

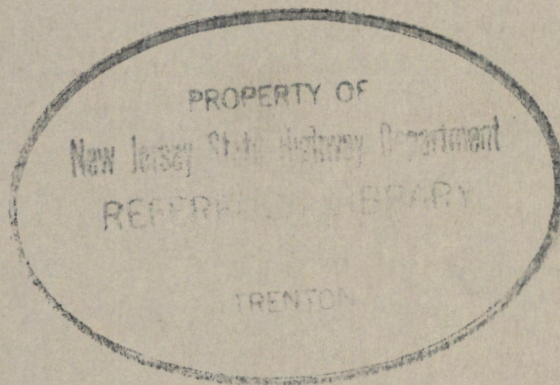
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SEVERANCE STUDIES

6 to 15



NEW JERSEY STATE HIGHWAY DEPARTMENT

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NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

SEVERANCE STUDIES
SAMPLES 6 TO 15
INCLUSIVE

PREPARED BY
DIVISION OF RIGHT OF WAY ACQUISITION & TITLES
AND
BUREAU OF PLANNING & TRAFFIC

IN COOPERATION WITH
UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
1961

SAMPLE 6
ISOLATED
ACCESS RESTRICTED
ACCESS ROAD

This study concerns a 47.321 acre general purpose farm in West Deptford Township, Gloucester County. It had a frontage of about 420 feet on the southerly line of Crown Point Road, and abutted for about 1,710 feet on the easterly line of Jessup Road. The Seashore Branch of the Pennsylvania-Reading Railroad crossed the farm from northwest to southeast, dividing the property into two parts. Farm buildings were located about 1,600 feet southerly from Crown Point Road, and had access to that road and to Jessup Road over farm lands.

On May 22, 1950, the State purchased 4.239 acres of land from this farm for construction of Route 44 Freeway, now a part of Route I-295. Payment was in the sum of \$4,000. Parcels involved are cross-hatched on the map reproduced in this report. This taking further severed the property, leaving parts north of the Freeway and parts south thereof. Damages were paid in the sum of \$1,408 for the division of the property by the acquisition and for slope rights required for the embankment to carry the Freeway over the Railroad and Jessup Road. Basis of settlement follows:

	Value of entire Tract of Taking	Value of Parcel Taken	Payments for Damages	Value of Remainder
Total	a. \$43,786	b. \$2,592	c. \$1,408	d. \$39,786
Land	e. 36,286	f. 2,592	g. 1,408	h. 32,286
Improvements	i. 7,500	j. 0	k. 0	l. 7,500

Three parcels have been sold out of the remaining property. Parcel "A", shown on the map and containing 0.403 of an acre, sold July 7, 1950, for \$1,000. Parcel "B", containing 6.889 acres, sold June 21, 1950, for \$5,436. These sales disposed of the remainder lying north of the Freeway. On June 10, 1955, Parcel "C" with an area of 4.363 acres, sold for \$5,000. Total of the sales prices is \$11,436.

It was noted at the end of the previous paragraph that the total return to the owner for the sale of Parcels "A", "B", & "C" was \$11,436. Their respective "After" values as established for the State were \$3,646 for Parcels "A" and "B" and \$4,363 for Parcel "C", a total of \$8,009. Their subsequent sales prices exceeded this by \$3,427. This should be compared with the sum of \$1,408 that was included in the settlement price as damages to the remainders.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
 LOCATION OF PAR- : b. County GLOUCESTER d. Street JESSUP ROAD
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 52A1, 52A2

ITEM A-2 : a. Name WOODBURY
 NEAREST URBAN : b. Population 12,453 as of: c. 1960 d. 1950 e. other
 PLACE :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS	Highway Facility		Type		Frontage Road	
	Arterial Highway	a.	<input type="checkbox"/>	One-Way	e.	<input type="checkbox"/>
	Expressway	b.	<input checked="" type="checkbox"/>	Two-Way	i.	<input type="checkbox"/>
	Full Control of access	b.	<input checked="" type="checkbox"/>		f.	<input type="checkbox"/>
	Partial Control	c.	<input type="checkbox"/>		j.	<input checked="" type="checkbox"/>
	Belt highway, circum-ferential or bypass	d.	<input type="checkbox"/>		g.	<input type="checkbox"/>
					h.	<input type="checkbox"/>
					i.	<input type="checkbox"/>

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

a. 5 MONTH b. 22 DAY c. 50 YEAR

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA		Area as per- centage of former tract
			check one	sq. ft.	
Entire tract	a. <u>2,800</u>	e. <u>47,321</u>	<input checked="" type="checkbox"/>		i. <u>9</u>
Parcel Taken	b. <u>260</u>	f. <u>4,239</u>	<input checked="" type="checkbox"/>		(Item f + e)
Remaining tract	c. <u>2,540</u>	g. <u>43,082</u>	<input checked="" type="checkbox"/>		<u>91</u>
Subsequent sale of remaining tract	d. _____	h. <u>11,655</u>	<input checked="" type="checkbox"/>		(g + e) <u>27</u>
Number of sales of entire remaining parcel					l. _____
Number of sales of portions of remaining parcel					m. <u>3</u>

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE		AFTER		ZONE	BEFORE		AFTER	
Urban					Rural				
Residential					Farm				
Occupied	a. <u>NA</u>		h. <input type="checkbox"/>		Occupied	o. <input type="checkbox"/>	u. <input type="checkbox"/>		
Vacant	b. <input type="checkbox"/>		i. <input type="checkbox"/>		Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>		
Commercial					Nonfarm				
Occupied	c. <input type="checkbox"/>		j. <input checked="" type="checkbox"/>		Residential	q. <input type="checkbox"/>	w. <input type="checkbox"/>		
Vacant	d. <input type="checkbox"/>		k. <input type="checkbox"/>		Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>		
Industrial					Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>		
Light	e. <input type="checkbox"/>		l. <input checked="" type="checkbox"/>		Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>		
Heavy	f. <input type="checkbox"/>		m. <input type="checkbox"/>		Other (explain)	aa: _____	ab: _____		
Vacant	g. <input type="checkbox"/>		n. <input type="checkbox"/>		see ITEM K				

E. LAND USE STATUS

ITEM E LAND USE STATUS	Use up to the time of taking Vacant a. <input type="checkbox"/> Agriculture, forestry, fishing b. <input checked="" type="checkbox"/> Manufacturing, construction, mining c. <input type="checkbox"/> Transportation, communication, electric, etc. d. <input type="checkbox"/> Wholesale and retail trade e. <input type="checkbox"/> Services, (service stations, motels, etc.) f. <input type="checkbox"/> Government g. <input type="checkbox"/> Residential h. <input checked="" type="checkbox"/>	Use of remainder up to time of study. Vacant i. <input checked="" type="checkbox"/> Agriculture, forestry, fishing j. <input checked="" type="checkbox"/> Manufacturing, construction, mining k. <input type="checkbox"/> Transportation, communication, electric, etc. l. <input type="checkbox"/> Wholesale and retail trade m. <input checked="" type="checkbox"/> Services, (service stations, motels, etc.) n. <input type="checkbox"/> Government o. <input type="checkbox"/> Residential p. <input checked="" type="checkbox"/>
	Describe land use status briefly.	
	q. <u>DAIRY FARM</u>	r. <u>TRACT "A"-RESIDENTIAL; "B"-FARMING AND LUMBER YARD; "C"-CONSTRUCTION EQUIPMENT SALES; "D,E,F"-FARMING</u>

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1 ACCESS BEFORE TAKING	Access to principal highway before taking In both directions Unrestricted a. <input checked="" type="checkbox"/> No access b. <input type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> e. <input type="checkbox"/> Direct access to road other than principal highway f. <input type="checkbox"/> Travel distance to nearest town or trading center in each direction to nearest half mile k. <u>3.0 WEST</u> l. <u>2.5 EAST</u>	In one direction g. <input type="checkbox"/> h. <input type="checkbox"/> i. <input type="checkbox"/> j. <input type="checkbox"/>
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ITEM F-2 ACCESS AFTER TAKING	Access to new highway improvement In both directions Unrestricted a. <input type="checkbox"/> No access b. <input checked="" type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> e. <input type="checkbox"/> Direct access restricted to frontage road f. <input type="checkbox"/> Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, l. <input checked="" type="checkbox"/> off m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile n. <u>0.5</u> Travel distance to nearest town or trading center in one direction to nearest half mile. o. <u>2.5</u>	In one direction g. <input type="checkbox"/> h. <input type="checkbox"/> i. <input type="checkbox"/> j. <input checked="" type="checkbox"/>
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ITEM F - 3 : Direct access to road other than principal highway a. JESSUP & CROWN POINT ROADS
 OTHER ACCESS : Intersecting new highway b.
 : Not intersecting new highway c.
 : Travel distance to nearest town or trading center d. 2.5
 : to nearest half mile in one direction

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF REMAINDER AT HIGHWAY : a. NA At grade level d.
 : b. Feet above grade e.
 : c. Feet below grade f. 10 to 25

ITEM G - 2 : Before After
 VISIBILITY OF HIGHWAY FROM REMAINDER : a. NA Fully d.
 : b. Partially e.
 : c. Not visible f.

ITEM G - 3 :
 DESCRIPTION : Separated a. Isolated b. Landlocked c. On dead end d.

ITEM H - 1 :
 COMPENSATION : Amount of award Month and Year of award
 : Negotiated settlement a. 4,000 e. 5-50
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. 2,700
 DOLLAR PAY - MENTS FOR TAKING RIGHT OF WAY :
 : Acres sq. ft. Price per unit Total
 : Land Taken * b. 4.239 c. NA d. 2,700
 : Improvement * e. 0
 : Amount of damages resulting from taking f. 1,300
 : Elements considered in establishing damages to remainder :
 : Proximity g. Access restricted i.
 : Reduction in size h. Divided property k.
 : Shape i. Other (specify) l.
 : SLOPE RIGHTS
 : Estimated benefits resulting from taking m. _____
 : General * n. NA
 : Special * o. NA
 : TOTAL dollar payments for taking right of way p. 4,000
 : * If available and appropriate (p = a + f - m)

ITEM H - 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 43,786	b. 2,592	c. 1,408	d. 39,786
Land	e. 36,286	f. 2,592	g. 1,408	h. 32,286
Improvements	i. 7,500	j. 0	k. 0	l. 7,500

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 7-50	1,000	N A	N A	0.403	N A	7
b. 6-50	5,436	N A	N A	6.889	N A	1 & 4
c. 6-55	5,000	N A	N A	4.863	N A	4 & 7

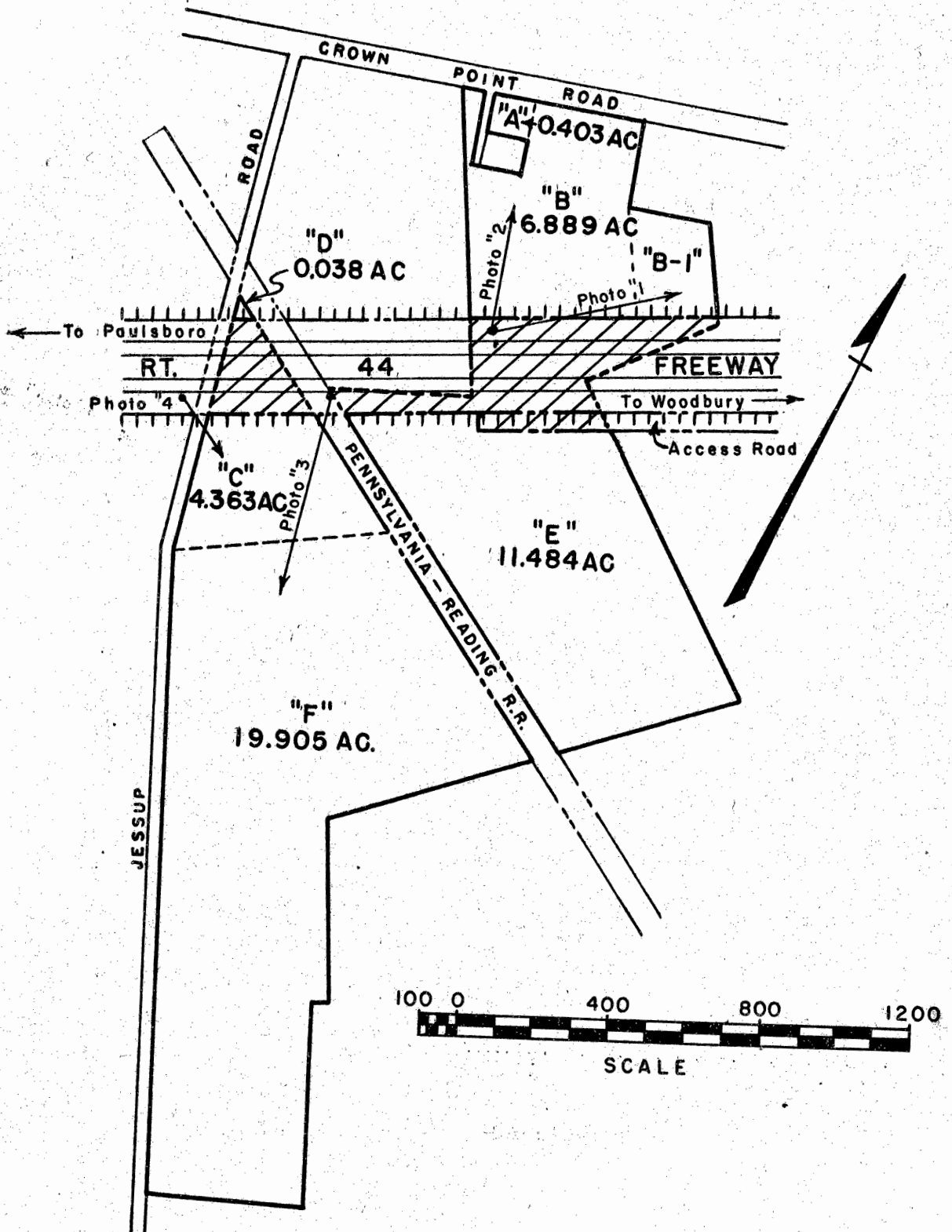
Additional sales listed -- Item K

** Code present use of parcel sold as follows: 0 Vacant;
 1 Agriculture, forestry, fishing; 2 Manufacturing, construction, mining; 3 Transportation, communication, electric, etc.; 4 - Wholesale and retail trade; 5 Services (service stations, motels, etc.); 6 Government;
 7 Residential. Describe use briefly SEE ITEM K

* If available _____

ITEM J-1

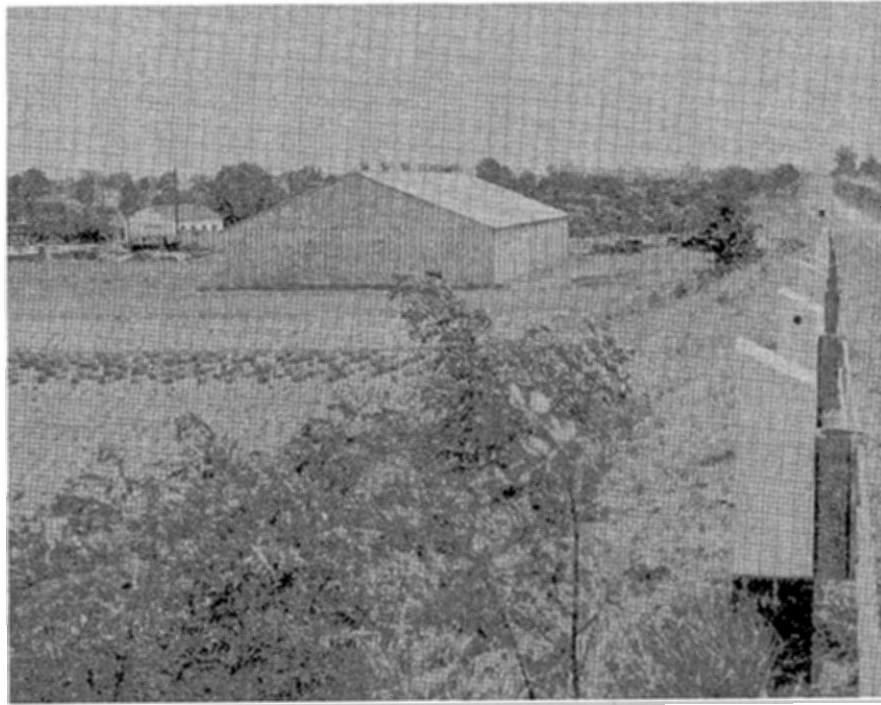
ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL R 52 A1 & 52 A2



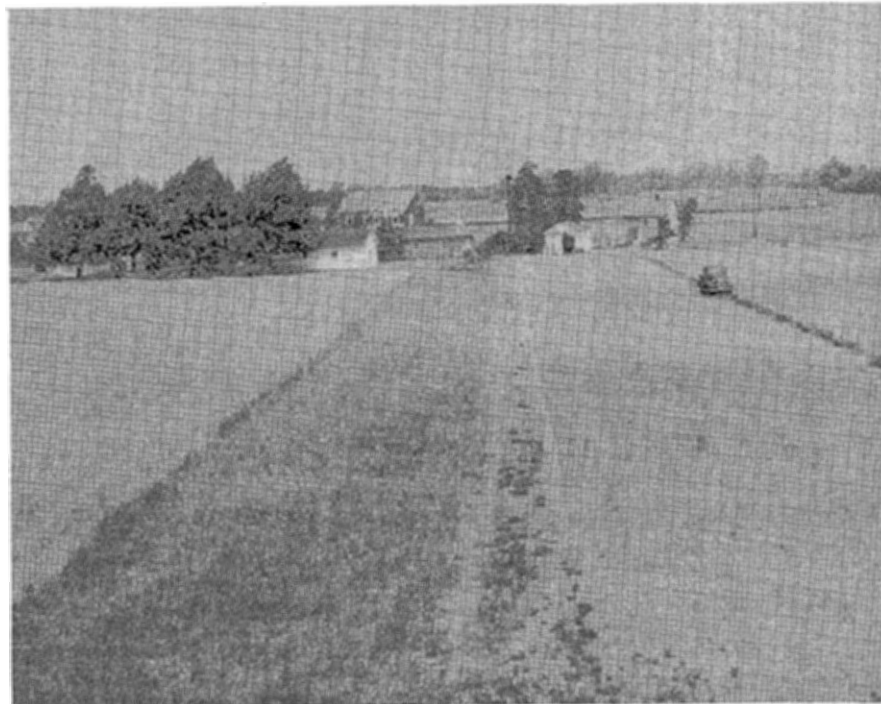
ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1



2

ITEM J-2
AFTER



3



4

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

D

WEST DEPTFORD TOWNSHIP WAS NOT ZONED UNTIL DECEMBER 1953.
TRACTS "A" AND "B" ON THE EXHIBIT MAP ARE NOW ZONED "GENERAL
COMMERCIAL". TRACTS "C,D,& E" ARE ZONED "LIGHT MANUFACTURING".

I

TRACT "A" IS NOW USED FOR A RESIDENCE.
TRACT "B" IS MAINLY USED FOR FARMING, "B-1" AS LUMBER YARD.
TRACT "C" IS USED FOR SALES OF CONSTRUCTION EQUIPMENT.
TRACT "D" IS VACANT.

TRACTS "E" AND "F" ARE USED FOR FARMING.

Reporter's signature and title

Adrian C. Lincoln

Date

9-19-61

DISTRICT ENGINEER

SAMPLE 7

DIVIDED PROPERTY - IRREGULAR SHAPE
INTERCHANGE INFLUENCE - INCREASED FRONTAGE

In November, 1946, the owner of the property in this study purchased 4.56 acres of vacant land fronting on Grove Street in West Deptford Township, Gloucester County. The State purchased two parcels of land from this tract on May 4, 1951, for the sum of \$1,200 plus the conveyance of a small landlocked parcel estimated to be worth \$40.00. The settlement was thus equivalent to \$1,240.00.

The two parcels purchased are shown cross-hatched on the accompanying map. The triangular parcel, area 0.221 of an acre, was required for the main stem of Route 44 Freeway. The other parcel, area 0.769 of an acre, was required for relocation of Grove Street in connection with an interchange at this location. Total area of the two parcels was 0.99 of an acre. The remaining land was separated into two parts by the acquisition, with 2.82 acres on the east and 0.75 on the west, shown as areas "A" and "B" respectively.

The purchase price of \$1,240 was based on the following appraisal:

Value Before Taking:		
Land Only - 4.56 acres @ \$1,000 -----		\$4,560
Value After Taking:		
2.82 acres @ \$1,000 -----	\$2,820	
0.75 acres @ 667 -----	500	3,320
Loss of Value:		\$1,240

We are presently concerned with the smaller remaining plot which was damaged 1/3, or \$250, because of its irregular shape and its separation from the remaining larger tract.

Subsequent to State's purchase owner prepared a sub-division map, and Lot 1A thereon, shown on the exhibit map as area "C" and containing 0.242 of an acre, was sold for the sum of \$1,500 which is at the rate of over \$6,000 per acre. This lot is now improved with a modern dwelling as shown on photograph 1.

There now remains in owner's possession an area of 0.508 of an acre out of this smaller plot. Utilizing the appraisal value of \$667 per acre for this remainder and \$1,500 for the parcel sold, we find the minimum present day value of the 0.75 acre to be \$1,839 instead of the \$500 appraised by the State. This represents 367% of the State's appraised value.

Should we apply the sales value of \$6,000 per acre to the entire 0.75 of an acre that remained in this plot, we would arrive at an after value of \$4,500 which is nine times the after value of \$500 as appraised by the State. It is recognized that part of the enhanced value is attributable to the sub-division. A large part, however, is due to the introduction of the contiguous interchange and to the introduction of new and longer frontage. The only conclusion to be drawn is that the property was benefitted by the taking rather than damaged thereby.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
LOCATION OF PAR- : b. County GLOUCESTER d. Street GROVE STREET
CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 55A & B

ITEM A-2 : a. Name WOODBURY
NEAREST URBAN : b. Population 12,453 as of: c. 1960 d. 1950 e. other
PLACE : :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
HIGHWAY DATES : MONTH YEAR
: b. Date of investigation 5 60
: MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
: e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
SYSTEM : c. Other FAP rural g. Other State
: d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS	Highway Facility	Type	Frontage Road	
			One-Way	Two-Way
:	Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
:	Expressway			
:	Full Control of access	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
:	Partial Control	c. <input type="checkbox"/>		
:	Belt highway, circum-	d. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
:	ferential or bypass			
:			h. <input type="checkbox"/>	l. <input type="checkbox"/>

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1 DATE STATE AC- QUIRED PROPERTY	a. <u>5</u> MONTH	b. <u>4</u> DAY	c. <u>51</u> YEAR
---	----------------------	--------------------	----------------------

ITEM C-2 SIZE OF PARCELS	Parcel Identity	Frontage (in feet)	No.	AREA	Area as per- centage of former tract
				check one acres: sq. ft.	
	Entire tract	a. <u>536</u>	e. <u>4.56</u>	<input checked="" type="checkbox"/> X	i. <u>22</u>
	Parcel Taken	b. <u>398</u>	f. <u>0.99</u>	<input checked="" type="checkbox"/> X	(Item f + e)
	Remaining tract	c. <u>138</u>	g. <u>3.57</u>	<input checked="" type="checkbox"/> X	j. <u>78</u>
	Subsequent sale of remaining tract	d. _____	h. <u>0.248</u>	<input checked="" type="checkbox"/> X	k. <u>7</u>
	Number of sales of entire remaining parcel				l. <u>0</u>
	Number of sales of portions of remaining parcel				m. <u>1</u>

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D ZONING STATUS	ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
	Urban			Rural		
	Residential			Farm		
	Occupied	a. <u>NA</u>	h. <input type="checkbox"/>	Occupied	o. <input type="checkbox"/>	u. <input type="checkbox"/>
	Vacant	b. <input type="checkbox"/>	i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>
	Commercial			Nonfarm		
	Occupied	c. <input type="checkbox"/>	j. <input checked="" type="checkbox"/>	Residential	q. <input type="checkbox"/>	w. <input type="checkbox"/>
	Vacant	d. <input type="checkbox"/>	k. <input checked="" type="checkbox"/>	Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>
	Industrial			Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>
	Light	e. <input type="checkbox"/>	l. <input type="checkbox"/>	Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>
	Heavy	f. <input type="checkbox"/>	m. <input type="checkbox"/>	Other (explain)	aa: _____	ab: _____
	Vacant	g. <input type="checkbox"/>	n. <input type="checkbox"/>			

SEE ITEM K

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

- q. _____
- r. 93% OF REMAINDER IS VACANT
7% OCCUPIED BY NEW RESIDENCE

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING



Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>2.5 WEST</u> | l. <u>2.5 EAST</u> |





ITEM F-2
ACCESS AFTER TAKING






Access to new highway improvement





- | | In both directions | In one direction |
|---|---|--|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance m. <input type="checkbox"/> interchange to the nearest tenth of a mile | k. <input checked="" type="checkbox"/> on ramp, | l. <input checked="" type="checkbox"/> off |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | n. <u>0.1 W.B.</u> | <u>0.4 E.B.</u> |
| | o. _____ | <u>2.5</u> |

ITEM F - 3 : Direct access to road other than principal highway a. GROVE STREET
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 2.5
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. NA At grade level d. 
 REMAINDER AT : b.  Feet above grade e. 
 HIGHWAY : c.  Feet below grade f. 10 TO 25

ITEM G - 2 : Before After
 VISIBILITY OF : a. NA Fully d. 
 HIGHWAY FROM : b.  Partially e. 
 REMAINDER : c.  Not visible f. 

ITEM G - 3 :
 DESCRIPTION : Separated a.  Isolated b.  Landlocked c.  On dead end d. 

ITEM H - 1 :
 COMPENSATION : Amount of award Month and Year of award
 : Negotiated settlement a. 1,240 e. 5-4-51
 : Administrative or quasi-judicial body b. _____ f. SEE ITEM K
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. _____ 990
 DOLLAR PAY - : Acres  sq. ft.  Price per unit Total
 MENTS FOR : Land Taken * b. 0.99 c. 1000 d. 990
 TAKING RIGHT : Improvement * e. 0
 OF WAY : Amount of damages resulting from taking f. 250
 : Elements considered in establishing damages to remainder :
 : Proximity g.  Access restricted i. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : Estimated benefits resulting from taking m. 0
 : General * n. NA
 : Special * o. NA
 : TOTAL dollar payments for taking right of way p. 1,240
 : * If available and appropriate (p = a + f - m)

ITEM H - 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 4,560	b. 990	c. 250	d. 3,320
Land	e. 4,560	f. 990	g. 250	h. 3,320
Improvements	i. 0	j. 0	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 5-22-55	1,500	0	1,500	0.248	6,000	7
b.						
c.						

Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;

Agriculture, forestry, fishing; Manufacturing,

construction, mining; Transportation, communication,

electric, etc.; Wholesale and retail trade; Services

(service stations, motels, etc.); Government;

Residential. Describe use briefly _____

* If available _____

11. **Residence:** (place of birth or residence)

- Country of birth:** (place of birth)
- Country of residence:** (place of residence)
- Country of birth:** (place of birth)
- Country of residence:** (place of residence)
- Country of birth:** (place of birth)
- Country of residence:** (place of residence)

REVENUES BY
 CATEGORY
 BY TYPE OF
 REVENUE

Year	1950	1951	1952	1953	1954	1955
Revenue	1000	1200	1500	1800	2200	2500
Category	1000	1200	1500	1800	2200	2500
Type of Revenue	1000	1200	1500	1800	2200	2500

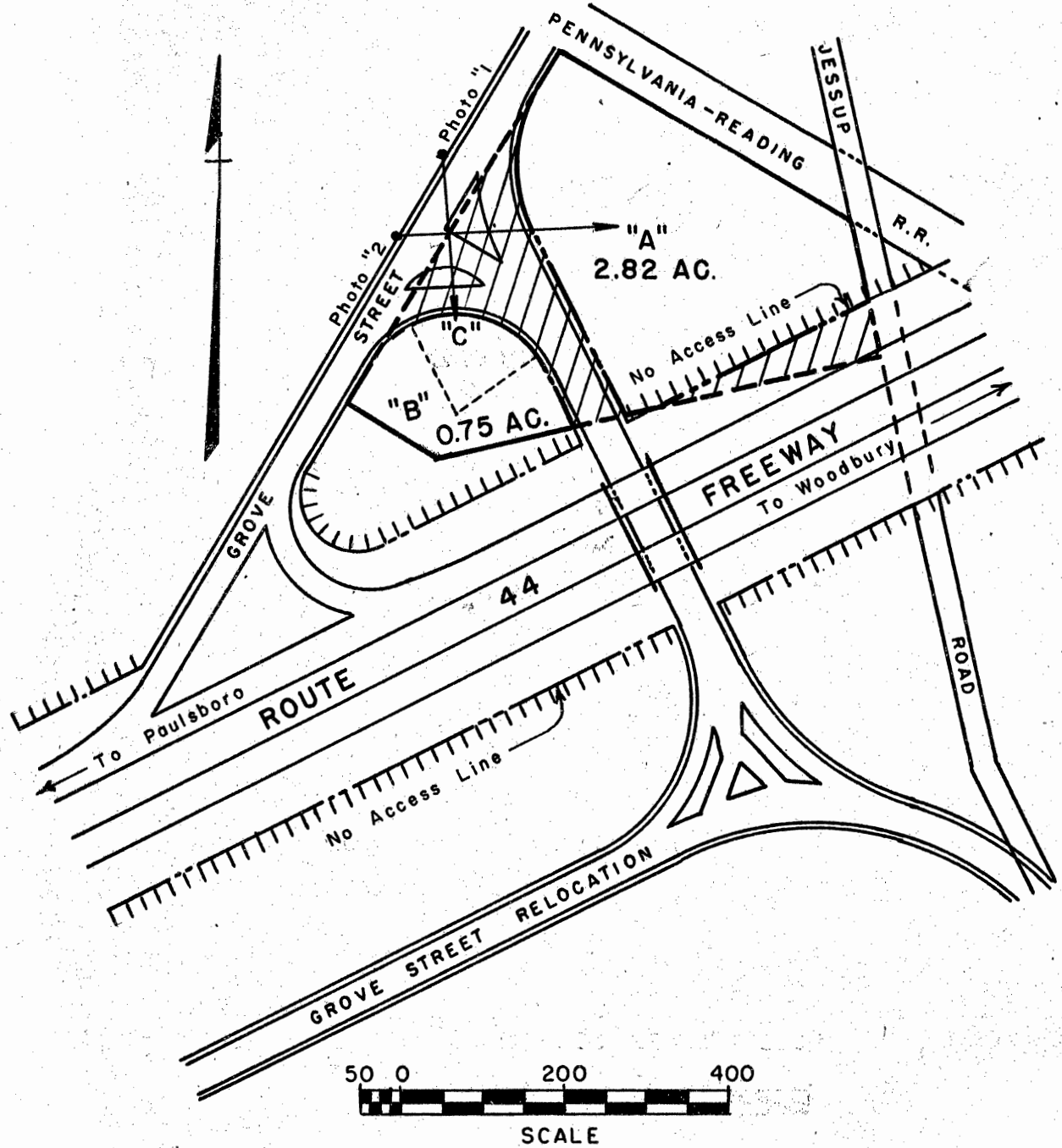
12. **TYPE OF REVENUE BY CATEGORY**

REVENUES BY
 CATEGORY
 BY TYPE OF
 REVENUE

Year	1950	1951	1952	1953	1954	1955
Revenue	1000	1200	1500	1800	2200	2500
Category	1000	1200	1500	1800	2200	2500
Type of Revenue	1000	1200	1500	1800	2200	2500

ITEM J-1

ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL 55A & 55B

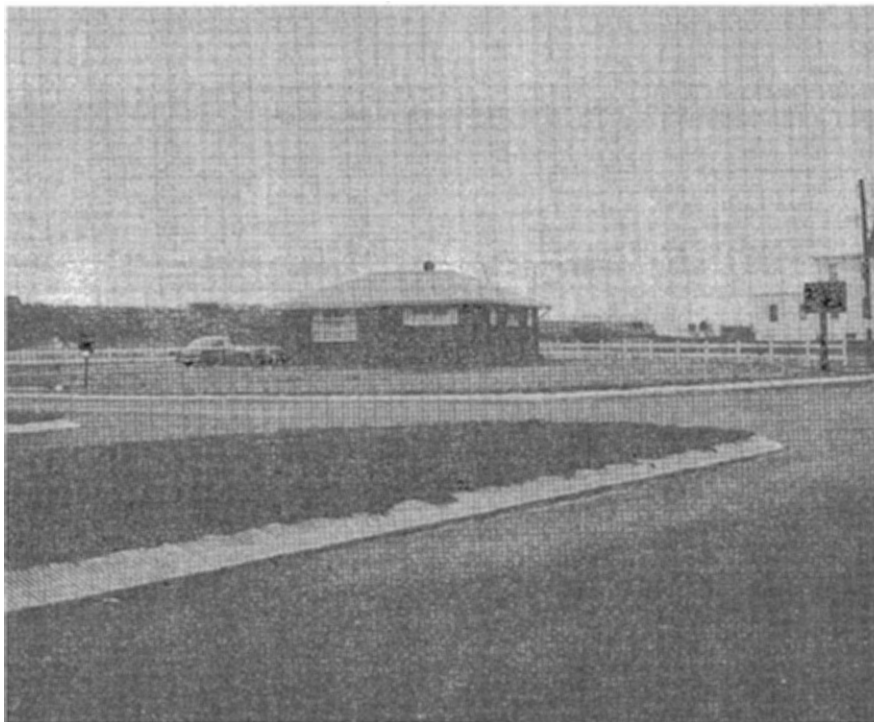


ITEM J-2
BEFORE

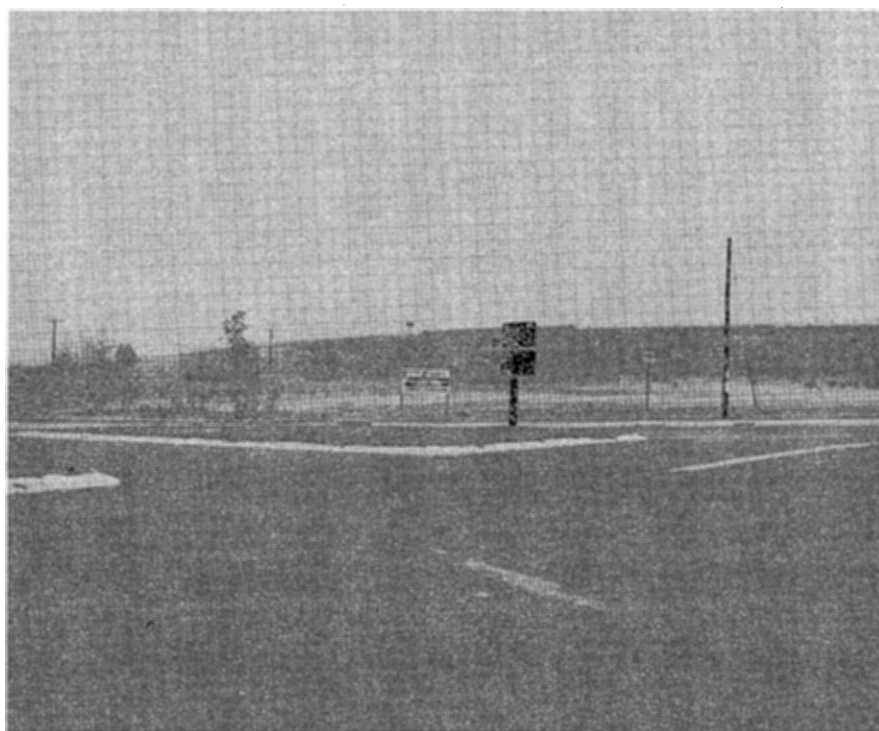
PHOTOGRAPH NOT AVAILABLE

ITEM J-2

AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

D NO ZONING EXISTED IN 1951. IT IS NOW GENERAL COMMERCIAL.

H-1 THE SUM OF \$1240. PAID FOR THE PROPERTY TAKEN INCLUDED \$1200. CASH PLUS CONVEYANCE OF A SMALL LANDLOCKED PARCEL VALUED AT \$40.

J-2 PHOTOGRAPHS ARE NOT AVAILABLE SHOWING THE PROPERTY AT THE TIME OF STATE'S ACQUISITION.

Reporter's signature and title

Adrian C. Guesler Date 9-19-61

DISTRICT ENGINEER

SAMPLE 8
REDUCTION IN SIZE

The construction of Route 44 Freeway in West Deptford Township, Gloucester County, required the acquisition of 45% of owner's residential plot located on Grove Street in the Thorofare section of the Township. The taking was required both for the main stem of the Freeway and for an off ramp from its west bound roadway.

Frontage of the property was about 244 feet. Uniform depth was about 127 feet. Improvements on the property consisted of a 2½ story frame dwelling and a shed.

Acquisition by the State was made on May 18, 1950. Price paid was \$750, which included \$450 for the fee taking and \$300 damages paid for reduction in the size of the property. The remainder has a usable frontage of about 100 feet on Grove Street. Access across the entire taking line is denied. See map in this report.

The remainder was valued at \$4,550 by the State's appraiser, as indicated in the appraisal shown below. This entire remainder was sold on March 5, 1956 for the sum of \$7,500. It is evident that any damage to the remainder was more than offset by proximity to on and off ramps to the Freeway, which are immediately at hand on the westbound roadway, and within four tenths of a mile on the eastbound roadway by means of Grove Street Relocation.

APPRAISAL

	<u>Value of entire Tract Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. \$5,300	b. \$450	c. \$300	d. \$4,550
Land	e. 1,000	f. 450	g. 50	h. 500
Improvements	i. 4,300	j. 0	k. 250	l. 4,050

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
 LOCATION OF PAR- : b. County GLOUCESTER d. Street GROVE STREET
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 56

ITEM A-2 : a. Name WOODBURY
 NEAREST URBAN : b. Population 12,453 as of: c. 1960 d. 1950 e. other
 PLACE :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State k. Toll Facility
 : d. Other FAP urban h. Local rural

ITEM B-4 :

Highway Facility	Type	Frontage Road	
		One-Way	Two-Way
Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
Expressway	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
Full Control of access	c. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
Partial Control	d. <input type="checkbox"/>	h. <input type="checkbox"/>	l. <input type="checkbox"/>
Belt highway, circum-ferential or bypass			

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

a. 5 MONTH b. 18 DAY c. 50 YEAR

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA		Area as per- centage of former tract
			check one acres	sq. ft.	
Entire tract	a. <u>244</u>	e. <u>0.732</u>	X		i. <u>45</u>
Parcel Taken	b. <u>160</u>	f. <u>0.328</u>	X		(Item f + e)
Remaining tract	c. <u>84</u>	g. <u>0.404</u>	X		j. <u>55</u>
Subsequent sale of remaining tract	d. <u>84</u>	h. <u>0.404</u>	X		(g + e)
					k. <u>100</u>
					(h + g)
					l. <u>1</u>
					m. _____

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE		AFTER		ZONE	BEFORE		AFTER	
Urban					Rural				
Residential		NA			Farm		NA		NA
Occupied	a.	<input type="checkbox"/>	h.	<input type="checkbox"/>	Occupied	o.	<input type="checkbox"/>	u.	<input type="checkbox"/>
Vacant	b.	<input type="checkbox"/>	i.	<input type="checkbox"/>	Vacant	p.	<input type="checkbox"/>	v.	<input type="checkbox"/>
Commercial					Nonfarm				
Occupied	c.	<input type="checkbox"/>	j.	<input checked="" type="checkbox"/>	Residential	q.	<input type="checkbox"/>	w.	<input type="checkbox"/>
Vacant	d.	<input type="checkbox"/>	k.	<input type="checkbox"/>	Commercial	r.	<input type="checkbox"/>	x.	<input type="checkbox"/>
Industrial					Industrial	s.	<input type="checkbox"/>	y.	<input type="checkbox"/>
Light	e.	<input type="checkbox"/>	l.	<input type="checkbox"/>	Vacant	t.	<input type="checkbox"/>	z.	<input type="checkbox"/>
Heavy	f.	<input type="checkbox"/>	m.	<input type="checkbox"/>	Other (explain)	aa:	_____	ab:	_____
Vacant	g.	<input type="checkbox"/>	n.	<input type="checkbox"/>					

SEE ITEM K

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

q. _____ r. 2½ STORY FRAME DWELLING
ON 0.404 ACRE PLOT

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING



Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>2.5 WEST</u> | l. <u>2.5 EAST</u> |





ITEM F-2
ACCESS AFTER TAKING

Access to new highway improvement




- | | In both directions | In one direction |
|---|--|--|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input checked="" type="checkbox"/> on ramp, m. <input type="checkbox"/> interchange to the nearest tenth of a mile | | l. <input checked="" type="checkbox"/> off |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | | n. <u>0.1 W.B.</u> <u>0.4 E.B.</u> |
| | | o. <u>2.5</u> |

ITEM F - 3 : Direct access to road other than principal highway a. GROVE STREET
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 2.5
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. N A At grade level d. 
 REMAINDER AT : b.  Feet above grade e. 5-10
 HIGHWAY : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF : a. N A Fully d. 
 HIGHWAY FROM : b.  Partially e. 
 REMAINDER : c.  Not visible f. 

ITEM G - 3 : Separated a. N A Isolated b.  Landlocked c.  On dead end d. 
 DESCRIPTION

ITEM H - 1 :
 COMPENSATION :
 : Amount of award Month and Year
 : Negotiated settlement a. 750 e. 5-18-50
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. 443
 DOLLAR PAY - :
 MENTS FOR : Acres  sq. ft.  Price per unit Total
 TAKING RIGHT : Land Taken * b. 0.328 c. N A d. 443
 OF WAY : Improvement * e. 0
 : Amount of damages resulting from taking f. 307
 : Elements considered in establishing damages
 : to remainder :
 : Proximity g.  Access restricted j. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 750
 : * If available and appropriate (p = a + f - m)

ITEM H - 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 5,300	b. 443	c. 307	d. 4,550
Land	e. 1,000	f. 443	g. 57	h. 500
Improvements	i. 4,300	j. 0	k. 250	l. 4,050

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 3-56	7,500	N A	N A	17,592 SF	N A	7
b. _____	_____	_____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____	_____	_____

Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;

Agriculture, forestry, fishing; Manufacturing,

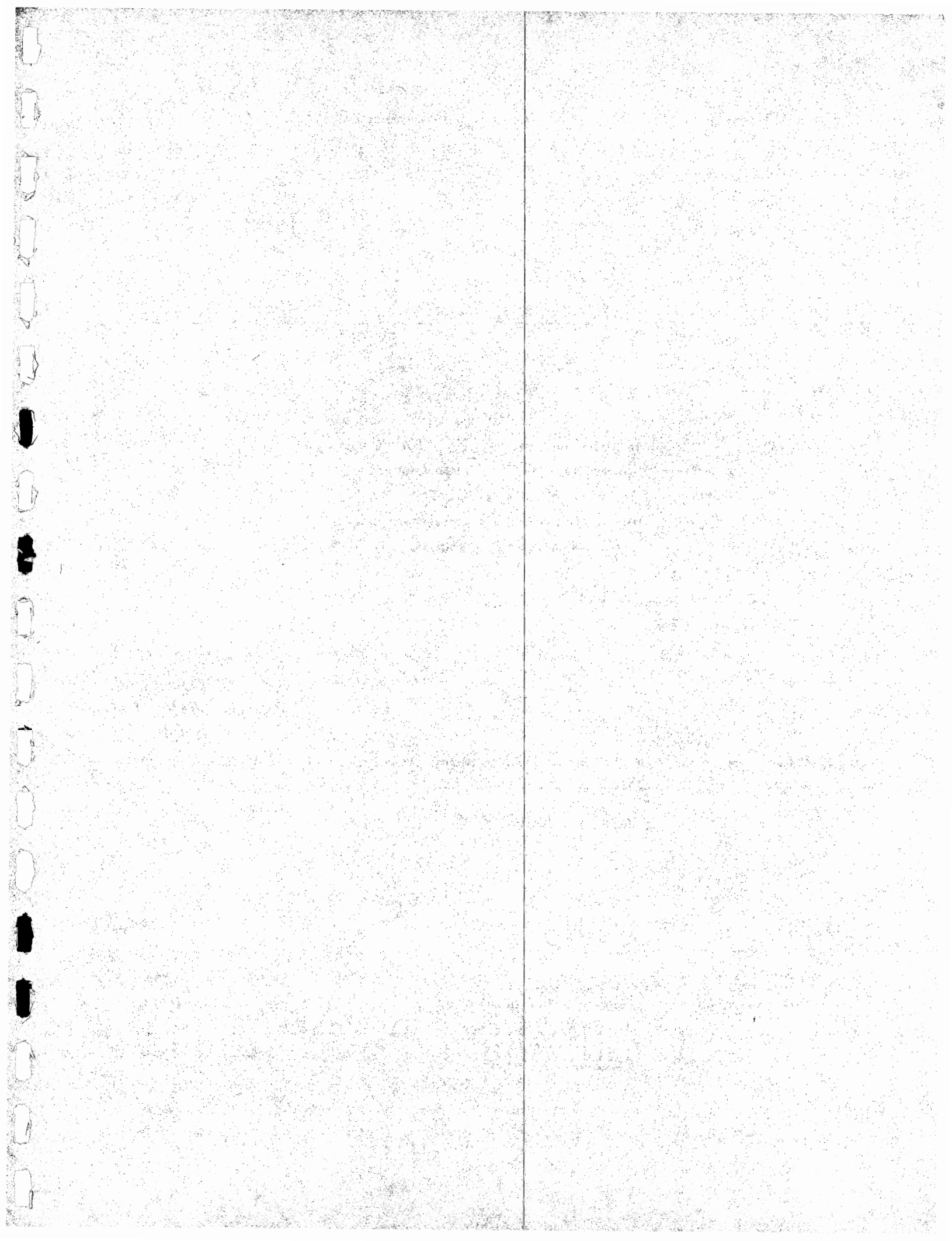
construction, mining; Transportation, communication,

electric, etc.; Wholesale and retail trade; Services

(service stations, motels, etc.); Government;

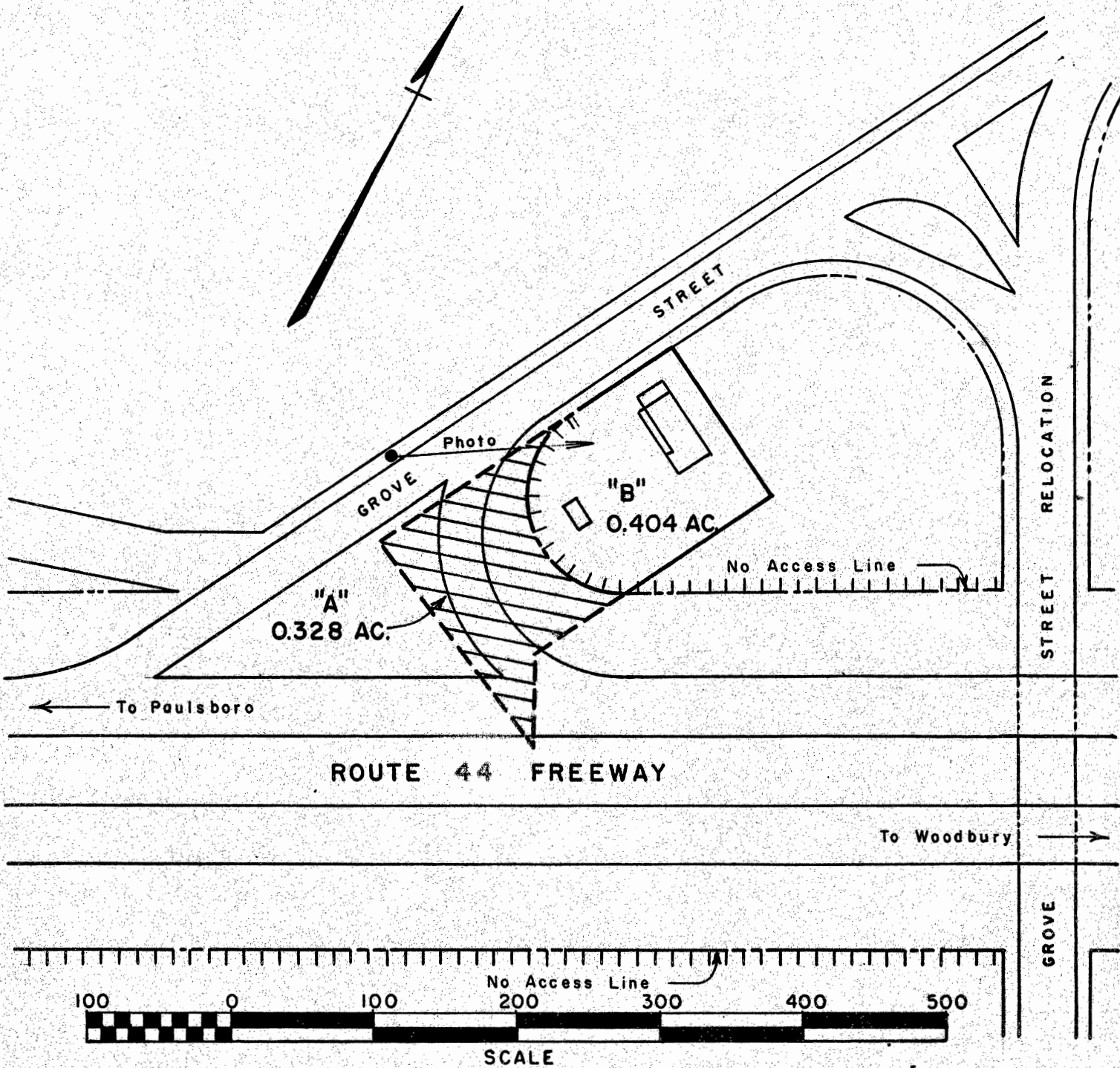
Residential. Describe use briefly _____

* If available _____



ITEM J - 1

ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL 56

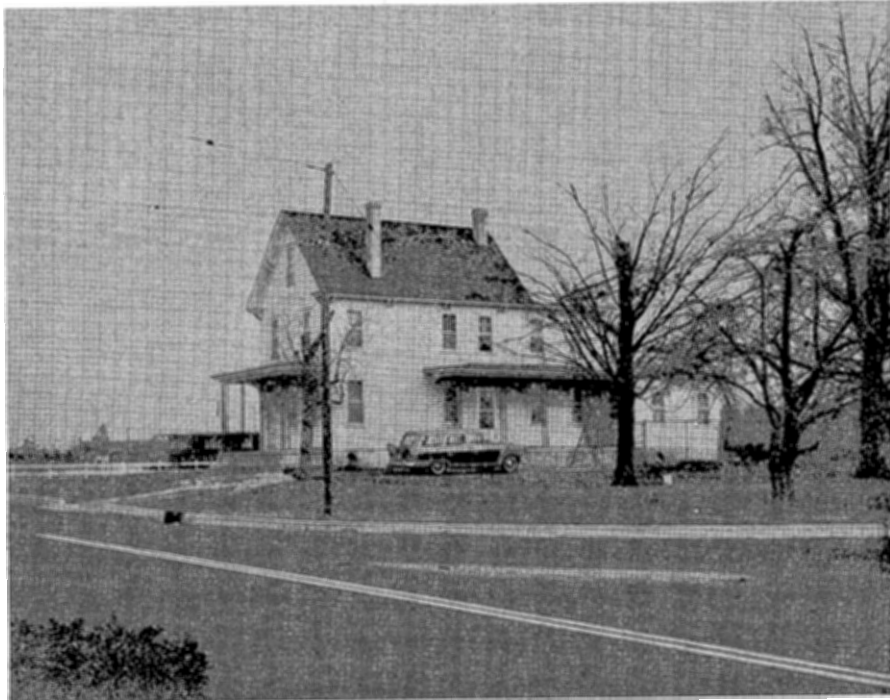


ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2

AFTER



1

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

D PROPERTY NOT ZONED AT TIME OF STATE'S PURCHASE.
IN DECEMBER, 1953, ZONED GENERAL COMMERCIAL.

J-2 PHOTOGRAPHS AT TIME OF STATE'S ACQUISITION NOT AVAILABLE.

Reporter's signature and title Adrian C. Lincoln Date 9-19-61
DISTRICT ENGINEER

SAMPLE 9
LANDLOCKED

In 1944 a farm with an area of 47.25 acres came into the possession of the owner of the property discussed in this study. It was located at the southwesterly corner of the intersection of Crown Point Road and Fowler Road in West Deptford Township, Gloucester County. This section of the county is primarily devoted to farming. Piece by piece he disposed of about 17 acres, with one acre in roads, so that on May 12, 1952, an area of 29.37 acres remained. This area is outlined with a heavy line on the map shown in this report.

A strip of land 250 feet in width, and extending across the rear of the property, was required for construction of Route 44 Freeway, now Interstate Route I-295. This had an area of 5.92 acres. Landlocked on the southerly side of the taking was an area of 6.64 acres, marked "B" on the map. This consisted of low land mostly swampy. State's appraisal is shown below.

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. \$17,650	b. \$3,600	c. \$2,000	d. \$12,050
Land	e. 17,650	f. 3,600	g. 2,000	h. 12,050
Improvements	i. 0	j. 0	k. 0	l. 0

It was impossible to secure an amicable settlement, so on May 12, 1952, the State filed a condemnation complaint, which immediately gave possession to the State. Testimony for the State was \$5,600 and for the owner \$13,800. The award was \$9,000.

Since the filing of the complaint, owner has sold six parcels of land, lettered a to f on the map. Total area of the six plots was 1.994 acres, and their total sales price amounted to \$2,925 or about \$1,465 per acre. Between 1946 and 1953, a period equal to the time between State's acquisition and the time data was gathered for this study, owner had sold 15.64 acres for \$11,250 which was at the rate of \$720 per acre. This is an indication that the remaining lots in owner's subdivision have doubled in value since Freeway construction. This we attribute to the immediate Freeway access afforded by the ramps at Fowler Road overpass.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
DIVISION OF RIGHT OF WAY
ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
 LOCATION OF PAR- : b. County GLOUCESTER d. Street FIRST AVENUE
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 62 B

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE : :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS	Highway Facility	Type	Frontage Road	
			One-Way	Two-Way
	Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
	Expressway			
	Full Control of access	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
	Partial Control	c. <input type="checkbox"/>		
	Belt highway, circum- ferential or bypass	d. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
			h. <input type="checkbox"/>	l. <input type="checkbox"/>

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

























a. 5 MONTH b. 12 DAY c. 52 YEAR

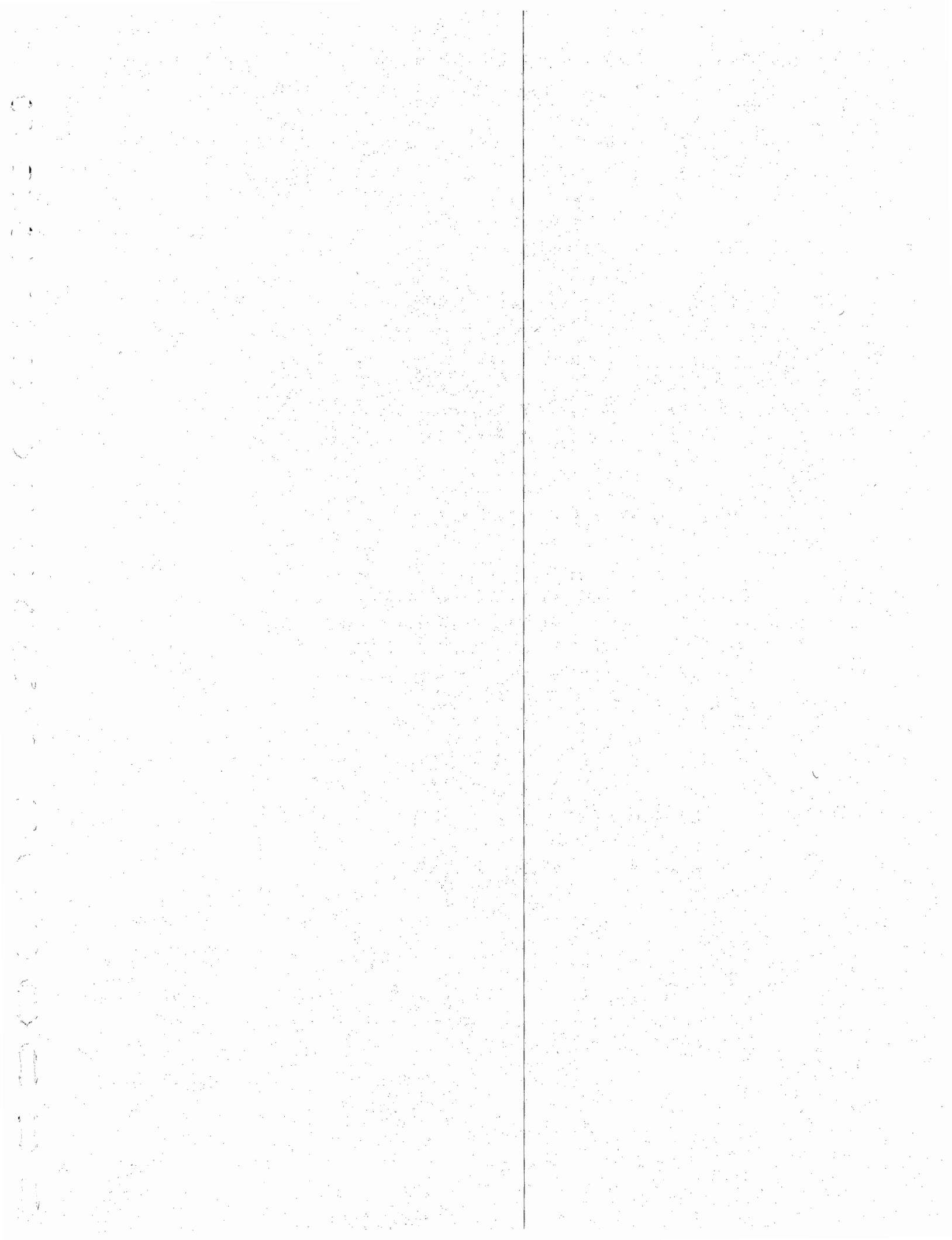
ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA : check one : acres : sq. ft.	Area as per- centage of former tract
Entire tract	a. <u>920</u>	e. <u>29.42</u>	: X	i. <u>20</u>
Parcel Taken	b. <u>0</u>	f. <u>5.92</u>	: X	(Item f + e)
Remaining tract	c. <u>920</u>	g. <u>23.50</u>	: X	j. <u>80</u>
Subsequent sale of remaining tract	d. _____	h. <u>1.994</u>	: X	k. <u>8.5</u> (h + g)
Number of sales of entire remaining parcel				l. _____
Number of sales of portions of remaining parcel				m. <u>6</u>

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. <u>NA</u>	h. 	Occupied	o. 	u. <u>NA</u>
Vacant	b. 	i. 	Vacant	p. 	v. 
Commercial			Nonfarm		
Occupied	c. 	j. 	Residential	q. 	w. 
Vacant	d. 	k. 	Commercial	r. 	x. 
Industrial			Industrial	s. 	y. 
Light	e. 	l. 	Vacant	t. 	z. 
Heavy	f. 	m. 	Other (explain)	aa: _____	ab: _____
Vacant	g. 	n. 		SEE	ITEM K



E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

- q. LAND WAS SUBDIVIDED.
LOTS SOLD IMPROVED,
REMAINDER VACANT.
- r. LOTS SOLD CONTAIN DWELLINGS.
REMAINDER IS VACANT.

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING



Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|--|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input checked="" type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input checked="" type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>E. 3.0</u> | l. <u>W. 4.0</u> |






ITEM F-2
ACCESS AFTER TAKING

Access to new highway improvement





- | | In both directions | In one direction |
|---|--|------------------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input checked="" type="checkbox"/> on ramp, l. <input checked="" type="checkbox"/> off | m. <input type="checkbox"/> interchange to the nearest tenth of a mile | n. <u>0.7 EAST</u> <u>0.1 WEST</u> |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | | o. <u>3.0</u> |

ITEM F - 3 : Direct access to road other than principal highway a. FIRST AVENUE
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 3
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

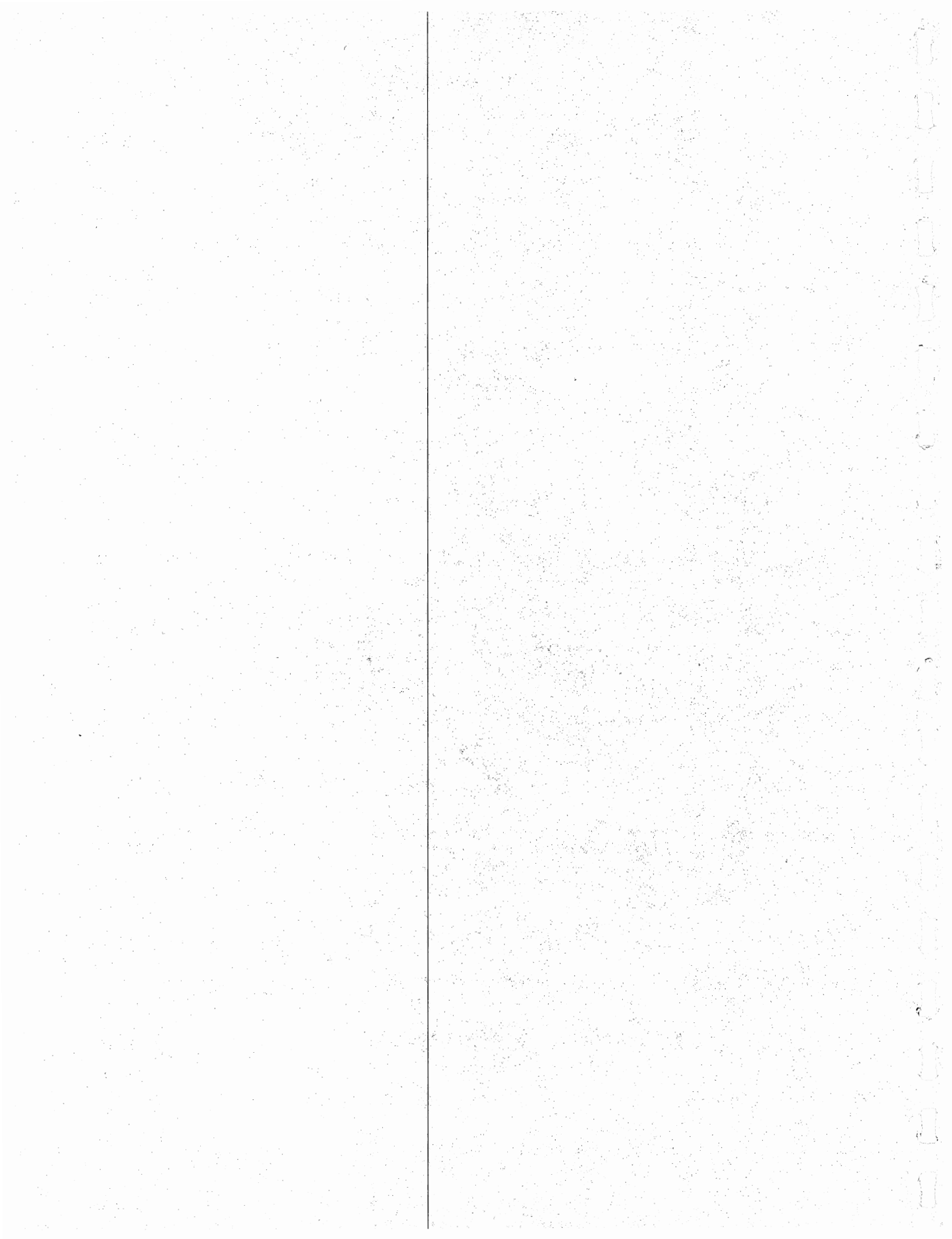
ITEM G - 1 : Before After
 ELEVATION OF REMAINDER AT HIGHWAY : a. NA At grade level d. 
 : b.  Feet above grade e. 
 : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF HIGHWAY FROM REMAINDER : a. NA Fully d. 
 : b.  Partially e. 
 : c.  Not visible f. 

ITEM G - 3 : Separated a.  Isolated b.  Landlocked c.  On dead end d. 
 DESCRIPTION

ITEM H - 1 :
 COMPENSATION :
 : Negotiated settlement a. _____ Amount of award e. _____ Month and Year of award
 : Administrative or quasi-judicial body b. 9,000 f. 11-52
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. NA (SEE ITEM K)
 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY :
 : Acres  sq. ft.  Price per unit Total
 : Land Taken * b. 5.92 c. NA d. NA
 : Improvement * e. NA
 : Amount of damages resulting from taking f. NA
 : Elements considered in establishing damages to remainder :
 : Proximity g.  Access restricted i. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : LANDLOCKED
 : Estimated benefits resulting from taking m. 0
 : General * n. NA
 : Special * o. NA
 : TOTAL dollar payments for taking right of way p. 9,000
 : * If available and appropriate (p = a + f - m)



ITEM H - 3 APPRAISED VALUES AND PAYMENTS FOR DAMAGES		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a.	17,650	b. 5,050	c. 2,000	d. 10,600
Land	e.	17,650	f. 5,050	g. 2,000	h. 10,600
Improvements	i.	0	j. 0	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I SALE PRICE OF SUBSEQUENT REMAINDER SALES						
Sale price of subsequent remainder sales from time of partial taking to date of "after" study						
Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 3-10-53	350	0	350	0.254	N A	7
b. 7-3-53	350	0	350	0.246	N A	7
c. 10-30-53	375	0	375	0.253	N A	7

Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;

Agriculture, forestry, fishing; Manufacturing,

construction, mining; Transportation, communication,

electric, etc.; Wholesale and retail trade; Services

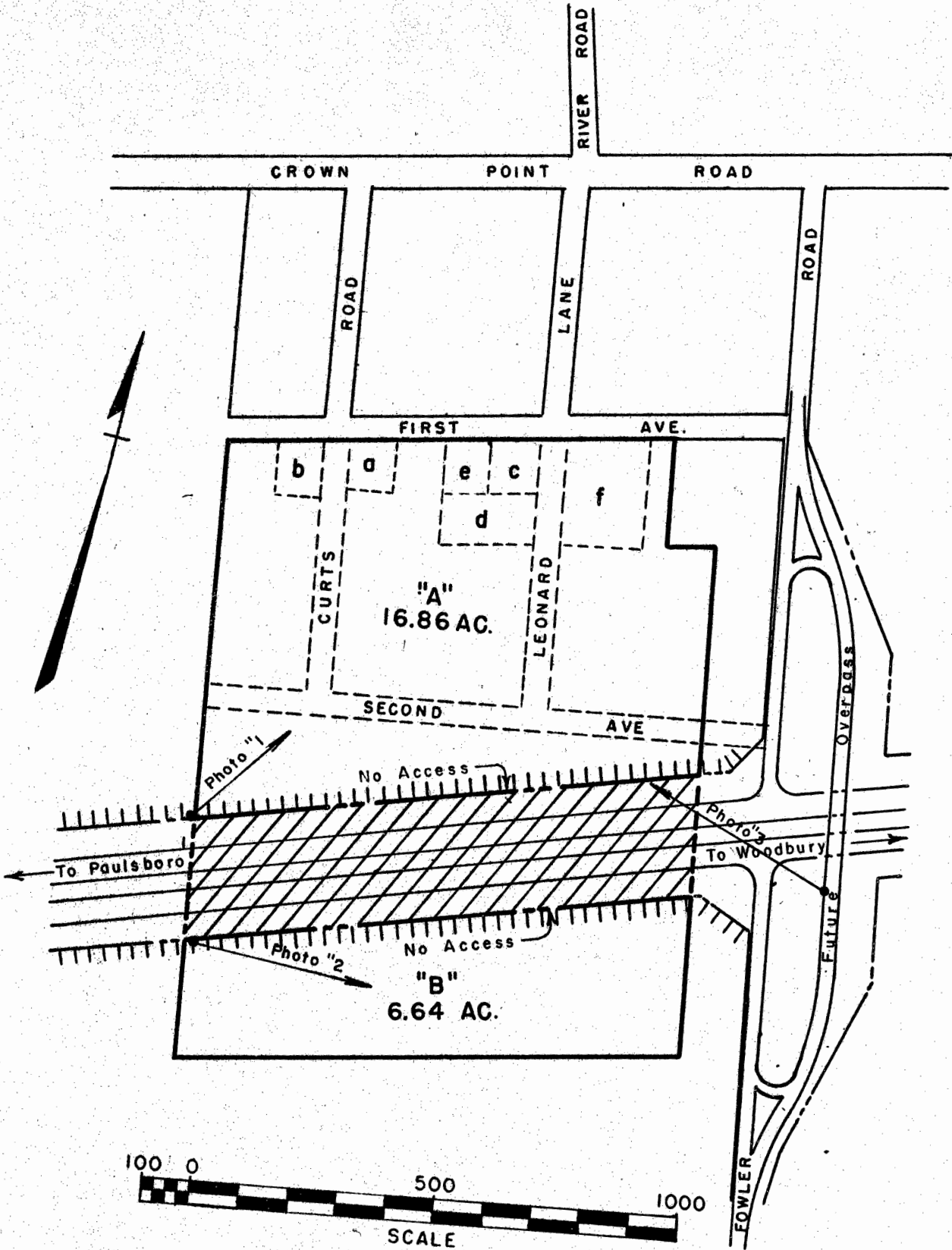
(service stations, motels, etc.); Government;

Residential. Describe use briefly _____

* If available _____

ITEM J-1

ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL 62 B



ITEM J-2

BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J - 2
AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

PROPERTY WAS NOT ZONED AT THE TIME OF STATE'S ACQUISITION. IT IS NOW ZONED LIGHT MANUFACTURING.

CONDEMNATION AWARDS ARE MADE IN LUMP SUMS. IT IS USUALLY IMPOSSIBLE, AS IN THIS CASE, TO SEPARATE THE AWARD INTO VARIOUS COMPONENT PARTS.

	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
<input type="checkbox"/> d.	11-55	750	N A	750	0.495	N A	7
<input type="checkbox"/> e.	12-55	350	N A	350	0.242	N A	0
<input type="checkbox"/> f.	5-3-56	750	N A	750	0.504	N A	7

Reporter's signature and title Adrian C. Lincoln Date 9-19-61
DISTRICT ENGINEER

SAMPLE 10

DIVIDED PROPERTY - ADJACENT INTERCHANGE

Our present study concerns a 55.25 acre fallow farm lying on both sides of Mantua Grove Road in the Township of West Deptford, Gloucester County. It is a prosperous farming area that is gradually changing to residential and light industrial usage. The easterly line of the farm abuts on the municipal boundary of Paulsboro.

Total length of the double frontage was 3,925 feet. Area was 55.25 acres. Farm buildings were unoccupied and badly dilapidated. They have now been torn down.

The State required 13.25 acres of land from this farm for the normal 250 foot width of Route 44 Freeway, now Interstate Route I-295, for grade separation and ramps at Mantua Grove Road, and for a service road south of the Freeway leading to properties easterly of the one under consideration. The remainder of the farm, which was formerly in two tracts, was divided into four parts, lettered, "A", "B", "C", and "D" on the map. Acreages of these four tracts are also shown.

Condemnation was authorized in March, 1950, because of unmarketable title. Title was ultimately quieted, and property acquired in fee on December 10, 1960. Settlement price was \$14,000 including \$13,250 for the premises and \$750 for damages to remaining land. Appraisal is shown below.

Two sales of parts of the remainder have been made since the purchase by the State. On November 10, 1959, tract "A" on the map, containing 8.5 acres, was sold to the adjoining property owner on the north for \$10,500 which is at the rate of \$1,235 per acre. Then on November 28, 1959, tracts "B" and "C", with a total area of 6.94 acres, sold for \$10,000 which is at the rate of \$1,440 per acre. To obtain an average sales price, the total acreage sold was 15.44 acres for \$20,500 or at the rate of about \$1,325 per acre.

It is reasonable to assume that the area of 26.56 acres, now remaining in the possession of the owner, is at least as valuable as the average sales price of the areas that have been sold, and we arrive at the following after value of the remainder as of November, 1959:

Tract "A"	:	8.5 acres	@	\$1,235	\$10,500
"B" & "C"	:	6.94 "	@	1,440	10,000
"D"	:	26.56 "	@	1,325	<u>35,150</u>
				TOTAL	\$55,650

STATE APPRAISAL

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. 55,250	b. 13,250	c. 750	d. 41,250
Land	e. 55,250	f. 13,250	g. 750	h. 41,250
Improvements	i. 0	j. 0	k. 0	l. 0

Comparing the after values as determined by sales of parts of the remainder with the value of the remainder as determined by the appraiser for the State, we find that the remaining property was not damaged because of the taking, but was actually enhanced in value. It is logical to assume that this was caused by the Mantua Grove Road interchange, which is immediately at hand.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
 LOCATION OF PAR- : b. County GLOUCESTER d. Street MANTUA GROVE ROAD
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel R 84 A, etc.
 :
 ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE :
 :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR
 :
 ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____
 :
 ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility
 :
 ITEM B-4 :
 TYPE OF HIGHWAY : Highway Facility Type Frontage Road
 FACILITY, BY : Arterial Highway a. e. One-Way i. Two-Way
 ACCESS : Expressway b. f.
 : Full Control of access c. j.
 : Partial Control d. g. k.
 : Belt highway, circum- h. l.
 : ferential or bypass
 :
 :

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

a. 12 MONTH b. 10 DAY c. 56 YEAR

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA : check one : acres : sq. ft.	Area as per- centage of former tract
Entire tract	a. 3,925	e. 55.25	: X	i. 24
Parcel Taken	b. 2,100	f. 13.25	: X	(Item f + e)
Remaining tract	c. 1,825	g. 42.00	: X	l. 76
Subsequent sale of remaining tract	d. 1,345	h. 16.14	: X	(g + e)
				k. 38
				(h + g)
Number of sales of entire remaining parcel				l. N A
Number of sales of portions of remaining parcel				m. 2

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential	N A		Farm	N A	N A
Occupied	a. <input type="checkbox"/>	h. <input type="checkbox"/>	Occupied	o. <input type="checkbox"/>	u. <input type="checkbox"/>
Vacant	b. <input type="checkbox"/>	i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>
Commercial			Nonfarm		
Occupied	c. <input type="checkbox"/>	j. <input type="checkbox"/>	Residential	q. <input type="checkbox"/>	w. <input type="checkbox"/>
Vacant	d. <input type="checkbox"/>	k. <input type="checkbox"/>	Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>
Industrial			Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>
Light	e. <input type="checkbox"/>	l. <input checked="" type="checkbox"/>	Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>
Heavy	f. <input type="checkbox"/>	m. <input type="checkbox"/>	Other (explain)	aa: _____	ab: _____
Vacant	g. <input type="checkbox"/>	n. <input type="checkbox"/>			

SEE ITEM K

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

q. FARMING

r. BUILDINGS EXISTING AT STATE'S TAKING HAVE BEEN REMOVED.

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING



Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>1.0 WEST</u> | l. <u>4.0 EAST</u> |






ITEM F-2
ACCESS AFTER TAKING






Access to new highway improvement





- | | In both directions | In one direction |
|---|--|---------------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile | n. <u>0.1</u> | l. <input type="checkbox"/> off |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | o. <u>1.0</u> | |

ITEM F - 3 : Direct access to road other than principal highway a. MANTUA GROVE ROAD
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 1.0
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. N A At grade level d. 
 REMAINDER AT : b.  Feet above grade e. 
 HIGHWAY : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF : a. N A Fully d. 
 HIGHWAY FROM : b.  Partially e. 
 REMAINDER : c.  Not visible f. 

ITEM G - 3 : Separated a.  Isolated b.  Landlocked c.  On dead end d. 
 DESCRIPTION

ITEM H - 1 :
 COMPENSATION :
 : Negotiated settlement a. 14,000 Amount of award e. 12-56 Month and Year of award
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. 13,250
 DOLLAR PAY - :
 : Acres  sq. ft.  Price per unit Total
 MENTS FOR : Land Taken * b. 13.25 c. 1,000 d. 13,250
 TAKING RIGHT : Improvement * e. 0
 OF WAY : Amount of damages resulting from taking f. 750
 : Elements considered in establishing damages
 : to remainder:
 : Proximity g.  Access restricted i. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : LANDLOCKED
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 14,000
 : (p = a + f - m)
 : * If available and appropriate

ITEM H - 3 APPRAISED VALUES AND PAYMENTS FOR DAMAGES		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a.	55,250	b. 13,250	c. 750	d. 41,250
Land	e.	55,250	f. 13,250	g. 750	h. 41,250
Improvements	i.	0	j. 0	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I SALE PRICE OF SUBSEQUENT REMAINDER SALES		Sale price of subsequent remainder sales from time of partial taking to date of "after" study				
Date	Total price	Value of improve- ments *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 11-59	10,500	N A	N A	8.5	10,500	0
b. 11-59	10,000	N A	N A	7.64	10,000	0
c.						

Additional sales listed -- Item K

** Code present use of parcel sold as follows: 0 Vacant;

1 Agriculture, forestry, fishing; 2 Manufacturing,

construction, mining; 3 Transportation, communication,

electric, etc.; 4 Wholesale and retail trade; 5 Services

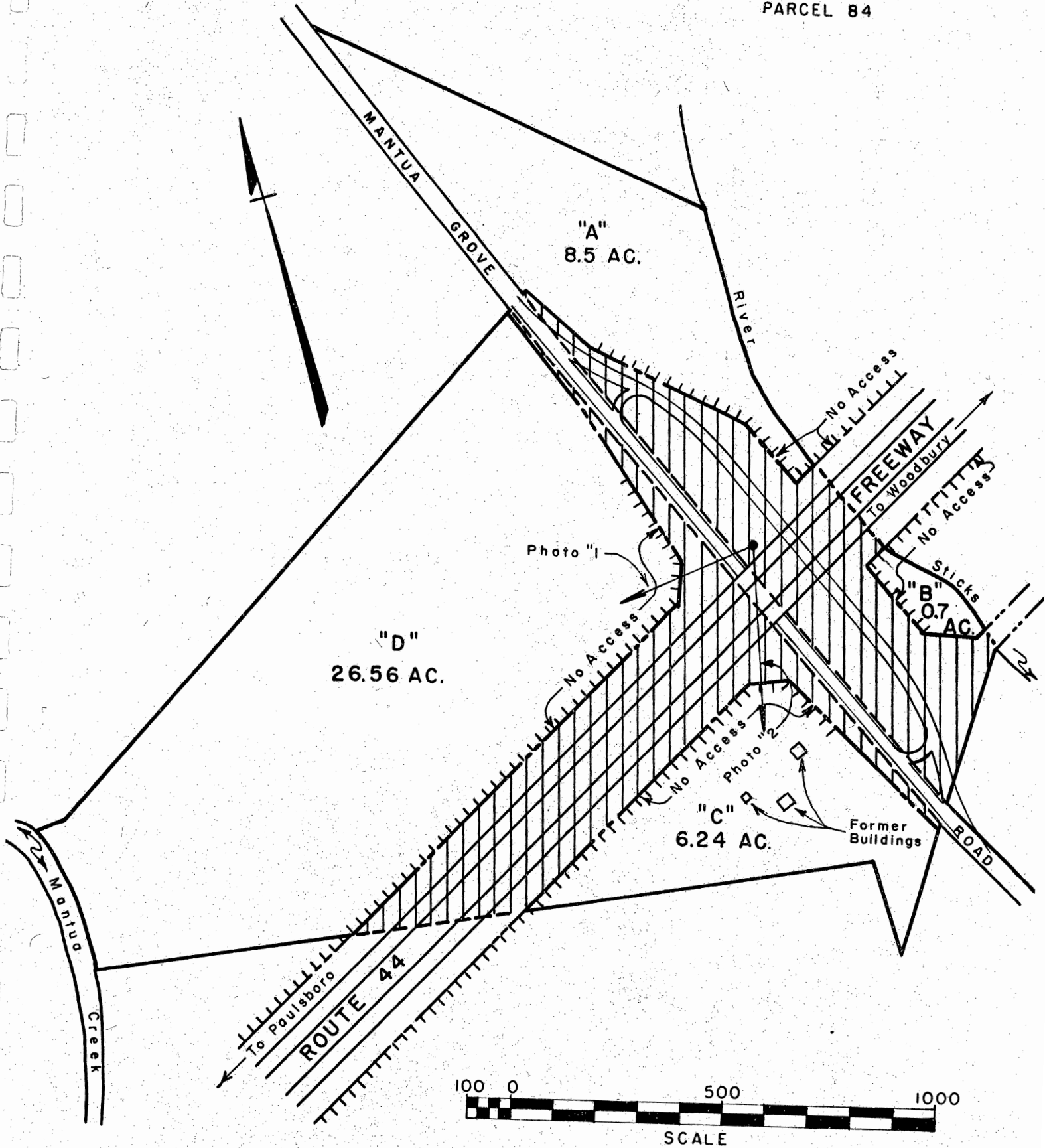
(service stations, motels, etc.); 6 Government;

7 Residential. Describe use briefly _____

* If available _____

ITEM J-1

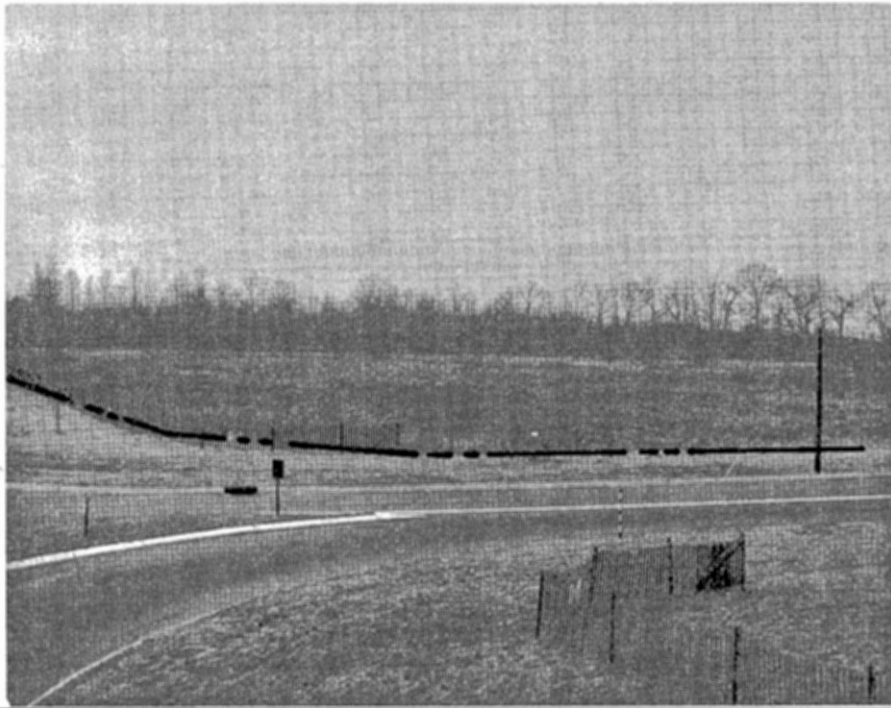
ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL 84



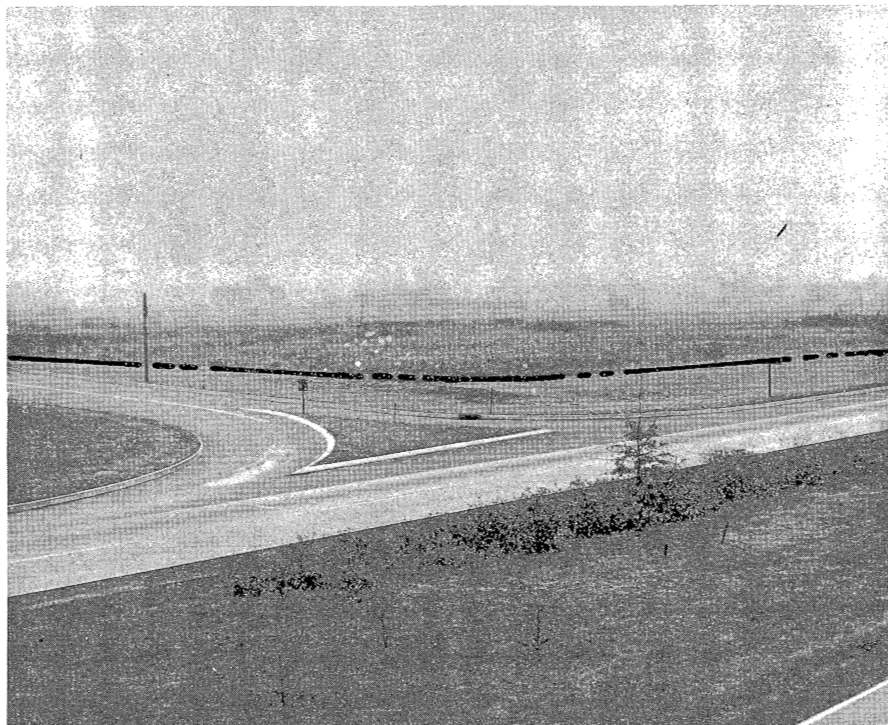
ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

PROPERTY WAS NOT ZONED AT THE TIME OF STATE'S ACQUISITION.

Reporter's signature and title

Adrian C. Lincoln

Date *9-19-61*

DISTRICT ENGINEER

SAMPLE 11

LANDLOCKED

The subject property consisted of a very prosperous dairy farm on the westerly side of Mantua Grove Road in West Deptford Township, Gloucester County. It is about 1000 feet southerly from Crown Point Road. Area of the farm was 118.27 acres.

The State required a strip of land 250 feet wide extending across the northerly portion of this farm for the construction of Route 44 Freeway, now Interstate Route I-295. Area of the taking was 4.42 acres. Severed and landlocked was a triangular plot containing 2.75 acres. Remaining in owner's possession were 113.85 acres. The portion within the taking and the landlocked parcel consisted of wet low land where the trees had been removed but their stumps remained. This portion of the farm was therefore not suitable for pasturage for a dairy herd, nor was it usable for general farming purposes.

Negotiations were conducted with the owner, who refused settlement in the sum of \$2,500 and demanded \$20,800. A condemnation complaint was filed on June 12, 1952. This vested ownership in the State. A Condemnation Commission award in the sum of \$5,675 was appealed by the owner. The resultant award by a jury was the amount of the appraisal for the State, or \$2,500. This included \$1,540 for the land taken plus \$960 damage to the landlocked area.

The appraiser for the State valued the taking only, plus damage to the landlocked plot. Owner's appraiser placed a value of \$124,800 on the entire farm. This sum, less the award of \$2,500 established a value of \$122,300 for the entire remainder.

On March 28, 1958, this entire remainder was sold for the sum of \$170,775 to a Pennsylvania Railroad Company Subsidiary. This is an indication that there was an apparent net enhancement in the value of the remainder in the amount of about 40%. At least a portion of this enhancement can be attributed to the interchange at Mantua Grove Road, which is immediately adjacent to the remainder.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City WEST DEPTFORD TWP.
 LOCATION OF PAR- : b. County GLOUCESTER d. Street MANTUA GROVE ROAD
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 85

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE : :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 :

		Frontage Road	
Highway Facility	Type	One-Way	Two-Way
Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
Expressway			
Full Control of access	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
Partial Control	c. <input type="checkbox"/>		
Belt highway, circum-ferential or bypass	d. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
		h. <input type="checkbox"/>	l. <input type="checkbox"/>

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

a. 6 MONTH b. 12 DAY c. 52 YEAR

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA		Area as per- centage of former tract
			check one acres	sq. ft.	
Entire tract	a. <u>1,370</u>	e. <u>118.27</u>	<input checked="" type="checkbox"/>		i. <u>4</u>
Parcel Taken	b. <u>0</u>	f. <u>4.42</u>	<input checked="" type="checkbox"/>		(Item f + e)
Remaining tract	c. <u>1,370</u>	g. <u>113.85</u>	<input checked="" type="checkbox"/>		j. <u>96</u>
Subsequent sale of remaining tract	d. <u>1,370</u>	h. <u>113.85</u>	<input checked="" type="checkbox"/>		(g + e)
					k. <u>100</u>
					(h + g)
					l. <u>1</u>
					m. _____

Number of sales of entire remaining parcel
Number of sales of portions of remaining parcel

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Residential			Farm		
Occupied	a. <u>NA</u>	h. <input type="checkbox"/>	Occupied	o. <input type="checkbox"/>	u. <input type="checkbox"/>
Vacant	b. <input type="checkbox"/>	i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>
Commercial			Nonfarm		
Occupied	c. <input type="checkbox"/>	j. <input type="checkbox"/>	Residential	q. <input type="checkbox"/>	w. <input type="checkbox"/>
Vacant	d. <input type="checkbox"/>	k. <input type="checkbox"/>	Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>
Industrial			Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>
Light	e. <input type="checkbox"/>	l. <input checked="" type="checkbox"/>	Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>
Heavy	f. <input type="checkbox"/>	m. <input type="checkbox"/>	Other (explain)	aa: _____	ab: _____
Vacant	g. <input type="checkbox"/>	n. <input type="checkbox"/>			

SEE ITEM K

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

q. PROSPEROUS DAIRY FARM r. DAIRY FARM

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING

Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>1.5 WEST</u> | l. <u>4.5 EAST</u> |

ITEM F-2
ACCESS AFTER TAKING

Access to new highway improvement

- | | In both directions | In one direction |
|--|--|---------------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile, n. <u>0.3</u> | | l. <input type="checkbox"/> off |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | | o. <u>1.5</u> |

ITEM F - 3 : Direct access to road other than principal highway a. _____
 OTHER ACCESS : Intersecting new highway b.
 : Not intersecting new highway c.
 : Travel distance to nearest town or trading center d. 1.5
 : to nearest half mile in one direction

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. N A At grade level d.
 REMAINDER AT : b. Feet above grade e.
 HIGHWAY : c. Feet below grade f. 5 TO 15 FT.

ITEM G - 2 : Before After
 VISIBILITY OF : a. N A Fully d.
 HIGHWAY FROM : b. Partially e.
 REMAINDER : c. Not visible f.

ITEM G - 3 : Separated a. Isolated b. Landlocked c. On dead end d.
 DESCRIPTION

ITEM H - 1 : Amount of award Month and Year
 COMPENSATION : Negotiated settlement a. _____ e. _____
 : Administrative or quasi-judicial body b. 5,675 f. 3-53
 : Trial court c. _____ g. _____
 : Appellate court d. 2,500 h. 4-54

ITEM H - 2 : Total payment for land and improvements taken a. 1,547
 DOLLAR PAY - : Acres sq. ft. Price per unit Total
 MENTS FOR : Land Taken * b. 4.42 c. 350 d. 1,547
 TAKING RIGHT : Improvement * e. _____
 OF WAY : Amount of damages resulting from taking f. 953
 : Elements considered in establishing damages
 : to remainder :
 : Proximity g. Access restricted j.
 : Reduction in size h. Divided property k.
 : Shape i. Other (specify) l.
 : LANDLOCKED
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 2,500
 : (p = a + f - m)
 : * If available and appropriate

ITEM H - 3 APPRAISED VALUES AND PAYMENTS FOR DAMAGES		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a.	59,135	b. 1,547	c. 953	d. 56,635
Land	e.	59,135	f. 1,547	g. 953	h. 56,635
Improvements	i.	N A	j. 0	k. 0	l. N A

I. SALE PRICE OF REMAINING PARCELS

ITEM I SALE PRICE OF SUBSEQUENT REMAINDER SALES		Sale price of subsequent remainder sales from time of partial taking to date of "after" study				
Date	Total price	Value of improve- ments *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 3-58	170,775	N A	N A	113.85		1
b.						
c.						

Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;

Agriculture, forestry, fishing; Manufacturing,

construction, mining; Transportation, communication,

electric, etc.; Wholesale and retail trade; Services

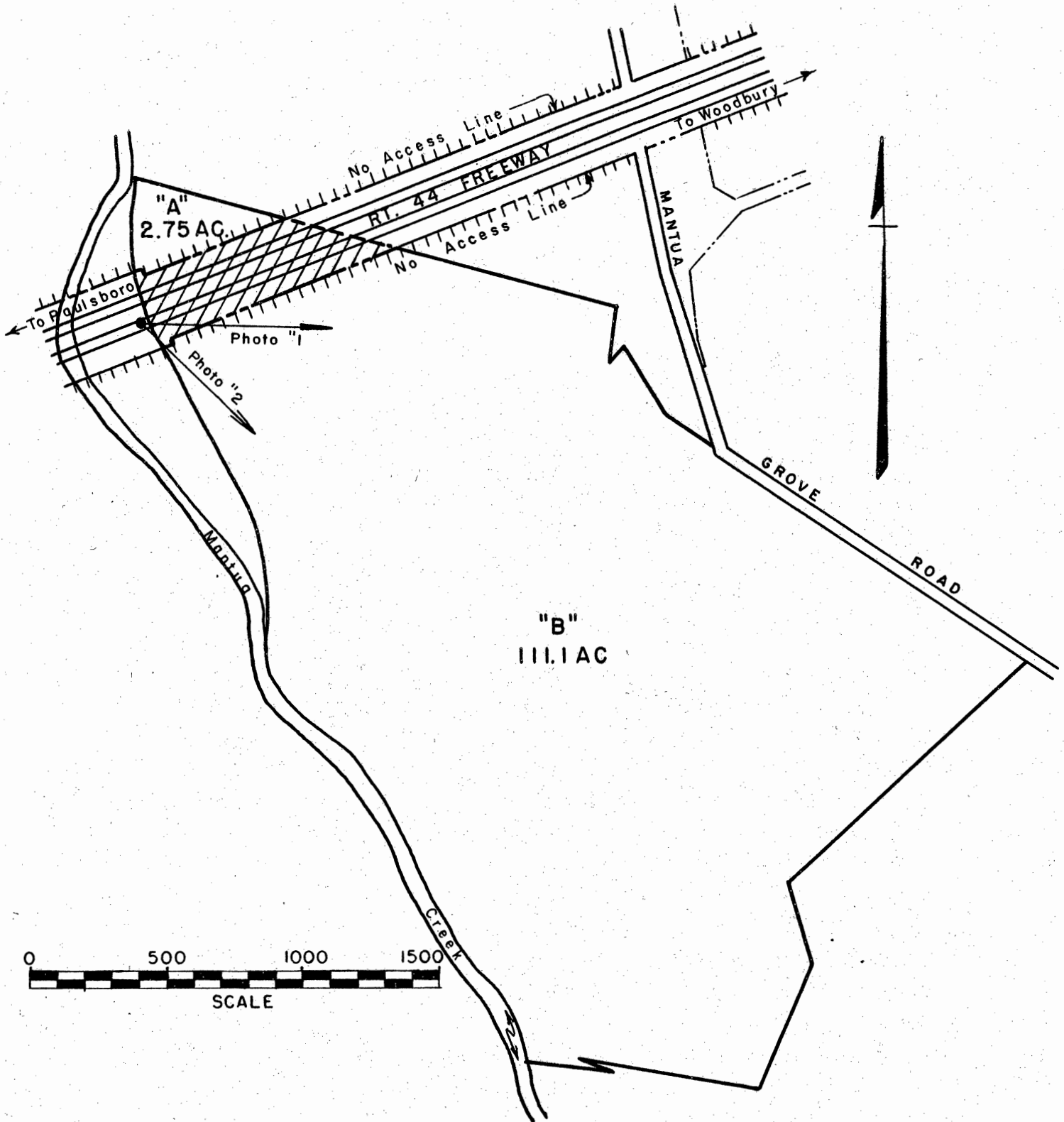
(service stations, motels, etc.); Government;

Residential. Describe use briefly DAIRY FARM

* If available _____

ITEM J-1

ROUTE 44 FREEWAY
INTERSTATE 295
SECTION II & 14
PARCEL 85



ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J - 2
AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

PROPERTY WAS NOT ZONED AT THE TIME OF STATE'S ACQUISITION.

Reporter's signature and title Adrian C. Liscow Date 9-19-61
DISTRICT ENGINEER

SAMPLE 12

PROXIMITY AND REDUCTION IN SIZE

There are different types of damages and benefits as well that occur to remainders after partial takings for highway purposes. Here we have a residential property in Delaware Avenue in the Borough of Paulsboro, Gloucester County. 23% of the land was acquired for an interchange between Delaware Avenue and Route 44 Freeway, now part of Interstate Route I-295. Frontage was reduced by 235 feet. The new Right of Way line is about 8 feet from the corner of owner's dwelling.

Before the acquisition by the State, this residential plot contained 2.5 acres of land. The taking of 0.583 of an acre left 1.917 acres in owner's possession. Settlement was made May 7, 1952 in the sum of \$2,000 which included \$583 for the land, \$200 for miscellaneous minor improvements in the taking and \$1,217 damages to the remainder. State's appraisal was as follows:

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payment for Damages</u>	<u>Value of Remainder</u>
Total	a. 10,500	b. 783	c. 1,217	d. 8,500
Land	e. 2,500	f. 583	g. 417	h. 1,500
Improvements	i. 8,000	j. 200	k. 800	l. 7,000

On November 25, 1953, the remainder was sold by the executor of owner's estate for the sum of \$6,500.

On November 8, 1956, this remainder was resold for the sum of \$8,000.

The sale by the executor took place some 18 months after State's purchase at a price that was \$2,000 below the State's estimated after value. We have been unable to ascertain the reason for this difference. The resale of the property three year later was within 7% of the estimated after value. In the meantime there had been a general increase in property values in the area of about 10%. This leads us to believe that both the appraiser for the State and the owner were too conservative in their estimates of damage.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City PAULSBORO
 LOCATION OF PAR- : b. County GLOUCESTER d. Street DELAWARE STREET
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 11 & 14 Parcel 89

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 9 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type)
 : e. Highway name, if any

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS	Highway Facility	Type	Frontage Road	
			One-Way	Two-Way
:	Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
:	Expressway	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
:	Full Control of access	c. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
:	Partial Control	d. <input type="checkbox"/>	h. <input type="checkbox"/>	l. <input type="checkbox"/>
:	Belt highway, circum- ferential or bypass			

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

q. _____ r. _____

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING

Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>0.5</u> | l. <u>0.5</u> |

ITEM F-2
ACCESS AFTER TAKING

Access to new highway improvement

- | | In both directions | In one direction |
|--|--|---------------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, | | l. <input type="checkbox"/> off |
| m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile | | n. <u>0.1</u> |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | | o. <u>0.5</u> |

ITEM F - 3 : Direct access to road other than principal highway a. DELAWARE STREET
 OTHER ACCESS : Intersecting new highway b.
 : Not intersecting new highway c.
 : Travel distance to nearest town or trading center d. 0.5
 : to nearest half mile in one direction

G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF REMAINDER AT HIGHWAY : a. N A At grade level d.
 : b. Feet above grade e.
 : c. Feet below grade f.

ITEM G - 2 : Before After
 VISIBILITY OF HIGHWAY FROM REMAINDER : a. N A Fully d.
 : b. Partially e.
 : c. Not visible f.

ITEM G - 3 :
 DESCRIPTION : Separated a. N A Isolated b. Landlocked c. On dead end d.

ITEM H - 1 :
 COMPENSATION : Amount of award Month and Year of award
 : Negotiated settlement a. 2,000 e. 5-52
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 :
 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY : Total payment for land and improvements taken a. 583
 : Acres sq. ft. Price per unit Total
 : Land Taken * b. 0.583 c. 1,000 d. 583
 : Improvement * e. 200
 : Amount of damages resulting from taking f. 1,217
 : Elements considered in establishing damages to remainder :
 : Proximity g. Access restricted i.
 : Reduction in size h. Divided property k.
 : Shape i. Other (specify) l.
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 2,000
 : * If available and appropriate (p = a + f - m)

ITEM H - 3 APPRAISED VALUES AND PAYMENTS FOR DAMAGES		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a.	10,500	b. 783	c. 1,217	d. 8,500
Land	e.	2,500	f. 583	g. 417	h. 1,500
Improvements	i.	8,000	j. 200	k. 800	l. 7,000

I. SALE PRICE OF REMAINING PARCELS

ITEM I SALE PRICE OF SUBSEQUENT REMAINDER SALES		Sale price of subsequent remainder sales from time of partial taking to date of "after" study				
Date	Total price	Value of improve- ments *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 11-53	6,500	N A	N A	1.917	N A	7
b. 11-56	8,000	N A	N A	1.917	N A	7
c.						

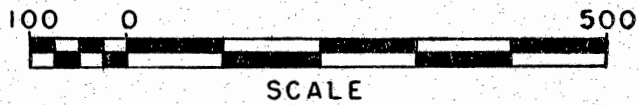
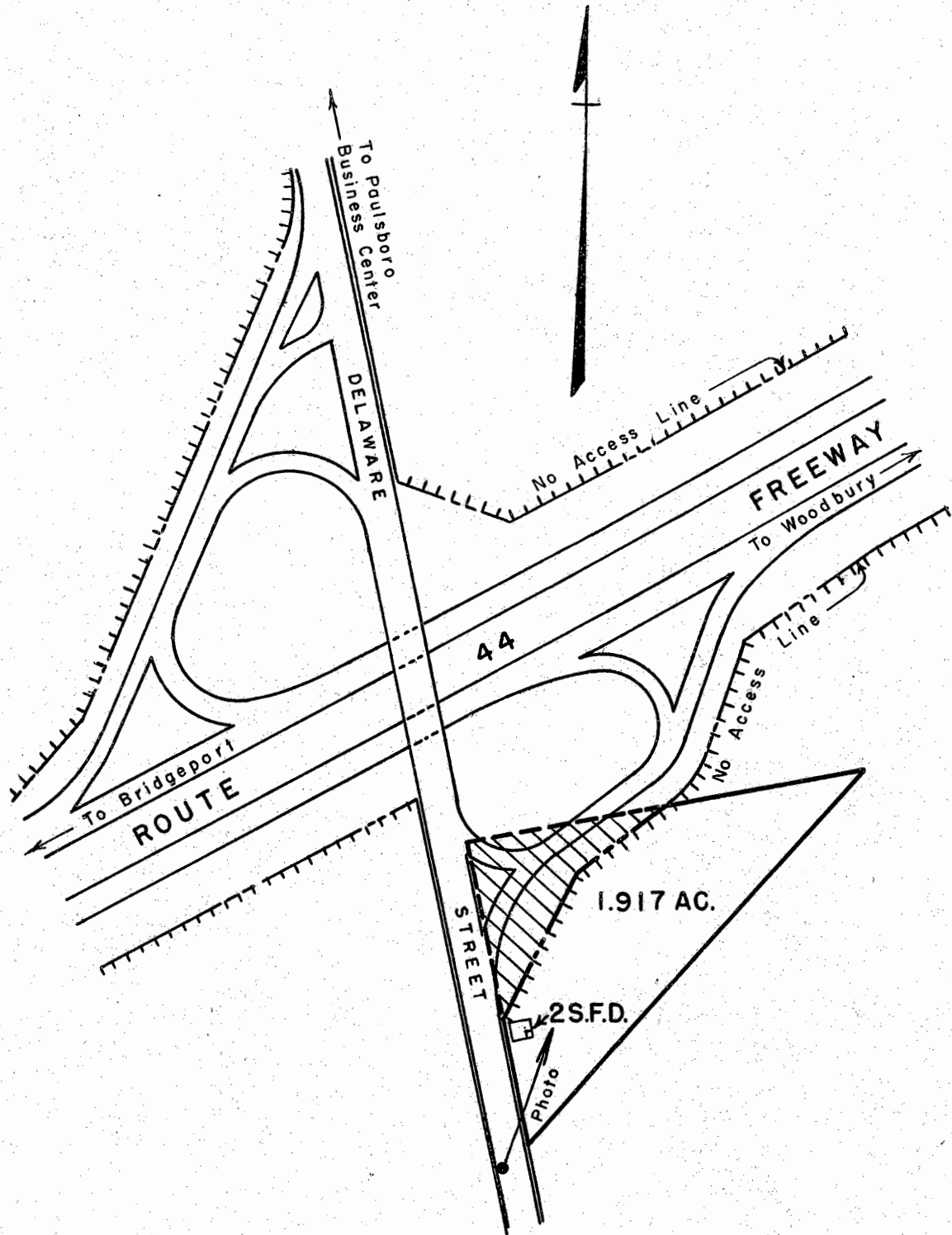
Additional sales listed -- Item K

** Code present use of parcel sold as follows: 0 Vacant;
 1 Agriculture, forestry, fishing; 2 Manufacturing,
 construction, mining; 3 Transportation, communication,
 electric, etc.; 4 Wholesale and retail trade; 5 Services
 (service stations, motels, etc.); 6 Government;
 7 Residential. Describe use briefly _____

* If available _____

ITEM J-1

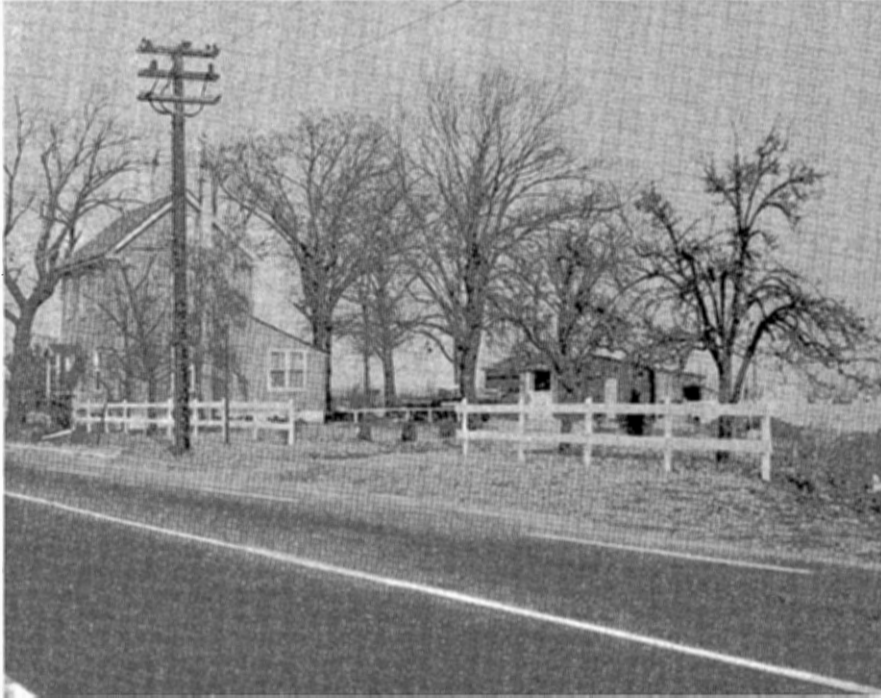
ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 11 & 14
PARCEL 89



ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

PAULSBORO WAS NOT ZONED UNTIL JUNE 21, 1955, ON
WHICH DATE THE ZONING ORDINANCE WAS PASSED.

Reporter's signature and title

Adrian C. Liscio

Date

9-19-61

DISTRICT ENGINEER

SAMPLE 13

DIVIDED PROPERTY – ACCESS RESTRICTED
INTERCHANGE INFLUENCE

The property involved in this study was a poultry farm located on the southwesterly side of Berkley Road, part being in the Township of Greenwich and part in East Greenwich, Gloucester County. Area was 21 acres. Improvements on the land were a frame dwelling, a frame barn, chicken and turkey coops and runs.

On February 2, 1951 the State purchased 5.13 acres of land from this farm. This was required for the construction of Route 44 Freeway, now Interstate Route I-295, and for the construction of an interchange with Berkley Road. All the buildings were within the taking. Settlement was made in the sum of \$21,000, arrived at as follows:

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. 28,250	b. 16,600	c. 4,400	d. 7,250
Land	e. 15,750	f. 4,100	g. 4,400	h. 7,250
Improvements	i. 12,500	j. 12,500	k. 0	l. 0

Left on the northerly side of the Freeway was an area of 2.07 acres, and on the southerly side an area of 13.80 acres. The total damage of \$4,400 flowed to the 13.8 acres on the south, due to the small accessible frontage as compared to its size and shape, and due to the separation of the remainder into two parts.

The remaining area on the north was valued at \$1,550 by the State. This plot sold on February 3, 1953, for \$2,000 which represents an enhancement in value of 29% due, we believe, to its proximity to Freeway access, which is immediately at hand.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City TWP. OF GREENWICH
 LOCATION OF PAR- : b. County GLOUCESTER d. Street BERKLEY ROAD
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 15 Parcel R1A ETC.

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 7 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 : Highway Facility Type Frontage Road
 TYPE OF HIGHWAY : Arterial Highway a. e. One-Way i. Two-Way
 FACILITY, BY : Expressway b. f. j.
 ACCESS : Full Control of access c. g. k.
 : Partial Control d. h. l.
 : Belt highway, circum-
 : ferential or bypass

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1
DATE STATE AC-
QUIRED PROPERTY

a. 2 MONTH b. 2 DAY c. 51 YEAR

ITEM C-2
SIZE OF PARCELS

Parcel Identity	Frontage (in feet)	No.	AREA : check one : acres : sq. ft.	Area as per- centage of former tract
Entire tract	a. <u>1,770</u>	e. <u>21.00</u>	: X	i. <u>24</u>
Parcel Taken	b. <u>1,100</u>	f. <u>5.132</u>	: X	: (Item f + e)
Remaining tract	c. <u>670</u>	g. <u>15.868</u>	: X	j. <u>76</u>
Subsequent sale of remaining tract	d. <u>290</u>	h. <u>2.07</u>	: X	k. <u>13</u>
				l. <u>0</u>
Number of sales of entire remaining parcel				m. <u>1</u>
Number of sales of portions of remaining parcel				

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D
ZONING STATUS

ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
Urban			Rural		
Residential			Farm		
Occupied	a. <u>NA</u>	h. <u>NA</u>	Occupied	o. <u>NA</u>	u. <input type="checkbox"/>
Vacant	b. <input type="checkbox"/>	i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>
Commercial			Nonfarm		
Occupied	c. <input type="checkbox"/>	j. <input type="checkbox"/>	Residential	q. <input type="checkbox"/>	w. <input checked="" type="checkbox"/>
Vacant	d. <input type="checkbox"/>	k. <input type="checkbox"/>	Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>
Industrial			Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>
Light	e. <input type="checkbox"/>	l. <input type="checkbox"/>	Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>
Heavy	f. <input type="checkbox"/>	m. <input type="checkbox"/>	Other (explain)	aa: <u>SEE</u>	ab: <u>ITEM K</u>
Vacant	g. <input type="checkbox"/>	n. <input type="checkbox"/>			

E. LAND USE STATUS

ITEM E
LAND USE STATUS

Use up to the time of taking

- Vacant a.
- Agriculture, forestry, fishing b.
- Manufacturing, construction, mining c.
- Transportation, communication, electric, etc. d.
- Wholesale and retail trade e.
- Services, (service stations, motels, etc.) f.
- Government g.
- Residential h.

Use of remainder up to time of study.

- Vacant i.
- Agriculture, forestry, fishing j.
- Manufacturing, construction, mining k.
- Transportation, communication, electric, etc. l.
- Wholesale and retail trade m.
- Services, (service stations, motels, etc.) n.
- Government o.
- Residential p.

Describe land use status briefly.

q. CHICKEN FARM r. _____

F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1
ACCESS BEFORE TAKING



Access to principal highway before taking

- | | In both directions | In one direction |
|--|--|-----------------------------|
| Unrestricted | a. <input checked="" type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access to road other than principal highway | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to nearest town or trading center in each direction to nearest half mile | k. <u>0.5</u> | l. <u>0.5</u> |






ITEM F-2
ACCESS AFTER TAKING






Access to new highway improvement





- | | In both directions | In one direction |
|---|--|---------------------------------|
| Unrestricted | a. <input type="checkbox"/> | g. <input type="checkbox"/> |
| No access | b. <input checked="" type="checkbox"/> | h. <input type="checkbox"/> |
| Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> | e. <input type="checkbox"/> | i. <input type="checkbox"/> |
| Direct access restricted to frontage road | f. <input type="checkbox"/> | j. <input type="checkbox"/> |
| Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile | | l. <input type="checkbox"/> off |
| Travel distance to nearest town or trading center in one direction to nearest half mile. | | n. <u>0</u>
o. <u>0.5</u> |

ITEM F - 3 : Direct access to road other than principal highway a. BERKLEY ROAD
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 0.5
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. N A At grade level d. 
 REMAINDER AT : b.  Feet above grade e. 
 HIGHWAY : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF : a. N A Fully d. 
 HIGHWAY FROM : b.  Partially e. 
 REMAINDER : c.  Not visible f. 

ITEM G - 3 : Separated a.  Isolated b.  Landlocked c.  On dead end d. 
 DESCRIPTION

ITEM H - 1 :
 COMPENSATION : Amount of award Month and Year of award
 : Negotiated settlement a. 21,000 e. 2-51
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. 16,275
 DOLLAR PAY- : Acres  sq. ft.  Price per unit Total
 MENTS FOR : Land Taken * b. 5,132 c. N A d. 3,775
 TAKING RIGHT : Improvement * e. 12,500
 OF WAY : Amount of damages resulting from taking f. 4,725
 : Elements considered in establishing damages
 : to remainder :
 : Proximity g.  Access restricted j. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 21,000
 : (p = a + f - m)
 : * If available and appropriate

ITEM H - 3		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
APPRAISED VALUES AND	Total	a. 28,250	b. 16,275	c. 4,725	d. 7,250
PAYMENTS FOR DAMAGES	Land	e. 15,750	f. 3,775	g. 4,725	h. 7,250
	Improvements	i. 12,500	j. 12,500	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I		Sale price of subsequent remainder sales from time of partial taking to date of "after" study					
SALE PRICE OF	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
SUBSEQUENT	a. 2-53	2,000	0	2,000	2.07	1,000	0
REMAINDER SALES	b. _____	_____	_____	_____	_____	_____	_____
	c. _____	_____	_____	_____	_____	_____	_____

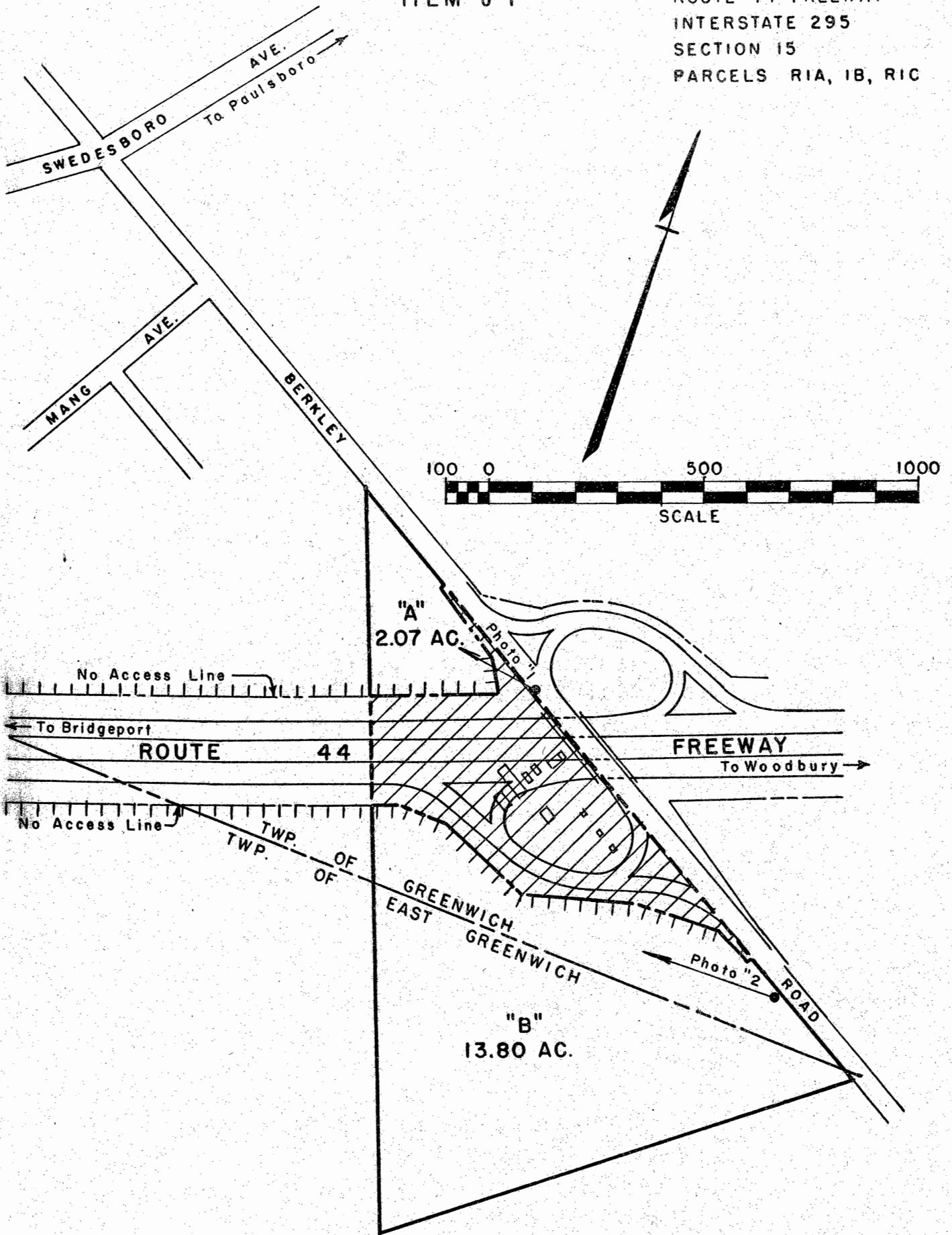
Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;
 Agriculture, forestry, fishing; Manufacturing,
 construction, mining; Transportation, communication,
 electric, etc.; Wholesale and retail trade; Services
 (service stations, motels, etc.); Government;
 Residential. Describe use briefly _____

* If available _____

ITEM J-1

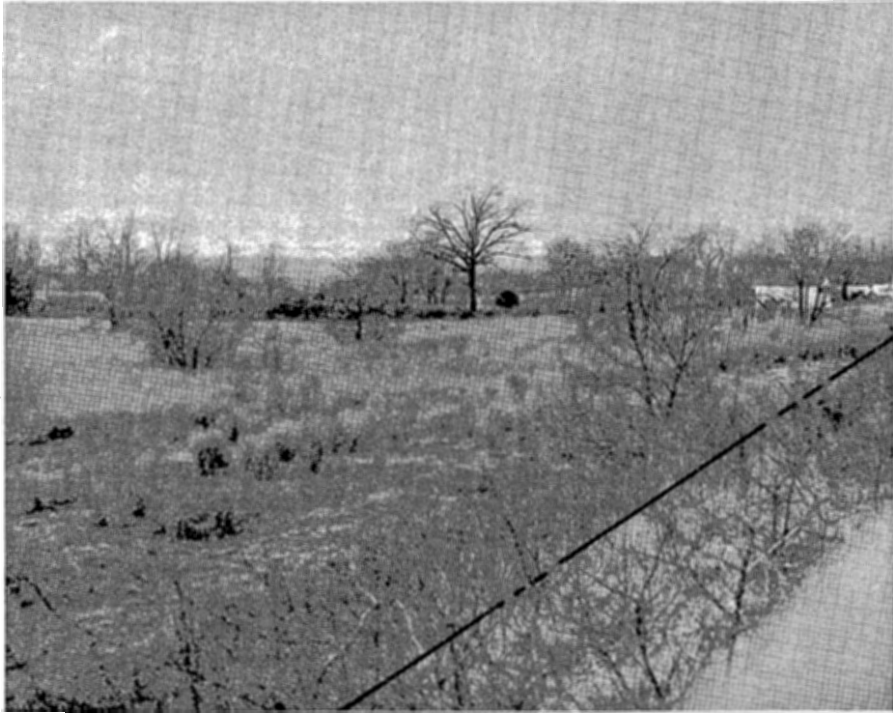
ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 15
PARCELS RIA, IB, RIC



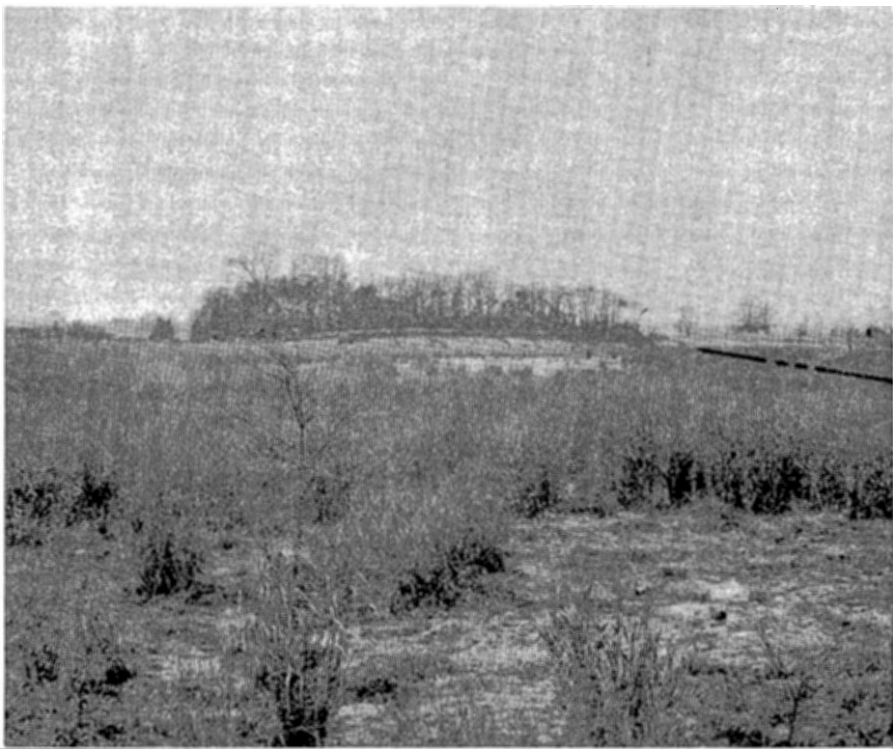
ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information
is being supplied.

D

ZONING ORDINANCE FOR GREENWICH TOWNSHIP
WAS NOT ADOPTED UNTIL FEBRUARY 15, 1954.

Reporter's signature and title Adrian C. Linsche Date 9-19-61
DISTRICT ENGINEER

SAMPLE 14

TAKING OF REAR LAND

In July, 1946, a ten acre farm on the southerly side of Berkley Avenue in the Township of Greenwich, Gloucester County, was subdivided into lots. They averaged about 42 by 130 feet in size. Different plots were sold off, so that on August 13, 1951, the land left in owner's possession, 6.191 acres, consisted of the areas heavily outlined on the map on the front page of this report.

On that date, August 13, 1951, the State purchased 0.959 of an acre from the extreme southerly portion of the property. Price paid was \$550. No damage was ascribed to the remainder.

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. 4,780	b. 550	c. 0	d. 4,230
Land	e. 4,780	f. 550	g. 0	h. 4,230
Improvements	i. 0	j. 0	k. 0	0

Six lots, numbered 1 to 6 on the map, have been sold by the owner since the purchase by the State. These lots brought the same price as comparable lots prior to the taking, the range being from \$200 to \$300, depending upon the location of the lot. Thus the State's determination that no damage accrued to the remainder because of its taking has been confirmed.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City TWP. OF GREENWICH
 LOCATION OF PAR- : b. County GLOUCESTER d. Street BERKLEY ROAD
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 15 Parcel 3

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8,121 as of: c. 1960 d. 1950 e. other
 PLACE : :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 7 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 5 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 : Frontage Road
 TYPE OF HIGHWAY : Highway Facility Type One-Way Two-Way
 FACILITY, BY : Arterial Highway a. e. i.
 ACCESS : Expressway
 : Full Control of access b. f. j.
 : Partial Control c. g. k.
 : Belt highway, circum- d. h. l.
 : ferential or bypass



E. LAND USE STATUS

ITEM E LAND USE STATUS	Use up to the time of taking Vacant a. <input checked="" type="checkbox"/> Agriculture, forestry, fishing b. <input checked="" type="checkbox"/> Manufacturing, construction, mining c. <input type="checkbox"/> Transportation, communication, electric, etc. d. <input type="checkbox"/> Wholesale and retail trade e. <input type="checkbox"/> Services, (service stations, motels, etc.) f. <input type="checkbox"/> Government Residential g. <input type="checkbox"/> Residential h. <input checked="" type="checkbox"/>	Use of remainder up to time of study. Vacant i. <input checked="" type="checkbox"/> Agriculture, forestry, fishing j. <input checked="" type="checkbox"/> Manufacturing, construction, mining k. <input type="checkbox"/> Transportation, communication, electric etc. l. <input type="checkbox"/> Wholesale and retail trade m. <input type="checkbox"/> Services, (service stations, motels, etc.) n. <input type="checkbox"/> Government Residential o. <input type="checkbox"/> Residential p. <input checked="" type="checkbox"/>
	Describe land use status briefly.	
	q. <u>SUB - DIVIDED VACANT LAND</u>	r. <u>SAME SEE ITEM K.</u>






F. ACCESS BEFORE AND AFTER TAKING






ITEM F-1 ACCESS BEFORE TAKING	Access to principal highway before taking Unrestricted a. <input checked="" type="checkbox"/> No access b. <input checked="" type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> Direct access to road other than principal highway e. <input type="checkbox"/> f. <input checked="" type="checkbox"/> Travel distance to nearest town or trading center in each direction to nearest half mile k. <u>0.5</u> l. <u>0.5</u>	In both directions In one direction g. <input checked="" type="checkbox"/> h. <input checked="" type="checkbox"/> i. <input checked="" type="checkbox"/> j. <input checked="" type="checkbox"/>
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ITEM F-2 ACCESS AFTER TAKING	Access to new highway improvement Unrestricted a. <input type="checkbox"/> No access b. <input checked="" type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> Direct access restricted to frontage road e. <input type="checkbox"/> f. <input checked="" type="checkbox"/> Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, l. <input type="checkbox"/> off m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile n. <u>0.4</u> Travel distance to nearest town or trading center in one direction to nearest half mile o. <u>0.5</u>	In both directions In one direction g. <input checked="" type="checkbox"/> h. <input checked="" type="checkbox"/> i. <input checked="" type="checkbox"/> j. <input checked="" type="checkbox"/>
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ITEM F - 3 : Direct access to road other than principal highway a. DOROTHY AVE.
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 0.5
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF REMAINDER AT HIGHWAY : a. N A At grade level d. 
 : b.  Feet above grade e. 
 : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF HIGHWAY FROM REMAINDER : a. N A Fully d. 
 : b.  Partially e. 
 : c.  Not visible f. 

ITEM G - 3 : Separated a. N A Isolated b.  Landlocked c.  On dead end d. 

ITEM H - 1 :
 COMPENSATION : Amount of award Month and Year of award
 : Negotiated settlement a. 550 e. 8 - 51
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. \$550
 DOLLAR PAYMENTS FOR TAKING RIGHT OF WAY :
 : Land Taken * Acres  sq. ft.  Price per unit Total
 : Improvement * b. 0.959 c. 575 d. 550
 : Amount of damages resulting from taking e. 0
 : Elements considered in establishing damages f. 0
 : to remainder : N A
 : Proximity g.  Access restricted i. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 550
 : * If available and appropriate (p = a + f - m)

ITEM H - 3
APPRAISED VALUES AND
PAYMENTS FOR DAMAGES

	Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
Total	a. 4,780	b. 550	c. 0	d. 4,230
Land	e. 4,780	f. 550	g. 0	h. 4,230
Improvements	i. 0	j. 0	k. 0	l. 0

I. SALE PRICE OF REMAINING PARCELS

ITEM I
SALE PRICE OF
SUBSEQUENT
REMAINDER SALES

Sale price of subsequent remainder sales from time of partial taking to date of "after" study

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
a. 3-52	200	N A	200	0.117	N A	7
b. 9-52	250	0	250	0.380	N A	0
c. 8-53	200	N A	200	0.118	N A	7

Additional sales listed -- Item K

** Code present use of parcel sold as follows: Vacant;

Agriculture, forestry, fishing; Manufacturing,

construction, mining; Transportation, communication,

electric, etc.; Wholesale and retail trade; Services

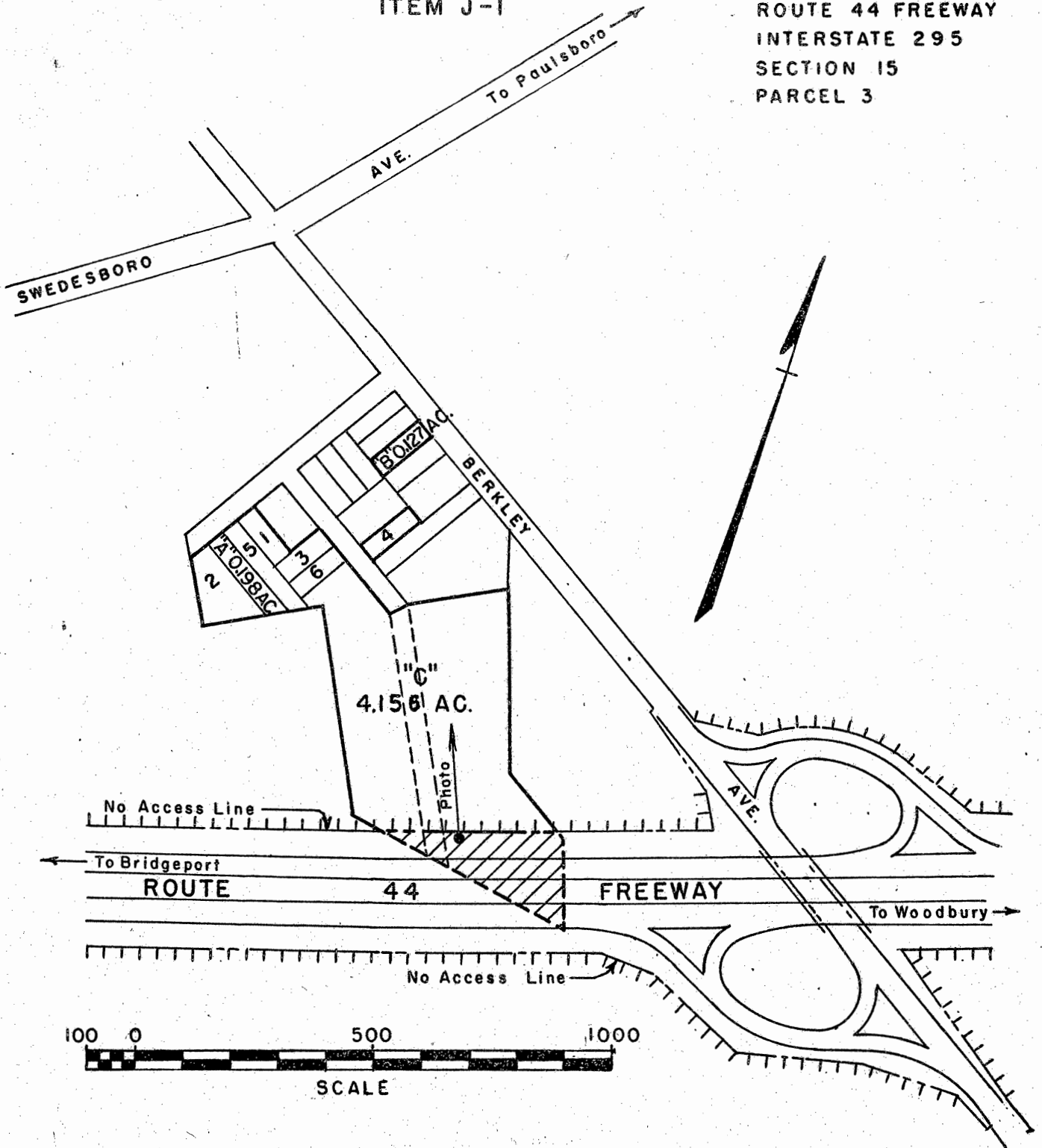
(service stations, motels, etc.); Government;

Residential. Describe use briefly _____

* If available _____

ITEM J-1

ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 15
PARCEL 3

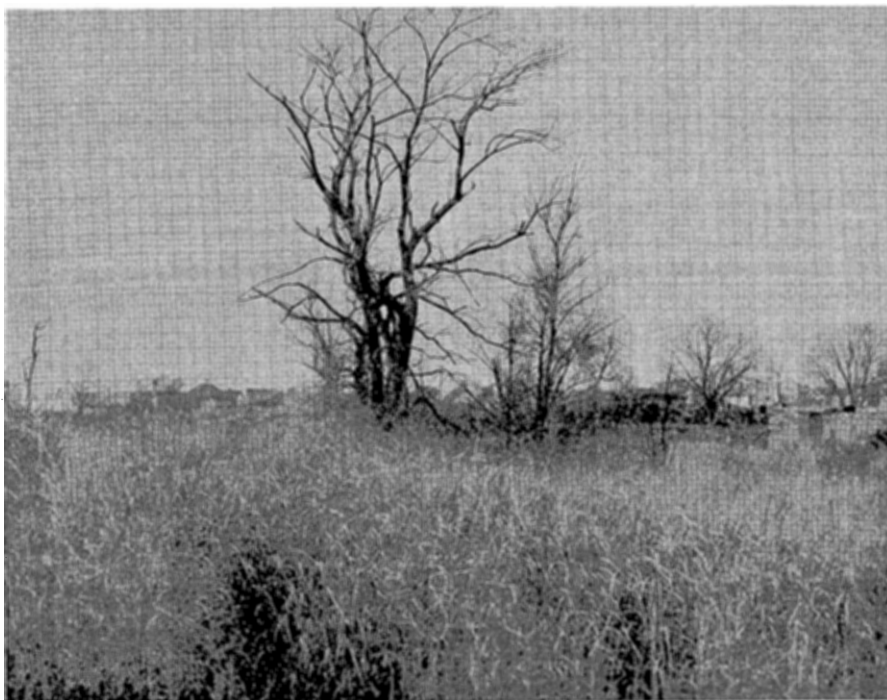


ITEM J-2

BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1

K. ADDITIONAL INFORMATION

ITEM K
 ADDITIONAL
 INFORMATION

Please indicate in the boxes the Item for which information is being supplied.

D ZONING ORDINANCE FOR THE TOWNSHIP OF GREENWICH WAS ADOPTED FEBRUARY 15, 1954, WHICH WAS SUBSEQUENT TO THE ACQUISITION BY THE STATE.

E BETWEEN 1944 AND THE DATE OF ACQUISITION BY THE STATE, OWNER SOLD 12 PLOTS OUT OF THIS TRACT. BASE VALUE ON BERKLEY AVENUE WAS \$300 PER PLOT MEASURING ABOUT 43 X 130 FEET. INTERIOR PLOTS, MEASURING ABOUT THE SAME, SOLD AT AN AVERAGE RATE OF \$200 PER PLOT. IMPROVEMENTS HAVE GENERALLY CONSISTED OF LOW COST DWELLINGS.

I

Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
d. 12-53	200	0	200	0.129	N A	0
e. 3-54	250	N A	250	0.220	N A	7
f. 10-57	200	0	200	0.118	N A	0

SALES D AND E ABOVE HAVE BEEN CONFIRMED, AS WERE SEVEN SALES OF PLOTS PRIOR TO STATE ACTIVITIES. THERE HAS BEEN NO BASIS CHANGE IN SALES PRICES.

Reporter's signature and title Adrian C. Linder Date 9-19-61
 DISTRICT ENGINEER

SAMPLE 15
DIVIDED PROPERTY

The land under discussion was a general purpose farm containing 89.13 acres, south of Berkley Road in the Township of Greenwich and East Greenwich, Gloucester County. It was separated into two parts by Timber Swamp Road. The farm's original area of 94 acres had been reduced by the sale of several small tracts near Berkley Road. These tracts are included in area "A" on the map. The farm as it existed on April 18, 1951, is heavily outlined on the attached map.

On April 18, 1951, the State acquired a strip of land across this property for the construction of Route 44 Freeway, now a part of Interstate Route I-295. Width of the strip is 250 feet, and its area is 5.47 acres. This taking further separated the farm, leaving an area of 9.67 acres on the north divided from the remainder by the Freeway. This is indicated on the map as tract "B". Access to this remainder is over Mt. Vernon Road to Swedesboro Avenue and over Mann Avenue to Berkley Road. The portion involved in the taking and that remaining on the north were primarily planted with asparagus.

Since this area, northwest of the dashed line on the map running through tract "C", was used as a separate entity the remainder of the farm was excluded from the appraisals. This was particularly fitting as no damages caused by the taking flowed to the excluded areas. Payment for the taking was \$6,500 based on the following:

	<u>Value of entire Tract at Taking</u>	<u>Value of Parcel Taken</u>	<u>Payments for Damages</u>	<u>Value of Remainder</u>
Total	a. 14,000	b. 2,735	c. 3,765	d. 7,500
Land	e. 14,000	f. 2,735	g. 3,765	h. 7,500
Improvements	i. 0	j. 0	k. 0	l. 0

The settlement in the sum of \$6,500 included \$2,735 for the land taken, \$1,000 for loss of crops and \$2,765 for damages to the remainder caused by division of the land.

The after value of the 9.67 acres left north of the Freeway, as determined for the State, was about \$3,875. This portion was sold off by the owner on July 8, 1955, for the sum of \$6,500 which is \$2,625 or 68% greater than the value established for the State.

STATE OF NEW JERSEY
 STATE HIGHWAY DEPARTMENT
 DIVISION OF RIGHT OF WAY
 ACQUISITION & TITLES

CASE STUDY OF SEVERANCE DAMAGE

A. GENERAL INFORMATION

ITEM A-1 : a. State NEW JERSEY c. City TWP. OF GREENWICH
 LOCATION OF PAR- : b. County GLOUCESTER d. Street SWEDESBORO AVE.
 CEL REAL PROPERTY : e. Route 44 FREEWAY Section 15 Parcel 4

ITEM A-2 : a. Name PAULSBORO
 NEAREST URBAN : b. Population 8121 as of: c. 1960 d. 1950 e. other
 PLACE : :

B. HIGHWAY DESCRIPTION

ITEM B-1 : a. Date completed 7 54
 HIGHWAY DATES : MONTH YEAR
 : b. Date of investigation 7 60
 : MONTH YEAR

ITEM B-2 : a. U.S. Route No. 130 c. Interstate Route No. 295
 IDENTIFICATION : b. State Route No. 44 FREEWAY d. Other (Specify type) _____
 : e. Highway name, if any _____

ITEM B-3 : a. Interstate rural e. FAS rural i. Local urban
 TYPE OF HIGHWAY : b. Interstate urban f. FAS urban j. Nonclassified
 SYSTEM : c. Other FAP rural g. Other State
 : d. Other FAP urban h. Local rural k. Toll Facility

ITEM B-4 TYPE OF HIGHWAY FACILITY, BY ACCESS	Highway Facility	Type	Frontage Road	
			One-Way	Two-Way
:	Arterial Highway	a. <input type="checkbox"/>	e. <input type="checkbox"/>	i. <input type="checkbox"/>
:	Expressway			
:	Full Control of access	b. <input checked="" type="checkbox"/>	f. <input type="checkbox"/>	j. <input type="checkbox"/>
:	Partial Control	c. <input type="checkbox"/>		
:	Belt highway, circum-	d. <input type="checkbox"/>	g. <input type="checkbox"/>	k. <input type="checkbox"/>
:	ferential or bypass			
:			h. <input type="checkbox"/>	l. <input type="checkbox"/>

C. DESCRIPTION OF TRACT, PARCEL TAKEN, AND REMAINING TRACT

ITEM C-1 DATE STATE AC- QUIRED PROPERTY	a. <u>4</u> MONTH	b. <u>18</u> DAY	c. <u>51</u> YEAR		
ITEM C-2 SIZE OF PARCELS	Parcel Identity	Frontage (in feet)	No.	AREA : check one : acres : sq. ft.	Area as per- centage of former tract
	Entire tract	a. <u>2,330</u>	e. <u>89.13</u>	: X	i. <u>6</u>
	Parcel Taken	b. <u>0</u>	f. <u>5.47</u>	: X	(Item f + e)
	Remaining tract	c. <u>2,330</u>	g. <u>83.66</u>	: X	j. <u>94</u>
	Subsequent sale of remaining tract	d. <u>205</u>	h. <u>9.67</u>	: X	(g + e)
					k. <u>12</u>
					(h + g)
	Number of sales of entire remaining parcel				l. _____
	Number of sales of portions of remaining parcel				m. <u>1</u>
					SEE ITEM K

D. ZONING OF ENTIRE TRACT BEFORE TAKING AND OF REMAINING PARCEL AFTER TAKING

ITEM D ZONING STATUS	ZONE	BEFORE	AFTER	ZONE	BEFORE	AFTER
	Urban			Rural		
	Residential	N A	N A	Farm	N A	
	Occupied	a. <input type="checkbox"/>	h. <input type="checkbox"/>	Occupied	o. <input type="checkbox"/>	u. <input type="checkbox"/>
	Vacant	b. <input type="checkbox"/>	i. <input type="checkbox"/>	Vacant	p. <input type="checkbox"/>	v. <input type="checkbox"/>
	Commercial			Nonfarm		
	Occupied	c. <input type="checkbox"/>	j. <input type="checkbox"/>	Residential	q. <input type="checkbox"/>	w. <input checked="" type="checkbox"/>
	Vacant	d. <input type="checkbox"/>	k. <input type="checkbox"/>	Commercial	r. <input type="checkbox"/>	x. <input type="checkbox"/>
	Industrial			Industrial	s. <input type="checkbox"/>	y. <input type="checkbox"/>
	Light	e. <input type="checkbox"/>	l. <input type="checkbox"/>	Vacant	t. <input type="checkbox"/>	z. <input type="checkbox"/>
	Heavy	f. <input type="checkbox"/>	m. <input type="checkbox"/>	Other (explain)	aa. _____	ab. _____
	Vacant	g. <input type="checkbox"/>	n. <input type="checkbox"/>		SEE	ITEM K



E. LAND USE STATUS

ITEM E LAND USE STATUS	Use up to the time of taking Vacant a. <input type="checkbox"/> Agriculture, forestry, fishing b. <input checked="" type="checkbox"/> Manufacturing, construction, mining c. <input type="checkbox"/> Transportation, communication, electric, etc. d. <input type="checkbox"/> Wholesale and retail trade e. <input type="checkbox"/> Services, (service stations, motels, etc.) f. <input type="checkbox"/> Government g. <input type="checkbox"/> Residential h. <input type="checkbox"/>	Use of remainder up to time of study. Vacant i. <input checked="" type="checkbox"/> Agriculture, forestry, fishing j. <input checked="" type="checkbox"/> Manufacturing, construction, mining k. <input type="checkbox"/> Transportation, communication, electric, etc. l. <input type="checkbox"/> Wholesale and retail trade m. <input type="checkbox"/> Services, (service stations, motels, etc.) n. <input type="checkbox"/> Government o. <input type="checkbox"/> Residential p. <input type="checkbox"/>
	Describe land use status briefly.	
	q. <u>GENERAL FARMING</u>	r. <u>GENERAL FARMING</u>






F. ACCESS BEFORE AND AFTER TAKING

ITEM F-1 ACCESS BEFORE TAKING	Access to principal highway before taking In both directions Unrestricted a. <input checked="" type="checkbox"/> No access b. <input type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> Direct access to road other than principal highway e. <input type="checkbox"/> f. <input type="checkbox"/> Travel distance to nearest town or trading center in each direction to nearest half mile k. <u>1.5</u> l. <u>1.5</u>	In one direction g. <input type="checkbox"/> h. <input type="checkbox"/> i. <input type="checkbox"/> j. <input type="checkbox"/>
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ITEM F-2 ACCESS AFTER TAKING	Access to new highway improvement In both directions Unrestricted a. <input type="checkbox"/> No access b. <input checked="" type="checkbox"/> Direct access restricted to designated point c. <input type="checkbox"/> or points d. <input type="checkbox"/> Direct access restricted to frontage road e. <input type="checkbox"/> f. <input type="checkbox"/> Travel distance to main highway entrance k. <input type="checkbox"/> on ramp, l. <input type="checkbox"/> off m. <input checked="" type="checkbox"/> interchange to the nearest tenth of a mile n. <u>0.7</u> Travel distance to nearest town or trading center in one direction to nearest half mile. o. <u>1.5</u>	In one direction g. <input type="checkbox"/> h. <input type="checkbox"/> i. <input type="checkbox"/> j. <input type="checkbox"/> l. <input type="checkbox"/>
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ITEM F - 3 : Direct access to road other than principal highway a. TIMBER SWAMP ROAD
 OTHER ACCESS : Intersecting new highway b. 
 : Not intersecting new highway c. 
 : Travel distance to nearest town or trading center d. 1.5
 : to nearest half mile in one direction









G. ELEVATION, VISIBILITY, AND DESCRIPTION OF REMAINDER

ITEM G - 1 : Before After
 ELEVATION OF : a. N A At grade level d. 
 REMAINDER AT : b.  Feet above grade e. 
 HIGHWAY : c.  Feet below grade f. 

ITEM G - 2 : Before After
 VISIBILITY OF : a. N A Fully d. 
 HIGHWAY FROM : b.  Partially e. 
 REMAINDER : c.  Not visible f. 

ITEM G - 3 : Separated a.  Isolated b.  Landlocked c.  On dead end d. 
 DESCRIPTION

ITEM H - 1 : Amount of award Month and Year
 COMPENSATION : Negotiated settlement a. 6,500 e. 4-51
 : Administrative or quasi-judicial body b. _____ f. _____
 : Trial court c. _____ g. _____
 : Appellate court d. _____ h. _____

ITEM H - 2 : Total payment for land and improvements taken a. _____
 DOLLAR PAY - : Acres  sq. ft.  Price per unit Total
 MENTS FOR : Land Taken * b. 5.47 c. 500 d. 2,735
 TAKING RIGHT : Improvement * e. 0
 OF WAY : Amount of damages resulting from taking f. 3,765
 : Elements considered in establishing damages
 : to remainder:
 : Proximity g.  Access restricted j. 
 : Reduction in size h.  Divided property k. 
 : Shape i.  Other (specify) l. 
 : LOSS OF CROPS
 : Estimated benefits resulting from taking m. 0
 : General * n. N A
 : Special * o. N A
 : TOTAL dollar payments for taking right of way p. 6,500
 : * If available and appropriate (p = a + f - m)

ITEM H - 3		Value of entire tract at taking	Value of parcel taken	Payments for damages	Value of Remainder
APPRAISED VALUES AND PAYMENTS FOR DAMAGES	Total	a. 44,565	b. 2,735	c. 3,765	d. 38,065
	Land	e. 44,565	f. 2,735	g. 3,765	h. 38,065
	Improvements	i. N A	j. 0	k. 0	l. N A

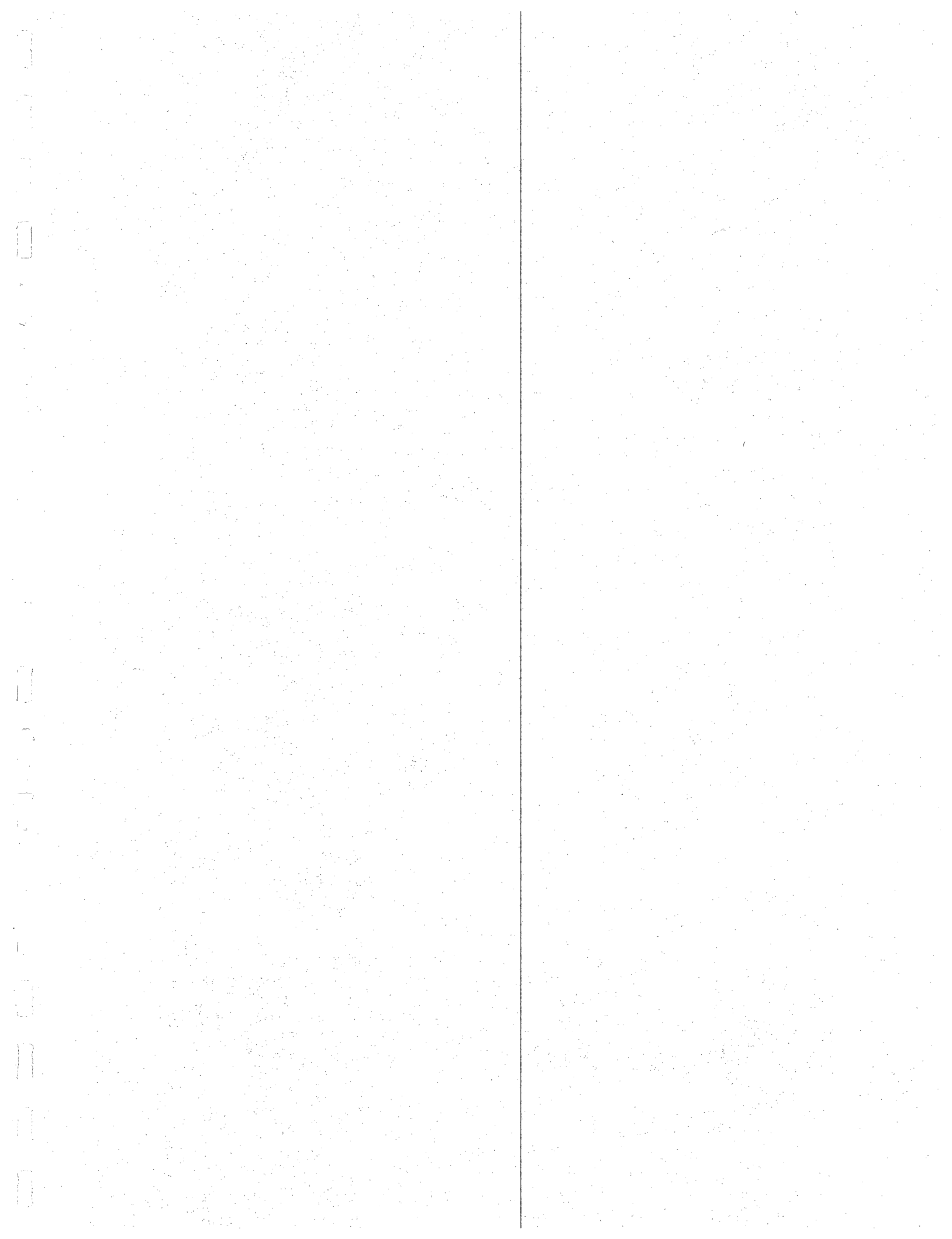
I. SALE PRICE OF REMAINING PARCELS

ITEM I		Sale price of subsequent remainder sales from time of partial taking to date of "after" study					
SALE PRICE OF SUBSEQUENT REMAINDER SALES	Date	Total price	Value of improvements *	Value of Land *	No. of acres, etc.	Unit Price	Use of Parcel **
	a. 7-55	6,500	N A	N A	9.67	N A	0
	b.						
	c.						

Additional sales listed -- Item K

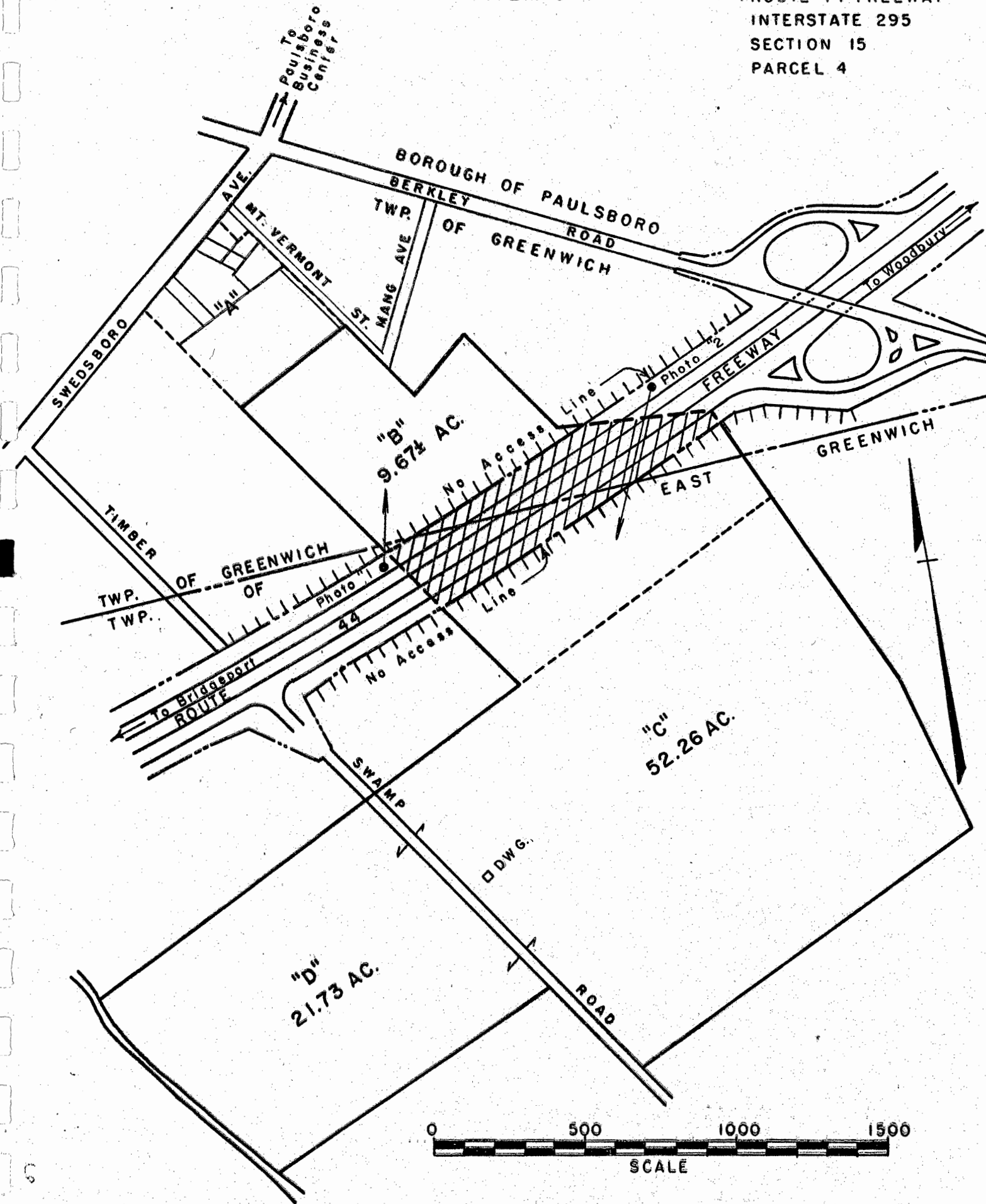
** Code present use of parcel sold as follows: Vacant;
 Agriculture, forestry, fishing; Manufacturing,
 construction, mining; Transportation, communication,
 electric, etc.; Wholesale and retail trade; Services
 (service stations, motels, etc.); Government;
 Residential. Describe use briefly _____

* If available SEE ITEM K



ITEM J-1

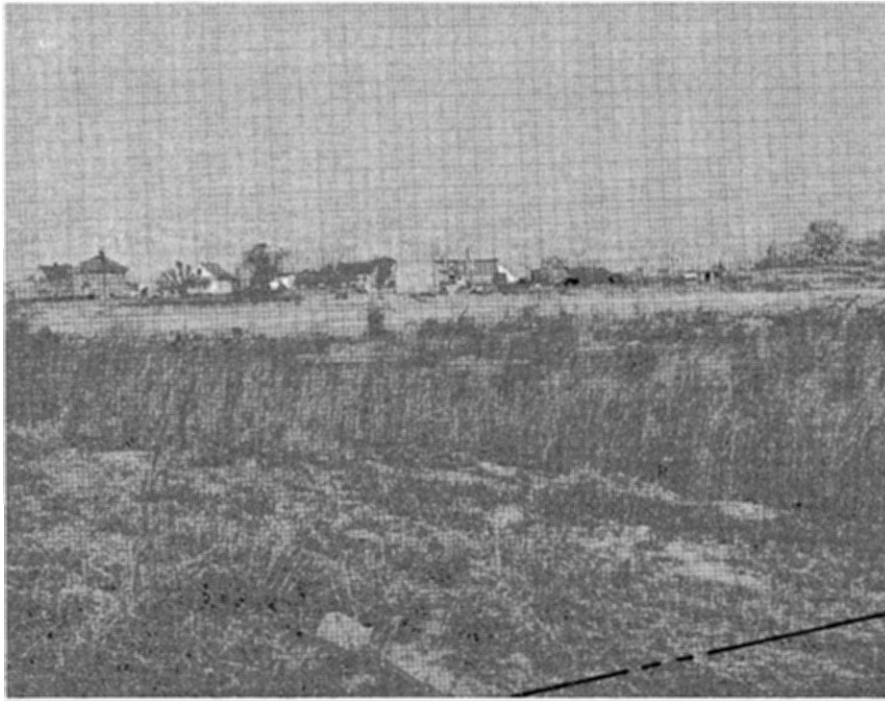
ROUTE 44 FREEWAY
INTERSTATE 295
SECTION 15
PARCEL 4



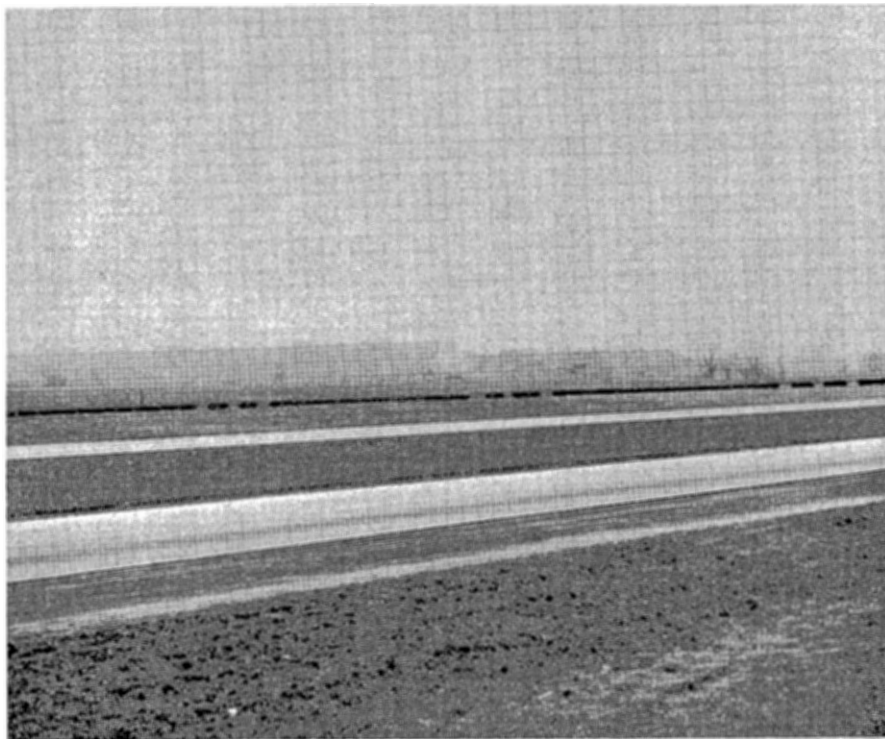
ITEM J-2
BEFORE

PHOTOGRAPH NOT AVAILABLE

ITEM J-2
AFTER



1



2

K. ADDITIONAL INFORMATION

ITEM K
ADDITIONAL
INFORMATION

Please indicate in the boxes the item for which information is being supplied.

C-2

THERE WERE OTHER SALES "IN THE FAMILY" THAT CANNOT BE APPROPRIATELY USED.

& I

D

ZONING ORDINANCE IN GREENWICH TOWNSHIP WAS NOT ADOPTED UNTIL FEBRUARY 15, 1954.

Reporter's signature and title

Adrian C. Lincbe

Date *9-19-61*

DISTRICT ENGINEER

