

ANNUAL REPORT 1954

New Jersey Turnpike Authority

3	15	2	90	2	40	2	45	2	25	2	10	1	85	1	60
NONE	1	20	1	05	90	35	35	NONE	NONE	NONE					

**NEW JERSEY TURNPIKE AUTHORITY
TOLL TICKET**

Surrender ticket at exit and pay toll printed under exit interchange.
If ticket is lost, toll to the most distant interchange will be collected.
In the direction you are travelling there is NO EXIT from the turnpike at any interchange under which the word NONE appears.
DO NOT TOLL

1	2	3	4	5	6	7	8	9	10			
15	NONE	15	25	35	45	60	75	85	90			
85	90	NONE	1	15	1	35	1	45	1	55	1	70

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DO NOT TOLL

Stopping on Shoulder
Except in Emergency

1	2	3	4	5	6	7	8	9	10			
15	NONE	20	NONE	25	NONE	30	NONE	35	NONE			
35	1	30	1	20	1	10	1	10	1	10	1	10

Driving Needs All Your Attention

Speed Limit
Except When I

1	2	3	4	5	6	7	8	9	10			
15	35	60	85	NOT YET OPEN	1	10	1	45	1	80		
2	25	NONE	2	75	2	45	3	50	3	95	4	40

**NEW JERSEY TURNPIKE AUTHORITY
TOLL TICKET**

1	2	3	4	5	6	7	8	9	10						
15	75	60	40	25	NONE	25	18	17	20						
30	1	05	13	12	95	1	30	1	50	1	85	1	95	2	20

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Stopping on Shoulder
Except in E

4	00	3	70	3	40	3	20	3	00	3	00	3	00	3	00
NONE	1	80	1	60	1	40	1	00	80	NONE	30	NONE	30	NONE	30

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1	2	3	4	5	6	7	8	9	10					
1	80	1	45	1	10	85	60	35	NONE	35				
NONE	80	NONE	1	30	1	80	2	05	2	50	2	60	2	95

1	2	3	4	5	6	7	8	9	10						
3	50	3	25	2	95	2	80	2	60	2	45	2	20	1	95
NONE	1	55	1	40	1	25	90	70	NONE	25	NONE				

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1	2	3	4	5	6	7	8	9	10						
3	15	2	90	2	45	2	25	14	35	NONE	1	85	1	60	
NONE	1	20	1	05	90	55	35	NONE	NONE	NONE					

**NEW JERSEY TURNPIKE AUTHORITY
TOLL TICKET**

1	2	3	4	5	6	7	8	9	10						
1	65	1	45	1	20	1	05	90							
NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

**NEW JERSEY TURNPIKE AUTHORITY
TOLL TICKET**

1	2	3	4	5	6	7	8	9	10						
3	50	3	25	2	95	2	80	2	60	2	45	2	20	1	95
NONE	1	55	1	40	1	25	90	70	NONE	25	NONE				

Never Stop on Traffic Lane

Speed Limit 60 Miles
Except When Driving

1	2	3	4	5	6	7	8	9	10						
3	60	3	25	2	90	2	65	2	40	2	15	1	80	1	45
NONE	1	00	75	50	NONE	25	70	80	1	15					

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1	2	3	4	5	6	7	8	9	10						
1	45	1	10	75	50	25	NOT YET OPEN	NONE	35	70					
NONE	1	15	NONE	1	65	2	15	2	40	2	85	2	95	3	30

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1	2	3	4	5	6	7	8	9	10							
3	00	2	70	2	40	2	20	2	00	NOT YET OPEN	1	80	1	50	1	20
NONE	80	60	40	NONE	20	60	70	1	00							

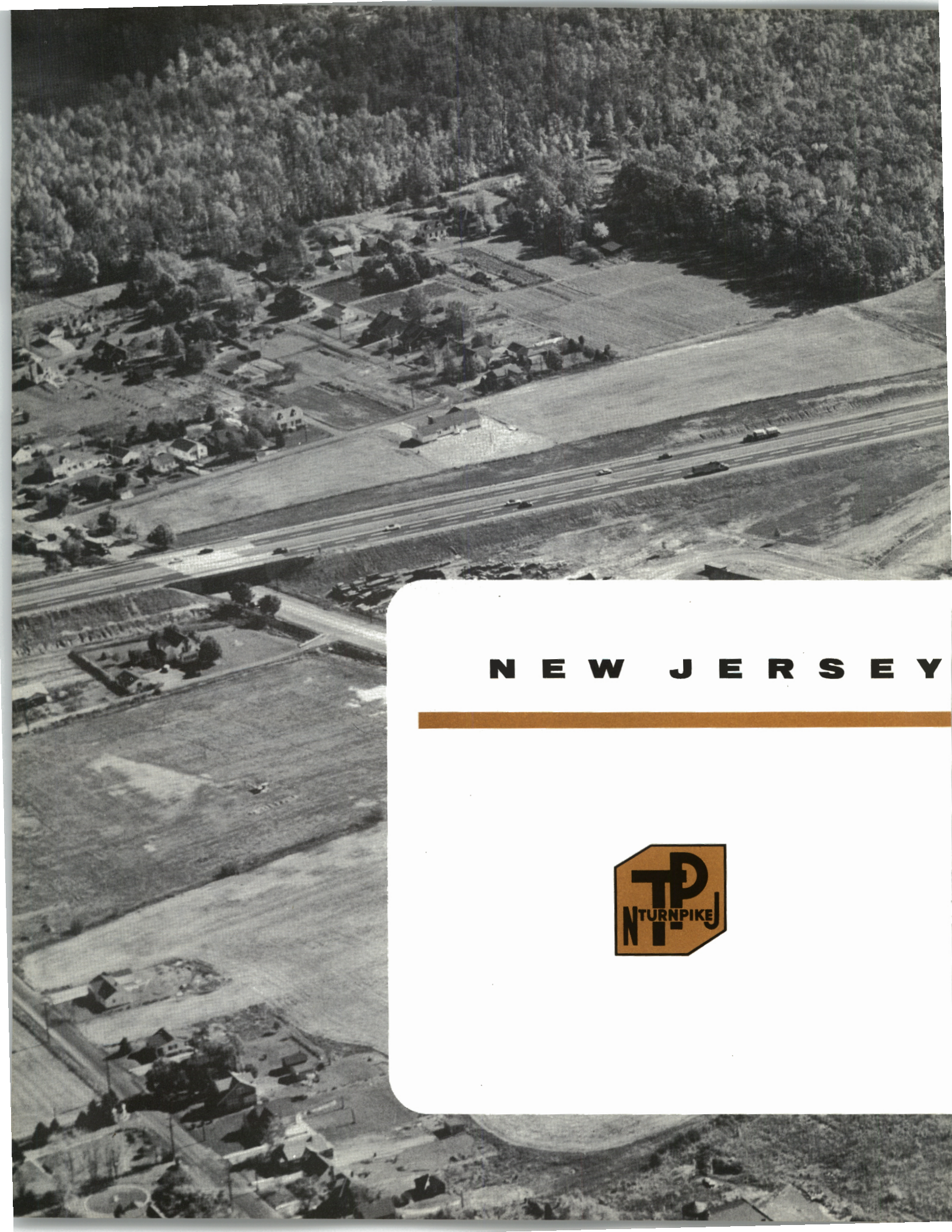
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Stopping on Shoulder
Except in E



N E W J E R S E Y





T U R N P I K E A U T H O R I T Y

copy 2

PRINCETON SURVEYS
FE 4 '55

1954

SIXTH ANNUAL REPORT

- **PAUL L. TROAST**, Chairman
- **MAXWELL LESTER, JR.**, Treasurer
- **JOSEPH MORECRAFT, JR.**





PAUL L. TROAST, CHAIRMAN
MAXWELL LESTER, JR., TREASURER
JOSEPH MORECRAFT, JR.

NEW JERSEY TURNPIKE AUTHORITY

NEW BRUNSWICK, N.J.

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

The New Jersey Turnpike Authority submits herewith, in compliance with the statutes, its sixth annual report, including an independent audit of accounts.

The year 1954 marked gratifying accomplishments for the Authority both in operations and in the progress of new construction. New records in traffic and revenues were established, more than doubling the preconstruction forecasts. Traffic in 1954 was, in fact, that predicted for 1981, or 26 years hence. Considerable progress was made during the year in construction of the Newark Bay-Hudson County Extension and the direct connection with the Pennsylvania Turnpike. Both are proceeding on schedule and efforts will be made to expedite their completion.

Significant improvement was made in the safety record of the Turnpike during 1954. Accidents, injuries and fatalities in that year were at the lowest levels since opening of the highway to traffic late in 1951. They were at rates far below those of the highways in the State and in the nation as a whole. This achievement can be attributed

to the excellent cooperation of motorists and truckers using the facility, the rigid enforcement of traffic regulations by the State Police detachment assigned to the Turnpike, and the adoption and installation of additional safety measures.

Alert to the necessity of providing the utmost in safety to the users of its Turnpike, the Authority will continue to explore ways and means of maintaining the excellent record which has been established and strive to accomplish further improvements. It will participate in national and State education programs, adopt the most modern engineering techniques, and seek new devices which offer promise of additional improvement.

It is noteworthy that on six of the major holiday periods during 1954 the Turnpike operated without fatalities in spite of the fact that traffic volumes were much greater than in previous years. In contrast, numerous fatalities marred the records of the nation's highways during those periods last year. For two months in 1954—March and May—there was not a single fatal accident on the New Jersey Turnpike. During those latter months a total of 3,906,000 vehicles was on the Turnpike for 145,728,400 miles of travel.

From its opening on November 5, 1951, to the end of 1954. the Turnpike carried 65,894,528 vehicles, transported about 165,000,000 persons, and the traffic covered 2,607,236,056 miles in that period. During 1954, the record total of 24,705,851 vehicles used the Turnpike, an increase of 11.49 percent over 1953. The peak traffic for a single day in 1954 was 103,946 vehicles on July 31, a volume which was handled successfully and with but momentary delays at a few interchanges. These large volumes, in a measure, indicate the extent of relief which has been afforded to the north-south public highways of the State, some of which have been operating under overloads. If forced to use the existing congested highways, an intolerable condition would result.

will materially increase restaurant capacity and improve maintenance operations.

Four experimental fog dispersal units were purchased and erected at strategic points in the northern portion of the Turnpike where fog is most prevalent.

During the year—on August 2—Governor Meyner appointed, and the Senate confirmed on August 9, Joseph Morecraft, Jr. of Dunellen, New Jersey, to serve as a member of the Authority for five years. Mr. Morecraft is Mayor of Dunellen and served for 10 years as a member of the Middlesex County Board of Freeholders. During eight of the latter years, he was Chairman of the Highways and Bridge Department of the Board of Freeholders.

Commissioner Morecraft succeeded former Commissioner George F. Smith, of Metuchen, New Jersey, who resigned on July 29, last, after serving his full term of five years and several additional months. On the occasion of Commissioner Smith's resignation, the Authority adopted a resolution expressing its gratitude "for his outstanding contribution in a position of great responsibility and for the services rendered to the staff of the Authority, his fellow Commissioners and the State of New Jersey." A copy of the resolution is reproduced in this report.

With the submission of this report, the Authority wishes again to express its appreciation and gratitude to the Governor, members of the Legislature, and officials and employees of the State, counties and municipalities for their helpful cooperation and assistance during the year. We are appreciative, too, of the cooperation extended by the press and other communications media in the dissemination of public information about the Turnpike and its future plans.

The Authority wishes to commend the members of its staff, its engineering, legal, and financial advisors, contractors and others who contributed to the further

progress of the Turnpike and its extensions during the year. Without that cooperation and support the accomplishments thus far attained would not have been possible.

The tasks ahead are manifold. Despite their magnitude, however, we are confident that they will be prosecuted successfully and expeditiously, and that their completion will offer many benefits to the State and its citizens.

Respectfully submitted,

NEW JERSEY TURNPIKE AUTHORITY

A large, stylized handwritten signature in black ink, appearing to read "Paul L. Troast". The signature is written in a cursive style with a large initial "P" and a long horizontal stroke at the end.

Paul L. Troast, Chairman

A handwritten signature in black ink, appearing to read "Maxwell Lester, Jr.". The signature is written in a cursive style with a large initial "M" and a long horizontal stroke at the end.

Maxwell Lester, Jr., Treasurer

A handwritten signature in black ink, appearing to read "Joseph Morecraft, Jr.". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

Joseph Morecraft, Jr.

January 17, 1955





C O N T E N T S

Letter of Transmittal	6	Financing and Costs	36
Activities of the Commissioners	16	Real Estate Acquisition	42
Operations in 1954	20	Legislation, Legal and Insurance	46
Safety and Police Activities	24	Informing the Public	50
Restaurants and Service Stations	30	Program for 1955	52
Design and Construction	32	Auditor's Report	54





NEW JERSEY TURNPIKE AUTHORITY

New Brunswick, New Jersey

COMMISSIONERS

PAUL L. TROAST
Chairman

MAXWELL LESTER, JR.
Treasurer

JOSEPH MORECRAFT, JR.
(Appointed 8/2/54)

(GEORGE F. SMITH, Vice Chairman, Resigned July 29, 1954)

W. W. WANAMAKER
Executive Director
(From April 12, 1954)

LILLIAN M. SCHWARTZ
Secretary
Assistant Treasurer

THOMAS R. LOWRIE
Assistant Treasurer
Director of Real Estate

WARD J. HERBERT
Counsel

CHARLES M. NOBLE
Chief Engineer

NEVILLE R. ASHCROFT
Comptroller

HENRY E. ROSE
Director of Public Information

CONSULTING ENGINEERS
Howard, Needles, Tammen & Bergendoff

AUDITORS
Peat, Marwick, Mitchell & Co.

TRAFFIC AND REVENUE ENGINEERS
Coverdale & Colpitts

BOND COUNSEL
Hawkins, Delafield & Wood



Unveiling of plaque to former Governor Alfred E. Driscoll (second from left). In picture are, from left to right, former Commissioner George F. Smith, Paul L. Troast, chairman, and Maxwell Lester, Jr., treasurer.

are distributed to the motoring public at toll plazas on the Turnpike, through touring services, motels and hotels. It will continue, through the State Police detachment on the Turnpike, to rigidly enforce speed and other safety regulations in determined efforts to curb careless or reckless driving on its highway. It played an active role in President Eisenhower's nationwide "Safe Driving" campaign on December 15, and in Governor Meyner's extension of the State campaign through the succeeding two-week period.





Presentation of engrossed resolution to former Commissioner George F. Smith (second from left) on his retirement. Looking on are Commissioners Joseph Morecraft, Jr.; Paul L. Troast, chairman, and Maxwell Lester, Jr., treasurer.

WHEREAS, *Honorable George F. Smith was appointed by Governor Alfred E. Driscoll and confirmed by the New Jersey Senate on March 31, 1949 as one of the three original members of the New Jersey Turnpike Authority, and designated by the Governor to be its Vice Chairman, and*

WHEREAS, *Commissioner Smith served his full term of five years and for several months thereafter until the appointment of his successor,*

BE IT RESOLVED *that the Authority record briefly the prominent part played by him as Vice Chairman of the Authority:*

Commissioner Smith participated in the basic planning of the project and in every important step in the financing, design, construction and operation of the Turnpike and of the extensions now underway.

He conducted innumerable conferences with departments and agencies of the state, counties and municipalities and attended regularly the 238 meetings of the Authority held during his time in office.

The Turnpike, 118 miles in length through the State of New Jersey and serving the most densely populated region of the country, was opened to traffic on November 5, 1951 and until August 8, 1954 had carried 55,632,600 vehicles, transported approximately 127,000,000 persons, accumulated a total of two billion vehicle miles, produced revenues of \$53,604,700, had increased its traffic rate to that predicted for 1982, and in spite of all this had established a safety record far superior to national records, and to the records of other highways in the State of New Jersey.

Commissioner Smith brought to the Authority a wealth of business experience and judgment, a keen understanding and appreciation of local governing bodies and civic groups and of labor management relations, and the talent of a natural leader.

He was an inspiration to the Executive Staff of the Authority with whom he worked closely, in accomplishing the almost impossible assignments of first constructing the project in the short space of 23 months and second, of operating the most successful and heavily travelled highway in the world.

BE IT FURTHER RESOLVED *that the Authority express its gratitude for his outstanding contribution in a position of great responsibility and for the services rendered the staff of the Authority, his fellow commissioners and the State of New Jersey.*

OPERATIONS IN 1954

OPERATIONS in 1954 were at record levels. Traffic totaled 24,555,441 revenue vehicles, an increase of 11.59 percent compared with 1953 and was at the rate forecast by the independent engineers for the early 1980's. Revenues from tolls, before adjustments, amounted to \$20,758,104, an increase of 8.14 percent over the previous year, and exceeded the estimates of the engineers for 1973.

Revenues from concessions were \$1,826,777 reflecting an increase from restaurant sales but a decrease in revenues from sales of gasoline. The latter was due to widespread and continuing gasoline price wars in the State during most of 1954, particularly in northern New Jersey.

A total of 24,705,851 vehicles moved over the Turnpike in 1954, a daily average of 67,687. This daily average would compare with the engineers' estimate of traffic for 1954 of 27,700 vehicles. Of the total vehicles, 24,555,441 were revenue-producing of various classes, the small remainder representing non-revenue vehicles used by engineers and contractors in their construction operations on the Turnpike; by the State Police detachment

CLASS	DESCRIPTION
1	Passenger car, motorcycle, taxi, hearse, 2-axle, single-tire truck, 2-axle tractor without semi-trailer
2	Passenger car with trailer, 2-axle single tire truck with trailer, 3-axle tractor without semi-trailer
3	2-axle dual tire truck
4	3-axle single unit truck
5	3-axle semi-trailer combination
6	Four or more axle semi-trailer combination, truck and full trailer combination
7	Buses
9	Non-Revenue**
	Less Toll Adjustments
	Daily Average Revenue Vehicles
	Daily Average Revenue



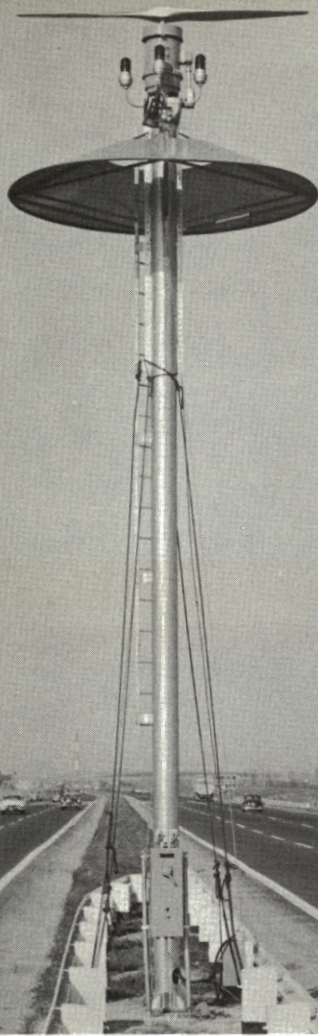
1954

1953

1952

NO. OF VEHICLES	PERCENT OF TOTAL REVENUE		PERCENT OF TOTAL INDICATED TOLL REVENUE	NO. OF VEHICLES	PERCENT OF TOTAL REVENUE		PERCENT OF TOTAL INDICATED TOLL REVENUE	NO. OF VEHICLES	PERCENT OF TOTAL REVENUE		PERCENT OF TOTAL INDICATED TOLL REVENUE
	VEHICLES	REVENUE			VEHICLES	REVENUE			VEHICLES	REVENUE	
21,578,665	87.88	\$16,012,931	77.14	19,434,968	88.32	\$14,975,229	78.02	16,246,223	90.52	\$13,235,991	81.48
57,721	.24	101,766	.49	50,929	.23	87,404	.45	42,588	.24	72,518	.44
804,131	3.27	854,158	4.11	693,927	3.15	753,803	3.93	468,309	2.61	545,642	3.36
74,268	.30	132,402	.64	67,745	.31	126,192	.66	54,366	.30	99,763	.62
780,518	3.18	1,237,371	5.96	727,533	3.31	1,204,967	6.28	480,456	2.67	865,616	5.32
751,268	3.06	1,905,050	9.18	613,353	2.79	1,595,135	8.31	403,595	2.25	1,139,663	7.02
508,870	2.07	514,426	2.48	416,623	1.89	452,045	2.35	252,788	1.41	286,217	1.76
24,555,441	100.00	\$20,758,104	100.00	22,005,078	100.00	\$19,194,775	100.00	17,948,325	100.00	\$16,245,410	100.00
150,410		—		154,006	—	—	—	291,202	—	—	—
24,705,851		\$20,758,104		22,159,084		\$19,194,775		18,239,527		\$16,245,410	
		1,760				2,128				4,143	
24,705,851		\$20,756,344		22,159,084		\$19,192,647		18,239,527		\$16,241,267	
67,275				60,288				49,039			
		\$56,872				\$52,588				\$44,386	

****Non-Revenue Vehicles** represent traffic of members, officers and employees of the Authority actually in the performance of their duties or traveling to or from such duties, members of the New Jersey State Police Force, members of Fire Departments or local Police Departments actually in the performance of their duties, ambulance, rescue squads or necessary vehicles of concessionaires, and vehicles of contractors used in the construction of the Turnpike and its buildings.



One of four "Weathermaster" units being tested on Turnpike for dispersion of ground fog.

assigned to the Turnpike in the performance of their duties; by members of the Authority's staff in their normal duties and, by essential emergency services.

The revenues from tolls, before adjustments, in 1954 of \$20,758,104 showed an increase of 118.5 percent compared with the engineers' estimates of \$9,500,000. They averaged \$56,872 daily compared to \$52,588 in 1953 and the estimate by the engineers of \$26,100 for 1954.

Combined revenues of the Authority, including those from food facilities operated by Howard Johnson Company and service stations by Cities Service Oil Company, together with

miscellaneous income, totaled \$23,217,762. The latter compared with \$21,510,629 in 1953 and \$17,829,636 in 1952. The revenues from the service area facilities alone, totaling \$1,826,777, were 156.2 percent higher than the estimates of the engineers (\$713,000) during 1954.

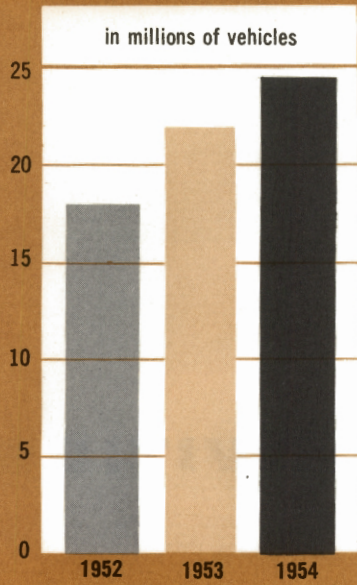
The largest share of revenues in 1954 came, as in 1953, from Class I vehicles, mostly passenger cars. Such revenues amounted to \$16,012,931 and represented 77.1 percent of the total from tolls. This class of vehicles showed an 11.03 percent increase in usage of the Turnpike compared with 1953, while revenue rose 6.93 percent. The average revenue per passenger vehicle in 1954 was 74.2 cents against 78 cents in 1953.

Heavier vehicles, including trucks, in Classes II to VI, accounted for 2,467,906 vehicles in 1954, an increase of 14.6 percent as against the previous year. They represented 10.0 percent of the total vehicles. Revenues from these latter classes amounted to \$4,230,747, an increase of 12.3 percent. The average revenue from trucks was \$1.71 against \$1.75 in 1953. Buses accounted for 508,870 vehicles last year, an increase of 22.1 percent, the largest percentage increase of all classifications, and produced revenues, in 1954, of \$514,426 a gain of 13.8 percent compared to 1953. In this grouping, average revenue was \$1.01 versus \$1.08 in 1953.

During 1954 the average revenue per vehicle was 84.5 cents compared to 87.2 cents in 1953, the slight reduction in the later year reflecting the increase in short trip commuter traffic, especially in the northern section. The average revenue trip on the Turnpike in 1954 was 37.8 miles compared to 39.4 in 1953.

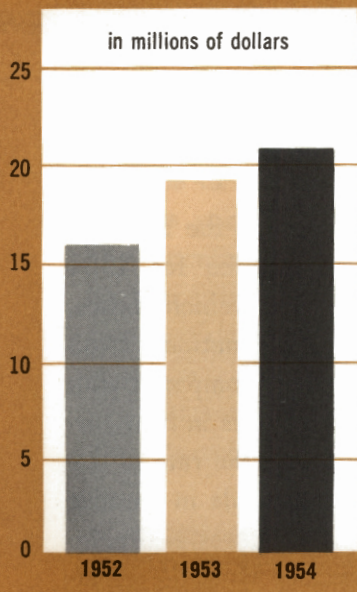
Classes 3 to 6, all trucks, accounted for 2,410,185 vehicles, equal to 9.8 percent of all revenue vehicles, and produced \$4,128,981 of revenue, or 19.9 percent of the total from all vehicles, compared to 16.2 percent in 1953.

TRAFFIC AND TOLL REVENUE



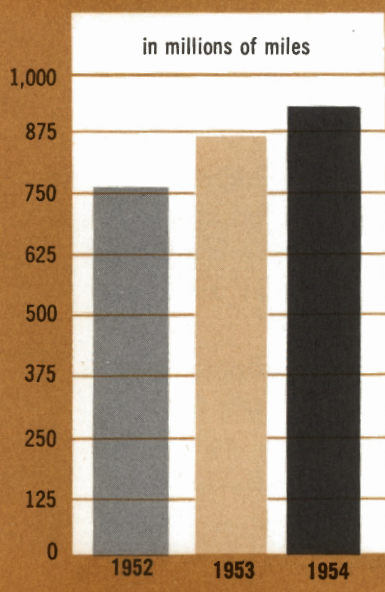
Revenue Vehicles

	1954	1953	1952
January	1,427,446	1,262,953	846,909
February	1,571,945	1,324,597	1,148,528
March	1,746,888	1,496,938	1,156,908
April	1,972,398	1,700,972	1,374,103
May	2,134,197	1,879,416	1,535,737
June	2,249,526	2,048,348	1,715,292
July	2,591,951	2,352,859	1,902,982
August	2,481,993	2,423,499	2,014,610
September	2,186,506	2,035,713	1,716,011
October	2,158,821	1,954,610	1,636,379
November	2,025,906	1,761,154	1,483,030
December	2,007,864	1,764,019	1,417,836
TOTAL	24,555,441	22,005,078	17,948,325



Toll Revenue

	1954	1953	1952
January	\$1,198,186.65	\$ 1,104,128.11	\$ 734,588.39
February	1,325,395.86	1,178,184.40	1,034,635.34
March	1,454,851.60	1,307,685.51	1,040,518.74
April	1,692,816.86	1,526,243.16	1,273,544.16
May	1,789,628.39	1,628,159.15	1,372,704.25
June	1,895,826.85	1,800,673.34	1,559,933.50
July	2,252,163.95	2,088,801.21	1,721,310.87
August	2,166,989.95	2,143,084.11	1,862,441.12
September	1,883,942.41	1,781,508.60	1,591,911.48
October	1,785,491.95	1,648,092.69	1,465,316.89
November	1,677,165.45	1,500,194.50	1,332,922.35
December	1,633,884.51	1,485,892.60	1,251,439.69
TOTAL	\$20,756,344.43	\$19,192,647.38	\$16,241,266.78



Revenue Mileage

	1954	1953	1952
January	52,865,994	49,323,263	38,104,417
February	59,937,288	53,105,355	51,473,883
March	63,726,839	58,249,186	49,983,378
April	77,274,318	70,275,063	62,463,513
May	81,681,601	73,625,320	65,426,706
June	83,246,053	80,303,820	72,900,721
July	102,317,348	94,559,241	79,545,712
August	97,045,853	98,784,498	87,616,594
September	84,099,795	81,034,389	73,189,537
October	79,366,262	74,674,723	66,800,781
November	73,937,436	67,488,495	61,458,667
December	71,895,180	67,182,747	56,843,871
TOTAL	927,393,967	868,606,100	765,807,780



State trooper using radar to check speeders.



State trooper aiding motorist.

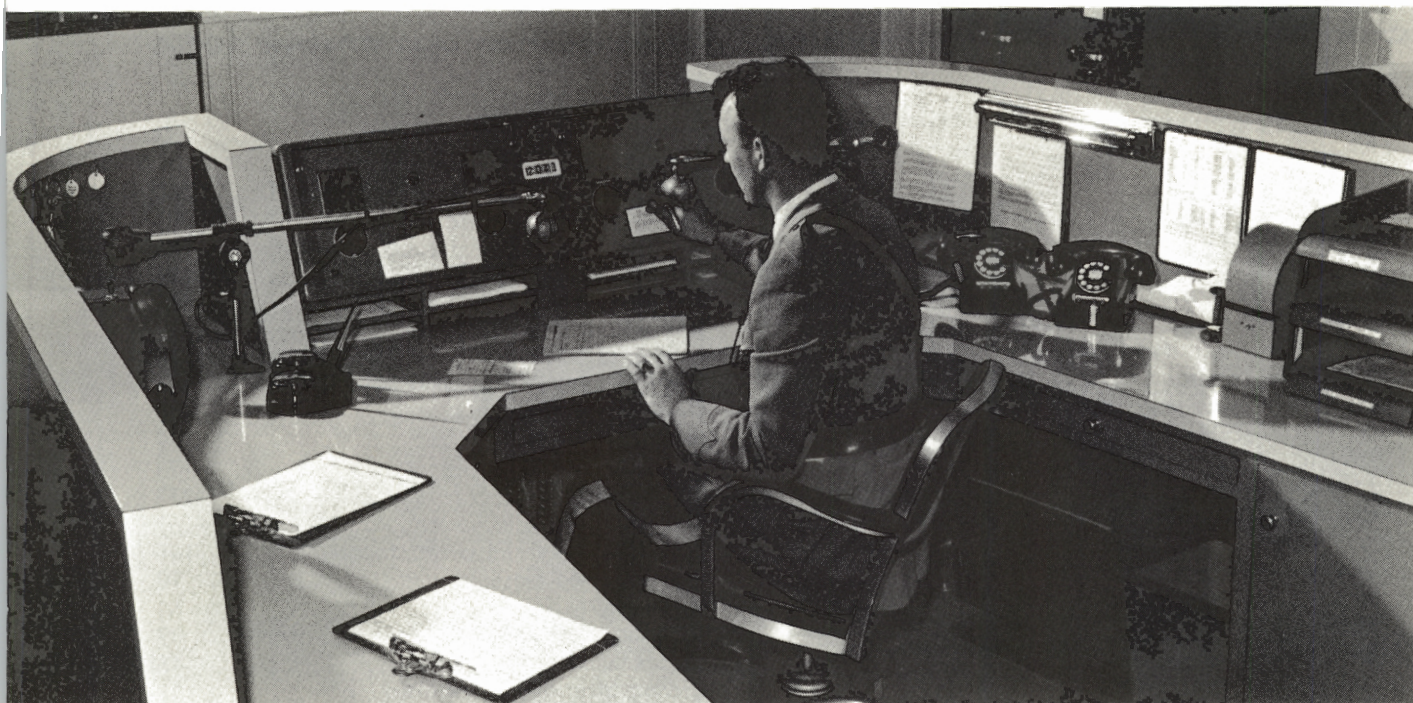
additional installations were made in Delaware and Maryland, beginning at the Chesapeake Bay Ridge and on the outskirts of Baltimore. Appropriate revisions were made of many of the "trailblazer" signs used on New Jersey's highways leading to the Turnpike to provide better guidance for users.

The program of median research initiated by the Authority in cooperation with the Bureau of Highway Traffic at Yale University is still in progress. Whether this report will lead to a test of several median designs will be left for determination at a later date.

The Authority appointed a representative to the Inter-Turnpike Safety Committee in 1954. This Committee was organized to study and report on safety matters of mutual interest to express highways, with a view to establishing them as leaders in this field. Other members of this Committee have been appointed from the Pennsylvania Turnpike Commission, Ohio Turnpike Commission and the New York State Thruway Authority. The Committee's initial

study pertained to the rear lighting of commercial vehicles, the varying and sub-standard qualities of which are one of the leading causes of rear-end collisions. A series of tests made in the field with special equipment developed by General Electric Company indicated that many commercial vehicles on highways fail to meet minimum accepted standards applicable to such lighting. Additional tests are contemplated, and it is anticipated that recommendations will be made to appropriate authorities seeking improved safety on all highways.

During 1954 four "Weathermaster" fog dispersal units were erected in specially selected locations on the northern half of the Turnpike for test purposes to determine their value in shallow "ground" fog peculiar to this area. This type of fog, in the past, was the principal contributing factor to accidents and necessitated speed limit reductions and, on some occasions, actual closing of the Turnpike. Experience with these units will determine their effectiveness under conditions of poor visibility.



Central radio headquarters of State Police in New Brunswick.

Also, during the past year, the Authority made some changes in the selected garages off the Turnpike to more effectively serve motorists whose vehicles become mechanically disabled while traveling on the Turnpike. The Authority has contracts with 40 such garages capable of rendering prompt and efficient services at reasonable prices.

There was no change in the number of State Police assigned to the Turnpike in 1954. Police activity, however, was at a new high as is evidenced by the fact that a total of 23,865 summonses was issued, 28.5 percent more than in 1953. Of the total, 18,899 were issued for violations of the speed regulations; 808 for failing to keep to the right; 857 for careless or reckless driving, and the remainder for other offenses.

It is of interest to note that fines imposed on motorists for failing to observe traffic regulations amounted to \$267,545 in 1954. These fines go to the State, without any benefits to the Authority. Court costs involved in these of-

fenses amounted to \$119,526 and were collected by the municipalities in which the offenses were committed.

During the year the State Police assigned to radar patrols on the Turnpike issued 9,378 summonses for speeding, out of the total mentioned above. Moreover, the radar teams supplemented the patrols during days of peak traffic movements.

State Police aids to motorists numbered 44,461 during 1954, compared to 42,112 in 1953. Towing service required because of mechanical failures involved 15,307 vehicles, the largest number, and was followed by service to 11,438 vehicles running out of gasoline; 10,061 with flat tires, and 3,276 affected by overheated engines.

The State Police, in the course of their duties on the Turnpike, apprehended 211 persons carrying concealed and deadly weapons, and 57 for transporting untaxed alcohol. Police activities for 1954 are indicated in detail in the accompanying tabulation.

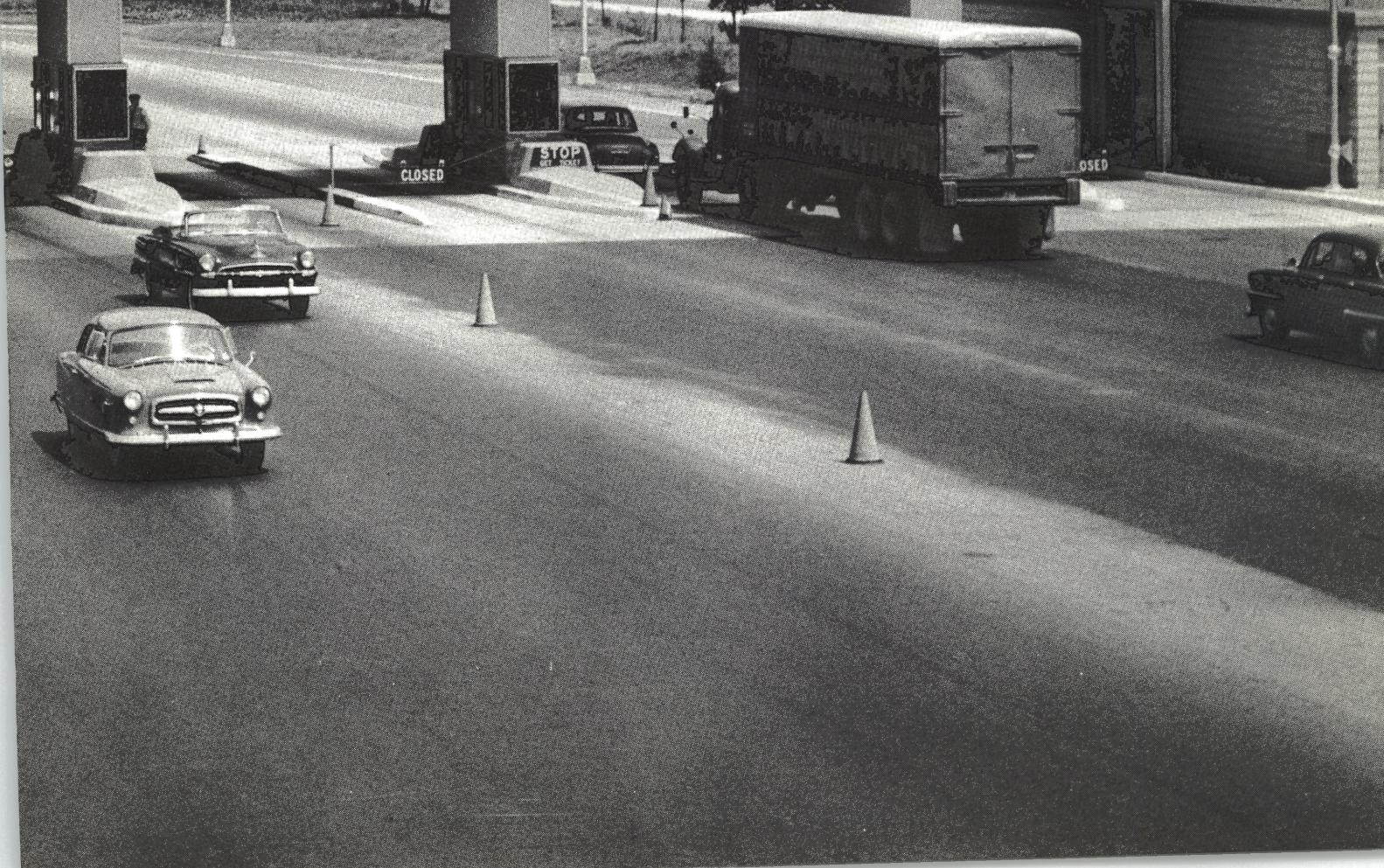
NEW JERSEY STATE POLICE DETACHMENT

Consolidated Report of Activities - January thru December 1954

ACCIDENTS INVESTIGATED:	550	Juvenile (Trespassing)	3
Property Damage	294	Juvenile (Evading Toll)	1
Personal Injury	238	MOTOR VEHICLE SUMMONSES ISSUED:	23,865
Fatal	18	Speeding	18,899
PERSONS KILLED:	23	Improper lights	545
PERSONS INJURED:	533	Careless driving	696
Admitted to hospital	155	Failing to keep right	808
Treated at hospital and released	298	Unlicensed driver	630
Refused medical attention	64	Failing to have log book	146
Treated by doctor and released	3	Improper MV credentials	404
Treated at scene and released	13	Unregistered vehicle	440
AIDS TO MOTORISTS:	44,461	Improper parking	189
Towing service (mechanical failure)	15,307	Improper passing	173
Towing service (other)	1,570	"U" turns	277
Out of gasoline	11,438	Reckless driving	161
Flat tires	10,061	Allowing unlicensed driver to drive ..	145
Overheating	3,276	Following too close	70
Needed fan belt	1,004	Wrong direction	64
Helped start car	548	Littering Turnpike	37
Battery service	406	Unsafe vehicle	16
Needed oil	566	Driving after license revoked	28
Put out fire	35	Loaning MV credentials	17
Furnished transportation	11	Improper equipment	15
Other aid	239	Driving too slowly	10
ARRESTS OTHER THAN		Failing to obey signal	11
MOTOR VEHICLE:	795	Evading toll	5
Carrying Concealed Deadly Weapons	198	Drunken driving	13
Disorderly persons	116	Failing to display name and address	
Absent Without Leave (Military)	98	on commercial vehicle	2
Illegal transportation of liquor	57	Improper towing	7
Hitch-hiking	33	Refusing to show Drivers' License	1
Possession of narcotics	7	Hit and run	9
Larceny of auto	36	Misuse of medial strip	4
Death by auto	9	Hitch-hiking	3
Escapees (Mental)	7	Improper turn	6
Escapees (Penal)	2	Violating conditional license	19
Escapees (Military)	3	Illegal warning device	1
Possession of Counterfeit Money	1	Falsifying info. on DL application	4
Illegal possession of military identi. ..	2	Failing to give proper signal	7
Assault and Battery	1	Allowing intoxicated persons to drive ..	1
Material Witness	1	Stop Street violation	1
Transportation of stolen property	2	Riding on parts not intended	
Fugitive (Murder)	1	for passengers	1
Illegal entry into U. S.	1	SUMMONSES ISSUED TO TRUCK	
Contempt of Court	1	DRIVERS:	998
Juvenile (Runaway)	162	SUMMONSES ISSUED TO	
Juvenile (Fugitive from Justice)	2	BUS DRIVERS:	61
Juvenile (Larceny of auto)	19	(Included in above classification)	
Juvenile (Possession of B.B. Gun)	3	SUMMONSES ISSUED AS RESULT	
Juvenile (carrying concealed and		OF RADAR:	
deadly weapons)	13	(Included in above classification)	
Juvenile (Larceny)	2	SPEEDING:	9,378
Juvenile (Larceny of bicycle)	2	OTHER VIOLATION:	453
Juvenile (Malicious mischief)	2	MOTOR VEHICLE FINES COLLECTED:	\$267,545*
Juvenile (Hitch-hiking)	6	COURT COSTS COLLECTED:	\$119,526*
Juvenile (Littering Turnpike)	4		

* None of these funds accrued to the Authority.

NEW JERSEY TURNPIKE



RESTAURANTS AND SERVICE STATIONS

THE SERVICE area facilities continued to operate at high levels, although the sale of gasoline was less than in 1953. This was the result of a "price war" in New Jersey causing widespread disparity in prices for most of that year. The operator of the Turnpike gasoline stations maintained uniform prices throughout the length of the Turnpike and, upon the basis of periodic price surveys of nearby stations and with Authority approval, established prices which were believed to be fair and equitable to those using the Turnpike. The gasoline gallonage was 9.9 percent below 1953.

Offsetting, to some extent, the decrease in gasoline sales was an increase by the service stations in sales of other products and services. During the year Cities Service Oil Co.'s fifteen emergency vehicles rendered highway service to 27,000 vehicles which ran out of gasoline, needed tire or other minor repair services. Ten of the emergency vehicles were replaced with larger and more completely equipped trucks last year for the rendering of expanded services to Turnpike users.

The Howard Johnson restaurants on the

Turnpike continued to show increases last year in line with the higher traffic. In serving the more than eight million patrons during 1954, the increase in dollar sales amounted to 00.0 percent compared with 1953.

Both operators at the service areas were benefited last year by an expansion of facilities at Moorestown. Seating capacity of the restaurant, which is one of the most popular for northbound travelers, was increased by 142 to make it the largest restaurant on the Turnpike. At the same time, lubricating and other facilities of the service station were increased. At Elizabeth, a lubrication bay was added while construction is under way for general overall expansion at Secaucus of both the food and service station facilities. The latter are scheduled for completion in the spring of 1955, when a full restaurant and takeout service will become available.

Taxes, federal and state, collected from sales of gasoline on the Turnpike amounted to approximately \$2,600,000 since its opening to traffic in November, 1951. Of the total, approximately \$1,600,000 accrued directly to the State—none to the Authority.



Typical service area

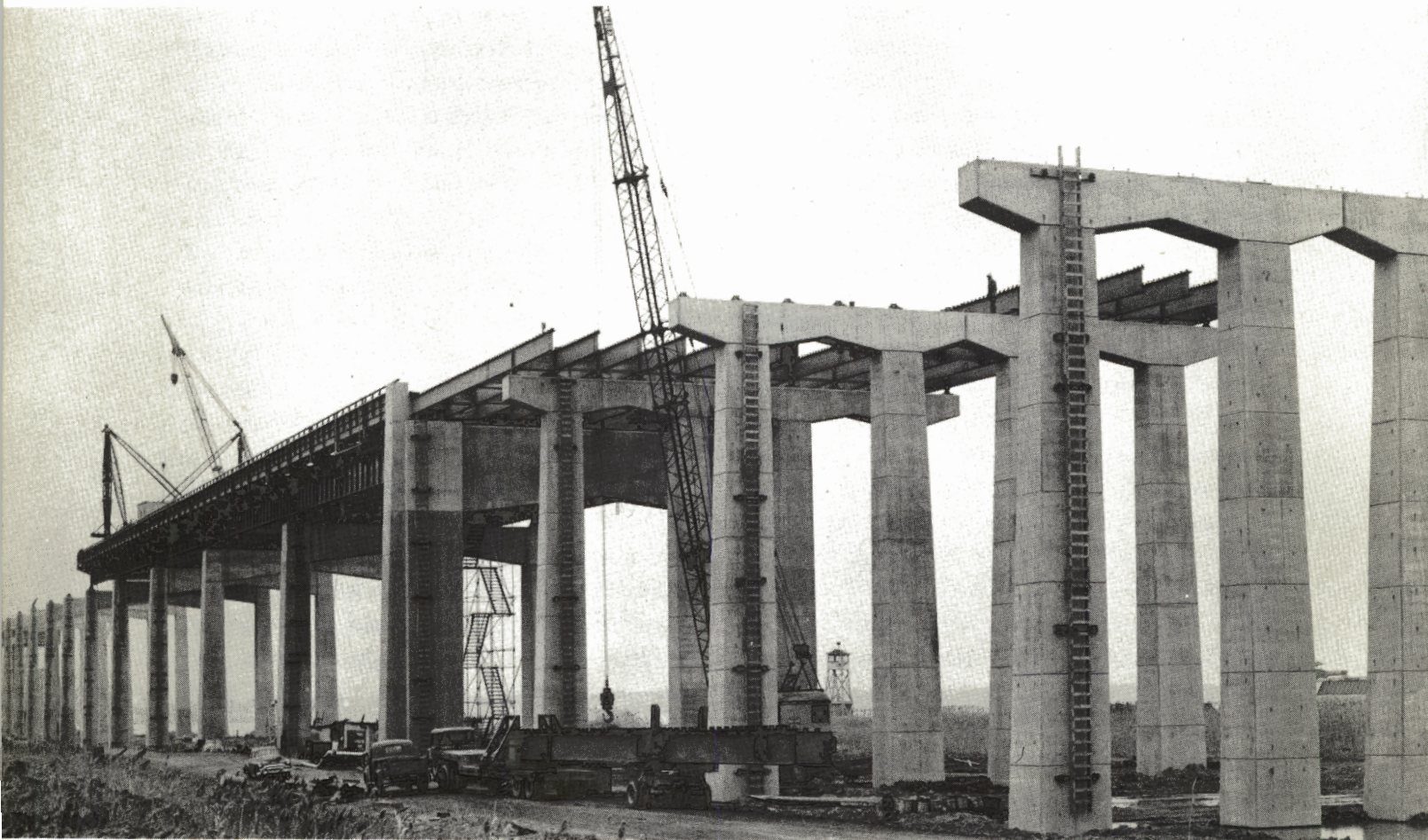
begun during 1954 at the Secaucus service area to meet the increasing demands of customers at the food facility and the service station. On completion early this year, the expansion will provide for a large sized restaurant with seating capacity for 94, and additional counter space for those who wish to purchase their food and consume it off the building premises. Service station facilities also will be enlarged.

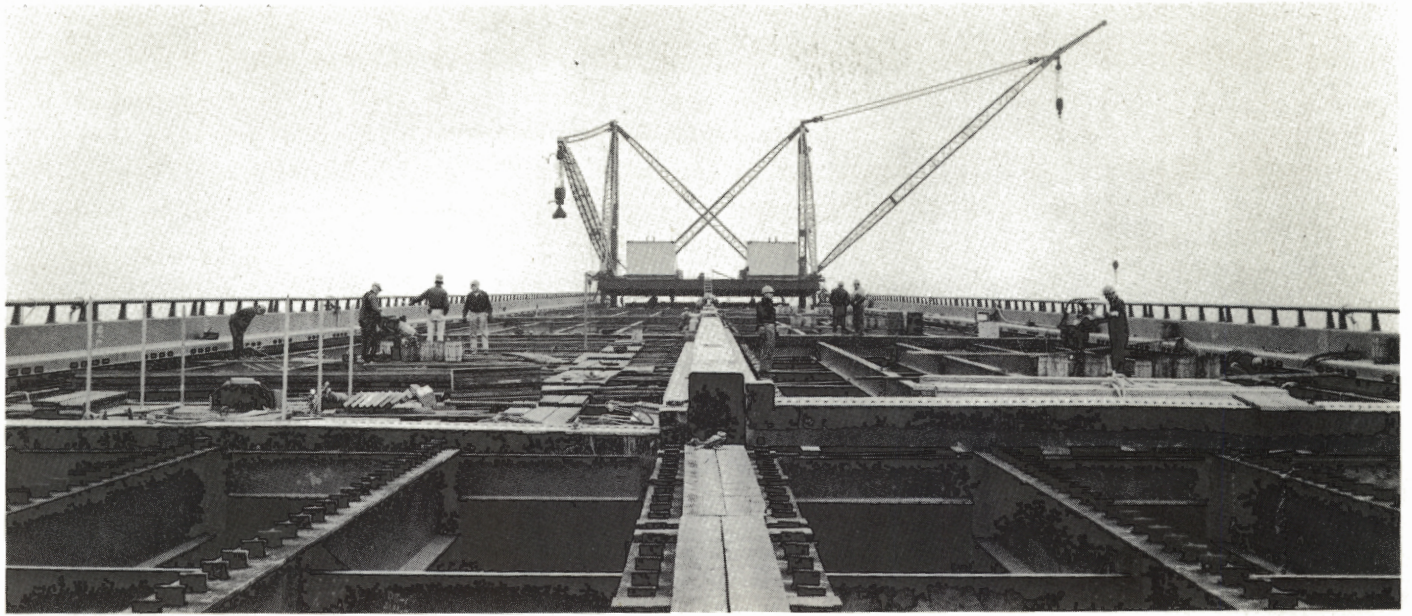
Among projects which were started in 1953 and carried to successful completion in 1954 were (1) the installation of about 700 additional roadway lighting units designed to increase drivers' visibility at night in the vicinity of interchanges and service areas; (2) necessary alterations at seven buildings in service areas to increase garbage refrigeration, can

storage and washing facilities and food storage; (3) the construction of new and enlarged sewage treatment facilities; (4) the provision of additional water supply at certain areas on the southerly end of the Turnpike with standby driven water wells; (5) the installation of water treatment facilities to control objectionable substances such as iron in the water; and (6) the restoration to grade of certain short sections of roadway pavement.

The carryover program of 1953 included, too, the completion of crossroad improvements in Burlington, Camden, Salem and Gloucester Counties. The last of these contracts involve projects in Middlesex and Mercer Counties, thus completing the schedule of such improvements.

Progress of Construction of Newark Bay-Hudson County extension (numbers 1 to 3



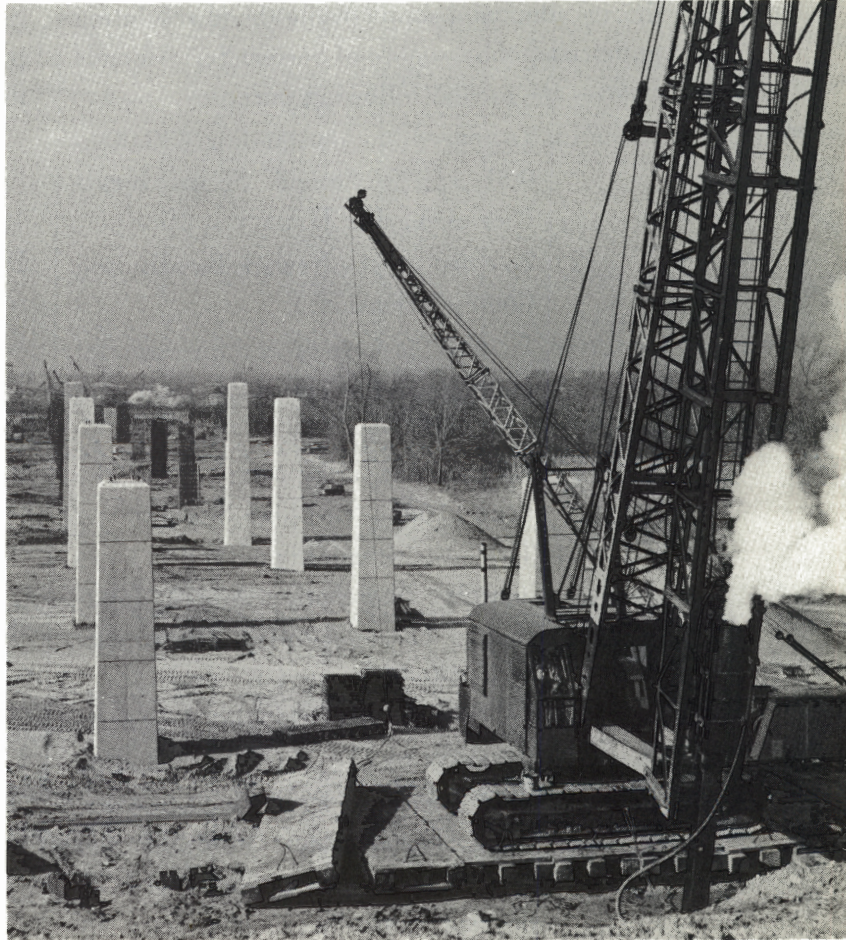


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inclusive) and of bridge crossing for Pennsylvania Turnpike connection (number 4).



3



4

FINANCING AND COSTS

IN THE FALL OF 1953 the Authority adopted a supplemental bond resolution authorizing the issuance of Second Series Bonds (Series B) for the following purposes:

- (1) To redeem the outstanding \$30,000,000 1 $\frac{7}{8}$ % Second Series Bonds (Series A) due January 1, 1958;
- (2) To construct the Newark Bay-Hudson County Extension;
- (3) To pay the cost of certain essential facilities on the Turnpike (limited to \$2,023,000);
- (4) To construct a connection with the Pennsylvania Turnpike System;
- (5) To construct additional traffic lanes between Interchange 4 and Interchange 11 and between Interchange 16 and Interchange 18;
- (6) To construct not exceeding four service areas on the Turnpike including service stations, service facilities, restaurants and other buildings and facilities in connection therewith deemed desirable or necessary by the Authority.

The sale of \$150,000,000 3 $\frac{3}{8}$ % Second Series Bonds (Series B) on October 14, 1953, provided the funds required for accomplishing the first three named purposes.

On April 14, last year, \$27,200,000 3% Second Series Bonds (Series B) due July 1, 1988, were sold to finance the fourth purpose. Delivery of these bonds to the successful bidder was made simultaneously with the delivery of bonds of the Pennsylvania Turnpike Commission issued to finance the Commission's share of this project. Both Turnpikes are expected to benefit materially from this interconnection.

Financing for the fifth and sixth purposes will take place early in 1955.

The outstanding indebtedness of the Authority at the close of 1954 was as follows:

\$220,000,000 3 $\frac{1}{4}$ % Turnpike Revenue Bonds (1950 Issue) due January 1, 1985

\$35,000,000 3.20% Turnpike Revenue Bonds (1951 Issue) due January 1, 1986

\$150,000,000 3 $\frac{3}{8}$ % Second Series Bonds (Series B) due July 1, 1988



View of activity at Lincoln Tunnel interchange

\$27,200,000 3% Second Series Bonds
(Series B) due July 1, 1988.

The accompanying tabulations show the
estimated cost of construction of the Turnpike

and additions and improvements thereto, and
the estimated construction costs, as of the end
of 1954, of the Newark Bay-Hudson County
Extension and the Pennsylvania Extension.

ESTIMATE OF COST OF CONSTRUCTION

Including Additions and Improvements as of December 31, 1954 and Source of Funds

	Estimate September 15 1949	Estimate December 31 1953	Current Estimate
CONSTRUCTION:			
Grading, Drainage and Structural (current estimate based on contracts awarded as of December 31, 1954)	\$106,034,000	\$121,960,000	\$121,999,000
Paving (current estimates based on contracts awarded as of December 31, 1954)	28,344,000	41,044,000	41,265,000
Concession, Utility, Maintenance and Administration Buildings, including Radio Buildings, Toll Booths and Canopies and Additions and Improvements, excluding grading and paving except for 1949	6,927,000	16,970,000	16,976,000
House Moving and Demolition	—	871,000	874,000
Change Orders and Supplementary Agreements issued and approved provided for in 1949 estimates under Contingencies	—	19,687,000	21,309,000
Change Orders in Process or Contemplated	—	1,522,000	230,000
Contracts to be Awarded	958,000	—	—
Relocation and Reconstruction of Utilities, Roads, and other Communications	3,571,000	8,465,000	8,395,000
Traffic Aids, Communications, Safety Devices, and Interchange Lighting	1,987,000	4,698,000	4,621,000
Equipment	1,664,000	2,220,000	2,304,000
Miscellaneous, including Construction Signs, Special Construction Policing, Warehousing of Equipment	—	955,000	1,003,000
Sub-Total	\$149,485,000	\$218,392,000	\$218,976,000

NOTE 1: The total of \$149,485,000 is carried forward as \$149,030,000, the figure appearing in the Preliminary Report of September 1949. This difference is due to variations in the distribution of the Preliminary Report amount.

NOTE 2: Based upon the method of financing adopted, the item of interest (and interest reserve fund) was reduced to \$16,315,000 and the contingency to \$18,760,000, making the total bond issue \$220,000,000.

	Estimate September 15 1949	Estimate December 31 1953	Current Estimate
Carried Forward (See Note 1)	\$149,030,000	\$218,392,000	\$218,976,000
Reimbursement to State of New Jersey	11,150,000	11,353,000	11,353,000
Real Estate	10,145,000	19,750,000	19,306,000
Engineering, Architectural, Borings, Design, Supervision and Inspection	13,600,000	17,700,000	17,846,000
Cost of Organization of Maintenance, Toll Collection, Toll Audit and Police Departments, including Construction Work per- formed by Maintenance Department	—	854,000	860,000
Other Costs, including Administrative Costs, and Legal Costs not provided for elsewhere and including Financing Costs other than those specifically mentioned below	1,000,000	2,319,000	2,321,000
Sub-Total	\$184,925,000	\$270,368,000	\$270,662,000
Interest (See Note 2)	23,000,000	—	—
Interest and Commitment Fees	—	6,028,000	5,935,000
Calls Upon Construction Fund for initial Operating Funds and to fulfill requirements of General Interest Reserve Fund	—	662,500	662,500
Discount on Bond Issues	—	648,000	647,500
Allowance for Contingencies	22,075,000	2,245,500	2,045,000
TOTAL AVAILABLE FOR CONSTRUCTION	\$230,000,000	\$279,952,000	\$279,952,000

SOURCE OF FUNDS

General Bonds — 1950 Issue		\$220,000,000	\$220,000,000
1951 Issue		35,000,000	35,000,000
Second Series Bonds:			
Series A	\$30,000,000		
Less: Allocated to General Bond Reserve	7,024,000		
		\$22,976,000	
Allocation from Series B	1,976,000	24,952,000	24,952,000
TOTAL		\$279,952,000	\$279,952,000

ESTIMATE OF COST OF CONSTRUCTION

Newark Bay—Hudson County Extension

as of December 31, 1954 and Source of Funds

	Estimate September 15, 1953	Current Estimate
Grading, Drainage, and Paving, including Bridge and Viaduct Paving (See Note 1)	\$ 10,945,000	\$ 11,780,000
Miscellaneous Structures (See Note 1)	7,964,000	7,726,000
Major Bridge (See Note 1)	20,825,000	18,037,000
Viaducts (See Note 1)	17,223,000	15,124,000
Change Orders and Supplementary Agreements issued and approved	—	50,000
Change Orders being processed or contemplated	—	58,000
Contracts to be awarded (At Estimates of September 15, 1953):		
Grading, Drainage & Paving, including Bridge and Viaduct		
Deck Paving	\$8,947,000	
Miscellaneous Structures	6,841,000	
Major Bridge	390,000	
Viaducts	1,850,000	
	18,028,000	18,028,000
Housemoving and Demolition (See Note 1)	—	45,000
Relocation and Reconstruction of Utilities, Roads, and other Communications	3,680,000	4,112,000
Service Area and Toll Buildings, Toll Booths and Canopies (See Note 2)	1,340,000	1,340,000
Traffic Aids and Lighting (See Note 2)	1,565,000	1,565,000
Equipment (See Note 2)	130,000	130,000
Sub-Total	\$ 81,700,000	\$ 77,995,000
Real Estate	3,200,000	5,500,000
Engineering, Architectural, Borings, Design, Supervision and Inspection	5,450,000	5,450,000
Other Costs, including Administration, Legal, and Financing Costs other than those specially named below	—	300,000
Sub-Total	\$90,350,000	\$89,245,000
Interest (See Note 3)	—	8,422,000
Discount on Bonds	—	3,525,000
Allowance for Contingencies	13,250,000	16,832,000
TOTAL (See Note 4)	\$103,600,000	\$118,024,000
Source of Funds		
Second Series Bonds (Series B) 1953 Issue		\$150,000,000
Less: Allocated to Redemption of Second Series Bonds (Series A)	\$ 30,000,000	
Allocated to Second Series Proceeds Fund (Series A) for Completion of Turnpike	1,976,000	31,976,000
TOTAL		\$118,024,000

NOTE 1: Current estimate based on contracts awarded to December 31, 1954.

NOTE 2: Current estimates based on engineers' estimate of September 15, 1953.

NOTE 3: Interest funded from proceeds of sale of bonds—\$10,125,000. Current estimate provides for estimated interest earned or to be earned on interim investment of construction funds during construction.

NOTE 4: Estimate of September 15, 1953 did not include interest during construction or financing costs.

Pennsylvania Extension

as of December 31, 1954

	Estimate September 17, 1953	Current Estimate
Grading, Drainage and Paving, including Delaware River Bridge east abutment (See Note 1)	\$ 220,000	\$ 184,000
Delaware River Bridge (Portion of cost to be borne by New Jersey Turnpike Authority—Bridge being built jointly with Pennsylvania Turnpike Commission)— (See Note 1)	9,725,000	6,864,000
Contracts to be awarded (at estimate of September 17, 1953):		
Grading, Drainage and Paving	\$4,240,000	
Delaware River Bridge	275,000	
Structures	4,070,000	
	8,585,000	8,585,000
Change Orders issued and approved	—	(11,000)
Roadway Lighting & Power Supply (at estimate of September 17, 1953)	150,000	150,000
Toll Plaza and Appurtenances (at estimate of September 17, 1953)	610,000	610,000
Relocation and Reconstruction of Utilities, Roads and other Communications ..	300,000	300,000
Sub-Total	\$19,590,000	\$16,682,000
Real Estate	500,000	750,000
Engineering, Architectural, Borings, Design, Supervision and Inspection	1,370,000	1,074,000
Other costs, including Administration, Legal, and Financing Costs other than those specially named below	—	130,000
Sub-Total	\$21,460,000	\$18,636,000
Interest (See Note 2)	—	1,340,000
Discount on Bonds	—	265,000
Allowance for Contingencies	3,540,000	6,959,000
TOTAL (See Note 3)	\$25,000,000	\$27,200,000

NOTE 1: Current estimate based on contracts awarded to December 31, 1954.

NOTE 2: Interest funded from proceeds for sale of bonds—\$1,632,000. Current estimate provides for estimated interest earned or to be earned on interim investment of construction funds during construction.

NOTE 3: Estimate of September 17, 1953 did not include interest during construction or financing costs.

REAL ESTATE ACQUISITION

FURTHER PROGRESS was made during 1954 in the settlement of the few remaining properties acquired for the 118-mile Turnpike; in initiating the acquisition of properties needed for the Newark Bay-Hudson County Extension and for the direct connection with the Pennsylvania Turnpike.

During 1954, property settlements involved in the present Turnpike numbered 19 and payments amounted to \$1,236,100 bringing the total payments, exclusive of expenses, thus far for all acquisitions to \$16,925,300. Only 25 properties remain unresolved. Of these, 14 are currently awaiting trial in condemnation and the other 11 are subject to further price negotiation.

It is significant that the Authority concluded successful negotiations for property acquisitions for its right-of-way with townships, municipalities, counties, railroads and utilities with one exception. That exception involved properties leased by a municipality to a public body and condemnation, after discussions, was mutually agreed upon in order for the Authority to obtain legal possession.

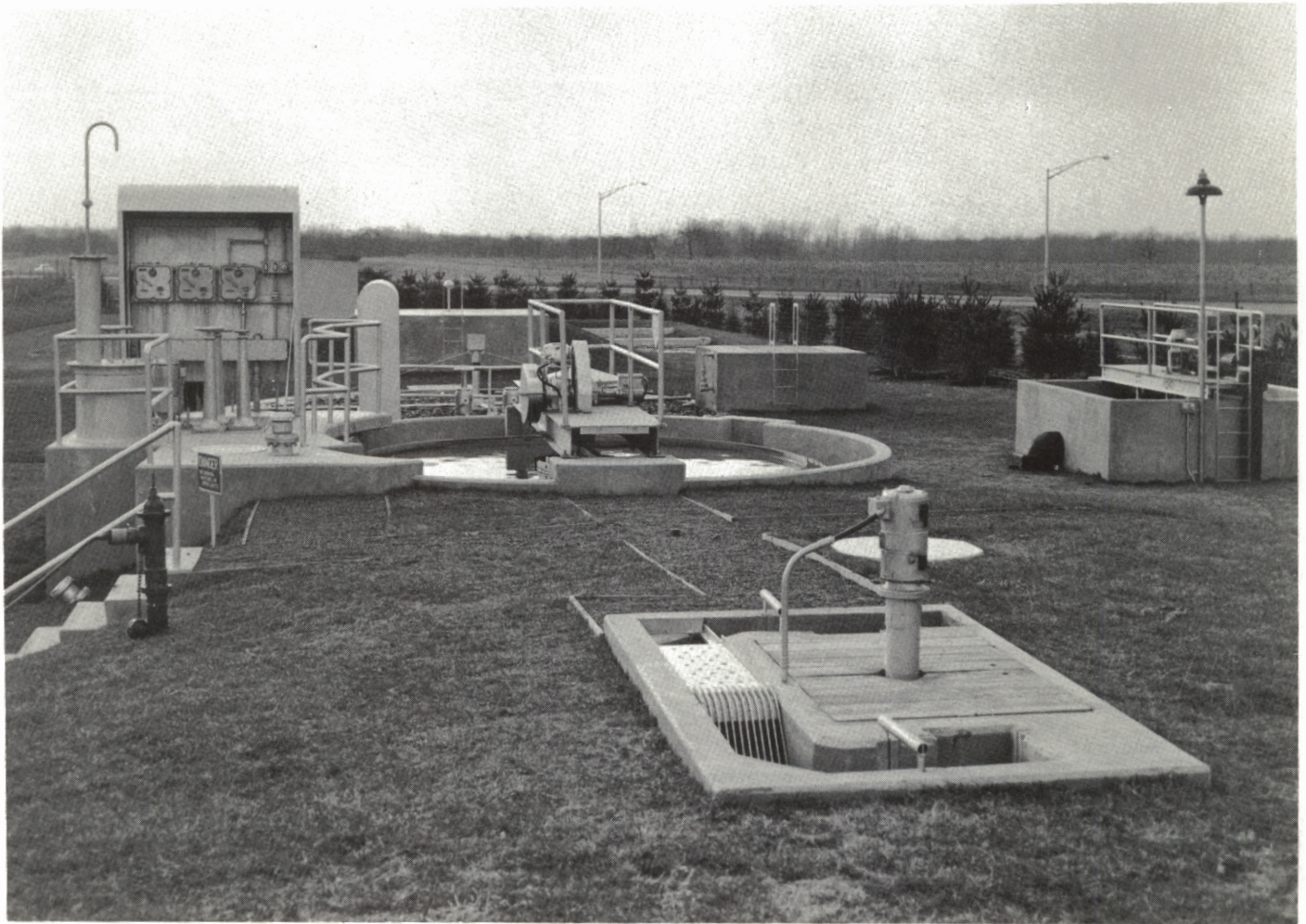
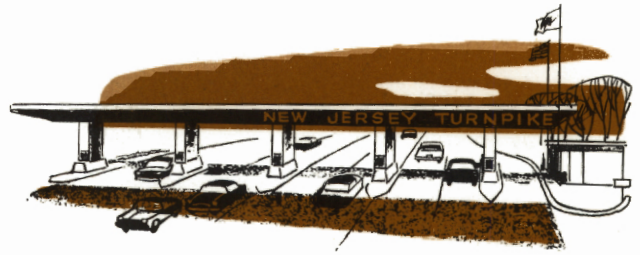
During the year the Authority continued to dispose of surplus properties, restoring them

to the local tax rolls as soon as it became clear that they would not be required for Turnpike construction. This procedure will be followed in every instance where a surplus develops.

The Newark Bay-Hudson County Extension involves approximately 250 parcels held by about 150 owners in Jersey City and Bayonne. To provide for the right-of-way of this Extension about 105 buildings will be affected, including mostly one, two and three family dwellings with some industrial and commercial buildings and sheds.

To a recent date the Authority had acquired 114 parcels held by 72 owners through direct negotiations and had authorized condemnation for properties of 39 owners after reasonable efforts to reach satisfactory agreements with owners proved unsuccessful, or because titles were faulty.

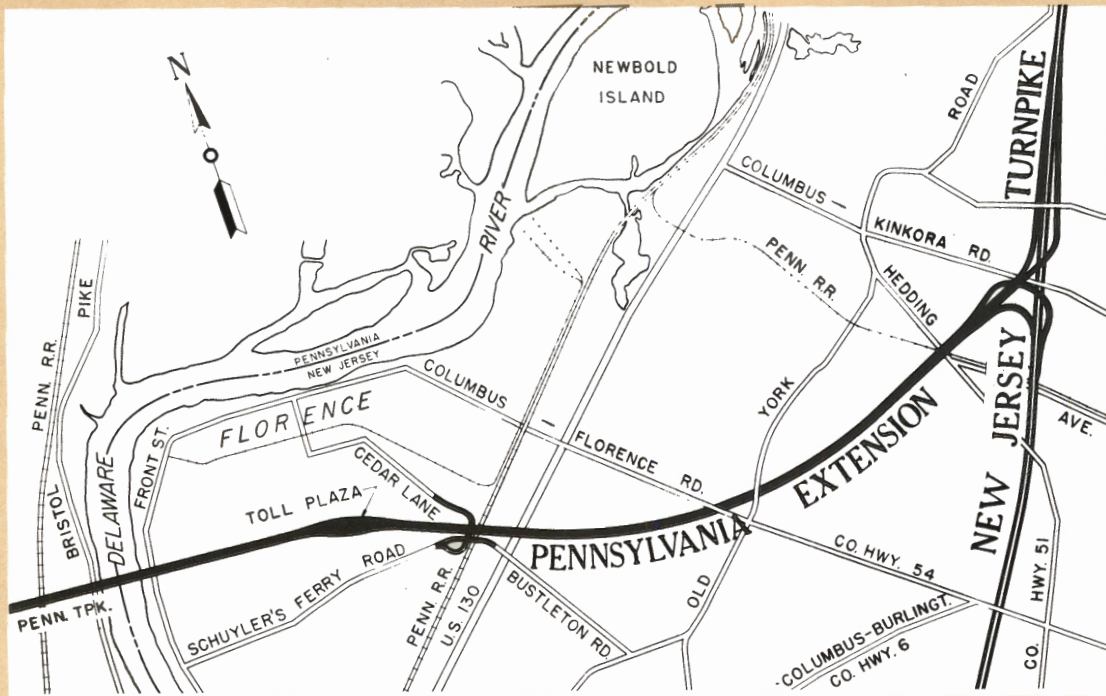
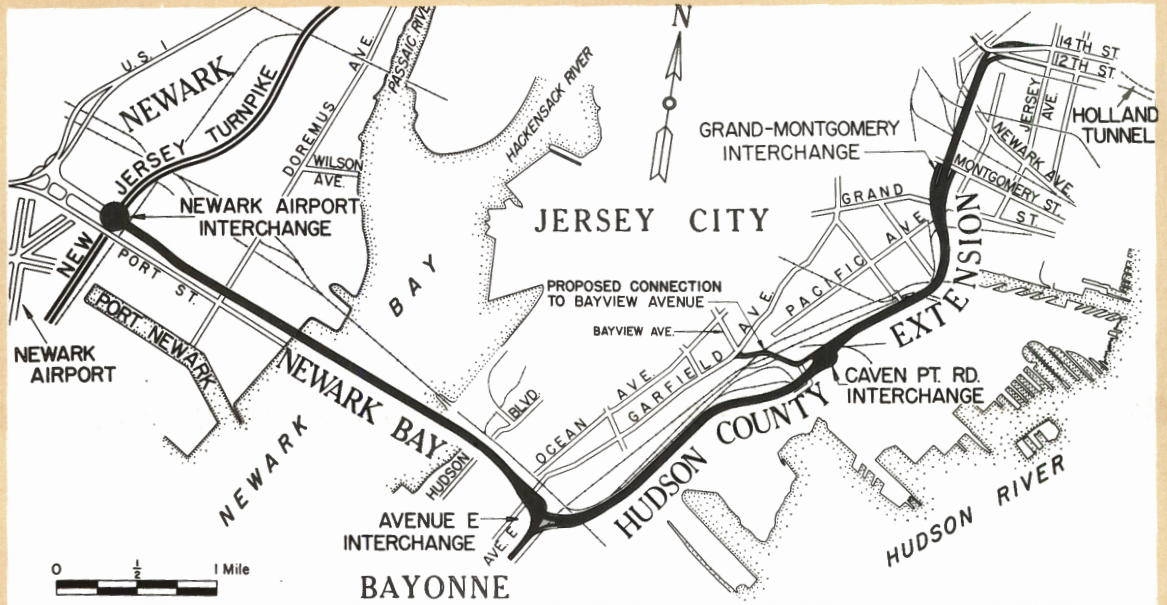
The direct connection with the Pennsylvania Turnpike involves approximately 40 parcels (about 300 acres) and appraisals and negotiations for acquisition are actively under way. The alignment extends easterly from the Delaware River, a distance of about 5 miles to the Turnpike proper, and the property requirements involve farm and dairy lands.



Sewage disposal plant at service area in Cranbury, N. J.

NEW JERSEY TURNPIKE AND

Route of Newark Bay-Hudson County extension, under construction, and scheduled for opening in the spring of 1956.



Route of direct connection with Pennsylvania Turnpike, under construction, and scheduled for opening in the summer of 1956.

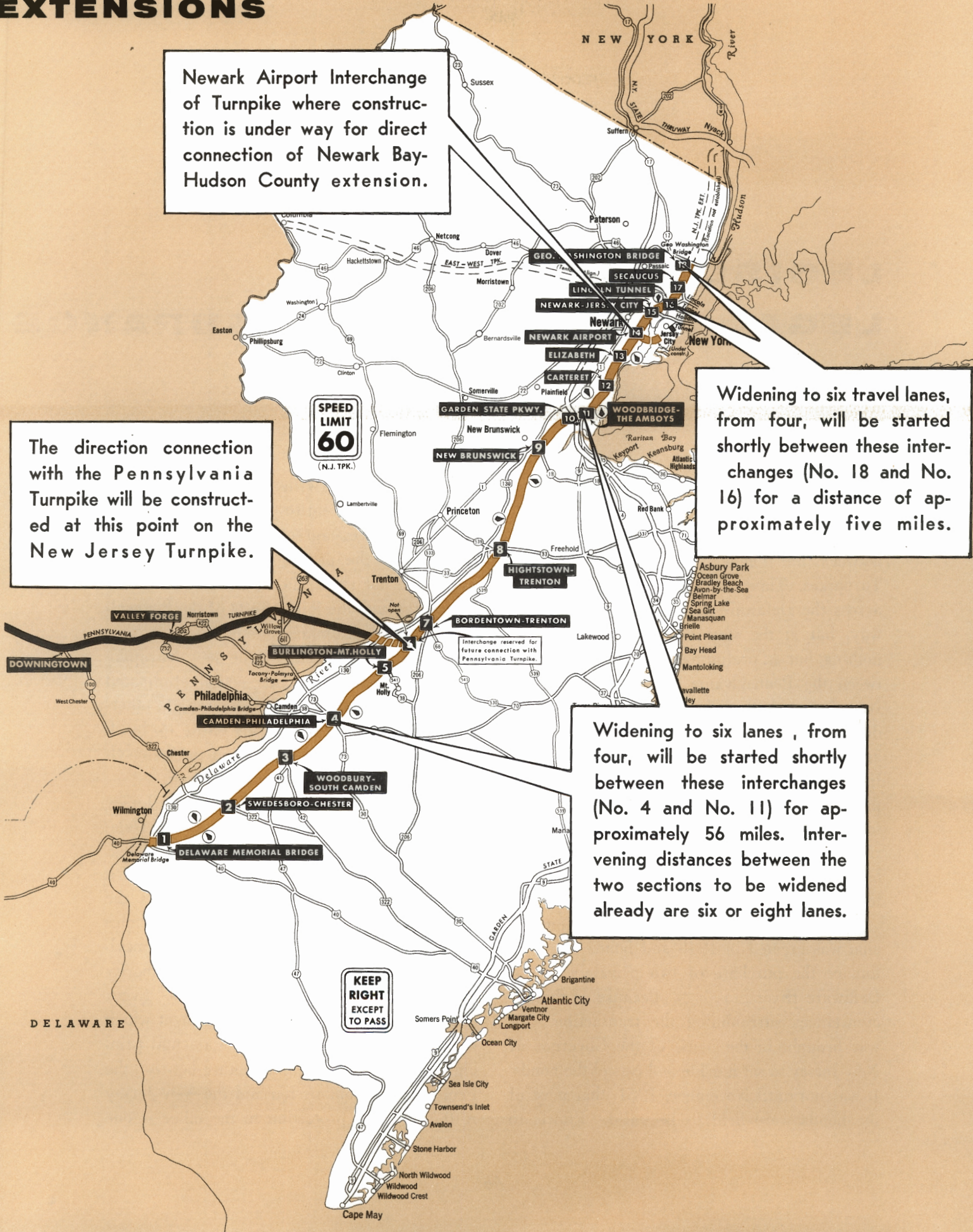
EXTENSIONS

Newark Airport Interchange of Turnpike where construction is under way for direct connection of Newark Bay-Hudson County extension.

The direction connection with the Pennsylvania Turnpike will be constructed at this point on the New Jersey Turnpike.

Widening to six travel lanes, from four, will be started shortly between these interchanges (No. 18 and No. 16) for a distance of approximately five miles.

Widening to six lanes, from four, will be started shortly between these interchanges (No. 4 and No. 11) for approximately 56 miles. Intervening distances between the two sections to be widened already are six or eight lanes.



LEGISLATION, LEGAL MATTERS AND INSURANCE

THE MOST noteworthy accomplishment during 1954 was the clearing of all legal obstacles in the way of a direct connection between the Pennsylvania and New Jersey Turnpikes. The construction of the new bridge across the Delaware River is now well under way, but at the start of the year there was nothing but a preliminary understanding between the Pennsylvania Commission and the New Jersey Authority, no financing had been done and there was still in existence a covenant against additional bridges in bonds of the Burlington County (N. J.) Bridge Commission purporting to set up a protective zone for its local bridges covering the whole section of the river through which the new Turnpike bridge had to be built in order to be in a practical location.

The Burlington County Bridge Commission was created in 1948 and bonds issued to finance the purchase of two privately owned Delaware River crossings. Because of the circumstances surrounding the transaction, suit was brought in the name of the Governor of New Jersey to set it aside and cancel the bonds. It was not until November, 1951, that most of the bonds were held to be valid. Efforts to

persuade the underwriters who had held the bonds through the entire period of litigation to exempt by express agreement the new Turnpike bridge from the provisions of the protective zone were not successful, but early in 1954, largely through the joint efforts of the Pennsylvania Turnpike Commission and the Authority, consent to the erection of the new Turnpike bridge was obtained. This action eliminated any possible legal objection which might otherwise have been raised in an effort to block the financing and construction of the Pennsylvania-New Jersey Turnpike connection.

The boundary line between New Jersey and Pennsylvania is in the middle of the Delaware River. An agreement for the financing, construction and operation of the bridge which will carry the Turnpike traveler across the mid-river boundary line between the two states was worked out by counsel for the Pennsylvania Commission, the New Jersey Authority and by bond counsel for both bodies. Every effort was made to produce a document which would completely cover the fundamental principles involved in the joint venture between the Pennsylvania Commission and the New Jersey Authority, give protection to the other if one



party should meet with any difficulties as to financing, in general give the potential investor assurance on the basic points important to him and, yet, at the same time, leave the engineering and operating staffs flexibility as to details of construction and operation of the bridge and its approaches. When counsel had finished their work of drafting, a joint meeting was held by the Commission and the Authority to review the agreement and decide upon final revisions. Immediately thereafter the agreement, dated March 15, 1954, was signed, thus laying the foundation for financing and construction.

So far as it is possible to ascertain, the Agreement is unique in providing for the construction of a major interstate bridge as a joint venture, with half the cost being financed by each participating Turnpike authority. To guard against the possibility of delay or failure in the financing of either half, simultaneous bond closings were provided for and carried out. Both Pennsylvania and New Jersey Bonds were sold and delivered on schedule as contemplated by the agreement of March 15th. Almost immediate steps were taken to advertise for bids on construction contracts, the engineering work having been done in advance by the bridge engineer

selected last year to act for both the Pennsylvania Commission and the New Jersey Authority. The construction contracts are also novel because they reflect the joint venture by the Pennsylvania Commission and the New Jersey Authority in building the bridge. The various contract documents and the procedures for the supervision of construction and the handling of payments to contractors were worked out carefully in advance by the engineering and legal staffs of the Pennsylvania Commission and the New Jersey Authority. Experience during the actual construction has proved them satisfactory and efficient for contractors as well as the joint owners.

Legal activities in 1954 in relation to the Newark Bay-Hudson County Extension were many and carried on under great pressure to avoid delays in the engineering and construction work. Of special importance, because of the great amount of railroad property over which the Turnpike will be built in Jersey City, are agreements with five railroad companies to provide for construction of viaducts and other Turnpike facilities. Some of the railroads will be crossed at several different locations, thus calling for a separate document to fit the special

PROGRAM FOR 1955

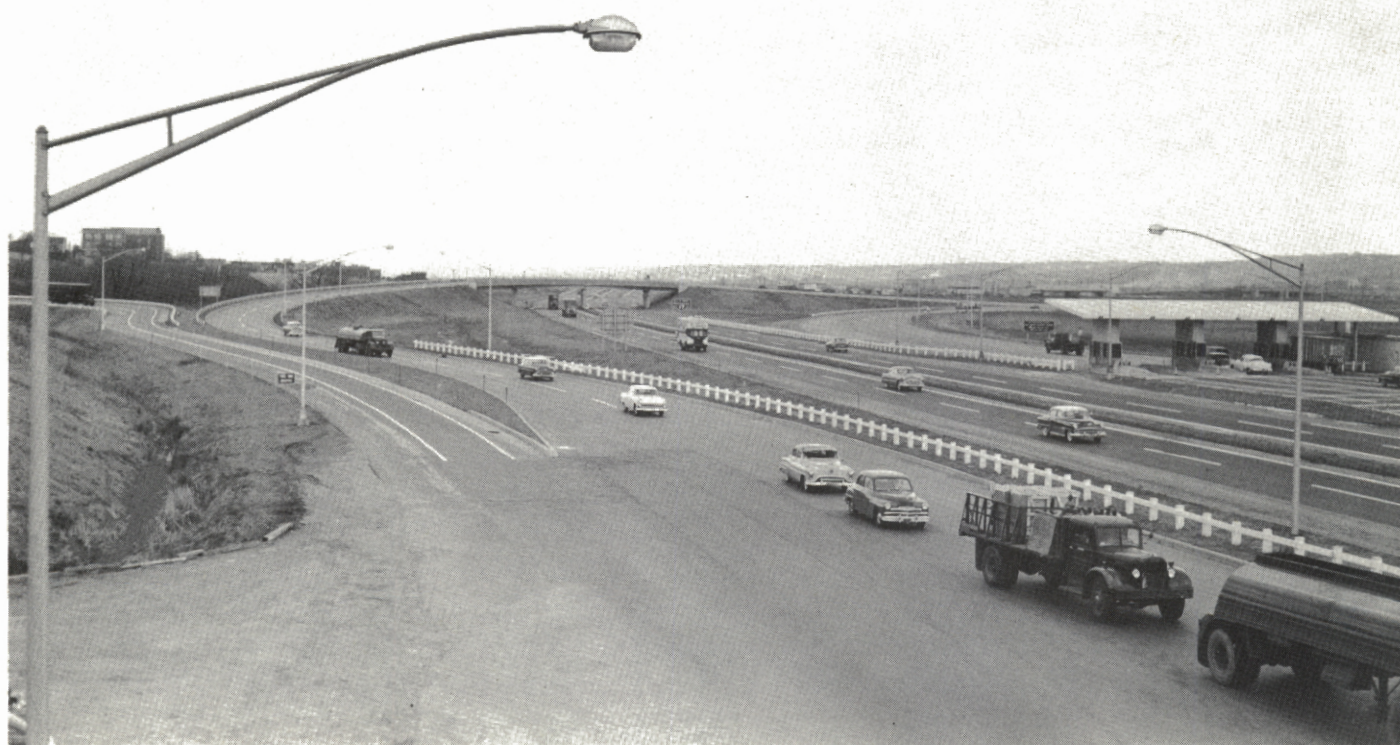
THE MAJOR ITEMS of new work on the program for 1955 include the construction of the Newark Bay-Hudson County Extension, the direct connection with the Pennsylvania Turnpike, and the initiation of construction for widening of the present Turnpike to six lanes in the four-lane sections from the George Washington Bridge interchange to the Camden-Philadelphia interchange. The necessity for this schedule of widening is predicated on the large volumes of traffic which will result from the two extensions when they come into operation in the Spring and Summer of 1956. Widening will be accomplished under heavy traffic and exacting provisions will be made to afford maximum safety to users of the highway under those conditions and to minimize interference with traffic.

A carry-over from the 1954 program on the present Turnpike is the completion of altered and enlarged service facilities at Secaucus. The need for this expansion, which provides for a large-sized restaurant from the present lunch-counter facility, has been indicated for some time. Before the end of 1955 construction will have been started on two additional service areas in the vicinity of Yardville,

a short distance north of the Pennsylvania connection, and on at least one service area in Jersey City along the Newark Bay-Hudson County extension.

There was little study on the East-West Turnpike which, in accordance with the legislation passed in 1952 would traverse the State from the Delaware River north of Phillipsburg to a point on the Turnpike in Hudson County and continue eastward for a direct connection with planned crossings of the Hudson River by the Port of New York Authority. These studies have been held in abeyance awaiting a comprehensive report of the Port of New York Authority and the Triborough Bridge and Tunnel Authority of proposed New York-New Jersey crossings. Those crossings, of necessity, would influence the eastern terminus of the East-West Turnpike and, until the studies become available within the next few months, active survey work has been withheld.

The proposed northward extension of the Turnpike from Ridgefield Park to the New York border, where a direct connection would be made with the New York State Thruway, likewise, has been given considerable attention and discussions have been held with Bergen



Southbound traffic entering Lincoln Tunnel interchange

County officials, the State Highway Department, the New Jersey Highway Authority, and the Port of New York Authority.

The purpose of the discussions was to ob-

tain further preliminary information on a possible alignment. Plans are being made for a traffic study in 1955 and an estimate of revenues from such a connection.



Stopping on Shoulder
 Permitted in Emergency

Driving Needs All Your Attention

Speed Limit
 Except When

Never Stop on Traffic Lanes

Speed Limit 60 Miles
 Event When

NEW JERSEY TURNPIKE AUTHORITY
 TOLL TICKET

NEW JERSEY TURNPIKE AUTHORITY
 TOLL TICKET

NEW JERSEY TURNPIKE AUTHORITY
 TOLL TICKET

NEW JERSEY TURNPIKE AUTHORITY
 TOLL TICKET

NEWARK AIRPORT

GEO WASH BRIDGE

NEW JERSEY TURNPIKE AUTHORITY

NEWARK AIRPORT

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	1.70	1.40	1.10	80	40	NONE	1.60	1.75	1.75
2	50	NONE	1.10	1.65	1.95	2.50	2.60	3.00	

JERSEY TURNPIKE AUTHORITY TOLL TICKET

1. Surrender ticket at exit and pay toll printed under exit interchange.
2. If ticket is lost, toll to the most distant interchange will be collected.
3. In the direction you are travelling there is NO EXIT from the interchange under which the word NONE appears.

BURLINGTON

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	90	65	35	20	NONE	1.60	1.75	1.75	
2	NONE	1.05	NONE	1.25	1.70				

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

FOR THE EXCLUSIVE USE OF

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	1.35	1.15	90	75	60	45			
2	NONE	30	NONE	60	90	1.05	1.35		

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEWARK AIRPORT

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	2.60	2.25	1.90	1.65	1.40	1.15	80	45	
2	2.45	2.20	1.95	1.70	1.80	2.15			

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	90	75	60	50	40	30	15	NONE	
2	10	15	NONE	40	60	70	90	95	1.10

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

Drive Safely — Enjoy Your Trip

So Miles

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	2.60	2.35	2.05	1.90	1.70	1.55	1.30	1.05	
2	NONE	65	50	35	NONE	20	55	65	90

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	15	NONE	20	NOT YET OPEN					
2	NONE	1.55	1.90	2.10	2.45	2.85			

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

WOODBURY SO CAMDEN

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	2.10	1.90	1.70	1.50	1.30	1.10	90		
2	NONE	30	60	90	1.20	1.50	2.00	2.10	

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

WOODBRIDGE AMBOYS

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	1.95	1.70	1.40	1.25	1.05	80	40		
2	NONE	NONE	NONE	30	65				

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	2.15	1.80	1.45	1.20	95	70	35	NONE	
2	NONE	45	NONE	95	1.45	1.70	2.15	2.25	2.60

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	1.55	1.30	1.00	85	65	50	25	NONE	
2	NONE	40	NONE	70	1.05	1.25	1.60	1.70	1.95

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	3.25	2.95	2.80	2.60	2.45	2.20	1.95		
2	1.55	1.40	1.25	90	70	NONE	25	NONE	

JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	1.80	1.50	1.20	1.00	80	60	30	NONE	
2	NONE	40	NONE	80	1.20	1.40	1.80	1.90	2.20

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

BORDENTOWN

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	95	40	25	NONE	25	25	30	NONE	
2	NONE	1.65	NONE	2.15	2.65	2.90	3.35		

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	3.80	3.40	3.00	2.80	2.60	2.45	2.20	1.95	
2	NONE	40	NONE	80	1.20	1.40	1.80	1.90	2.20

JERSEY TURNPIKE AUTHORITY TOLL TICKET

NEW BRUNSWICK

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	2.10	1.70	1.30	1.00	70	40	NONE		
2	NONE	90	NONE	1.50	2.05	2.35	2.90	3.00	

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

CAMDEN PHILA

EXIT INTERCHANGE	1	2	3	4	5	6	7	8	9
1	95	40	25	NONE	25	25	30	NONE	
2	NONE	1.65	NONE	2.15	2.65	2.90	3.35		

NEW JERSEY TURNPIKE AUTHORITY TOLL TICKET

