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THE NEW JERSEY TURNPIKE,  
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*The  
New  
Jersey  
Turnpike:*

**Past  
and  
Present**

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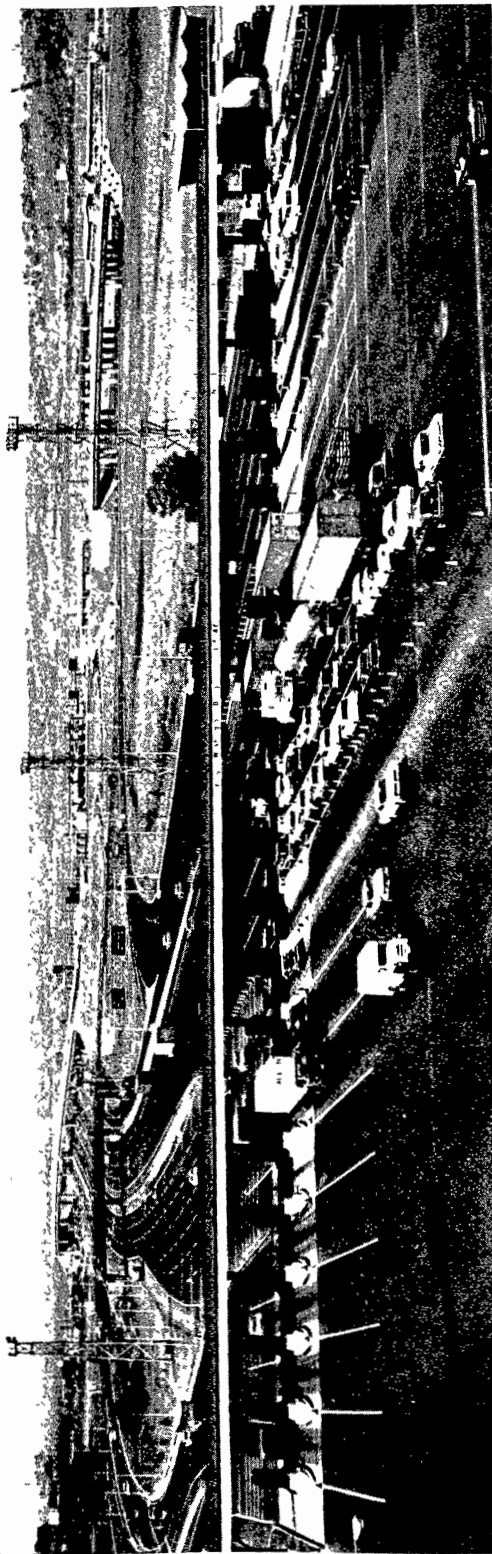
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Largest toll road plaza at Interchange 16-18 of Lincoln Tunnel Interchange Complex, Secaucus

## Why The Turnpike Was Built

The New Jersey Turnpike, the State's first toll road of modern times, was built under the New Jersey Turnpike Authority Act, enacted by the State Legislature in October, 1948. Construction of the 117.5 main stem was begun in January, 1950, when the first contract was awarded, and completed in stages until the final section to the terminus at Ridgefield Park, Bergen County, was opened to the public on January 15, 1952.

The Act created the New Jersey Turnpike Authority as an instrumentality of the State to exercise public and essential governmental functions and "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, other revenues and proceeds to finance such projects." These bonds "shall not be deemed to constitute a debt or liability of the State or of any political subdivision thereof or a pledge of the faith and credit of the State or of any such political subdivision".

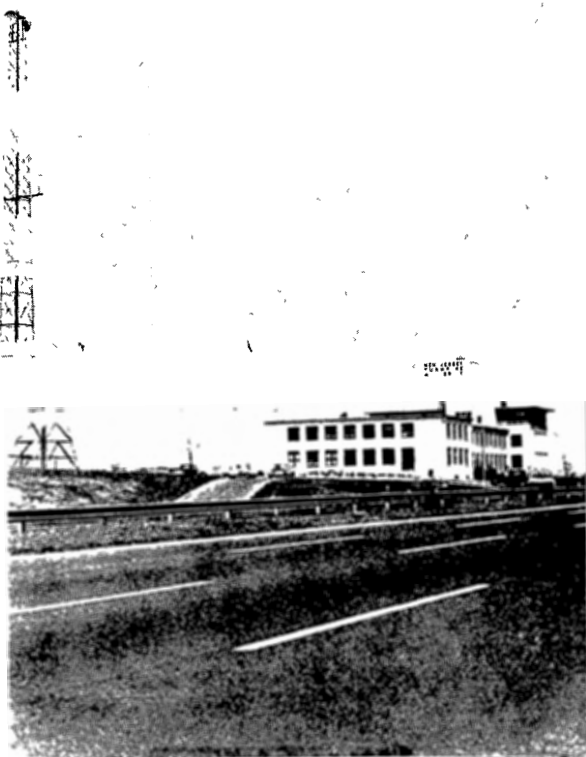
The need for the New Jersey Turnpike developed from the strategic location of the State as an area of dense vehicular traffic, creating a transportation problem without parallel in the United States.

Although New Jersey ranks 45th in size in the Union, it is second in density of population and 7th as an industrial producer. New Jersey ranks first in the United States in dollar value of chemical products and has many laboratories for physical and chemical research. It is part of the group of northeastern states containing 35% of the nation's industry. It is also within the New York-Philadelphia metropolitan area, where about 19,000,000 people or 1/10th of the nation's entire population, reside. Virtually all highway traffic between the great seaports of New York and Philadelphia passes through New Jersey. In addition, the state sustains a heavy traffic flow from the north and south as a vital link in the network of toll roads and highways serving the nation.

The highway problem in New Jersey became acute shortly after World War I, when an ambitious program was initiated. This included the construction of the Pulaski Skyway, the covered cut in Jersey City, approach highways to Philadelphia and the George Washington Bridge, U. S. Route 1 from the Holland Tunnel to Trenton, and a substantial portion of the dual highway mileage in the United States.

By the early 1930's the State had almost caught up with its traffic requirements. When the depression set in, highway construction was curtailed, and at the end of World War II, there was a 20-year backlog of needed highway improvements.

The State Highway Department in 1946 conducted a survey of minimum highway needs. Several plans were developed to finance highway construction but they were found impracticable and were abandoned.



Administration Building with radio tower, off Interchange 9

## Members Of The Authority

With the passage of the Turnpike Act in 1948 at the request of the then Governor Alfred E. Driscoll, the Turnpike Authority was created as an agency to finance the toll road by the sale of revenue bonds to private investors. Amendments to the Act outlined the general route of the first Turnpike, clarified the financial and other sections pertaining to real estate for the right-of-way and provided for certain extensions. Paul L. Troast, as chairman; George F. Smith, vice chairman, and Maxwell Lester, Jr., treasurer, were appointed as the first members of the new Authority.

Later, as their terms expired, their places were taken by other outstanding citizens, and today the New Jersey Turnpike Authority consists of these members:

**JOSEPH MORECRAFT, JR.**, of Dunellen, fuel oil company head. He was appointed a member of the Authority by the then Governor Robert B. Meyner on August 2, 1954 to succeed George F. Smith, president of Johnson & Johnson.

Mr. Morecraft was named Authority chairman on June 21, 1957 to succeed Paul L. Troast of Clifton; was reappointed to a five-year term on February 14, 1959, and again five years later, in 1964, marking 10 years of service—longest of any Authority commissioner.

**WILLIAM A. STERNKOPF, JR.**, of Jersey City, a certified public accountant. He was appointed to the Authority by Governor Meyner on February 14, 1961 to succeed Cornelius E. Gallagher, a Bayonne attorney and a Member of Congress, who resigned August 26, 1960 after serving as a member since July 1, 1957. (He succeeded Maxwell Lester, Jr., of Summit). On September 10, 1962, Mr. Sternkopf was appointed vice chairman by Governor Richard J. Hughes.

ANGUS M. HARRIS, of Saddle River, former executive of the Ford Motor Company. On May 6, 1957, he was appointed by Governor Meyner to succeed Paul L. Troast a member of the Authority. He became treasurer on July 1, 1957 and was reappointed to a five-year term by Governor Richard J. Hughes on April 11, 1962.

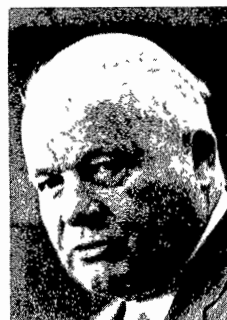
Members of the New Jersey Turnpike Authority serve without pay.



Joseph Morecraft, Jr.  
Chairman



William A. Sternkopf, Jr.  
Vice-Chairman



Angus M. Harris  
Treasurer



William J. Flanagan  
Executive Director



Grover C. Richman, Jr.  
General Counsel



Mrs. Lillian M. Schwartz  
Sec'y-Asst Treas

## Planning The Turnpike

In April 1949, the Authority sent invitations to consulting engineers to prepare engineering and traffic revenue studies of the initial 117.5-mile project. The following month seven engineering firms were selected and ordered to submit reports in the record time of 120 days, which schedule was met. The firms were:

Ammann & Whitney, Edwards & Kelcey, Frederick R. Harris, Inc., O. J. Porter & Co., De Leuw, Cather & Co., Coverdale & Colpitts, and Howard, Needles, Tammen & Bergendoff.

Preliminary conclusions of the engineers indicated that the Turnpike could be financed as a self-supporting project. The recommended alignment was from the Delaware Memorial Bridge to U. S. Route 46 in Ridgefield Park, near the George Washington Bridge.

Negotiations were begun immediately for the selection of consulting firms of national reputation for the final alignment; preparation of contract plans and specifications; property maps and for the supervision of construction.

The 117.5-mile mainline was divided into seven sections and eight engineering firms were selected. On September 21 and 22, 1949, these firms were notified to begin work immediately. Their names: Ammann & Whitney; Fay, Spofford & Thorndike, Fleming, Corddry & Carpenter, Inc.; J. E. Greiner Company; Howard, Needles, Tammen & Bergendoff; Parsons, Brinckerhoff, Hall & Macdonald, De Leuw, Cather & Company, and Frederick R. Harris, Inc.—Edwards & Kelcey—O. J. Porter & Company, Associated Engineers.

Felheimer & Wagner were the architectural consultants and A. Gordon Lorimer, architects, engaged by the general consultants, Howard, Needles, Tammen & Bergendoff.

## Keeping Pace With Traffic

The steadily increasing volume of traffic on the State's highways, together with the large volumes of traffic pouring into southern New Jersey since the opening of the Delaware Memorial Bridge on August 16, 1951, pointed up the need to speed up the opening of the southern 53 miles of the Turnpike from Deepwater to Bordentown on November 5, 1951, three weeks before the scheduled date. On November 30, 1951, an additional 40 miles from Bordentown to Woodbridge were opened, 16 more miles from Woodbridge to Newark on December 12, and the final nine miles from Newark to Ridgefield Park on January 15, 1952

The Newark Bay-Hudson County Extension connecting with the mainline and covering 8 miles to the entrance of the Holland Tunnel in Jersey City was opened in two sections, from Newark to Bayonne on April 4, 1956, and from Bayonne to the Holland Tunnel Plaza on September 15, 1956. This is a four-lane divided highway, with a 50-mile speed limit.

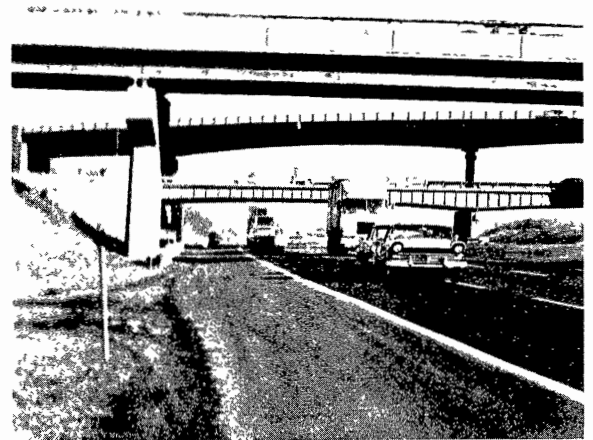
The direct connection with the Pennsylvania Turnpike is 6 miles in length and links with the 117 5-mile Turnpike just south of Bordentown and travels west to the Delaware River where a new bridge connects with the Pennsylvania Turnpike. The bridge is owned and operated jointly by the Authority and the Pennsylvania Turnpike Commission. This direct connection was opened to traffic on May 25, 1956. It is a six-lane divided highway.

The Authority is constantly improving and adding to its facilities to provide adequately for traffic at all times. It has increased the size of many restaurant and parking facilities. It is providing improvements at certain entrances and exits and it has revamped the

northern section at Lincoln Tunnel so that traffic movements will be handled more quickly and unnecessary delays avoided. It has done many things in recent years to improve service to motorists.

One outstanding improvement was the installation in 1962 of the radio sign control system, first of its kind on a super-highway, by which emergency warning messages are activated by radio at 68 different locations along the Turnpike. These illuminated signs, controlled at Headquarters in New Brunswick, alert motorists to drive slow because of accidents or weather conditions. The system is being expanded to include areas of speed reduction. In 1963, 20 radio-controlled speed reduction signs were erected in the northern section, and an additional 50 such signs are planned to be installed in the southern area by the end of 1964.

Another installation that has resulted in greater safety is the guard rail erected along the entire length of the Turnpike. This has been useful in preventing head-on, cross-median accidents.



Turnpike roadway at Woodbridge under Garden State Parkway and Main Street overpasses and toll plaza entry ramp

## Engineering Features

The New Jersey Turnpike and its Newark Bay-Hudson County extension and the direct connection with the Pennsylvania Turnpike, a total of 131.5 miles, is a divided highway without grade crossings. Sight distances are long and curves are easy. There are no red lights and no left turns.

It is a controlled access highway throughout with 21 interchanges. Acceleration and deceleration lanes are 1,200 feet long at interchanges and at service areas—this is to assure additional safety in merging with traffic on the Turnpike or to reduce to a reasonable speed when leaving the Turnpike to merge with urban or rural traffic.

Fourteen service areas and a charter bus stop at Cranbury have been constructed by the Authority. These are designed as an integral part of the geometrics of the highway and with particular emphasis on pleasing appearance. These areas comprise service stations for the sale of gasoline, motor oils, accessories and for minor repairs, and lunchroom and restaurants to serve "snacks" or full course meals.

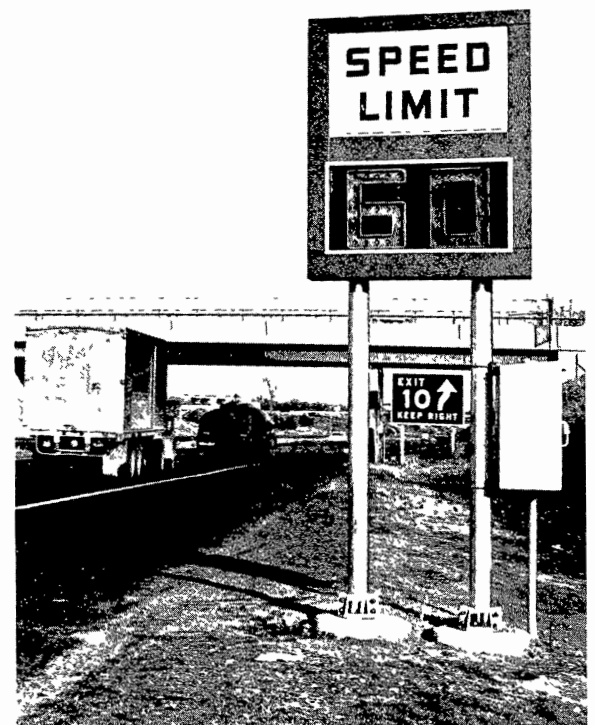
The completion of the New Jersey Turnpike's Lincoln Tunnel Interchange Complex on February 25, 1964, marked one of the best timed and coordinated engineering projects in Turnpike history. The largest contract placed by the Turnpike since the Newark Bay-Hudson County extension, it called for a target date of February 29, 1964. Bulldozers broke ground on July 21, 1962. Nineteen months and four days later, on February 25, 1964, the Complex became an accomplished fact—four days ahead of the contract completion date and in time for the opening of the New York World's Fair, on April 22, 1964.

The Complex comprises a new Interchange Toll Plaza (No. 16 and 18) and a new Inter-

change 17, the latter an automatic toll collection operation. They replace the old split interchanges at No. 16 and 17. Interchange Toll Plaza 18 at Ridgefield Park was eliminated, and patrons traveling to and from the northern terminus of the Turnpike where Interchange 18 once stood now use the toll lanes at Lincoln Tunnel Interchanges 16-18.

The Complex was designed to handle with greater efficiency the thousands of vehicles going to and from the Lincoln Tunnel. At one of the busiest crossroads in the world, it is the last word in highway construction.

Working to complete the project in record time were 12 prime contractors and some 50 sub-contractors, besides the Turnpike Authority's general consultants, Howard, Needles, Tammen & Bergendoff, and the Authority's own engineering staff.



New radio-controlled speed limit sign near Interchange 10

## Design Statistics

The New Jersey Turnpike is a toll road of the "freeway" type, incorporating the latest safety features in highway design. Several of these features are described as follows:

1. All crossroads and rail lines are grade-separated by bridges, permitting the continuous flow of through traffic.
2. Opposing directions of traffic are separated by a median strip. This includes a median barrier where separation is less than 36 feet wide.
3. Long sight distances are afforded the driver by making the curves very gradual and by flattening out the vertical curves at crests of hills.
4. Wide shoulders are provided for the full length of the Turnpike (exception: 6 long viaducts totalling 3.5 miles in length) to enable disabled vehicles and maintenance equipment to be off the through traffic lanes.
5. Entrance and exit are prohibited except at specifically designed locations. This "control of access" feature is the most important difference between freeways and other types of highways, and is essential if the road is to carry heavy traffic volumes safely at high speeds.
6. At the access locations, termed interchanges, and also at service areas, all ramps leave or enter the right lane of the Turnpike. This pattern minimizes interference with the faster through traffic and, by maintaining a consistent location, reduces confusion.

Turnpike patrons have available the use of the fourteen service areas without leaving the road. Food, rest rooms, fuel and minor repair facilities are provided. Average spacing between service areas is twenty miles.

Profiles for through roadways are kept flat, and in no case exceed a 3% maximum grade (a climb of 3 feet in elevation for every 100 feet of length). Traffic lanes are 12 feet wide.

Additional statistics are tabulated below.

### New Jersey Turnpike Main Line

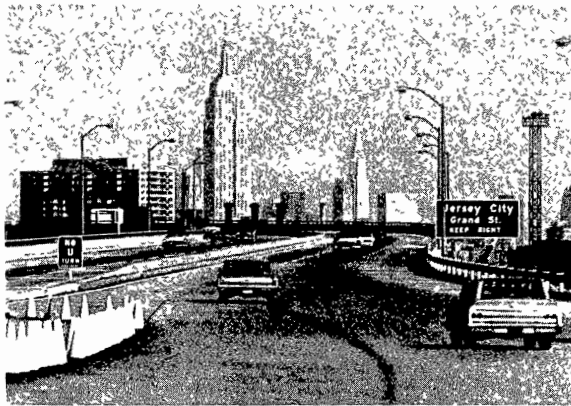
Length:	117.5 miles
Termini:	South end — Deepwater, N. J. (Delaware Memorial Bridge). North end—Ridgefield Park, N. J. (proximity of George Washington Bridge)
Lanes:	4 from Deepwater to Fellowship (34.5 miles) 6 from Fellowship to Ridgefield Park (83 miles)
Bridges:	130 carrying roads and railroads over the Turnpike 106 carrying the Turnpike over roads, railroads, streams and rivers 48 culverts for streams and utilities to pass under the Turnpike
Opened:	November 1951

### Newark Bay-Hudson County Extension

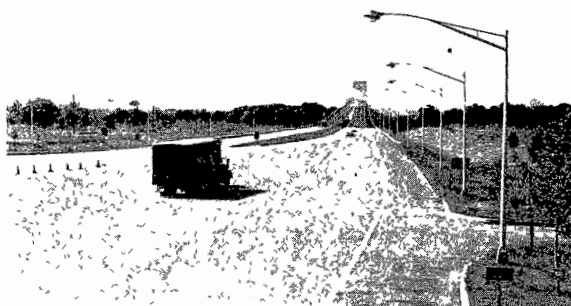
Length:	8 miles
Termini:	West end—Newark, N. J. (New Jersey Turnpike). East end—Jersey City, N. J. (proximity of Holland Tunnel)
Lanes:	4
Bridges:	18 carrying Extension over roads, railroads and Newark Bay
Opened:	April and September 1956

## Pennsylvania Extension

- Length: 6 miles
- Termini: West end — Pennsylvania — New Jersey state line at Florence, N. J. (Delaware River Turnpike Bridge). East end—Hedding, N.J. (New Jersey Turnpike)
- Lanes: 6
- Bridges: 9 carrying the Extension over roads, railroads and the Delaware River  
2 carrying roads over the Extension
- Opened: May 1956



Newark Bay-Hudson County Extension at Jersey City looking toward New York skyline.



Extension linking N. J. Turnpike to Pennsylvania Turnpike at Florence, N. J.

## Financial Structure

An initial issue of  $3\frac{1}{4}\%$  Bonds due in 1985 in the amount of \$220,000,000 was sold by the Authority in 1950. This sale was made to a group of insurance companies, savings banks and New Jersey State Funds on a commitment basis. The commitment fee was  $\frac{1}{2}$  of 1% on undelivered principal amount. Substantial interest savings were realized thereby. Subsequently, due to some design changes in actual construction and the impact of the Korean situation on prices, it was found necessary to sell further bonds due in 1986, which was done in 1951 in the amount of \$35,000,000 at a coupon rate of 3.2%. This issue was pari passu with the 1950 issue.

Provision was made for the issuance of Second Series Bonds, over which the General Bonds issued in 1950 and 1951 would have first lien on the revenues of the Authority. These Second Series Bonds would be the first second lien Turnpike Bonds ever issued.

In late 1952, there was an issue of \$30,000,000 of Second Series Bonds, Class A, sold to a group of banks with a five-year maturity and a coupon of  $1\frac{7}{8}\%$ . The proceeds were used to fund the General Bond Reserve Fund and to complete the Turnpike. These bonds were retired in full out of the proceeds of the 1953 Bond Issue, referred to below. This issue was, in effect, guaranteed by a major insurance company.

In 1953 and subsequent years, there were issued Second Series Bonds (Series B) in the amounts and for the purposes stated below:

1953 ISSUE— $3\frac{3}{8}\%$ —\$150,000,000 due 1988 to pay the cost of the Newark Bay-Hudson County Extension; to redeem Class A issue and to provide \$2,023,000 for the completion of the Turnpike.

1954 ISSUE— $3\%$ —\$27,200,000 due 1988 to pay the cost of the connection with the Pennsylvania Turnpike.

1955 ISSUE — 2.80% — \$34,000,000 due 1988 to pay the cost of widening 61 miles of the Turnpike and additional service areas.

In all, a total of \$466,200,000 of bonds eventually was outstanding of which at December 31, 1963, there had been redeemed, or provision made to redeem, a total of \$111,206,000.

### Cost Of Construction

As of December 31, 1963, the estimated cost of construction of the 117.5-mile Turnpike was \$277,818,742 which includes miscellaneous contracts covering such items as traffic aids, communications, safety devices, interchange lighting and equipment, landscaping deemed essential and maintenance equipment, reimbursement to the State of New Jersey for Route 100, cost of real estate, engineering administration and legal costs, but excluding interest and other financing costs. The construction cost of the Newark Bay-Hudson County extension was \$115,211,629, the Pennsylvania Connection \$21,404,354, and of additional lanes and service areas \$32,408,455. Improvements and betterments, among which are enlargement and renovation of service area buildings and parking lots; a new charter bus stop; enlargement of interchanges, notably those at the Lincoln Tunnel and Carteret; measures taken to enhance safety such as new and improved signing and the median barrier and guard rail; enlargement of and new maintenance areas and buildings, cost \$36.4 million as of December 31, 1963. The Lincoln Tunnel Interchange Complex will cost approximately \$17.5 million.

Under legislation adopted May 18, 1964, the New Jersey Turnpike will continue to be operated as a toll road by the Authority as part of the state highway system.

## Outstanding Safety Record

The safety record of the New Jersey Turnpike during its 12th full year of operation was better than that on the State's roads and on the nation's highways generally. Accidents on the Turnpike in 1963 were equal to 82.2 for each 100 million miles of vehicular travel. The National Safety Council reported the New Jersey Turnpike attained, in 1963, the second safest record of the nation's toll roads, based on an all-accident rating. The Will Rogers-Turner Turnpike in Oklahoma, which had about one-fifth of the New Jersey Turnpike's vehicular mileage for the period, was first.

The accident rate is based on the method of calculation used by the National Safety Council and Federal and State governments in placing all highways on a comparable standard regardless of length or areas traveled.

### Police and Emergency Services

The New Jersey Turnpike Authority employs one Troop of State Police out of the six organized within the State, at a cost of over one million dollars per year. This entire sum, including contribution to the Police Pension Fund, is borne by the Authority even though the police activities on the Turnpike go far beyond traffic violations, and encompass all types of crime detection. Troop D includes three stations, Newark, New Brunswick and Moorestown. At the present time it has a force of 98 State Police including officers, and six detectives. Included in this number is a six-man truck and bus safety unit augmenting the State Police force from time to time to keep pace with mounting traffic.

This gives the Authority a force of 18 troopers on duty for each shift the year round. It probably is one of the best policed roads in the country today.

The New Jersey Turnpike Authority has under contract, 31 garages with a total number of 137 wreckers which handle mechanical breakdowns at the 21 interchanges. These garages are in operation 24 hours a day and service approximately 30,000 disabled vehicles a year.

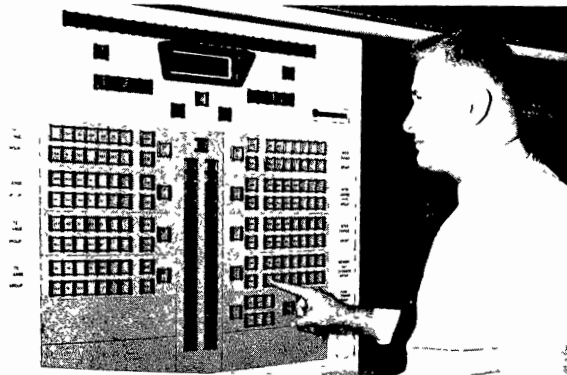
The Authority also has agreements with 22 fire departments and 36 volunteer ambulance squads. These organizations are available at all times to assist in any type of emergency. The first aid units responded to 340 calls during the first six months of 1964 while there were 109 fires during the same period. These organizations receive a voluntary contribution from the Authority every six months depending upon the number of calls and the number of units they employ.

These 89 organizations assist the personnel of Troop D in attaining a smooth running operation of the Turnpike.

In 1963, the New Jersey Turnpike completed 12 full years of service to the public. In those 12 years it carried more than 461 million passenger cars, trucks and buses transporting more than 1 billion persons more than 14 billion miles.

In 1963, a total of 56,677,379 revenue vehicles used the Turnpike, establishing new records in both traffic and toll revenue. The vehicles covered 1,610,706,177 miles and carried some 140 million persons. The average toll per vehicle in 1963 was 71.9 cents.

In its strategic location serving millions of passenger and commercial vehicles, the New Jersey Turnpike has become known as the "Gateway to America," the nation's busiest toll highway.



Master panel of radio controlled sign system at State Police headquarters

## TWELVE YEARS OF OPERATION

	Revenue Vehicles	Revenue Toll \$	Revenue Mileage	Concession Revenues \$	Total Revenues \$
1951*	787,195	587,326	38,246,174	32,861	620,274
1952	17,948,325	16,241,267	765,807,780	1,523,038	17,829,635
1953	22,005,078	19,192,647	868,606,100	1,853,880	21,510,629
1954	24,555,441	20,756,344	927,393,967	1,826,777	23,217,762
1955	25,888,319	21,122,503	939,672,825	1,859,952	23,905,624
1956#	31,588,224	24,513,371	1,064,377,974	2,056,530	27,767,583
1957	39,269,643	29,022,910	1,200,254,680	2,370,516	32,840,440
1958	41,615,115	30,159,491	1,232,527,909	2,400,793	34,114,718
1959	46,199,339	33,317,927	1,343,847,970	2,602,998	37,317,332
1960	49,083,017	35,583,987	1,414,759,197	2,650,147	39,508,455
1961	51,737,682	37,192,652	1,471,802,723	2,649,106	40,998,727
1962	54,900,745	39,240,487	1,560,490,809	2,660,029	43,081,305
1963	56,677,379	40,778,566	1,610,706,177	2,749,777	44,798,607
	<b>462,255,502</b>	<b>\$347,709,478</b>	<b>14,438,494,285</b>	<b>\$27,236,404</b>	<b>\$387,511,091</b>

\* Section of Turnpike opened November 5, 1951

# Pennsylvania and Newark Bay-Hudson County Extension opened in 1956

## Authority Staff

WILLIAM J. FLANAGAN, *Executive Director*  
 NEVILLE R. ASHCROFT, *Comptroller*  
 RALPH L. FISHER, *Chief Engineer*  
 JOSEPH R. POSTIZZI, *Senior Attorney*  
 JOHN P. LESHER, *Director of Tolls*  
 HOWARD S. HEYDON, *Director of Maintenance*  
 PAUL M. WECKESSER, *Traffic Engineer*  
 OLIVER K. COMPTON, *Assistant to the Executive Director*  
 ROBERT P. KENNEY, *Director of Personnel*  
 HORACE A. TANI, *Director of Public Information*

## Directory

### ADMINISTRATION BUILDING

New Brunswick, N. J. 08903 . . . 201 CH 7-0900

### STATE POLICE

New Brunswick, N. J. 08903 . . . 201 CH 7-3333  
 Newark, N. J. . . . . 201 MA 4-8646  
 Moorestown, N. J. . . . . 609 BE 5-1000

### MAINTENANCE DEPARTMENT

Central Shops  
 Hightstown, N. J. 08520 . . . 609 448-1940

### SERVICE AREA 1S

Oldmans Township, Salem County  
 Cities Service . . . . . 609 298-5540  
 Howard Johnson . . . . . 609 AX 9-9843

### SERVICE AREA 1N

Oldmans Township, Salem County  
 Cities Service . . . . . 609 299-5530  
 Howard Johnson . . . . . 609 AX 9-9844

### SERVICE AREA 3S

Delaware Township, Camden County  
 Cities Service . . . . . 609 428-0952  
 Howard Johnson . . . . . 609 HA 9-9739

### SERVICE AREA 4N

Mt. Laurel Township, Burlington County  
 Cities Service . . . . . 609 235-4217  
 Howard Johnson . . . . . 609 BE 5-9885

### SERVICE AREA 6S

Hamilton Township, Mercer County  
 Cities Service . . . . . 609 586-7357  
 Howard Johnson . . . . . 609 JU 7-9741

### SERVICE AREA 6N

Hamilton Township, Mercer County  
 Cities Service . . . . . 609 586-7361  
 Howard Johnson . . . . . 609 JU 7-9719

### SERVICE AREA 7S

Cranbury Township, Middlesex County  
 Cities Service . . . . . 609 395-1947  
 Howard Johnson . . . . . 609 395-9666  
 Charter Bus Stop . . . . . 609 395-9688

### SERVICE AREA 8N

East Brunswick Township, Middlesex County  
 Cities Service . . . . . 201 CL 7-6103  
 Howard Johnson . . . . . 201 CL 7-9764

### SERVICE AREA 10S

Woodbridge Township, Middlesex County  
 Cities Service . . . . . 201 636-0580  
 Howard Johnson . . . . . 201 CL 4-9764

### SERVICE AREA 10N

Woodbridge Township, Middlesex County  
 Cities Service . . . . . 201 ME 4-9618  
 . . . . . 201 ME 4-7152  
 Howard Johnson . . . . . 201 ME 4-9839

### SERVICE AREA 11N

City of Elizabeth, Union County  
 Cities Service . . . . . 201 251-1466  
 Howard Johnson . . . . . 201 EL 3-9404

### SERVICE AREA 12S

Town of Secaucus, Hudson County  
 Cities Service . . . . . 201 863-0294  
 Howard Johnson . . . . . 201 UN 3-9372

### SERVICE AREA ES

City of Jersey City, Hudson County  
 Cities Service . . . . . 201 DE 3-9277  
 Howard Johnson . . . . . 201 DE 2-9647

### SERVICE AREA EN

City of Jersey City, Hudson County  
 Cities Service . . . . . 201 DE 3-9277  
 Howard Johnson . . . . . 201 DE 2-9648

For travel information, call any of the above listed  
 Cities Service, excepting EN.

## TP Tips on Safe Driving

Keep right—except to pass. Maintain your speed.  
 Stay a safe distance behind other vehicle—at least 150 feet.  
 Use your turn signals and check the rear before deciding to pass. Make sure the vehicle ahead is not going to pass the one in front of it. Then move into the passing lane well back. Do not return into right lane until you can plainly see in your mirror the vehicle you have passed.  
 Use the acceleration lane for gaining speed and the deceleration lane for slowing. Do not use travel lanes for this purpose.  
 Watch for interchange and service area signs. If you miss an exit or service area, go on to the next. DO NOT BACK UP.  
 Do not stop to pick up or discharge passengers. **Stopping is permitted for repairs only.** If your vehicle is disabled, park on the shoulder and await police aid. Stay clear of the travel lanes. Make sure your vehicle is in sound mechanical condition. Check your tires. And don't run out of gas.

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