	-	70,746,700	-	-	14,810,000	-	(147,943,509)	27,436,461
Sale or redemption of investments	464,491,330	133,027,741	62,845,000	1,946,615	68,007,204	263,990	-	43,084,569
Income on construction investments	2,070,354	-	-	-	-	-	-	-
Transfer of funds	-	-	10,323,943	-	-	-	-	2,306,718
Proceeds from sale of property	368,217	-	-	-	-	-	-	368,217
Reimbursements of construction costs and other recoveries	15,388,582	328,254	1,072,925	-	2,531,405	-	-	-
	630,451,284	204,102,695	74,241,868	1,946,615	85,348,609	263,990	189,292	73,195,965
<b>Disbursements:</b>								
Operating expenses	70,725,835	70,725,835	-	-	-	-	-	-
Interest on bond indebtedness	41,930,725	-	-	-	-	-	-	30,210,105
Purchase of investments including accrued interest	464,863,080	133,469,108	68,450,000	1,299,401	68,456,188	265,858	-	43,079,437
Retirement of bond indebtedness	12,564,649	-	-	-	-	-	-	-
Cost of construction, studies, major repairs, reimbursable costs	40,446,555	-	5,813,141	668,142	16,903,487	-	-	-
	630,530,844	204,194,943	74,263,141	1,967,543	85,359,675	265,858	-	73,289,542
Cash balances, December 31, 1982	\$ 15,591,312	522,975	53,743	50,233	52,291	15,613	14,225,571	21,959

Depositories	Cash balance	Market value of securities pledged to secure deposits
<b>Operating accounts:</b>		
First Jersey National Bank	\$ 286,785	2,218,750
The Peoples National Bank of Central Jersey	152,478	1,389,875
Valley National Bank	701	728,785
Toll collectors' and other imprest funds	82,963	-
Ramapo Bank	48	539,563
<b>Revenue fund:</b>		
Fidelity Union Trust Company	3,794,707	12,038,006
The National State Bank	10,430,864	10,725,192
<b>1971 General note resolution accounts:</b>		
Midlantic National Bank	54,539	165,000
Balance carried forward	14,803,085	27,805,171

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	1952 Bond resolution construction fund	
						Construc-tion fund	Special projects	General reserve fund accounts	General note resolution construc-tion fund		Improvement revenue bond resolution construc-tion fund
966	455,951	-	9,717	4,295	3,938	8,682	61,358	749	16,198	108,528	6,437
3,799,789	-	-	-	336,734	1,736,935	-	-	5,277	-	-	30,345
(3,799,789)	-	-	-	(336,734)	(1,736,935)	-	-	(5,277)	-	-	(30,345)
468,748	10,255,706	24,225,894	-	-	-	-	-	-	-	-	-
4,149,870	-	-	-	17,637,763	36,424,664	8,681,450	15,703,085	179,723	6,900,000	65,150,000	489,656
(2,306,718)	2,274,999	(24,225,894)	-	-	-	352,626	441,562	-	239,567	1,036,599	-
-	-	-	-	11,626,952	-	-	-	-	-	-	-
-	-	-	-	-	-	676,240	17,563	-	24,125	10,738,070	-
2,311,900	12,530,705	-	-	29,264,715	36,424,664	9,710,316	16,162,210	179,723	7,163,692	76,924,669	489,656
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	11,720,620	-	-	-	-	-	-	-
2,306,718	-	-	-	17,547,633	36,427,095	8,450,000	15,745,826	170,279	7,010,000	61,700,000	485,537
-	12,564,649	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	1,227,466	426,397	-	115,351	15,292,571	-
2,306,718	12,564,649	-	-	29,268,253	36,427,095	9,677,466	16,172,223	170,279	7,125,351	76,992,571	485,537
6,148	422,007	-	9,717	757	1,507	41,532	51,345	10,193	54,539	40,626	10,556

Depositories	Cash balance	Market value of securities pledged to secure deposits
Balance brought forward	\$ 14,803,085	27,805,171
1973 Improvement revenue bond and Turnpike system revenue bond accounts:		
First National State Bank of New Jersey	183,074	3,513,438
All other funds:		
Franklin State Bank	52,291	1,111,922
First National Bank of New Jersey	4,203	482,500
National Community Bank	11,410	1,378,300
The Chase Manhattan Bank, N.A.	517,622	2,822,500
Fidelity Union Trust Company	19,627	60,000
	\$ 15,591,312	37,173,831

# New Jersey Turnpike Authority Toll Revenue

Years ended December 31, 1982 and 1981

Schedule 7

Class	Description	1982		1981	
		Toll revenue	Vehicles	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 84,036,478	114,483,792	\$ 80,248,107	108,720,227
2	Vehicles having two axles other than type described under Class 1	5,941,453	4,204,601	5,906,959	4,199,067
3	Vehicle (vehicles), single or in combination, having three axles	2,876,715	1,527,482	2,857,002	1,540,044
4	Vehicle (vehicles), single or in combination, having four axles	6,932,628	2,684,287	7,321,428	2,841,611
5	Vehicle (vehicles), single or in combination, having five axles	27,970,972	8,200,507	27,701,637	8,077,649
6	Vehicle (vehicles), single or in combination, having six or more axles	75,010	20,703	66,242	18,627
7	Buses having two axles	773,249	752,418	950,904	921,829
8	Buses having three axles (A)	995,733	515,497	897,482	451,967
9	Commuter buses having two axles (A)	358,717	488,565	310,754	414,618
10	Commuter buses having three axles	47,241	54,149	19,174	26,360
	Non-revenue vehicles (B)	-	641,470	-	608,716
		130,008,196	133,573,471	126,279,689	127,820,715
	Deduct toll adjustments	86,052		91,677	
		\$ 129,922,144		\$ 126,188,012	

- (A) Effective March 1, 1981, a toll reduction was implemented by the Authority for bus carriers qualifying as "commuter buses". The toll reduction eliminated the April 1, 1980 toll increase for commuter buses. The reduced toll rate created two additional classes of vehicles, 9 and 10, and applied to New Jersey commuter bus carriers entering the Turnpike system between the hours of 6:00 a.m. and 9:30 a.m. and 3:30 p.m. and 6:30 p.m. on Monday through Friday only.
- (B) 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.



