

**NEW JERSEY  
DEPARTMENT OF TRANSPORTATION**

**PROCEDURAL MANUAL FOR  
THE PREPARATION OF  
RIGHT OF WAY MAPS  
AND AGREEMENTS**

**BUREAU OF  
ENGINEERING SERVICES,  
ROADWAY**

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April, 1972

GERARD J. LAURITA

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METRIC DESIGN GROUP

1000 PINE ST. SUITE 1000  
SAN FRANCISCO, CA 94109

ENTIRE TRACT MAP  
CHECK LIST AND PROCEDURE

1. Provide a Key Map at convenient scale, as first sheet, covering entire right of way section, and indicating job area covered by plans being submitted; also show partial coverage of adjoining sections.
2. Margin and sheet sizes (same as General Property Parcel Map Tabulation Sheet, furnished by Office of Right of Way Engineering, New Jersey Department of Transportation, 1035 Parkway Avenue).
3. Scale: - 1"=200' with same scale throughout.
  - a. Inserts at other scales are permissible and often necessary.
  - b. Map coverage must be complete and continuous end to end of section.
4. Base Lines: (Station main Base Line from left to right).
  - a. North Point (see legend)
5. Existing and Proposed Right of Way Lines.
  - a. Width of highway designated.
6. Complete outline of each owner's property at each location.
  - a. Streets, Roads, and Highways are considered to be tract limiting lines.
  - b. Inserts at smaller scale if necessary.
  - c. Course (deed bearing and distance with number of course on line representing it. Not necessary to repeat deed information shown on General Property Parcel Map, except for clarification in some instances).
  - d. Current names of all adjacent owners in space representing their property.
7. Proof of existence of roads or streets.
  - a. Refer to General Property Parcel Map Check List 8i.
8. Deed Book and page or any instrument conveying property rights. (436/21) (When such is not shown on General Property Parcel Map).
9. Remaining Areas
  - a. Taking areas and remaining areas must equal deed area when deed area is reasonable.

10. Buildings and Structures. (Driveways, remote buildings and important features must be shown on all remaining areas).
  - a. Aerial photo or approximate location may be used when not near parcel.
11. Type of land.
  - a. Show wooded, swamp, farm, etc. as per legend or note on plan sheet.
12. Parcel area.
  - a. Inside parcel if possible.
13. Parcel number.
  - a. Inside parcel if possible.
14. Remaining area.
  - a. Show each remaining area contiguous to the parcel. (Required for fee and easement parcels).
15. Last owner of record.
  - a. Inside parcel if possible.
  - b. Where ownership changes during project, new owner's name will be added above and the word "formerly" inserted in front of previous owner's name and "now" inserted in front of new owner.
16. Municipal Lines.
17. North Point (New Jersey System of Plane Coordinates - see legend).
18. County and Municipality designated in upper right hand corner of each sheet. (See sample).
19. Sheet Number in lower right hand corner of 3" X 7" space reserved for Title. (In pencil only).
20. Revision block in upper left margin.
21. Name of Consultant or Transportation Department Design Squad office in lower left margin.
22. Beginning and end of Right of Way Section designated and adjoining sections shown.
23. Outline of General Property Parcel Map Sheets shown as index to General Property Parcel Map. (Sheet numbers in pencil only).

GENERAL PROPERTY PARCEL MAP

CHECK LIST

AND PROCEDURE

- Note:** Use legend on First Plan Sheet (Furnished by Office of Right of Way Engineering, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, New Jersey). Line weights are to be accurately adhered to.
1. OBTAIN 2 ACCURATE ABSTRACTS OF DEEDS, WILLS, EASEMENTS, AND OTHER PROPERTY RIGHTS. (These documents are to be included with right of way maps and agreements when transmitting through the Chief, Bureau of Special Engineering, Attention: Right of Way Engineer to the Title Bureau. (See packaging instructions). Each document is to be stamped or marked with the Route, Section and Parcel number).
  2. OBTAIN 1 SEPIA AND 1 PRINT OF ALL PERTINENT DEVELOPMENT MAPS, TAX MAPS, ETC. (These prints and sepias are to be included with the right of way maps and agreements when transmitting, print to the Title Bureau and sepia to the right of way file. (See packaging instructions). Each map is to be stamped or marked with the Route and Section).
  3. OBTAIN RIGHT OF WAY ROUTE AND SECTION NUMBERS FROM OFFICE OF RIGHT OF WAY ENGINEERING.
  4. PLAN SHEET LAYOUT (on permanent material satisfactory to New Jersey Department of Transportation Right of Way Engineering Office. See specifications for tracing material).
    - a. Scale: same as construction plans.
    - b. Plan Sheets laid out with same sheet size and margin as the blank tabulation sheet.
    - c. Overlap 1" Minimum and/or bring complete Parcel on one sheet if possible.
    - d. Determine number of tracing sheets needed and deliver to Office of Right of Way Engineering, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, New Jersey, for printing of title block. (Appointment advisable. Entire Tract Map sheets must be titled at same time). Mark in pencil in the lower margin under the space reserved for the Title Block whether the sheet is a G.P.P.M. or E.T.M. Also include appropriate RE-11A form showing map quote desired and the total number of sheets to be titled.
    - e. Sheet Number in pencil in lower right hand corner. (3/4" Diameter).
    - f. Right hand lower corner of all General Property Parcel Map sheets shall have an area of 3" vertical by 7" horizontal for Title.

## 5. BASE LINES:

- a. All control lines must be marked Base Line.
- b. Where there is more than one new Base Line, use controlling base line as Base Line "A" others as Base Line "B", Base Line "C", Base Line Ramp B, etc. W.B. (Westbound) and E.B. (Eastbound) Base Line may be used on dual highways.
- c. Existing and new base lines must be accurately shown and their relationship completely indicated.
- d. Information to be shown on base line:
  - (1) Stations and coordinates of main points, as P.C., P.T., P.I., etc., shall be calculated and recorded to nearest .01 ft. from traverses calculated, adjusted and tied into the New Jersey Plane Coordinate System to a closure accuracy of 1/10,000 by field survey methods.
  - (2) Grid bearings shall be shown to nearest second if warranted by accuracy of field work and computations.
  - (3) Base Line of side roads and streets (City, County, Township roads and streets) must be tied into New Jersey Department of Transportation Base Line by field survey and sufficient information given for complete layout.
    - (a) Base lines are to be established by corporate body having jurisdiction.
    - (b) Complete layout information must be given for proposed realignment of side roads and streets.
  - (4) Curve Data:
    - (a) Curves must be numbered and curve data tabulated elsewhere on same plane sheet. (Use 1/4" Dia. circle for curve number).
  - (5) Show all equations in the line.
  - (6) Existing monuments designating or controlling existing base lines must be shown.
  - (7) Proposed Monuments showing relation to proposed or existing Base Line. (To be put on right of way plans by As-Built Personnel after As-Built survey is completed).
    - (a) See Directive 5/20/57 (Copy attached).
    - (b) North Point (see legend).

## 6. TOPOGRAPHY: (May be shown on front of tracing and indicate the following);

## a. Structures:

- (1) Show existing homes, buildings (to be crosshatched) and bridges.
  - (a) Type and use (as 2 1/2 sty. Brick Dwelling, 1 sty. Masonry Dwelling, etc).
  - (b) Offsets to remaining structures less than 5 feet from the proposed right of way line and those within the slope area must be measured and shown from the proposed right of way line to the nearest 0.1 foot.
  - (c) All overhangs of structures shall be shown when being within 5 feet of proposed right of way line.

- (2) Show above and below ground physical features.
- (a) Transmission lines.
  - (b) Railroad lines.
  - (c) Manholes, inlets and drainage, existing and proposed.
  - (d) Sewerage Systems (municipal, corporate or individual septic system).
  - (e) Wells in or near the taking area.
  - (f) Drives and paved areas outlined:
    - (1) Type: concrete, gravel, blacktop, etc.
  - (g) Trees and valuable shrubbery. (Outlined wooded area).
  - (h) Fences.
  - (i) Retaining Walls (public and private).
  - (j) Water lines. Municipal, corporate or individual.
  - (k) All types of Gas Lines and underground storage tanks.
  - (l) Driveways, remote buildings and important features must be shown on large remaining areas on General Property Parcel Maps or Entire Tract Maps (aerial photo or other approximate location is sufficient).
  - (m) Concrete pads, islands, pumps and appurtenances (show offset distance when 10 feet or less from taking line).
7. FIELD TIES TO PROPERTY CORNER MARKERS shall be obtained, where practical, by actual ground surveys to control the location of the various title lines within the scope of the project.
8. PROPERTIES PLOTTED. (SHOW FOLLOWING INFORMATION).
- (a) Deed dimensions. (Plotting).
    - (1) Courses numbered in sequence as per deed description.
    - (2) Use et ux, et vir, or et al on plan sheets. Spell out names on tab sheet.
    - (3) When ownership changes during project, new owner's name will be added above, and the word "formerly" will be inserted in front of the previous owner's name and "now" inserted in front of new owner.
  - (b) Deed book and page (as 436/121) or Will book and page.
    - (1) Show this information inside the property lines if possible.
  - (c) Tract number and tract lines.
  - (d) Exceptions:
    - (1) Outlined and noted.
  - (e) Easements and leases.
    - (1) Outlined and noted as follows: width; what used for; location of road or utility within easement; Deed Book and page.
  - (f) Current names of adjacent owners in the space representing their property.
  - (g) Private Right of Way
    - (1) Outlined and noted as follows: width; what used for; location of road or path, etc., within right of way; Deed Book and Page.
  - (h) Public Right of Way
    - (1) Roads and Streets with official width, name and creating and establishing information. (Give Road Return Book and page when applicable).
    - (2) Created by Municipal Resolution filed development map, Tax map, deed calls, etc. (Show name, date and index references).

- (3) Vacations or abandonments must be noted as to date and location of information. (As Road Book and page, name, date and index references).
  - (4) Map references and file number if available.
  - (i) Developments.
    - (1) Name of development and owner's name.
  - (j) Lot and Section (both tax map and development).
    - (1) House number if there is one.
  - (k) Property previously acquired as excess land by Department of Transportation shall indicate the Route, Section and Parcel Number.
9. LOCATIONS OF EXISTING AND PROPOSED RIGHT OF WAY LINES.
- a. Lines enclosing an intersection with direct traffic connection or connections to and from the main Route shall be designated as proposed right of way for the main Route. Those intersections where there is an overpass or underpass only, the lines set as proposed for the cross road or street shall be designed as proposed line of said cross road or street and described in agreements as northerly or westerly line of said cross road or street. Where questions arise in applying these rules confer with the office of the Right of Way Engineer.
  - b. Set Points, Stations, offsets, angles and/or bearings shown accurately and clearly.
    - (1) Sufficient information to enable a surveyor to stake right of way lines as shown, by only using the General Property Parcel Map.
      - (a) Check carefully by competent engineer for compliance before submission of plans.
  - c. Heavy lines to designate proposed right of way lines with small circles defining accurately each angle in line. (See legend sheet).
  - d. Access limiting lines marked "No Access". (See legend sheet).
    - (1) Access permitted sections shown clearly and understandably. (Designated "Access Permitted").
    - (2) Defined and set same as proposed right of way lines. (See c. above).
  - e. Proposed and Existing Highway and roadway lines must be clearly marked Proposed Right of Way Line, Existing Right of Way Line, Proposed Line and Existing Line where applicable. (See also pge. 19 (4) (5) ).
10. PROPOSED EASEMENTS (See requirements below).
- a. All easements shall be included as part of the remaining area.
  - b. When proposed easements overlap (i.e., drainage & slope) each easement area is calculated separately and considered as a separate entity; the overlap is not deducted.
11. PROPOSED SLOPE LINES (See diagram).. Show both inside & outside right of way.
- a. Offsets 50' intervals in general. (measured from right of way line).
  - b. Slopes previously acquired must be shown. (Reference to route and section and date of acquisition).
  - c. Slope easement area for each parcel must be shown, excluding existing slope area where same still exists. (Show slope number inside easement area if possible). Multiple slope areas must be shown individually and totaled.



12. PROPOSED DRAINAGE LINES
  - a. See directive on drainage 11/26/57. (Copy included herewith).
  - b. Pipe and culverts. (See Memorandum 2/3/66 Drainage Easements).
    - (1) Proposed drainage system shown with arrows showing direction of flow and accentuated by heavier lines. (Do not show pipe sizes).
    - (2) Proposed headwalls, pipes and culverts accentuated by heavier lines.
    - (3) Bridge, footings, retaining walls, wingwalls and other structures delineated and footing labeled "Limit of Footing".
13. PROPOSED TEMPORARY DIVERSIONARY ROADS
  - a. Show travelled way, slopes and drainage and anything tending to damage owner's property.
  - b. The lines delineating the limits of the temporary diversionary road shall be inclusive of slopes and be marked Line of Temporary Diversionary Road.
14. REALIGNMENTS AND/OR RELOCATION of roads, streets, streams, drains, sewer lines, etc., shall be marked proposed and be accentuated by heavier lines.
15. PROPOSED UTILITY EASEMENTS
  - a. Area defined (width indicated).
  - b. Area of easement.
  - c. Location of facility within the easement.
  - d. Indicate what easement is for.
16. PARCELS TO BE ACQUIRED
  - a. Outline by heavy lines. (See samples).
  - b. Parcel number inside parcel if possible.
    - (1) Begin with lowest number (obtained from Office of Right of Way Engineering) and increase in direction of stationing.
    - (2) Where land is required for various construction needs, set up only one parcel. (Except utility parcels).
    - (3) Parcel revisions.
      - (a) Where parcel changes R8 second revision 2R8.
      - (b) Easement Parcel E8, ER8, E2R8.
      - (c) Utility Parcel U8, UR8, U2R8.
      - (d) Utility Easement Parcel UE8, UER8, UE2R8.
      - (e) Tide Lands Riparian T32, TR32, T2R32.
      - (f) Tide Lands Easement TE32, TER32, TE2R32.
      - (g) Landscape Parcel L8, LR8, L2R8.
      - (h) Landscape Easement Parcel LE8, LER8, LE2R8.
  - c. Parcel area (Parcel area number inside parcel if possible).
    - (1) Square feet in Metropolitan areas, subdivisions and very small areas.
    - (2) Acres in other areas.
    - (3) Easement area where delineated (ditch, drainage easement, diversionary road, slope, etc.).
  - d. Show the remaining area number inside the area shown and label it R.A. (remaining area). Where the highway leaves remaining areas on both sides show this as: R.A. North and R.A. South, R.A. East and R.A. West.
    - (1) Scaled area (R.A. = 6.543 AC. ± or R.A. = 1,043 S.F. ±) must be used.
    - (2) Total area must add to deed area if deed area is reasonable.
    - (3) Give total area of property when only an easement is needed as a remaining area.

- e. Subdivision of parcel.
  - (1) Parcel 21 becomes Parcel 21A and Parcel 21B, Parcel 21A becomes Parcel 21A1 and 21A2 if again divided. In most instances the original Parcel number should remain and if necessary small arrows should be added to show extent of parcel before subdivision.
- f. Parcels outside the highway right of way (Landlocked, small remainders, etc.)
  - (1) Parcels will not be set up on General Property Parcel Maps except by Right of Way Engineering Office at request of the Title Bureau after the agreement has been signed. (See also directive 3/21/66 by Mr. W. J. Schonwald.)
- g. The letter "R" should precede the parcel number when the parcel is revised. Revised parcels are generally due to changes in the proposed right of way line or design after submission. Extra care should be taken to eliminate errors in parcel area. Changes due to any cause, except remaining areas or ownership change will require an "R" as follows: area change; adding new slope or removing slope; drainage or access; etc. (See packaging instructions). Submit normally requested number of agreements, cutouts, sepias and prints plus a print marked in red showing the change.
- h. Elimination of Parcel.
  - (1) Draw "x" thru parcel number (do not erase) print eliminated on General Property Parcel Map and Entire Tract Map near parcel number.
  - (2) Draw line thru parcel on back of tracing of tabulation sheet and print eliminated in remarks column, with explanation and date.
- i. Driveway regrading, etc. (Outside Right of Way).
  - (1) Slopes along regraded driveways are not to be considered as part of "E.W." or "E" slope. "E.W." or "E" slopes shall be carried across driveways as though drive did not exist.
- j. Determination as to economic feasibility of providing access to landlocked areas will be made before submission of plans. If warranted, access roads will be included in plans when submitted.

#### 17. RIPARIAN GRANT APPLICATIONS

- a. In the development of the right of way maps, those parcels encountered by a natural water course, affected by the ebb and flow of tidal waters, must be defined by a mean high water line. Within these tide lines are riparian lands claimed by the State of New Jersey (Department of Environmental Protection) and contact should be made with this department to formalize the limits of riparian land involved.
- b. The method of preparation of these applications is illustrated on page 49. The prints and applications that are necessary for these grants are submitted as part of the Right of Way Package.

18. SHOW ALSO THE FOLLOWING ON PLANS
  - a. Municipal and County lines.
  - b. In upper right hand corner list the Municipality and County for that sheet.
  - c. Revision Block in upper portion of left margin.
  - d. Name of consultant or Department of Transportation Design Squad office in lower left margin.
  - e. Beginning and end of Right of Way Section and note adjoining sections.
  - f. Scale at top center of sheet. (1/5" size lettering).
19. ALL PLAN SHEETS COMPLETELY CHECKED BY A QUALIFIED ENGINEER BEFORE BEING SUBMITTED
  - a. Plans must be checked with the thought in mind that Right of Way parcels, slope, drainage, etc., including the temporary features are taken care of in such a manner as to facilitate the building of the highway to its complete and final design, and for the compliance with this check list and procedure.
  - b. The plan sheet layouts for a complete right of way package must include a key map, entire tract map(s) and general property parcel map(s). Agreements and cutouts are also prepared to effect the negotiation process. Riparian applications are also submitted if necessary for the negotiation process.
  - c. The documents supporting these maps must include pertinent development maps, tax maps, deeds, vacations, abandonments and other municipal or corporate resolutions that could affect the right of way negotiation process.

Specifications for Tracing Material to be used on  
"General Property Parcel Maps" and "General Entire Tract Maps".

Imperial tracing cloth or equivalent must be used as original tracing material. Cronaflex film or equivalent of .004 or .005 inch thick will be permitted if desired.

Erasures and changes must be made in accordance with instructions given for the material used so as not to harm the permanent tracings. Each cronaflex or equivalent must be sprayed with a fixative (as "Eagle Fixatif" by Eagle Pencil Company) after inking or after making changes where fixative has been removed. When tracings have been sprayed with fixative, a letter S shall be made in the lower right vertical margin to signify that the fixative has been applied.



IN REPLY PLEASE REFER TO

State of New Jersey  
STATE HIGHWAY DEPARTMENT  
DWIGHT R. G. PALMER, COMMISSIONER  
TRENTON 25

INSTRUCTIONS ON MONUMENTING

20 May 1957

Conforming and in supplement to an established policy on monumenting dated 11 October 1944, the following procedure is to be adhered to in the future:

1. New Jersey Highway Department standard monuments shall be set at control and at such intermediate points as will adequately delineate the primary and adjective base lines for purposes of surveys and for reference in drafting conveyances into the State.
2. Monuments are to be included in every feasible contract or maintenance project. They shall be set according to New Jersey State Highway Standard Specifications by the Contractor or the Maintenance Division after operations, which might endanger monuments, have been completed.
3. All monuments, as set, are to be shown with tie-ins to right-of-way lines and where practicable to the New Jersey State Coordinate Grid System on as-built construction plans as soon as possible for incorporation in all pertinent property plans in order that the same may be filed legally.
4. In addition to base line monuments, concrete markers shall be set at angle points, on right-of-way lines, in all cases where they are not parallel to pavement lines or where direct and uniform measurements from the curb or pavement lines are not possible, in order to provide a practical right-of-way in cases where buildings by developers are proposed or where encroachments might arise for lack of visible right-of-way limits. At places where markers cannot be set, definite marks such as painted X's or cut corners shall be provided.
5. When markers for any particular project have been set, the Assistant District Engineer shall notify the head of the Maintenance Division by letter. Upon receipt of said writing, a representative of said Maintenance Division shall make a tour of inspection to identify said markers, then make a report in writing to the Director of the Division of Roads.
6. All monuments and markers are to be supplied by the State, from the storage at Fernwood where an adequate supply of both for immediate needs is maintained. In case the Standard specifications do not give adequate instructions on setting both monuments and markers, the gap shall be filled by supplementary specifications.



IN REPLY PLEASE REFER TO

State of New Jersey  
STATE HIGHWAY DEPARTMENT  
DWIGHT R. G. PALMER, COMMISSIONER  
TRENTON 23

26 November 1957

MEMORANDUM

To engineers concerned with drainage problems:

All drainage studies should be made on an entire watershed area basis. The land in every watershed area is burdened by the problem of passing water. High land has only a minor and low land a major one. The State, as do abutting owners, has the right to use all natural outfalls. It is the duty of all to desist from improving their holdings by changing either the location or direction of natural flow. The improvement of low lands should be viewed critically in all cases before changes are made which would alter the elevation or direction of flow at the point of discharge and which might, in the future, make it appear that the State should assume the burden of draining large areas of privately owned property contiguous to the highway. The State must insist upon using natural drainage outfalls to their limit of capacity and extent.

The State should not be obliged to purchase drainage easements. When such is the case it probably results from an error in design previously committed.

It is, therefore, directed (1) that all drainage problems should be considered on a natural watershed area basis and (2) all designs begin with the presumption that drainage was working naturally at one time; hence, whoever upsets the existing scheme must make good to all other parties of interest.

A portion of instructions of 25 April 1955 bear repeating:

Pertaining to drainage easements, the following rules should be adhered to in the design of open flow channels wherever possible:

- a. Do not upset the natural watershed area.
- b. Expend every effort to make all changes in alignment of streams, ditches, pipes, etc., on the upstream side of the highway.

- c. Except in special pre-determined instances, discharge drainage on the downstream side at as nearly the exact location, direction and elevation as originally operating before the State's advent even if it requires purchasing additional right of way.
- d. Do not acquire drainage rights where none are needed by virtue of an existing water course (dry or wet) in which the State, as do other owners, has a vested right.
- e. When acquiring rights downstream, if any, be careful not to start a chain reaction of acquisition leading ultimately to the Atlantic Ocean or the Delaware River.

This procedure will place the State in a position to bear the brunt of the drainage without incurring liability. Faulty design is one matter but an act of God is another. The outside limit of easement should be termed "as shown on the said plan" wherever possible. Flow in open channels may become costly unless every precaution is exercised from the start.

Structural drainage easements should be limited as follows:

- a. Pipe or culverts "as shown on the aforesaid plans", wherever possible.
- b. Small headwalls, revetment walls, aprons, etc., should be limited as in "a" above.
- c. Ends of pipes, headwalls and appurtenances in connection with ordinary cross drains should be kept within the right of way whenever possible.
- d. Bridge footings, retaining walls, bin walls, wing walls and other heavy structures should be delineated and labeled "Limit of footing".

Matters of limiting access through miscellaneous construction appurtenances are usually peculiar to a specified location and should be the subject of inquiry to the Trenton office.






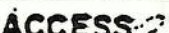

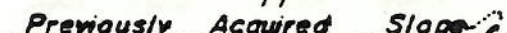






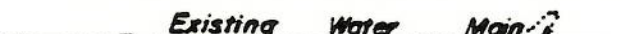
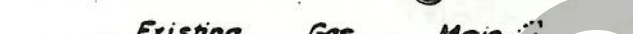








Access limits on legislated Freeways and Parkways are problems of design which should be determined before submitting plans to this office.

*O. H. Fritzsche*

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O. H. Fritzsche  
State Highway Engineer

## STANDARD R. O. W. LEGEND

BASE LINE		
R. O. W. LINE		
R.O.W. LINE & NO ACCESS LINE		
SLOPE		
CURB		
DRAINAGE		
		
EXISTING UNDERGROUND UTILITIES		
		
PROPERTY LINE		
TOWNSHIP, CITY, COUNTY LINES		
UTILITY EASEMENT LINE		
		

⑤ STATE HIGHWAY PARCEL NUMBER  
(1/2" diameter)

⑫ CURVE NUMBER

- P.C. POINT OF CURVATURE
- P.C.C. POINT OF COMPOUND CURVATURE
- P.T. POINT OF TANGENCY
- P.O.L. POINT ON LINE
- P.O.C. POINT ON CURVE
- P.R.C. POINT OF REVERSE CURVATURE
- P.I. POINT OF INTERSECTION
- ⊕ BASE LINE
- ⊕ PROPERTY LINE
- CENTER LINE
- ⊕ SURVEY LINE
- 1) DEED COURSE NUMBER
- (m) MEASURED
- (c) CALCULATED

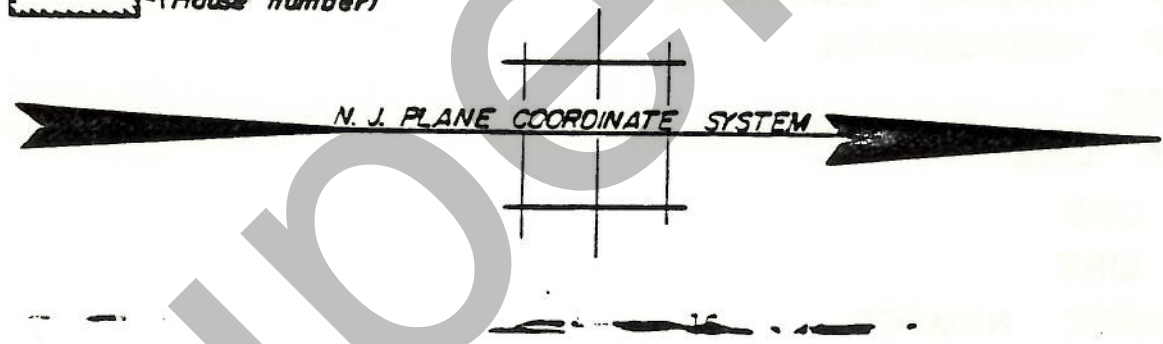


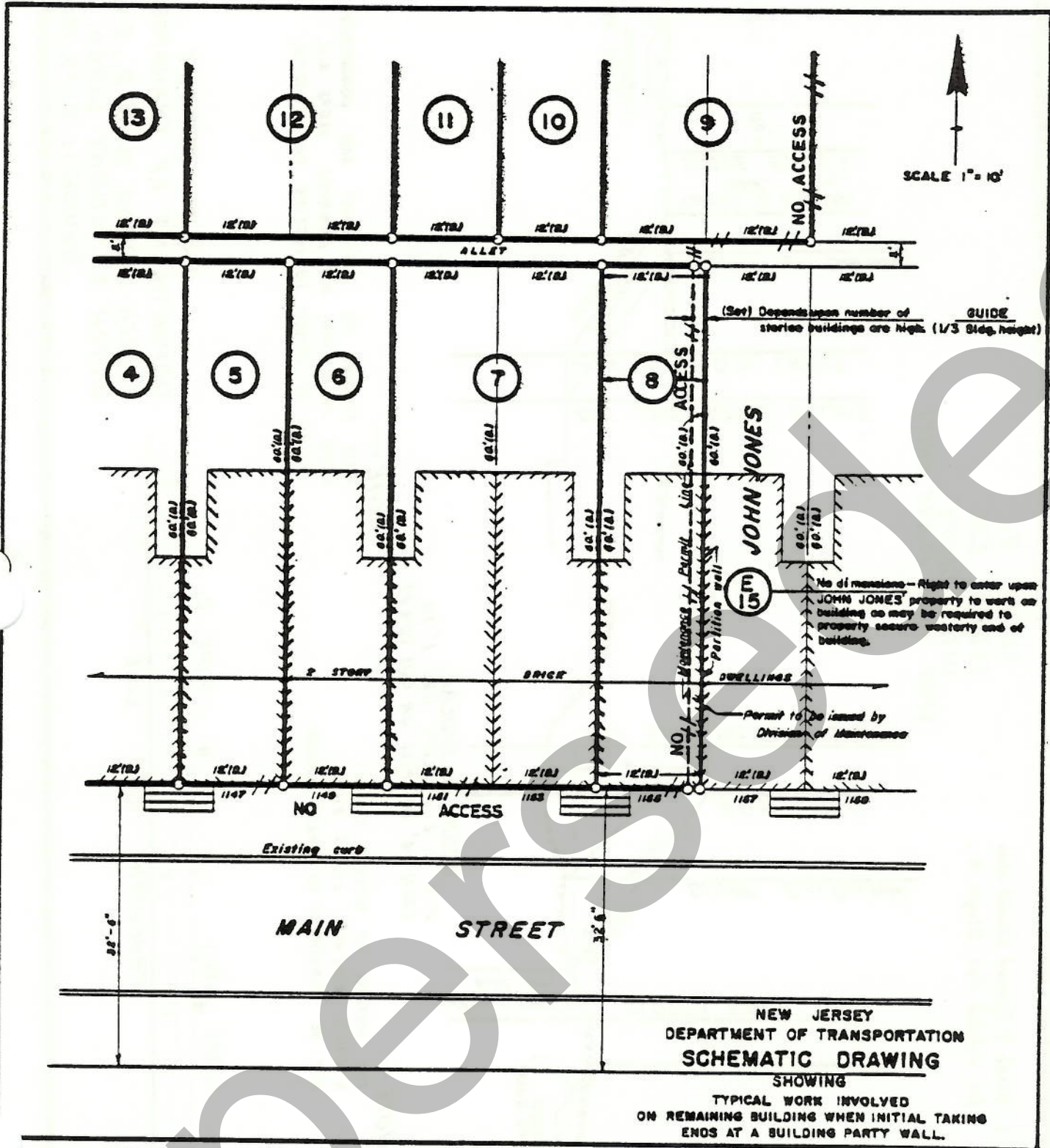
- (±) MORE OR LESS
- (D) DEED DATA
- (sur) SURVEY DATA
- D.A. DEED AREA
- 94 TAX MAP BLOCK NO.
- 94** FILED MAP BLOCK NO.
- 21 TAX MAP LOT NO.
- 21** FILED MAP LOT NO.
- 1964 DEED BOOK
- 123 PAGE
- WATER GATE VALVE
- GAS GATE VALVE
- φ POLE
- ♁ HYDRANT
- ⊙ DECIDUOUS TREE
- ⊙ SHRUB
- \* EVERGREEN
- ▬ HEDGE
- ≡ SWAMP
- R.A. REMAINING AREA (INCLUDING ALL EASEMENT AREAS)

1 1/2 Story  
Frame Dwelling  
#485

(House number)

**BUILDINGS**

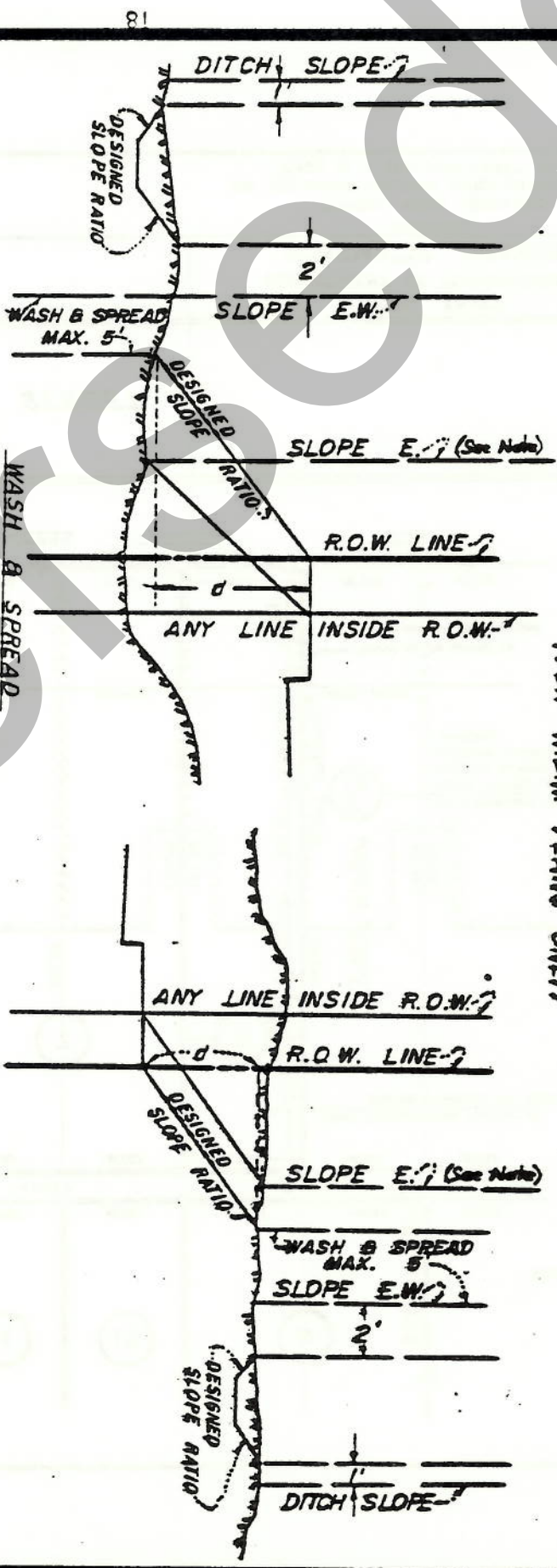




REV. 2-14-68  
 REV. 3-29-72

NOTE: Wash & Spread should also be added for Slope E.

SLOPE E.  
SLOPE E.W.  
DITCH SLOPE  
(FOR R.O.W. PLANS ONLY)



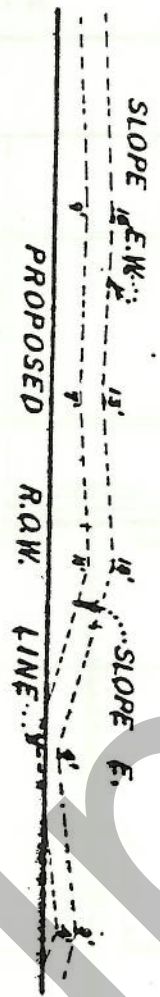
NOTE:—

THE METHOD OF SETTING THESE MINIMUM EASEMENT LIMITS SHALL NOT BE CONSTRUED TO AFFECT DESIGN.

FOR A 2:1 SLOPE USE 1\' TO EACH 4\' OF FILL OR CUT (1/4\')

NOTE:—

R.O.W. FURROWS ON 'CUT-TOPS' ARE CONSIDERED SLOPE PROTECTION, NOT DRAINAGE. SLOPE E.W. SHOULD BE DRAWN TO INCLUDE THE FURROW.



NEW JERSEY  
DEPARTMENT OF TRANSPORTATION  
SKETCH SHOWING SLOPE E., E.W. &  
DITCH EASEMENT LINES,  
REVISED: SEPT. 1967

RIGHT OF WAY AGREEMENTS CHECK LIST AND PROCEDURE

Agreements are written on Form RE-11 (a) Standard Pica Type. (10 characters/inch) 12 permanent, legible copies are to be made on 20 pound number 1 Sulphite Bond Paper by offset printing method, Xerox or Mimeograph, and packaged according to packaging instructions.

1. DATE AND INITIALS OF WRITER AND STENOGRAPHER in upper left corner of each agreement.
2. ONE COPY OF TITLE BLOCK QUOTATION ON FORM RE-11(a) WILL BE SET UP AND SUPPLIED TO THE CONSULTANT WRITING THE AGREEMENTS, BY THE OFFICE OF RIGHT OF WAY ENGINEERING, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, New Jersey. This form will be the same on each agreement, for the highway section involved, and the number estimated to be necessary for the route and section to allow for errors, additions and revisions.
3. TYPES OF AGREEMENT
  - A. Entire Taking (Whole Property is taken.) (See samples)
    1. Priority should be given to those parcels having homes and buildings to be removed.
    2. Order of Parts of Agreement
      - (a) Name of owner or owners of record (from deed).
        - (1) John Smith or Laura Smith, his wife if wife's name is known. Where wife's name is not known, insert only name of husband. Wife's name may be added later by negotiator. (No abbreviations)
        - (2) Where there are several or many owners, all names must be given in full.
        - (3) Corporation, Institutions, Municipality, etc. as given in deed.
        - (4) Name of executor or trustee, where estates are concerned, as given in deed or will.
      - (b) Description of Parcel
        - (1) Adjoiner descriptions unless special requirements. (See sample) (See diagram under Partial taking)
        - (2) Give locating Base Line Station near center of parcel.
        - (3) Begin at easily indentifiable proposed or existing right of way line, side street, road, etc. and continue clockwise around parcel.
        - (4) When referring to existing side lines of roads other than New Jersey Department of Transportation, call these lines "northerly line", "easterly line" etc. instead of right of way line to eliminate confusing it with New Jersey Department of Transportation right of way lines.
        - (5) Side lines of all public roads on State Aid Local Projects are to be labeled existing or proposed right of way lines. (ONLY STATE AID PROJECTS)

- (c) Clause used when parcel is subject to a specific public utility easement. (See sample clauses).

**B. Partial Taking**

1. Priority should be given to those parcels having homes and buildings to be removed or to requested advance acquisitions.

2. Order of Parts of Agreement.

(a) Name of owner or owners of record (from deed).

(1) John Smith and Laura Smith, his wife, if wife's name is known. Where wife's name is not known, insert only name of husband. Wife's name may be added later by negotiator.

(2) Where there are several or many owners, all names must be given.

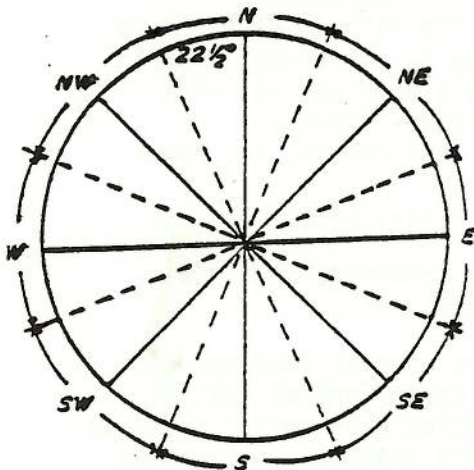
(3) Corporation, Institutes, Municipality, etc. as given in deed.

(b) Description of Parcel

(1) Adjoiner description unless special requirements (See sample). (See diagram below).

DIRECTIONS TO BE USED WHEN WRITING AGREEMENTS

Agreements hereafter will be checked using directions as shown. Varying more than Two degrees from these directions will be cause for rejection of the description.



(2) Give locating base line station near center of parcel.

(3) Begin at easily identifiable proposed or existing right of way line, side street, road, etc. and continue clockwise around parcel.

(4) Where referring to side lines of roads other than New Jersey Department of Transportation, call these lines "Northerly line", "easterly line" etc.

(c) Denial of access clause. (See typical clauses)

(1) Used on Parkways, Interstates, Freeways and Interchanges.

- (2) May also be used on Traffic Circles, Grade Separations, Channelized Intersections, and Ramps.
- (d) Slope clause if needed. (See typical clauses).
- (e) Drainage clause if needed.
- (f) Bridge, wall easements, etc. (See typical clauses).
- (g) Temporary Diversionary Road Clause if needed.
- (h) Right, title and interest clause when parcel abuts an existing public thoroughfare.
- (i) Clause used when parcel is subject to a specific Public Utility Easement. (See typical clauses).

C. E Parcels

- 1. Covers slope, drainage, walls, etc. (Areas are not to be included in slope easement agreements).
- 2. Used in agreements when slope easement, etc. is located across the road from the fee taking or at a remote distance from the same or on other lands of the owner.
  - (a) These E Parcels should appear after the clauses which affect the fee taking.
- 3. Separate agreement when we need only slopes, drainage, etc., and need no fee parcel.
- 4. Order of Parts.
  - (a) Name of owner (See entire taking).
  - (b) Description of Parcel (See sample).
    - (1) Give locating base line station near center of parcel.

D. T Parcels

- 1. Designates Riparian Grants only.
- 2. 3 copies of completed application form and 6 copies of plan sheets covering the parcel in addition to normal submittal. (No cut-outs are required).
- 3. TE Parcel required for bridge structure over streams flowed by tide water.

E. Utility Parcels

- 1. Utility parcels are set up on a General Property Parcel Map to provide replacement for the Utility company's land interest lost under the terms of an "Order" or "agreement" issued by the New Jersey Department of Transportation Utility Section.
- 2. "UE" designates a parcel set up to be acquired as an easement by the State for a utility company.

F. D.A. Parcel

- 1. D.A. designates a parcel set up for acquiring access rights only.

G. Landscape Parcels

- 1. "L" designates a parcel to be acquired for Landscape purposes.
- 2. See directives on Landscape Parcels. (Copies include herewith).

- H. Cutouts (Made from prints of General Property Parcel Map).
1. Cut or cut and folded 8 1/2 x 13".
  2. 2 copies required for negotiator and 1 copy for file.
  3. North Point, parcel number, owner's name, scale, area, remaining area, route and section under which we are purchasing and all easements mentioned in the agreement must appear on the cutouts.
    - (a) Outline parcel and parcel number, red.
    - (b) Outline slopes outside right of way, yellow.
    - (c) Outline drainage features outside right of way, green.
    - (d) Outline utility parcels U in red and UE parcels, blue.
    - (e) Outline D.A. parcels, orange.
    - (f) Outline temporary roads or other features outside right of way, not mentioned above, brown.

I. It is to be remembered that the map is the best representation of what we are purchasing. The words "AS SHOWN ON AFORESAID MAP" or "ALL AS SHOWN ON THE AFORESAID MAP" refer to the proposed right of way, when used in descriptions, and they must be used in descriptions to insure referencing to the map.

4. AGREEMENTS ARE TO BE COMPLETELY CHECKED AS TO form, accuracy and completeness by a qualified engineer for compliance with this check list and procedure.
5. EACH DESIGN UNIT SHALL SEND TO RIGHT OF WAY ENGINEER two sets of prints of GENERAL PROPERTY PARCEL MAP and Entire Tract Map and one set of completed agreement form RE-11 (a) with cutout for each parcel, and one set of construction plans and X sections for preliminary review before final packaging.
6. PACKAGING (See packaging instructions)
  - a. Transmit to Mr. Edwin Jones, Chief, Bureau of Special Engineering.

TYPICAL CLAUSES

The following typical clauses are to be used on forms of agreement:

(The first clause after the description will start with "TOGETHER WITH"  
Subsequent clauses will start with "AND ALSO". (See sample agreements  
for specific order of clauses.)

1. DENIAL OF ACCESS CLAUSE

AND ALSO the owner's right of direct access to and from the Freeway;  
(EXCEPT that the owner shall have the right of direct access to and from  
Smith Street;) (EXCEPT that the owner shall have the right of direct access  
as far as the line marked "ACCESS PERMITTED") as shown on the aforesaid map;

2. SLOPE CLAUSE

AND ALSO the right to form and maintain slopes for grading the said State  
Highway (or Street, Road, etc.) as far as the line marked "Slope E.W." (or  
"Slope E.") on the aforesaid map, including the right to top soil, seed, plant  
trees, vines and shrubs and to maintain the same so as to stabilize the soil,  
prevent erosion and/or to improve the aesthetic aspects of the highway;  
PROVIDED, HOWEVER, that the slope easement may be annulled only after the  
State has been given sufficient notice to remove the aforementioned stabilizing  
and landscaping items and by furnishing and maintaining adequate support or  
protection for the highway so as to make the continuance of the slope right  
unnecessary;

3. DRAINAGE CLAUSES

AND ALSO the right to construct and maintain an open ditch (subsurface  
drains), (headwalls) and appurtenances at the location shown on the aforesaid  
map;

or

AND ALSO the right to construct and maintain an open ditch as shown on  
the aforesaid map;

4. TEMPORARY DIVERSIONARY ROAD CLAUSE

AND ALSO the right to construct and maintain a temporary diversionary  
road, utility facilities, and appurtenances at the location shown on the  
aforesaid map, for use during the construction of the bridges and highway.  
Said right to terminate when the new bridges and highway are completed and  
open for traffic; at which time, the land will be graded and seeded; all other  
items, including trees, shrubs, etc. will not be restored;



5. MUCKING AREA

AND ALSO the right to remove unsuitable material and replace with suitable material as far as the line marked "Limit of Unsuitable Material" as shown on the aforesaid map;

6. CLAUSE TO BE USED IN CONNECTION WITH A HIGHWAY CONSTRUCTION PROJECT WHEN THE PARCEL TO BE ACQUIRED IS SUBJECT TO A SPECIFIC PUBLIC UTILITY EASEMENT.

SUBJECT, HOWEVER, to the easement of (name of Public Utility Company) and all other public utility easements, recorded or unrecorded, affecting the herein described premises.

7. CLAUSE TO BE USED WHEN THE PARCEL TO BE ACQUIRED IS SUBJECT TO A SPECIFIC PRIVATELY OWNED UTILITY SUCH AS TIDE WATER, TRANSCO, ALGONQUIN, ETC.

SUBJECT, HOWEVER, to all right, title and interest the Algonquin Transmission Company may have in and to the above described premises.

8. RIGHT, TITLE AND INTEREST CLAUSE

Clause to be used in the form of agreement when the parcel abuts an existing public thoroughfare.

TOGETHER WITH all right, title and interest that the owner may have in Smith Street, contiguous to the above described premises as shown on the aforesaid map.

9. ACCESS RIGHTS UNDER VIADUCT

This conveyance is made with the provision that the party of the first part shall have the right to use that portion of the above described parcel -----lying beneath the viaduct, as indicated on the aforesaid map at about station-----for the purpose

-----  
in any manner not incompatible with the use of said lands for highway purposes; provided, however, that said party of the first part shall not have the right to erect any building on said lands. (only as directed by R.O.W. Engineer)

10. ACCESS UNDER VIADUCT

TOGETHER WITH the owner's right of direct access to and from the Freeway; EXCEPT that the owner shall have the right of direct access to his remaining lands under Route 24 Freeway, Section 9, viaduct at about Station 351+50 (West Bound Base Line Stationing). (only as directed by R.O.W. Engineer)

11. GRADING ON OWNER'S LAND

AND ALSO the right to enter upon the remaining lands of the owner for the purpose of grading as far as the line marked "Limit of Grading" as shown on the aforesaid map;

12. BUILDING ENCROACHMENT

IT IS further agreed that the owner shall have the right to use that portion of the one-story building, which is within the proposed right of way, during its natural period of usefulness without the right of extending same or causing same to become longer lasting and that upon the termination of the useful life of the structure, the owner will be required to demolish said portion of building and all rights of the parties hereto will be extinguished. (only as directed by R.O.W. Engineer)

10/1/69 (RRK:sp)  
6/30/78 (SK:js)

Route 33 Freeway Section 1

Parcels LA, LIB, IC, LLD, LIE,  
LEIF and EIG.  
Project

From Route 33 To Route U.S. 9

AGREEMENT MADE \_\_\_\_\_

BETWEEN Long Shore, Inc., A Corporation of the State of New Jersey.

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_  
and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part;

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township  
of Manalapan, in the County of Monmouth and State of New Jersey,  
more particularly described as follows:

Parcels LA, LIB, IC, LLD, LIE, LEIF & EIG, as indicated on a map entitled: "New Jersey Department of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 FREEWAY SECTION 1, From Route 33 To Route U.S. 9, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Manalapan And Freehold, County Of Monmouth, Scale: As Indicated, May 1969";

Parcels LA, LIB, IC and LLD, including specifically all the land and premises located at about Station 24+30 (Base Line Stationing) bounded on the west and north by the existing right of way line of State Highway Route 33 (1953), on the north, northwest and north by the proposed right of way line of State Highway Route 33 Freeway Section 1, as laid down on the aforesaid map; on the east by lands now or formerly of Edward M. Robinson, et ux; and on the south by the proposed right of way line of Relocated State Highway Route 33 (1953) Eastbound, as laid down on the aforesaid map; all as shown on the aforesaid map; containing a total of 10.906 acres more or less;

Parcel LIE, including specifically all the land and premises located at about Station 36+55 (Base Line Stationing), bounded on the north by lands now or formerly of William Corsiglia, et ux; on the east by lands now or formerly of Felix Messer, et ux; and on

From Route 33 To Route U.S. 9

the south by the proposed right of way line of State Highway Route 33 Freeway, Section 1, as laid down on the aforesaid map; all as shown on the aforesaid map; containing 0.001 acre more or less;

TOGETHER WITH the owner's right of direct access to and from the Freeway; EXCEPT THAT the owner shall have the right of direct access to and from Relocated State Highway Route 33 (1953) Eastbound;

AND ALSO the right to form and maintain slopes for grading the said Relocated State Highway Route 33 (1953) Eastbound as far as the line marked "Slope E" on the aforesaid map, including the right to top soil, seed, plant trees, vines and shrubs and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the highway; PROVIDED, HOWEVER, that the slope easement may be annulled only after the State has been given sufficient notice to remove the aforementioned stabilizing and landscaping items and by furnishing and maintaining adequate support or protection for the highway so as to make the continuance of the slope right unnecessary;

AND ALSO the right to construct and maintain a culvert, subsurface drains, headwalls and appurtenances as shown on the aforesaid map;

Parcel LE1F, consisting of an easement in land and premises located at about Station 23+00 (Base Line Eastbound Stationing) bounded on the north by the proposed right of way line of Relocated State Highway Route 33 (1953) Eastbound, as laid down on the aforesaid map; on the east, south, and southwest by the proposed easement line (Landscape) as laid down on the aforesaid map; all as shown on the aforesaid map;

IT IS hereby understood that the said easement shall be subject to the following terms and conditions:

- (1) Said parcel is being acquired for the purpose of preserving the natural scenic beauty and is not to be used for the dumping of ashes, trash, rubbish, debris, or any other unsightly and offensive material, nor for any use limited or prohibited by statute or municipal ordinance;
- (2) In the said described areas trees, and shrubbery are not to be removed or destroyed unless such removal, destruction or cutting is necessitated by reason of danger to health or because of plant disease, and only upon written permission from the landscape Design Section of the Department of Transportation;
- (3) The said described areas are not to be used for any signs or billboards or other outdoor advertising structures by either party;

From Route 33 To Route U.S. 9

(4) Any buildings or structures with appurtenances now erected within the aforesaid area may be maintained or repaired, but such buildings or structures with appurtenances shall not be altered nor the use of same be extended that may be incompatible with the purpose of this easement;

(5) Any use not heretofore specified which exists upon or within the restricted area as of the time of this agreement may be continued, but such use shall not be expanded;

(6) The right to form and maintain slopes for grading the said Relocated State Highway Route 33 (1953) Eastbound as far as the line marked "Slope E" on the aforesaid map, within the above described easement, including the right to top soil, seed, plant trees, vines and shrubs and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the highway;

The State reserves the right to enter in and upon the aforesaid tract of land for the purpose of inspection and to perform any work necessary to carry out the purposes of this easement, but such area is not open to the public for any use whatsoever but shall be restricted only to the State or the said owner or employer or servants, and only for the aforesaid purposes of maintaining the scenic beauty of the said area;

IT IS hereby also agreed that the owner shall have the right of direct access to and from Relocated State Highway Route 33 (1953) Eastbound across the above described easement; said access shall be limited to the location and width designated by the approval of the Department of Transportation; upon said grant or approved access all terms and conditions outlined in the aforesaid landscape easement shall become null and void for the area of the approved access;

Parcel 1G, consisting of the right at about Station 92+55 (Base Line State Highway Route 33 (1953) Stationing), to construct and maintain an open ditch, subsurface drain, headwall and appurtenances at the location shown on the aforesaid map;

TOGETHER WITH, all right, title and interest that the owner may have in State Highway Route 33 (1953) contiguous to the above described premises as shown on the aforesaid map.

Form RE-11 A 12/77

4-18-70 (JE:sp)  
6-30-78 (SK:ms)

Route 33 Freeway Section 2

Parcel 32

From Route U.S. 9 To Route 33

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN Joseph Torchia and Beverly Torchia, his wife

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part:

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township

of Howell in the County of Monmouth and State of New Jersey, more particularly described as follows:

Parcel 32, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 FREEWAY SECTION 2, From Route U.S. 9 To Route 33, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Freehold And Howell, County Of Monmouth, Scale: As Indicated, October 1967";

Parcel 32, including specifically all the land and premises located at about Station 26+80 (Base Line Howell Road Stationing), bounded on the northwest by the southeasterly line of Howell Road; on the northeast by lands now or formerly of Helen T. Hafeman and A. Harry Hulse; on the south and southeast by the proposed line of Howell Road, as laid down on the aforesaid map; and on the southwest by lands now or formerly of Penn -Central Transportation Company; all as shown on the aforesaid map; containing 0.091 acre more or less;

TOGETHER WITH the right to form and maintain slopes for grading the Access Road, as far as the line marked "Slope E.W." on the aforesaid map, including the right to top soil, seed, plant trees, vines and shrubs and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the roadway; PROVIDED, HOWEVER, that the slope easement may be annulled only after the State has been given sufficient notice to remove the aforementioned stabilizing and landscaping items and

4-18-70 (JE:sp)  
6-30-78 (SK:ms)

-2-

Rte. 33 Fwy. Sec. 2  
Parcel 32

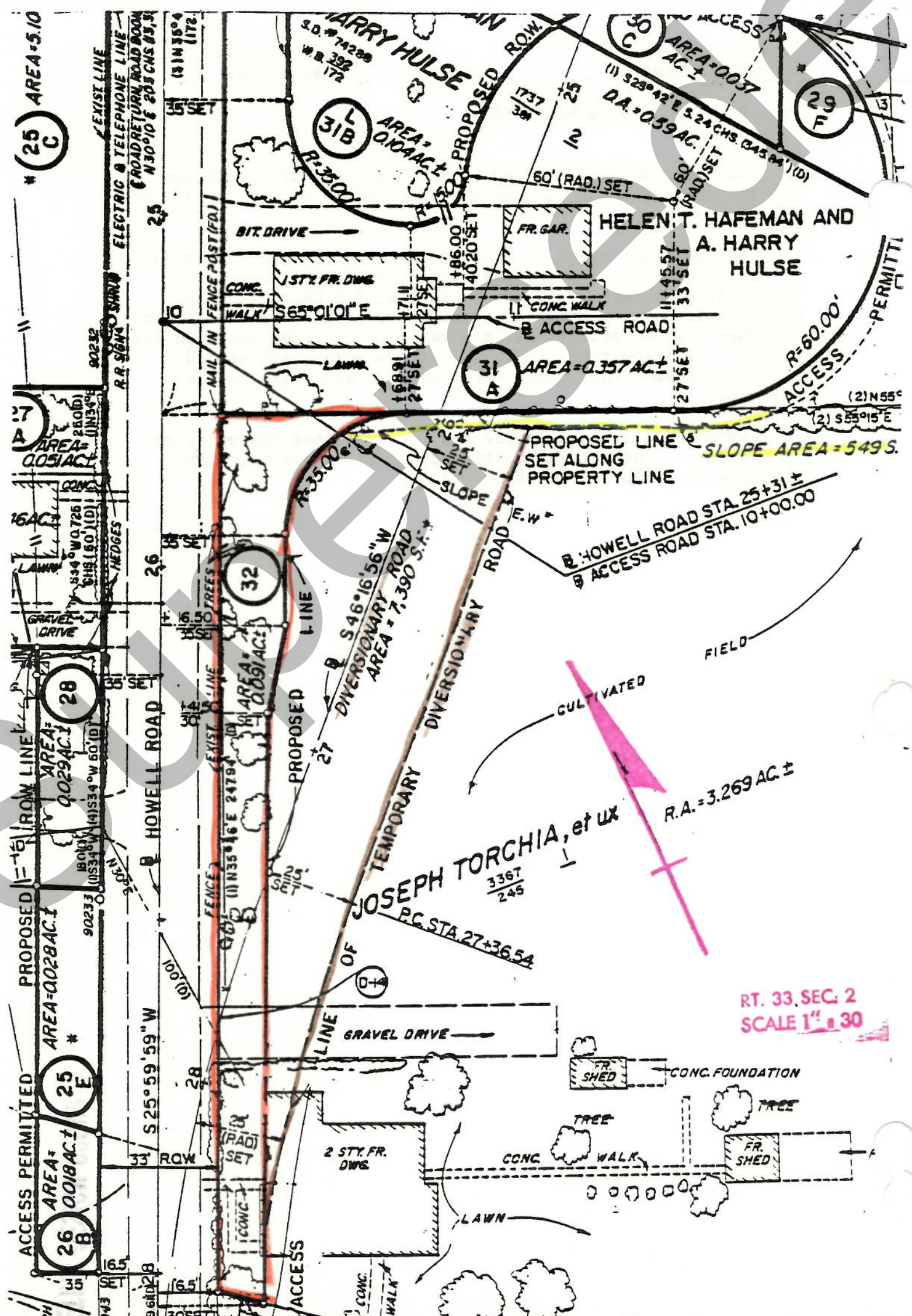
From Route U.S. 9 To Route 33

by furnishing and maintaining adequate support or protection for the roadway so as to make the continuance of the slope right unnecessary;

AND ALSO the right to construct and maintain a temporary diversionary road, utility facilities, and appurtenances at the location shown on the aforesaid map, for use during the construction of the bridges and highway. Said right to terminate when the new bridges and highway are completed and open for traffic; at which time, the land will be graded and seeded; all other items, including trees, shrubs, etc. will not be restored;

AND ALSO all right, title and interest that the owner may have in Howell Road contiguous to the above described premises as shown on the aforesaid map.

SCALE 1" = 30'  
RT. 33 SEC. 2



RT. 33, SEC. 2  
SCALE 1" = 30'



12-11-70 (CK:rmv)  
6-30-78 (SK:ms)

Route 33(1953) Section 7

Parcel 51

Junction Routes 33 & 34,  
Howell Township To Freehold-  
Howell Township Line

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN H. Stuart Bacon and Elizabeth Rutledge Bacon

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part,

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part;

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township  
of Howell, in the County of Monmouth and State of New Jersey,  
more particularly described as follows:

Parcel 51, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33(1953) SECTION 7, Junction Routes 33 & 34, Howell Township To Freehold-Howell Township Line, Showing Existing Right Of Way And Parcels To Be Acquired In The Township Of Howell, County Of Monmouth, Scale: As Indicated, June 1970";

Parcel 51, including specifically all the land and premises located at about Station 478+90 (Base Line Stationing), bounded on the south by the existing right of way line of State Highway Route 33 (1953); on the west by lands now or formerly of Frank Valentino; on the north by the proposed right of way line of State Highway Route 33(1953) Section 7, as laid down on the aforesaid map; and on the east by lands now or formerly of G. Donald Conrow, et ux; all as shown on the aforesaid map; containing 0.262 acre more or less;

TOGETHER WITH the right to form and maintain slopes for grading the said State Highway as far as the line marked "Slope E.W." on the aforesaid map, including the right to top soil, seed, plant trees, vines and shrubs and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the highway; PROVIDED, HOWEVER, that the slope easement may be annulled only after the State has been given sufficient notice to remove the aforementioned stabilizing and landscaping items and by

JUNCTION RTS. 33 & 34  
HOWELL TWP. TO FREEHOLD-  
HOWELL TWP. LINE

-2-

RTE. 33(1953) SEC. 7  
PARCEL 51

furnishing and maintaining adequate support or protection for the highway so as to make the continuance of the slope right unnecessary;

AND ALSO all right, title and interest that the owner may have in Route 33 (1953) contiguous to the above described premises as shown on the aforesaid map.

4-29-71 (MM:ss)  
6-30-78 (SK:ms)

Route 33(1953) Section 7

Parcel 72

Junction Routes 33 & 34, Howell  
Township To Freehold-Howell  
Township Line

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN Max Bielory

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part:

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

certain lands and premises, situate, lying and being in the Township

of Howell, in the County of Monmouth and State of New Jersey,  
more particularly described as follows:

Parcel 72, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 (1953) SECTION 7, Junction Routes 33 & 34, Howell Township To Freehold-Howell Township Line, Showing Existing Right Of Way And Parcels To Be Acquired In The Township Of Howell, County Of Monmouth, Scale: As Indicated, June 1970";

Parcel 72, including specifically all the land and premises located at about Station 311+0 (Base Line Stationing), bounded on the north by the existing right of way line of State Highway Route 33(1953); on the east by lands now or formerly of G. J. Development Co., on the south, east and southeast by the proposed right of way line of State Highway Route 33 (1953) Section 7, as laid down on the aforesaid map; and on the west by lands now or formerly of James E. Youngblood; all as shown on the aforesaid map; containing 0.542 acre more or less;

TOGETHER WITH the owner's right of direct access to and from Ramp "F" as shown on the aforesaid map;

AND ALSO the right to construct and maintain subsurface drains, a headwall and appurtenances, at the location shown on the aforesaid map;

AND ALSO the right to realign and regrade the existing ditch as shown on the aforesaid map;

AND ALSO all right, title and interest that the owner may have in State Highway Route 33(1953) contiguous to the above described premises as shown on the aforesaid map.

4-29-71 (MM:ss)  
6-30-78 (SK:ms)

Route 33 (1953) Section 7

Parcel 61

Junction Routes 33 & 34, Howell  
Township To Freehold-Howell  
Township Line

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN Ernest Frank Evans and Deirdre Evans, his wife

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part:

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

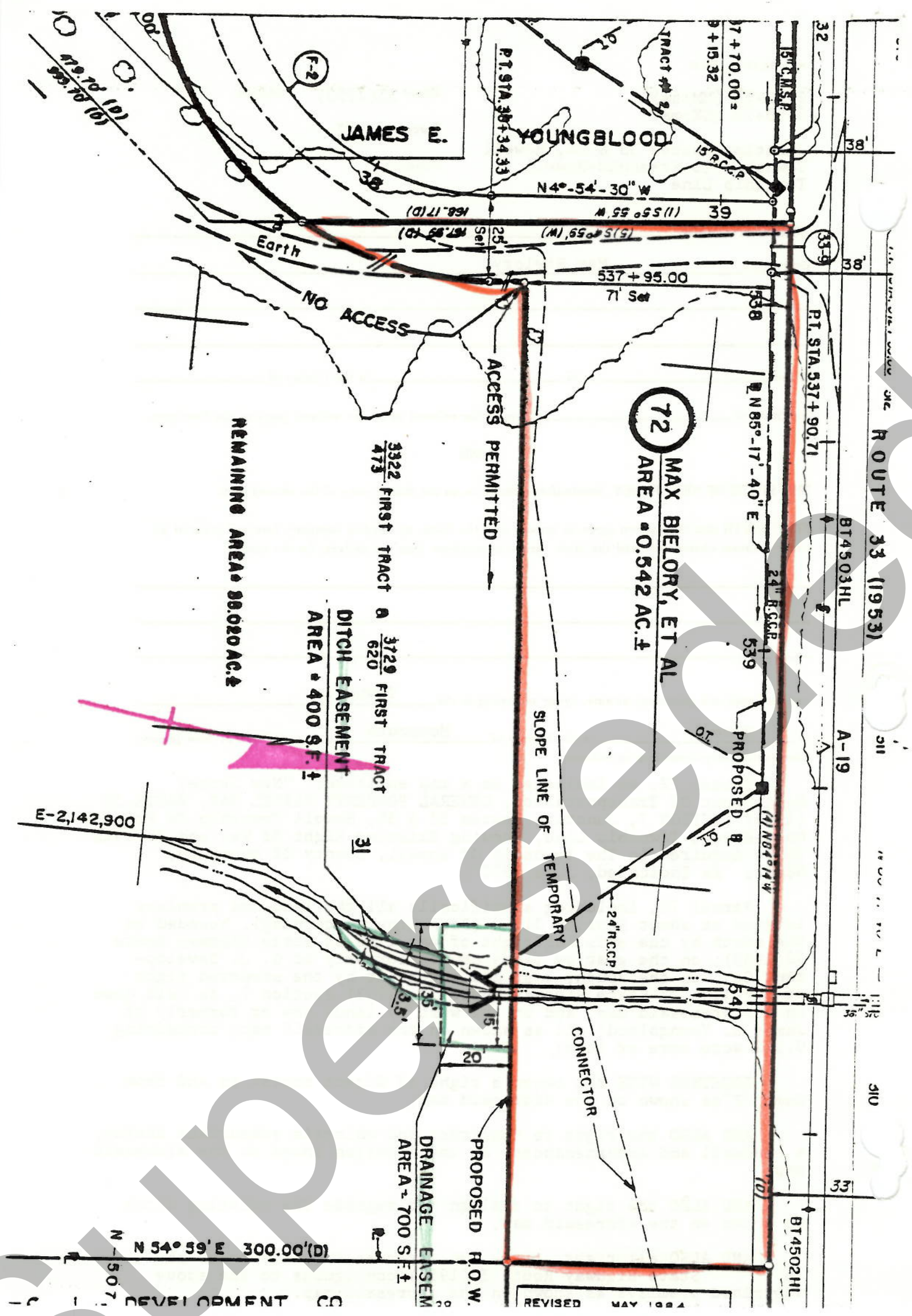
certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township

of \_\_\_\_\_ Howell \_\_\_\_\_, in the County of \_\_\_\_\_ Monmouth \_\_\_\_\_ and State of New Jersey, more particularly described as follows:

Parcel 61, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 (1953) SECTION 7, Junction Routes 33 & 34, Howell Township To Freehold-Howell Township Line, Showing Existing Right Of Way And Parcels To Be Acquired In The Township Of Howell, County Of Monmouth, Scale: As Indicated, June 1970";

Parcel 61, including specifically all the land and premises located at about Station 12+20 ( Base Line Colts Neck Road Stationing), bounded on the west by the easterly line of Colts Neck Road; on the north by lands now or formerly of William F. Bischoff, Jr.; on the east by the proposed line of Colts Neck Road, as laid down on the aforesaid map; on the northeast by the proposed right of way line of State Highway Route 33 (1953) Section 7, as laid down on the aforesaid map; and on the east and south by lands now or formerly of William F. Bischoff, Jr.; all as shown on the aforesaid map; containing 0.199 acre more or less;

TOGETHER WITH the owner's right of direct access to and from Ramp "CN-B" as shown on the aforesaid map;



ROUTE 33 (1953)

BT4503HL

A-19

310

BT4502HL

**72**  
MAX BIELORY, ET AL  
AREA = 0.542 AC. ±

SLOPE LINE OF TEMPORARY

CONNECTOR

PROPOSED R.O.W.

DRAINAGE EASEMENT  
AREA = 700 S.F. ±

DITCH EASEMENT  
AREA = 400 S.F. ±

3322 FIRST TRACT & 3129 FIRST TRACT  
473 620

REMAINING AREA = 88,020 AC. ±

NO ACCESS

ACCESS PERMITTED

JAMES E. YOUNGBLOOD

N 54° 59' E 300.00' (D)  
N 507

E-2,142,900

REVISED MAY 1984

DEVELOPMENT CO

4-29-71 (MM:ss)  
6-30-78 (SK:ms)  
Junction Routes 33 & 34, Howell  
Township To Freehold-Howell  
Township Line

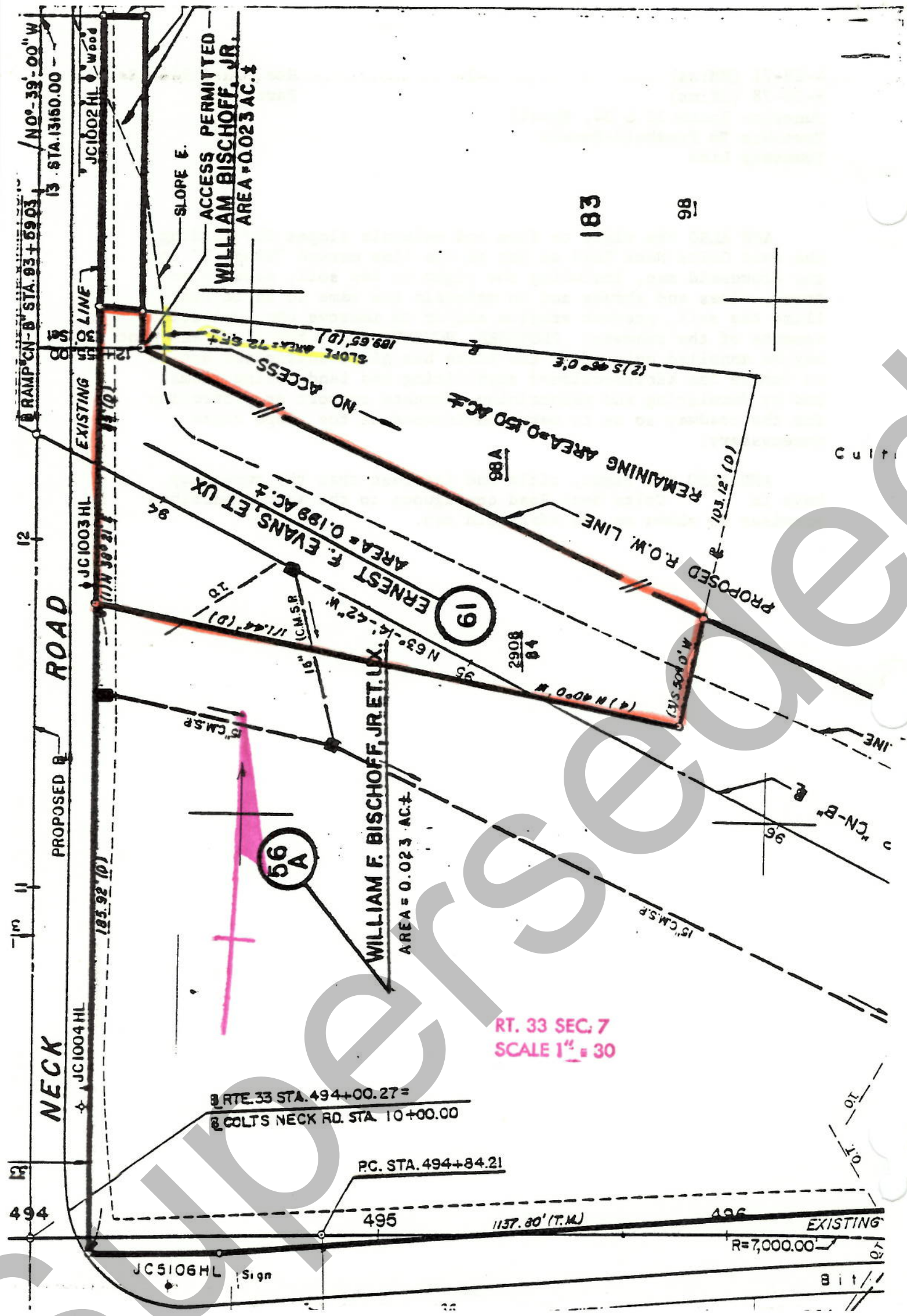
-2-

Rte. 33 (1953) Sec. 7  
Parcel 61

AND ALSO the right to form and maintain slopes for grading the said Colts Neck Road as far as the line marked "Slope E" on the aforesaid map, including the right to top soil, seed, plant trees, vines and shrubs and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the roadway; PROVIDED, HOWEVER, that the slope easement may be annulled only after the State has given sufficient notice to remove the aforementioned stabilizing and landscaping items and by furnishing and maintaining adequate support or protection for the roadway so as to make continuance of the slope right unnecessary;

AND ALSO all right, title and interest that the owner may have in Colts Neck Road contiguous to the above described premises as shown on the aforesaid map.





ACCESS PERMITTED  
 WILLIAM BISCHOFF, JR.  
 AREA = 0.023 AC. ±

ERNEST F. EVANS, ET UX  
 AREA = 0.199 AC. ±

WILLIAM F. BISCHOFF, JR. ET UX  
 AREA = 0.023 AC. ±

REMAINING AREA = 0.150 AC. ±

RT. 33 SEC. 7  
 SCALE 1" = 30'

RTE. 33 STA. 494+00.27 =  
 COLTS NECK RD. STA. 10+00.00

P.C. STA. 494+84.21

1137.80' (T.M.)  
 R=7,000.00'

JC5106HL Sign

NECK ROAD  
 PROPOSED B  
 EXISTING  
 JC1004HL  
 JC1003HL  
 JC1002HL Wood  
 JC5106HL Sign

494  
 495

NO. 39'-00" W  
 STA. 13150.00

183  
 98

Cult

Surveyed



10-30-70 (AL:jh)  
6-30-78 (SK:js)

(1953)  
Route U.S. 130 Section 11

Parcel 132

Columbus Road, Burlington  
To Knicker-bocker Road

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN Michael Salaga and Mary Salaga, his wife

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part,

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part:

WITNESSETH that the sellers agree to convey unto the State, by deed of warranty, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township

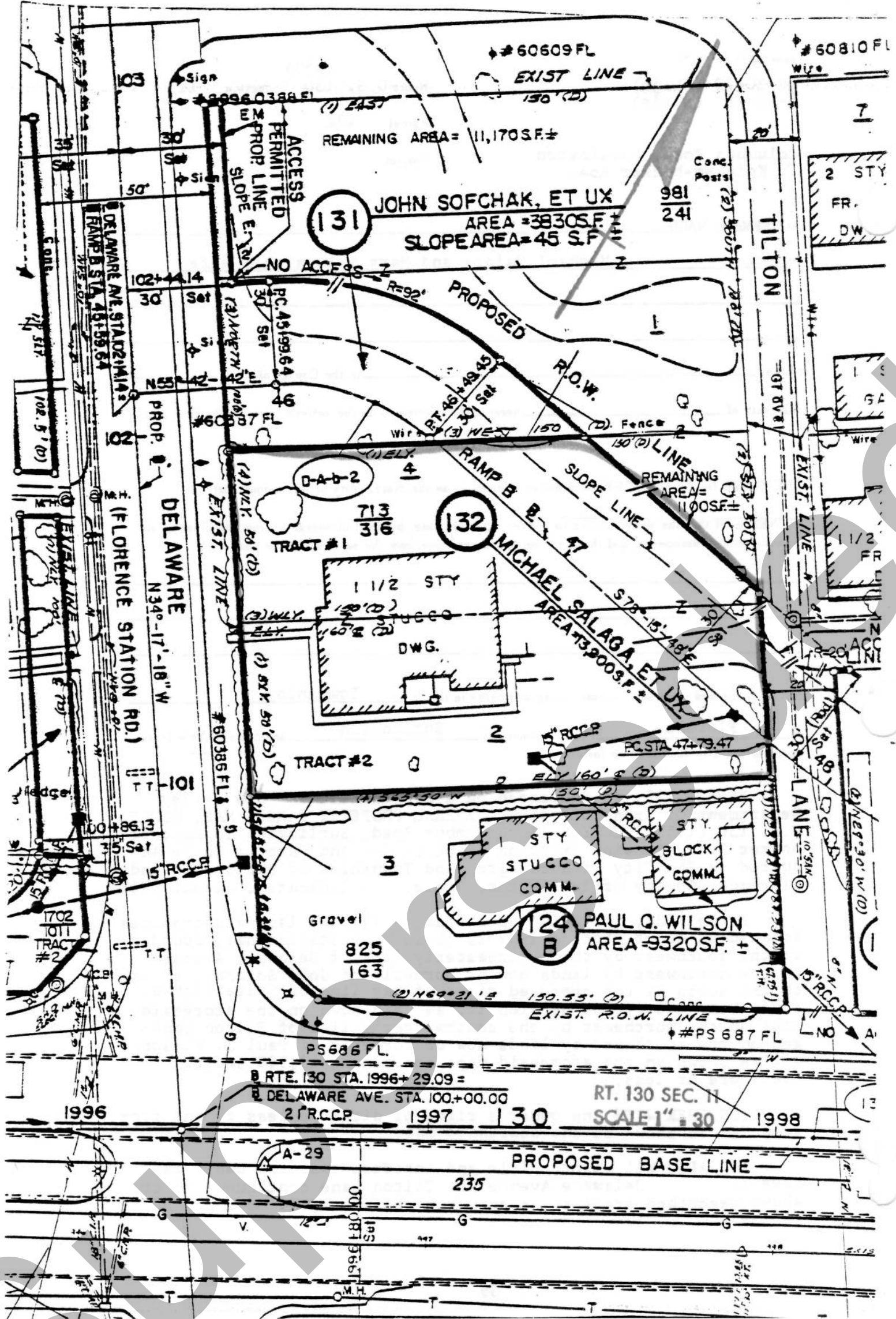
of Florence, in the County of Burlington and State of New Jersey, more particularly described as follows:

Parcel 132, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE U.S. 130 (1953) SECTION 11, Columbus Road, Burlington To Knicker-bocker Road, Showing Existing Right Of Way And Parcels To Be Ac-quired In The City Of Burlington And Townships Of Burlington And Florence, County Of Burlington, Scale: As Indicated, August 1968";

Parcel 132, including specifically all the land and premises located at about Station 1997+25 (Base Line Stationing), bounded on the southwest by the northeasterly line of Delaware Avenue; on the northwest by lands now or formerly of John Sofchak, et ux; on the north by the proposed right of way line of State Highway Route U.S. 130 (1953) Section 11, as laid down on the aforesaid map; on the northeast by the southwesterly line of Tilton Lane; and on the southeast by lands now or formerly of Paul Q. Wilson; all as shown on the aforesaid map; containing 13,900 square feet more or less;

TOGETHER WITH the owner's right of direct access to and from Ramp "B" as shown on the aforesaid map;

AND ALSO all right, title and interest that the owner may have in Delaware Avenue and Tilton Lane contiguous to the above described premises as shown on the aforesaid map.

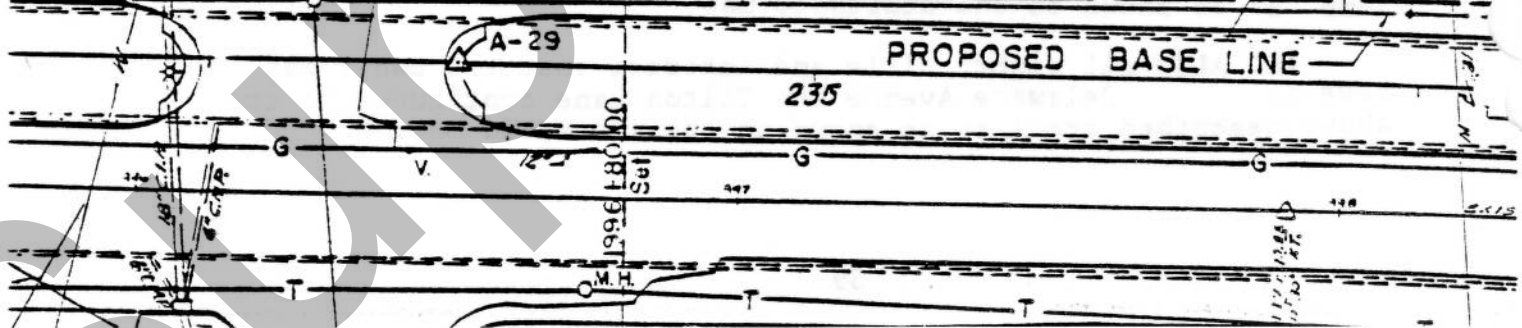


B RTE. 130 STA. 1996+29.09 =  
 B DELAWARE AVE. STA. 100+00.00  
 2" R.C.C.P. 1997 130 SCALE 1" = 30' 1998

PROPOSED BASE LINE

235

A-29



4-20-71 (MM:eg)  
6-30-78 (SK:js)

Route 33(1953) Section 7

Parcel E64

Junction Routes 33 & 34, Howell  
Township To Freehold- Howell  
Township Line

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN George E. Smith and Mary R. Smith, his wife

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part,

AND

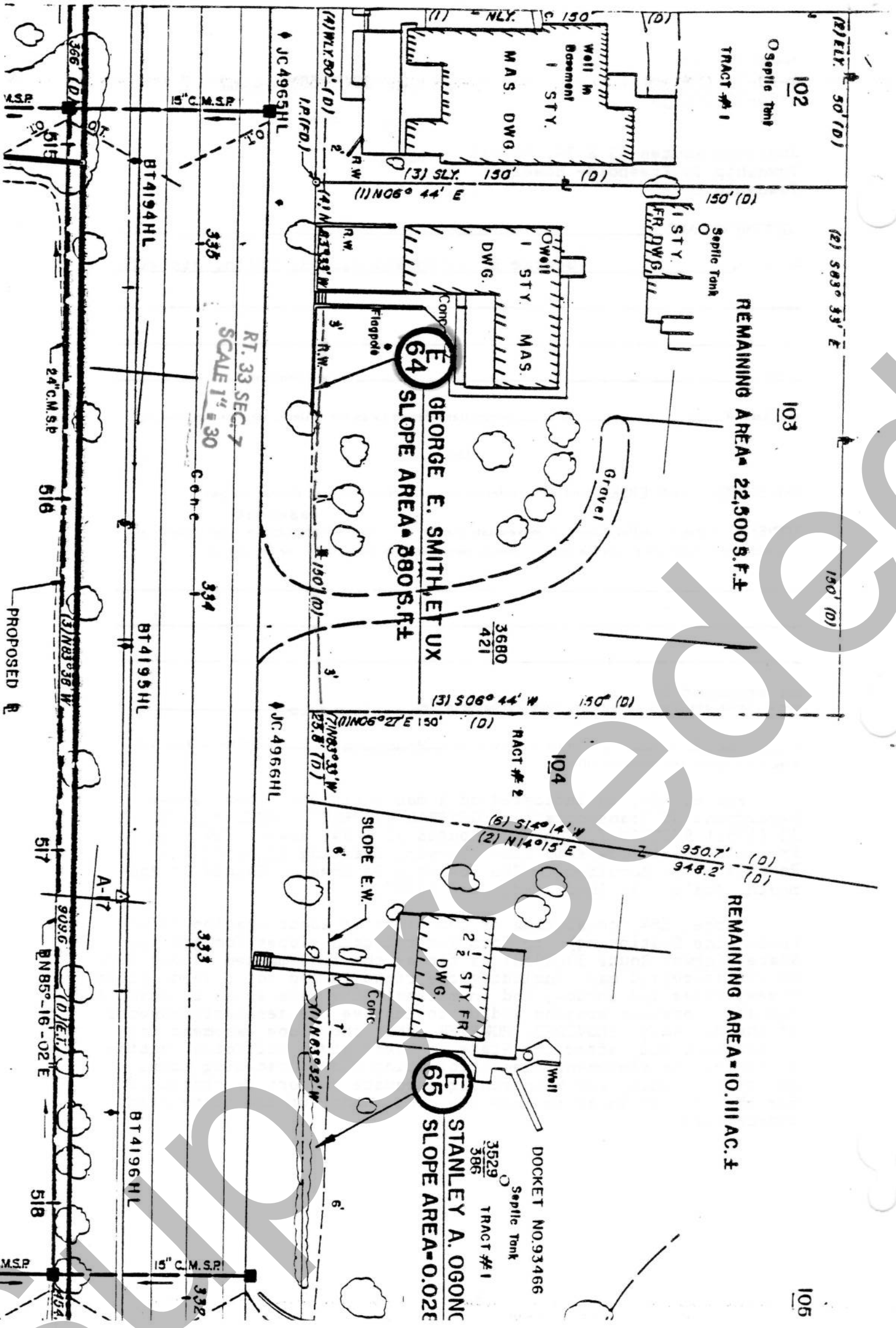
THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part:

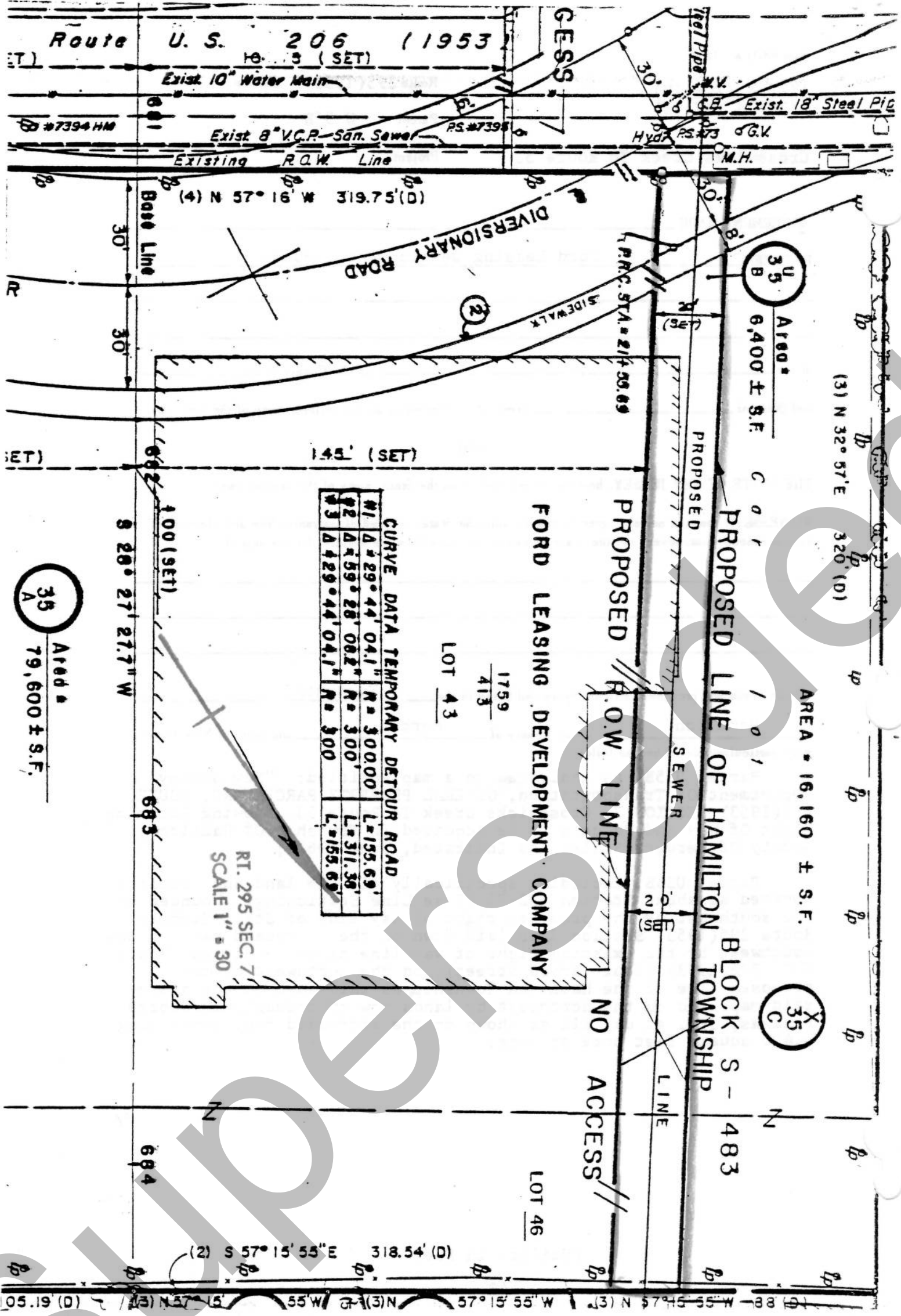
**easement**  
WITNESSETH that the sellers agree to convey unto the State, by deed of ~~conveyance~~ free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

**an easement in**  
/certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township  
of Howell, in the County of Monmouth and State of New Jersey,  
more particularly described as follows:

Parcel E64, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 (1953) SECTION 7, Junction Routes 33 & 34, Howell Township To Freehold-Howell Township Line, Showing Existing Right Of Way And Parcels To Be Acquired In The Township Of Howell, County Of Monmouth, Scale: As Indicated, June 1970";

Parcel E64, consisting of the right at about Station 515+80 (Base Line Stationing), to form and maintain slopes for grading State Highway Route 33(1953) as far as the line marked "Slope E.W." on the aforesaid map, including the right to top soil, seed, plant trees, vines and shrubs, and to maintain the same so as to stabilize the soil, prevent erosion and/or to improve the aesthetic aspects of the highway; PROVIDED, HOWEVER, that the slope easement may be annulled only after the State has been given sufficient notice to remove the aforementioned stabilizing and landscaping items and by furnishing and maintaining adequate support or protection for the highway so as to make the continuance of the slope right unnecessary.





CURVE DATA TEMPORARY DETOUR ROAD

#1	Δ = 29° 44' 04.1"	R = 3000.00'	L = 155.69'
#2	Δ = 59° 28' 08.2"	R = 300'	L = 311.38'
#3	Δ = 29° 44' 04.1"	R = 300'	L = 155.69'

35 A  
 Area = 79,600 ± S.F.

35 C

BLOCK S - 483

8-5-66 (JGM:cbj)  
6-30-78 (SK:ms)

Route 280(1953) Section 5

Parcel UER101C

Northfield Avenue To Kenilworth  
Place

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN Esther Coccozziello, widow

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part,

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part;

WITNESSETH that the sellers agree to convey unto the State, by deed of ~~convey~~ <sup>easement</sup> free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

an easement in  
/certain lands and premises, situate, lying and being in the \_\_\_\_\_ City

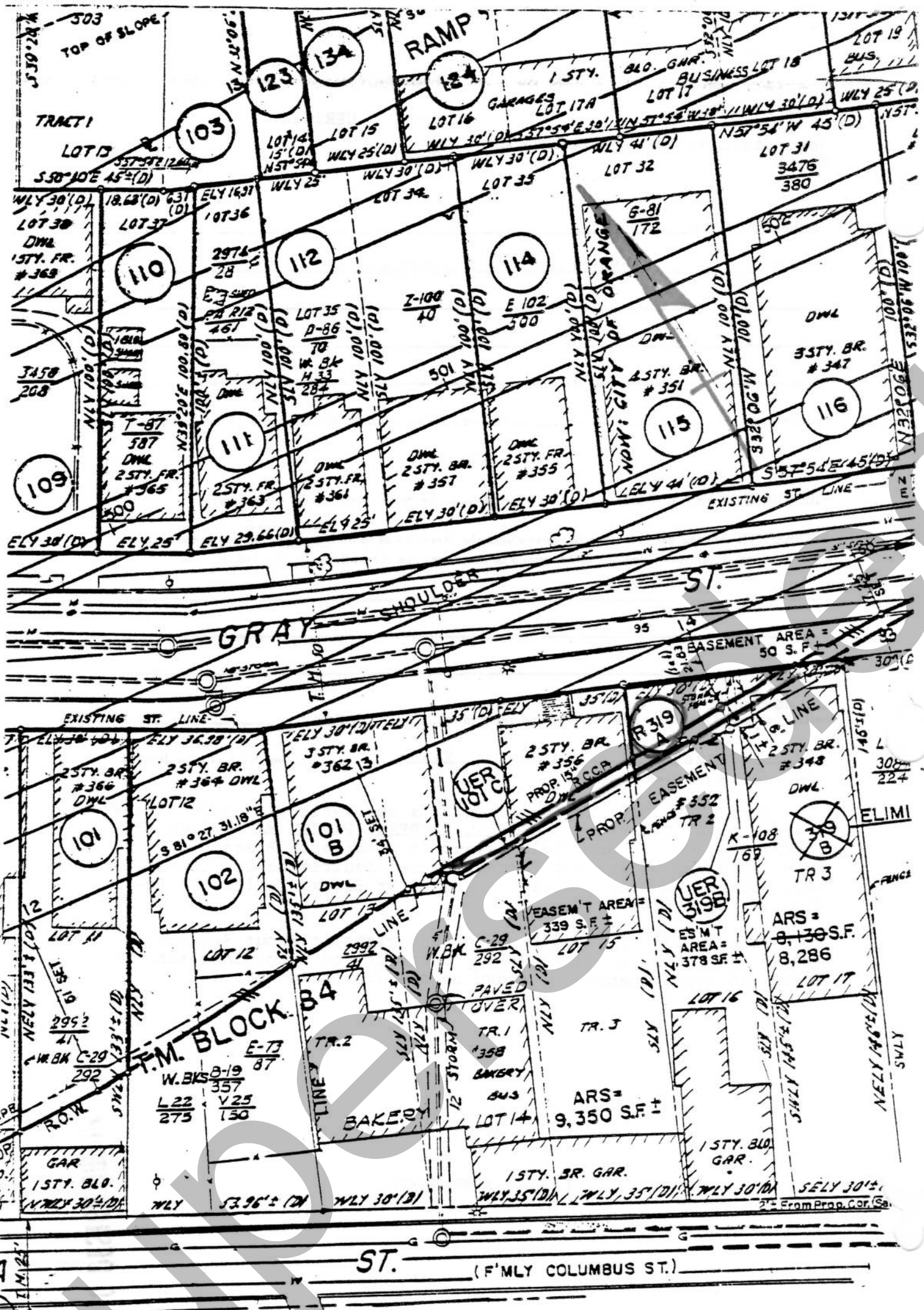
of Orange in the County of Essex and State of New Jersey,  
more particularly described as follows:

Parcel UER101C, as indicated on a map entitled: "New Jersey State Highway Department, GENERAL PROPERTY PARCEL MAP, ROUTE 280 (1953) SECTION 5, Northfield Avenue To Kenilworth Place, Showing Existing Right Of Way And Parcels To Be Acquired In The Towns Of West Orange And City Of Orange, County Of Essex, Scale: As Indicated, June 1961";

Parcel UER101C, consisting of the right at about Station 500+75 (Base Line Stationing) to construct and maintain a subsurface drain and appurtenances as shown on the aforesaid map.

(Utility easement)

IMETRIC DESIGN GROUP



From Route U.S. 9 To  
Smithburg Road

Parcel E

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN \_\_\_\_\_

\_\_\_\_\_

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part;

**easement**

WITNESSETH that the sellers agree to convey unto the State, by deed of ~~conveyance~~, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

an easement in  
/ certain lands and premises, situate, lying and being in the \_\_\_\_\_ Township

of \_\_\_\_\_, in the County of \_\_\_\_\_ Monmouth \_\_\_\_\_ and State of New Jersey,  
more particularly described as follows:

Parcel E \_\_\_\_\_, as indicated on a map entitled:  
"New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL  
MAP, ROUTE 33 (1953) SECTION 5, From Route U.S. 9 To Smithburg Road,  
Showing Existing Right Of Way And Parcels To Be Acquired In The  
Townships Of Freehold And Manalapan, County Of Monmouth, Scale:  
As Indicated, October 1963";

Parcel E \_\_\_\_\_, consisting of the right to construct  
and maintain a highway, bridge and appurtenances across lands of  
the party of the first part as shown on the aforesaid map at about  
Station \_\_\_\_\_ + \_\_\_\_\_ (Base Line Stationing).

(Highway over Railroad)



3-10-66 (DLS:fc)  
5-30-72 (DLS:ams)  
6-30-78 (SK:js)

Route 33 (1953) Section 5

Parcel E

From Route U.S. 9 To  
Smithburg Road

Project

AGREEMENT MADE \_\_\_\_\_

BETWEEN \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

of the \_\_\_\_\_ of \_\_\_\_\_ in the County of \_\_\_\_\_

and State of \_\_\_\_\_ hereinafter referred to as the sellers, party of the first part.

AND

THE STATE OF NEW JERSEY, hereinafter referred to as the State, party of the second part;

WITNESSETH that the sellers agree to convey unto the State, by deed of <sup>easement</sup> ~~conveyance~~, free and clear of all encumbrances whatsoever, and the State agrees to purchase from the sellers, for the sum of

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

an easement in  
/ certain lands and premises, situate, lying and being in the \_\_\_\_\_

of \_\_\_\_\_, in the County of Monmouth and State of New Jersey,  
more particularly described as follows:

Parcel E \_\_\_\_\_, as indicated on a map entitled: "New Jersey Department Of Transportation, GENERAL PROPERTY PARCEL MAP, ROUTE 33 (1953) SECTION 5, From Route U.S. 9 To Smithburg Road, Showing Existing Right Of Way And Parcels To Be Acquired In The Townships Of Freehold And Manalapan, County Of Monmouth, Scale: As Indicated, October 1963";

Parcel E \_\_\_\_\_, consisting of the right to construct and maintain a highway and appurtenances upon lands of the party of the first part as shown on the aforesaid map at about Station \_\_\_\_\_ + \_\_\_\_\_ (Base Line Stationing); together with the right to construct and maintain a railroad bridge for carrying the mainline railroad tracks over State Highway Route \_\_\_\_\_ Section \_\_\_\_\_ at the aforesaid location, including temporary trestles facilities for use during construction.

(Railroad over Highway)

APPLICATION FOR RIPARIAN GRANT

TO THE DEPARTMENT OF ENVIRONMENTAL PROTECTION

WHEREAS, a State Highway designated as Route \_\_\_\_\_,  
Section \_\_\_\_\_, \_\_\_\_\_ (terminals) has  
heretofore been laid out and construction provided for pursuant to  
the provisions of Title #27 of the Revised Statutes of New Jersey; and

WHEREAS, portions of the said State Highway are over tidal  
lands, title to such lands pursuant to the provisions of Title 12  
N.J.S.A. being in the State of New Jersey, Department of Environmental  
Protection;

NOW, THEREFORE, I, \_\_\_\_\_, Commissioner of Trans-  
portation of the State of New Jersey, acting for and in the name of  
the State of New Jersey, do hereby apply for a Grant of lands as  
indicated on a map entitled: (Map Quote)

Parcel T...(Description).. or TE.....

THE STATE OF NEW JERSEY, Department of Environmental Protection  
Division of Marine Services, Bureau of Navigation is, AT THE RECEIPT  
OF THIS APPLICATION, requested to make the hereinabove described  
GRANT to the STATE OF NEW JERSEY, Department of Transportation in  
accordance with and subject to the provisions of an act of the Legis-  
lature of said State entitled: "A further supplement to an act  
entitled: 'An act to ascertain the rights of the State and riparian  
owners in the lands lying under the waters of New York Bay and else-  
where in the State', approved April eleventh, one thousand, eight  
hundred and sixty-four", which said supplement was approved March 16,  
1916.

Date.....

.....  
Commissioner of Transportation

Witness:

.....

(3 copies of application).  
(6 prints of map showing Parcel to be acquired).

REV. 5-28-74  
 6-14-74  
 6-30-78  
 12-9-83

COMPLETE PACKAGING INSTRUCTIONS FOR FINAL SUBMISSION

PACKAGE MAPS AND FORMS OF AGREEMENTS AS FOLLOWS:

Transmit to Right of Way Engineer with letter of transmittal, stating number of parcels required for contract section. Parcels to be listed on Form RE-130.

LABELED FOR NEGOTIATOR:

Clipped together

- 4 Agreements per parcel (completed Form RE-11A) - - - - -
- 2 Cut-outs per parcel
- 1 sepia of General Property Parcel Map - - - - -
- 1 sepia of Entire Tract Map - - - - -

LABELED FOR TITLE:

- 1 Agreement (Completed Form RE-11A) - - - - -
- 2 prints of Entire Tract Map Showing parcels transmitted (collated) - - - - -
- 2 prints of General Property Map (collated)
- Two copies of Deed Abstracts
- One print of any Tax and/or Dev't Map covering area transmitted

LABELED FOR FILE:

- (\*) 7 copies of agreement (not collated) - - - - -
- 3 prints of General Property Parcel Map showing parcels transmitted (collated) - - - - -
- 3 prints of Entire Tract Map (collated) - - - - -
- 1 sepia of any Tax and/or Dev't Map covering area transmitted
- 1 cut-out for each parcel in separate package

LABELED FOR R.O.W. ENG'R.

(Need only if current tracings or sepias have not been previously transmitted.)

- (\*\*) 2 sepias of General Property Parcel Map (collated) - - - - -
- (\*\*) 2 sepias of Entire Tract Map (collated) - - - - -

(Total needed)

	E.T.M.		G.P.P.M.		AGMT.
	Sepia	Print	Sepia	Print	
4 Agreements per parcel (completed Form RE-11A) - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- 4
2 Cut-outs per parcel	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
1 sepia of General Property Parcel Map - - - - -	- - - - -	- - - - -	1	- - - - -	- - - - -
1 sepia of Entire Tract Map - - - - -	1	- - - - -	- - - - -	- - - - -	- - - - -
1 Agreement (Completed Form RE-11A) - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- 1
2 prints of Entire Tract Map Showing parcels transmitted (collated) - - - - -	- - - - -	(sets) <sup>2</sup>	- - - - -	- - - - -	- - - - -
2 prints of General Property Map (collated)	- - - - -	- - - - -	- - - - -	2 (sets)	- - - - -
Two copies of Deed Abstracts	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
One print of any Tax and/or Dev't Map covering area transmitted	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
7 copies of agreement (not collated) - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- 7
3 prints of General Property Parcel Map showing parcels transmitted (collated) - - - - -	- - - - -	- - - - -	- - - - -	3 (sets)	- - - - -
3 prints of Entire Tract Map (collated) - - - - -	- - - - -	3 (sets)	- - - - -	- - - - -	- - - - -
1 sepia of any Tax and/or Dev't Map covering area transmitted	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
1 cut-out for each parcel in separate package	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
(**) 2 sepias of General Property Parcel Map (collated) - - - - -	- - - - -	- - - - -	2 (sets)	- - - - -	- - - - -
(**) 2 sepias of Entire Tract Map (collated) - - - - -	2 (sets)	- - - - -	- - - - -	- - - - -	- - - - -
(Total needed)	3 (sets)	5 (sets)	3 (sets)	5 (sets)	12

NOTE: ALL TRACINGS TO BE DELIVERED TO R.O.W. ENGINEERING WHEN CONTRACT IS COMPLETE OR UPON REQUEST. ALL SUBMISSIONS TO INCLUDE TABULATION SHEETS WITH ADDRESSES AS PART OF PLANS.

- (\*) Submit (4) prints of G.P.P.M. instead of (3) for State Aid Projects only.
- (\*\*) In addition submit original tracings for State Aid Projects.