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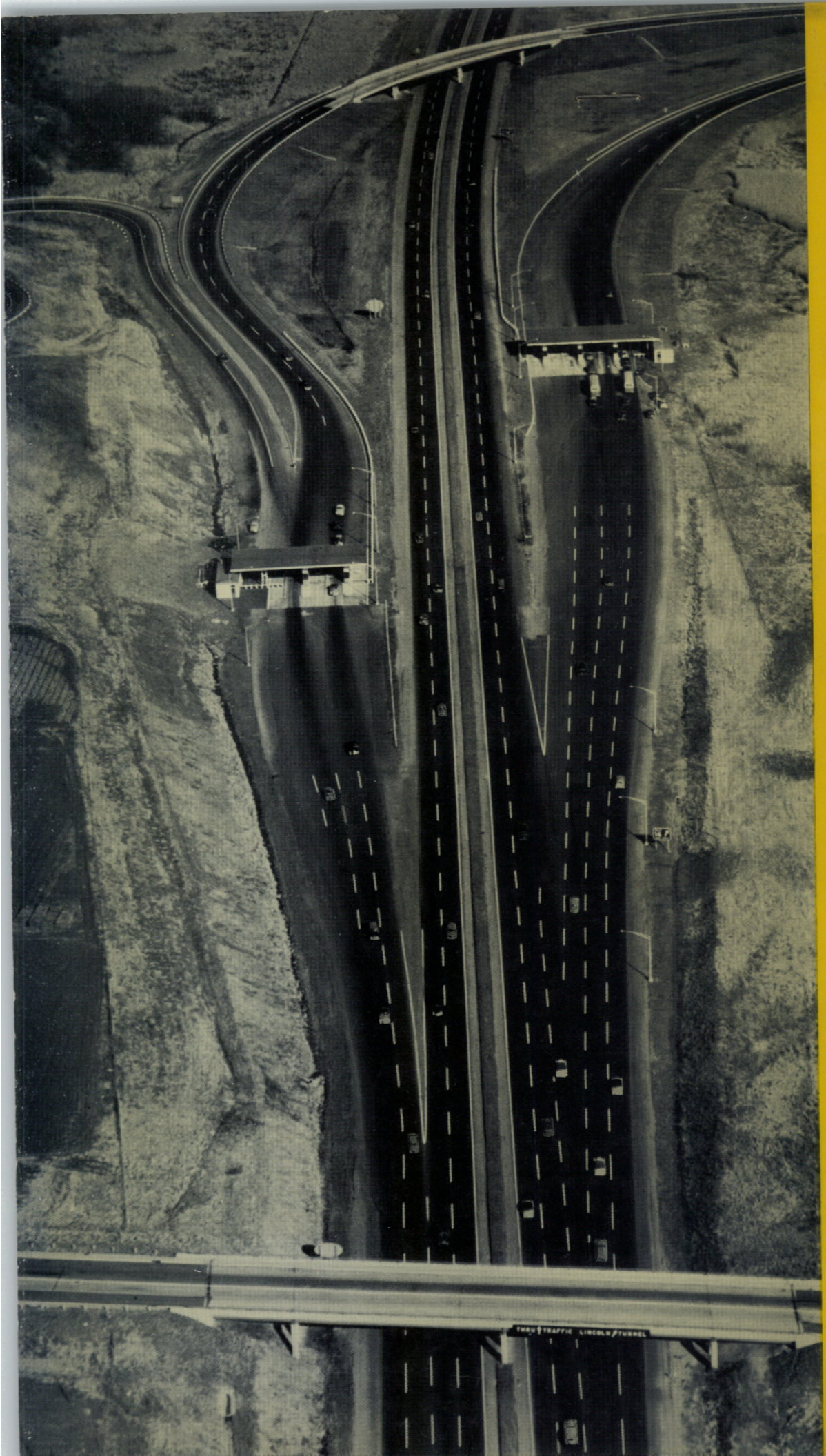

NEW JERSEY TURNPIKE AUTHORITY 1949

ANNUAL REPORT 1952

DITOR'S NOTE:

This article is based upon an ctual preview in November, 1951, f the New Jersey Turnpike's uthor, a trailerist.

pike looks like? It's brand-ne fact it's so new that at the tim writing this article only 53 o 118 miles are open to the p We have special permissi

trucks and busses pay up to depending on the type of ve Since the $255 million tu cost much more to build heavily populated distri

unica with rded

YORK

"America's Finest Highway

is the descriptio given to—

THE NEW JERSEY TURNPIKE

d International acknowledges alt Institute Quarterly as the ource of material herein

erage cost

Jersey Turnpike

king Traffic Five Years

Turnpike Authority Does a Fine Job

For quick and decisive action to keep its cu automobiles bountifully supplied with gasoline and New Jersey Turnpike Authority certainly deserve ility to decide and act, the "au ows great superiority over

as faced with a serious em t the company which holds th e toll highway

N. J. Turnpike Reported Safer Than Average

Seven July 4 F Contr

Building America's Miracle Road

By PAUL L. TROAST

Chairman, New Jersey Turnpike Authority

Jersey's *new* Turnpike is America's miracle road.

serving today's motorists and truckers

le facilities—me and

New Jersey Pike Better Than Plan

Traffic Volume 5 Years Ahead

TRENTON, N. J., July 1 —The New Jersey Turnpike miles of superhighway with red light or intersection b New York and Delaware full operation, and is h traffic volume five years a expectations.

With a speed limit of an hour—10 more than a other highways in the has cut the driving tim down New Jersey to two

It used to take drivers to six hours to make through the State.

Toll Averages $1.

average motorist

COU

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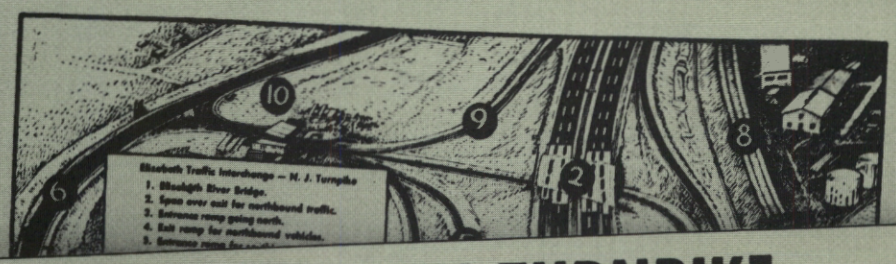
THE th express raised govern

New J Make

The better m it would tha $1

LINKS THE NATION'S RICHEST MARKETS



THE NEW JERSEY TURNPIKE
One of America's Heaviest-Duty Highway

By Herbert Spencer, *District Engineer, The Asphalt Institute*

appeared in

Route #1), one of the heaviest traveled highways in the United States, and is in- lieve the present congestion industrial

of the Newark Airport. It is then that the Turnpike, togethe New Jersey #4 Parkway now struction and other projected S ways, will ultimately relieve thi present wasteful

MOTORIST'S DREAM COME TRUE

ER marshes, rivers, city streets, and railroads; hrough solid rock, scrub forests, a field of oil tanks, rmland; past homes, stores, and factories streams ming product of modern business culture— t's dream come true. It's the N d Prudential

more sand and then pulled out leaving a pillar of sand in the muck.

As the weight

Biggest Job of the Year ...New Jersey Turnpi

By JAMES M. CONNOLLY, *Assistant Editor*

CONTRACTORS RUSHING completion of the 118-mi New Jersey Turnpike cutting across the state from northeast to southwest in less than two years are encountering just about everything ever found on road building except tunneling. They are working in congested metropolitan areas, in open country, through rock hills, and across the treacherous Jersey meadows where soft muck lies 100 ft deep. They

Some of the unusual design featu volumes which face the construction

Total estimated cost $2

Estimated construction cost $1

Length of Turnpike

New Jersey Really Show

Editor's Note—The article

GOVERNMENT

ANCING FUTURE RNPIKE PROJECTS

by Maxwell Lester, Jr.

Treasurer, NEW JERSEY TURNPIK

8 legislation creating . Turnpike Authority ovided that no funds xation an any level of

par was waived, thus releasing these latter revenues for other purposes. This resolution was approved by the bondholders & the Authority is free now to proceed with additional projects.

Because the 1st lien on revenues was closed by the amended resolution just described, it was necessary ...rogram of financing by ... 1st offering

one over the Susquehanna was payable into the State of Maryland.

Really, traveling folks, we, how long must this go how silly can we get?

In these days of mo taxes and spendthrift g ments, this road toll busin just something that is placed

Washington and You

Traveller Sped by New Jersey Turnpike

BY SEN. MARGARET C. SMITH

WASHINGTON—I drove back

'THE AMERICAN WA BUILT THE TURNPIKE

by Paul L. Troast

CHAIRMAN, NEW JERSEY TURNPIKE AUTHORITY

less than 4 years since that ...tful day, March 31, 1949, ...e members of the N...

...ey's Turnpike ...oney Fast

...Jersey Turnpike has turned out to be a maker than even the experts thought A report to bondholders has revealed ...ne year of operation, it had made nearly ...al profit. Part of the Turnpike was ... year and the whole 118-mile ... Tolls for the road ... $8 million a ...about

...npike Opens: A Tremendous Asset ... Southern New Jersey Development

...e trucks and cars can now go up and down New Jersey ...

the freshness and quality of their ...

New Jersey Turnpike Halves Driving Time

TRENTON, N. J. (AP).—The New Jersey Turnpike — 118 miles of superhighway without a red light or intersection between New ... and Delaware — is in full ...affic ...pec- ...miles ...owed ...te— ...e up ... two ...ivers ...make

tolerable burden on the state's highway system, delaying out-of-state as well as local drivers.

The turnpike was designed not only to take the pressure off the state highway system, but also as a link in a proposed national network of express highways.

Already, drivers using the turnpike can make connections through New York's parkway system with Connecticut's Merritt Parkway and express ...ways as far north ... Maine

Trip to New York Via Jersey Turnpike Good Idea for Long Labor Day Week End

Laurel Route Suggested Going North

If Labor day traffic holds no terrors for you, a trip to New York is just the ticket for the long week end, according to the American Automobile association.

They've mapped a route which, utilizing the beautiful new New Jersey turnpike, adds up to just 225 miles each way, not too far to get tiresome if you get an early enough start to avoid the peak of the week-end exodus.

The A.A.A. offers a choice of two routes in the leg between Washington and Camden and suggests that the northbound trip be made by way of Laurel, which straddles U. S. 1 midway between here and Baltimore and is the site of two race tracks. Neither is open at present, however.

Going thru Baltimore you ...



Delaware Bridge Is Worth Se...

well a... kets, s... ties, sk... fic arte...

The E... the East ... Long Isl... scraper sk... large floti... boats may ...

The A.A. ... that the d... day, too. P... or garage a... the sightse... double-decker ... both.

From the ... cents for a fe... Island, also a ... City, and get ... view of the har...

One of ...

New York's har... finest in the wor... entrance, between ... and Wadsworth, is ...

Traffic On Jersey Turnpike Is 5 Years Ahead Of Schedul...

BY RUSSELL H. MULLEN
AP Newsfeatures

TRENTON, N. J. — The New Jersey Turnpike — 118 miles of superhighway without a red light or intersection between New York and Delaware—is in full operation, and is handling traffic volume five years ahead of expectations.

With a speed limit of 60 miles an hour — 10 more than allowed on other highways in the state — it has cut the driving time up and down New Jersey to two hours.

It used ... four to si... way thro...

areas of New York and Philadelphia was placing an al... intolerable burden on the st... highway system, delaying ot... state as well as local driv...

The turnpike was des... not only to take the pressu... the state highway system ... also as a link in a p... national network of expre... ways.

Already, drivers usi... turnpike can make co... through New York's ... system with Connecticut ... Parkway and express ... far north as Portlan...

Driving Is Safer On the Turnpike

...urnpike



NEW JERSEY TURNPIKE AUTHORITY

PAUL L. TROAST, *Chairman*

GEORGE F. SMITH, *Vice-Chairman*

MAXWELL LESTER, Jr., *Treasurer*

FOURTH ANNUAL REPORT, 1952

Letter of Transmittal

PAUL L. TROAST, CHAIRMAN
GEORGE F. SMITH, VICE-CHAIRMAN
MAXWELL LESTER, JR., TREASURER

NEW JERSEY TURNPIKE AUTHORITY

NEW BRUNSWICK, N. J.

The Honorable Alfred E. Driscoll, Governor,
and the Members of the Legislature
of the State of New Jersey:

In accordance with the statutes, the New Jersey Turnpike Authority submits herewith its Fourth Annual Report. This report points up the outstanding success of the Turnpike in its first year of operation and details certain expansion and improvements which must be undertaken in the near future if the ever-increasing needs of motorists and truckers are to be served adequately and safely.

We again express our gratitude and appreciation to the Governor, the members of the Legislature, and the many officials and employees of the State, Counties and Municipalities for their cooperation and assistance during the past year. We are grateful also to the press and other agencies for their cooperation in the dissemination of

public information about the Turnpike. These have contributed in no small measure to the success of the Turnpike.

For the first year of operation we are fortunate to report volumes of traffic and revenue which the experts predicted would be attained in 1968 – some sixteen years hence. These accomplishments, while exceeding the most optimistic expectations, posed problems for the Authority in providing for immediate enlargement of certain of the Turnpike's facilities. They were solved in a short time, however, and the unusually heavy travel during the summer and fall – at times averaging four times the engineers' estimates – was handled throughout the 118 miles of the Turnpike without delay.

While it represents a short period and may not be considered an absolute trend, it is significant that in the final sixteen days of January, 1953, traffic was approximately 30 percent higher than in the similar period of 1952 (the full Turnpike was in operation on January 15, 1952). For the current year the forecasts are that traffic will show an increase over that for all of 1952 and plans are well advanced to provide adequately for this enlarged volume.

It is contemplated, assuming that satisfactory financial arrangements can be made, to increase the four-lane sections of the Turnpike from the George Washington Bridge interchange to the Camden-Philadelphia interchange, to six lanes. For 22 miles from the Lincoln Tunnel interchange to the Woodbridge-Amboys interchange, the

Turnpike already has six lanes except for a small section in Elizabeth which is dual-dual, or eight lanes.

As part of its expansion plans to provide for the increased traffic this year, the Authority recently awarded contracts for improved and additional lighting at interchanges and in the service areas. It also has awarded contracts for the erection of three "snack" bars in Cranbury, Haddonfield and Milltown to supplement the present food facilities at those sites and to render improved service to patrons of the Turnpike. These new "snack" bars, it is expected, will be in operation late this Spring to offer benefits in time for heavy Summer travel.

As was pointed out a year ago, the construction program envisioned the correction of certain pavement which did not comply with contract specifications. Some of this work has been completed while some of it has been delayed where no particular hazard is involved and this will be accomplished simultaneously with the widening of the Turnpike. This will not only assure better workmanship but it will minimize inconvenience to the traveling public.

It is our determination that the Turnpike shall be the safest highway ever constructed. While the overall safety record for 1952 is better than that of the parallel public highways in the State and public roads in the nation, we are confident that it can be improved. The Turnpike has built into it every known and proven device to provide the utmost in safety for its users. Moreover, we have introduced innovations in safety which are not generally avail-

able on the public highways. Studies will continue by our consultants and engineering staff with the prime objective of developing and using those devices which will further improve safety. Coincident with safety measures, we recently authorized an increase in the State Police detachment on the Turnpike to 65 men, which provides a minimum of 12 men on duty 24 hours each day, or an average of one for each ten miles. Stricter enforcement of Turnpike regulations has been imposed to apprehend violators and the results in recent months encourage the belief that better control has developed with a consequent improvement in safety. It is unfortunate, however, that accidents and fatalities on the Turnpike are the result largely of human and mechanical failures. Engineering, in its most modern application, cannot control carelessness, inattention or recklessness.

The benefits to the State and its people from the construction of the Turnpike have been manifold. By far the greater benefits accrue from increased job opportunities and the business and industrial expansion which has come, and is bound to follow, with the improvement of facilities leading to our farms and to our cities. As constructed, the Turnpike opens up a vast new vista of development for much of the State. It solves, too, in a great measure, the problem of expenditures for other highways.

We extend our thanks again to the members of our loyal staff, the engineering firms, the legal and financial advisors and others who contributed so importantly to the success of the Turnpike in its first year of operation.

We look forward in 1953 to another year of accomplishment—an increasing volume of traffic on the Turnpike and the beginning of construction work on several of the extensions which have been legislated. All of these activities will tax our staff but we are confident that the job ahead will be undertaken with efficiency and dispatch.

Respectfully submitted,
NEW JERSEY TURNPIKE AUTHORITY



Paul L. Troast, Chairman

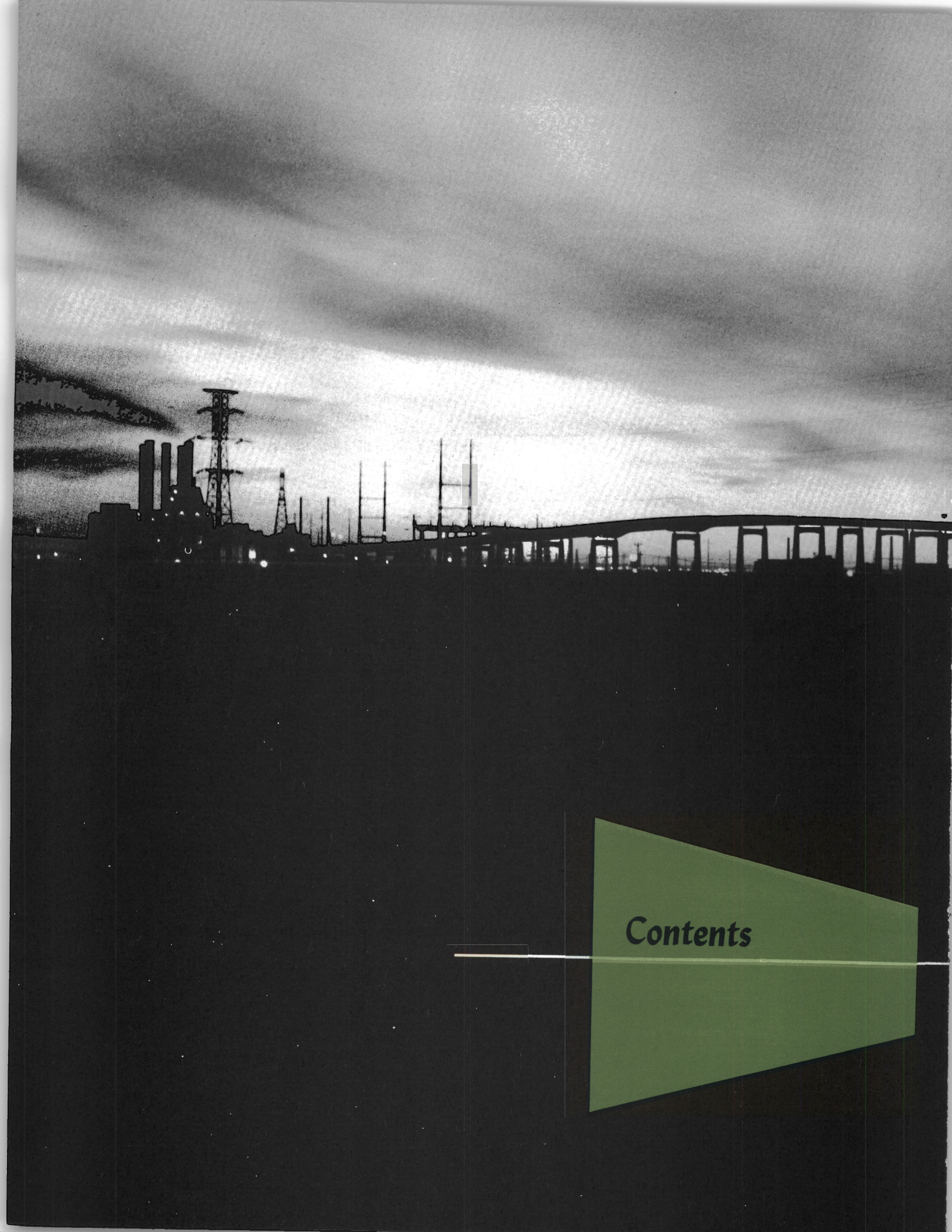


George F. Smith, Vice-Chairman



Maxwell Lester, Jr., Treasurer

January 31, 1953



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Introduction

MANY important developments have taken place since the Authority's third annual report dated January 31, 1952, shortly after the opening of the final nine miles of the Turnpike to traffic. The most significant were traffic and revenue in 1952 far in excess of the engineers' estimates.

While there were indications immediately after opening of the initial sections late in 1951 that traffic and revenue would be greater than estimated, there was no expectation that it would, at times, average three to four times the daily forecast of the engineers. These heavy traffic movements presented the need to expand certain facilities almost immediately although the forecast of the engineers was that the Turnpike, as constructed, was adequate to meet estimates of traffic in 1960. The expansion required to handle the extraordinary Turnpike business that actually developed called for additional financing which was achieved late in 1952.

The report for 1951 explained the work which was still in progress, including the completion of the administration, service area and maintenance buildings; the correction of certain pavement by contractors to make it conform to the rigid specifications originally set for the work; planting and landscaping; fencing of the right-of-way; lighting at the service areas, and other miscellaneous work. Most of this has been accomplished with the exception of additional landscaping still to be done at the service areas, on the median strip and at the interchanges. The required correction of some stretches of below-specification pavement was purposely delayed and the necessary rehabilitation will be accomplished simultaneously with widening of the Turnpike as described later.

Studies of trail blazer signs, delineators, pavement marking, electrical illumination and other traffic aids continued during 1952. New and additional signs were placed along the highway, at the interchanges and in service areas for the convenience of the motoring public and safe travel guidance during all kinds of weather.

Safety continues to be one of the principal objectives of the Authority. The safety record for the Turnpike surpasses that on the public highway systems in the State and in the nation as a whole. Many measures have been adopted, including innovations in highway operations, which should result in an even better record in the future.

Preliminary studies of the three proposed extensions of the Turnpike mentioned in the 1951 annual report have been progressing satisfactorily and the indications are that decisions with respect to them will be announced within the next few months. These are the direct connections to (1) the Pennsylvania Turnpike; (2) the Hudson County Peninsula and the Holland Tunnel and, (3) the New York State Thruway. Studies also are continuing on the proposed East-West Turnpike in the northern part of New Jersey which, if it proves feasible, will be financed as a separate project.

As in previous years, bondholders were kept informed of progress in 1952 by quarterly reports as of March 31, June 30 and September 30. These reports listed the contracts awarded, reviewed the progress of construction, the status of real estate acquisition and operating conditions for the periods mentioned.

This annual report, the fourth to be issued by the Authority, describes these activities in greater detail for all of 1952 and projects the plans of the Authority for 1953.


NEW JERSEY TURNPIKE AUTHORITY
LIBERTY AND PROSPERITY
1776
1949

NEW JERSEY TURNPIKE AUTHORITY

New Brunswick, New Jersey

COMMISSIONERS

PAUL L. TROAST
Chairman

GEORGE F. SMITH
Vice-Chairman

MAXWELL LESTER, JR.
Treasurer

LILLIAN M. SCHWARTZ
Secretary
Assistant Treasurer

THOMAS R. LOWRIE
Acting Executive Director
Director of Real Estate
Assistant Treasurer

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

FINANCIAL ADVISOR
Smith, Barney & Co.

AUDITORS
Peat, Marwick, Mitchell & Co.

BOND COUNSEL
Hawkins, Delafield & Wood

Activities of the Commissioners

WITH THE OPENING of the entire Turnpike to traffic early in 1952, the activities of the Commissioners were increased materially. Not only was construction of the highway still in progress, requiring constant policy decisions of the Commissioners, but studies were initiated with respect to immediate expansion of the original facilities; further expansion in 1953 and 1954 and to the feasibility of construction of three extensions of the existing Turnpike and a separate, but connecting, East-West Turnpike. All of the latter apparently are essential to New Jersey if it is to serve its own vehicular traffic adequately and safely, as well as the large volumes of interstate traffic which use our "corridor" to the north, south and west.

While the original steps of setting up the Authority's staff in the transition from construction to operation were begun on November 5, 1951, the rapid succession of openings thereafter, until in January of 1952, when the final nine miles were made available for use, required constant study and supervision in order to assure efficiency in all phases of operation. These included the selection, employment and training of toll collectors, toll tabulators, police, maintenance workers, administrative, accounting, auditing and other necessary office personnel.

The sign program, designed to provide quick and easy guidance to users, was in some respects found to be inadequate to the traffic volume that developed. This required prompt and appropriate additions, and some changes in directional signs. The unavoidable delay in completing the permanent restaurant and service station facilities created many problems. While devoting several months of effort to expedite construction of these facilities, the Commissioners directed the establishment of temporary facilities and emergency services for the public, including towing, provisions for minor and major mechanical repairs to vehicles, rendering first aid and fire service when necessary, and many other miscellaneous services throughout the entire 118 miles.

To all of these matters the Commissioners gave considerable time not only at the usual weekly meetings of the Authority but throughout the week as well. The objective has been to establish an organization that would function with a minimum of expense in relation to the traffic and revenue of the Turnpike, and at the same time, to serve the patrons of the Turnpike effectively and efficiently, and to provide the greatest safety. The past year's experience in operations indicates that these objectives have been largely attained.

As in the planning and construction stages, the Commissioners gave painstaking and personal study to the selection of department heads. First consideration was given to staff members who, during construction, had demonstrated the ability to assume the new responsibilities in operations. Those added to the staff were chosen solely on the basis of experience and ability. In the acquisition of operating equipment, including specialized equipment for maintenance, snow removal, salting, etc., the Commissioners kept intimately in touch because of their determination to achieve the optimum in efficient mechanization.

When in Feburary, 1952 it became apparent that the volume of traffic on the Turnpike would greatly exceed the estimates, an immediate expansion program was initiated and construction contracts promptly awarded. These covered the paving of additional lanes at toll plazas, together with the necessary toll booths and toll equipment; the speeding up and some enlargement of permanent service area facilities and many other miscellaneous improvements.

These and other enlargements and improvements which became urgently necessary as the Turnpike traffic continued to grow, confronted the Authority with the problem of additional funds to finance such expansion. The Commissioners held numerous conferences with bond counsel and the Authority's financial

advisor before concluding arrangements, late in the year, for an additional $30,000,000 to provide for this expansion and other capital expenditures necessary to meet the obviously greater needs in 1953. The details of this financing, which was on unusually favorable terms, and other changes in the agreement with the bondholders, are described in the section entitled "Financing and Costs."

The Commissioners and members of the Authority staff were actively engaged during the past year in discussions with officials of the Pennsylvania Turnpike Commission relating to the direct connection from the New Jersey Turnpike to the Pennsylvania Turnpike and, on several occasions, held conferences with the officials of the Port of New York Authority in connection with the proposed extension of the New Jersey Turnpike into Hudson County where a direct connection will be made with the Port Authority's Holland Tunnel. The Commissioners also discussed with officials of various municipalities and counties in New Jersey the plans of the latter for extensions of the existing Turnpike, or the construction of new projects to serve those areas.

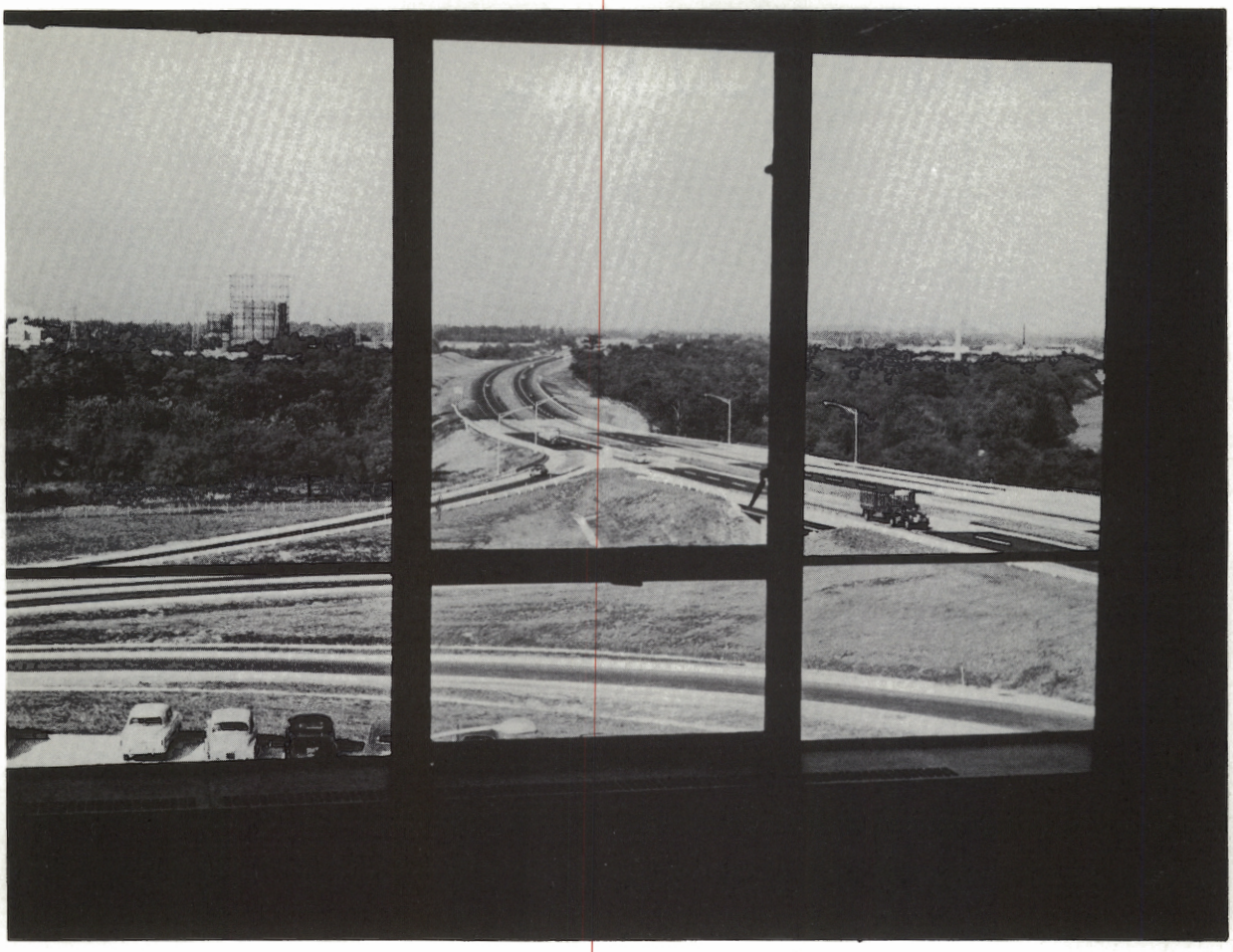
Besides keeping Governor Driscoll informed during the year of all activities and future plans, the Commissioners held many meetings, or discussed, with officials of the State Government matters of mutual interest. Such conferences were held with the State Highway Commissioner, the head of the State Police, the Attorney General, and others. The complete cooperation of the Governor and other officials of the State has helped to insure maximum service to the public.

The Commissioners, together with key members of the Authority staff, participated in numerous addresses before professional, civic, social, business and religious groups to tell the story of the New Jersey Turnpike and to promote the use of the facility by motorists and truckers. This approach and presentation of facts directly to thought leader groups has been instrumental in developing an understanding of the aims and objectives of the Authority in serving the State, its business, agriculture, commerce and shore resorts.

In response to an invitation, the Chairman spoke before a group of State and highway officials in Florida several months ago on the financing, construction and operation of the New Jersey Turnpike. Like many other states, Florida is considering plans to construct a toll road as a means of providing adequate highways for its increasing vehicular traffic since the normal revenues from gasoline and other taxes apparently are not adequate to pay for the construction of free highways.

Since highway safety is a national problem, the Commissioners gave that special attention. It has been the subject of keen interest since they held their first meeting on March 31, 1949, and the many measures adopted to improve safety, aside from changes in the traffic regulations of the Authority, have been the result, chiefly, of the Commissioners' own efforts to see that the Turnpike provides the safest highway ever constructed. Because of continuing studies of safety, it can be said that the New Jersey Turnpike, perhaps more so than any other highway, incorporates features of safety which are not generally available elsewhere. At the direction of the Commissioners, members of the Authority staff are constantly studying new types of signs and lighting devices, fog dispelling equipment, and other safety measures which will provide the Turnpike with progressively better conditions of safety.

The safety record of the Turnpike, covered more fully in another section of this report, is better than that on the State and national public highway systems. The recent addition of fifteen State Police to the staff, together with the adoption of certain other measures has further improved the safety record in spite of adverse weather conditions and unusually heavy traffic volumes. Over six major holidays in the past year, when traffic was at its heaviest—Washington's Birthday,



View of Turnpike looking north from window of Administration Building in East Brunswick

Decoration Day, Labor Day, Thanksgiving Day, Christmas and New Years—the Turnpike experienced not a single fatality, and relatively few accidents as compared to public highways. On the national public highway system, on the other hand, accidents and fatalities were extremely heavy, and over several of those holidays new highs in accident records were set.

While the Turnpike's safety record is good, the Commissioners feel that, because of the many basic features built into the highway, the safety record should be better and that every practical step must be taken to make it better. Needless to say, the accidents and fatalities on the Turnpike are the result largely of human and mechanical failures and cannot be attributed to the design or construction of the highway itself. Engineering with its most modern techniques, cannot control the thoughtlessness or recklessness of drivers on Turnpikes and public highways. The need for constant driver education is clearly apparent and the Authority has begun, and will participate in, such programs for the common good. The strict enforcement of speed limits and other safety measures will continue on the Turnpike in a determined effort to control those who are inconsiderate or unwise in their driving habits.

During the past year the Authority held 47 meetings, or a total of 189 since organization on March 31, 1949.

Operations in 1952

OPERATIONS of the Turnpike in 1952 surpassed the most optimistic expectations and far exceeded the 1949 estimates of the traffic and revenue engineers. The actual traffic carried in the first year, on the basis of the engineers' estimates, was that predicted for 1968, or sixteen years hence. The revenues produced from the traffic and concessions were equal to those predicted by the engineers for 1967.

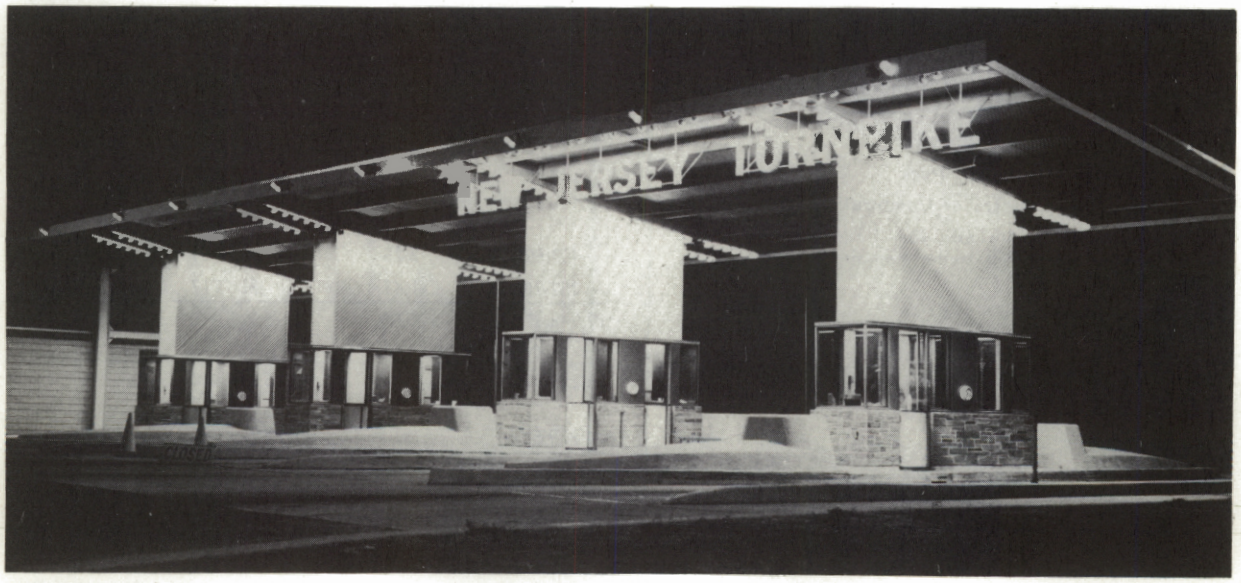
A total of 18,239,527 vehicles used the Turnpike in 1952, a daily average of 49,834. Of that number 17,948,325 were revenue-producing vehicles of various classifications, and the remainder represented non-revenue vehicles used by engineers and contractors in their construction operations on the Turnpike; by the Turnpike State Police and members of the Authority staff in their duties; and by fire and other emergency services. The estimates of the engineers, made in 1949 for the purpose of financing the Turnpike, were that 7,600,000 vehicles would use the facility in 1952, a daily average of 20,765. The actual experience shows an increase of 136 percent in revenue producing vehicles over those estimates.

Toll revenues in 1952 amounted to $16,241,267, a daily average of $44,386, an increase of 127 percent compared with the engineers' estimates of $7,150,000, or a daily average of $19,536, respectively. The average income per revenue vehicle during the year was 90.5 cents compared to the engineers' estimate of 94 cents.

Including the revenues from the two concessionaires on the Turnpike; namely, Cities Service Oil Co., and Howard Johnson Co., and miscellaneous other income, totaling $1,588,369, the revenues of the Authority from operations in 1952 amounted to $17,829,636. The Authority return from concession facilities was 183 percent higher than the engineers' estimates. This remarkable record was achieved in spite of the fact that all of the permanent service area facilities were not opened to the public until late in May.

For Class I vehicles, alone, which accounted for 90.52 percent of the revenue traffic on the Turnpike in 1952, the average revenue equaled 81 cents per vehicle. For classes 2 to 6, inclusive, it was $1.88 and for buses $1.13. Classes 3 to 6, inclusive, accounted for 1,406,726 of the vehicles using the Turnpike, equal to 7.83 percent of the revenue vehicles producing $2,650,683 of revenue, or 16.32 percent of the total from all vehicles.

Significantly, truck traffic exceeded the original estimates of the engineers, running



Night view of typical toll plaza on Turnpike

231 percent ahead in volume and 76 percent ahead in revenue. Passenger car volume was higher by 125 percent and revenue from tolls was 129 percent greater than predicted.

In the tabulation below is shown the number of vehicles using the Turnpike in 1952, together with percentages by various classifications, the toll revenue and the percentage produced by each classification.

The extent of new traffic generated by the Turnpike was shown by counts which were made at specific areas on the parallel routes 1 and 130 in 1951, before the Turnpike came into operation.

During the first week of November, 1952, for example, the traffic on Route 1, in Linden, was 332,416 vehicles against 407,000 in the same week in 1951, a reduction, without allowing for the nationwide increase of traffic in 1952, of 74,584 vehicles, or 18 percent. These latter figures obviously represent the diversion of traffic from, or relief offered to, Route 1 by the Turnpike. But, in addition, there was generated considerable new traffic on the Turnpike in the Linden area so that it carried 190,066 vehicles. Thus the total on Route 1 and the Turnpike was 522,482 or 28.3 percent more than for the same week in 1951.

At other sections of the Turnpike the diversion also has been substantial, and without regard to newly induced traffic, indicates that the Turnpike has made a very great contribution to relief of congestion on the State's public highway system. This relief also reduces repair and maintenance costs of the public highways, increasing their life by decreasing the loads which they carry.

The nationwide traffic attracted by the Turnpike represented substantial and additional business opportunities for shore and lake resorts and other business enterprises in New Jersey. Beyond these contributions to the State, there are many instances which show that the Turnpike has stimulated the industrial, agricultural and residential development of the counties along its route.

CLASS	DESCRIPTION	NO. OF VEHICLES	PERCENT OF TOTAL REVENUE VEHICLES	REVENUE	PERCENT OF TOTAL INDICATED TOLL REVENUE
1	Passenger Car, Motorcycle, Taxi, Hearse, 2-axle Single-Tire Truck, 2-axle Tractor without semi-trailer	16,246,223	90.52	$13,235,991	81.48
2	Passenger car with trailer, 2 axle single tire truck with trailer, 3-axle tractor without semi-trailer	42,588	.24	73,518	.44
3	2-axle dual tire truck	468,309	2.61	545,642	3.36
4	3-axle Single-unit truck	54,366	.30	99,763	.62
5	3-axle Semi Trailer Combination	480,456	2.67	865,616	5.32
6	Four or more axle semi-trailer combination, truck and full trailer combination	403,595	2.25	1,139,663	7.02
7	Buses	252,788	1.41	286,217	1.76
		17,948,325	100.00	16,245,410	100.00
9	Non-Revenue**	291,202			
		18,239,527		$16,245,410	
	Less Toll Adjustments			4,143	
		18,239,527		16,241,267	
	Daily Average Revenue Vehicles	49,834			
	Daily Average Revenue			$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, ambulances, rescue squads or necessary vehicles of concessionaires, and vehicles of contractors used in construction of the Turnpike and its buildings.



Heavy traffic on bridge crossing Passaic River at point where it underpasses Pulaski Skyway



Section of Turnpike in East Brunswick—Administration Building at left

Safety Features and Policing

SAFETY on the Turnpike is one of the prime objectives of the Authority. It has been under constant study since the Spring of 1949 before any engineering work was done. The goal then was, and now is, to provide the utmost in safety for Turnpike users.

Every proven feature of highway safety design, and many new safety features, were built into the Turnpike. These safety measures are too numerous to catalogue but some of the principal ones are:

1. exceptionally wide 12-foot travel lanes with a 10-foot wide finished shoulder;
2. pavement that has unusually high skid-proof characteristics, stability and load carrying capacity;
3. complete drainage system in center and on sides to facilitate prompt elimination of water on travel lanes (more than 160 miles of drainage pipe, including that for service areas and interchanges were laid);
4. six-inch wide reflectorized striping on lanes and inner edge reflectorized striping along the full 118 miles; and constant maintenance of striping to keep it always in first-class condition;
5. flatter than normal grades as compared to public highways so that the Turnpike provides long sight distances throughout;
6. long, sweeping curves at interchanges to facilitate safe entrance to, and exit from, the Turnpike;
7. entirely separate one-quarter mile long entrance and exit lanes at service areas;
8. no cross traffic; and
9. a wide dividing strip along the length of the highway to reduce the hazard of opposing traffic.

The signing of the Turnpike also was considered from the standpoint of safety for its patrons. Changes have been made as the result of experience since a section of the highway was opened in November, 1951. The underlying principle has been to provide motorists with large, easy to read signs which supply the kind of information necessary for proper guidance.

During the past year sign installation at interchanges was completed and at service areas coincident with the completion of construction, and opening, of the permanent buildings in those areas. Additional signs found necessary because of actual operating experience included more of the type designating speed limits; the prohibition against "U" turns across the dividing strip; the regulation to keep right except to pass; the improved designation of exits serving various shore areas; informational signs at exit toll plazas regarding speed limits on the State's highways; larger and more legible "mile" markers throughout the length of the Turnpike, and others.

Extraordinarily heavy fog conditions, together with smoke from nearby industrial areas in Newark in mid-November on the Turnpike, as well as on adjacent public highways there, resulted in several chain-reaction accidents because of extremely low visibility. There had been no such serious accidents in this section prior to that time, and the Authority took prompt steps in an effort to prevent recurrences. While for months special 35-mile an hour signs had been placed in position during fog or other inclement weather it became apparent that these were not clearly visible in the extreme smog that blanketed the Turnpike on those critical November days. New neon signs were developed and the first of these erected in a matter of weeks. A number of such signs between New Brunswick and the George Washington Bridge interchange will be erected at a substantial cost. These signs, which have gained national attention, will be erected on other stretches of the Turnpike where heavy fog is likely to occur. Overhead lighting of fog-prone areas is in the engineering study stage and many other measures are under active consideration. "Fog dispelling" devices and methods

are being studied even though no practical solution is yet known.

The soundness of the basic design of Turnpike signs has been repeatedly demonstrated. All signs are of reflectorized material or are illuminated so that they are clearly legible day or night. The numerical system of designating the different interchanges has been well received by the motoring public as evidenced by numerous favorable comments. The entire signing program, nevertheless, is a subject of continuing study and improvement.

The system of trail blazers to mark the most direct routes leading to the Turnpike was extended to Staten Island, Delaware and Maryland during 1952. Within New Jersey these signs are posted for a distance of approximately fifteen miles east and west of the Turnpike.

Policing is an integral part of safety for users of the Turnpike. Rigid enforcement of regulations with respect to speeds and other violations is one of the best accident preventives. The Turnpike is policed by a special detachment of New Jersey State Police. All expenses of this police operation on the Turnpike are borne by the Authority, including the training, salaries and maintenance of the troopers for which reimbursement is made to the State. The Authority provides the vehicles and radio equipment, and maintains these facilities.

When the Turnpike was opened to traffic arrangements were concluded for a detachment of thirty-eight State Police, comprising six sergeants and thirty troopers under the command of a lieutenant assisted by a staff sergeant. The lieutenant acts under the direction of the Superintendent of the New Jersey State Police. The volume of traffic during the 1951-1952 winter made it obvious that a police force of 38 would not be sufficient to meet the demands of the forthcoming heavy summer traffic, both as to the assistance required by motorists and for normal policing functions.

Accordingly, the Authority in March decided to supplement the force by twelve men for assignment to full time duty with the Turnpike detachment, with a further provision to call upon the regular State Police contingent for additional men, up to twelve, for use on holidays and week-ends. These additional men were recruited immediately and put through the State Police Academy. Upon graduation in June they were assigned to regular State Police duties and an equal number of experienced men was made available for duty on the Turnpike. The police detachment since then has been increased to 65 men, which force in 1953 will cost the Authority more than $500,000.



Radar equipment is used for checking speeds and apprehending speed violators



Police change sign reducing speed limit during adverse weather conditions

Because of these steps and others, there has been progressively better control of speeding, careless driving and other violations of Turnpike regulations. From a relatively few summonses issued in earlier months, the number increased to an average of 430 monthly since July 1, last. In December 708 summonses were issued for speeding, the highest number for any month in 1952. For the year summonses for speeding totaled 2,894 and for other than speeding, numbered 1,105.

To facilitate enforcement and control, a decision was made to supplement the usual blue and white patrol cars with inconspicuous black cars for the purpose of apprehending those deliberate violators who normally slow down only while the usual patrol car is in sight.

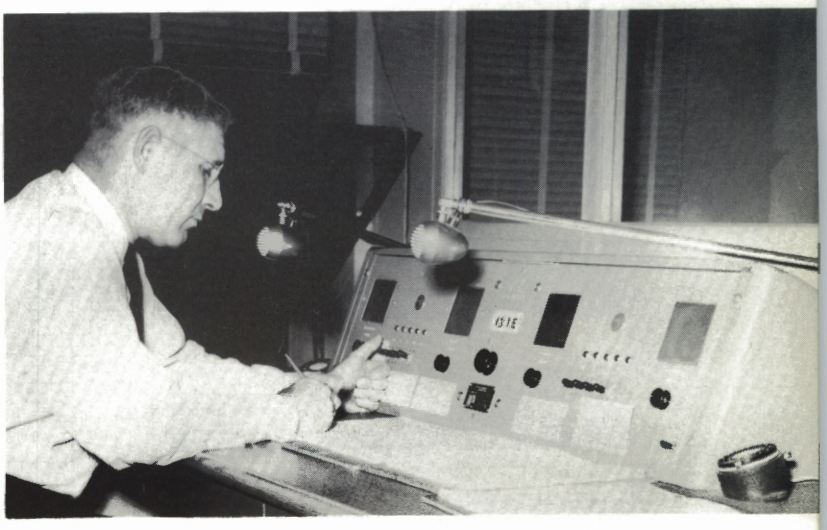
In the beginning, the Authority drawing upon the experience of the State Police organization, purchased automobiles similar to those in use on public highways. After several months of operation, it was found that such standard equipment could not meet the special problems of policing the Turnpike. The Authority then placed in test several different makes of standard automobiles, including one specially designed for Turnpikes. As a result of these tests, the Authority, in December, replaced the police fleet of blue and white cars with special "Interceptors", made principally for operations at high speed and under hard use. In addition, the fleet of black automobiles of standard make with high powered engines was increased in number. All of these vehicles are capable of speeds in excess of 100 miles an hour and have assisted the police materially in law enforcement.

Also, in its program to control traffic on the Turnpike and prevent drivers traveling at excessive speeds from endangering the lives of prudent motorists, the Authority purchased a radar unit and has on order two additional such units. Through the use of radar, the Authority has been able to survey accurately the speeds of vehicles on the Turnpike and step up the apprehending of violators. Periodic checks of speeds of vehicles using the Turnpike have been made and currently indicate that speeding is declining. The extended use of radar equipment for speed control purposes is under active study.

In addition to the enforcement of traffic regulations, a most important function of the State Police detachment has been to summon aid for motorists who suffer automotive breakdowns of one form or another. While the percentage of such motorists is small, the number has been large due to the heavy traffic on the Turnpike. A total of 33,787 motorists was rendered such assistance on the Turnpike



Two types of patrol vehicles used on Turnpike—at left is usual blue and white and on right is single color



Short-wave radio system for entire Turnpike is controlled from Administration Building

during 1952. Such assistance included: 15,331 cars, or 45.3 percent, with mechanical failures; 7,468, or 22.1 percent, with flat tires; 5,754, or 17 percent, out of gasoline; 2,448, or 7.3 percent, in need of water and 2,786, or 8.3 percent, other causes.

A third important function of the State Police serving the Turnpike is the apprehension of criminals and the recovery of stolen property. During the year, 295 arrests were made for other violations of the law from armed robbery to the illegal possession or transportation of alcohol, narcotics and cigarettes. The offenders were apprehended by the Turnpike Police incident to their arrests for Turnpike violations. The State Police detachment also recovered 29 stolen automobiles during the year. In patrolling the 118 miles of the New Jersey Turnpike during 1952, a total of 1,867,686 miles was travelled by the patrol cars.

Careful investigation of accidents on the Turnpike shows that they were the result of human or mechanical failures. These failures, even in their relationships to severity of damages, correspond closely to those on the public highways. They include driving too close to the vehicle ahead; driving too fast for prevailing conditions; careless driving; inattention at the time of, or just prior to, the accidents; fatigue; excessive speed; poor judgment in passing vehicles, and wilful disobedience of Turnpike regulations.

Since the solution to most accidents lies in strict traffic law enforcement, the Authority for many months has been expanding its Police force in this effort and the results are encouraging. Supplementing this accelerated enforcement, the Authority, as the result of experience with parked vehicles involved in accidents, amended its regulations to prohibit parking on shoulders except when vehicles are inoperable.

For a period the radar checks indicated that a majority of buses using the Turnpike was traveling in excess of the 60-mile speed limit. This resulted in a letter being sent to bus operators, and simultaneously to trucking firms, declaring that the Authority would not condone excessive speeds and adding that it might deny the use of the Turnpike to them if corrective measures are not taken. The companies were prompt to respond, offering full cooperation, some taking steps to install governors on engines where needed so that the permissible speed limit would not be exceeded.

AIDS TO MOTORISTS IN 1952



The accidents on the Turnpike in 1952 were equal to 92.7 for each 100 million miles of vehicular travel, which is the standard basis used for years by federal and state governments and the National Safety Council to place all highways on a truly comparable basis regardless of length or areas traversed. The 92.7 figure for the Turnpike was less than one-fifth the record for the parallel highway (routes 1 and 130) in New Jersey in 1951 (the latest figures available) of 484 accidents per 100 million miles of travel. For all of New Jersey's highways the accidents were 381 on this basis.

From the standpoint of injuries sustained in accidents, the Turnpike record was 108.6 per 100 million vehicle miles. This would compare with 220 per 100 million miles on all public highways in New Jersey in 1951 and 112 on the parallel highway (routes 1 and 130). For the national highway system in 1951 the equivalent rate was about 270.

There were 33 fatal accidents on the Turnpike in 1952, resulting in death to 47 persons, equalling a rate of 6.1 per 100 million miles, about the same as on the parallel route in New Jersey, and compared to 7.7 per 100 million miles on the national highways.

An analysis of the fatalities shows that five were of the "pedestrian" type, people who were not in vehicles but walking or running across the Turnpike and were hit by vehicles. Seven were the result of mechanical failures such as blowouts, causing loss of vehicle control and running into ditches, abutments or other vehicles. The remainder comprised principally collision in the same direction, when drivers were fatigued, or apparently were careless or inattentive.

A factor which must be considered in conjunction with the safety record of the Turnpike is that 18,239,527 vehicles used the highway in 1952, traveling 769,127,252 miles. These vehicles, it is estimated, carried almost 50 million persons.



New type of neon-lighted sign erected recently to inform motorists well in advance of conditions ahead

Service Stations and Restaurants

REVENUES from the Authority's concession buildings during 1952 were excellent in spite of the fact that all the permanent facilities were not available for use until the Memorial Day week-end. Prior to that time operations were conducted at temporary facilities set up hurriedly to provide a minimum of accommodations for Turnpike users. Despite these handicaps the revenues in 1952 exceeded those which both the Authority and the concessionaires had estimated for the first full year of operation. Both the concessionaires, Howard Johnson Co. and Cities Service Oil Co., were quick to supply manpower for these permanent facilities so that maximum service to patrons would be provided.

Because of delays in procuring equipment and materials as a result of shortages brought about by the Korean "police action", the ten permanent concession buildings were not available coincident with the beginning of Turnpike operation. The Authority, therefore, constructed five temporary buildings for food service and placed temporary gasoline dispensing facilities at five locations to serve motorists. As traffic began to build and exceed all expectations, it was apparent that additional facilities would be required until such time as the permanent buildings could be completed. Additional temporary facilities were therefore provided at two new locations.

At the northerly end of the Turnpike two permanent gasoline stations were completed prior to the Easter week-end in April. No food facilities were contemplated in the original design of these buildings but, because of the increasing patronage of the Turnpike, it became necessary to provide for some snack bar service. Food dispensing units were installed in the lobby of these two gasoline stations and they are still in operation.

The heavier than expected flow of traffic during late winter and early spring made it imperative that the permanent restaurants and gasoline stations be placed in operation at the earliest possible time. Every device was used to hasten their completion and, by Memorial Day week-end, all the facilities were substantially completed.

During most of the summer the units in the central section of the Turnpike were overtaxed. As motorists became more familiar with the locations and availability of the facilities, however, demands on them were more evenly



Spacious dining room in one of the large Turnpike restaurants

spread among all ten units. There were periods during the summer, particularly at lunch and dinner times, when the facilities were over-crowded and delays were unavoidable. In recognition of this fact the Authority made provision for additional seating capacity in lobbies of five of the units.

As a result of the past year's experience, the Authority recently adopted a program of expansion for 1953. This program calls for the conversion of one of the lunch rooms to a full scale restaurant and the construction of supplementary buildings at three concession sites to serve the "take-out" trade. These new facilities, expected to be in operation by late spring of 1953, will relieve over-crowding in the lunch rooms proper.

The program of expansion also contemplates additional capacity at another lunch room and at one of the gasoline station buildings, together with the necessary improved and expanded service facilities including storage space, parking, better lighting of the areas, etc. Other expansion envisions the construction of additional new facilities when the connection is made to the Pennsylvania Turnpike to serve the increase in traffic which will result from that connection and, to provide, as well, for the anticipated increase in traffic using the Turnpike proper.

During the oil strike in May, last, the Authority was faced with the prospect that deliveries of gasoline to the Turnpike service stations might not be made. In order to avoid such a contingency and to assure Turnpike users of supplies, the Authority took over the complete operation of the stations in that critical period. This continued for one week after which the strike was settled. As a result of the strike and its effect on gasoline sales generally in the eastern area of the country, sales during May on the Turnpike were not up to what might have been reasonably expected as compared to April and June figures.



Aerial showing large service areas at either side of Turnpike in Woodbridge



Progress of Construction

WHILE THE AUTHORITY exerted every effort to expedite Turnpike construction during 1952, several factors, including weather conditions and the abnormally heavy volumes of traffic being experienced, handicapped progress. Much of the work had to be done under traffic and, at times, when traffic on the Turnpike was unusually large.

It was pointed out in the annual report for 1951 that the program in that year envisioned the correction of certain pavement which did not meet contract specifications. Some of this work has been completed but, as stated earlier in this report, some corrective work has been delayed where no hazard is involved, to be accomplished simultaneously with the imminent widening of the Turnpike. This procedure will not only assure better work but it will reduce inconvenience to the users of the Turnpike.

Shoulders, both inside and outside, were constructed late in 1951 just before opening of the highway to traffic under weather conditions which were not favorable for this particular operation. Moreover, it was impossible to obtain the special light colored stone desired for shoulders in the original contracts to provide the contrast with the pavement.

In order to correct the shoulders originally placed under adverse conditions and secure the light colored contrast, it was decided to seek competitive bids and have the work performed under contract in the shortest possible time rather than to tie up the Authority's maintenance forces which were being fully occupied in other essential operations. Accordingly, two contracts were awarded for improving and surface treating the inner and outer shoulders for the full length of the 118-mile roadway and at the service and interchange areas, a total of almost 500 miles.

Reconstruction of shoulders got under way early in October and is still continuing in the southern section of the Turnpike. All the work north of New Brunswick is complete.

Coincident with abnormally heavy rains of cloudburst intensity during the spring and summer of 1952, considerable erosion occurred along the length of the Turnpike, particularly in the northern area around Newark and Elizabeth. The grass on excavation slopes and fills along the Turnpike had not become sufficiently established due to winter planting to resist the unusual rainfall. Even after the rains subsided, a setback resulted from the drought conditions which followed, again causing difficulties in providing a stand of grass as required in contract specifications, making it necessary in some instances for the landscaping contractor to return for reseeding of the areas. Generally, all of these conditions have been corrected except for minor drainage work which still is being performed. The past season's work of correcting and repairing drainage, and seeding of slopes, it is anticipated, will permit of full soil consolidation so that erosion will not be encountered to any important degree in 1953.

During the year the Authority's administration and some maintenance buildings were completed, as were the ten permanent concession buildings. The latter were opened by Decoration Day, so that full advantage could be obtained by the concessionaires of patronage of these facilities coincident with the opening of peak summer traffic. Because of the progressively increasing traffic on the Turnpike it soon became necessary to expand parking areas at certain concessions. The five tempor-

CONTRACTS AWARDED IN 1952

CONTR. NO.	COUNTY	TYPE	CONTRACTOR	DATE OF AWARD	BID PRICE
71	Salem	Deepwater Interchange Landscaping	Howe Nurseries	4/8/52	$ 25,728
85	Salem to Bergen	Toll Plaza Widening	Geo. M. Brewster & Son, Inc.	4/17/52	231,130
88	Salem to Burlington	Shoulder Paving and Stabilization-Interchanges and Service Areas	A. Clemente, Inc.	4/17/52	69,125
89	Burlington to Middlesex	Shoulder Paving and Stabilization-Interchanges and Service Areas	South Jersey Construction Co.	5/13/52	45,680
90	Union to Bergen	Shoulder Paving and Stabilization-Interchanges and Service Areas	American Paving Corp.	5/2/52	95,415
91	Union to Bergen	Shoulder Rehabilitation & Surface Treatment-Highway	Union Building & Construction Co.	7/9/52	406,000
92	Salem to Middlesex	Shoulder Rehabilitation & Surface Treatment-Highway	Union Building & Construction Co.	9/29/52	443,187
94	Union	Underbridge slope pavement in City of Elizabeth	Teller Paving & Construction Co.	12/19/52	65,100

ary food and service facilities which had been in use from the beginning of operations were dismantled when the permanent buildings were completed.

The availability of sufficient water at certain concessions, when the permanent buildings were opened to greatly increased patronage and demand, posed a problem for the Authority on several occasions. At most of these areas there are no supplies of city water and wells had to be drilled and water treatment plants installed. During shortages this past summer water had to be brought by tank trucks into one area. Additional wells have been, or will be, drilled to provide the necessary supplies, and in one instance arrangements were made to pipe city water to the site.

For all practical purposes, the major work of contractors on the Turnpike has been completed except in the few instances mentioned above. Moreover, the many functions performed by the architects and section engineers have been completed except for the final settlement of claims by contractors and the certification of quantities used in construction. These final phases of engineering, architectural and construction work will be terminated as soon as possible.

RELOCATION OF UTILITIES

Name of Utility	Estimated Cost
Atlantic City Electric Company	$ 87,000.00
Boro of Barrington, New Jersey	4,000.00
Crosswicks Water Company	15,000.00
Elizabethtown Consolidated Gas Company	220,000.00
Elizabethtown Water Company Consolidated	82,000.00
Esso Standard Oil Company	799,000.00
Forsgate Farms, Inc.	2,000.00
Freehold Electric Service Company	9,000.00
Hackensack Water Company	48,000.00
Jersey Central Power & Light Company	106,000.00
Jersey City Department of Public Works	12,000.00
Middlesex Water Company	186,000.00
Boro of Milltown, New Jersey	1,000.00
New Jersey Bell Telephone Company	1,075,000.00
City of Newark, New Jersey	15,000.00
New Jersey Water Company	41,000.00
Public Service Electric & Gas Company	2,468,000.00
Perth Amboy Gas & Light Company	8,000.00
Township of Raritan	3,000.00
South Jersey Gas Company	38,000.00
Susquehanna Pipe Line Company	12,000.00
Tidewater Pipe Company, Ltd.	3,000.00
Tuscorora Oil Company	32,000.00
Western Union Telegraph Company	11,000.00
Woodbury Water Company	14,000.00
City of Linden	3,000.00
Central Railroad of New Jersey	1,494,000.00
D. L. & W. Railroad	22,000.00
Erie Railroad Company	141,000.00
Lehigh Valley Railroad	57,000.00
New York Central Railroad	50,000.00
New York, Susquehanna & Western Railroad	26,000.00
Pennsylvania Railroad	978,000.00
Philadelphia and Reading Company	12,000.00
Staten Island Rapid Transit Company	8,000.00
	$8,082,000.00
Pending	**28,000.00**
GRAND TOTAL	**$8,110,000.00**

Maintenance and Operating Facilities

THE CONSIDERABLE increase in traffic over that anticipated during the first year of operation of the Turnpike pointed up the necessity of training the maintenance organization to a high degree of efficiency in a much shorter length of time than was originally expected.

It was found that a greater complement of snow removal and de-icing equipment was necessary to cope with the fact that heavy traffic prevented an apparently adequate supply of equipment from accomplishing quick and complete removal of snow and ice.

Close cooperation among the maintenance, police and toll collection agencies is essential to provide the desired degree of service to Turnpike users. This liaison is effectively maintained through the two-way radio communication system in effect throughout the Turnpike and the 65 mobile units in service.

During the Spring, Summer and Fall seasons the maintenance organization is employed in more or less routine tasks directed primarily toward the preservation of all pavement, shoulder and drainage facilities and, in preventive measures designed to improve the comfort and safety of the users of the Turnpike.

Additional responsibility of the maintenance organization is to mow the grass in the median strip and in slopes in order that erosion in these areas may be kept to an absolute minimum and, at the same time, enhance the appearance of the Turnpike.

Year-round activities are the constructive maintenance of all bridge and miscellaneous stream structures, the repair and painting of all protective guard rail installations and signs, and the repair and preventive maintenance of all automotive equipment.

The goal of the maintenance organization is to progressively improve its facilities and efficiency over the years in order to provide greater safety and comfort to the patrons of the Turnpike.

The need for stabilizing slopes has made the seeding of grass on all areas of prime importance. This program was carried out reasonably successfully in 1952 in spite of weather conditions ordinarily considered unfavorable for such operations. Considerable reseeding, liming and fertilizing will be necessary in washed-out areas where soil conditions thus far have prevented a good stand of grass.

Landscaping on the Turnpike to date, although not extensive, has been primarily at service areas except for plantings made between Interchange No. 1 and the Delaware Memorial Bridge in the Deepwater area.

Plans are being studied for planting in the median strip to eliminate the headlight glare of cars in the opposite lane. This will involve the problem of selecting plant material that will be satisfactory throughout the year. If deciduous plant material is used, the planting must be wide enough to accomplish the desired screen in winter when the shrubs lack foliage.

The planting of evergreens, which will provide better screening, is being explored. In such selection, however, it will be important to use varieties that will withstand the wind as all planting in the median will have no protection and will be exposed to extremities of weather both in winter and summer.

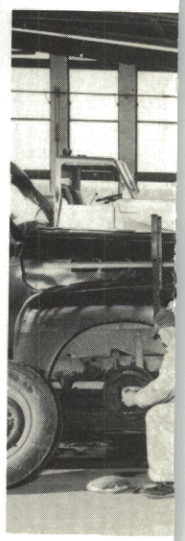
As part of a modest decorative program, the Authority this past fall planted tulips, hyacinths and narcissi at the seventeen interchanges. Extensive bulb plantings also were made at the service areas to provide a floral display in early spring. Plans contemplate placing of colorful annuals for summer and fall.

The planting of shrubs and trees at the ten service areas contributed in a worthwhile degree toward improving their appearances during the summer of 1952. During 1953, having had a year to establish themselves, these plantings should give further enhancement to these areas.

Once all areas are established with grass it will be possible to plant trees and shrubs where they will serve a triple purpose—add ornamental beautification, supply valuable wind-breaks, and facilitate maintenance.

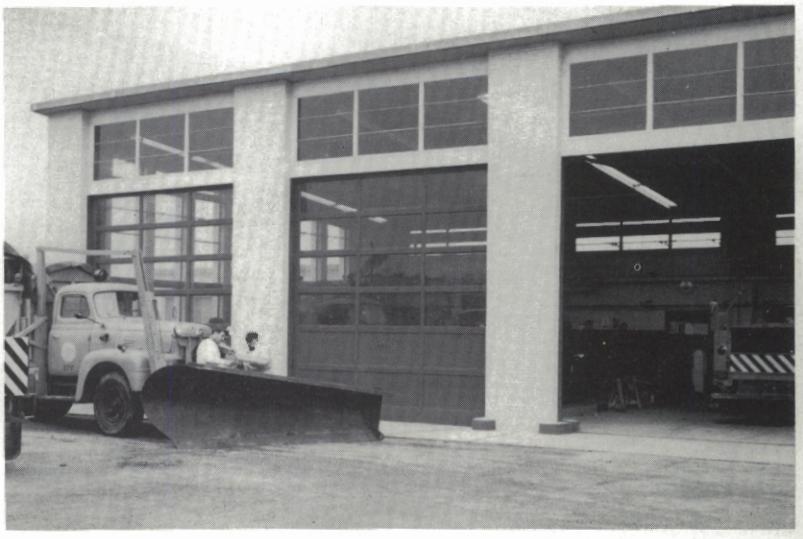


Tank truck spraying special mixture
for surface treating shoulders



Looking north from Laurel Hill —
New York City skyline in background





Left — Interior of one of maintenance buildings — Garage shown at right as part of maintenance building

Financing and Costs

PREVIOUS annual reports reviewed the initial financing of the Authority effected in February, 1950, in the amount of $220 millions, and the additional financing in the amount of $35 millions which was effected in October 1951. Subsequent to the latter financing, unforeseen demands were made upon the Authority which have resulted in further increased construction costs. Unavoidable delays in construction required substantial expenditures for premium time, additional equipment and materials in order to adhere to the scheduled opening of the Turnpike. Certain necessary revisions in design and specification, as well as final settlement of construction contracts and amounts to be paid for real estate required for right-of-way purposes which were not susceptible of accurate determination in advance, also contributed materially to increased costs.

Adherence to the scheduled opening dates was most important not only from the standpoint of providing a necessary service to the motoring public but also in order to afford the collection of tolls and concession revenues at the earliest date possible.

Unforeseen expense was also involved in construction of the Turnpike in a manner adequate to serve the requirements of an unexpectedly heavy volume of traffic without undue interruption of service. Traffic using the Turnpike since its opening has ranged from two to four times the original estimates and has necessitated additional toll collection facilities together with additional and improved access lanes thereto; additional and enlarged service areas; additional shoulder work, lighting and other safety devices; additional maintenance facilities, equipment, etc.

The Resolution which secured 1950 and 1951 Bonds of the Authority made no automatic provision for quickly undertaking additional indebtedness for the purpose of financing additional construction costs and in order to meet the unforeseen demands which had been made upon it, the Authority was faced with the necessity of seeking the consent of the holders of 66 2/3% of its outstanding Bonds to an Amendment of the Bond Resolution. The Amendment which was adopted by the Authority September 16, 1952, and approved by the Bondholders early in October 1952, permits the Authority to accomplish the following principal objectives:

1. To cancel and delete from the Resolution any and all provisions relating to "Extension Bonds" and to redefine the term "Extension" to mean any extension of the Turnpike financed by Second Series Bonds which the Authority is authorized to construct at a location now established, or which may hereafter be established, by law.
2. To authorize the issuance of Second Series Bonds, which shall be junior in lien to the 1950 and 1951 Bonds, for the following purposes:

   a. Funding the maximum requirements of the Bond Reserve Fund for the 1950 and 1951 Bonds;

   b. Fulfillment of the Authority's needs relative to completion of the present Turnpike, such financing not to exceed $25,000,000 in total amount;

   c. Construction of two additional traffic lanes between Interchange 4 (Camden-Philadelphia) and Interchange 11 (Woodbridge-The Amboys) and between interchange 16 (Lincoln Tunnel) and Interchange 18 (George Washington Bridge) at such time or times as the Consulting Engineers shall certify that, in their opinion, and in the opinion of the Traffic Engineers, such construction will increase the net operating revenues of the Authority or is necessary for the safe and efficient operation of the Turnpike;

   d. Construction (including financing and other incidental costs, interest



Aerial of large restaurant, service station and parking area

repay the principal amount of such Bonds within a period not exceeding thirty years following the date upon which the facility is placed in operation.

3. To provide that if Second Series Bonds are issued for the construction of any extensions, additions, enlargements or additional Turnpike projects, the revenues to be derived by the Authority as a result of such construction shall be pledged in the same manner as revenues from the Turnpike but that revenues from additional Turnpike projects not financed by Second Series Bonds shall be free from pledge under the Resolution.
4. To provide that, when provision has been made in amounts required by the Resolution for the payment of interest and compliance with maximum reserve and minimum sinking fund requirements relative to the 1950 and 1951 Bonds, surplus revenues remaining thereafter may be pledged for the payment of interest on, and principal of, and the establishment of reserves for, Second Series Bonds.

during construction and necessary reserves) of extensions, additions, enlargements or additional Turnpike projects as defined in Section 4 of Chapter 454, New Jersey Laws of 1948, subject to certification by the Consulting Engineers that, in their opinion and in the opinion of the Traffic Engineers, the revenues to be derived by the Authority as a result of such construction will be sufficient after payment of operating and maintenance expenses properly chargeable thereto (1) pay interest when due upon Second Series Bonds issued to finance the costs thereof and, (2)

Following the approval of this Amendment by Bondholders, the Authority effected the sale on December 1, 1952 of $30 millions Second Series 1 7/8% Bonds (Series A) due January 1, 1958. These Bonds, which are subject to redemption in part through Sinking Fund or as a whole on or after July 1, 1953 at 100% of their principal amount, were sold by the Authority at par, plus accrued interest. The proceeds of this financing, authorized in the total amount of $32,024,000, will be used to comply with the maximum requirements of the General Bond Reserve and to provide interim enlargements in a manner which will insure safe and efficient service to its patrons.

The revised cost estimate as of December 31, 1952 appears on the following page.



Aerial of Newark Airport interchange looking toward the south

ESTIMATED COST OF CONSTRUCTION

Including Additions and Improvements as of December 31, 1952

	ESTIMATE SEPTEMBER 15, 1949	ESTIMATE DECEMBER 31, 1951	CURRENT ESTIMATE
CONSTRUCTION:			
Grading, drainage, and structural (current estimate based on contracts awarded as of December 31, 1952)	$106,034,000	$121,179,000	$121,205,000
Paving (current estimates based on contracts awarded for all paving of Turnpike roadway)	28,344,000	39,547,000	40,837,000
Concession, Utility, Maintenance and Administration Buildings, including Toll Booths and Canopies and additions and improvements and related site development, excluding grading and paving, except for 1949	6,927,000	11,894,000	14,782,000
House moving and demolition	—	867,000	869,000
Change orders and supplementary agreements issued and approved	—	12,232,000	13,492,000
Change orders being processed or contemplated	—	262,000	991,000
Contracts to be awarded	958,000	—	—
Relocation of Utilities	3,571,000	8,050,000	8,110,000
Traffic Aids, Communications, Safety Devices, and Interchange Lighting	1,987,000	3,603,000	3,600,000
Equipment	1,664,000	1,607,000	2,528,000
Miscellaneous, including construction signs, special construction policing, warehousing of equipment, etc. ..	—	562,000	1,282,000
Sub-Total	**$149,485,000**	**$199,803,000**	**$207,696,000**

NOTES

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 Exclusions of amounts approximating $1,600,000 and $2,200,000 (included in the estimate of September 1949) and excluded from the estimate of December 31, 1951 (See Note 2 in 1951 Annual Report) are now under reconsideration and are therefore included in the current estimate.

ESTIMATED COST OF CONSTRUCTION

Including Additions and Improvements as of December 31, 1952

	ESTIMATE SEPTEMBER 15, 1949	ESTIMATE DECEMBER 31, 1951	CURRENT ESTIMATE
Carried Forward (See Note 1)	$149,030,000	$199,803,000	$207,696,000
Reimbursement to New Jersey State Highway Department (See Note 2)	11,150,000	7,479,000	11,457,000
Real Estate	10,145,000	17,562,000	19,950,000
Engineering, Architectural, Borings, Design, Supervision and Inspection	13,600,000	15,278,000	16,970,000
Cost of organization of Maintenance, Toll Collection, Toll Audit and Police Departments, including construction work performed by Maintenance Department (See Note 3)	—	—	725,000
Other costs, including administration costs, and legal costs not provided for elsewhere and including financing costs other than those specifically mentioned below	1,000,000	1,779,000	2,196,000
	$184,925,000	$241,901,000	$258,994,000
Interest (See Note 4)	23,000,000	—	—
Interest and Commitment Fees	—	6,945,000	6,503,000
Calls upon Construction Fund for Interest and Interest Reserve charges in 1952 and for other purposes as specified in Bond Resolution (See Note 5)	—	4,856,000	500,000
Discount on 1951 Bond Issue	—	648,000	648,000
Allowance for Contingencies (See Note 4)	22,075,000	650,000	13,355,000
TOTAL	**$230,000,000**	**$255,000,000**	**$280,000,000**

NOTE 3 Cost of $97,000 as at December 31, 1951 was included in item of $1,779,000.

NOTE 4 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.

NOTE 5 Calls upon the Construction Fund for interest and interest reserve costs of $4,356,000 estimated at December 31, 1951 did not materialize as the Revenue supplied the necessary moneys.

Activities of the Authority Staff

As THE TURNPIKE entered full operation in 1952, the Authority continued its policy of maintaining a minimum staff to serve the motoring public efficiently and adequately. First consideration was given to staff members who, during the period of construction, had demonstrated the ability to assume the new responsibilities.

The Authority did not have to concern itself with the establishment of a Turnpike police organization. It elected to use a special detachment of State Police whose extraordinary training fitted them admirably for the task of highway work. The use of the State Police, in spite of unusual toll road conditions, has proved to be most satisfactory. The Authority pays all the costs of training, equipping and maintaining the State Police detachment, and in no manner whatever is taxpayers' money used.

The three principal functional operations of the Turnpike involve toll collection, toll audit and maintenance. These represent the bulk of the Authority's personnel numbering 416, or 85% of the 487 who comprised the entire employment at the end of 1952.

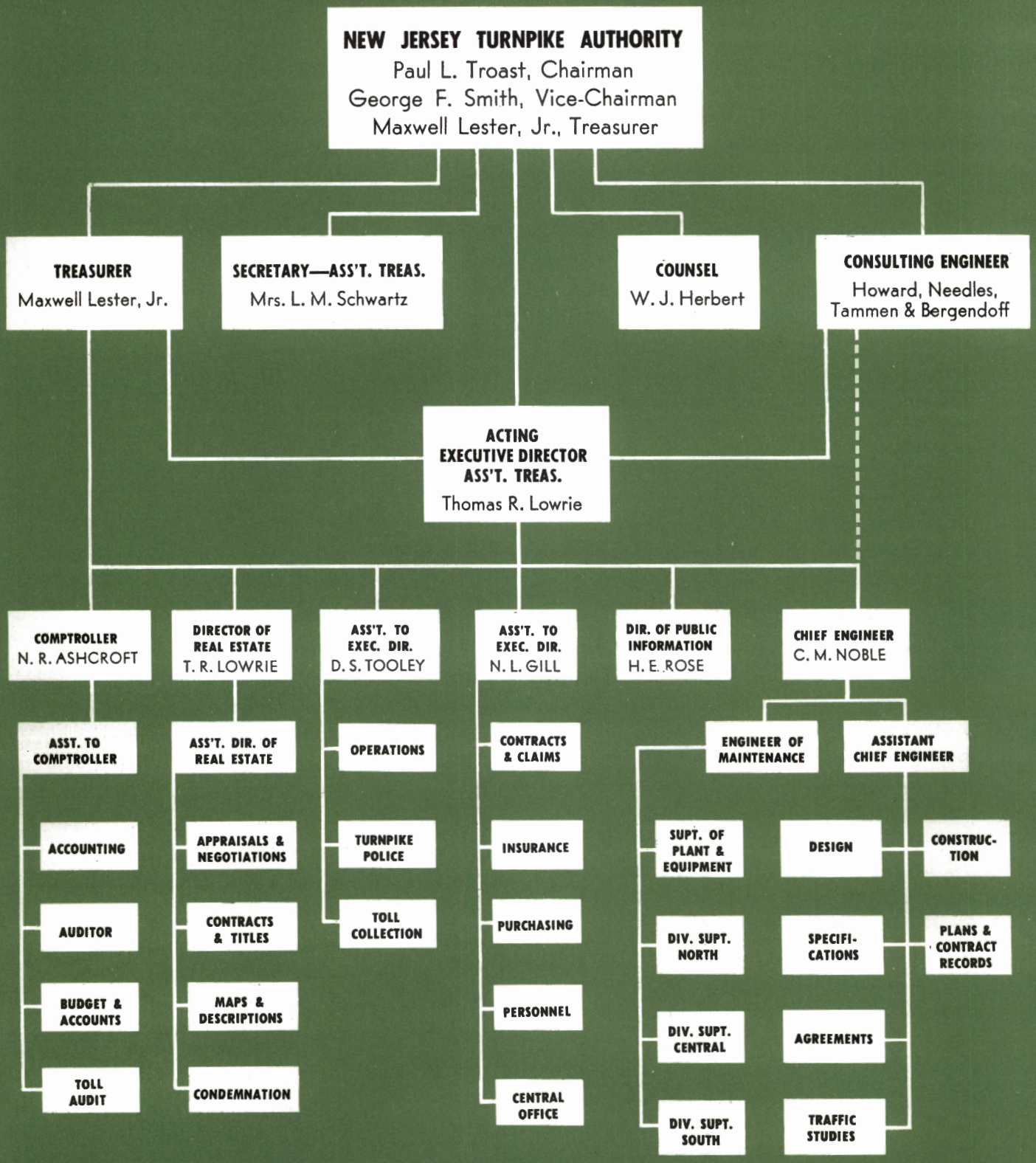
Toll collectors, who represent the Authority's principal contact with the public, must be presentable, courteous and efficient. As the traffic on the Turnpike continued to rise above the engineers' estimates, in 1952, the Authority was confronted immediately with additional manpower needs. These needs became particularly apparent over Washington's Birthday holiday, or about one month after full operation was under way. On February 24, a peak of 84,132 vehicles, the equal of more than four times the average number predicted by the traffic and revenue engineers, was carried on the Turnpike. There were delays at some toll plazas and steps had to be taken promptly to provide additional toll lanes and toll facilities. These additional facilities and manpower, together with progressively more experience of the toll collection staff, have resulted in a free flow of traffic, even during the heavy traffic weekends, and on holidays when all traffic was handled without delay. The Authority has received many compliments on the courtesy and efficiency of its personnel.

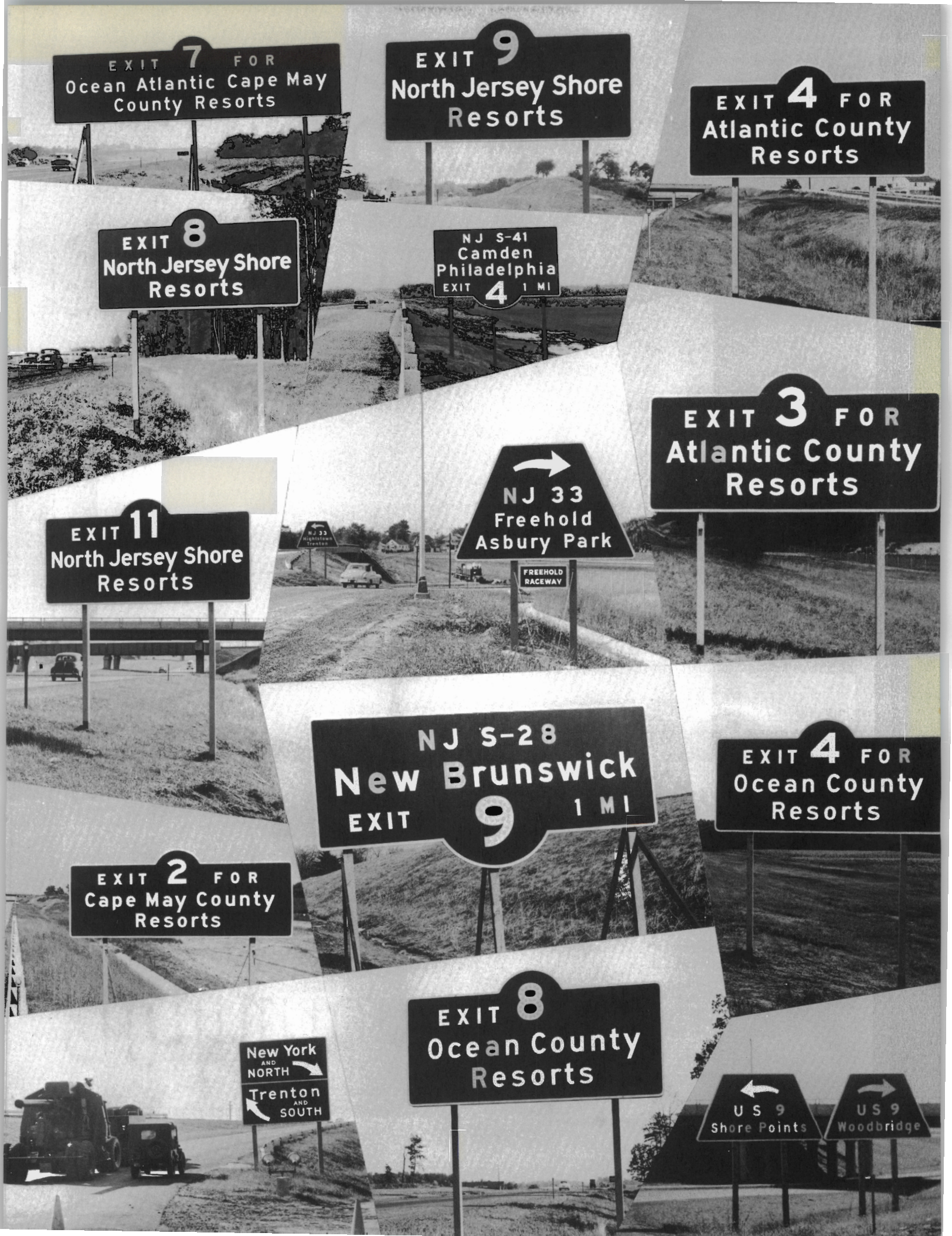
The Authority has had under study for sometime by independent experts a complete survey of the toll collection procedures and facilities. To its knowledge, no such detailed survey has ever been made. This survey is expected to be available in the near future and it should provide much constructive information on further improvement of this important function on the New Jersey Turnpike. The survey will be particularly valuable in producing information with respect to time saving methods and selection and training of personnel. Also under study by other independent experts are the functions and costs of maintenance and toll audit departments. These, too, should be available shortly and prove helpful in aiding the Commissioners in their determination to insure an efficient, effective and coordinated organization, operating at minimum cost in relation to traffic and revenue volumes.

In May of 1952, the Authority's administration building in East Brunswick Township, adjacent to the Turnpike, had reached the stage of completion where most of its personnel could be moved to this permanent location. It required several months longer, however, before the upper floor, which houses the offices of the Commissioners, the meeting rooms, the office of the Secretary and several assistants, could be completed and occupied. All members of the administrative staff are in the headquarters building and leases for all rented space in Trenton and New Brunswick heretofore in use, with the exception of small storage space for surplus equipment, have been cancelled.

On the following page is shown an organization chart giving the composition of the Authority staff as of December 31, 1952.

AUTHORITY ORGANIZATION CHART




EXIT 7 FOR
Ocean Atlantic Cape May
County Resorts
EXIT 9
North Jersey Shore
Resorts
EXIT 4 FOR
Atlantic County
Resorts
EXIT 8
North Jersey Shore
Resorts
NJ S-41
Camden
Philadelphia
EXIT 4 1 MI
EXIT 3 FOR
Atlantic County
Resorts
NJ 33
Freehold
Asbury Park
FREEHOLD
RACEWAY
EXIT 11
North Jersey Shore
Resorts
NJ S-28
New Brunswick
EXIT 9 1 MI
EXIT 4 FOR
Ocean County
Resorts
EXIT 2 FOR
Cape May County
Resorts
EXIT 8
Ocean County
Resorts
New York
AND
NORTH
Trenton
AND
SOUTH
US 9
Shore Points
US 9
Woodbridge

Progress of Real Estate

DURING 1952, settlements were made with 88 owners, involving payments of $1,212,000. At the end of 1952, the total paid to owners was $14,750,000. There still remains somewhat less than $3,750,000 of real estate on which negotiations must be completed or on which awards must be made in condemnation.

As the acquisition of real estate reaches its conclusion, the total cost has remained within 8% above the appraised values. The total estimated cost at present is $18,500,000 (excluding acquisition costs), representing an increase in the estimates of 1951 of $938,000. This additional amount does not reflect an increase in the cost of real estate required for construction as defined in 1951. The increase is due to the need for more property for additional drainage easements, access roads, and other similar improvements.

Properties still to be acquired represent a relatively few large parcels which are held by only 4% of the total number of owners with whom the Authority is still negotiating.

Considering all real estate acquired, surprisingly few of the 1,600 owners had been brought into actual condemnation. Many cases which were approved by the Commissioners for condemnation were settled by negotiation before the petitions actually had been filed. The total number of cases filed in court was 164, on which 83 settlements were made by negotiation prior to hearing; 60 were resolved as the result of awards by commissioners and 21 are presently scheduled for hearing. Few, if any, further cases will be referred for condemnation. All of those cases in which further negotiations appear to be hopeless have been, or will be, placed in condemnation.

The Authority provided the means to close title and make payment to the owners in speedy fashion. The services of six title companies, located in different areas along the Turnpike route and which have extensive title records in each county, were engaged to certify titles to the Authority and to act for it in closing transactions with owners in the respective areas. In this manner, owners received their agreed payments speedily and delays occurred only where it was necessary to clear title defects.

In the acquisition of lands for the Turnpike, the Authority faced sizable claims for damage to lands remaining on either, or both sides, of the Turnpike where the severance adversely affected the value of some parcels because of odd shape, reduction in size and, because access to the newly constructed Turnpike was denied. As a result, the Authority in many cases purchased all the property involved. The Authority, hence, has acquired some vacant land located along the right-of-way. During 1952, studies were initiated and plans made to facilitate the sale of such surplus properties not required for Turnpike purposes.

The Authority sold 18 dwelling units and realized a total value of $82,000 during the year. All of these dwellings were sold for occupancy with the exception of three which had to be demolished. There still remain 60 dwelling units, one-third of which are in Elizabeth, where they were moved from the right-of-way and kept intact so as to ease the housing problem in that area. Six dwelling units in Elizabeth were sold in 1952 and the remaining units are being offered for sale. The program for disposition of all real estate not required for Turnpike purposes will be accelerated during 1953.

Legislation and Legal Matters

DURING THE YEAR there was only one important piece of Turnpike legislation. Senator David Young, III, of Morris County, acting in response to the wishes of a group within that County and with Senator Wayne Dumont of Warren County as co-sponsor, introduced a bill to amend the Turnpike Act to provide for an East-West extension. Study of the bill disclosed the need for its revision to make it more adaptable to such traffic pattern as might be disclosed by engineering studies. Conferences followed with the Morris County Planning Board resulting in agreement upon amendments suggested by Turnpike Counsel and these were incorporated in the bill which became, upon passage, Chapter 334 of the Laws of 1952. It adds to the Turnpike projects previously authorized a route "*** beginning at a point to be selected by the Authority at the presently constructed New Jersey Turnpike in the County of Hudson, Union or Essex which the Authority may select as most feasible and practicable, and thence in a general westerly direction through the Counties of Hudson, Union or Essex, or one or more of said Counties, Morris and Warren, to a point on or near the Delaware River, at or near Phillipsburg or at or near Columbia, to be selected by the Authority***". This project, like the Pennsylvania connection, the New York State Thruway connection, and the extension across Newark Bay to Hudson County, must, of course, meet financing requirements before its construction can be undertaken. However, the legislative basis for crossing the State between East and West, in addition to the existing North-South route, has now been furnished.

Much time and effort was spent in 1952 upon legal problems involved in connecting the New Jersey and Pennsylvania Turnpikes. All basic legislation needed for this connection was adopted in 1951 as noted in the last annual report, but a serious difficulty has been presented by the fact that the best location for a new bridge over the Delaware River, which lies between the two States, is within two or three miles of the existing Burlington-Bristol Bridge owned by the Burlington County (N.J.) Bridge Commission. That Commission has given its bondholders a covenant that no competing bridge will be permitted to be built within a ten-mile protective zone. During the year the New Jersey Supreme Court ruled that the majority of the bonds of the Burlington County Commission are valid, although holding that fraud had been involved in the acquisition of the Burlington-Bristol and Tacony-Palmyra Bridges by the Commission. Has the Burlington County Bridge Commission legal power to proscribe new bridges over the Delaware, an interstate river? If not, is the Commission's covenant against new bridges nevertheless a cloud upon the right to finance and erect a Turnpike bridge in the ten-mile zone? And what agreements can be sought or other steps taken to make it entirely clear that the connecting link between the two Turnpikes can be built without legal objection from holders of Burlington County Bridge Commission bonds or anyone else? These questions have been discussed in numerous conferences and studied intensively by Counsel for the New Jersey Turnpike Authority and the Pennsylvania Turnpike Commission and by Bond Counsel for both groups. As yet no plan to solve the problem has been suggested which is entirely satisfactory to all the lawyers concerned, but there is ground for hope that we are at the point of reaching a solution and that the legal basis for the two Turnpike bodies to sell bonds and make construction contracts for their Delaware River bridge will be entirely clear by the time the engineers reach that point in their work where building can start.

As in other years, much activity of the legal staff was devoted to routine daily work, of great importance in the aggregate, but not interesting enough to be mentioned in detail in an annual report. Two rather important condemnation cases were taken into the appellate courts by property owners who had, in the opinion of the real estate department, already

been given very generous awards. It is a pleasure to be able to say that both of these appeals were decided in favor of the Authority.

A number of suits was brought during the year based upon allegations that damages were suffered as a result of Turnpike construction. In a majority of these the Turnpike Authority has been named as a co-defendant with the contractors who were actually working at the locations where the claims arose. None of these cases is particularly important and as a group they appear to be a normal aftermath of a large construction operation. Several of them have been settled during the course of the year on an amicable basis and it is anticipated that others will be settled before trial.

Some contractors have filed claims for extra compensation and the work of reviewing these claims with care from both the engineering and legal point of view is proceeding. A number of tax appeals has also been brought for the purpose of testing the exemption of certain Authority-owned property from local real estate taxes. The property involved lies outside of the right-of-way and will be disposed of in due course as surplus property. It was acquired in most cases because it was more economical for the Authority to purchase the entire holdings of an owner than leave him with an almost useless fraction of his land and pay him heavy damages for the severance. It is the position of the Authority that this was a normal and practical procedure in assembling the right-of-way and that its statutory tax exemption should, therefore, be applicable to these parcels, at least until there has been a reasonable time either to put them to Turnpike use or resell them to private owners. It is not ex-



Army tests handling of heavy anti-aircraft equipment on Turnpike

pected that the State Division of Tax Appeals will reach these cases until late in 1953.

Full operation of the Turnpike has brought a number of problems with legal implications. The unexpected volume of traffic has added to these or made them more acute. Consideration has had to be given to suggested revisions of the traffic regulations and some changes have been drafted and adopted by the Authority. Law enforcement problems on the Turnpike have received much attention and the legal staff has consulted with and advised the State Police organization on those problems whenever desired.

The scope of legal implications presented by operating conditions can be shown by two examples: During the course of the year a signboard was erected just beyond the Authority's property line, designed, of course, to be read by Turnpike patrons. This created a need for a review of the legal control of billboards under New Jersey law. It is possible to report that after correspondence with the attorney for the advertiser and with the cooperation of the Outdoor Advertising Tax Bureau the offending sign was completely removed. The second example was furnished by the use of the Turnpike on a single summer weekend by excursion buses which stopped in such numbers and in such a short space of time at a single service area as to completely swamp the available facilities. The power to correct this situation has been studied and a regulation prepared and adopted requiring excursion or chartered buses to secure special permits well in advance of the dates they wish to travel on the Turnpike.



View of bridge crossing Hackensack River at Laurel Hill, Hudson County

Insurance

THE TURNPIKE AUTHORITY was anxious that none should suffer damage or injury while the Turnpike was under construction, without an opportunity for redress and restitution. It also wished to make certain that all subcontractors, workmen, materialmen and suppliers should have assurance of receiving payment for their goods or services. Protection was provided for all concerned by Turnpike Contract Specifications which required that each prime contractor, and each of his approved subcontractors, must carry broad varieties of insurance in substantial limits, and also furnish a performance bond. As a minimum, each contractor was required to carry public liability, and property damage insurance, automobile liability insurance, and to comply with the provisions of the New Jersey Workmen's Compensation Act. As protection for itself, the Authority required its contractors to indemnify and save it harmless through an owner's protective liability policy taken out in the name of the Authority, or through contractual liability insurance carried by the contractor. Where work had to be conducted on property owned by others, such as railroads, specific owner's protective policies were usually required and furnished. No prime contract was executed by the Authority until the performance bond and the requisite insurance were in hand. All new contracts advertised and let during 1952 contained similar provisions.

As a step in the process of closing out major construction contracts, correspondence and claim files were reviewed in an effort to resolve all outstanding issues between contractors and third party claimants, of which the Authority had been given notice. Here, too, the availability of contractors' insurance and bonds greatly facilitated the process.

Prior to opening of the Turnpike, the Authority itself found little need for insurance in its own name. The exception to this was the need to insure the undertakings of the Authority to indemnify others, when such agreements were necessary to gain access to property owned by others. Such contractual liability was separately insured in adequate limits.

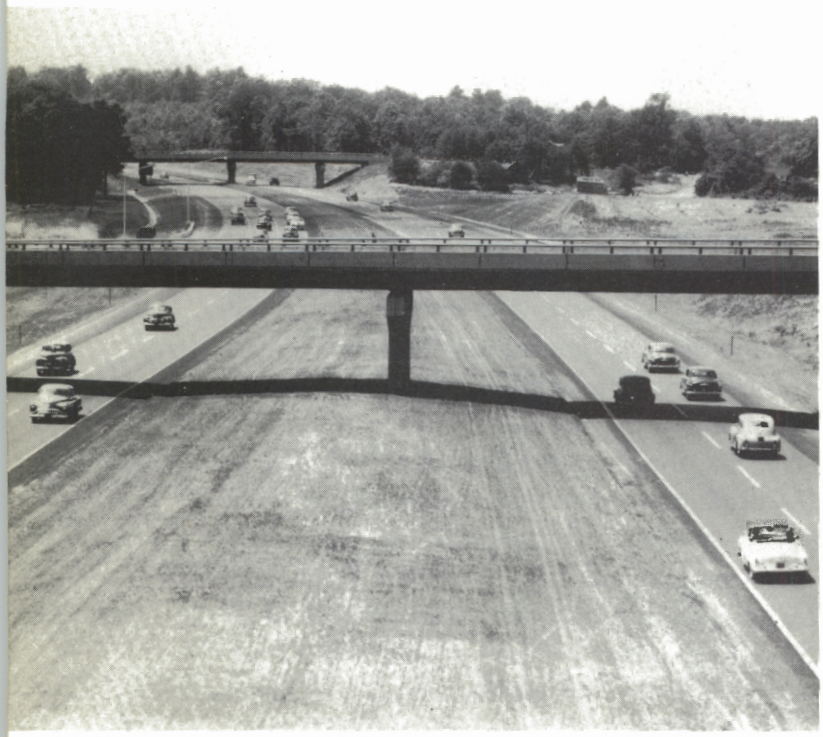
Studies commenced months prior to Turnpike opening had convinced the Authority that it should insure its primary obligations, and that premium savings could be effected through the solicitation of competitive proposals for coverage from a number of reputable companies. The Turnpike Authority Bond Resolution requires that the Authority shall insure its bridges over the Hackensack, Passaic, and Raritan Rivers against physical damage, and carry use and occupancy insurance to guard against the loss of revenues due to their closing. Beyond these mandates, the Bond Resolution leaves further insurance coverage to the discretion of the Authority, as advised by its General Consulting Engineer, demanding only that the interests of the bondholders be adequately protected.

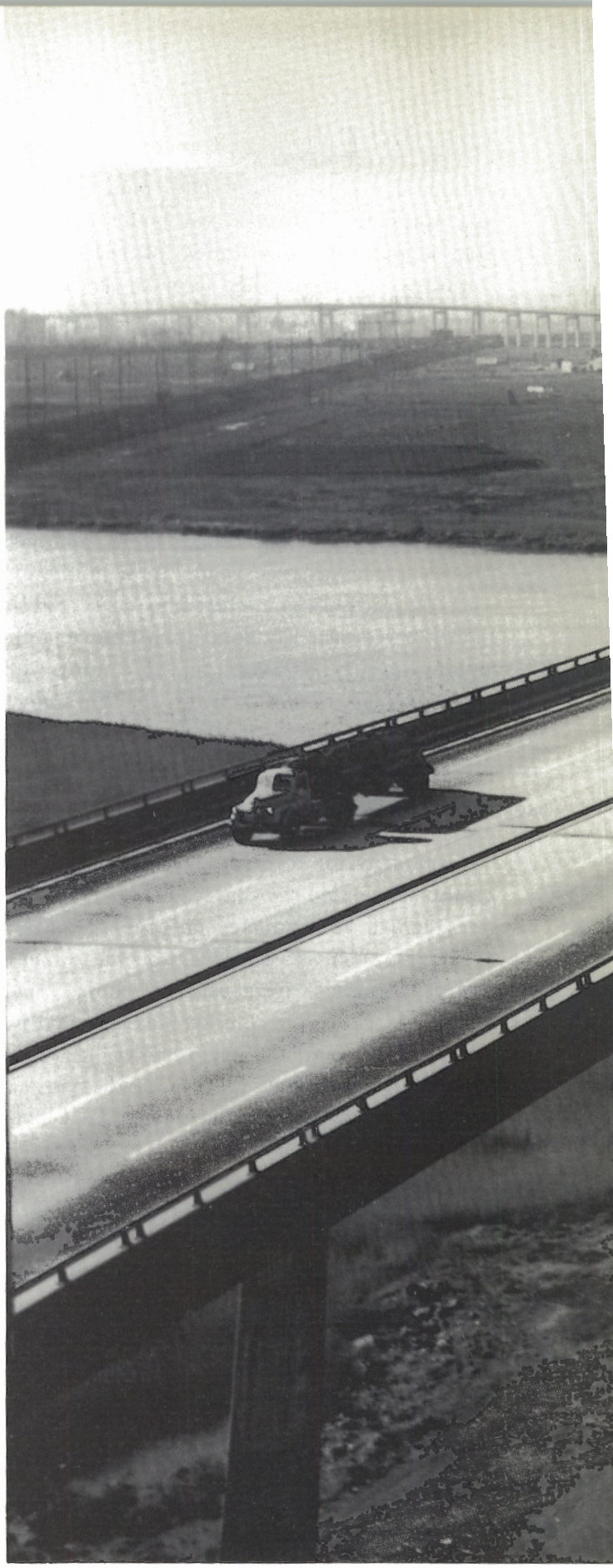
The Authority, being a self-supporting enterprise operating on a predetermined annual cash budget, deemed it expedient to guard, through insurance, against substantial losses, at least until its earning potential was established and minimum reserves could be made available. Since the Turnpike Act specifically makes the Authority subject to suit, insurance, on a comprehensive scale, was obtained to cover the legal liability of the Authority. Replacement funds being limited, the automotive equipment was insured against serious damage or loss by accident. The automobile liability of the Authority was covered; its expensive toll recording and radio equipment was insured on an all-risk basis; its new buildings, insured for builder's risk by the contractor while under construction, were insured against loss by fire by the Authority after completion, commencing June 1, 1952; and its employees were fully protected, as required, under the Workmen's Compensation Act. These safeguards were afforded workers and investors alike, at the recommendation of independent insurance advisers, and broad canvasses of the available insurance market held premium costs to a minimum.

This procedure permitted insurance and claims administration to be conducted by a skeleton administrative staff.

During the past year, substantial recoveries were realized from these various insurance policies, and protection was afforded against a number of claims which were lodged against the Authority. Some of these claims involved novel issues which could not have been foreseen and, in the absence of insurance, could have represented liabilities against the Authority.

Records are being built up through experience which will provide a sound basis for determining comparative costs of buying insurance, against self-insurance, both partial and total, including the increased administrative costs attendant upon the latter. In considering problems of insurance, the Authority has been guided throughout by the principle that the interests of the bondholders must be protected at a minimum cost. This policy will continue.





Turnpike at Woodbridge showing wide dividing strip



Section of Bridge crossing Passaic River—New York skyline in background

Informing the Public

THE PUBLIC INFORMATION PROGRAM, as in 1951, utilized every media of communication to tell the story, and promote the use, of the Turnpike. Advertising in newspapers in New Jersey and adjacent States, with special appeal to the motoring public during summer and winter vacation periods, supplemented this program.

Particular emphasis in 1952 was placed on safety features of the Turnpike and the more favorable record it possesses as compared to the public highway system; the savings in travel time to motorists and truckers and in reduced vehicular operating costs; and the fact that truckers can make more trips by using the Turnpike and thus effect reductions in man-hours of work.

During 1952 the Authority distributed more than 1,300,000 copies of folders to motorists and truckers showing the route of the Turnpike, its 17 traffic interchanges and connections to leading public highways in New Jersey and in adjacent states. The distribution was made through the Authority's toll plazas, travel bureaus of the oil companies, service stations, hotels, automobile associations and clubs, large companies and directly by mail to those requesting copies. Shortly after opening of the entire Turnpike to traffic, mail requests for the folder were received at the rate of several thousand a week. A special folder describing the benefits of the Turnpike for truckers was produced simultaneously and more than 100,000 copies of it were distributed to trucking associations and firms.

The newspaper coverage of informational material was nationwide. It included numerous editorials pointing up the engineering and safety features of the Turnpike and the speed with which its popularity has developed in handling large volumes of traffic expeditiously and safely.

Foreign publications continued their interest in the Turnpike, particularly from the standpoint of design and construction. Articles in such popular and professional publications in France, Italy, Germany, England, the Scandinavian countries and Mexico gave generously of space to the text of, and pictures on, the New Jersey Turnpike. "Amerika", a publication of our own State Department, carried pictures and stories on the Turnpike to residents in Central European countries to demonstrate American free enterprise at work.

At various times during the year, Commissioners and staff members of the Authority appeared on radio and television programs, telling the story of the Turnpike and the benefits it represents to the State, industry, commerce, agriculture and shore resorts.

The visits of foreign highway engineers, and those charged generally with motor vehicle work abroad, continued in 1952. These visitors made trips on the Turnpike, asking many questions with regard to its design, financing, construction and operation.

Exhibits and models of the Turnpike played an important part in stimulating an interest in the highway and, generally, aided in promoting its use by motorists. These exhibits were on display on the Steel Pier in Atlantic City where, during the past summer, they were viewed by several million people from all parts of the country; at conventions held in hotels in Atlantic City and in other areas of New Jersey.

In its informational program the Authority has had the full cooperation of newspapers, popular and trade magazines, radio, television and other media which presented the factual story to readers, listeners and viewers.

Not only did this program aid the Authority in its operation but it benefitted the State and created a climate of favorable opinion for the State and its progressive approach to highway transportation problems.

During 1953 the program will be developed largely along safety lines, including driver education. It also will deal with the extensions being studied, the East-West Turnpike, and other factors influencing the operation of the present 118-mile highway.

Program For 1953

THE extraordinarily large volumes of traffic using the Turnpike in 1952 emphasized the immediate need for certain expansion to provide immediately and adequately for the still greater traffic in the years ahead. Moreover, studies of several extensions which were projected for 1953 and mentioned in the annual report for 1951 have indicated their feasibility from the standpoint of financing, and their essentiality if New Jersey is to provide amply for its present and future vehicular needs.

Plans contemplate, subject to the completion of satisfactory financial arrangements, an expansion in the present Turnpike to a six-lane highway from its present northerly terminus, adjacent to the George Washington Bridge, to Interchange No. 4 serving the Camden-Philadelphia area. This is a distance of 83.3 miles, 22 of which already are six lanes from the Lincoln Tunnel Interchange to the Woodbridge-Amboys Interchange serving the north Jersey shore communities.

With this expansion, together with the increased traffic which is expected to use the Turnpike in 1953, additional capacity at some of the concession areas must be provided. Some of this expansion is being planned now and work is expected to begin shortly so that at least part of the facilities will be in operation by Decoration Day in order to meet the needs of the beginning of peak summer travel. This expansion will include three permanent "snack bars" in addition to existing restaurants at Haddonfield, Cranbury and Milltown to provide more adequate "take-out" food service. Snack bar sales will consist primarily of frankfurters, hamburgers, ice cream, soda and other beverages, increasingly important factors in food operations.

An extension of the restaurant at Moorestown also is under way to provide greater seating capacity and improved service for Turnpike patrons. Other restaurant facilities will be expanded, one of the most important in the northern section at Secaucus.

Enlargements of the truck parking areas at concession sites are also under way as is additional lighting along the entrance and exit lanes, at the gasoline pump sections and at interchanges.

Of the three extensions of the Turnpike which have been under study for some time, two have reached the stage of planning and design so that construction can be undertaken immediately upon the conclusion of financing, traffic and revenue studies having shown them to be economically feasible. The first is a direct connection to the Pennsylvania Turnpike, requiring a new interchange south of the present Bordentown Interchange, and participation with the Pennsylvania Turnpike Commission in the cost of a new bridge across the Delaware River. The Pennsylvania Commission is currently engaged in building an eastern extension from King of Prussia to the Delaware River for this direct connection. On the New Jersey side only five miles of new road must be built by the New Jersey Turnpike Authority and this can be constructed easily before the new bridge is completed.

The first year's operation of this proposed connection is expected to add about $2,500,000 to the Authority's gross revenues, of which an estimated 68 percent will represent additional tolls collected on the present facility.

The second project involves an extension of the Turnpike from its Newark Airport Interchange easterly across a new bridge crossing Newark Bay, a limited access highway to the Hudson County peninsula and a direct connection to the Holland Tunnel. The traffic and revenue engineers indicate that tolls on this extension alone can amortize the investment in 23 years even without considering any benefit to the Turnpike as now in operation.

These two projects, the direct connection to the Pennsylvania Turnpike and the extension to Hudson County, have top priority and their construction should be undertaken as promptly as possible.

The third of the currently planned exten-



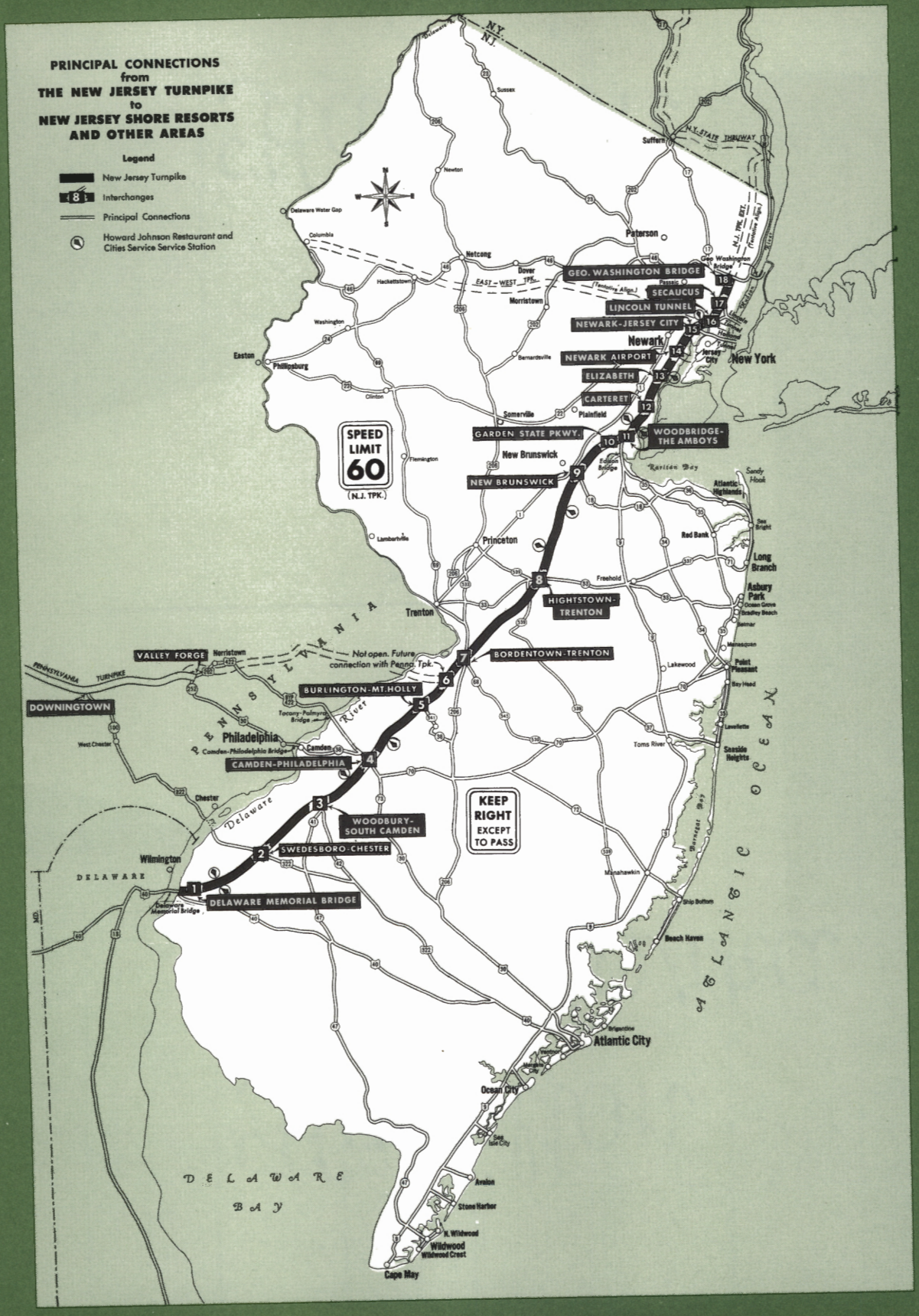
Model of proposed East-West Turnpike being studied by Authority

sions is from the present northerly terminus of the Turnpike at Ridgefield Park through Bergen County about 20 miles to connect with a spur from the New York State Thruway. This extension is still in the discussion stage and the Authority has not yet had final reports dealing with alignment or projected traffic and revenue. Its construction will depend upon final conferences with the New Jersey Highway Authority to determine whether or not the Garden State Parkway or the Turnpike will best serve to solve vehicular traffic problems in this particular area.

A new project which has been under study for some months is the East-West Turnpike. This would be financed completely "on its own." This highway would be about 58 miles in length and, on present thinking, would start at a point in Hudson County where it would serve a projected new trans-Hudson tunnel of the Port Authority and proceed generally westerly, connecting with the present Turnpike at a point between the Turnpike's bridge crossings of the Hackensack and Passaic Rivers. Then it would proceed generally through Kearny, crossing the Passaic River to the northerly part of Newark, and through the municipalities of populous Essex County to, or near, Eagle Rock and then through Morris County, the southerly tip of Sussex County, and on through Warren County to the Delaware, where it would connect with two new bridges being built across the Delaware to Pennsylvania by the Delaware River Joint Toll Bridge Commission.

Besides serving the populous and highly industrialized Essex County area in a manner heretofore impossible of attainment, this new highway also would open to further growth and development the northwestern area of New Jersey by providing an express highway to and from the metropolitan areas of northern New Jersey and New York. It will be a factor in accelerating the growth of the fine north-western New Jersey lake and resort areas, as well as provide access for New Jersey motorists to and from the eastern Pennsylvania mountain and other resort areas.

Because of abnormally heavy rains in the spring and summer, erosion control work on the Turnpike will have to continue in the early months of this year, particularly in the northern areas and under bridge crossings. The work now in progress at service areas, together with additional lighting and the completion of shoulder work (approximately 75 percent was completed at the end of 1952) will be resumed as soon as weather conditions permit. Some landscaping was done in the past year, and studies are being made of types of shrubbery or other plants which may be used in the median strip to offer additional protection to drivers at night from lights of oncoming vehicles in opposing travel lanes.


PRINCIPAL CONNECTIONS
from
THE NEW JERSEY TURNPIKE
to
NEW JERSEY SHORE RESORTS
AND OTHER AREAS
Legend
New Jersey Turnpike
Interchanges
Principal Connections
Howard Johnson Restaurant and Cities Service Service Station
SPEED LIMIT 60
(N.J. TPK.)
KEEP RIGHT EXCEPT TO PASS
GEO. WASHINGTON BRIDGE
SECAUCUS
LINCOLN TUNNEL
NEWARK-JERSEY CITY
NEWARK AIRPORT
ELIZABETH
CARTERET
GARDEN STATE PKWY.
WOODBRIDGE-THE AMBOYS
NEW BRUNSWICK
HIGHTSTOWN-TRENTON
BORDENTOWN-TRENTON
BURLINGTON-MT. HOLLY
CAMDEN-PHILADELPHIA
WOODBURY-SOUTH CAMDEN
SWEDESBORO-CHESTER
DELAWARE MEMORIAL BRIDGE
VALLEY FORGE
DOWNINGTOWN
Not open. Future connection with Penna. Tpk.
PENNSYLVANIA
DELAWARE
ATLANTIC OCEAN
DELAWARE BAY
Newark
New York
Paterson
Princeton
Trenton
Philadelphia
Atlantic City
Ocean City
Cape May
Wilmington
Chester
Easton
Phillipsburg
Morristown
Somerville
Plainfield
New Brunswick
Freehold
Red Bank
Long Branch
Asbury Park
Point Pleasant
Seaside Heights
Beach Haven
Ship Bottom
Manahawkin
Toms River
Lakewood
Avalon
Stone Harbor
N. Wildwood
Wildwood
Wildwood Crest
Delaware Memorial Bridge
Camden-Philadelphia Bridge
Tacony-Palmyra Bridge
Delaware River
Sussex
Newton
Netcong
Dover
Hackettstown
Washington
Bernardsville
Clinton
Flemington
Lambertville
Suffern
Delaware Water Gap
Columbia
Sandy Hook
Atlantic Highlands
Sea Bright
Manasquan
Bay Head
Lavallette
Brigantine
Ventnor
Margate City
Sea Isle City
Cape May
N.Y.
N.J.
N.Y. STATE THRUWAY
N.J. TPK. EXT.
EAST-WEST TPK.
PENNSYLVANIA TURNPIKE
Raritan Bay
Barnegat Bay
Delaware River

Auditor's Report

PEAT, MARWICK, MITCHELL & CO.
CERTIFIED PUBLIC ACCOUNTANTS
744 BROAD STREET
NEWARK 2, N.J.

NEW YORK
ATLANTA
BALTIMORE
BILLINGS
BOSTON
BUFFALO
CHARLOTTE
CHICAGO
CINCINNATI
CLEVELAND
DALLAS
DENVER
DETROIT
GREENSBORO
HOUSTON
INDIANAPOLIS
KANSAS CITY
LINCOLN
LOS ANGELES
MEMPHIS
MILWAUKEE
MINNEAPOLIS
NEWARK
NEW ORLEANS
OKLAHOMA CITY
OMAHA
PHILADELPHIA
PITTSBURGH
PORTLAND
ST. LOUIS
SAN FRANCISCO
SAN JOSE
SEATTLE
SHREVEPORT
TERRE HAUTE
TULSA
WASHINGTON
WATERBURY

AFRICA
AUSTRALIA
CANADA
CONTINENTAL EUROPE
CUBA
GREAT BRITAIN
HONG KONG
INDIA
JAPAN
MEXICO
SOUTH AMERICA

ACCOUNTANTS' REPORT

New Jersey Turnpike Authority
Trenton, N. J.

We have examined the statement of financial condition of the New Jersey Turnpike Authority as of December 31, 1952, the related statement of operations for the year then ended, and the statement of construction costs of the New Jersey Turnpike to December 31, 1952. 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 statements of operations and construction costs present fairly the financial condition of the New Jersey Turnpike Authority as of December 31, 1952, the results of its operations for the year then ended, and the construction costs of the New Jersey Turnpike to December 31, 1952, all in conformity with generally accepted accounting principles applicable in the circumstances applied on a basis consistent with that of the preceding year.

Peat, Marwick, Mitchell & Co.

Peat, Marwick, Mitchell & Co.

Newark, N. J.
January 26, 1953.

NEW JERSEY

Statement of Financi

ASSETS

Operating accounts:		
Cash:		
Operating fund	$ 281,320.87	
Collectors' change and other imprest funds	53,195.00	**$ 334,515.87**
Accounts receivable:		
Toll revenues	18,590.70	
Concession revenues	147,044.41	
Other	11,100.16	**176,735.27**
Accrued interest on investments		**17,283.32**
Prepaid insurance and other expenses		**50,139.70**
Other funds (Schedule 1):		
Revenue fund	1,597,633.46	
Funds for general bonds:		
General interest reserve fund	4,135,000.00	
General bond reserve fund	8,270,000.00	
Second series bonds (Series A) sinking fund	1,010,014.21	**15,012,647.67**
		15,591,321.83
Construction accounts:		
Cash:		
Held by trustee in construction fund	855,169.17	
Special construction accounts	4,266.00	
Second series proceeds fund (Series A)	700,262.81	
Revolving fund	97,734.95	
Real estate funds on deposit with fiduciaries	189,315.99	
	1,846,748.92	
Interim investment of construction funds — at cost (Schedule 2)	23,363,598.04	
Earned discount on investments	38,175.41	
Accounts receivable	904,790.60	
Deposits in condemnation cases	487,361.00	
Cost of turnpike — construction costs to December 31, 1952	256,489,263.85	**283,129,937.82**
		$298,721,259.65

See accompanying notes to financial statements.

TURNPIKE AUTHORITY

Condition—As of December 31, 1952

LIABILITIES

Operating accounts:		
Vouchers payable	$ 130,679.83	
Due to concessionaires for change funds deposited with Authority	14,000.00	
Employee income taxes, retirement contributions, etc. withheld	18,597.10	
Accrued expenses	54,960.82	**$ 218,237.75**
Construction accounts:		
Vouchers payable	2,530,429.17	
Employee income taxes, retirement contributions, etc. withheld	8,662.20	
Amounts retained from contractors and engineers	3,277,262.84	**5,816,354.21**
Bond indebtedness:		
General bonds:		
Turnpike revenue bonds (1950 issue), 3¼%, maturing January 1, 1985 — amount authorized and issued	220,000,000.00	
Turnpike revenue bonds (1951 issue), 3.20%, maturing January 1, 1986 — amount authorized and issued	35,000,000.00	
	255,000,000.00	
Second series bonds:		
Series A, 1⅞%, maturing January 1, 1958 — amount authorized, $32,024,000.00; issued	30,000,000.00	**285,000,000.00**
Net revenues since beginning of operations, November 5, 1951, after interest allocations:		
Amount at December 31, 1951	390,492.18	
Net revenues after interest allocation for year ended December 31, 1952 per accompanying statement	7,296,175.51	
Amount at December 31, 1952		**7,686,667.69**
		$298,721,259.65

NEW JERSEY TURNPIKE AUTHORITY

Statement of Construction Costs of the New Jersey Turnpike To December 31, 1952

Engineering and architectural:		
Salaries	$ 211,456.11	
Preliminary engineering	399,468.32	
Test of materials	177,511.04	
Engineering borings and foundation investigations	443,024.83	
Estimates of costs and revenues	183,724.67	
Engineering and architectural services	14,219,716.06	
Travel — staff	13,196.93	
Blueprints, plans and specifications	79,139.30	
Services and travel (other than staff) including legal fees	85,873.02	
Miscellaneous	1,768.16	**$ 15,814,878.44**
Land, easements and rights-of-way:		
Salaries	146,633.10	
Surveys	6,668.57	
Services and travel (other than staff) including legal fees	79,900.30	
Travel — staff	9,148.67	
Costs of land acquired by direct purchase, including damages	14,840,845.98	
Appraisals	133,508.72	
Negotiations	226,421.36	
Title insurance, examination and curative work	221,390.97	
Cost of land acquired by condemnation	352,723.34	
Expenses and costs incurred in condemnation cases	269,462.81	
Cost of options to acquire land	1,000.00	
Payments to New Jersey State Highway Department (Route 100)	2,263,358.00	
Miscellaneous	3,878.97	
	18,554,940.79	
Less income from rentals and sales of land, buildings and borrow material	125,842.55	**18,429,098.24**
Construction:		
Salaries	90,992.58	
Demolitions, relocations and clearing rights-of-way	1,145,491.09	
Grading and drainage	50,000,292.81	
Major bridges	26,684,308.53	
Miscellaneous structures, excluding buildings	55,951,766.19	
Paving	43,700,793.31	
Buildings	13,478,088.61	
Travel — staff	4,429.37	
Lighting, communications, road marking, signs, delineators and fencing	3,766,841.63	
Relocation and reconstruction of utilities, roads and other communications	7,831,273.72	
Services and travel (other than staff) including legal fees	124,630.08	
Bid advertising and expense	11,346.55	
Toll booth canopies and toll collection equipment	1,779,514.19	
Construction policing	141,279.93	
Payments to New Jersey State Highway Department (Route 100)	6,848,653.41	
Miscellaneous	75,907.14	**211,635,609.14**

(Continued)

NEW JERSEY TURNPIKE AUTHORITY

Statement of Construction Costs of the New Jersey Turnpike, Continued

Maintenance organization, including miscellaneous construction work:		
Salaries and wages	$ 225,173.79	
Motor vehicles, road maintenance equipment, tools, etc.	1,010,224.26	
Temporary maintenance buildings	70,991.46	
Maintenance materials	192,485.83	
Office supplies, special forms, etc.	945.94	
Travel — staff	12,275.62	
Miscellaneous	16,993.90	$ 1,529,090.80
Toll collection and toll audit organization:		
Salaries	7,365.03	
Office machines and machine rentals	191,756.30	
Office supplies, special forms, etc.	26,133.20	
Motor vehicles	10,747.01	
Uniforms and other equipment	60,070.54	
Travel — staff	542.36	
Miscellaneous	6,728.31	303,342.75
Other costs including administration:		
Salaries	298,663.94	
Legal expenses and fees	75,769.30	
Audits and fiscal advice	32,375.23	
Furnishings and fixtures	138,704.71	
Motor vehicles purchased and expense	55,366.96	
Insurance	17,547.81	
Rent	37,385.78	
Stationery and office supplies	52,910.32	
Postage	16,356.20	
Telephone and telegraph	55,859.99	
Advertising, printing and binding	2,667.61	
Travel — staff	14,125.48	
Services and travel (other than staff)	1,438.19	
Public information	260,385.75	
Surety bond fees	3,819.91	
Repairs and maintenance	21,885.41	
Employees' pension and retirement contributions	19,406.00	
Miscellaneous	21,614.56	1,126,283.15
Financial:		
Bond interest	5,275,093.78	
Discount on sale of turnpike revenue bonds (1951 issue)	647,500.00	
Financial advisory fees	252,633.58	
Commitment fees	1,419,513.32	
Preparation, offer, sale and issuance of bonds	323,931.04	
Fiduciary fees and expenses	91,489.25	
Bond counsel fees	120,712.95	8,130,873.92
		256,969,176.44
Less:		
Income from interim investment of construction funds	467,340.45	
Cash discounts	12,572.14	479,912.59
		$256,489,263.85

See accompanying notes to financial statements.

OTHER FUNDS

as of December 31, 1952

Schedule 1

Cash on deposit with Trustee and Special Trustee	
Investments in United States Government obligations — at cost (Schedule 2)	
Accrued interest purchased on above	

INVESTMENTS

as of December 31, 1952

Schedule 2

Operating accounts:	
Other funds:	
General interest reserve fund:	
United States Treasury bonds	
United States Treasury bonds	
General bond reserve fund:	
United States Treasury bonds	
United States Treasury bonds	
United States Treasury bonds	
United States Treasury bonds	
Second series sinking fund (Series A):	
United States Treasury bonds	
Total operating accounts	
Construction accounts:	
Construction fund:	
United States Treasury bills	
United States Treasury bills	
Second series proceeds fund (Series A):	
United States Treasury bills	
United States Treasury bills	
United States Treasury bills (tax anticipation series)	

TURNPIKE AUTHORITY

Revenue fund	General interest reserve fund	General bond reserve fund	Second series bonds (Series A) sinking fund	Total
$97,633.46	239,109.37	284,843.75	5,234.34	2,126,820.92
	3,895,890.63	7,985,156.25	999,531.25	12,880,578.13
			5,248.62	5,248.62
597,633.46	**4,135,000.00**	**8,270,000.00**	**1,010,014.21**	**15,012,647.67**

	Interest rate	Maturity	Par Value	Cost
.....	2 %	Sep. 15, 1953	$ 1,000,000.00	1,000,156.25
.....	2 3/8	Jun. 15, 1958	2,900,000.00	2,895,734.38
			3,900,000.00	3,895,890.63
.....	2	Jun. 15, 1954/53	2,000,000.00	1,992,812.50
.....	2	Dec. 15, 1954/53	2,000,000.00	1,990,000.00
.....	2 1/4	Jun. 15, 1955/53	2,000,000.00	2,000,000.00
.....	2 3/8	Jun. 15, 1958	2,000,000.00	2,002,343.75
			8,000,000.00	7,985,156.25
.....	2	Sep. 15, 1953	1,000,000.00	999,531.25
			12,900,000.00	**12,880,578.13**
.....		Jan. 15, 1953	2,500,000.00	2,489,729.16
.....		Mar. 19, 1953	1,000,000.00	994,625.00
			3,500,000.00	3,484,354.16
.....		Mar. 5, 1953	15,000,000.00	14,923,050.00
.....		Mar. 19, 1953	2,000,000,00	1,989,250.00
.....		Jun. 19, 1953	3,000,000.00	2,966,943.88
			20,000,000.00	19,879,243.88
Total construction accounts			**23,500,000.00**	**23,363,598.04**
Total investments			**$36,400,000.00**	**36,244,176.17**

NEW JERSEY TURNPIKE AUTHORITY

Statement of Operations—Year ended December 31, 1952

Revenues:

Toll revenue as shown in accompanying statement		$ 16,241,266.78
Concession revenue		1,523,038.57
Income from investments		49,024.01
Miscellaneous revenues		16,306.28
Total revenues		17,829,635.64

Operating expenses:

Administration	$ 100,931.82	
Toll collection	675,197.40	
Traffic control and police	368,490.97	
Accounting and toll audit	135,731.50	
Maintenance, repair, replacement and reconstruction	858,888.08	
Insurance	95,894.23	
Professional fees	61,559.42	
Employees' pension and retirement contributions	13,850.00	
Expense and compensation of fiduciaries	8,614.38	
Miscellaneous	59,927.33	2,379,085.13
Net revenues		15,450,550.51

Net revenues allocated to payment of interest on bonds:

Turnpike revenue bonds (1950 issue)	6,987,500.00	
Turnpike revenue bonds (1951 issue)	1,120,000.00	
Second series bonds (Series A)	46,875.00	8,154,375.00
Net revenues after interest allocation		$ 7,296,175.51

See accompanying notes to financial statements.

Statement of Toll Revenue—Year ended December 31, 1952

Class	Description	Toll revenue	Miles traveled by vehicles	Vehicles
1	Passenger car, motorcycle, taxi, hearse, two-axle single-tire truck, two-axle tractor without semi-trailer	$13,235,991.27	692,594,889	16,246,223
2	Passenger car with trailer, two-axle single-tire truck with trailer, three-axle tractor without semi-trailer	72,517.70	2,846,387	42,588
3	Two-axle dual tire truck	545,642.40	14,759,317	468,309
4	Three-axle single-unit truck	99,763.65	2,851,421	54,366
5	Three-axle semi-trailer combination	865,615.70	18,878,097	480,456
6	Four or more axle semi-trailer combination, truck and full trailer combination	1,139,663.20	25,998,643	403,595
7	Bus	286,216.60	7,879,026	252,788
9	Non-revenue vehicles*	—	3,319,472	291,202
		16,245,410.52	769,127,252	18,239,527
	Deduct toll adjustments	4,143.74		
		$16,241,266.78		

*Vehicle Class 9, non-revenue vehicles, represents traffic of members, officers and employees of the Authority actually in the performance of their duties or traveling to or from such duties, members of the New Jersey State Police Force, members of Fire Departments or local Police Departments actually in the performance of their duties, ambulances, rescue squads or necessary vehicles of concessionaires, and vehicles of contractors used in construction of the turnpike and its buildings.

See accompanying notes to financial statements.

NEW JERSEY TURNPIKE AUTHORITY

Notes to Financial Statements

1. AUTHORIZING LEGISLATION — New Jersey Turnpike Authority is a body corporate and politic created by the New Jersey Turnpike Authority Act of 1948 approved by the Legislature of the State of New Jersey October 27, 1948, authorized and empowered to construct, maintain, repair and operate turnpike projects at such locations as shall be established by law, and to issue turnpike revenue bonds of the Authority, payable solely from tolls and other revenues of the Authority. Under the provisions of the Act, turnpike revenue bonds shall not be deemed to constitute a debt or liability or a pledge of the faith and credit of the State or any political subdivision thereof.

2. AGREEMENTS WITH BOND HOLDERS — To provide funds for the construction of the turnpike, the Authority authorized on February 10, 1950 an issue of $220,000,000 Turnpike Revenue Bonds (1950 issue); on September 19, 1951 an issue of $35,000,000 Turnpike Revenue Bonds (1951 issue); and on November 18, 1952 an issue of $32,024,000 Second Series Bonds (Series A). The Authority also authorized on November 18, 1952 an issue of $32,024,000 Second Series Refunding Bonds (Series A), none of which have been issued, as a means of refunding the Second Series Bonds (Series A). A bond purchase agreement has been executed for the Second Series Refunding Bonds (Series A) in a principal amount equivalent to the principal amount of Second Series Bonds (Series A) outstanding, not exceeding $30,000,000, and a commitment fee of ½ of 1% per annum is payable by the Authority on such outstanding amount.

As provided in the Bond Resolution, an amount of $500,000 was transferred from construction funds to operating funds on the opening of the turnpike, November 5, 1951, to provide initial monies to pay operating expenses. As also provided for in the Bond Resolution, cash in the amount of $162,500 was transferred from construction funds to the General Interest Reserve Fund to bring the fund up to an amount equal to the interest to become due on all outstanding general bonds on January 1, 1953. As required by the Supplemental Resolution authorizing the issuance of Second Series Bonds, $7,023,916.39 of the proceeds of sales of such bonds has been allocated to the General Bond Reserve Fund to bring the fund up to an amount sufficient to meet the fund requirement as of January 1, 1954.

Minimum annual sinking fund payments sufficient to retire the bonds by maturity are required in increasing amounts commencing with the annual period ending November 15, 1959 in respect of the 1950 bonds which mature January 1, 1985; the annual period ending November 15, 1968 in respect of the 1951 bonds which mature January 1, 1986; and the annual period ending November 15, 1953 in respect of the Second Series Bonds (Series A) which mature January 1, 1958. The amount of the Second Series (Series A) sinking fund payment due for the annual period ending November 15, 1953 is $5,764,800.

All revenues from the operation of the turnpike are required to be deposited by the Authority with, or in the name of, a special trustee to be applied in accordance with the provisions of the Bond Resolution and amending and supplemental resolutions.

3. CONSTRUCTION COST — In accordance with the Bond Resolution, there have been included in construction costs expenses in connection with the offering, selling and issuance of bonds for construction purposes; discount on the sale of bonds; commitment fees under bond purchase agreements; interest on bonds (less income earned on unexpended construction funds); cost of certain real estate in excess of right-of-way requirements which may be sold and the proceeds applied in reduction of construction costs; and administrative and legal expenses during the construction period.

4. INTEREST — Interest on bonds is payable semi-annually on January 1, and July 1 in each year. Interest due January 1, 1953 on Turnpike Revenue Bonds (1950 issue), $3,575,000; on Turnpike Revenue Bonds (1951 issue), $560,000; and on Second Series Bonds (Series A) $281,250, had been deposited with the paying agent prior to December 31, 1952 (as in the previous year) and, accordingly, there were no amounts in the Interest Funds at that date.

In accordance with the Bond Resolution, accrued interest received in 1952 on the sale of Turnpike Revenue Bonds (1950 issue), $197,256.85 was deposited in the construction fund and was applied to reduce interest cost during the construction period.

5. OPERATIONS — The accompanying financial statements have been prepared on the accrual basis. Operating expenses of $2,379,085.13, as reported in the Statement of Operations, include provision for prepaid and accrued expenses and accounts payable at December 31, 1952. Funds to pay operating expenses of the turnpike are allocated to the Authority by the Special Trustee on the basis of monthly cash requirements as set forth in the Operating Budget of the Authority which is prepared on a cash disbursement basis. The amended Annual Operating Budget as filed for the year 1952 amounted to $2,250,000.00 as compared with disbursements during 1952 for operating expenses of $2,237,679.63.

SUBURBS NEWARK EVENING NEWS

Army Tests Pike as Military Road

...ime mover and 120 mm anti-aircraft gun move along New Jersey Turnpike ... ...unswick interchange. First Army Headquarters tested pike ... ...'s had to be careful in edging big rig through ... ...d exit. Toll plazas of pike ... Army rig was ...

New ... For State Is Described To Science Club

...structi... submit... neers, ...

AND NOW, THE JERSEY TURNPIKE

ONE day next January, some motorist will turn off U. S. 46, near the New ...rsey end of the George Wash... grade (three-eighths of an inch ... foot). Its ...

a mile, the Authority successfully negotiated a route through the industrial complex of northeastern New Jersey—an appalling tangle of railroad lines and yards, big manufacturing plants (including Esso Standard Oil's Bayway refinery) ... lic utilities, already crisse... ...hways as well as local ... and with un... ...ired abo...

NEW JERSEY'S NEW TURNPI... OPENS FR...

BY HAL FOU...

[Chicago Tribune From ...]

New York, Nov. 25... Jersey turnpike, a 255... lar expressway built ... three years, will be ... Friday as a second ... opened to traffic. ... miles of the 118 ... route is to be open... This is a toll ... entirely with bond... retired by the fe... highway's users. ...

You may never have swung a pi... axe or lifted a shovel in your lif... but as a member of The Prudential you have just helped build a super highway. The New Jersey Turnpike is an excellent example of how we put money to work where it will earn a reasonable ... turn for our policyh... at the sa...

...ER HILL AND OVER DALE

...R 118 MILES

... That's the New Jersey Turnpike, part of it being "Bonded by Employers'"

By CLAYTON RUNNING

Bond Manager, Northwestern Dept., Minneapolis, Minn.

WHEN a state serves as a "corridor" for interstate vehicular ...affic, a serious transportation situation can result.

Such is the problem encountered by the State of New Jersey, a vital link connecting two big neighboring states and forming part of the New ... Philadelphia areas which contai... 14 million people, 10 per cent ... population of the entire coun...

Traffic Tangle

Congesting its highways is ...cally all the automobile tra... ...tween the great seaports ... ...d Philadelphia, the ... in the ...

the New Jersey Turnpike ... was created for the purpose ... ing urgent trunk roads by ... of revenue bonds to privat... and the first Turnpike ... Schedules call for its co... November, 1951. The ...

AID TO TRAFFIC

Toll Roads Save Time And Money

By SILER FREEMAN

Automobile Editor of the Hearst Newspapers

The original stretch of ...

Biggest ... ors to New ... will be the ... Cutting dia... from ...

Jersey's New Super-Turnpike

4 Lanes Link Rich Market Area Of Philadelphia and New York

Newark-Woodbridge Section to Open Wednesday Tie in With George Washington Bridge in January

By Dan Bloom

...out that the road was ... on the tax-...

Deeds, Not Words

Officials of the New Jersey Turnp... are to be commended for the disp... with which they act when other ... perfect co...ditions on the superhigh... are called ... attention.

Lates... thority ... of the ... gency ...

Ther...

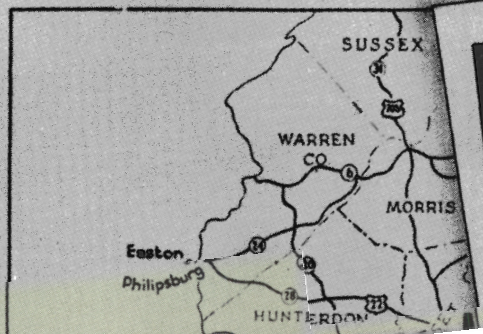
NEW YORK, N. Y.—The ... road idea is going like ... house afire in the ...

New Turnpike Lures Jersey Vacationers

...ishing-time Now —Bathing Later

...ecial to World-Telegram and Sun.

TRENTON, N. J., April 22.—...w that the best dressed women ... New Jersey's beach boardwalks ...e been duly orchided in the ...ter parades, and the peach ...soms have been duly honored ... the festival at Hammonton, ... time to be thinking of the ap-...



NEW JERSEY

Milestone in Highw...

...urnpike Traffic Flow 5 Years Ahead of Sche...

...atures
—The New Jer-
...miles of super

North Jersey, tolls are proportionately higher in that area.

A system of 17 interchanges affords connection with various parts

...sons driving between New England and the South and West pass through the state.

Old Roads Overburdened

Heavy truck and bus traffic between the densely populated areas ...New York and Philadelphia was ...almost intolerable bur... highway system, ...well as lo...

...sylvania turnpikes will extend network to the Ohio-Pennsyl... border.

Projected highways, such ...New York State Thruway a... Maryland Expressway will direct non-stop communcat... Albany and Buffalo, N. Y. ...nation's capitol.

To date, the New Jer... pike has been a grea... Since it was put into ful...

Saner Turnpike Driving

ALMOST invariably the degree of observance of highway speed limits is in close ratio to the vig... lance of enforcing authority. Th... has been proved again and agai... It's surprising how quickly and ho... far spreads the word among driv... to be "careful" passing through... municipality which has firmly i... cated it will not tolerate serious... fractions of the traffic law.

On the New Jersey turnpike... example, salutary results ar... ready evident from recent ... taken to let drivers know, a... it that 60 miles ... 90

Jersey T'pike Problem Handled Well By Police

By C. H. TIMOTHY, CDC

As a rather frequent commuter to New York via the Jersey Turnpike, I have had opportunity to note the problems offered by a super highway of this type. I know you will agree that the Jersey State Police have a tough situation on their hands regulating the highspeed traffic ... is made more difficult to the vast numbers u... The advent of winter conditions will add to the...

We do not envy them. I have had occasion, and you other users must have noticed, the amount of abuse given ordinary road courtesies by motorists privileged to use the Turnpike. It is amazing the utregard shown both for their ...ety as well as for the safe...hers.

Frequent Examples

...information obtained from ...r Robert Clauss I cite as ...es:

...topping short whi... lane to ...

you home two ... eliminates that old ... ferry, the fine condi... surface benefits you ... expensive emergenc... provided by Cities Se... you at all times and ... cities or towns thr...

Jersey Turnpike Traffic Heavy

Flow Exceeds Five-Year Expectation

Trenton, N. J. (AP)—The New Jersey Turnpike—118 miles of super-highway without a red light or intersection ... New York and ... full operation, and ...

New Facilities Add Comfort On Turnpike

NEW BRUNSWICK, N. J.—Completion of 10 permanent ... line stations and food fa... strategic points al... urnpike ... omfor...

N.J. Turnpike Hiring Policy Commendable

13 Tan C...tors

Skowhegan Road Getti...

By U. S. SEN...

WASHINGTON ... to Washington after ... Republican state conve... Maine and it was the f...

...rnpike Boon To ...ersey Motorists

...en Out Of Sixteen Interchanges On Ultr... Modern Highway In Central District

...entral Jersey motorist ... means of speeding ...ither to the ... the

upon taxpayers or on funds ... for public highway purposes

Sixteen interchanges for ... trance and exit to the Turn... have been provided with tho... ...nswick, Hights... ...town-Tr...

N. J. Turnpike Helps Avoid Traffic Trouble

Its Completion Helps to Bring Alternate Highw... Program ...

The Turnpike Record

In New Jersey, where the new ... turnpike was recently completed, the au... ties are watching the accident rate very ... The full length of the turnpike has ... operation very long, and there... clusions can not yet be ... But there is one ... been definitely ... ic use ...

ADMINISTRATIVE ORGANIZATION OF AMERICA'S-MIRACLE-ROAD

by George F. Smith

Vice Chairman, N. J. TURNPIKE AUTHORITY

...NISTRATIVE problems of ... Authority be... ...worn

cessions. These objectives ... terrelated. To have facil... wanted, required building ... them. We could d... ...n from conce... substantial ...

Gold Mine in Those Turnpikes

...ds in East R...

...st From Impatient Tra... ...ng to Oth...

...RNPIKE ...struction

A Highway for Tomorrow

The 118-mile New Jersey Turnpike—with 17 toll plazas ... interchanges, 22 service areas containing

Philadelphia

Delaware

S... Pr... By ... Of ...

Heada... by ... Dan...

From i... designing ... the New ... monstrous ...


TP
NJ TURNPIKE