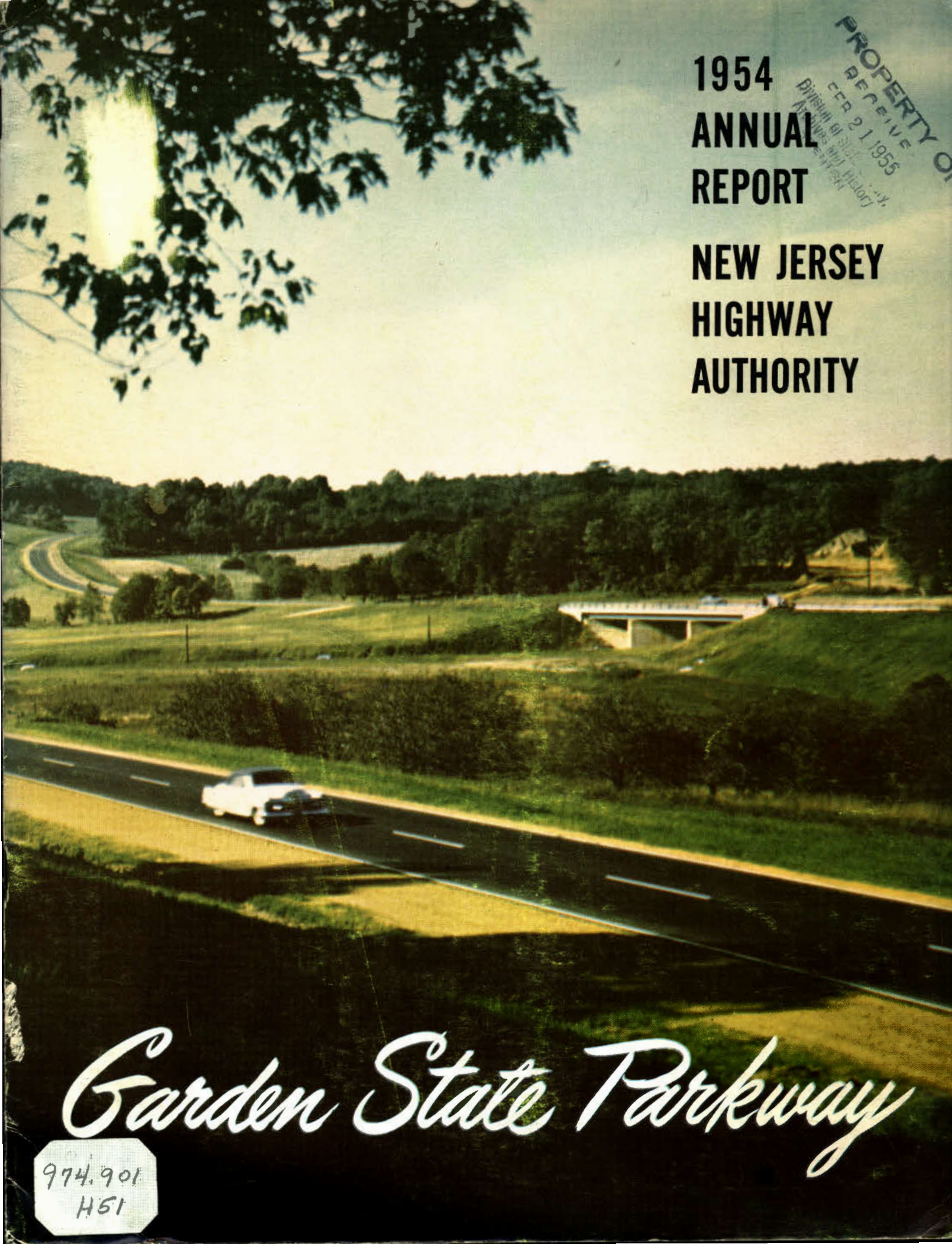


**1954  
ANNUAL  
REPORT**

**NEW JERSEY  
HIGHWAY  
AUTHORITY**

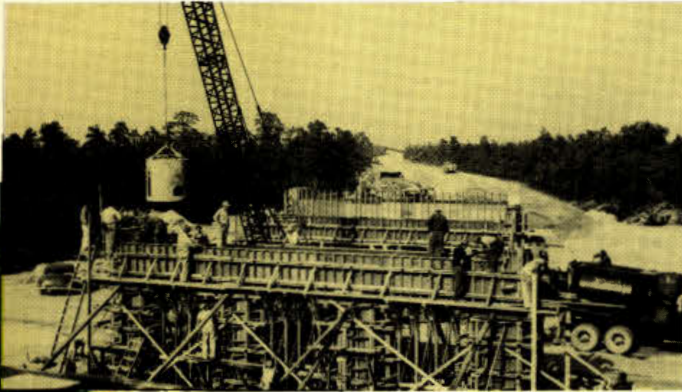
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*Garden State Parkway*

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*1952 — Year of Decision*



**1953 — YEAR OF CONSTRUCTION**



**1954 — YEAR OF REALIZATION**

1954  
YEAR OF  
REALIZATION



THIRD

*Annual  
Report*

**NEW JERSEY HIGHWAY AUTHORITY**

*Created by Act of State Legislature on April 14, 1952 and chartered to construct & operate*

**THE GARDEN STATE PARKWAY**



**JERSEY BEAUTY.** A sample of the scenery shown by the Garden State Parkway is seen here as the route stretches through the Monmouth County countryside along its 165-mile path. The scene shows the Parkway's northbound roadway.

## **The Honorable Robert B. Meyner, *Governor*, and Members of the New Jersey Legislature:**



The Garden State Parkway became a reality over most of its projected 165-mile distance in 1954, and the favorable public reaction immediately justified the efforts of the previous two years.

Millions of vehicles traveled over the Parkway during its first months of major operation with every indication that New Jersey's newest and longest toll road will take a high place among the highways of the nation and world in utility, safety and beauty.

The Parkway successfully spanned decision and construction phases of the project to reach realization during a period of only two years' time. In fact, the Parkway's first toll section—from U.S. Route 22 to the Essex-Union County line—was opened to traffic last January, just a year and a half after the New Jersey Highway Authority was organized to build and operate the 165-mile scenic route.

Last July, however, saw the start of a series of sectional openings that resulted in almost full realization of the project. During the first week in August, the Parkway became available for traffic over more than 80 miles in a solid stretch and thus entered the period of major operation.



An accelerated construction schedule has produced since then a continuous route for travel from Clifton to the Parkway's southern terminus near Cape May—a distance of approximately 158 miles.

Each substantial section of the Parkway was opened to traffic as soon as it was ready in order to provide immediate relief for our State's heavily traveled roads. No fanfare or ceremonies were permitted to interfere with the objective of opening the Parkway as soon as possible.

#### **DELAYED CELEBRATION**

Only after a 143-mile section was available for traffic and only after the peak Summer travel period passed did the Highway Authority take time out to mark this milestone in road construction. An Official Opening Celebration was held on Saturday, October 23, at Telegraph Hill overlooking the Parkway's panoramic roadways with officials of government and citizens of the State in mass attendance.

All work carried out during 1954 was accomplished within the \$285 million budget adopted at the outset. An additional \$20 million were obtained from general revenue bonds issued in November to complete the project, covering items which had not been included in the original budget.

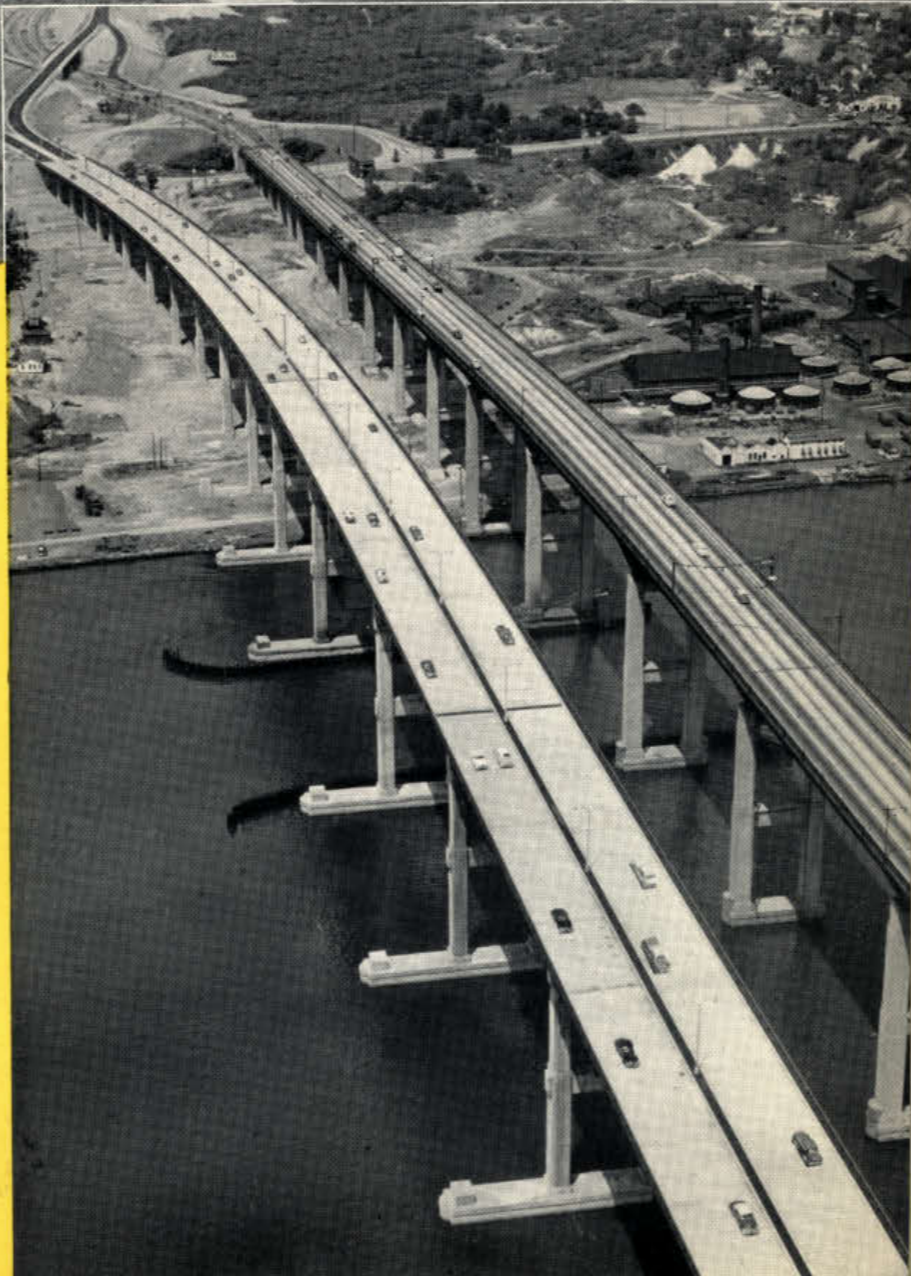
By next July, the Highway Authority will have open to traffic the northernmost stretch of the Parkway project terminating at Route 17, Paramus, in Bergen County. Thus, the Parkway will become available for a continuous trip between Bergen and Cape May Counties at the northern and southern extremities of New Jersey.

Meanwhile, the Highway Authority has moved ahead with studies toward making the Parkway a vital link in north-south travel along the Eastern seaboard of the nation. It is proceeding with plans for an extension of the Parkway north through Bergen County to connect with the New York State Thruway at the New Jersey-New York line; it contemplates the construction and operation of a ferry service across Delaware Bay between Cape May, N. J., and Lewes, Del., to continue the Parkway route southward.



**FIRST FLUSH.** This is the way traffic looked on the Parkway near Cheesequake State Park immediately after the section was opened last August. The view, looking south toward Asbury Park, shows the widely separated roadways of the Parkway.

**THE KING.** Majestically spanning the Raritan River, the largest bridge along the Parkway ties together the northern metropolitan and southern seashore areas of New Jersey. The 4,400-foot Parkway structure is in foreground with the Edison Memorial Bridge alongside.





#### **AUTHORITY STAFF**

All this planning, construction and operation were in the hands of a Highway Authority staff approximating 250 employees. But while utilizing such a small permanent staff, the Authority is pleased to note that the Parkway project has generated employment for thousands of others working for contractors and consultants and for industrial and business establishments attracted by the route.

The Authority will be eternally indebted to the State Highway Department for the loan of key personnel who were returned to their regular posts during the year. The services of those personnel were used to great and lasting benefit for the public at large.

Great economic benefits to the State of New Jersey were becoming increasingly evident as the Parkway went through its first months of operation. New industrial and residential developments sprang up in the area of the Parkway route. Gigantic shopping centers were marked down for development near the Parkway by nationally-known firms.

Many municipalities along the Parkway were finding concrete evidence that their loss of ratables from the highway construction program would be only temporary and would in fact be more than overcome by new and more desirable developments.

#### **SAFETY AND SERVICE**

On the Parkway itself, the force of toll collectors and State Police serving



158 MILES IN USE FROM CLIFTON IN THE NORTH TO CAPE MAY

CLIFTON IN THE NORTH TO CAPE MAY

# Status of Project





the motoring public has drawn commendation after commendation for courtesy and efficiency.

The safety record of the Parkway during the first five months of major operation has been acclaimed as one of the, if not the, best in the country. Despite a volume of seven million toll-paying vehicles, there was not a single fatality among drivers or passengers in the entire five-month period ending December 31. The only two traffic deaths in that time involved a surveyor working on the road and a trespassing pedestrian. Pedestrians are not permitted on the Parkway.

Much of the credit is due the motoring public itself and to the State Police assigned to the Parkway to promote safety. The 60-mile per hour maximum speed limit set by the Authority early in the year has been observed with gratifying driver respect.

Despite the safety record and general acclaim, the Authority is not resting on its laurels. Efforts are continuing around the clock to improve and perfect the Parkway within the realm of possibility. Committees have been set up to spot and correct safety hazards and to provide recognition on the Parkway for the great contributions to history made by New Jersey citizens.

#### **PARKWAY DESIGN**

The new route offers the motoring public two separated roadways—one carrying northbound traffic and the other southbound—along the entire course. The separating strip between roadways has a varying width ranging up to 600 feet. Provision has been made for construction of a third reversible roadway from Asbury Park to a junction north of the Raritan River Bridge when the need arises.

All intersections are overpassed or underpassed by the Parkway except in a small section skirting Cape May Court House near the southern terminus. That section is one of three, aggregating approximately 19 miles in length, which have been constructed by the State Highway Department. Those sections were put under construction before the Highway Authority was created to complete the Parkway.

*(Turn to Page 22)*



▲ **SNOWMEN.** The effectiveness of the Parkway's maintenance force in keeping the road clear is illustrated in this winter scene showing signs of a heavy snowfall along the sides of the route.

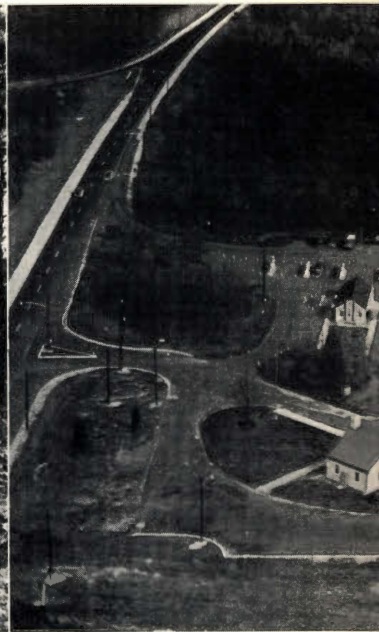
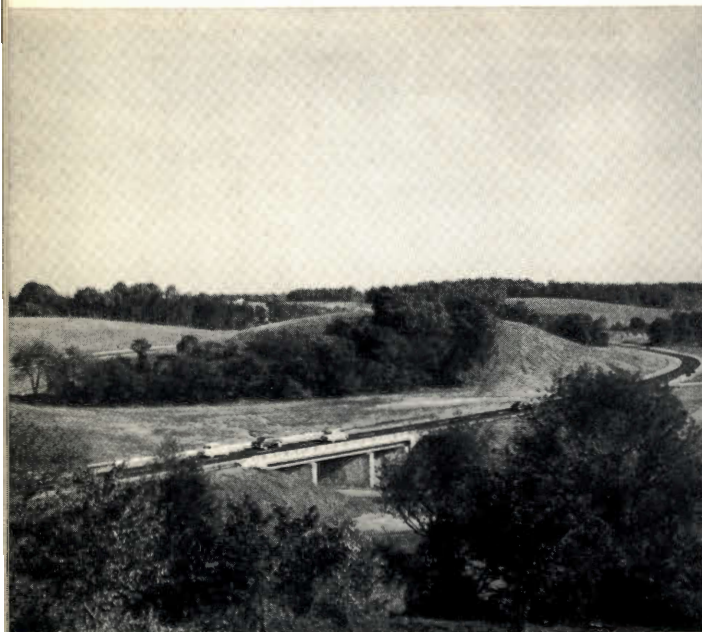
**TOLL TOP.** This is an aerial view of one of the Parkway's nine across-the-road toll plazas with the northbound and southbound roadways winding away through the pine forests of Ocean County.





Starting in the north from the great metropolitan area of Bergen, Passaic and Essex Counties, the Parkway takes motorists off busy city streets and leads them to business, pleasure and shopping in safety and comfort.

Below Newark in Essex County, the Parkway shows a mixture of urban and suburban atmospheres. A city street overpasses the Parkway in background.



A view from Telegraph Hill points out the scenic sights enjoyed by Parkway motorists in Monmouth County. A scenic overlook has been set up in this area for those who wish to stop.

In Ocean County, the Parkway offers several new picnic sites. Here a motoring family can pause to rest and eat in beautiful surroundings right along the Parkway.

Continuing south, the at the temporary roadways in Burlington police building of this

# ...riding the Parkway



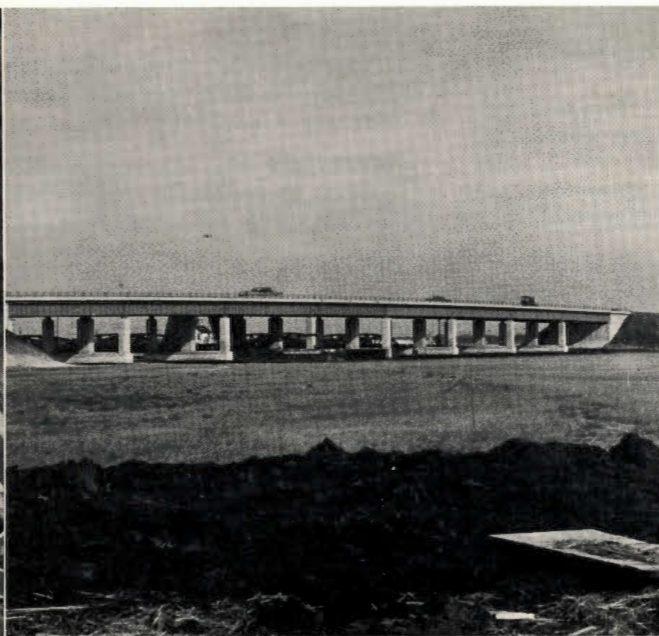
Southward into Union County, the ride takes motorists to the Union toll plaza where the Parkway's first automatic collectors were installed as an experiment.



Crossing the Raritan River on the Parkway's massive bridge in Middlesex County, the motorist heads for the recreational and historical attractions of central and southern New Jersey.



motorists can gas up service area between County. A Parkway is in foreground air view.



The Parkway's bridge over the Mullica River carries travellers into a richly historical area of Atlantic County and leads them to the doorstep of famous Atlantic City.



On the last lap of the Parkway ride, motorists travel through Cape May County near the southern terminus of both the scenic route and New Jersey.

1954

## PARKWAY CHRONOLOGY

**JANUARY 15.** First toll paid on Garden State Parkway. A motorist paid 25¢ coin at 8 A.M. as he passed through Union plaza to signal opening of first toll section of Parkway from U. S. Route 22 to Union-Essex county line. Section actually placed in service for free use on Jan. 12.

**APRIL 7.** Mayor Katharine Elkus White of Red Bank took oath of office as a member of the Highway Authority. Mrs. White was appointed by Gov. Robert B. Meyner to succeed Ransford J. Abbott, who resigned.

**JUNE 1.** Commissioner Orrie de Nooyer was sworn in as Chairman of the Authority, having been elevated to the post by Gov. Meyner. The new Chairman had served as Secretary of the Authority since its organization in July, 1952.

**JUNE 15.** Commissioner Bayard L. England, re-designated as Vice Chairman by the Governor, took oath of office. Commissioner White was elected Secretary and Commissioner England re-elected Treasurer at reorganization meeting.

**JULY 15.** A 17-mile Parkway section from Toms River to Route 72, Manahawkin, in Ocean County, opened to traffic to launch series of weekly openings during the Summer.

**AUGUST 4.** Parkway began major operation with opening of new strip permitting uninterrupted northbound and southbound travel for 80 miles between Irvington in the north and Route 72, Manahawkin, in the south. Raritan River Bridge, largest span along the Parkway, went into full use at same time.

**AUGUST 8.** The one-millionth vehicle to pay toll on the Parkway recorded.



**AUGUST 28.** Parkway became an unbroken stretch of 113 miles for both directions of travel between Irvington and Somers Point below Atlantic City.

**SEPTEMBER 18.** Southern terminus of Parkway at Route 9 near Cape May opened to traffic.

**OCTOBER 6.** A 143-mile portion of Parkway (Irvington to Cape May), including detour at Great Egg Harbor Bay, became available for traffic.

**OCTOBER 23.** Official Opening Celebration held atop Telegraph Hill along Parkway in Holmdel, Monmouth County, to commemorate opening of major portion of the toll road. Gov. Meyner and former Gov. Alfred E. Driscoll headed program of ceremonies following box luncheon for some 3,000 guests outdoors.

**NOVEMBER 16.** A \$20 million bond issue sold by Authority to banking group to finance completion of Parkway project as a 165-mile divided highway.

**NOVEMBER 19.** First automatic toll-collector devices on Parkway placed in operation at Union plaza as experiment.

**NOVEMBER 29.** Authority offices moved from Trenton to Red Bank and Eatontown, along the Parkway.

**DECEMBER 8.** Parkway reached directly to Newark, New Jersey's largest city, as new northern section from Irvington to East Orange was opened.

**DECEMBER 15.** Parkway went through nationally-observed "Safe Driving Day" without a single traffic accident reported.



## TIME SAVINGS ON THE PARKWAY

	TRAVEL TIME IN HOURS			
	Average via Other Highways	Estimated via Garden State Parkway	SAVINGS One Way	Round Trip
<b>PATERSON TO:</b>				
ASBURY PARK	2.2	1.3	.9	1.8
ATLANTIC CITY	3.7	2.6	1.1	2.2
CAPE MAY	4.5	3.1	1.4	2.8
<b>THE ORANGES (Newark) TO:</b>				
ASBURY PARK	1.7	1.1	.6	1.2
ATLANTIC CITY	3.2	2.4	.8	1.6
CAPE MAY	4.0	2.9	1.1	2.2
<b>WOODBIDGE (Turnpike) TO:</b>				
ASBURY PARK	1.0	.6	.4	.8
ATLANTIC CITY	2.5	1.9	.6	1.2
CAPE MAY	3.3	2.4	.9	1.8

## TYPICAL TRIPS ON THE PARKWAY

	Toll	Parkway Miles	Cents per Mile
<b>PATERSON TO:</b>			
IRVINGTON	\$.25	13	1.9
UNION (ROUTE 22)	.50	16	3.1
WOODBIDGE (ROUTE 1, 9 OR TURNPIKE)	.50	28	1.8
ASBURY PARK	1.00	56	1.8
ATLANTIC CITY	1.75	116	1.5
CAPE MAY	2.00	156	1.3
<b>BLOOMFIELD TO:</b>			
IRVINGTON	free	6	—
UNION	.25	8	3.1
WOODBIDGE	.25	20	1.3
<b>THE ORANGES (Newark) TO:</b>			
ASBURY PARK	.75	43	1.7
ATLANTIC CITY	1.50	103	1.4
CAPE MAY	1.75	143	1.2
<b>WOODBIDGE (N. J. Turnpike) TO:</b>			
ASBURY PARK	.50	27	1.9
ATLANTIC CITY	1.25	88	1.4
CAPE MAY	1.50	128	1.2



## Parkway Connections

### To Reach the Parkway from New York City . . .

Holland Tunnel, U. S. Route 1 to  
U. S. Route 22 (Newark).  
Lincoln Tunnel, N. J. State Route 3.  
Geo. Washington Bridge, U. S. Route  
46 or N. J. State Route 4.

### To Reach the Parkway from New Jersey Turnpike . . .

Southbound Turnpike traffic exit  
Interchange 11 to U. S. Routes 1, 9  
for Southbound Parkway entrance.  
Northbound Turnpike traffic exit  
Interchange 10 for Northbound  
Parkway entrance.

### To Reach the Parkway from All Points . . .

Parkway connects with 25 major  
cross-State highways including U. S.  
Routes 1, 22, 30, 40, 46 and N. J.  
State Routes 33, 49-47, 70.

## TOLL SCHEDULE FOR THE GARDEN STATE PARKWAY

TOLL AREA	Nearest Interchange	Type of Toll Area	Passenger Car		Passenger Car w/semi Trailer (3-axles)	Truck 2 to 5 Ton	Truck over 5 Ton	Truck or Tractor & Semi-Trailer	Truck or Tractor & Full Trailer
			Motorcycle or Light Truck*	Omnibus*					
BERGEN	158-1	Across Road	.25	.75	.35	not permitted	not permitted	not permitted	not permitted
PASSAIC	153	On Ramp	.10	.25	.15	not permitted	not permitted	not permitted	not permitted
WATCHUNG	151	On Ramp	.25	1.00	.35	not permitted	not permitted	not permitted	not permitted
ESSEX	149-A	Across Road	.25	1.00	.35	not permitted	not permitted	not permitted	not permitted
IRVINGTON**	143	On Ramp	.25	1.00	.35	not permitted	not permitted	not permitted	not permitted
UNION	141	Across Road	.25	1.00	.35	not permitted	not permitted	not permitted	not permitted
RARITAN	125	Across Road	.25	.75	.35	not permitted	not permitted	not permitted	not permitted
MONMOUTH	109	On Ramp	.10	.25	.15	not permitted	not permitted	not permitted	not permitted
SHREWSBURY	105	On Ramp	.25	.50	.35	not permitted	not permitted	not permitted	not permitted
ASBURY	102	Across Road	.25	.75	.35	not permitted	not permitted	not permitted	not permitted
LAKESWOOD	88	On Ramp	.10	.25	.15	.15	.20	.30	.40
DOVER	83	Across Road	.25	.50	.35	.35	.50	.75	1.00
OCEAN	69	Across Road	.25	.50	.35	.35	.50	.75	1.00
NEW GRETN	52	Across Road	.25	.50	.35	.35	.50	.75	1.00
TILTON	36	On Ramp	.10	.25	.15	.15	.20	.30	.40
GREAT EGG***	27	On Ramp	.25	.50	.35	.35	.50	.75	1.00
CAPE MAY	17	Across Road	.25	.50	.35	.35	.50	.75	1.00

\* Trucks and chartered buses permitted South of Interchange No. 90 only.

\*\* Vehicles traveling to the North will be charged a toll as noted and will be issued a ticket which entitles bearer to free exit from the North at Irvington.

\*\*\* Future toll area.

NOTE: The numbers of Interchanges along the Parkway represent the approximate distance in miles from the southern terminus near Cape May.

# THE GARDEN STATE PARKWAY

*... the Pleasure Way*

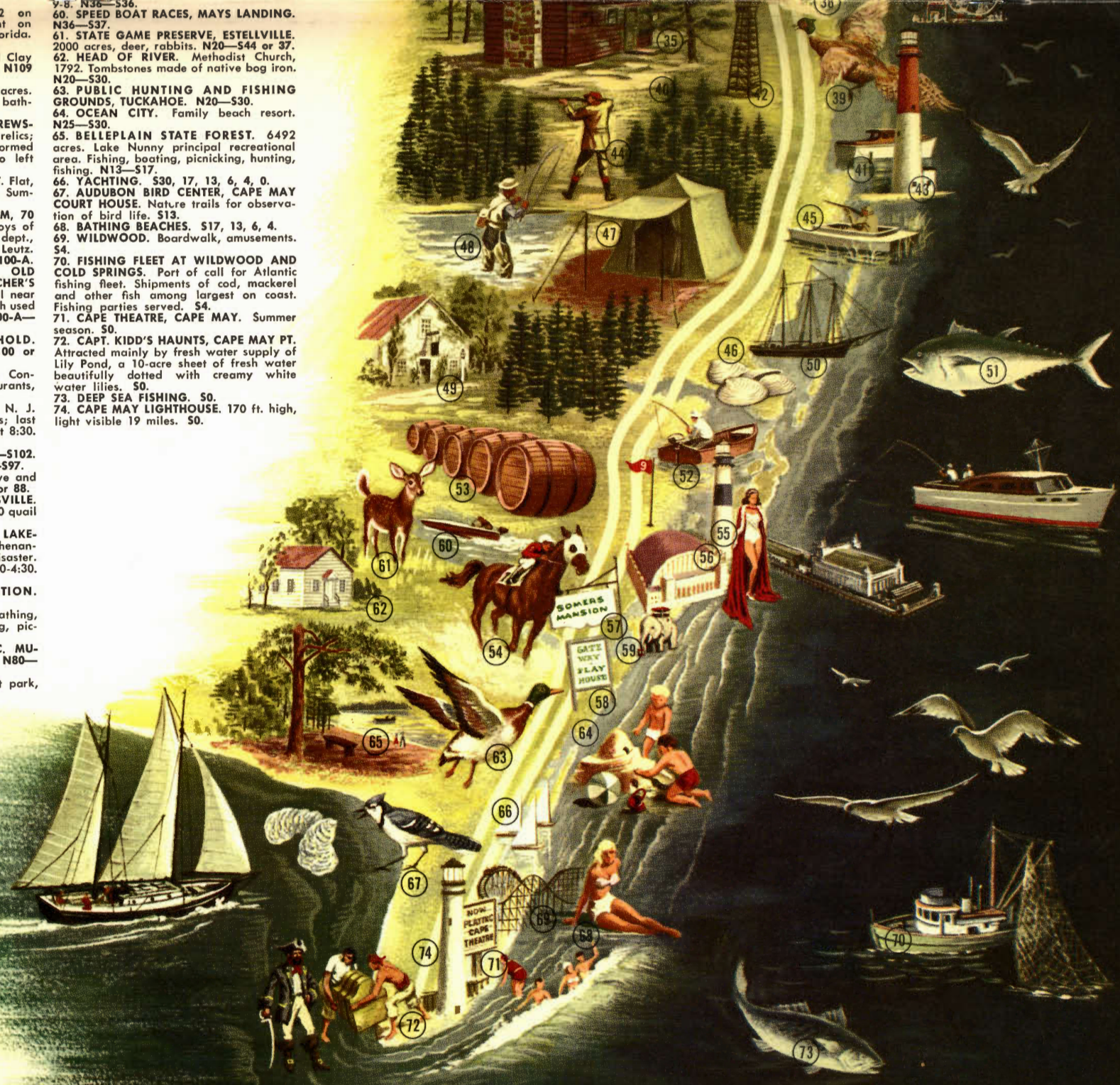
Following each point of interest is a recommended exit from the Parkway, northbound or southbound. E.G.—For Forked River, N69—S74, indicates that you can leave the Parkway at exit 69 northbound or exit 74 if southbound. These are only a few of the many points of interest readily accessible from the scenic Garden State Parkway. Up and down the 165 beautiful Parkway miles are dozens of other spots—interesting in a historical sense, alive with sports and recreation, rich in culture and beauty. The Parkway is truly The Pleasure Way of the Jersey coast!

1. PALISADE INTERSTATE PK., PT. LOOK-OUT. Parking on 500-foot cliff overlooks Hudson R. and N. Y. N161-1.
2. HOLLAND'S FIRST SUBMARINE, W. SIDE PK., PATERSON. First successful submarine, 1878. N155.
3. PASSAIC FALLS, PATERSON. Used as power by Alexander Hamilton and Company, 1791. N155.
4. VON STEUBEN HOUSE, N. BRIDGE RD., N. HACKENSACK. Bergen Co. Histor. Soc. Presented to Gen. Von Steuben for services to America. Tues.-Sat. 10-5; Sun. 2-5. N157-1.
5. GEORGE WASHINGTON BRIDGE. Linking N. J. and N. Y. World's largest in cable strength. N157-1 or 161-1.
6. GROVER CLEVELAND HOME, CALDWELL. Family furnishings, papers. Tues.-Sat. 10-5. Sun. 2-5. N148-5-149.
7. STORYBOOK FARM, NEAR WEST CALDWELL. Children's Fairyland; animals. Open Spring to Fall. N148-S149.
8. EDISON MUSEUM, W. ORANGE. Original models early inventions, phonograph, telephone, movie projector. Wed.-Sun. 9:30-11:30; 1:30-4:30. N146-S147.
9. N. J. HIST. SOCIETY, 230 BWAY., NEWARK. Early furniture, portraits, household equip., clothes, weapons, methods of transportation. Tues.-Sat. 10:00-4:30. No holidays. N146-S147.
10. NEWARK MUSEUM, 49 W. WASHINGTON ST., NEWARK. Progress in art, industry, science. Daily 12:30-5:30. Sun. 2-6. Planetarium Show 2:30 Sat., Sun., holidays. N145-S145-A.
11. SPRINGFIELD PRES. CHURCH, SPRINGFIELD. Center of Revolutionary fighting when Rev. Jas. Caldwell used Watts' hymnbooks from church for wadding guns. Thus the expression, "Give 'em Watts." N140-S140.
12. BOUDINOT MANSION, ELIZABETH. Home of Elias Boudinot, first president Continental Congress. Tues.-Sat. 10-12, 1-5. Sun. 2-5. N137-S140.
13. WASHINGTON ROCK PK., NEAR DUNELLEN. From this point Gen. Washington watched movements of British troops. Picnicking. N127-S131.
14. STATUE OF LIBERTY, BEDLOES ISL., N. Y. Boat to statue. N140-S141.
15. EDISON STATE PARK, MENLO PARK. Replica of original incandescent lamp tops Edison Memorial. Museum. N135-S131.
16. OIL REFINERIES, LINDEN. Spectacular at night. N136-S136.
17. RARITAN ARSENAL, METUCHEN. Storage, reassignment, testing of arms. Public welcome. N127-S130 or 131.
18. RUTGERS UNIV., NEW BRUNSWICK. Founded 1776. Mon.-Fri. 8:30-4:30. Sat. 8:30-12:30. Also in N. B., N. B. Theological Seminary; birthplace of Joyce Kilmer; Guest House where Tom Payne hid from
38. ISLAND BEACH STATE PARK. 10 miles of unspoiled beachlands; rarest seashore flora in U. S. N82-S82.
39. STATE GAME FARM, FORKED RIVER. Est. 1912 by State of N. J. for raising ring-necked pheasants. N69-S74.
40. PINE BARRENS. Along N. J. Rt. 72. 75,000 acres, virgin scrub pine. Rare upland vegetation and subterranean deposits of minerals and oils. N63-S67 or 63.
41. FORKED RIVER STATE YACHT BASIN. Fishing and sailing boats with skippers, for hire. N69-S74.
42. CEDAR BRIDGE. Excellent view from fire lookout tower guarding dense forest. N63-S67 or 63.
43. BARNEGAT LIGHTHOUSE. Built 1858. 172 ft. tall; 2nd oldest lighthouse in America. N63-S63.
44. PENN STATE FOREST. 2958 acres. Bathing, fishing, hunting, hiking, picnicking. N58-S67.
45. PUBLIC HUNTING GROUNDS, MANA-HAWKIN. 1000 acres bordering bay where food plants are raised to attract wild game. N63-S63.
46. TUCKERTON—THE HUMMOCK. Large pile, 8-10 ft. high, clam and oyster shells left by Indians. N50-S58.
47. BASS RIVER STATE FOREST. 9720 acres. Oldest State Forest in N. J. Cabins, camp sites, bathing, picnicking, hiking, fishing. N50-S52.
48. GREEN BANK STATE FOREST. 1833 acres along Mullica River. Bathing, fishing, hunting, picnicking. N50-S52.
49. MILL PLAYHOUSE, PLEASANT MILLS. Ancient mill converted. April 12 through summer. Tues.-Sat. P.M. N36-S40.
50. LUCY EVELYN, BEACH HAVEN. 3-masted schooner marine museum. June-Sept. 9 A.M.-10 P.M. daily. Oct.-May weekends. N63-S63.
51. TUNA CLUB, BEACH HAVEN. N63-S63.
52. INLET FISHING. N50-S58.
53. WINERY, EGG HARBOR CITY. Guided tours through Renault Winery. Mon.-Fri. 11-4. N36-S40.
54. ATLANTIC CITY RACE TRACK. Summer season. Post-time 2:30. N36-S37.
55. ABSECON LIGHTHOUSE, ABSECON ISLAND. Eiffel Tower of Atlantic City. 167 ft. high. Built 1854, abandoned 1932. Not open. N36-S40.
56. ATLANTIC CITY. Miss America Contest, Convention Hall, golf, amusements, restaurants, boardwalk, piers and hotels. N36-S44.
57. SOMERS MANSION, SOMERS POINT. Historical site. Open to public. N30-S30.
58. GATEWAY PLAYHOUSE, SOMERS PT. Summer season, musical comedies. N30-S30.
59. ELEPHANT HOUSE, MARGATE CITY. Observatory for sea view. April-Nov. daily



- British. N117—S131.  
 19. NAVESINK LIGHT. Built 1862 on Navesink Highlands. Highest point on open Atlantic Coast, Maine to Florida. Daily 9-5. N109 or 117—S117.  
 20. SEABRIGHT (RUMSON). National Clay Court Tennis Championships, August. N109—S109.  
 21. CHEESEQUAKE ST. PARK. 962 acres. Many birds and plants. Picnicking, bathing, fishing. N120—S120.  
 22. SHREWSBURY HIST. CHURCH, SHREWSBURY. Founded 1670. Historical relics; grave of Wm. Leeds, wealthy reformed member of Capt. Kidd's crew who left estate to church. N109—S109.  
 23. MONMOUTH PARK, OCEANPORT. Flat, turf, hurdle racing. Post-time 2:30. Summer months. N105—S105.  
 24. MONMOUTH CO. HIST. MUSEUM, 70 COURT ST., FREEHOLD. Furniture, toys of old, Indian relics, genealogical dept., painting of Monmouth Battle by Leutz. Tues.-Mon. 11-5. Sun. 2-5. N100—S100-A.  
 25. MONMOUTH BATTLEGROUND, OLD TENNENT CHURCH, MOLLY PITCHER'S WELL NEARBY. Molly Pitcher's Well near road, Freehold to Englishtown. Church used as hospital during battle. N100 or 100-A—S100-A.  
 26. FREEHOLD RACEWAY, FREEHOLD. Sulky racing. Summer Season. N100 or 100-A—S100-A.  
 27. BOARDWALK, ASBURY PARK. Convention Hall, amusements, restaurants, hotels. N100 or 100-A—S102.  
 28. NEPTUNE MUSIC CIRCUS. On N. J. Rt. 66—Musical comedies, operettas; last weekend June-Labor Day. Nightly at 8:30. N100—S100-A.  
 29. SURF FISHING. N100 or 100-A—S102.  
 30. FISHING FLEET, BRIELLE. N90—S97.  
 31. DEER PARK, LAKEWOOD. Native and foreign deer. Daily 9-6. N90—S91 or 88.  
 32. STATE QUAIL FARM, HOLMANVILLE. 128 acres. Produces more than 10,000 quail yearly. N90—S91 or 88.  
 33. U. S. NAVAL AIR STATION, LAKEHURST. Home air-base of Macon, Shenandoah, etc. Scene of Hindenburg disaster. Displays; museum. Sat.-Sun. 12:30-4:30. N82—S88.  
 34. FT. DIX MILITARY RESERVATION. N63—S88.  
 35. LEBANON STATE FOREST. Bathing, cabins, camp sites, fishing, hunting, picnicking. N63—S88.  
 36. OCEAN CO. HISTORICAL SOC. MUSEUM, TOMS RIVER. Court House. N80—S81.  
 37. SEASIDE HEIGHTS. Amusement park, bathing, boardwalk. N82—S82.

- 9-8. N35—S36.  
 60. SPEED BOAT RACES, MAYS LANDING. N36—S37.  
 61. STATE GAME PRESERVE, ESTELVILLE. 2000 acres, deer, rabbits. N20—S44 or 37.  
 62. HEAD OF RIVER. Methodist Church, 1792. Tombstones made of native bog iron. N20—S30.  
 63. PUBLIC HUNTING AND FISHING GROUNDS, TUCKAHOE. N20—S30.  
 64. OCEAN CITY. Family beach resort. N25—S30.  
 65. BELLEPLAIN STATE FOREST. 6492 acres. Lake Nunny principal recreational area. Fishing, boating, picnicking, hunting, fishing. N13—S17.  
 66. YACHTING. S30, 17, 13, 6, 4, 0.  
 67. AUDUBON BIRD CENTER, CAPE MAY COURT HOUSE. Nature trails for observation of bird life. S13.  
 68. BATHING BEACHES. S17, 13, 6, 4.  
 69. WILDWOOD. Boardwalk, amusements. S4.  
 70. FISHING FLEET AT WILDWOOD AND COLD SPRINGS. Part of call for Atlantic fishing fleet. Shipments of cod, mackerel and other fish among largest on coast. Fishing parties served. S4.  
 71. CAPE THEATRE, CAPE MAY. Summer season. S0.  
 72. CAPT. KIDD'S HAUNTS, CAPE MAY PT. Attracted mainly by fresh water supply of Lily Pond, a 10-acre sheet of fresh water beautifully dotted with creamy white water lilies. S0.  
 73. DEEP SEA FISHING. S0.  
 74. CAPE MAY LIGHTHOUSE. 170 ft. high, light visible 19 miles. S0.



HEUGH

# NEW JERSEY HIGHWAY STATEMENT OF FINANCIAL CONDITION

## ASSETS

### CONSTRUCTION FUND:

#### Cash:

Construction account .....	\$ 1,222,167.11	
Condemnation revolving account .....	7,500.00	
Real estate deposit trust account, contra .....	3,088.42	\$ 1,232,755.53

#### Interim investments—United States Government obligations:

Construction account—book value, Note C .....	\$61,235,257.97	
Condemnation deposits trust account—book value, Note C .....	9,987,604.40	71,222,862.37
Accounts receivable—miscellaneous .....		7,050.00

#### Condemnation deposits:

With Clerk of the Superior Court of New Jersey .....	\$ 2,484,471.20	
Advanced to property owners .....	1,393,160.43	3,877,631.63
Prepaid expenses .....		18,748.78
Work in progress, contracts, contra .....		32,413,116.61
Construction costs to December 31, 1954, Exhibit B, Note D .....		224,370,058.17

### REVENUE FUND:

Cash .....		304,266.53
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### BOND SERVICE FUND:

State-Guaranteed Bonds, Exhibit D .....	\$ 157,383.79	
General Revenue Bonds, Exhibit D .....	3.51	157,387.30

### BOND RESERVE FUND:

State-Guaranteed Bonds, Exhibit D .....	\$12,329,933.68	
General Revenue Bonds, Exhibit D .....	976,490.31	13,306,423.99

TOTAL ASSETS .....		\$346,910,300.91
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#### NOTE A: GENERAL:

The following footnotes are an integral part of the balance sheet.

#### NOTE B: AUTHORIZING LEGISLATION:

The New Jersey Highway Authority is a body corporate and politic created by the New Jersey Highway Authority Act; L. 1952, Chapter 16, which Act authorized and empowered this Authority to acquire, construct, maintain, repair, and operate highway projects. Further provision is made in the Act for the issuance of revenue bonds, payable from tolls and other revenues of the Authority. Chapter 17 of the Laws of 1952, approved by the voters at the November, 1952 general election, authorized a guaranty by the State of New Jersey of bonds of the Authority in a principal amount not exceeding \$285,000,000.00.

#### NOTE C: INVESTMENTS:

Set forth below are the cost and market values of the investments in the following funds:

Name of Fund	Cost	Market Value, December 31, 1954
Construction .....	\$61,178,703.93	\$61,242,710.14

Condemnation .....	9,976,500.00	9,987,200.00
Bond Service—Guaranteed	154,621.80	154,975.02
Bond Service—		
General Revenue .....	107,679.24	107,735.40
Bond Reserve—Guaranteed	12,270,021.25	12,480,210.00
Bond Reserve—		
General Revenue .....	973,231.88	969,319.69
	\$84,660,758.10	\$84,942,150.25

#### NOTE D: CONSTRUCTION COSTS:

Included in construction costs are expenses covering cost of acquiring real estate, engineering fees, administrative, legal, financial, interest on bonds, and organization expenses during the construction period, in accordance with the General Bond Resolution and the First, Second, and Third Supplemental Resolutions.

Approximately \$6,600,000.00 is not included in "Construction Costs" at December 31, 1954 in that the billings had not been finally approved and paid.

## HIGHWAY AUTHORITY

CONDITION, DECEMBER 31, 1954

## LIABILITIES AND RESERVES

## CONSTRUCTION FUND:

Retained percentages on construction contracts.....	\$ 8,010,741.75	
Vouchers payable .....	124,149.19	
Services of State Agencies.....	22,523.22	
Payroll taxes and other payroll deductions withheld from employees .....	22,262.41	
Real estate deposits payable, contra.....	<u>3,088.42</u>	
		\$ 8,182,764.99

## Reserves for:

## Contracts payable:

Construction .....	\$ 26,468,548.36	
Engineering, estimated .....	2,467,349.03	
Relocation of utilities, estimated.....	3,269,092.89	
Material testing, estimated.....	101,023.21	
Architectural services .....	<u>107,103.12</u>	
Total reserves for contracts payable, contra.....		32,413,116.61

## REVENUE FUND:

Net income from operations, Exhibit C.....	1,314,419.31
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## BOND INDEBTEDNESS:

## State-Guaranteed Parkway Bonds:

Series A, Note E.....	\$150,000,000.00
Series B .....	<u>135,000,000.00</u>
	\$285,000,000.00

## General Revenue Bonds:

Series C .....	<u>20,000,000.00</u>	
		305,000,000.00

TOTAL LIABILITIES AND RESERVES.....	<u>\$346,910,300.91</u>
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## NOTE E: AGREEMENT WITH BONDHOLDERS:

The Authority authorized on July 8, 1953 the issuance of \$150,000,000.00 State-Guaranteed Parkway Bonds, Series A, dated July 1, 1953.

On November 18, 1953 the Authority authorized the issuance of \$135,000,000.00 State-Guaranteed Parkway Bonds, Series B, dated January 1, 1954 (the balance of \$285,000,000.00 approved by the voters).

The Authority authorized on November 16, 1954, under Chapter 16 of the Highway Authority Act, the issuance of \$20,000,000.00 General Revenue Bonds, Series C, dated November 1, 1954.

The First and Second Supplemental Bond Resolutions provide for the payments from the proceeds of Series A and B Bonds as follows:

1. Guaranteed Bond Service Account, an amount equal to interest to be payable on Series A and B Bonds at or before January 1, 1955, \$10,367,750.00.
2. Guaranteed Bond Reserve Account, an amount equal to interest on Series A and B Bonds for eighteen months, \$12,231,187.50.

The Third Supplemental Bond Resolution provides for the payment from the proceeds of Series C Bonds as follows:

1. Bond Service Account, an amount equal to the unpaid interest

on such bonds accrued from November 1, 1954 to the date of delivery November 29, 1954, \$50,555.56.

2. Bond Reserve Account, an amount equal to interest on Series C Bonds for eighteen months, \$975,000.00.

In accordance with the provisions of the General Bond Resolution, an additional \$57,777.78 was transferred to the Bond Service Account from the Construction Fund in order to provide interest on the Series C Bonds to December 31, 1954.

## NOTE F: INTEREST:

The interest on the Series A, B, and C Bonds is payable semi-annually on January 1 and July 1 in each year. On December 31, 1954, \$4,077,273.50 had been deposited with the paying agent to cover the interest due January 1, 1955 on Series A and B Bonds and accordingly, there is no liability shown in the accounts for such interest at that date. These funds were transferred from the Guaranteed Bond Service Account. Interest is payable on Series C Bonds commencing July 1, 1955.

## NOTE G: OPERATIONS:

The statement of operations has been prepared on a modified cash basis. At December 31, 1954 the Garden State Parkway was partially completed and on a partial income-producing basis.

# NEW JERSEY HIG STATEMENT OF CONSTRUCTION

PARKWAY SECTIONAL COSTS:	ADMINISTRATIVE AND FINANCIAL	COST OF LAND ACQUISITION
Section 1 .....		\$ 5,603,202.75
2 .....		3,623,215.02
3 .....		12,932,158.99
4 .....		5,069,221.72
7 .....		3,733,591.97
8 .....		590,433.36
10 .....		428,447.43
11 .....		1,029,016.19
13 .....		431,282.29
<b>COSTS NOT ALLOCATED TO SECTIONS:</b>		
Administrative salaries and wages.....	\$ 445,151.19	479,321.58
Employees' retirement fund contribution.....	1,884.35	2,871.75
Stationery, office supplies, printing, and postage	55,575.66	35,411.02
Travel and subsistence .....	15,549.14	15,237.09
Insurance and surety bonds.....	11,393.11	379.41
Office furnishings and fixtures.....	73,429.39	21,513.40
Telephone and telegraph.....	7,272.33	18,146.48
Rent, heat, and light.....	34,743.17	26,458.65
Motor vehicles—Equipment and operating costs	14,319.72	2,237.95
Blueprinting, reproduction, and photography...	8,159.00	5,829.27
Special services, professional fees.....	42,310.32	254,959.60
Relocation of utilities .....		
Consulting engineer .....		
Public information .....	193,740.51	
Legal services and expenses.....	197,770.74	
Financial including bond counsel.....	321,547.86	
Toll collection .....		
Parkway police .....		
Maintenance .....		
Interest on notes and bonds.....	10,565,664.33	
Premium on interim investments.....	12,658.80	
Bond discount .....	2,268,020.00	
Miscellaneous .....	11,783.14	7,616.97
	\$14,280,972.76	\$34,310,552.89
<b>LESS:</b>		
Interest on interim investments.....	\$ 2,667,721.28	
Liquidated damages and penalties recovered...		
Sale of plans and specifications.....		
Interest on deposits with Clerk of Superior Court		\$ 25,797.54
Profit on sale of securities.....	62,080.22	
Cash discount earned .....	10,647.45	
Miscellaneous .....		320.00
	\$ 2,740,448.95	\$ 26,117.54
	\$11,540,523.81	\$34,284,435.35

## NET CONSTRUCTION COSTS TO DECEMBER 31, 1954, EXHIBIT A

**NOTE:** The accompanying footnotes to the financial statement, Exhibit A, are an integral part of this statement of construction costs.

# HWAY AUTHORITY

## COSTS TO DECEMBER 31, 1954

ENGINEERING FEES AND SERVICES	CONSTRUCTION	ORGANIZATION	TOTAL
\$ 861,638.02	\$ 7,297,359.21		\$ 13,762,199.98
1,438,179.72	8,861,612.45		13,923,007.19
2,139,121.82	19,625,010.47		34,696,291.28
854,768.30	9,185,210.67		15,109,200.69
6,035,099.66	54,477,413.46		64,246,105.09
1,128,590.98	9,065,099.62		10,784,123.96
3,192,060.78	23,341,322.01		26,961,830.22
1,538,936.39	12,637,827.07		15,205,779.65
407,085.06	1,738,025.10		2,576,392.45
295,972.21			1,220,444.98
8,513.90			13,270.00
15,522.06			106,508.74
7,817.46			38,603.69
2,455.74			14,228.26
28,443.12			123,385.91
38,454.44			63,873.25
40,512.73			101,714.55
164,760.65			181,318.32
99,478.11			113,466.38
424,406.32			721,676.24
	2,574,388.93		2,574,388.93
3,569,837.85			3,569,837.85
			193,740.51
			197,770.74
			321,547.86
		\$ 91,511.34	91,511.34
		2,040.51	2,040.51
		245,162.50	245,162.50
			10,565,664.33
			12,658.80
			2,268,020.00
			7,482,917.39
30,857.38	7,432,659.90		
<u>\$22,322,512.70</u>	<u>\$156,235,928.89</u>	<u>\$338,714.35</u>	<u>\$227,488,681.59</u>
			\$ 2,667,721.28
	\$ 267,000.00		267,000.00
\$ 34,510.00			34,510.00
			25,797.54
			62,080.22
			10,647.45
1,110.06	49,436.87		50,866.93
<u>\$ 35,620.06</u>	<u>\$ 316,436.87</u>		<u>\$ 3,118,623.42</u>
<u>\$22,286,892.64</u>	<u>\$155,919,492.02</u>	<u>\$338,714.35</u>	
.....			<u>\$224,370,058.17</u>

**NEW JERSEY HIGHWAY AUTHORITY  
REVENUE FUND  
STATEMENT OF OPERATIONS  
Year Ended December 31, 1954**

INCOME:	
Toll revenue .....	\$1,800,432.01
Concession revenue—Service stations .....	7,365.67
<b>TOTAL INCOME .....</b>	<b>\$1,807,797.68</b>
EXPENSES:	
Toll collection .....	\$ 229,931.16
Toll audit .....	16,817.19
Parkway maintenance .....	99,797.70
Parkway police .....	99,127.85
General .....	47,704.47
<b>TOTAL EXPENSES .....</b>	<b>493,378.37</b>
<b>NET REVENUE FOR PERIOD,</b>	
See Footnote G on Exhibit A .....	<u>\$1,314,419.31</u>

**NOTE:** The accompanying footnotes to the financial statement, Exhibit A, are an integral part of this statement of operations.

## EXHIBIT D

**NEW JERSEY HIGHWAY AUTHORITY  
STATEMENT OF OTHER FUNDS  
at December 31, 1954**

	BOND SERVICE FUND GUARANTEED BONDS	FUND GENERAL REVENUE BONDS	BOND RESERVE FUND GUARANTEED BONDS	FUND GENERAL REVENUE BONDS
Cash .....	\$ 2,416.23	\$ 654.09	\$ 13,706.27	\$ 371.50
Investments in United States Government obligations— book value—See Footnote C on Exhibit A .....	154,967.56	107,682.76	12,304,212.57	973,109.44
Accrued interest receivable on above .....			12,014.84	3,009.37
	<u>\$157,383.79</u>	<u>\$108,336.85</u>	<u>\$12,329,933.68</u>	<u>\$976,490.31</u>
Less accrued bond interest payable .....		108,333.34		
<b>TOTAL, See Footnotes E and F on Exhibit A</b>	<u><u>\$157,383.79</u></u>	<u><u>\$ 3.51</u></u>	<u><u>\$12,329,933.68</u></u>	<u><u>\$976,490.31</u></u>

**NOTE:** The accompanying footnotes to the financial statement, Exhibit A, are an integral part of this statement of other funds.

A. H. PUDER, C.P.A.  
N. S. PUDER, C.P.A.  
L. KRANTZNER, C.P.A.  
F. ROHN, JR., C.P.A.  
R. S. PUDER, C.P.A.  
R. K. PUDER, C.P.A.  
—  
G. BAKER, C.P.A.  
C. BURKHARTT, C.P.A.

**PUDER & PUDER**  
CERTIFIED PUBLIC ACCOUNTANTS  
(NEW YORK, NEW JERSEY & CALIFORNIA)  
MEMBERS OF AMERICAN INSTITUTE OF ACCOUNTANTS

CANADIAN PACIFIC BLDG.  
346 MADISON AVENUE  
NEW YORK 17, N.Y.  
—  
MILITARY PARK BLDG.  
80 PARK PLACE  
NEWARK 2, N.J.  
—  
484 GENERAL PETROLEUM BLDG.  
LOS ANGELES 17, CALIF.

Newark 2, New Jersey

January 14, 1955.

New Jersey Highway Authority,  
12 Broad Street,  
Red Bank, New Jersey.

Gentlemen:

We have examined the statement of financial condition of the NEW JERSEY HIGHWAY AUTHORITY as of December 31, 1954, the related statement of operations for the year then ended, and the statement of construction costs to December 31, 1954. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying statement of financial condition, and the statements of operations and construction costs present fairly the financial condition of the New Jersey Highway Authority as of December 31, 1954, the results of its operations for the year then ended, and the construction costs to December 31, 1954, all in conformity with generally accepted accounting principles applicable in the circumstances, applied on a basis consistent with that of the preceding year.

Respectfully submitted,  
  
Certified Public Accountants.

**ON AND OFF.** The Parkway's roadways overpass Route 72 at Manahawkin and link with a network of exit and entrance ramps. There are 80 interchanges along the Parkway

with a total of 226 on and off ramps to serve northbound and southbound traffic.



The Parkway has won applause from many quarters for its scenic splendor along its path through 10 counties in the eastern half of New Jersey. Landscaping is still continuing with the expectation that the Parkway will wear its best dress only after Mother Nature has had time to put on the finishing touches.

#### **TOLL OPERATIONS**

A big innovation on the Parkway was the installation of automatic toll collectors in an experimental undertaking to determine their value as a convenience and economy. Two such mechanical devices were set up at the Union toll plaza in November to receive coins directly from the motorists. Additional experimental installations are to be made later at other toll points along the Parkway.

The toll schedule adopted by the Authority establishes a 25-cent rate for passenger vehicles at each across-the-Parkway toll station and either a 10-cent or 25-cent rate at ramp toll stations. Nine across-the-Parkway toll stations and eight ramp toll stations are proposed for the 165-mile route, with most of them presently in operation.

Trucks, which are permitted only south of interchange No. 90 near Lake-



wood, and buses, which presently are permitted on the Parkway under restrictive regulation, pay higher tolls ranging up to one dollar. A complete schedule of tolls is shown on page 13 of this report. <sup>4v</sup>

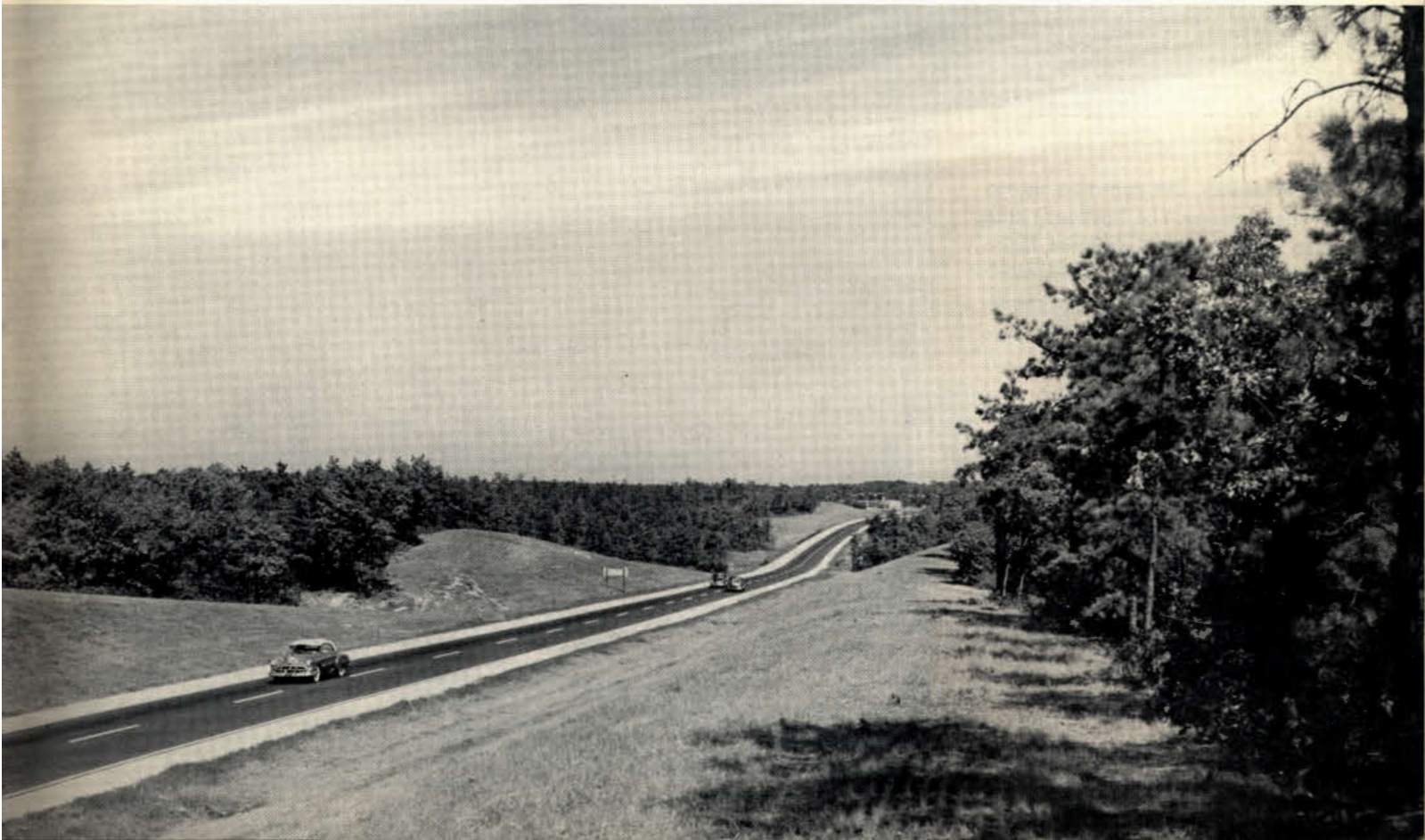
#### FUEL AND FOOD

Construction of eight service areas providing fuel, food and comfort facilities for Parkway motorists is well underway. All eight service sites are scheduled to be completed by July 1. Leases have been executed for the operation of the restaurants and gasoline stations by concessionaires—Howard Johnson, Inc., and three major oil companies (Cities Service, Atlantic Refining and Esso Standard).

Two temporary service areas—one at Eatontown and the other at New Gretna—were put in operation during the year to accommodate motorists with gasoline, comfort and telephone facilities.

New picnic areas, supplementing those in use along a section completed by the Highway Department, were begun late in the year. Seven such spots affording families or individuals an opportunity to stop, eat and rest amid beautiful surroundings are planned. In addition, development of a scenic overlook at Telegraph Hill Park neared completion at year's end.

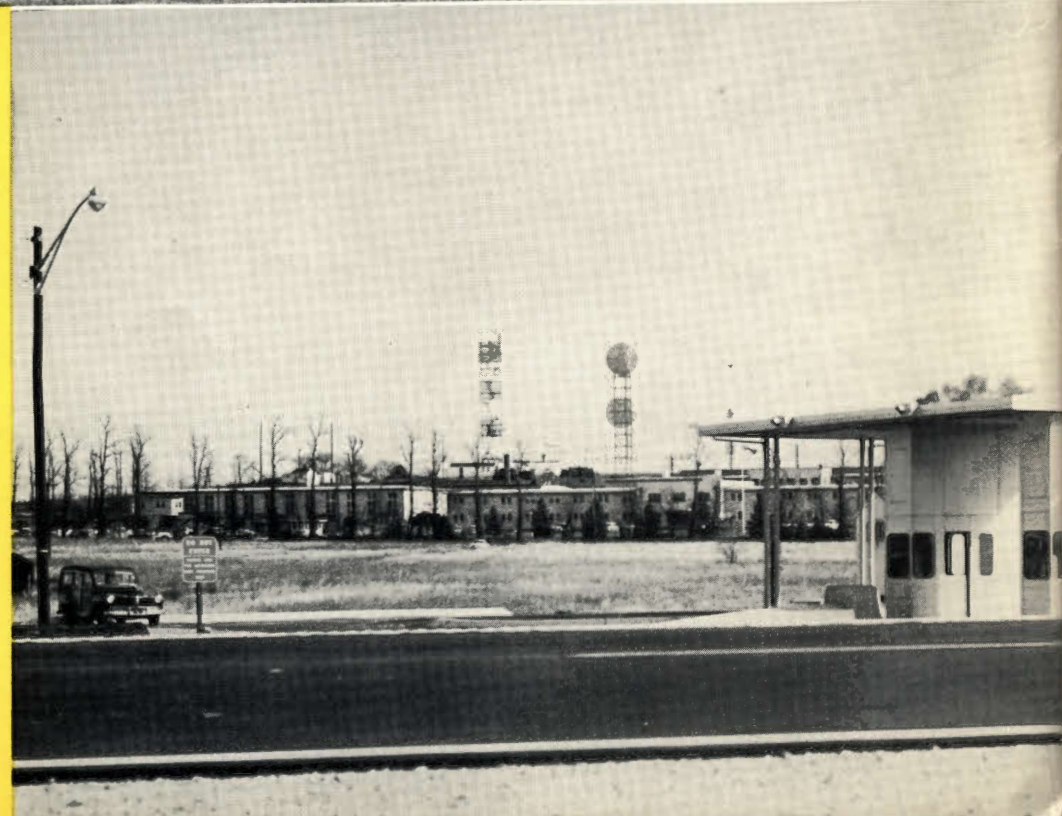
Detailed maps of the Parkway showing the more than 220 points of



The Parkway has spurred residential and industrial developments in communities near its route. New homes and plants, located to take advantage of the quick, comfortable and economical transportation provided by



the Parkway, are common sights in those areas. The Parkway can also serve national defense, linking 12 major military installations along the Jersey coast such as Fort Monmouth and the Pomona Naval Air Station.



entrance and exit along the route were published and distributed by the Authority during the past six months. More than 400,000 copies are now in circulation. A copy has been placed on the inside of this report's back cover.

Following a study of proposals from three companies, the Authority has contracted with the New Jersey Bell Telephone Co. for the installation of a comprehensive radio-telephone communications system. The system, which will tie together all Parkway operations, is slated to go into effect early in 1955.

Construction contracts in the aggregate amount of \$195,983,000—representing 95 per cent of the cost of all construction included in the \$305,000,000 capital budget—have been completed, underway, or awarded. During 1954, 89 construction contracts totaling \$31,474,000 were awarded.

#### **NEW FINANCING**

The new financing consummated in November has permitted the Authority to go ahead with plans and contracts for completion of the Parkway as a dual-roadway route from Paramus and Paterson in the north all the way to the southern terminus near Cape May. With the funds obtained from the issue of \$20 million in bonds, the Authority has undertaken the following to complete the project:

1. Build second roadways throughout Cape May and Bergen Counties;
2. build a modern bridge and causeway to carry the Parkway over Great Egg Harbor Bay between Cape May and Atlantic Counties;
3. build an additional 2 miles of dual-roadway route from Broad Street, Clifton, to 21st Avenue, Paterson.

The Series C general revenue bonds were sold to a banking group on November 16, at a net interest cost of 3.2364 per cent. There were three bids on the bonds. Unlike the Authority's Series A and B issues in 1953, the new bonds carried no pledge of credit from the State of New Jersey. The State-backed bonds drew lower interest costs with the result that the overall interest cost of financing for the Parkway project will average 2.90 per cent.



## *Looking ahead*

Eager to extend the Parkway route southerly across Delaware Bay by means of a ferry service, the Authority last July 20, invited proposals from private enterprise for the construction and operation of such a project. Several proposals were submitted by private firms for Authority study. The Authority is exploring the propositions in personal meetings with representatives of the private groups, and is advancing its study rapidly.

The Authority has agreed on a proposed link with the New York State Thruway under which it would extend the Parkway north through Bergen County to the State line. Meetings were held with State Highway Department and Bergen County officials in an effort to work out the best possible plan for such a connection. The Authority is now set to go ahead with the extension.

However, the Authority's first objective remains the completion of the legislated Parkway project from Paramus and Paterson to Cape May. It has accelerated construction schedules with the sole aim of making the entire route available to New Jersey motorists as soon as possible.

The Authority is proud to note that the Garden State Parkway has been so rousingly welcomed by the citizens of New Jersey and is confident that this pathway to pleasure and business will become an integral part of their every-day living.

  
CHAIRMAN

  
VICE CHAIRMAN-TREASURER

  
SECRETARY

January 28, 1955





Permanent service areas containing restaurant, restroom and gasoline facilities are well under construction. The service buildings feature New Jersey colonial architecture.



The State Police force assigned to the Parkway operates out of modern white-brick buildings such as this one. The troopers patrol the Parkway 24 hours a day.



This line-up of equipment represents a small portion of the facilities available to the Parkway's maintenance force for its work in keeping the route clean and clear at all times.



The Parkway's uniformed toll collectors are trained to treat motorists with courtesy and efficiency. Maps, regulation manuals, and information are available here at the asking.

# Personnel

NEW JERSEY HIGHWAY AUTHORITY, 12 Broad Street, Red Bank 6-4600

## COMMISSIONERS

Orrie de Nooyer . . . . . Chairman  
Bayard L. England . . . . . Vice Chairman and Treasurer  
Katharine Elkus White . . . . . Secretary

## STAFF

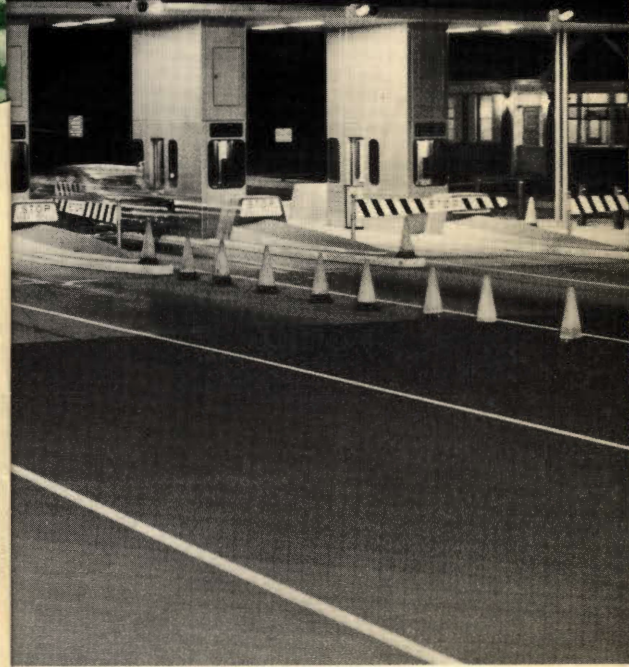
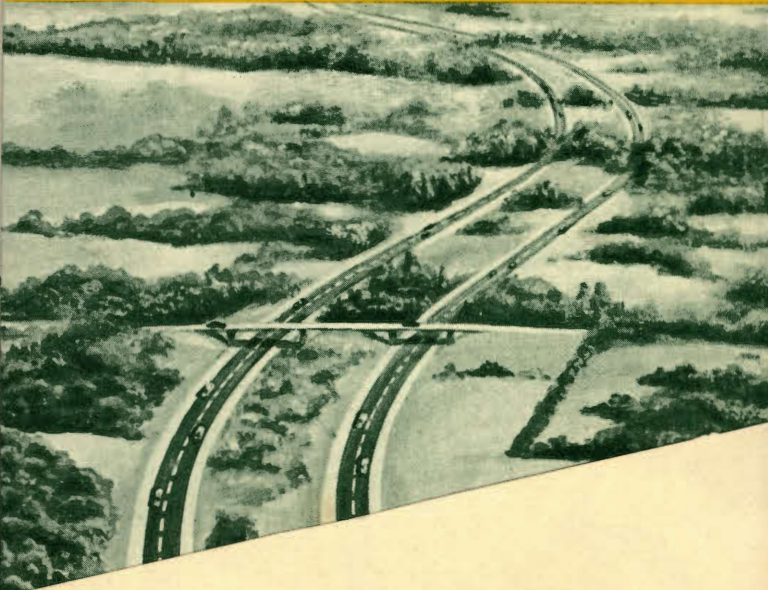
D. Louis Tonti . . . . . Acting Executive Director  
Harold W. Giffin . . . . . Chief Engineer  
Felix T. McGuire . . . . . Comptroller  
Morris Schnitzer, Esq. . . . . General Counsel  
Theodore W. Geiser . . . . . General Attorney  
Milton Levy . . . . . Director of Public Relations  
Ross S. Vogt . . . . . Superintendent of Maintenance  
Walter Goldberg . . . . . Chief Condemnation Counsel  
Charles F. Lindauer . . . . . Supervisor of Appraisals and Negotiations  
Carl J. Teegen . . . . . Assistant Chief Engineer  
Richard W. Siver . . . . . Traffic Engineer  
James M. Brennan . . . . . Acting Superintendent of Tolls  
John L. Kelly, Jr. . . . . Assistant Comptroller  
Richard V. Keuper . . . . . Assistant Operations Officer  
Edwin L. Gerber . . . . . Administrative Assistant  
Reginald B. Brown . . . . . Supervisor of Purchasing  
Jack E. Boucher . . . . . Staff Photographer

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Hawkins, Delafield & Wood . . . . . Bond Counsel  
Lehman Brothers . . . . . Financial Advisors  
Puder & Puder . . . . . Accountants  
Parsons, Brinckerhoff, Hall & MacDonald . . . . . General Engineering Consultants  
Coverdale & Colpitts . . . . . Consulting Traffic Engineers

**Map of the  
GARDEN STATE  
PARKWAY**

← (NORTHBOUND)



**Map of the  
GARDEN STATE  
PARKWAY**

← ( SOUTHBOUND )

