

GARDEN STATE PARKWAY



ANNUAL REPORT • 1955 • NEW JERSEY HIGHWAY AUTHORITY





Withdrawn

1955 • THE YEAR THE GARDEN STARTED TO FLOWER

FOURTH

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

KATHARINE E. WHITE
Chairman

JOHN B. TOWNSEND
Vice Chairman-Secretary

SYLVESTER C. SMITH, JR.
Treasurer

D. LOUIS TONTI
Executive Director



THE GARDEN

the Historical Way

The Parkway runs through New Jersey countryside and cities rich in American history . . . and then some. Here are a few examples:

1. **CHEESEQUAKE STATE PARK**, reached from Parkway exit 120, is believed to have gotten its name from a tribe of Indians known as the "Cheesequoik." However, another theory is that the name refers to "marshy ground which trembled." The Park now has a great variety of flora and facilities for picnicking, hiking, bathing.

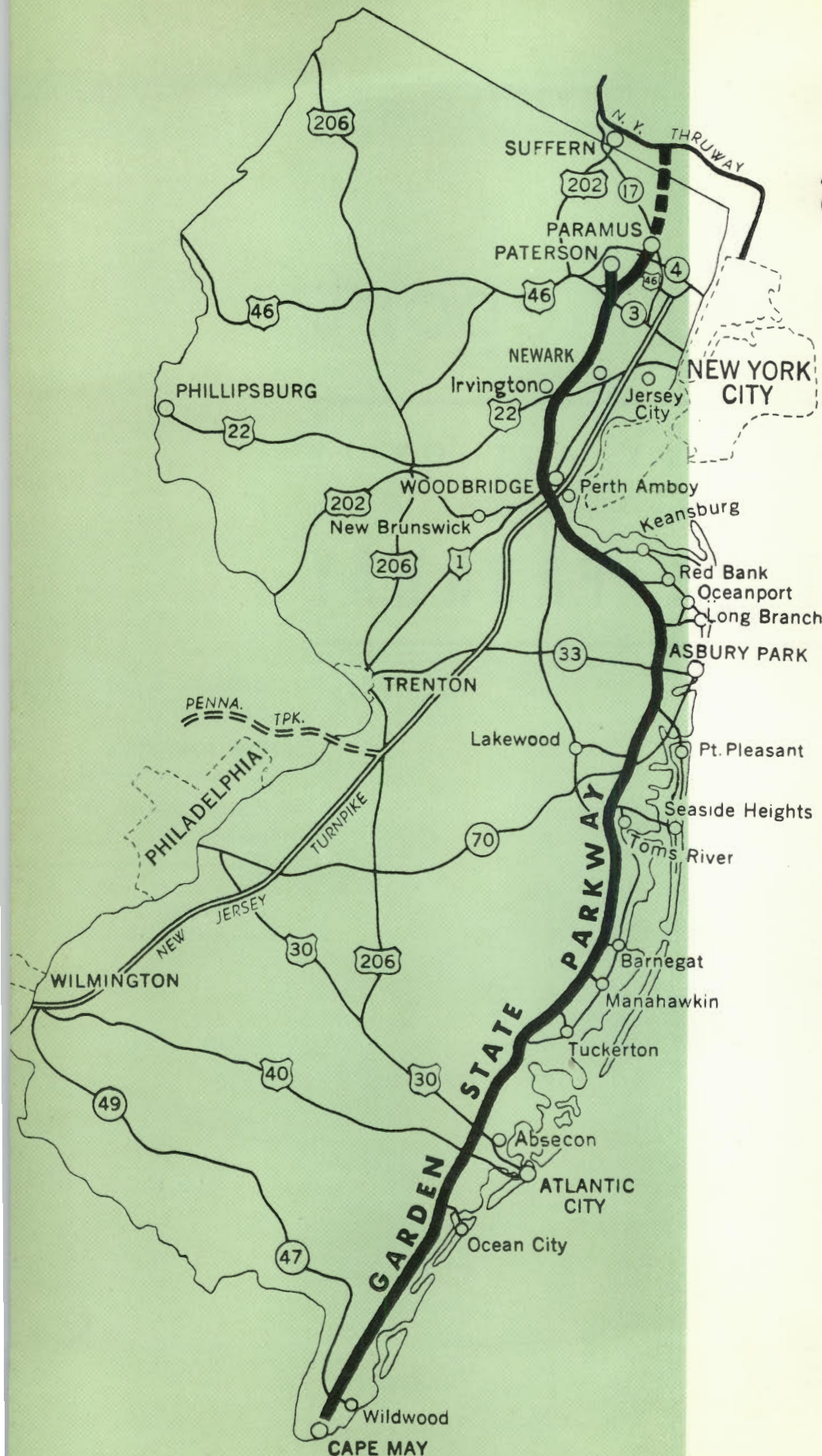
2. **TELEGRAPH HILL**, the site of Parkway headquarters for State Police, Maintenance and Toll Divisions, is near milepost 115. Believed to have been used by Indians as a vantage point for smoke signals, it later was site during Revolution of a beacon that relayed warnings to American militia watching actions of the British then encamped in New York City. Later, semaphore signals were sent from here to give New York shipping merchants news of arrival of sailing vessels within Sandy Hook, which the Hill overlooks.

3. **ALLAIRE**, now an undeveloped State Park area near Parkway exit 97, was a famous iron works from about 1810 to 1850. The furnaces used bog iron ore to produce iron which in turn was used in New York City to build the early steam engines and steamboats of that period. Some of the old buildings are still standing.

4. **CAPTAIN KIDD'S HAUNTS** are all along the Parkway. The old buccaneer is supposed to have carried on his pirate activities from Cape May to the Raritan River along the Parkway's coastal route. Despite rumors, no buried treasure was uncovered in construction of the Parkway.

5. **PREHISTORIC CEDAR FOREST** was located south of the Mullica River near milepost 48 when a huge dredge digging the Parkway route bit into immense logs some three feet in diameter. Historians concluded that buried beneath 30 feet of mud and muck was a vast cedar forest more than 500,000 years old.

6. **"THE OLE HOUSE"** can be spotted along the Parkway in the center island at Seaville near milepost 20. The house, which bears a sign identifying it, is believed to date back before 1822. It was allowed to remain on the Parkway in the interest of history.



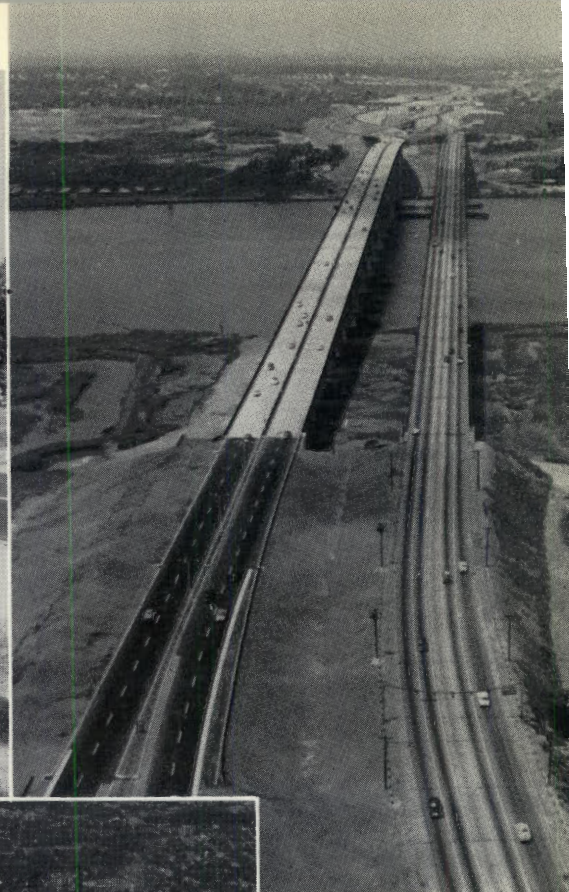
STATE PARKWAY

.....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 164 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 PARK, Point Lookout. N161 or N163.
2. HOLLAND'S FIRST SUBMARINE, West Side Park, Paterson. N155P.
3. PASSAIC FALLS, Paterson. N155P.
4. VON STEUBEN HOUSE, N. Bridge Rd., No. Hackensack. N157 or N161.
5. GEORGE WASHINGTON BRIDGE. N157 or N161.
6. GROVER CLEVELAND HOME, Caldwell. N148-S148A.
7. STORYBOOK FARM, near West Caldwell. N148-S149.
8. EDISON MUSEUM, West Orange. N146-S147.
9. N.J. HISTORICAL SOCIETY, 230 Broadway, Newark. N146-S147.
10. NEWARK MUSEUM, 49 W. Washington St. N145-S145A.
11. SPRINGFIELD PRESBYTERIAN CHURCH, Springfield. N140-S140.
12. BOUDINOT MANSION, Elizabeth. N137-S140.
13. WASHINGTON ROCK PARK, near Dunellen. N127-S131.
14. STATUE OF LIBERTY, Bedloes Island, New York. N140-S141.
15. EDISON STATE PARK, Menlo Park. N131-S131.
16. OIL REFINERIES, Linden. N136-S136.
17. RARITAN ARSENAL, Metuchen. N127-S130 or 131.
18. RUTGERS UNIVERSITY, New Brunswick. N117-S131.
19. TWIN LIGHTS of NAVESINK HIGHLANDS. N109 or N117-S117.
20. STORYLAND VILLAGE, N100B-S102.
21. CHEESECAKE STATE PARK. N120-S120.
22. SHREWSBURY HISTORICAL CHURCH, Shrewsbury. N109-S109.
23. MONMOUTH PARK, Oceanport. N105-S105.
24. MONMOUTH CO. HISTORICAL MUSEUM, 70 Court St., Freehold, N100B-S100A.
25. MONMOUTH BATTLEGROUND, OLD TENNENT CHURCH, MOLLY PITCHER'S WELL. N100B-S100A.
26. FREEHOLD RACEWAY, Freehold. N100B-S100A.
27. LONG BRANCH RECREATION PIER. N105-S105.
28. BOARDWALK, Asbury Park. N100A-S102.
29. NEPTUNE MUSIC CIRCUS, N100B-S100A.
30. FISHING FLEET, Brielle & Point Pleasant. N90-S97.
31. DEER PARK, Lakewood. N90-S91 or 88.
32. STATE QUAIL FARM, Holmansville. N90-S91 or 88.
33. U.S. NAVAL AIR STATION, Lakehurst. N82-S88.
34. FT. DIX MILITARY RESERVATION. N63-S88. Also FT. MONMOUTH (U.S. Signal Corps) at Eatontown. N105-S105.
35. LEBANON STATE FOREST. N63-S88.
36. OCEAN CO. HIST. SOCIETY MUSEUM, Toms River. N80-S81.
37. SEASIDE HEIGHTS. N82-S82.
38. ISLAND BEACH STATE PARK. N82-S82.
39. STATE GAME FARM, Forked River. N69-S74.
40. PINE BARRENS. N63-S67 or 63.
41. FORKED RIVER STATE YACHT BASIN. N69-S74.
42. CEDAR BRIDGE. N63-S67 or 63.
43. BARNEGAT LIGHT. N63-S63.
44. PENN STATE FOREST. N58-S67.
45. PUBLIC HUNTING GROUNDS. Manahawkin. N63-S63.
46. TUCKERTON, THE HUMMOCK. N50-S58.
47. BASS RIVER STATE FOREST. N50-S52.
48. GREEN BANK STATE FOREST. N50-S52.
49. MILL PLAYHOUSE, Pleasant Mills. N36-S40.
50. LUCY EVELYN, Beach Haven. N63-S63.
51. TUNA CLUB, Beach Haven. N63-S63.
52. INLET FISHING. N50-S58.
53. WINERY, Egg Harbor City. N36-S40.
54. ATLANTIC CITY RACE TRACK. N36-S37.
55. ABSECON LIGHTHOUSE, Absecon Island. N36-S40.
56. ATLANTIC CITY. N36-S44.
57. SOMERS MANSION, Somers Point. N30-S30.
58. GATEWAY PLAYHOUSE, Somers Point. N30-S30.
59. ELEPHANT HOUSE, Margate City. N36-S36.
60. SPEED BOAT RACES, Mays Landing. N36-S37.
61. STATE GAME PRESERVE, Estellville. N20-S44 or 37.
62. HEAD OF RIVER. N20-S30.
63. PUBLIC HUNTING & FISHING GROUNDS. Tuckahoe. N20-S30.
64. OCEAN CITY. N25-S30.
65. BELLEPLAIN STATE FOREST. N13-S17.
66. YACHTING. S30, 17, 13, 6, 4, 0.
67. AUDUBON BIRD CENTER, Cape May Court House. S13.
68. BATHING BEACH. S17, 13, 6, 4.
69. WILDWOOD. S4B.
70. FISHING FLEET at Wildwood and Cold Spring. S4A and B.
71. CAPE THEATRE, Cape May. S0.
72. CAPT. KIDD'S HAUNTS, Cape May Point. S0.
73. DEEP SEA FISHING. S0.
74. CAPE MAY LIGHTHOUSE. S0.





Top left: Scenic view along Parkway heading south through gentle, rolling fields.

Top right: The Raritan River (Parkway) Bridge looking north as seen from a plane. Edison Memorial Bridge, serving Route 35, is on right.

Center: Aerial picture of the Bloomfield area, showing the Parkway winding north to Paterson and Bergen County.

Bottom left: The southern terminus of the Parkway near Cape May City and Route 9, at the southern end of the state.

Bottom right: At the opposite end of the State, the northern terminus of the Parkway leading to Route 17, New York State, and New England.





SUMAC — Feather-leaved shrub, brilliant crimson in the fall

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

The New Jersey Highway Authority put the Garden State Parkway in full operation on July 1, with the opening of the northernmost section of the 164-mile scenic route.

Immediately thereafter, traffic rolled over the length of the Parkway from Paramus to Cape May in substantially increased numbers.

The results of the initial six months of full operation ending December 31, 1955, indicate that:

1. With careful administration, the Parkway will be on a self-supporting basis.
2. With the continuing cooperation of its motorists, the Parkway will become known as the safest highway in the nation.

The first six months of full operation produced sufficient revenue to meet all obligations, and left a safety record that stood second to none.

On the calendar year basis, the Parkway experience was favorable. Despite the fact that the Parkway was in full operation only half the year, toll revenue during 1955 exceeded \$9,300,000. Traffic engineers' pre-construction estimate of toll revenue for 1955, on a full-year full-operation basis, was \$12,003,000.

Total revenue for the year from all sources exceeded \$9,600,000. These sources included tolls, gasoline station and restaurant concessions, public telephones and off-Parkway garage service. In addition,

some \$880,000 were earned on interim investments, which earnings were applied to the payment of bond interest due during 1955.

The financial statements covering the year 1955 are on pages 16 through 20 of this Annual Report.

THE OPEN ROAD

Following the policy set in 1954, the Highway Authority during 1955 opened to traffic as soon as possible each remaining section of the Parkway. The result at year's end was a divided highway stretching 164 miles from Route 17, Paramus, in the north, to Route 9 near Cape May City in the south.

The new sections opened during 1955 are in the metropolitan northern New Jersey area of the Parkway route where the greatest volume of toll traffic was anticipated and has been found.

Toll collections started at the Irvington Toll Area, January 22; at the Essex Toll Area, February 1; at the Passaic Toll Area, March 5; at the Watchung Toll Area, April 30; and at the Bergen Toll Area, July 1. Free travel was permitted through the first four Areas for several days or weeks before the start of toll collections, pending completion of fringe work.

On July 1, Governor Meyner marked the opening of the last major section of the legislated Parkway project by paying the first toll at the Bergen



PARKWAY IN THE FALL

A view of the Parkway during the Fall season shows the beauty of the Pleasure Way in full color. This is the season when many different trees and shrubs along the way burst into brilliant, beautiful colors. The picture above looks upon a section of the Parkway in the fertile orchard and farm land of Monmouth County.



RHODODENDRON
—Handsome pom-poms
nested in the elongated ovals
of shiny foliage

plaza. The Governor had cut a ceremonial ribbon near the Route 17 terminus shortly before the toll payment.

The final major section opened to traffic extended from U. S. Route 46 in East Paterson to the terminus at Route 17 in Paramus.

While the occasion represented the start of full operation, it did not signal the completion of the minimum Parkway project as defined in the General Bond Resolution. Under that Resolution which sets forth the Authority's agreement with its bondholders, the minimum project will not have been completed until the new Great Egg Harbor Bay causeway-bridge is open to traffic.

Now well under construction and rising ahead of schedule, the 1½-mile crossing of the Bay between Atlantic and Cape May Counties in southern New Jersey is expected to be open by next May 1. Pending its opening, a detour via U. S. Route 9 over a privately-owned bridge has been necessary for Parkway motorists.

The last mile of the Paterson spur of the Parkway has been postponed because of the uncertainty of the planning and construction of other facilities in the area.

FINANCES

During the half-year period beginning July 1, budget estimates of both revenues and operating expenses were met. Earnings during this first six-month period of full operation were sufficient to cover operating expenses and debt service on all

series of bonds outstanding. Debt service reserves were maintained as required by the provisions of the General Bond Resolution.

While 1955 operating costs estimated by engineers were revised downward when it became apparent that construction delays would reduce operating needs, economy measures instituted during the year resulted in further decrease of expenses. Operating expenditures were held to approximately 85 per cent of the revised total budgeted for such purposes.

Additional economies are being projected in the 1956 operating budget to minimize costs without sacrificing any safety or service factor on the Parkway.

However, it became apparent during the last half of 1955 that the minimum Parkway project could not be completed within the \$305 million construction budget previously set. Because of increased costs in right-of-way acquisition above engineers' estimates and the need for final fringe construction, the Authority found it will require an estimated \$4 million of additional capital funds to complete the project.

During the year, the engineering firm of Coverdale & Colpitts was engaged to conduct a traffic and earnings study in the interest of exploring the feasibility of a proposed feeder road which would extend the present Parkway northward from its Route 17, Paramus, terminus to connect with the New York State Thruway at the N. Y.-N. J. State line.

The conclusions stated in the Coverdale & Col-



DOGWOOD—Large medallion flowers, petals irregularly indented at the rim

pitts report, dated November 30, 1955, indicate that not only is the proposed Thruway Feeder Road financially feasible but it is a facility needed promptly. The report took into account the \$4 million of additional funds required to complete the Parkway between Paramus and Cape May.

The Thruway Feeder Road alignment would take the Parkway north through Paramus, Washington Township, Hillsdale, Woodcliff Lake, and Montvale in upper Bergen County to the State line. The New York State Thruway Authority has indicated its intention to build a connecting spur.

The Parkway connection with the Thruway would open up a new avenue for highway travel between New England and New York State, and eastern New Jersey. It would also create an easy bypass of metropolitan New York City for travel between the Northeast and points South and West.

It is hoped that construction will commence next Spring and that the 8.6-mile feeder road will be opened to traffic by December, 1956.

Following receipt of the Coverdale & Colpitts report, negotiations were initiated during December to provide immediate funds for the Thruway Feeder Road and completion of the Parkway project. These temporary obligations would be refunded through the issuance of \$22 million general revenue bonds following the completion of the minimum Parkway project later in 1956.

A section of the Coverdale & Colpitts report of November 30, 1955 indicates how actual traffic on the present Parkway compared with engineers' pre-



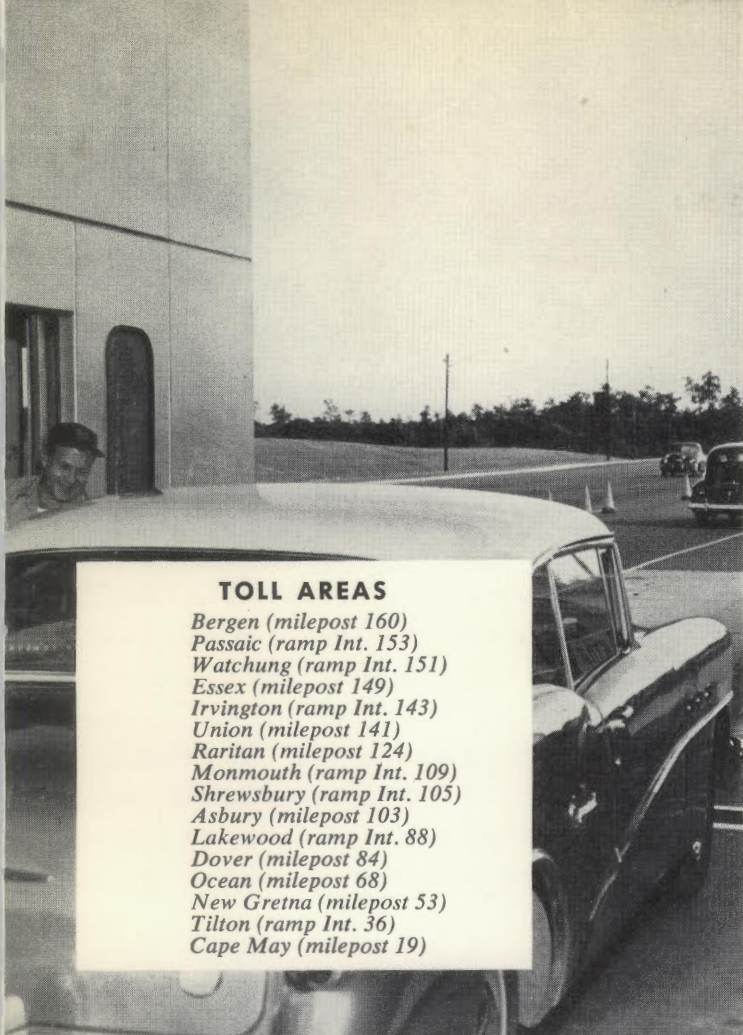
SERVICE AREAS

*Brookdale (under construction)
(no. & so. milepost 151)
Vaux Hall (northbound milepost 141)
Cheesequake (no. & so. milepost 122)
Manasquan (no. & so. milepost 99)
Forked River (no. & so. milepost 75)
Absecon (no. & so. milepost 40)
Seaville (no. & so. milepost 18)*



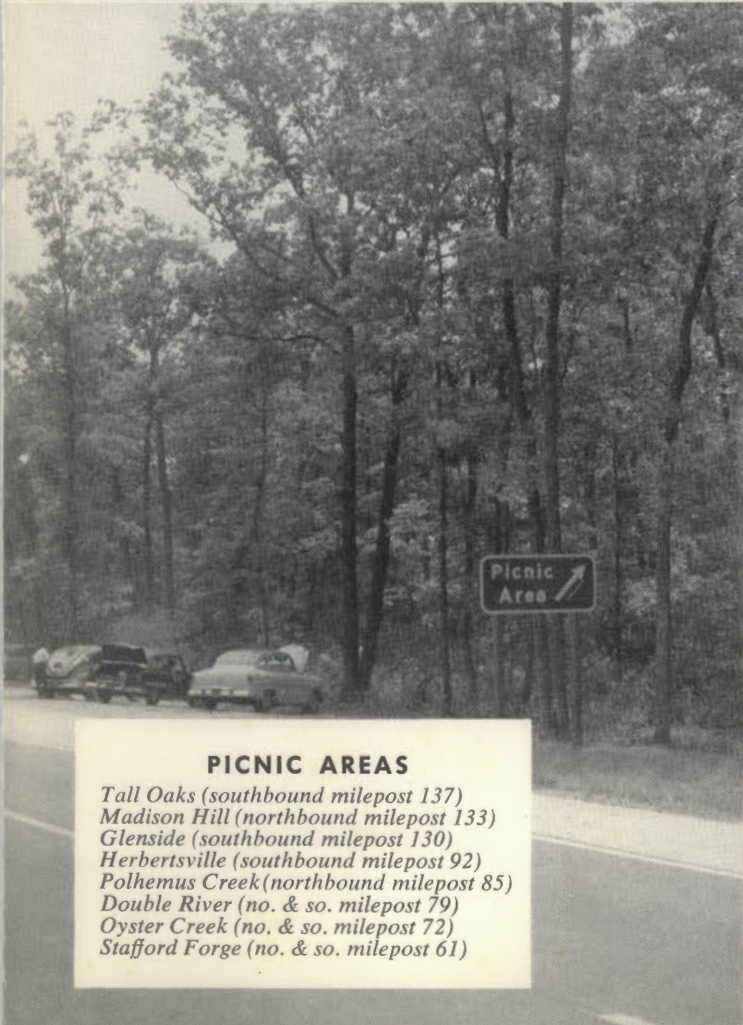
ROADSIDE TELEPHONE AREAS

*Murdock (southbound milepost 142)
Chestnut (northbound milepost 140)
Cranford (southbound milepost 138)
Fulton (southbound milepost 135)
Metuchen (northbound milepost 132)
Middletown (northbound milepost 115)
Holmdel (southbound milepost 115)
Eatontown (no. & so. milepost 107)
Point Pleasant (no. & so. milepost 93)
Toms River (northbound milepost 83)
Toms River (southbound milepost 81)
Somers Point (southbound milepost 35)
Somers Point (northbound milepost 34)*



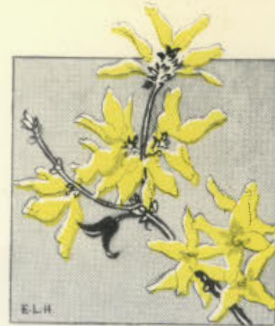
TOLL AREAS

Bergen (milepost 160)
Passaic (ramp Int. 153)
Watchung (ramp Int. 151)
Essex (milepost 149)
Irvington (ramp Int. 143)
Union (milepost 141)
Raritan (milepost 124)
Monmouth (ramp Int. 109)
Shrewsbury (ramp Int. 105)
Asbury (milepost 103)
Lakewood (ramp Int. 88)
Dover (milepost 84)
Ocean (milepost 68)
New Gretna (milepost 53)
Tilton (ramp Int. 36)
Cape May (milepost 19)



PICNIC AREAS

Tall Oaks (southbound milepost 137)
Madison Hill (northbound milepost 133)
Glenside (southbound milepost 130)
Herbertsville (southbound milepost 92)
Polhemus Creek (northbound milepost 85)
Double River (no. & so. milepost 79)
Oyster Creek (no. & so. milepost 72)
Stafford Forge (no. & so. milepost 61)



FORSYTHIA — Showering blossoms early in the spring before the leaves are out

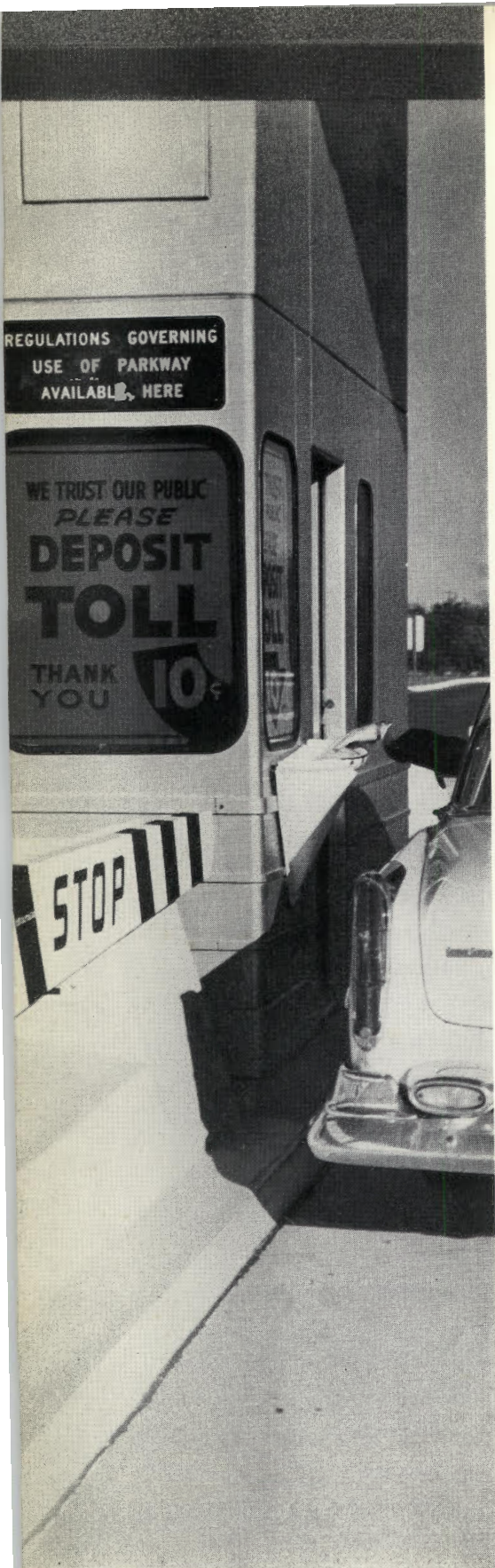
construction estimates. All such estimates had been based on full rather than partial operation for the year 1955. The report stated as follows:

“The first section of our study pertaining to the previous estimates of traffic and revenue on the existing Parkway has involved a detailed study of the volumes and trends experienced at the individual toll collection points and at various other key points and corridors, such as the Raritan River crossings. Although the complete Parkway—Cape May to Paramus—has been in operation only since July 1955, our estimates of the present earning power of the project, based on the first four months of complete operation, indicate that the 1956 total annual revenue will be very close to that estimated in our original 1953 Report. Accordingly, we believe that it is reasonable to assume that the revenues for subsequent years will follow the estimates as previously given.”

CONSTRUCTION

In addition to the completion of northern Parkway sections, the year 1955 saw the construction of a second roadway in Cape May County. When that southernmost area of the Parkway first opened in 1954, both directions of traffic were carried on separate lanes of the southbound roadway. The northbound roadway was opened in its entirety through Cape May County October 28, thus providing a completely divided highway along the full distance of the Parkway.

During the Spring, the State Highway Department, in cooperation with the Authority, undertook



This shows operation of the honor system that has aroused nationwide interest. Under this unique system, certain toll booths operate without any attendants present. Motorists are trusted to deposit their toll and the records show that they are not abusing this trust.



POKEWEED (Inkberry)—
Clusters of juicy, ink-dark berries hanging from graceful stems

the widening of a 13-mile toll-free stretch between U. S. Route 22 and the Raritan River. The 13-mile Parkway section, built and maintained by the Highway Department, was widened from four to six lanes to relieve frequent traffic congestion.

Since the completion of the Parkway on both sides of that 13-mile stretch, traffic through the area had far exceeded the estimates made at the time the State-owned section was designed. The extra lanes became available to traffic on July 9, following completion of the widening project in record time.

A summary of construction for the year shows that 35 contracts in the aggregate amount of \$3,275,364.56 were awarded during 1955.

ADMINISTRATION

The Highway Authority has adopted a preliminary organization chart and has formulated rules and regulations for its proper administration. Approximately 500 full-time workers, including temporary construction help, are employed by the Authority.

The Commissioners in office by appointment of the Governor are Katharine Elkus White, Mayor of Red Bank, whose term expires in 1961; Dr. John B. Townsend, a practicing physician in Ocean City, whose term expires in 1958; and Sylvester C. Smith, Jr., General Counsel of the Prudential Insurance Company of America, whose term expires in 1964.

D. Louis Tonti was named Executive Director by the Authority in November following a 10-month period of service in an acting capacity. In November, Harold W. Giffin, who had been Chief Engineer of the Authority since its inception in July, 1952, returned to his post in the State Highway Department from which he was loaned to the Authority. He represented the last of a large number of Highway Department employes similarly borrowed and returned by the Authority.



MOUNTAIN LAUREL—
Distinctive shell-form flowers
against glossy green leaves

During the course of the year, the Authority undertook a survey of administrative practices and procedures in right-of-way acquisition. The report from a special survey team is expected in February.

Regular meetings of the Authority were held generally twice a month, with all such sessions open to the press and public.

SAFETY

The Parkway achieved an outstanding safety record during the year, as it did in 1954.

Compared with the number of highway deaths in various sectors of the nation, the Parkway record set a pace for safety that won widespread acclaim and attention. During the entire 12 months of 1955, there were 10 traffic fatalities on the Parkway.

Approximately 39 million vehicles passed through Parkway toll stations during the year's time, and an additional heavy volume of traffic travelled on free sections.

Although the Authority's pride in Parkway safety is tempered by the fact that there were casualties, it notes that the fatality rate was probably the lowest in the country among comparable highways. The estimated fatality rate for the Parkway during 1955 was 1.2 per 100 million vehicle miles.

Perhaps equally impressive is the report that personal injury accidents on the Parkway averaged less than four a week during the year. The great majority of those accidents involved only minor injuries.

An example of the safety achievements can be found in the fact that for the second successive year the Parkway went through nationally-observed Safe Driving Day (Dec. 1) without a single traffic accident.

The greater part of the credit must go to the motorists themselves, but the Parkway design with its widely-separated and gradually-curving roadways has undoubtedly contributed to the safety record.

(Turn to Page 21)



Another unique toll facility is the automatic toll collector. Installed on an experimental basis at the Raritan plaza, the devices are designed to permit motorists who have the exact change handy to deposit their tolls and drive on with a minimum of delay.

1955 PARKWAY CHRONOLOGY



Governor Meyner pays the first toll at the Bergen plaza on July 1, to mark the start of full operation of the Parkway as a 164-mile highway.

JANUARY 19 . . .

Two new strips of Garden State Parkway opened in northern New Jersey to provide a continuous drive of 158 miles from the Passaic River west bank in Clifton to Cape May.

FEBRUARY 25 . . .

The 10-millionth vehicle to pay toll on the Parkway recorded.

MARCH 7 . . .

State Senate confirmed Governor's appointment of Dr. John B. Townsend as a Member of the Highway Authority. Dr. Townsend succeeded Vice Chairman-Treasurer Bayard L. England, who resigned.

MARCH 8 . . .

Governor Robert B. Meyner designated Commissioner Katharine E. White as Vice Chairman of the Authority. At reorganization meeting next day, Commissioner White was elected Treasurer and Commissioner Townsend was elected Secretary.

MARCH 9 . . .

New automatic toll collector with robot camera attachment placed in operation at Raritan plaza.

MAY 12 . . .

First permanent restaurant-gasoline facilities along Parkway became available with formal opening of Cheesequake Service Area.

MAY 26 . . .

Parkway's Passaic River Bridge opened to traffic, extending travel route to 160 miles from Route 46, East Paterson, to Cape May.



JULY 1 . . .

Parkway began full operation as 164-mile highway with formal opening of northernmost stretch from Route 46, East Paterson, to Route 17, Paramus, terminus. Gov. Meyner paid first toll at Bergen plaza shortly after noon.

JULY 11 . . .

First baby born on Parkway as State Police help father deliver son at Telegraph Hill headquarters. Born to Mr. and Mrs. William Cimilluca, son named William Parkway Cimilluca. Two other Parkway babies born later during month.

JULY 19 . . .

The 25-millionth vehicle to pay toll on the Parkway recorded.

AUGUST 29 . . .

State Senate confirmed Governor's appointment of Sylvester C. Smith, Jr., as a Member of the Highway Authority. Mr. Smith succeeded Chairman Orrie de Nooyer, whose three-year term expired June 26.

AUGUST 30 . . .

Gov. Meyner designated Commissioner White as Chairman and Commissioner Townsend as Vice Chairman of the Authority.



Parkway's Passaic River Bridge connects Passaic County to Bergen County in background of picture—was opened to traffic on May 26.

SEPTEMBER 1 . . .

Commissioner Smith was elected Treasurer of the Authority at reorganization meeting. Commissioner Townsend was continued as Secretary.

OCTOBER 28 . . .

Parkway became fully divided highway along 164-mile route as final stretch of northbound roadway in Cape May County was opened.

NOVEMBER 1 . . .

State Trooper John Anderson mortally wounded on Parkway by fugitive criminal who was later shot and killed in a motel to which he had fled.

NOVEMBER 10 . . .

D. Louis Tonti named by Authority as Executive Director effective November 15 after having served in acting capacity from start of year.

DECEMBER 1 . . .

For second successive year, Garden State Parkway went through nationally-observed "Safe Driving Day" without a single traffic accident reported.

Former Chairman Orrie de Nooyer, at right, is served by Mr. Howard Johnson of restaurant fame at special luncheon on May 12, marking the opening of Cheesequake Service Area.

Elizabeth
Lansden
Hammell

PARKWAY BOTANY & GEOGRAPHY



NOTE: Listed locations are geographically identified by the milepost numbers posted along the 164-mile Parkway. Mileposts measure the distance from the Parkway's southern terminus near Cape May (milepost 0) to the northern terminus at Route 17, Paramus (milepost 164). They correspond approximately with Parkway interchange numbers.

WATERWAYS crossed by the Parkway . . .

More than 30 bodies of water lie in the path of the Parkway. Included are four of New Jersey's largest rivers. Among the larger waterways crossed by the Parkway are:

The Raritan River	(milepost 125)
The Passaic River	(milepost 157)
The Mullica River	(milepost 48)
Great Egg Harbor Bay	(milepost 28)
Toms River	(milepost 80)

Among other rivers spanned by the Parkway:

Bass River	(milepost 51)
Manasquan River	(milepost 94)
Forked River	(milepost 72)
Metedeconk River	(milepost 90)
Shark River	(milepost 98)
Swimming River	(milepost 108)
Elizabeth River	(milepost 141)
Second River	(milepost 148)
Third River	(milepost 149)
Saddle River	(milepost 161)

Among the many brooks, creeks and streams running under the Parkway:

Mill Creek	(milepost 1)
Uncle Aaron's Creek	(milepost 15)
Patcong Creek	(milepost 35)
Absecon Creek	(milepost 38)
Clarks Mill Stream	(milepost 44)
Cedar Creek	(milepost 62)
Four Mile Creek	(milepost 64)
Oyster Creek	(milepost 70)
Pine Brook	(milepost 108)
Matawan Creek	(milepost 117)
Cheesequake Creek	(milepost 122)
Weasel Brook	(milepost 154)
Sprout Brook	(milepost 163)

YELLOW IRIS—*Orchid shaped flower with sword shaped, stiff, flat leaves*

BRIDGES along the Parkway . . .

More than 280 bridges are needed to carry the Parkway over or under highways, railroads and waterways. The five biggest structures cross waterways as follows:

RARITAN RIVER BRIDGE—4,400 feet long; between Woodbridge and Sayreville; opened August 4, 1954.

GREAT EGG HARBOR BAY BRIDGE—6,300 feet long causeway-bridge with main span 3,700 feet long; between Somers Point and Beesleys Point; scheduled for opening May 1, 1956.

PASSAIC RIVER BRIDGE—1,000 feet long; between Clifton and East Paterson; opened May 26, 1955.



MULLICA RIVER BRIDGE—1,000 feet long; between Atlantic and Burlington Counties; opened August 28, 1954.

BASS RIVER BRIDGE—1,000 feet long; New Gretna, Burlington County; opened August 28, 1954.

TREES & SHRUBS along the Parkway . . .

SPECIMEN TREES—42-inch caliper White Oak and 44-inch caliper Tulip at Telegraph Hill (milepost 115); and 30-inch caliper Tulip at Dwight Road, Middletown (milepost 112); 46-inch caliper American Beech at Eatontown spur (milepost 105); 30-inch caliper American Holly at Palermo (milepost 22); 32-inch caliper Spanish Oak at Wildwood (milepost 5).

GENERAL TREES—American Ash, American Beech, Gray Birch, River Birch, Crabapple, White Cedar, Cherry, Elm, Ginkgo, Goldenrain, Hawthorne, Hemlock, Honeylocust, American Holly, Ironwood, American Linden, Magnolia, Norway Maple, Red Maple, Sugar Maple, Red Oak, Spanish Oak, Willow Oak, White Oak, Peach, Pear, Persimmon, Red Pine, Poplar, Beech Plum, Redbud, Sassafras, Shadbush, Japanese Snowball, Sourwood, Tulip, Weeping Willow.



GENERAL SHRUBS—Azalea, Chokeberry, Coralberry, Dogwood, Forsythia, Hazel, Honeysuckle, Inkberry, Laurel, Lilac, Japanese Quince, Rhododendron, Rose, Spicebush, Sumac, Summersweet, Viburnum, Winterberry.



GARDEN STATE PARKWAY

FACTS & FIGURES

LENGTH: 164 miles between Route 17, Paramus, in the north and Route 9, near Cape May City, in the south.

DESIGN: Divided highway with two-to-three lanes each in separated northbound and southbound roadways. Service roads of two lanes in each direction along Essex County additionally.

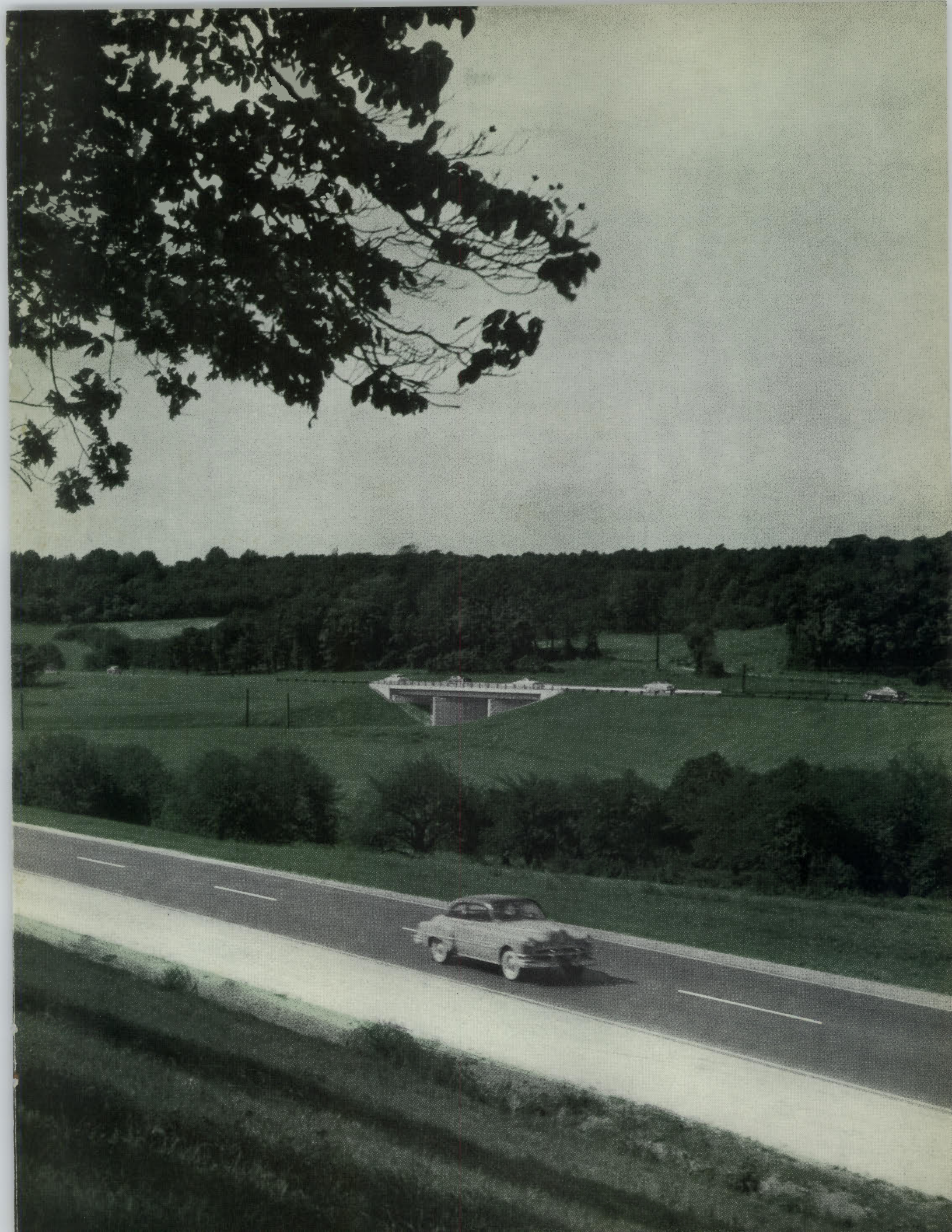
CENTER ISLAND: Width ranges from five feet to 600 feet, with average approximately 100 feet.

INTERCHANGES: 80 consisting of 117 entrance ramps and 116 exit ramps.

SPEED LIMIT: 60 miles per hour except where otherwise posted.

TOLLS: Nine across-the-Parkway toll stations and seven ramp toll stations. Passenger car rate at each across-the-Parkway station is 25 cents.

TRUCKS: Not permitted on Parkway north of Interchange 90 near Lakewood.



NEW JERSEY HIGHWAY STATEMENT OF FINANCIAL CONDITION

ASSETS

CONSTRUCTION FUND:

Cash accounts:			
Construction	\$	96,896	
Condemnation revolving		7,500	
Real estate deposits, contra		<u>5,872</u>	
			\$ 110,268
Interim investments—United States Government obligations:			
Construction account—book value, Note C	\$	9,286,576	
Condemnation deposits trust account—book value, Note C		<u>6,000,000</u>	
			15,286,576
Accrued interest on investments			29,877
Accounts receivable—miscellaneous			140,713
Condemnation deposits:			
With Clerk of the Superior Court of New Jersey	\$	819,917	
Advanced to property owners		<u>813,352</u>	
			1,633,269
Inventories			16,708
Prepaid expenses			1,071
Work in progress, contracts, contra			6,752,523
Construction costs to December 31, 1955, Exhibit B, Note D			<u>284,787,400</u>

REVENUE FUND:

Cash			731,388
Accounts receivable			26,306
Inventories			56,970
Prepaid insurance			<u>49,818</u>

BOND SERVICE FUND, NOTE E:

State-Guaranteed Bonds, Exhibit D	\$	1,365,366	
General Revenue Bonds, Exhibit D		<u>113,544</u>	
			1,478,910

BOND RESERVE FUND, NOTE E:

State-Guaranteed Bonds, Exhibit D	\$12,355,853		
General Revenue Bonds, Exhibit D	<u>975,020</u>		
			13,330,873

TOTAL ASSETS \$324,432,670

NOTE A: GENERAL:

The following footnotes are an integral part of the statement of financial condition.

NOTE B: AUTHORIZING LEGISLATION:

The New Jersey Authority is a body corporate and politic created by the New Jersey Highway Act, Chapter 16 of the Laws of 1952, 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.

NOTE C: INVESTMENTS:

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

NAME OF FUND	EXHIBIT	BOOK VALUE	COST	MARKET VALUE DEC. 31, 1955
Construction	A	\$ 9,286,576	\$ 9,263,367	\$ 9,292,504
Condemnation	A	6,000,000	6,000,000	5,956,200

Bond Service—

Guaranteed	D	1,354,366	1,351,595	1,357,124
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Bond Service—

General Revenue	D	109,544	109,320	109,767
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Bond Reserve—

Guaranteed	D	12,330,132	12,270,021	12,153,916
-----------------	---	------------	------------	------------

Bond Reserve—

General Revenue	D	971,639	973,232	941,332
-----------------	---	---------	---------	---------

TOTAL		<u>\$30,052,257</u>	<u>\$29,967,535</u>	<u>\$29,810,843</u>
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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 \$2,600,000 of construction costs are not included as a liability at December 31, 1955 in that the billings are in the process of verification prior to payment, which practice is consistent with prior years.

H W A Y A U T H O R I T Y

N D I T I O N , D E C E M B E R 3 1 , 1 9 5 5

L I A B I L I T I E S A N D R E S E R V E S

C O N S T R U C T I O N F U N D :

Contract retentions	\$ 4,009,880	
Services of State Agencies	20,504	
Payroll taxes and other deductions withheld from employees	4,799	
Real estate deposits payable, contra	5,872	
		\$ 4,041,055
Reserves for contracts payable, contra:		
Construction	\$ 5,261,318	
Engineering, estimated	492,298	
Relocation of utilities, estimated	998,907	
		6,752,523

R E V E N U E F U N D :

Commitments payable—year 1955	194,909
Accounts payable	1,551
Payroll taxes and other deductions withheld from employees	36,949
Net revenue, Exhibit C	8,405,683

B O N D I N D E B T E D N E S S , N O T E E :

State-Guaranteed Parkway Serial Bonds—Due January 1, 1960—January 1, 1988:	
Series A	\$150,000,000
Series B	135,000,000
	\$285,000,000
General Revenue Term Bonds—Due January 1, 1988, Series C	20,000,000
	305,000,000
TOTAL LIABILITIES AND RESERVES	\$324,432,670

N O T E E : A G R E E M E N T W I T H B O N D H O L D E R S :

The Authority has issued the following bonds:

DATE OF AUTHORIZATION	AMOUNT OF ISSUE	DATE OF ISSUE	BONDS
July 8, 1953	\$150,000,000	July 1, 1953	State-Guaranteed Park- way Bonds—Series A
Nov. 18, 1953	135,000,000	Jan. 1, 1954	State-Guaranteed Park- way Bonds—Series B
Nov. 16, 1954	20,000,000	Nov. 1, 1954	General Revenue Bonds —Series C

The Bond Resolutions include the following interest provisions:

1. Interest payable on or before January 1, 1956 was deposited in the Bond Service Fund for:

Series A and B Bonds (Guaranteed)	\$ 4,077,273
Series C Bonds (General Revenue)	325,000
TOTAL	\$ 4,402,273

The above amounts were on deposit with the Paying Agent on December 31, 1955.

2. Eighteen months' interest on the outstanding bonds to be deposited in the Bond Reserve Fund. The minimum requirements are:

Series A and B Bonds	\$12,231,187
Series C Bonds	975,000
TOTAL	\$13,206,187

Based upon the requirement that investments be valued at the "lower-of-cost or market" exclusive of accrued interest, as provided by Section 1206 of the General Bond Resolution, a deficiency of \$96,861 existed in the Bond Reserve Fund on December 31, 1955, determined as follows:

	BOND RESERVE FUND	
	GUARANTEED BONDS	REVENUE BONDS
Market value of United States Government obligations, Note C	\$12,153,916	\$ 941,332
Plus, cash in bank, Exhibit D	13,706	372
	\$12,167,622	\$ 941,704
Minimum requirements (eighteen months' interest)	12,231,187	975,000
DEFICIENCY, DECEMBER 31, 1955.	\$ 63,565	\$ 33,296
	\$ 96,861	

This deficiency at December 31, 1955 has been eliminated by a transfer of monies in January, 1956 to the Bond Reserve Fund in accordance with the provisions of the Bond Resolution.

(Footnotes continued on Page 18)

NEW JERSEY HIGHWAY AUTHORITY
STATEMENT OF CONSTRUCTION COSTS
to December 31, 1955

Cost of land acquisition	\$ 41,590,520	
Construction and utility relocation	197,166,016	
Engineering fees and services	25,678,187	
Administrative and general	1,795,757	
Cost of organizing and equipping operating divisions	1,157,979	
Financial:		
Interest on notes and bonds	19,369,856	
Bond discount	2,268,020	
Premium on interim investments	12,659	
		\$289,038,994
Less:		
Income on interim investments	\$ 3,613,544	
Liquidated damages and penalties assessed	293,402	
Sale of scrap iron, construction materials, etc.	178,675	
Interest on deposits with Clerk of Superior Court of New Jersey	51,505	
Insurance claims recovered	92,917	
Miscellaneous	21,551	
		4,251,594
NET CONSTRUCTION COSTS TO DECEMBER 31, 1955, Exhibit A		<u>\$284,787,400</u>

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

(Footnotes continued from Page 17)

NOTE F: STATUS OF PENDING LITIGATION:

The General Attorney of the New Jersey Highway Authority states that: "As of December 31, 1955, there were no suits pending against the New Jersey Highway Authority challenging its creation, organization or fundamental powers. There were approximately 22 suits involving claims stemming from contract obligations, or alleged liability on the part of the New Jersey Highway Authority arising out of other activities. The aggregate amount of these claims in litigation is approximately \$460,000.

"The potential liability of the New Jersey Highway Authority in 16 of the above mentioned suits is covered either by insurance or indemnification agreements. As to the remainder of the cases, where the liability, if any, would rest upon the New Jersey Highway Authority, it is my opinion from the information now available that such liability would not exceed the amount of \$100,000."

The statement of financial condition at December 31, 1955 does not reflect this contingent liability.

**NOTE G: PROPOSED TEMPORARY FINANCING—
THRUWAY FEEDER ROAD:**

On December 15, 1955, the Authority determined to construct, maintain, repair, and operate a feeder road to connect with the New York Thruway, as a part of said Garden State Parkway project, to be known as "Thruway Feeder Road".

The Executive Director was authorized to take such steps as may be necessary to arrange for the necessary temporary financing of the cost of construction of the Thruway Feeder Road and the cost of completing construction of the Parkway Project and to request and secure all necessary approvals therefor, all in compliance with the requirements of the Authority's Bond Resolution and Supplemental Bond Resolutions.

**NEW JERSEY HIGHWAY AUTHORITY
REVENUE FUND**

STATEMENT OF OPERATIONS

Year Ended December 31, 1955

REVENUE:

Toll revenues, net	\$ 9,309,869
Rentals from concessions, restaurants, and service stations	321,571
Miscellaneous revenue	16,159
TOTAL REVENUE	\$ 9,647,599

OPERATING EXPENSES:

Parkway maintenance	\$ 907,314
Parkway police	475,427
Toll collections	838,253
General and administrative	335,342
TOTAL OPERATING EXPENSES	2,556,336
NET REVENUE FOR YEAR 1955	\$ 7,091,263
NET REVENUE TO DECEMBER 31, 1954	1,314,420
NET REVENUE, Exhibit A	\$ 8,405,683

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, 1955

	BOND SERVICE FUND		BOND RESERVE FUND	
	<i>State- Guaranteed Bonds</i>	<i>General Revenue Bonds</i>	<i>State- Guaranteed Bonds</i>	<i>General Revenue Bonds</i>
Cash	\$ 11,000	\$ 4,000	\$ 13,706	\$ 372
Investments in United States Government obligations—book value	1,354,366	109,544	12,330,132	971,639
Accrued interest on investments			12,015	3,009
TOTAL, Exhibit A	\$ 1,365,366	\$ 113,544	\$12,355,853	\$ 975,020

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.
M. S. PUDER, C.P.A.
L. KRANTZBERG, C.P.A.
F. ROSEN, JR., C.P.A.
R. S. PUDER, C.P.A.
R. A. PUDER, C.P.A.
C. BURKHART, C.P.A.

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

CANADIAN PACIFIC BLDG.
342 MADISON AVENUE
NEW YORK 17, N.Y.
MILITARY PARK BLDG.
50 PARK PLACE
NEWARK, N.J.
484 GENERAL PETROLEUM BLDG.
LOS ANGELES 17, CALIF.

Newark 2, New Jersey

January 16, 1956.

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, 1955, the related statement of operations for the year then ended, and the statement of construction costs to December 31, 1955. 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, 1955, the results of its operations for the year then ended, and the construction costs to December 31, 1955, all in conformity with generally accepted accounting principles and the provisions of the bond resolutions applied on a basis consistent with that of the preceding year.

Rudr. Puder
Certified Public Accountants.





ROSE—The most delicate of wild flowers, round, five-petalled

The Authority took steps during the year to augment the safety features of the Parkway. With the scheduled opening of the northern section through urban Essex County last Winter, the Authority asked the New Jersey State Safety Council to survey the area toward recommending extra safety precautions. The Council recommended, and the Authority immediately adopted, a policy of more protective fencing for bridges along streets overpassing the Parkway to insure utmost pedestrian safety.

SERVICE, PICNIC AND PHONE AREAS

Six permanent restaurant-gasoline service areas were opened along the Parkway during the late Spring and Summer. The first of these, the Cheesequake Service Area, some 3 miles south of the Raritan River, was opened to the public on May 12 following a special luncheon sponsored jointly by the Authority and its four concessionaires—Howard Johnson, Inc., and the Atlantic, Cities Service, and Esso Oil Companies.

Each of the six sites provides dining room and counter service as well as a gasoline station. Gift shops and snack bars are additional facilities. There are also two gasoline station areas located along the State-owned section of the Parkway north of the Raritan River.

Two other permanent service areas—Brookdale Northbound and Brookdale Southbound—are under construction, and will be opened next Summer. Both

sites are located along the Parkway in Bloomfield. The southbound site will offer both food and gasoline facilities while the northbound unit will contain only a service station at the outset.

With the opening of the permanent installations, the two temporary service areas at New Gretna and Eatontown were closed. The temporary locations, which afforded only gasoline and other vehicular service, had been in use since the Summer-Fall of 1954.

Five new picnic areas were also opened during the year in cooperation with the State Department of Conservation and Economic Development to augment three located in the Union-Middlesex county section built and maintained by the Highway Department. Three of the new picnic sites are located in the wide center island between the northbound and southbound roadways.

Nine additional roadside telephone booths were installed for the convenience of motorists. There are five others in the Highway Department section. Public telephone facilities are also available at the service areas.

TOLL OPERATIONS

Several new features marked toll operations during the year, but an original feature of the service—courtesy—continued to stand out. The courtesy of the Parkway's toll collectors caused favorable comments by motorists as it did last year during the early stage of operations.



JAPONICA (Japanese Quince) — Flowers formed like apple blossoms against twisted, angular, woody stems

In the interest of economy, an honor system was instituted at several toll points along the Parkway. Under the system, motorists were put on their honor to pay the toll at the unmanned booths. For the most part, the system was employed during the midnight-to-morning shift when light traffic did not warrant the cost of utilizing manpower.

The system operated effectively and aroused national attention. As much as 88 per cent of the motorists complied with the system, on the basis of receipts at a single collection point in a month. The average for all honor toll points showed over 70 per cent compliance. The missing number undoubtedly includes many official Parkway vehicles which were entitled to pass through the toll points free of charge.

The percentage is computed by comparing the actual cash receipts with the automatic treadle count of vehicles passing through the honor toll lanes.

The honor system was confined to six of the Parkway's seven ramp toll areas. All nine of the Parkway's across-the-road toll plazas were manned 24 hours a day throughout the year.

In addition, the Authority continued to experiment with automatic toll collectors at its Raritan plaza. One such device installed for northbound traffic featured an automatic camera attachment designed to film the license number of a non-paying motorist. It was followed late in the year by a newer model serving southbound traffic, which featured a recorded thank-you message.

Both employed an alarm and red-light system to regulate payments. Both devices could handle quarters or any multiple of coins adding up to the 25-cent toll. No change was made by the robots.

The last six months of the year indicated a distinct pattern of toll activities. The Raritan plaza and all toll stations to the south experienced a wide fluctuation in collections of approximately 80 per cent between the Summer high and Fall low points. The Union plaza and toll stations to the north fluctuated to a much lesser extent, the difference being only 27 per cent between the high and low.

The number of toll collections during the period approximated the following monthly volumes: July—5,900,000; August—5,400,000; September—4,000,000; October—3,200,000; November—3,000,000; December—2,800,000.

STATE POLICE

The State Police detachment serving Parkway motorists continued to receive high praise for their efficiency and courtesy. The force was increased to more than 60 men during the year, and helped immeasurably in the safety achievements through law enforcement and proper motorist guidance.

The Authority and the State as a whole were shocked by the tragedy which befell Trooper John Anderson on the Parkway the night of Nov. 1. In the performance of his duties, Trooper Anderson was fatally shot by a fugitive criminal. Despite his



PARKWAY IN THE SPRING

In the Spring, Parkway plants start showing their colors. Down the broad center island and along both sides of the Parkway, fruit trees bloom and the grass turns from brown to green. Azaleas, forsythia, and dogwoods add their bloom to the beauty of Spring and the Parkway.

Parkway Booming S. Jersey's Resorts

**Furnishes Direct and Easy Access
From Metropolitan Area**

By ALBERT F. DE POTO

A gradual development of South Jersey coastal resorts into major destinations for weekend and vacation travelers from the Newark-New York metropolitan area appears in the making. The reason seems to be the Garden State Parkway, which furnishes direct and easy access to the vacationlands in South Jersey.

No definite count is available on the volume of traffic from the north which stops at South Jersey resorts for vacation or weekends. On the basis of toll collections from July 1 through

Emphasizing the potential impact of the parkway to South Jersey resort development, Klimesz said the 140-mile road made

BERGEN EVENING RECORD.

**PARKWAY ENDS
YEAR WITH TOP
SAFETY RECORD**

NEWARK, N. J., SUNDAY, JANUARY 23, 1955

North Jersey Shrinks Via Parkway Travel

**Time Is Halved
on Some Trips**

By JOHN C. SCULLY

New Jersey is getting smaller—or so it would appear to a motorist using the Garden State Parkway.

People are saying good things about the Parkway.

DAY (Newark, N. J.) STAR-LEDGER, MARCH 25, 1955

kwy. seen as boon

Garden State Parkway for \$9,999 to \$11,599.

EVENING NEWS,

**way Name
Justified**

State Parkway. liv-
its name, is becoming
a sideline of apples,

"We are attracting a number

of buyers from areas we had

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THE SUNDAY TIMES,

Parkway Sets

Safety Record

During August

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New York Journal-American
20—Wed., June 8, 1955 ***

Travel-Resorts:

**Parkway Cuts
Travel Time**

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NEW YORK
Herald Tribune
(Copyright, 1955, New York Herald Tribune Inc.)

SUNDAY, JUNE 12, 1955

New Parkways Making Vacation Driving Easier

By ROBERT A. POTEETE located in the center mall, so that each serves both lanes

With the major New York State the Garden State open, and with improvements in motoring ought deal better this New York area, end highway travel less troublesome. The giant toll of course, have the smaller dev

The Philadelphia Inquirer

MONDAY MORNING, JANUARY 17, 1955

Motorists, They Like You

Whatever may be said for the men in charge of operating New Jersey's new Garden State Parkway—they like motorists!

That, in a day when motorists are constantly being exhorted, damned, scorned and criticized, is something. But being men of ideas, imagination and originality, the Parkway officials buck the tide.

A couple of weeks ago they staggered and sundry with an announcement that during the wee sma' hours their 10-cent toll booths would be operated on an honor principle. No attendant would be present. Just a box into which the

ATLANTIC CITY PRESS SUNDAY, MAY

Garden Parkway Is Safe, Fast And Beautiful

**Speeds Up
Traffic To
N. J. Resorts**

way Authority as of Dec. 31, 1954, the toll income was given as \$1,800,432.01 and the revenues from concessions as \$7,365.67 for a total income of \$1,807,797.68. And bear in mind the Parkway was open for traffic over its entire length for only a few months in 1954. The Parkway has twelve entrances and exits on its 18-mile stretch in Atlantic County which cost \$15,000,000.

the union toll plaza last Nov. to receive coins directly from motorists.

The toll schedule adopted. Authority establishes a 25-cent for passenger vehicles at either a 10-cent or 25-cent ramp toll stations. The toll entire 165-mile length is an average of only 1.4 mile.

SERVICE AREAS

THE NEWARK STAR-LEDGER, FRIDAY, JULY 22, 1955

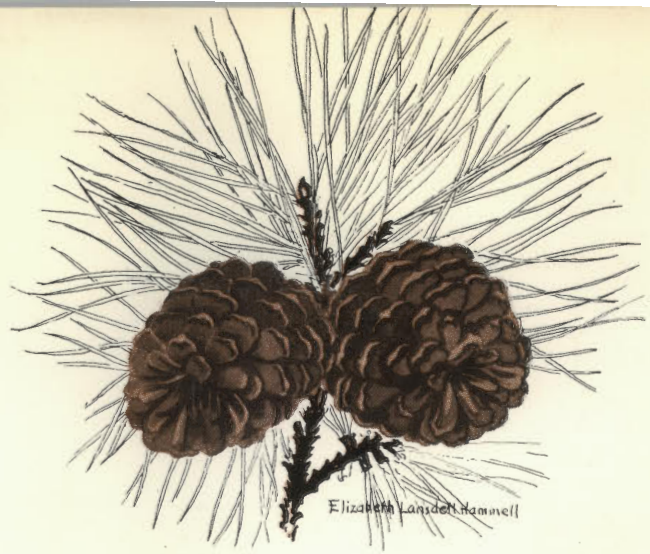
Parkway spurs development of huge Ocean County

The Garden State Parkway, a magnet for new business and housing, was credited yesterday with giving impetus to the sale of Ocean County for long-range development.

ASBURY PARK EVENING PRESS, Wednesday, June 22, 1955

Parkway Toll Collectors Plaudits for Politeness

PINE CONES—Woody fruit of the pine tree, fluted and layered into their cone shapes



mortal wounds, the Trooper conveyed information to Holmdel headquarters which led ultimately to the death of the assailant. The criminal was shot and killed by the proprietor of a motel to which he had fled upon pursuit by police.

BUSES AND TRUCKS

Since trucks are not permitted on the Parkway north of Interchange 90 near Lakewood by virtue of legislative mandate, the volume of such heavy vehicles was a very small fraction of the overall toll traffic (approximately 1/10 of 1 per cent). Buses, whose use of the Parkway was directed by the Legislature, likewise constituted a small fraction of the toll traffic (less than 1/10 of 1 per cent).

Regulations for bus travel on the Parkway were adopted by the Authority early in the year. In effect, the regulation limited such traffic in the northern areas of the Parkway to through travel.

A regulation empowers the Executive Director to exclude chartered or special buses from the Parkway north of Ocean County on weekends and holidays between June 15 and September 15, "or at such other times as traffic conditions may require."

FERRY SERVICE

The Highway Authority diligently studied ways and means of initiating a Delaware Bay ferry service near the southern terminus of the Parkway. Such a ferry service, proposed between Cape May, N. J., and Lewes, Del., would tie in with the Parkway and

form an integral part of a new travel route between New England and Florida.

Empowered in 1953 by the Legislature to undertake such a project, the Authority invited and sifted a number of preliminary proposals from private enterprise. It determined that Mr. George Sanders, president of the Hudson River Day Line, Inc., offered the best possibility of obtaining such facilities without resort to public funds.

Mr. Sanders and associates were given permission to study the project in detail during a six-month period and submit a definite plan for the ferry service. Last November, Mr. Sanders submitted a report holding that it was not financially feasible to develop the ferry service by private capital investment. The report said the ferry service would be "a deficit operation at the beginning and probably for some time to come."

While discouraged by the report, the Authority called upon southern New Jersey officials to cooperate in a new effort to come up with a workable plan. Copies of the report were also forwarded to the Governor and members of the Legislature in the hope that a new approach might result from their considerations.

Officials of Cape May County, assisted by the Southern New Jersey Development Council, have agreed to solicit new proposals toward recommending a feasible operation.

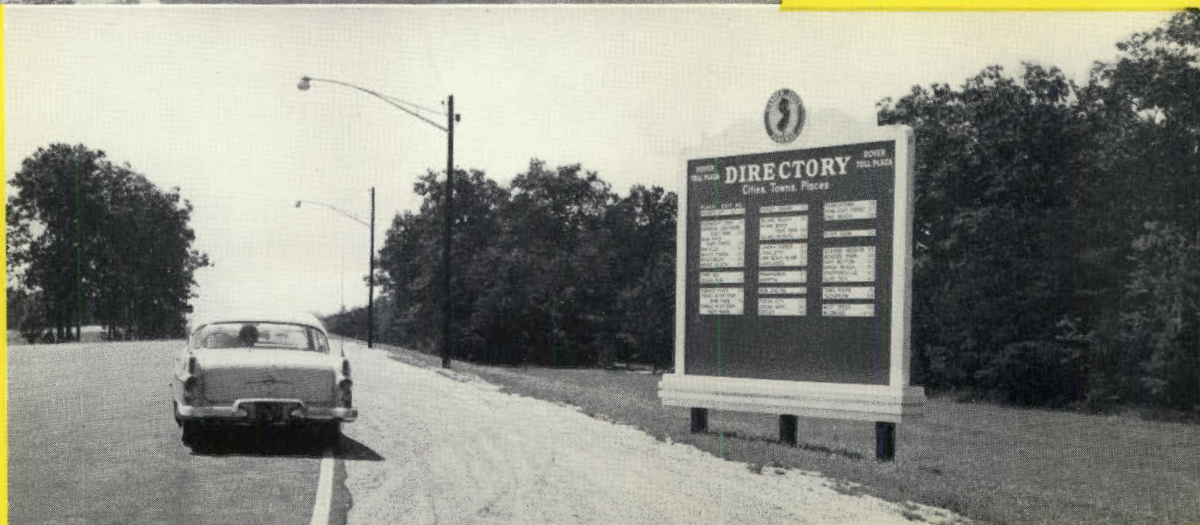
A point of historical interest near the southern terminus of the Parkway, "This Ole House" stands in the wide center island of the Parkway at Seaville. Believed to be well over 130 years old, this house is an excellent example of early American craftsmanship, having been constructed with the use of wooden pegs with hand-hewn beams.



A motorist approaches the turn-off for the Forked River Service Area. This is one of the five service areas located in the broad center island of the Parkway. Here, the motorist can find modern restaurants or snack bars operated by Howard Johnson, gift shops, travel information, comfort rooms, as well as modern service centers and gasoline for his automobile. Three other service centers are located on the side of the Parkway.



As an additional service to motorists, the Authority erected this year three large directory boards on the southbound side of the Raritan, Dover and New Gretna toll plazas. These directory boards supplement the regular signs at interchange exits, and give the motorist a comprehensive list of communities accessible from exits in the immediate area ahead.



A view of the northern side of the Parkway's Raritan River Bridge, showing the intricate network of connections as the Parkway passes through Woodbridge. A major achievement in engineering, the Parkway involved the construction of 117 entrance ramps, 116 exit ramps, and more than 280 overpasses, underpasses and bridges.





LILAC—Myriad clusters of flowerettes like a single bloom, exceptionally fragrant

SIGNS AND TRAILBLAZERS

The Authority made several improvements in its sign program during the year, and is continuing its efforts to assure motorists of adequate directions both to and from the Parkway.

Interchange signs were revised at Parkway exits to identify the areas accessible from those points. The emphasis was shifted from individual communities to areas. The move recognizes that it is impossible to list all nearby points of destination at Parkway exits.

Complementing the above revision, the Authority erected large directory boards at three major toll plazas to provide southbound traffic with a large, convenient listing of destinations accessible from exits ahead.

The Authority also undertook a study toward improving the design of the official trailblazers which are posted along main connecting routes to guide motorists to Parkway entrances.

In its continuing effort to acquaint motorists with the various points of exit and entrance along the Parkway, the Authority issued approximately one million maps of the route during the year.

CONCLUSION

The Authority has dedicated itself to a constant improvement of the Parkway so that it may fully serve the people of New Jersey and their visitors at all times.

The Authority wishes to give full recognition to the loyalty, devotion and contribution of its staff and employees. The Authority is equally grateful for the cooperation of motorists, particularly for their patience during the construction period.

Katharine E. White

CHAIRMAN

John B. Townsend

VICE CHAIRMAN-SECRETARY

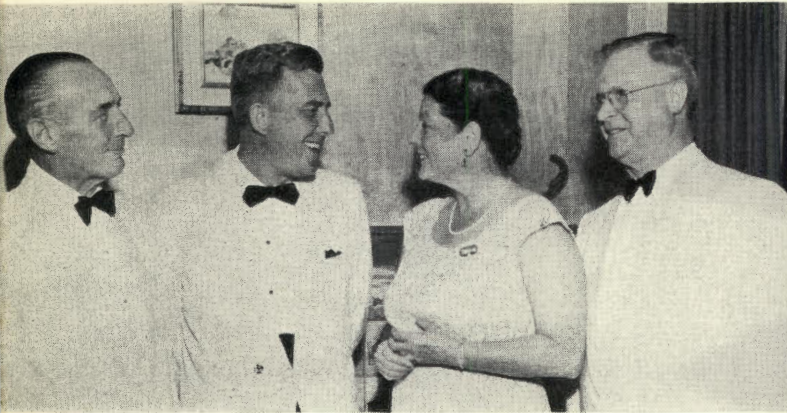
Sydney C. Smith Jr.

TREASURER

January 26, 1956

Organization Chart...

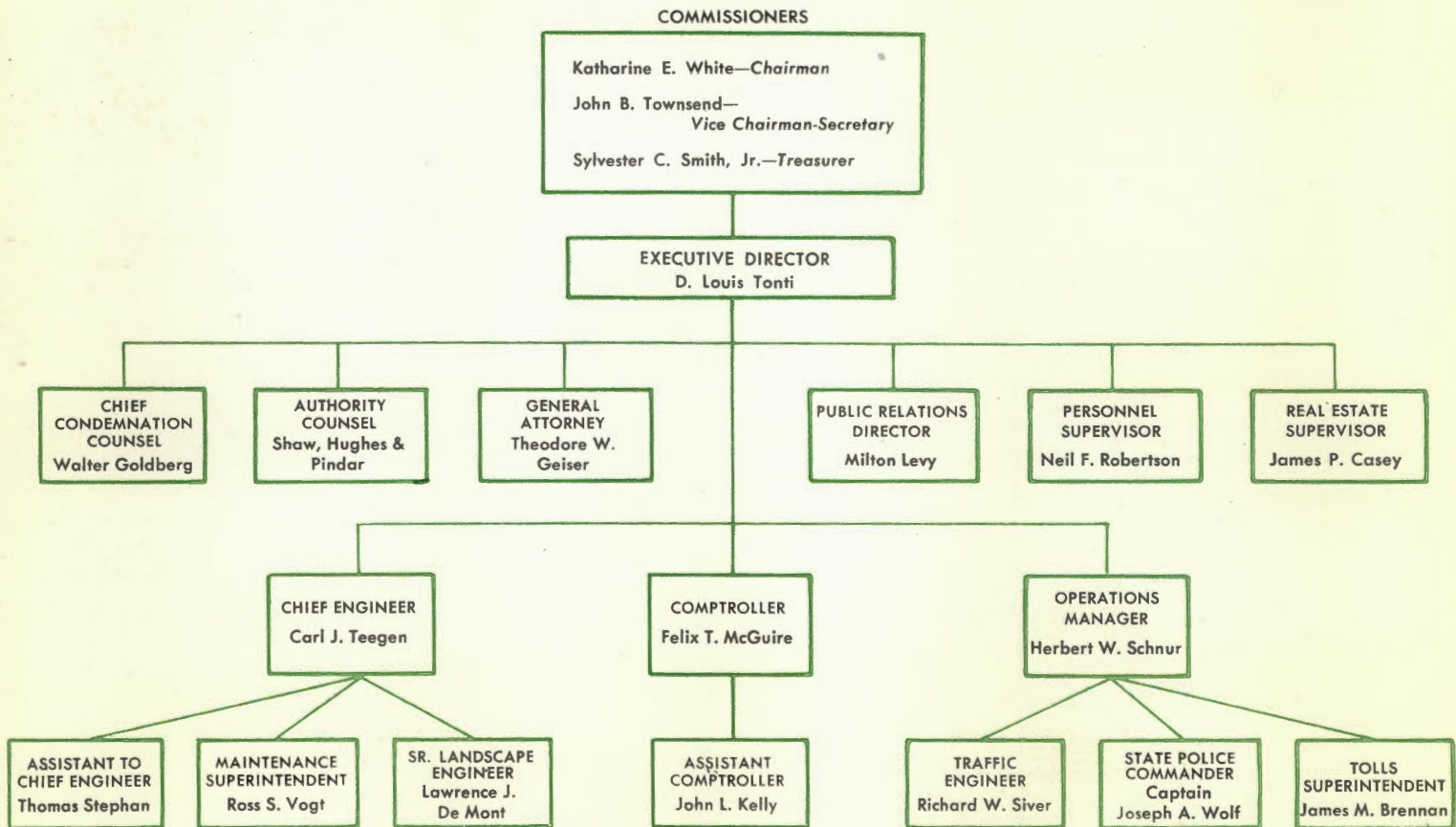
NEW JERSEY HIGHWAY AUTHORITY, 12 BROAD STREET, RED BANK, N. J.



The three Commissioners of the New Jersey Highway Authority shown with Governor Robert B. Meyner after swearing-in ceremonies held on August 30. Left to right, Treasurer Sylvester C. Smith, Jr., Governor Meyner, Chairman Katharine E. White, and Vice Chairman-Secretary John B. Townsend.



A group of staff heads of the New Jersey Highway Authority pose for a family portrait. Left to right, seated at the table, are Personnel Supervisor N. F. Robertson, Chief Engineer C. J. Teegen, Executive Director D. L. Tonti, Comptroller F. T. McGuire, Operations Manager H. W. Schnur and Operations Administrative Assistant I. J. Tuttle. Standing, left to right, are Public Relations Director M. Levy, General Attorney T. W. Geiser, Real Estate Supervisor J. P. Casey, and Tolls Superintendent J. M. Brennan.



General Engineering ConsultantsParsons, Brinckerhoff, Hall & MacDonald
 Bond CounselHawkins, Delafield & Wood

AccountantsPuder & Puder
 Consulting Traffic EngineersCoverdale & Colpitts

IN MEMORIAM



STATE TROOPER JOHN ANDERSON

In honor of his gallantry, this volume is dedicated to commemorate the untimely death of Trooper Anderson on the Garden State Parkway, November 1, 1955.

*A State Police station
on the Garden State Parkway*



