

NEW JERSEY STATE HIGHWAY COMMISSION
1917

CONSTRUCTION REPORT
by route number

1917

Hon. WALTER E. EDGE, Governor

STATE HIGHWAY COMMISSION: 1917

Hon. JOHN W. HERBERT, Chairman

E. KUSER

WATSON G. CLARK

GEORGE E. BLAKESLEE

SAMUEL HAVERSTICK

WALTER J. BUZBY

ROBERT S. PARSONS

LEWIS C. DUNCAN

WM. G. THOMPSON

State Highway Engineer, State Highway Department, Trenton, N. J.

A. LEE GROVER

Secretary to Commission, State Highway Department, Trenton, N. J.

ROUTE 1.

Trenton to Robbinsville Cut-off. Hightstown to County Line

September 28, 1919.

To Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, and Article 12, Chapter 15, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Mercer is respectfully advised that, effective July 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of those two portions of Route No. 1 lying within the boundaries of Hamilton, Washington and East Windsor Townships and the Borough of Hightstown, Mercer County, which portions are more specifically defined and located on the Mercer County Road Map and its accompanying list of roads, date dJanuary 1, 1919, which are described as follows:

PORTION NO. 1: Beginning on Greenwood Avenue in the Township of Hamilton at the easterly boundary line of the City of Trenton; thence on Greenwood Avenue, designated in the Mercer County records for 1919 as Road No. 17, to Nottingham Way; thence on Nottingham Way, formerly known as Trenton-Allentown Turnpike and shown as road No. 41 on the same records, by way of Mercerville and Hamilton Square to a place northerly from the Newton or Robbinsville Railroad Station, known as Yard's Corner, where the road to New Sharon leaves Road No. 40, the length of Portion No. 1 to be taken over by the State being 6.5 miles more or less.

PORTION NO. 2: Beginning on Mercer Street at West Ward Street in the Borough of Hightstown at the end of Route No. 1, Section No. 4, State Highway; thence along Mercer Street and North Main Street to the Township Line of East Windsor; thence along Cranbury Road in the Township of East Windsor to the Middlesex County Line at the Millstone River, being a part of the road designated in the Mercer County records for 1919 as Road No. 60, or the Robbinsville-Windsor-Hightstown-Cranbury Road, the length of this portion to be taken over being 1.5 miles more or less.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE 1.—Sections 3 and 4

Robbinsville Cut-off to Hightstown.

April 7, 1919.

To Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Board of Chosen Freeholders, County of Mercer, is respectfully advised that, effective June 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 1 lying within the boundaries of Washington and East Windsor Townships, Mercer County, the center line of which is more specifically defined and located on maps entitled, "New Jersey State Highway Department, Plan and Profile of Section No. 3, a part of Route No. 1, from Robbinsville to Windsor, and Section No. 4, a part of Route No. 1, from Windsor to Hightstown," dated March, 1919, and described as follows:

Beginning at a point in the center line of the existing road from Yardville to Windsor, said point being Station 356+21.6 on the said plan, and being distant 1501 feet more or less easterly from the intersection of the cross roads at Robbinsville, and running thence, first, north 52° east 245.73 ft. to Sta. 358+67.33, thence, second, north 51° 57' east 900.44 ft. to Sta. 367+67.77, thence, third, north 52° 50' east 289.33 ft. to Sta. 370+57.1, said point being the beginning of a curve of four degrees curvature to the right with a central angle of 12° 9', thence fourth, along said curve 303.75 ft. to the point of tangency at Sta.

373+60.85, thence, fifth, north $64^{\circ} 59'$ east 2374.45 ft. to Sta. 397+35.3, thence, sixth, north $64^{\circ} 47'$ east 895.73 ft. to Sta. 406+31.03, thence, seventh, north $65^{\circ} 13'$ east 1094.67 ft. to Sta. 417+25.7, thence, eighth, north $64^{\circ} 52'$ east 959.33 ft. to Sta. 426+85.03, thence, ninth, north $64^{\circ} 40'$ east 595.96 ft. to Sta. 432+80.99, being the point of curvature of a one degree curve to the left with a central angle of $3^{\circ} 32'$, thence, tenth, along said curve 353.33 ft. to the point of tangency, thence, eleventh, north $61^{\circ} 8'$ east, 2762.97 ft. to a point of curvature of a six degree curve to the left with a central angle of $24^{\circ} 36'$, thence, twelfth, along said curve 410 ft. to the point of tangency, thence, thirteen, north $36^{\circ} 32'$ east 346.35 ft. to the point of curvature of a six degree curve to the right with a central angle of $10^{\circ} 54'$, thence, fourteen, along said curve 181.66 ft. to the point of tangency, thence, fifteen, north $47^{\circ} 26'$ east 864.80 ft. to Sta. 482+0, thence, sixteen, north $47^{\circ} 2'$ east 550 ft. to Sta. 487+50, thence, seventeen, north $47^{\circ} 14'$ east 316.40 ft. to a point of curvature of a ten degree curve to the right with a central angle of $11^{\circ} 23'$, said point being also distant 173.6 ft. westerly from the intersecting roads to Sharon and Edinburgh at Windsor, thence, eighteen, along said curve 113.83 ft. to the point of tangency, thence, nineteen, north $58^{\circ} 37'$ east 137.27 ft. to a point of curvature of a three degree curve to the right with a central angle of $9^{\circ} 18'$, thence, twenty, along said curve 310 ft. to the point of tangency, thence, twenty-one, north $67^{\circ} 55'$ east 683.95 ft. to Sta. 503+11.45, thence, twenty-two, north $66^{\circ} 50'$ east 1678.30 ft. to Sta. 519+89.75, thence, twenty-three, north $67^{\circ} 3'$ east 1186.55 ft. to Sta. 531+76.30, thence, twenty-four, north $66^{\circ} 52'$ east 885.6 ft. to Sta. 540+61.9, thence, twenty-five, north $67^{\circ} 10'$ east 1653.1 ft. to Sta. 557+15, thence, twenty-six, north $68^{\circ} 53'$ east 1121 ft. to Sta. 568+36, thence, twenty-seven, north $69^{\circ} 3'$ east 1408 ft. to Sta. 582+44, thence, twenty-eight, north $68^{\circ} 49'$ east 1449.2 ft. to Sta. 596+93.2, thence, twenty-nine, north $69^{\circ} 1'$ east 633.35 ft. to Sta. 603+26.55, thence, thirty, north $68^{\circ} 52'$ east 1044.96 ft. to Sta. 613+71.51, thence, thirty-one, north $68^{\circ} 58'$ east

1519.19 ft. to Sta. 628+90.70, thence, thirty-two, north 68° 52' east 1783.8 ft. to Sta. 646+74.50, thence, thirty-three, north 68° 27' east 1125.50 ft. to Sta. 658+0, thence, thirty-four, north 68° 59' east 1339.9 ft. to Sta. 671+39.90, thence, thirty-five, north 69° 23' east 160.10 ft. to Sta. 673+0, said point being the end of Section No. 4, Route No. 1, as shown on said map, and being the center line of the existing roadway opposite the easterly line of West Ward Street in the Borough of Hightstown, in the County of Mercer. The above description being the center line of road originally returned as four rods in width.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE 1.

**County Line to New Brunswick. New Brunswick to
Metuchen Cut-off.**

September 28, 1919.

To Board of Chosen Frecholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, and Article 12, Chapter 15, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex is respectfully advised that, effective July 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of those portions of Route No. 1, lying within the boundaries of Cranbury, South Brunswick, North Brunswick, Raritan Townships, and the Boroughs of Highland Park and Metuchen, Middlesex County, which portions are more specifically defined and located on a road map of Middlesex County and its accompanying list of roads, dated January, 1916, revised January, 1917, and which are described as follows:

PORTION NO. 1: Beginning on the road commonly known as the Cranbury Turnpike at the southerly boundary line of Middlesex County at the Millstone River; thence on the Cranbury Turnpike, designated in the Middlesex County records referred to above as the Cranbury-New Brunswick Road No. 38, following the said road through the Townships of Cranbury, South Brunswick and North Brunswick, 15.4 miles more or less to the southerly boundary line of the City of New Brunswick.

PORTION NO. 2: Being on the Highland Park-Metuchen Road No. 21, as shown in the Middlesex County

records referred to above, at the southerly end of the Raritan River Bridge in the Borough of Highland Park; thence on said road No. 21 through the Township of Raritan and the Borough of Metuchen 4.4 miles more or less to the northerly side of the overhead bridge span at Lehigh Valley Railroad tracks, which northerly side of bridge is 115 feet more or less southerly from Amboy Avenue in the Borough of Metuchen.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,

Passed February 6th, 1919.

Minute Book Page 607.

**ROUTE 1.—Section 1A.
Metuchen Cut-off.**

October 1, 1919.

To Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex, is respectfully advised that, effective October 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of those two portions of Route No. 1, lying within the boundaries of the Borough of Metuchen, Middlesex County, the center lines of which are more specifically defined and located on sheet #2 of plans entitled, "New Jersey State Highway Department, Plan and Profile of Section 1A of Route #1 from Lehigh Valley Railroad to Middlesex Avenue, Metuchen, Sta. 15+65 to Sta. 30+58," dated December, 1918, as follows:

PORTION NO. 1: Beginning at the northerly end of the Lake Avenue Bridge over the Lehigh Valley Railroad tracks, at a point designated as Sta. 15+65 on the aforementioned plans, thence running in a northerly direction along Lake Avenue to its intersection with the northerly side of Amboy Avenue near Sta. 17+16, a distance of 151 feet more or less, the above road being 60 feet in width.

PORTION NO. 2: Beginning at a point in the center line of Middlesex Avenue 12 feet along said center line in a southwesterly direction from its intersection with the center line of Holly Street, thence in a northeasterly direction along said center line of Middlesex Avenue to a point designated as Sta. 30+58, said point being the same point as described as the beginning point on Route 1, Section 1,

taken over by the State Highway Commission from the County of Middlesex under date of June 6, 1918, the length of Portion No. 2 being 117 feet more or less, and the width of Middlesex Avenue being 66 feet.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,

Passed February 6th, 1919.

Minute Book Page 607.

**ROUTE 1.—Section 1A.
Metuchen Cut-off.**

October 1, 1919.

To the Mayor and Council,
Borough of Metuchen,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Metuchen, County of Middlesex, is respectfully advised that, effective October 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of those two portions of Route No. 1 lying within the boundaries of the Borough of Metuchen, Middlesex County, the center lines of which are more specifically defined and located on sheet #2 of plans entitled, "New Jersey State Highway Department, Plan and Profile of Section 1A of Route 1 from Lehigh Valley Railroad to Middlesex Avenue, Metuchen, Sta. 15+65 to Sta. 30+58," dated December, 1918, as follows:

PORTION NO. 1: Beginning at the northerly end of the Lake Avenue Bridge over the Lehigh Valley Railroad, at point designated as Sta. 15+65 on the aforementioned plan, thence running in a northerly direction along Lake Avenue 723 feet more or less to the northerly side of Station Place at Sta. 22+88, the length being 723 feet more or less, and the width of road to be taken over being 60 feet.

PORTION NO. 2: Beginning at a point in the center line of Holly Street at its intersection with the easterly property line extended of Route 1, Section 1A, said point

being also near the extension westerly of the southerly property line of New Street, thence running in a northerly direction along the center line of Holly Street to its intersection with Middlesex Avenue, thence along Middlesex Avenue in a northeasterly direction to a point designated as Sta. 30+58, said point being same as described as the beginning point on Route 1, Section 1, taken over by the State Highway Commission from the County of Middlesex under date of June 6, 1918, the length of Portion No. 2 being 482 feet more or less and the width of Holly Street being 50 feet, and the width of Middlesex Avenue being 66 feet.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

ROUTE NO. 1.—Section 1.

Metuchen Cut-off to Menlo Park.

June 6, 1918.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Middlesex is respectfully advised that effective June 6, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 1, Section 1, lying within the boundaries of Middlesex County; and more specifically defined and located as follows:

Beginning at a point designated as Sta. 31+0, on plans prepared by the State Highway Department for construction of Route No. 1, Section 1, State Highway System, on Middlesex Avenue, near Holly Street, in the town of Metuchen, Middlesex County, and extending in a northeasterly direction along said Avenue to Station 126+95 near Smith Road, Village of Menlo Park, in the County of Middlesex, a distance of 1.817 miles.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

**ROUTE NO. 1.—Section 2.
Menlo Park to Rahway.**

December 23, 1918.

To the Township Committee,
Township of Raritan,
County of Middlesex.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Township of Raritan, County of Middlesex, is respectfully advised that effective August 12, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route # 1, Section #2, lying within the boundaries of Raritan Township, Middlesex County, and more specifically defined as follows:

All that certain tract or parcel of land now known as the Middlesex-Essex Turnpike, or Thornall Avenue, lying north of the P. R. R., and extending from Smith Road to land of Solomon S. Carvalho on the easterly side of Carrier Street.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,

Passed February 6th, 1919.

Minute Book Page 607.

**ROUTE NO. 1.—Section 2.
Menlo Park to Rahway.**

December 23, 1918

To the Township Committee,
Township of Woodbridge,
County of Middlesex.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route, or part thereof, of those Highways, designated by the Act to be taken over as State Highways, you and through you the Township of Woodbridge, County of Middlesex, is respectfully advised that effective August 12, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 1 lying within the boundaries of Woodbridge Township, Middlesex County; and more specifically defined and located as follows:

All that certain tract or parcel of land lying on the northerly side of the P. R. R. Company's right of way, now-known as the Middlesex-Essex Turnpike, and extending from where the said Turnpike crosses over the said right of way of the P. R. R. Company from the southerly side to the northerly side near Succor Brook, to the Middlesex County Line.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,

Passed February 6th, 1919.

Minute Book Page 607.

ROUTE NO. 1.—Section 2.

Menlo Park to Rahway.

December 23, 1918.

To the Board of Chosen Freeholders,
County of Union,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Union, is respectfully advised that effective August 12, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #1 lying within the boundaries of Union County; and more specifically defined and located as follows:

All that certain tract or parcel of land lying on the northerly side of the P. R. R. Company's right of way between the Middlesex-Union County line and the westerly side of St. George's Avenue, in the City of Rahway, and now used as a public highway.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE NO. 1.—Section 2.

Menlo Park to Rahway.

December 23, 1918

To the Board of Commissioners,
City of Rahway.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the City of Rahway, County of Union, is respectfully advised that effective August 12, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #1 lying within the boundaries of the City of Rahway, County of Union; and more specifically defined and located as follows:

All that certain tract or parcel of land lying on the northerly side of the P. R. R. Company's right of way between the Middlesex-Union County line and the westerly side of St. George's Avenue, in the City of Rahway and now used as a public highway.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE 1.—Sections 8, 9, 10, 11.

Rahway to Elizabeth.

September 23, 1919.

To the Board of Chosen Freeholders,
County of Union,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of these highways designated by the Act to be taken over as State Highways, you and through you, the County of Union, is respectfully advised that effective July 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the County road known as St. Georges Ave., between its intersection with New Brunswick Ave., a portion of Route 1, already taken by the State near the southern boundary of the City of Rahway and the Elizabeth City line, lying within the boundaries of the City of Rahway, the Township of Linden, and on the boundary line between the Borough of Roselle and the Township of Linden described as follows:

Beginning at the northeasterly end of the road known as New Brunswick Ave., also being the northeasterly end of Route #1, Section #2, this intersection being known as "Six Roads." Thence northeasterly along said St. Georges Ave., through the said City of Rahway, the Township of Linden and along the boundary line between the Borough of Roselle and said Township of Linden to the southwesterly boundary of the City of Rahway and the Elizabeth section of Allen St., and Rahway Ave., the latter being the continuation of St. Georges Ave., in the City of Elizabeth. The total length being about 29140' or 5.519 miles.

It is requested that you file with this Department

within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance, or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed February 6th, 1919
Minute Book, Page 607.

ROUTE 2.

Trenton to Crosswicks Creek.

January 15, 1920.

To the Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Mercer, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of road lying within the boundaries of the Township of Hamilton, known as the White Horse Turnpike and a part of the Bordentown Turnpike, being more specifically described as follows:

Beginning at the intersection of Broad Street and Cedar Lane at the boundary line between the City of Trenton and the Township of Hamilton and running thence 12,070 feet more or less southeasterly and southerly on the White Horse Turnpike and the Bordentown Turnpike via White Horse to the boundary line between Hamilton and Bordentown Townships, which is the common boundary between Mercer and Burlington Counties, at Crosswicks Creek. The length of road to be taken over being 2.29 miles more or less; however, only that part of the width of the White Horse Turnpike northeasterly of the tracks of the Mercer County Traction Corporation will be taken over.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present highway, the discontinuance of

which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Minute Book, Page 662.

Passed June 5th, 1919.

ROUTE 2.

Crosswick Creek to Bordentown. Broad and Washington Streets to Pensauken Creek.

January 15, 1920.

To the Board of Chosen Freeholders,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Burlington is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Burlington County roads and bridges lying within the boundaries of the Townships of Bordentown, Burlington, Willingborough, Beverly, Delran, Cinnaminson, and the Cities of Bordentown and Burlington, known as Route No. 2, State Highway, beginning on the Bordentown Turnpike at the Mercer-Burlington County boundary line, which is the common boundary of the Townships of Hamilton and Bordentown, at Crosswicks Creek, and running thence southerly to the Burlington-Camden County boundary line on the Burlington-Camden Turnpike at Pensauken Creek, being the common boundary line between the Townships of Cinnaminson and Stockton; the portions of Burlington County roads and bridges to be taken over being more specifically described in two parts as follows:

PART NO. 1: Beginning at the Mercer-Burlington County boundary line on the Bordentown Turnpike at Crosswicks Creek and running thence southerly, southeasterly and southwesterly via Bordentown Turnpike in the Township of Bordentown and Park Street in the City of

Bordentown, 14,530 feet more or less to the westerly side of Farnsworth Avenue, City of Bordentown; this portion of road to be taken over being 2.75 miles more or less in length.

PART NO. 2: Beginning on Washington Street at the southerly property line of Broad Street in the City of Burlington, running thence southwesterly via Washington Street and the Burlington-Camden Turnpike through the City of Burlington and the Townships of Burlington, Willingborough, Beverly, Delran and Cinnaminson, 54,450 feet more or less to the Burlington-Camden County boundary line at Pensauken Creek; this portion of road to be taken over being 10.32 miles more or less in length.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the roads and bridges above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly, -

W. J. KIRBY,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.—Section 2.

Bordentown.

January 15, 1920.

To the City Commission,
City of Bordentown,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the City of Bordentown is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of Route No. 2 lying within the boundaries of the City of Bordentown known as parts of Park, Prince and Burlington Streets and more specifically described as follows:

Beginning on Park Street at the westerly property line of Farnsworth Avenue running thence westerly on Park Street, southerly on Prince Street and westerly on Burlington Street, 3,850 feet more or less to the boundary line between the City of Bordentown and the Township of Bordentown at Black's Creek; this portion to be taken over being 0.73 miles more or less in length, the width to be taken over extending between curb lines.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

**ROUTE 2.—Section 2.
Fieldsboro.**

January 15, 1920.

To the Mayor and Borough Council,
Borough of Fieldsboro,
Burlington County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Fieldsboro is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as State Highways and thereafter be responsible for the improvement and maintenance of that part of Route #2 lying within the boundaries of the Township of Bordentown and the Borough of Fieldsboro, known as the Bordentown-Burlington Road, and more specifically described as follows:

Beginning at Black's Creek, the boundary line between the Township of Bordentown and the City of Bordentown, and running thence southwesterly along the said road and through the Borough of Fieldsboro and the Township of Bordentown on either side of the said Borough, 9080 feet more or less to the Mansfield-Bordentown Township boundary line at or near the Brick Yark Creek crossing, adjoining the lands of the Independent Brick Company; this portion to be taken over being 1.72 miles in length and 66 feet in width.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days of the receipt of this notification any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,
JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.—Section 2.

Bordentown to Brick Yard Creek.

January 15, 1920.

To the Township Committee,
Township of Bordentown,
Burlington County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Bordentown is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of Route No. 2 lying within the boundaries of the Township of Bordentown, known as Bordentown-Burlington Road, and more specifically described as follows:

Beginning at Black's Creek, the boundary line between the Township of Bordentown and the City of Bordentown, and running thence southwesterly through Fieldsboro and in the Township of Bordentown via the Bordentown-Burlington Road, 9,080 feet more or less to the Mansfield-Bordentown Township boundary line at or near the Brick Yard Creek crossing, adjoining the lands of the Independent Brick Company; this portion of road to be taken over being 1.72 miles more or less in length and 66 feet in width.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Passed June 5th, 1919.
Resolution of State Highway Commission,
Minute Book, Page 662.

ROUTE 2.—Section 2.

Brickyard Creek to St. Nicholas Cemetery.

January 15, 1920.

To the Township Committee,
Township of Mansfield,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Mansfield is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of Route No. 2 lying within the boundaries of the Township of Mansfield, known as Bordentown-Burlington Road, and more specifically described as follows:

Beginning at the Bordentown-Mansfield Township boundary line at or near the Brick Yard Creek crossing, adjoining the lands of the Independent Brick Company, and running thence via the Bordentown-Burlington Road in the Township of Mansfield, 8,415 feet more or less to a point near the driveway of the St. Nicholas Cemetery, being the same point described as Sta. 1051, the end of the section of Mansfield Township road taken over from the Township Committee by the State Highway Commission by formal notification dated March 18, 1919; the length of the portion of road to be taken over under this notification being 1.60 miles more or less and the width being 66 feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the present highway above described, the discontinuance of which it may deem necessary for

the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.—Section 1.

St. Nicholas Cemetery to Craft's Creek.

March 18, 1919.

Township Committee of Mansfield Township,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Mansfield, Burlington County is respectfully advised that, effective March 20, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #2 lying within the boundaries of Mansfield Township, Burlington County, which is more specifically defined and located as shown on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #2, Burlington-Roebling Section, Burlington County, June, 1918;" as follows:

Beginning at a point in the line dividing Florence Township and Mansfield Township, Burlington County, said point being in the bridge over Craft's Creek, and running thence, (1) north $69^{\circ} 18'$ east 212.5 ft. to Station #1041 +12.5, thence (2) north $74^{\circ} 1'$ east 687.5 ft. to Station #1048 as shown on said map; thence (3) north $74^{\circ} 53'$ east 300 ft. to Station #1051, being the end of the section to be taken over by the State Highway Commission at this time. Said point being near the driveway to the cemetery on the northerly side of said road. The above road being four rods in width.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other

Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.—Section 1.

Craft's Creek to Florence—Burlington Township Line.

To the Township Committee of Florence Township,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Florence, County of Burlington, is respectfully advised that effective March 20, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #2 lying within the boundaries of Florence Township, Burlington County, the center line of which is more specifically defined and located on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #2, Burlington-Roebling Section, Burlington County, June, 1918;" as follows:

Beginning at a point in the line dividing Burlington Township and Florence Township at Station #907+8 as shown on said plan; running thence (1) north $69^{\circ} 55'$ east 592 ft. to Station #913 as shown on said plan, thence (2) north $70^{\circ} 15'$ east 4600 ft. to Station #959+0, thence (3) north $70^{\circ} 20'$ east 2701 ft. to Station #986+1, thence (4) north $69^{\circ} 54'$ east 1199 ft. to Station #998+0, thence (5) north $70^{\circ} 1'$ east 2000 ft. to Station #1018+0, thence (6) north $69^{\circ} 48'$ east 1200 ft. to Station #1030+0, thence (7) north $69^{\circ} 18'$ east 900 ft. to a point in the line dividing Florence Township and Mansfield Township, said point being in the bridge over Craft's Creek at Station #1039+0, as shown on said map. The above road being four rods in width.

It is requested that you file with this Department

within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.—Section 1.

Florence-Burlington Township Line to Burlington City Line.

March 18, 1919.

To the Township Committee of Burlington Township,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Burlington, Burlington County, is respectfully advised that effective March 20, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #2 lying within the boundaries of Burlington Township, Burlington County, the center line of which is more specifically defined and located on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #2, Burlington-Roebling Section, Burlington County, June, 1918;" as follows:

Beginning at a point in the line dividing the City of Burlington from the Township of Burlington, being Station #825+5 as shown on said plan, thence running (1) north 70° 20' east 1163.7 ft. to Station #836+68.7 on said plan; thence (2) north 70° 23' east 5531.3 ft. to Station #892+0; thence (3) north 69° 55' east 1508 ft. to a point in the line dividing Burlington Township and Florence Township to Station #907+8 as shown on said map. The above road being four rods in width.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

ROUTE 2.—Section 1.
Burlington City Line to Point 3805 Feet Westerly.

March 18, 1919.

To the Mayor and Council of the City of Burlington,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Mayor and Council of the City of Burlington is respectfully advised that effective March 20, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #2 lying within the boundaries of the City of Burlington, County of Burlington, the center line of which is more specifically defined and located on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #2, Burlington-Roebling Section, Burlington County, June, 1918;" as follows:

Beginning at a point in Bordentown Street 600 ft. from the east end of the bridge over Assiscunk Creek, being Station #787+0, and running thence (1) north 70° 14' east 3805 ft. to the line between Burlington City and Burlington Township, which is Station #825+5 on said plan. The above road being four rods in width.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

ROUTE 2.
Point 3805 Feet West of Burlington City Line to Borden-
town and Columbus Streets.

January 15, 1920.

To the Mayor and Council, City of Burlington,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the City of Burlington is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #2 lying within the boundaries of the City of Burlington known as a part of Bordentown Street, City of Burlington, being all that part of said Street, 115 feet more or less in length and of the width existing between curb lines, and extending from the northerly side of Columbus Street, otherwise known as the road leading from Columbus to Burlington, to a point known as Station 787, which point is about 600 feet easterly from the easterly end of the Assiscunk Creek Bridge and is described as the beginning point of the road taken over from the City of Burlington by the State Highway Commission by formal notification dated March 18, 1919.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any or all of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department

within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 2.

Pensauken Creek to Camden.

February 23, 1920.

To the Board of Chosen Freeholders,
Camden County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Camden is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Camden known as the Camden and Burlington Turnpike beginning at the city line of the City of Camden and running thence in a northeasterly direction to Pensauken Creek, being more specifically described as follows:

Beginning at the intersection of the center line of said Turnpike with the center line of Forty-second Street of the City of Camden, said center line of said Forty-second Street being one of the boundary lines of the City of Camden and extending thence in a northeasterly direction to the bridge over Pensauken Creek. Said Creek being the boundary line between the Counties of Camden and Burlington.

The width of said road is four rods and the length is 3.62 miles.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to

the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

ROUTE 3—Egg Harbor to Elwood

To the Board of Chosen Freeholders
Of the County of Atlantic,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Atlantic is respectfully advised that, effective June 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route 3, lying within the boundaries of the County of Atlantic, N. J., the center of which is more specifically defined and located on a plan entitled 'New Jersey State Highway Commission, Southern Division, Route #3, Egg Harbor-Elwood Section, 1918-1919,' as follows:

Beginning at a point in center line of Bremen Avenue, said point being Sta. 522+73 on said plan, and extending thence (1) curving to the left, radius of said curve being 5729.65 ft., a distance of 214.11 ft. to a point; thence (2) No. $48^{\circ} 42' 30''$ W. 7140.74 ft. to a point, being Sta. 596+27.9 on said plans; thence (3) curving to the left, radius of said curve being 5729.65 ft., a distance of 214.11 ft., to a point in the center line of Hamburg Ave., being Sta. 598+41.96 on said plan; thence (4) curving to the right, radius of said curve being 5729.65 feet to a point, being Sta. 600+56.12 on said plans; thence (5) N. $48^{\circ} 42' 30''$ W. 2185.98 feet to a point, being Sta. 622+42.1 on said plans; thence (6) N. $48^{\circ} 44' 30''$ W. 2364.6 ft. to a point, being Sta. 646+06.7 on said plans; thence (7) No. $48^{\circ} 42' 30''$ W. 6130.1 ft. to a point, being Sta. 707+36.8 on said plan; thence (8) N. $48^{\circ} 43' 30''$ W. 3483.1 ft. to a point, being Sta. 742+19.9 on said plans; thence (9) N. $48^{\circ} 45' 30''$ W., 5435.7 ft. to a point, being Sta. 796+55.6 on said plans; thence (10) N. 43°

43' 30" W. 3594.4 ft. to a point in the town of Elwood, being Sta. 832+50 on said plans.

The above road being 3 rods wide and 5.87 miles in length.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 3—Elwood to Da Costa

To the Board of Chosen Freeholders
Of the County of Atlantic,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Atlantic, is respectfully advised that, effective June 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route #3, lying within the boundaries of the County of Atlantic, N. J., the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #3, Elwood-DaCosta Section, 1918-1919," as follows:

Beginning at a point in the town of Elwood, said point being Sta. 832+50 on said plans, and extending thence (1) N. 48° 43' 30" W. 20,450 ft. to a point in DaCosta, 80 ft. Southerly from the center line of Walnut Street, being Sta. 1037+00 on said plans.

° The above road being 3 rods wide and 3.873 miles in length.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 3—DaCosta to Hammonton.

To the Council of the
Town of Hammonton,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Town of Hammonton, is respectfully advised that, effective June 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route #3, lying within the boundaries of the town of Hammonton, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #3, DaCosta-Hammonton Section, 1918-1919," as follows:

Parcel #1. Beginning at a point in DaCosta, 80 ft. Southerly from the center line of Walnut Street, being Sta. 1037+00 on said plans, and extending thence (1) N. $48^{\circ} 43' 30''$ W., 600.0 ft. to a point, being Sta. 1043+00 on said plans.

Parcel #2. Beginning at a point in Weymouth Road about 980 ft. North of the intersection of the White Horse Pike, being Sta. 1061+25 on said plans and extending thence (1) N. $5^{\circ} 08' 30''$ E. 1817.5 ft. to a point, being Sta. 1079+42.5 on said plans; thence (2) curving to the right, radius of said curve being 2864.93 ft., 990.0 ft. to a point, being Sta. 1089+37.5 or Sta. 1089+42.7 on said plans; thence (3) N. $24^{\circ} 56' 30''$ E. 1207.3 ft. to a point, being Sta. 1101+50 on said plans.

Parcel No. 3. Beginning at a point about 125.0 ft. North of Pleasant Mills Creek, being Sta. 1107+04 on said plans and extending thence (1) N. $41^{\circ} 21' 30''$ W., 103.0 ft. to a point, being Sta. 1108+07 on said plans; thence (2) N. $31^{\circ} 56' 00''$ W., 118.0 ft. to a point, being Sta. 1108+62.46

or Sta. 1109+25.0 on said plans; thence (3) N. 31° 56' W., 217.43 ft. to a point, being Sta. 1111+42.43 on said plans; thence (4) curving to the left, radius of said curve being 1432.69 ft. 123.33 ft. to a point, being Sta. 1112+65.76 or Sta. 1112+65.87 on said plans; thence (5) N. 36° 52' 00" W., 4259.83 ft. to a point being Sta. 1155+25.7 on said plans; thence (6) curving to the left radius of said curve, being 2864.93 ft., the distance of 681.7 ft. to a point, being Sta. 1162+07.4 or Sta. 1162+10.7 on said plans; thence (7) N. 50° 30' 00" W., 4863.1 ft. to a point, being Sta. 1210+73.8 on said plans; thence (8) No. 50° 37' 30" W., 6250.9 ft. to a point on the line between Atlantic and Camden Counties, being Sta. 1273+24.7 on said plans.

The above road being 3 rods wide and 4.02 miles in length.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 3—DaCosta to Hammonton

To the Council of the
Town of Hammonton,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Town of Hammonton, is respectfully advised that, effective June 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route #3, lying within the boundaries of the town of Hammonton, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #3, DaCosta-Hammonton Section, 1918-1919," as follows:

Beginning at a point in Weymouth Road being Station 1101+50 on said plans, said point being the end of the parcel designated as No. 2 in the notice given by the State Highway Commission to the Town of Hammonton, effective June 1, 1919, and extending thence N. 24° 56' 30" E. 67.5 ft. to an angle, thence N. 4° 38' 30" E. 362.3 ft. to an angle; thence N. 41° 21' 30" E. 124.2 ft. to a point being Station 1107+04 on said plans.

The length of said road being 554 ft. and the width thereof being 3 rods.

It being the intention to include in this description all that portion of said road which lies between parcel No. 2 and parcel No. 3 as described in the aforesaid notice of June 1, 1919.

The State reserves the right under Chapter #220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the

existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Passed June 5th, 1919.

Resolution of State Highway Commission,

Minute Book, Page 662.

ROUTE 3—Atco to Berlin, Hammonton to Ancora.

March 25, 1918.

To the Board of Chosen Freeholders,
County of Camden,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Camden, is respectfully advised that effective April 1, 1918, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #3, lying within the boundaries of Camden County, and more specifically defined and located as follows:

First Section: Beginning at a point six hundred feet northwest of monument #67 on center line of present White Horse Pike, and running to end of present Bituminous Concrete pavement 1580 feet, more or less, southeast of angle at Berlin, as located by monument Nos. 57 and 58, a distance of 15,754 feet, more or less.

Second Section: Beginning at Camden-Atlantic County Line, as located by monument #94, on the left side of the main road, thence running along the road known as the White Horse Pike, to monument #80 at angle in road at Ancora, 154 feet, more or less, northwest from the northwest end of West Jersey and Seashore Railroad overhead bridge at Ancora, a distance of 15,064 feet, more or less.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE 3—Ancora to Atco.

To the Township Committee of the Township of Winslow,
County of Camden,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Township of Winslow is respectfully advised that, effective April 1, 1918, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #3 lying within the boundaries of the township of Winslow, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #3, Ancora-Atco Section, Camden County, March, 1918," as follows:

Beginning at a point in the southerly side of the Bates Mill Road, said point being about Station 241+35.8 on said plan, and extending thence (1) N. 23° 14' 05" W. 26 feet to the middle of said Bates Mill Road; thence (2) No. 30° 42' 20" W. 2,446.1 feet to the middle of the Cedar Brook Road; thence (3) N. 26° 10' 50" W. 22 feet to the Northerly side of said Cedar Brook Road, which is Station 266+29.9 on said plan. The width of said road is 60 feet and the length thereof 0.472 miles.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 3—Ancora to Atco.

To the Mayor and Council of the Borough of Chesilhurst,
County of Camden,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any route, routes or part thereof, of those highways, designated by the Act to be taken over as a State Highway, you and through you the Borough of Chesilhurst is respectfully advised that effective April 1, 1918, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #3, lying within the boundaries of the Borough of Chesilhurst, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #3, Ancora-Atco Section, Camden County, March, 1918," as follows:

No. 1. Beginning at a point in the Southerly line of Center Ave., said point being station 285+25+ on said plan, and extending thence (1) N. 30° 52' 40" W. 3850.0 feet to a point in the Northerly line of Pear St., which point is Station 323+60.0 on said plan, the width of said road is 100 ft. and the length of the same 0.726 miles.

No. 2. Beginning at a point in the southerly line of Cleveland Ave., said point being Station 335+20+ on said plan, and extending thence (1) N. 33° 27' 35" W. 1140.0 feet to the northerly line of Hendrick Ave., which is Station 346+60+ on said plan, the width of the said road is 66 feet and the length thereof is 0.215 miles.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Passed June 5th, 1919.

Resolution of State Highway Commission,
Minute Book, Page 662.

ROUTE 3—Berlin to Camden.

To the Board of Chosen Freeholders
of the County of Camden,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any route, routes or part thereof, of those highways, designated by the Act to be taken over as a State Highway, you and through you the County of Camden is respectfully advised that effective September 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route #3, lying within the boundaries of the County of Camden, between Berlin and the boundary line of the City of Camden, the center line of which is more specifically defined and located on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #3, Berlin to Camden, 1919," as follows:

Beginning at the end of the Atco-Berlin Section, being Station 585+79.0 on said plan, and extending thence:

- (1) N. 48° 44' 33" W. 1380.0 ft. to Sta. 599+59.0
- (2) N. 31° 38' 20" W. 92.3 ft. to Sta. 600+51.3
- (3) N. 26° 49' 30" W. 2306.5 ft. to Sta. 623+57.8
- (4) N. 43° 14' 29" W. 1095.7 ft. to Sta. 634+53.5
- (5) N. 74° 45' 48" W. 892.6 ft. to Sta. 643+46.1
- (6) N. 84° 43' 01" W. 371.0 ft. to Sta. 647+17.1
- (7) N. 50° 59' 47" W. 932.8 ft. to Sta. 656+49.9
- (8) N. 77° 27' 33" W. 8550.7 ft. to Sta. 742+00.6
- (9) N. 64° 41' 59" W. 2997.4 ft. to Sta. 771+98.0
- (10) N. 57° 17' 55" W. 3205.9 ft. to Sta. 804+03.9
- (11) N. 27° 28' 01" W. 2858.6 ft. to Sta. 832+62.5
- (12) N. 27° 57' 47" W. 3093.5 ft. to Sta. 863+56.0
- (13) N. 44° 38' 18" W. 1516.2 ft. to Sta. 878+72.2
- (14) N. 43° 55' 08" W. 200.0 ft. to Sta. 880+72.2

- (15) N. 29° 37' 29" W. 573.9 ft. to Sta. 886+46.1
- (16) N. 44° 10' 32" W. 1222.8 ft. to Sta. 898+68.9
- (17) N. 45° 07' 58" W. 3047.5 ft. to Sta. 929+16.4
- (18) N. 43° 21' 28" W. 1078.2 ft. to Sta. 939+94.6
- (19) N. 29° 43' 59" W. 1332.6 ft. to Sta. 953+27.2
- (20) N. 31° 27' 42" W. 3295.6 ft. to Sta. 986+22.8
- (21) N. 40° 33' 12" W. 3844.1 ft. to Sta. 1024+66.9
- (22) N. 40° 14' 19" W. 10362.0 ft. to Sta. 1128+28.9
- (23) N. 40° 06' 43" W. 6558.7 ft. to Sta. 1193+87.6
- (24) N. 33° 07' 20" W. 3624.8 ft. to Sta. 1230+12.4
- (25) N. 26° 03' 46" W. 5158.6 ft. to Sta. 1281+71.0

Said last named station being in the boundary line of the City of Camden.

The above road being 4 rods wide from Sta. 585+79 to Station 656+49.9, a distance of 1.339 miles; 3 rods wide from Sta. 656+49.9 to Sta. 886+46.1, a distance of 4.355 miles; and 4 rods wide from Sta. 886+46.1 to Station 1281+71, a distance of 7.486 miles. The total length of said road being 13.18 miles.

We take over the above road as it stands for the purpose of maintaining it as a part of the State Highway System, but we reserve the right to rebuild on a new line the route between Sta. 596+00 and Station 651+49.9, also between Sta. 651+49.9 and Sta. 886+46.1; and in this case the property and road not necessary for the State Highway reverts back to the County, and will be maintained by the County.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

ROUTE 4—Route 1 to County Line

January 15, 1920

To the Board of Chosen Freeholders,
County of Union,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Union, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the City of Rahway, known as a part of St. George's Avenue, being more specifically described as follows:

Beginning at the southerly line of the right-of-way of State Highway Route No. 1, which is the common northerly line of the undergrade crossing of the main line of the Pennsylvania Railroad Company, thence running southerly on St. George's Avenue 830 feet more or less to the boundary line between the City of Rahway and the Township of Woodbridge, which is the common boundary between Union and Middlesex Counties, near the south branch of the Rahway River. The length of the said St. George's Avenue to be taken over being 0.16 miles more or less.

The State reserves the right under Chapter #220 of the Laws of 1919 to abandon at some future date any portion of the present highway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

ROUTE 4—County Line, Perth Amboy

**Perth Amboy to Section 3. Main Street and Broadway to
Main and Stevens Avenue. Bordertown and Stevens
Avenue to County Line.**

January 15, 1920

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex is respectfully advised that, effective September 1, 1919, and November 5, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Middlesex County roads and bridges lying within the boundaries of the Townships of Woodbridge, Sayreville, Madison, and the Cities of Perth Amboy and South Amboy, known as Route No. 4, State Highway, beginning on St. George's Avenue, at the Middlesex-Union County boundary line, which is the common boundary of the City of Rahway and the Township of Woodbridge, near the south branch of the Rahway River, and running thence southerly to the Middlesex-Monmouth County boundary line on the South Amboy-Keyport Road at or near Whale Creek; the portions of Middlesex County roads and bridges to be taken over being more specifically described in four parts as follows:

Part No. 1: Beginning at the Middlesex-Union County boundary line on St. George's Avenue, near the south branch of the Rahway River, and running thence southerly and southeasterly through the Township of Woodbridge 20,189 feet more or less to the Perth Amboy City boundary line at Spa Springs, near the Florida Grove Road; this portion

to be taken over being 3.82 miles more or less in length and comprising a part of Road No. 13 as shown on road map of Middlesex County, New Jersey (November, 1908, revised August, 1912), and called St. George's Avenue on official list (January, 1916, revised January, 1917) of roads owned and controlled by Middlesex County.

Part No. 2: Beginning at a point about 505 feet southerly from the southerly side of Paterson street, in the City of Perth Amboy, thence following the said bridge southerly across the Raritan River and by way of Scott Avenue, in the Township of Sayreville, 5,645 feet more or less to the southerly line of the road running easterly to South Amboy over the private right-of-way of the Pennsylvania Railroad Company; this portion to be taken over being 1.07 miles more or less in length.

Part No. 3. All that part of Main Street, in the City of South Amboy, beginning at the northerly property line of Broadway, thence running southerly 1,104 feet more or less to the southerly property line of Stevens Avenue, being 0.21 miles more or less in length, and extending from curb line to curb line.

Part No. 4. Beginning on Bordentown Avenue, in the City of South Amboy, at the northeasterly property line of Stevens avenue, thence running southwesterly on Bordentown Avenue, southerly on Pine Avenue in the City of South Amboy, and following the South Amboy-Keyport Road in Sayreville and Madison Townships 21,360 feet more or less to the Middlesex-Monmouth County boundary line at or near Whale Creek; this portion to be taken over being 4.05 miles more or less in length and comprising Road No. 50 as shown on Road Map of Middlesex County, New Jersey (November, 1908, revised August, 1912) and called South-Amboy-Keyport Road on official list (January, 1916, revised January, 1917) of roads owned and controlled by Middlesex County.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the highway or bridges above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will

revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 4—Perth Amboy.

January 15, 1920

To the Mayor and City Council,
City of Perth Amboy,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the City of Perth Amboy is respectfully advised that, effective November 5, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway, and thereafter be responsible for the improvement and maintenance of that portion of the Amboy Bridge lying within the City of Perth Amboy, being more specifically described as follows:

Beginning at the northerly end of the Raritan River bridge, known as the Amboy Bridge, near the southerly side of Patterson street, and running thence southerly 505 feet more or less to the first trestle bent southerly from the property of the Raritan North Shore Railroad; the length of this portion to be taken over being 0.10 of a mile more or less.

The State reserves the right, under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the bridge described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 4—South Amboy

**Section 3 to Main Street and Broadway. Main Street and
Stevens Avenue to Bordentown and Stevens Avenue.**

January 15, 1920

To the Mayor and Common Council,
City of South Amboy,
Middlesex County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the City of South Amboy is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the two portions of Route No. 4 lying within the boundaries of the City of South Amboy, known as parts of Main Street and Stevens Avenue, and more specifically described as follows:

PART NO. 1. Beginning on Main Street at the southwesterly property line of the right-of-way of the main line of the New York and Long Branch Railroad Company, thence running southwesterly on Main Street 599 feet more or less to the northeasterly property line of Broadway, the portion to be taken over being 0.11 miles more or less in length and 55 feet wide, it being the intention to take over only that portion of Main Street, between the aforementioned northeasterly and southwesterly limits, which lies between the present northwesterly property line of Main Street and a line southeasterly thereof, parallel and 55 feet distant therefrom, leaving to the City of South Amboy the portion which lies between the southeasterly property line of Main Street and a line northwesterly thereof, parallel and 25 feet distant therefrom.

Part No. 2. Beginning on Stevens Avenue at the easterly property line of Main Street, thence running southeasterly on Stevens Avenue 2,210 feet more or less to the northwesterly property line of Bordentown Avenue, being 0.42 miles more or less in length and extending from curb line to curb line.

The State reserves the right under Chapter No. 220 of the laws of 1919 to abandon at some future day any portion of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 4—County Line to Broad and Front Streets

January 15, 1920.

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Monmouth is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Monmouth County roads and bridges lying within the boundaries of the Township of Matawan and the Borough of Keyport, known as Route No. 4, State Highway, beginning at the Middlesex-Monmouth County boundary line on the South Amboy-Keyport Road, at or near Whale Creek, and running thence southeasterly to the corner of Front and Broad Streets in the Borough of Keyport; the portion of Monmouth County road to be taken over being more specifically described as follows:

Beginning at the Middlesex-Monmouth County boundary line on the South Amboy-Keyport Road at or near Whale Creek, and running thence southeasterly, easterly and northeasterly through the Township of Matawan and Front Street, Borough of Keyport, 9,920 feet more or less to the northeasterly property line of Broad Street, Borough of Keyport; this portion to be taken over being 1.88 miles more or less in length.

The State reserves the right, under Chapter 220 of the Laws of 1919, to abandon at some future date any portion or portions of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed June 5th, 1919.

Minute Book, Page 662.

ROUTE 4—Broad and Front Sts. to Chingarora Creek.

January 15, 1920

To the Mayor and Borough Council
Borough of Keyport
County of Monmouth
State of New Jersey

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Keyport is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Keyport, known as Broad Street, being more specifically described as follows:

Beginning at the southerly property line of Front Street, and running thence southeasterly and easterly 5,280 feet more or less on Broad Street to the boundary line between the Borough of Keyport and Township of Raritan at Chingarora Creek ; the length of this portion to be taken over being 1.00 mile and the width from curb line to curb line.

The State reserves the right, under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

**ROUTE 4—Chingarora Creek to Road to Centreville.
Navesink River to Front Street and Maple Avenue.
Red Bank Borough Line to Shadow Lawn.**

January 15, 1920.

To the Board of Chosen Freeholders
County of Monmouth
State of New Jersey

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Monmouth is respectfully advised that, effective September 1, 1919, the State Highway Commission, will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Monmouth County roads and bridges lying within the boundaries of the Townships of Raritan, Holmdel, Middletown, Shrewsbury, Eatontown, and the Boroughs of Red Bank and West Long Branch, known as Route No. 4, State Highway, beginning on the Middletown Road at Chingarora Creek, southerly boundary line of Borough of Keyport, and running thence southeasterly to the corner of Cedar and Norwood Avenues at the boundary line between the Borough of West Long Branch and the City of Long Branch; the portions of Monmouth County Roads to be taken over being more specifically described in three parts as follows:

PART No. 1. Beginning at the boundary line between the Borough of Keyport and the Township of Raritan at the Chingarora Creek on the Keyport-Middletown Turnpike, and running thence southeasterly and easterly along the said Turnpike through the Townships of Raritan and Holmdel

10,982 feet more or less to the westerly property line of the road to Centreville, being the same line as described as the end of Route 4, Section No. 2, as taken over as a State Highway from the Board of Chosen Freeholders of the County of Monmouth by the State Highway Commission by formal notification dated June 16, 1919; the length of this portion to be taken over being 2.08 miles more or less.

PART No. 2. Beginning at the northerly end of the Navesink River Bridge in the Township of Middletown on the Red Bank-Middletown Turnpike, being the same point as described for the beginning of Route No. 4, Section No. 1, as taken over as a State Highway from the Board of Chosen Freeholders of the County of Monmouth by the State Highway Commission by formal notification effective July 20, 1918, thence running southerly, southeasterly and easterly via the Navesink River Bridge, Bridge Avenue, Riverside Avenue and Front Street in the Borough of Red Bank 3,600 feet more or less to the easterly property line of Maple Avenue in the Borough of Red Bank; the length of this portion to be taken over being 0.68 miles more or less.

PART No. 3: Beginning on Board Street at the southerly boundary line of the Borough of Red Bank near the New York and Long Branch Railroad Crossing, running thence southerly and easterly via Broad Street, Shrewsbury Township, Main Street and Broadway, Eatontown Township, Monmouth Road, Cedar Avenue, West Long Branch, 33,055 feet more or less to the boundary line between the Borough of West Long Branch and the City of Long Branch at the corner of Cedar and Norwood Avenues; the length of this portion to be taken over being 6.26 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date any portion or portions of the highway or bridges above described, the discontinuance of which it may deem necessary for the improvement of the line, grade or other feature of the route

described above, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 4—Section 2

Road to Centreville to Church St., Middletown.

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

June 16, 1919.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Monmouth is respectfully advised that effective June 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the county road between Middletown Village and Keyport, lying within the boundaries of Middletown and Holmdel Townships, Monmouth County, the center line and various widths of which are more specifically defined and located on a set of plans entitled "New Jersey State Highway Department, Plan and Profile of a part of Route No. 4, from Middletown to Betsy Ross Farm, Monmouth County, Section No. 2, January, 1919," as follows:

Beginning at the intersection of the center lines of Church Street and the King's Highway, known as Route No. 4, State Highway, in the village of Middletown, said point of intersection at Sta. 191+70 being the end of Section No. 1, Route No. 4, State Highway, taken over by the State Highway Commission in the name of the State of New Jersey by written notice to the Board of Chosen Freeholders of the County of Monmouth dated July 18, 1918 and effective July 20, 1918; thence on the King's Highway for five courses (1) north $78^{\circ}41'$ west, 130.0 feet to an angle in the line at Sta 193+00; thence (2) north $77^{\circ}+46'$ west, 350.60 feet to a point of curvature at Sta. 196+50.60; thence (3) 380.00 feet on an arc of a circle to the right with a radius of 5,730 ft. and a central angle of $3^{\circ}48'$ to a point of tangency at Sta. 200+30.60;

thence (4) $N73^{\circ}58'W$ 83.71 feet to a point of curvature at Sta. 201+14.31; thence (5) 326 feet more or less on the arc of a circle to the right with a radius of 955.0 feet to a point of intersection with the northerly property line of the King's Highway where Route No. 4 leaves the right-of-way of the King's Highway and passes through right-of-way acquired from the estate of Dr. Edward F. Taylor; the above described portion to be taken over being six (6) rods more or less in width; thence 935 feet more or less, passing through right-of-way acquired from the estates of Dr. Edward F. Taylor and Joseph D. Taylor respectively to the easterly side of the county road; thence on the county road for five courses as follows: (6) 226 feet more or less on the arc of a circle to the right with a radius of 955.0 feet to a point of tangency at Sta. 216+01.27; thence (7) north $7^{\circ}58'$ east, 696.33 feet to a point of curvature at Sta. 222+97.60; thence (8) 256.66 feet on the arc of a circle to the left with a radius of 2865.0 feet and a central angle of $5^{\circ}08'$ to a point of tangency at Sta. 225+54.26; thence (9) north $2^{\circ}50'$ east, 910.01 feet to a point of curvature at Sta. 234+64.27; thence (10) 171 feet more or less on the arc of a circle to the left with a radius of 955.0 feet to the westerly property line of the county road, where Route No. 4 leaves the right-of-way of the county road and passes through right-of-way acquired from the property of Harry Morris; the portion of the county road described in the five courses immediately above, to be taken over as a State Highway, being 2 1-2 rods more or less in width; thence 4130 feet more or less, passing through right-of-way acquired from the properties of Harry Morris, John W. Morris, Joseph D. Taylor Estate, Warren S. Conklin, William T. Wilson, Peter Lang, Patrick Casserly Estate and James C. Hendrickson, to the southerly side of the county road; thence on the county road for nine courses as follows: (11) 174 feet more or less on the arc of a circle to the left with a radius of 955.0 feet to a point of tangency at Sta. 279+39.10; thence (12) north $73^{\circ}21'$ west, 1421.80 feet to a point of curvature at Sta. 293+60.90; thence (13) 237.50 feet on the arc of a circle to the right with a radius of 955.0 feet and a central angle of $14^{\circ}15'$ to a point of tangency at Sta. 295+98.40; thence (14) north $59^{\circ}06'$ west, 1077.48 feet

to a point of curvature at Sta. 306+75.88; thence (15) 180.28 feet on an arc of a circle to the left with a radius of 955.0 feet and a central angle of $10^{\circ}49'$ to a point of tangency at Sta. 308+56.16; thence (16) north $69^{\circ}55'$ west, 396.36 feet to a point of curvature at Sta. 312+52.52; thence (17) 228.00 feet on the arc of a circle to the left with a radius of 2292.0 feet and a central angle of $5^{\circ}42'$ to a point of tangency at Sta. 314+80.52; thence (18) north $75^{\circ}37'$ west, 140.73 feet to a point of curvature at Sta. 316+21.25; thence (19) 179 feet more or less on the arc of a circle to the right with a radius of 955.0 feet to the northerly property line of the county road, where Route No. 4 leaves the right-of-way of the county road and passes through right-of-way acquired from the property of John H. Willey; the portion of the county road described in the nine courses immediately above, to be taken over as a State Highway, being two rods wide; thence 620 feet more or less through right-of-way to be acquired from the property of John H. Willey to the northerly side of the county road; thence on the county road for eight courses as follows: (20) 387 feet more or less on the arc of a circle to the left with a radius of 955.0 feet to a point of tangency at Sta. 328+07.32; thence (21) north $70^{\circ}53'$ west, 472.13 feet to a point of curvature at Sta. 332+79.50; thence (22) 338.33 feet on an arc of a circle to the left with a radius of 5730.0 feet and a central angle of $3^{\circ}23'$ to a point of tangency at Sta. 336+17.83; thence (23) north $74^{\circ}16'$ west, 302.68 feet to a point of curvature at Sta. 339+20.51; thence (24) 191.94 feet on an arc of a circle to the left with a radius of 1910.0 feet and a central angle of $5^{\circ}45'+30''$ to a point of tangency at Sta. 341+12.45; thence (25) north $80^{\circ}01'30''$ west, 157.86 feet to a point of curvature at Sta. 342+70.31; thence (26) 287.92 feet on the arc of a circle to the left with a radius of 2865.0 feet and a central angle of $5^{\circ}45'30''$ to a point of tangency at Sta. 345+58.23; thence (27) north $85^{\circ}47'$ west, 22.30 feet to a point in the center line of the county road at the beginning of the improved road to Keyport and opposite the westerly property line of the road to Centreville; the portion of the county road described in the eight courses immediately above, to be taken over as a State Highway, being two rods

wide, and the total length of county road to be taken over being 1.84 miles.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5th, 1919.
Minute Book, Page 662.

ROUTE 4—SECTION 1
Church Street, Middletown to Navesink River

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Monmouth is respectfully advised that effective July 20, 1918, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and Maintenance of that portion or portions of Route No. 4, Section No. 1, lying within the boundaries of Monmouth County; and more specifically defined and located as follows:

Beginning at a point indicated as Station 0+0 on plans prepared by the State Highway Department for the construction of Route #4, Section 1, of the N. J. State Highway System, said point being at the northerly end of the Navesink River Bridge in the Township of Middletown, County of Monmouth, and extending along the present road in a northerly direction to Station 191+70 at Church Street in the village of Middletown, Township of Middletown, County of Monmouth, a distance of 3.5 miles

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

ROUTE 4—Front St. & Maple Ave., to N. Y. & L. B. R. R.

January 15, 1920

To the Mayor and Borough Council,
Borough of Red Bank,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, **Chapter 14, Laws of 1917**, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Red Bank is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Red Bank known as Maple Avenue, being more specifically described as follows:

Beginning on Maple Avenue at the southerly property line of Front Street and running thence southerly on Maple Avenue 3,370 feet more or less to the northeasterly property line of the right-of-way of the New York & Long Branch Railroad Company; the portion to be taken over being 0.6 miles more or less in length and the width extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Law of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company.

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution by State Highway Commission,
Passed February 6th, 1919.
Minute Book Page 607.

**ROUTE 4—Shadow Lawn to Deal Lake Bridge. Shark River
Bridge. Belmar to Sea Girt and Manasquan. Manasquan
to Brielle. Brielle to County Line.**

May 1, 1920.

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Monmouth is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads and bridges lying within the boundaries of the Townships of Ocean, Neptune, Wall, and Cities of Long Branch, Asbury Park, and Boroughs of West Long Branch, Deal, Allenhurst, Avon, Belmar, Sea Girt, Manasquan and Brielle, known as Route No. 4, State Highway, beginning at Norwood and Cedar Avenues in the city of Long Branch and the Borough of West Long Branch and running thence southerly to the boundary line between the Counties of Monmouth and Ocean at the Manasquan River, being more specifically described in five (5) parts as follows:

PART NO. 1: Beginning on Norwood Avenue at the Shadow Lawn Corner of Cedar Avenue in the City of Long Branch and the Borough of West Long Branch, and running thence southerly by way of Norwood Avenue through the Borough of West Long Branch, City of Long Branch, Township of Ocean, Boroughs of Deal and Allenhurst, 18,920 feet more or less to the southerly end of the Deal Lake Bridge in the City of Asbury Park; the length of this part of the road to be taken over being 3.58 miles more or less and the width extending between curb lines.

PART NO. 2: Beginning at the northerly end of the Shark River Bridge on Main Street in the Borough of Avon, thence following the Shark River Bridge southerly 880 feet more or less through the Township of Neptune to the southerly end of said bridge in the Borough of Belmar; the length of this bridge to be taken over being 0.17 mile more or less.

PART NO. 3: Beginning on River Avenue at the westerly line of "F" Street in the Borough of Belmar and running thence southwesterly on River Avenue, southerly on "H" Street in the Borough of Belmar and southerly on the Manasquan Turnpike through the Township of Wall and the Borough of Sea Girt, 20,990 feet more or less to the southerly line of Sea Girt Avenue in the Borough of Manasquan; the length of this part of the road to be taken over being 3.98 miles more or less.

PART NO. 4: Beginning on Union Avenue at the northerly side of Main Street in the Borough of Manasquan and running thence southwesterly on Union Avenue in the Boroughs of Manasquan and Brielle, and southeasterly on Union Lane 5,570 feet more or less to the southeasterly side of Riverview Avenue in the Borough of Brielle; the length of this part of the road to be taken over being 1.05 miles more or less and the width extending between curb lines.

PART NO. 5: Beginning on Higgins Avenue at the northwesterly side of Ashley Avenue in the Borough of Brielle and running thence southeasterly on Higgins Avenue and the Manasquan River Bridge in the Borough of Brielle, 1,520 feet more or less to the boundary line between the Boroughs of Brielle and Point Pleasant Beach at or near the middle of the Manasquan River Bridge; the length of this part of the road and bridge to be taken over being 0.29 mile.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion or portions of the present traveled roadway and bridges described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920,

Minute Book, Pages 733 and 734.

ROUTE 4—Deal Lake Bridge to Wesley Lake

May 1, 1920.

To the City Commissioners,
City of Asbury Park,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the City of Asbury Park, is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the City of Asbury Park, known as Deal Lake Drive, Eighth Avenue and Main Street, beginning at the southerly end of the Deal Lake Bridge and running thence westerly on the Deal Lake Drive and Eighth Avenue, and southerly on Main street 7,725 feet more or less to the southerly boundary line of the City of Asbury Park, which is the common boundary line of Neptune Township, at Wesley Lake. The length to be taken over being 1.46 miles more or less and the width extending between curb lines.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 4—Wesley Lake to Fletcher Lake.

May 1, 1920

To the Township Committee,
Township of Neptune,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Neptune is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Township of Neptune, known as Main Street, beginning at the boundary line between the City of Asbury Park and the Township of Neptune at Wesley Lake and running thence southerly 2,190 feet more or less to the common boundary line between the Township of Neptune and Borough of Bradley Beach at or near Fletcher Lake. The length to be taken over being 0.41 miles more or less and the width extending between curb lines.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 4—Fletcher Lake to Sylvan Lake.

May 1, 1920

To the Board of Commissioners,
Borough of Bradley Beach,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Bradley Beach, is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Borough of Bradley Beach, known as Main Street, beginning at the northerly boundary of the Borough of Bradley Beach at or near Fletcher Lake, being the common boundary of Neptune Township, and running thence in a southerly direction 4,560 feet more or less to the common boundary between the Boroughs of Bradley Beach and Avon at Sylvan Lake; the length to be taken over being 0.86 miles more or less and the width to extend from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

NOTE: This section abandoned and returned to Bradley Beach Borough by Commission action on Dec.1, 1920.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 4—Sylvan Lake to Shark River Bridge

May 1, 1920

To the Board of Commissioners,
Borough of Avon,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Avon is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Borough of Avon, known as Main Street, beginning at the boundary line between the Boroughs of Avon and Bradley Beach at Sylvan Lake and running thence southerly 3,500 feet more or less to the northerly end of the Shark River Bridge; the length to be taken over being 0.66 miles more or less and the width extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 4—Shark River Bridge through Belmar

May 1, 1920

To the Mayor and Borough Council,
Borough of Belmar,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through the Borough of Belmar is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Borough of Belmar, known as a part of "F" Street, beginning at the southerly end of the Shark River Bridge and running thence 120 feet more or less to the southerly line of River Avenue, the length to be taken over being 0.02 of a mile more or less and the width extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 4—Sea Girt.

May 1, 1920

To the Mayor and Borough Council,
Borough of Sea Girt,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 2, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Sea Girt is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Borough of Sea Girt, known as a part of Sea Girt Avenue, beginning at the easterly line of the Manasquan Turnpike, otherwise known as Broad Street, and running thence easterly 800 feet more or less to the easterly line of Parker Avenue, the length to be taken over being 0.15 of a mile more or less and the width extending between the center of the road (the boundary between the Boroughs of Sea Girt and Manasquan) and the northerly curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 4—Manasquan.

May 1, 1920

To the Mayor and Borough Council,
Borough of Manasquan,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 2, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Manasquan is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the Borough of Manasquan, beginning on Sea Girt Avenue at the easterly line of Broad Street and running thence easterly on Sea Girt Avenue, southerly on Parker Avenue, easterly on Stockton Lake Avenue or Charles Street, southerly on Robert Street and Taylor Avenue, a total of 4,450 feet more or less to the northerly line of Main Street; the length to be taken over being 0.84 miles more or less and the width extending between curb lines, except on Sea Girt Avenue where the width extends from the Borough line near the center of the Avenue to the southerly curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

REVISED DESCRIPTION OF ROUTE NO. 4.

March 1, 1921.

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 220, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Monmouth is respectfully advised that, effective January 5, 1921, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the Borough of Brielle, known as parts of Union Lane and Ashley Avenue, being more specifically described as follows:-

Beginning on Union Lane at the easterly line of River-view Avenue; and running thence easterly on Union Lane and southerly on Ashley Avenue, 2,000 feet more or less to the northerly line of Higgins Avenue, the length to be taken over being 0.38 miles, more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

GEORGE L. BURTON,
Chairman.

ROUTE 4—Brielle.

May 1, 1920

To the Mayor and Borough Council,
Borough of Brielle,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Brielle, is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the Borough of Brielle, known as parts of Riverview Avenue and Higgins

Avenue, being more specifically described as follows:

Beginning on Riverview Avenue at the southerly line of Union Lane and running thence southerly on Riverview Avenue and easterly on Higgins Avenue 1,870 feet more or less to the westerly line of Ashley Avenue, the length to be taken over being 0.35 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

This section abandoned and returned to Brielle Borough, effective
January 5, 1921 (See Page Following).

VACATING A PART OF ROUTE NO. 4.

March 1, 1921.

To the Mayor and Borough Council,
Borough of Brielle,
Monmouth County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919, whereby the Commission may by resolution take over as a State Highway, any route, routes or parts thereof, or vacate parts thereof, you and through you, the Borough of Brielle, is respectfully advised that, effective January 5, 1921, the State Highway Commission will, in the name of the State of New Jersey, vacate as a State Highway and relinquish responsibility for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the Borough of Brielle, known as parts of Riverview and Higgins Avenues, being more particularly described as follows:

Beginning on Riverview Avenue at the southerly line of Union Lane and running thence southerly on Riverview Avenue and easterly on Higgins Avenue, 1,870 feet more or less to the westerly line of Ashley Avenue, the length to be vacated being 0.35 miles, more or less

Very truly yours,

GEORGE L. BURTON,
Chairman.

Resolution of State Highway Commission,
Passed January 5, 1921.
Minute Book, Page 924.

**ROUTE 4—County Line to South End of Manasquan River
Bridge. Ocean Avenue to County Line.**

May 1, 1920.

To the Board of Chosen Freeholders,
County of Ocean,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Ocean is respectfully advised that, effective May 1, 1920, the State Highway Commission, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Ocean County Roads and bridges lying within the boundaries of the Boroughs of Point Pleasant Beach, Point Pleasant, Beachwood and Tuckerton, and Townships of Brick, Lakewood, Dover, Berkeley, Lacey, Ocean, Union, Stafford, Eagleswood and Little Egg Harbor, known as a part of Route No. 4, State Highway, beginning at the boundary line between the Counties of Monmouth and Ocean at or near the center of the Manasquan River Bridge and running thence southerly and westerly to the boundary line between the Counties of Ocean and Burlington at the Ballanger's Creek Bridge on the road between Tuckerton and New Gretna; being more specifically described in two parts as follows:

PART No.1: Beginning at or near the center of the Manasquan River Bridge between the Boroughs of Brielle and Point Pleasant Beach at the boundary line between the Counties of Monmouth and Ocean and running thence southerly 0.2 of a mile more or less along the bridge to its southerly end in the Borough of Point Pleasant Beach.

PART No 2: Beginning on Ocean Avenue in the Borough of Point Pleasant Beach at the easterly line of Richmond Avenue and running thence westerly through Burrsville and Lakewood, southerly through Toms River, Forked

River, Waretown, Barnegat, Manahawken, West Creek and Tuckerton, and easterly on the road to New Gretna to the boundary line between the Counties of Ocean and Burlington at Ballanger's Creek Bridge; the length to be taken over being 50.8 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date any portion or portions of the present traveled way and bridges above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,
Chairman, pro tempore.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 4—So. End Manasquan River Bridge to Ocean Ave.

May 1, 1920.

To the Mayor and Borough Council,
Borough of Point Pleasant Beach,
Ocean County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Point Pleasant Beach is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the roads lying within the boundaries of the Borough of Point Pleasant Beach, known as parts of River and Richmond Avenues, being more specifically described as follows:

Beginning at the southerly end of the Manasquan River Bridge and running thence southerly 1.5 miles more or less to the northerly line of Ocean Avenue; the width to be taken over extending between curb lines

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 4—County Line to County Line.

May 1, 1920.

To the Board of Chosen Freeholders,
County of Burlington,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Burlington is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road and bridges lying within the boundaries of the Township of Bass River, County of Burlington, known as a part of Route No. 4, State Highway, being more specifically described as follows:

Beginning at the boundary line between the Counties of Ocean and Burlington at Ballanger's Creek, on the road between Tuckerton and New Gretna and running thence westerly by way of Bass River and New Gretna and southerly across the Mullica River meadows to the boundary line between the Counties of Burlington and Atlantic near the center of the Mullica River Bridge; the length to be taken over being 6.7 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date any portion or portions of the present traveled roadway and bridges described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 4—Johnsontown to Smithville.

September 7, 1920.

To the Township Committee,
Galloway Township,
Atlantic County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Galloway is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Galloway being more specifically described as follows:

Beginning at a point in Smithville which is station 303+00 on the survey of State Highway Route No. 4 and extending thence in a northerly direction to station 423 on said survey of Route No. 4 at Johnsontown.

The length of said road is 2.27 miles and the width thereof 3 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company.

firm, individual or corporation, affecting the construction.
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,
Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 4—Smithville to Absecon.

September 7, 1920.

To the Board of Chosen Freeholders,
County of Atlantic,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Atlantic is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Atlantic known as the Shore Road, being more specifically described as follows:

Beginning at the intersection of the aforesaid Shore Road with the road leading from Atlantic City to Philadelphia, known as the White Horse Pike at Absecon, and extending in a northerly direction passing through Conoverville and Oceanville to a point in Smithville, which is station 303+00 on the survey of State Highway Route No. 4.

The length of said road being 5.74 miles and the width thereof 3 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present traveled roadway described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920,

Minute Book, Pages 733 and 734.

ROUTE 5—Meyer's Ferry Road.

April 26, 1920.

To the Township Committee,
Township of Knowlton,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as Highways, you and through you the Township of Knowlton is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Knowlton, County of Warren, known as the Meyer's Ferry Road; beginning at its intersection with Delaware-Manunka Chunk Road, and running thence in a general south-westerly direction to a point in the westerly line of the Knowlton Turnpike and Bridge Co. Road, being more specifically described as follows:

Beginning at a point at the intersection of the center line of the Meyer's Ferry Road and the westerly side line of the Delaware-Manunka Chunk Road and running thence along the center line of the said Meyer's Ferry Road in a general south-westerly direction a distance of six-hundred and thirty-four feet ($634' \pm$) more or less to a point in the westerly line produced of the Knowlton Turnpike and Bridge Co. Road and opposite the easterly line of the Public School property, the probable width being 33 feet. The maximum width to be maintained by State being 30 feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the

existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed November 6, 1919.
Minute Book, Page 718.

**ROUTE 5—Delaware P. O. to Knowlton-White
Township Line.**

January 2, 1920.

To the Township Committee,
Township of Knowlton,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the Township of Knowlton is respectfully advised that, effective October 22, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Knowlton, County of Warren, known as the Delaware-Manunka Chunk Road, beginning at the Delaware Post Office and running thence in a general southerly direction to where said road is intersected by the line between the Township of Knowlton and the Township of White, being more specifically described as follows:

Beginning at a point in the center line of the Main Street through the village of Delaware, known as the Delaware-Manunka Chunk Road, said point being opposite the Delaware Post Office, running thence along the center line of said Delaware-Manunka Chunk Road in a general southerly direction a distance of thirty-nine hundred and twenty-five feet, more or less ($3,925' \pm$) to an angle point in said road opposite the culvert under the Delaware, Lackawanna and Western Railroad; thence westerly and still along the center line of the Delaware-Manunka Chunk Road, and through the culvert under the Delaware, Lackawanna & Western Railroad, a distance of seventy-five feet more or less ($75' \pm$) to a point; thence still along the center line of the said Delaware-Manunka Chunk Road in a general southerly direction a dis-

tance of eighty-four hundred feet more or less ($8,400' \pm$ to a point in the line between the Township of Knowlton on the north, and the Township of White on the south; the total length being two and thirty-five hundredths miles, more or less ($2.35 \text{ mi. } \pm$), minimum width being thirty-three feet ($33'$).

The State reserves the right to abandon that part of the above described road that lies between the Delaware Post Office and the end of the second course just west of the Delaware, Lakawanna and Western Railroad culvert.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed November 6, 1919.
Minute Book, Page 718.

**ROUTE 5—Knowlton-White Township Line to Belvidere-
Buttville Road.**

January 2, 1920.

To the Township Committee,
Township of White,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the Township of White is respectfully advised that, effective October 22, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of White, Warren County, known as the Manunka-Chunk-Pequest River Road, beginning at the line between the Township of Knowlton and the Township of White, and running thence to the intersection of said road with the Belvidere-Buttville Road; being more specifically described as follows:

Beginning at a point in the center line of the Manunka-Chunk-Pequest River Road, where the same is intersected by the line between the Township of Knowlton on the north and the Township of White on the south; running thence in a general southerly direction a distance of sixty-seven hundred and thirty feet more or less ($6,730' \pm$) to a point where said Manunka-Chunk-Pequest River Road is intersected by the northerly edge of the macadam on the Belvidere-Buttville Road, the total length being one and twenty-seven hundredths miles more or less ($1.27 \text{ mi.} \pm$), probable width being thirty-three feet ($33'$).

The State reserves the right to abandon that portion of the above described road that lies between the ending at its intersection with the Belvidere Buttville Road and a point

twelve hundred feet more or less (1200'±) northerly therefrom.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed November 6, 1919.
Minute Book, Page 718.

ROUTE 5—Belvidere-Buttzville Road to Morris Canal.

April 21, 1920.

To the Board of Chosen Freeholders,
County of Warren,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the County of Warren is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Townships of White, Hope and Independence, Warren County, known as the Belvidere-Buttzville Road, Buttzville-Danville Road and Danville-Hackettstown Road; beginning at its intersection with the Pequest River, Manunka Chunk-Delaware Road, in the Township of White, and ending at the westerly line of the Town of Hackettstown at the Morris Canal, being more specifically described as follows:

Beginning at a point at the intersection of the westerly line of the Pequest River, Manunka Chunk-Delaware Road produced, and the center line of the Belvidere-Buttzville Road, and running thence along the center line of the said Belvidere-Buttzville Road in a general easterly direction bearing southerly through the Township of White a distance of three miles ($3.0 \pm$) more or less to an angle point just east of the Buttzville Hotel;

Thence along the center line of the Buttzville-Danville Road, in a general easterly and north-easterly direction, through the Townships of White, Hope and Independence, passing through Pequest Furnace and Townsbury, a distance of six and fifteen hundredths miles ($6.15 \pm$) more or less

to the intersection with the Danville- Hackettstown Road at Danville, opposite the store at road to Hope;

Thence, along the center line of the Danville-Hackettstown Road, in a general north-easterly and south-easterly direction, through the Township of Independence, passing through Vienna, a distance of four and eighty-five hundredths miles ($4.85\pm$) more or less to a point in the center line of the said Danville-Hackettstown Road where the same is intersected by the line between the town of Hackettstown on the south-east and the Township of Independence on the north-west, at the Morris Canal.

The width of the right-of-way varying from thirty-three feet to one-hundred and ten feet (33-110'). The maximum width to be maintained by the State to be 30 feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 5—Morris Canal to Musconetcong River.

April 26, 1920.

To the Mayor and Council,
Town of Hackettstown,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the Town of Hackettstown is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the town of Hackettstown, known as Main Street, and Mill Street, beginning at the westerly town line and running thence in a south-easterly and easterly direction to the easterly line of the town of Hackettstown, being more specifically described as follows:

Beginning at a point in the center line of the Danville-Hackettstown Road, in the line between the town of Hackettstown on the south-east and the Township of Independence on the north-west, at the Morris Canal, said point being the ending of the portion of Route #5, taken over from the County of Warren, said point being also in the center line of Main Street, at its westerly end, running thence along the center line of said Main Street in a general south-easterly direction, a distance of one and one-tenth miles ($1.1\pm$) more or less, to the intersection of the said center line of Main Street with the center line of Mill Street; thence along the center line of Mill Street in a general easterly direction, a distance of fourteen one-hundredths of a mile ($0.14\pm$) more or less to a point in the easterly line of the town of Hackettstown, said point being in the center line of the Musconetcong

River, said point being also in the line between the County of Warren on the west and the County of Morris on the east, the width of the right-of-way varying from forty-six feet (46') to one-hundred feet (100') and the width between the curbs varying from twenty-six feet (26') to fifty-three feet (53').

It being intended to take over that portion of the road that lies between curb lines, excepting where width is more than thirty feet (30'), in which case a maximum of thirty feet (30') will be taken.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 5, SECTION 2—Musconetcong River to Budd Lake.

September 2, 1920.

To the Governing Body,
Township of Washington,
County of Morris,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Township of Washington is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Township of Washington that is occupied and crossed by the road known as Section #2 (Hackettstown-Budd Lake Section), of State Highway Route #5, within the boundary lines of the said Township of Washington, and more specifically described as follows:

(#1) HACKETTSTOWN-DRAKESTOWN ROAD.

Beginning at the easterly end of the bridge over the Musconetcong River, at Mill Street, Hackettstown, N. J., and on the boundary line between the Counties of Warren and Morris, and thence easterly six-hundred (600') feet more or less along the center line of the Drakestown Road, said center line being the boundary line between the Townships of Mount Olive and Washington, and including that portion of the road lying to the south of said center line. Said tract being in the Township of Washington and the County of Morris, and located approximately between Sta. 0+93 and Sta. 7+00 of Route #5, Section 2.

(#2) BEATTY MILL ROAD.

Beginning at a point where the southerly boundary line of Route #5, Section 2, intersects the center line of the Beatty Mill Road between the Strong and McPeak farms,

in the Township of Washington and the County of Morris, and thence northerly along the said Beatty Mill Road fifty (50') feet more or less to the northerly boundary line of Route #5, Section 2. Said center line of Beatty Mill Road is approximately located at Sta. 19+15 of Route #5, Section 2.

(#3) HACKETTSTOWN-DRAKESTOWN ROAD
(Old Reservoir Road)

Beginning at a point where the southerly boundary line of Route #5, Section 2 intersects the center line of the Drakestown Road (also known as the Old Reservoir Road) in the Township of Washington and the County of Morris, and thence northerly along the said Drakestown Road fifty (50') feet more or less to the northerly boundary line of Route #5, Section 2. Said center line of the Hackettstown-Drakestown Road is approximately located at Sta. 54+75 of Route #5, Section 2.

(#4) HACKETTSTOWN-DRAKESTOWN ROAD
(Sully Hill Road)

Beginning at a point where the easterly boundary line of Route #5, Section 2, intersects the center line of the Hackettstown-Drakestown Road, known as Sully Hill Road, said center line being the boundary line between the Townships of Washington and Mount Olive, in the County of Morris, and thence westerly fifty (50) feet more or less to the westerly boundary line of Route #5, Section 2, and including that portion of said Hackettstown-Drakestown Road lying to the south of said center line and situated in the Township of Washington, and the County of Morris. Said center line of the Hackettstown-Drakestown Road is approximately located at Sta. 81+85 of Route #5, Section 2.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5, SECTION 2—Musconetcong River to Budd Lake.

September 2, 1920.

To the Governing Body,
Township of Mount Olive,
County of Morris,
Flanders, New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the Township of Mount Olive, is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Township of Mount Olive that is occupied and crossed by the road known as Section #2 (Hackett-Budd Lake Section), of State Highway Route #5, within the boundary line of the said Township of Mount Olive and more specifically described as follows:

(#1) HACKETTSTOWN-DRAKESTOWN ROAD

Beginning at the easterly end of the bridge over the Musconetcong River at Mill Street, Hackettstown, N. J. and on the boundary line between the Counties of Warren and Morris, and thence easterly six-hundred (600') feet more or less along the center line of the said Hackettstown-Drakestown Road, said center line being the boundary line between the Townships of Washington and Mount Olive, and including that portion of the road lying to the north of said center line, said tract being in the Township of Mount Olive and the County of Morris, and located approximately between Sta. 0+93 and Sta. 7+00 of Route #5, Section 2.

(#2) HACKETTSTOWN-DRAKESTOWN ROAD

(Sully Hill Road)

Beginning at a point where the easterly boundary line of Route #5, Section 2 intersects the center line of the Hackettstown-Drakestown Road, known as Sully Hill Road, said

center line being the boundary line between the Townships of Washington and Mount Olive in the County of Morris, and thence westerly fifty (50') feet more or less to the westerly boundary line of Route #5, Section 2, and including that portion of said Hackettstown-Drakestown Road lying to the north of said center line and situated in the Township of Mount Olive, and the County of Morris, said center line of the Hackettstown-Drakestown Road is approximately located at Sta. 81+85 of Route #5, Section 2.

(#3) HACKETTSTOWN-BUDD LAKE ROAD

Beginning at a point where the southerly boundary line of Route #5, Section 2 intersects the center line of the Hackettstown-Budd Lake Road (near Wiley's corner) in the Township of Mount Olive and the County of Morris, and thence northerly fifty (50') feet more or less along said road to the northerly boundary line of said Route #5, Section 2. Said center line of the Hackettstown-Budd Lake Road is approximately located at Sta. 148+70 of Route #5, Sec. 2.

(#4) HACKETTSTOWN-MOUNT OLIVE ROAD

Beginning at a point where the southerly boundary line of Route #5, Section 2, intersects the center line of the Hackettstown-Mount Olive Road (known as Wolfe's Hill), in the Township of Mount Olive and the County of Morris, and thence northerly along said Hackettstown-Mount Olive Road, fifty (50') feet more or less to the northerly boundary line of Route #5, Section 2. Said center line of the Hackettstown-Mount Olive Road is approximately located at Sta. 217+85 of Route #5, Section 2.

(#5) HACKETTSTOWN-BUDD LAKE ROAD

Beginning at a point where Route #5, Section 2, joins the Budd Lake Road, on the southerly shore of Budd Lake, in the Township of Mount Olive and the County of Morris, and thence along said Hackettstown-Budd Lake Road thirty-four hundred (3400') feet more or less in an easterly direction to the diversion of said Route #5, Section 2, and said Hackettstown-Budd Lake Road. Said portion of road is

located approximately between Sta. 245+00 and Sta. 279+00 of Route #5, Section 2.

(#6) BACK ROAD TO NETCONG

(Known as Gold Mine Hill Road)

Beginning at a fork where the Budd Lake-Mount Olive Road and the "Back Road to Netcong" meet, in the Township of Mount Olive and the County of Morris, and thence northerly along said "Back Road to Netcong" six-hundred and forty (640') feet more or less, to the point where the said road makes a turn to the right, in an easterly direction. Said portion of road is located approximately between Sta. 301+60 and Sta. 308+00 of Route #5, Section 2.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5—Budd Lake to Netcong Cut-Off, Netcong Borough Line to Main Street, Rockaway, Main Street, Rockaway to Route 12, Morristown to Passaic River.

February 17, 1920.

To the Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the County of Morris is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of road lying within the boundaries of the County of Morris, beginning at a point on the Budds Lake-Netcong Road, where the same is joined by the proposed Hackettstown-Budds Lake Road, known as Section #2, of Route #5, and continuing to County line bridge over the Passaic River at Chatham, and more specifically described as follows

Beginning at a point in the Township of Mount Olive, 3562± feet north-easterly from the corner of the Budds Lake-Netcong Road, at the Budds Lake shore and thence north-easterly along said Budds Lake-Netcong Road 8051± feet to a point 789.0± feet southerly from the Delaware, Lackawanna and Western Railroad crossing where the proposed new cut-off, south of the Railroad, begins in the Borough of Netcong.

Beginning again at the easterly boundary line of the Borough of Netcong on the line of the road known as the Sussex Turnpike and thence easterly along the said Sussex Turnpike through Ledgewood, Kenville and Mine Hill, a distance of 31,083± feet, through the Townships of Roxbury, and Randolph to the westerly boundary line of the Town of Dover.

Thence easterly through the Town of Dover over the Sussex Turnpike or West Blackwell Street and East Blackwell Street to the Dover-Rockaway Road near the Dickerson Bridge in the Township of Rockaway 12,786± feet.

Thence north-easterly 9360± feet along the -Dover Rockaway Road to the bridge over the brook at the beginning of the brick pavement on Main Street, in the Borough of Rockaway.

Beginning again on Main Street, Rockaway, at the end of the present concrete pavement at the tracks of the Delaware, Lakawanna and Western Railroad, near the Rockaway Railroad station, and thence easterly 8203± feet along the Rockaway-Denville Road, in the Borough of Rockaway and the Township of Denville, to the Denville-Morris Plains Road known as Section 1-A of Route #5, already taken over by the State.

Beginning again at the easterly boundary line of the town of Morristown at Madison Avenue or the Morris Turnpike and thence south-easterly along said Madison Avenue and Main Street, or the Morris Turnpike, through the Township of Morris, the Borough of Madison and the Borough of Chatham, a distance of 30,560± feet to the bridge over the Passaic River, the County line between Morris County, and the Counties of Essex and Union.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Resolution of State Highway Commission,

Chairman.

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5—Netcong Cut-Off to Borough Line.

February 17, 1920.

To the Governing Body,
Borough of Netcong,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 8, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Netcong is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Netcong, known as the Sussex Turnpike within the Borough limits of said Borough, and more specifically described as follows:

Beginning at a point on the Sussex Turnpike easterly from the bridge over the Delaware, Lackawanna and Western Railroad tracks, a distance of 1665' $\pm$ west of the easterly boundary of the Borough of Netcong measured along the said Sussex Turnpike and

Thence easterly over the said Sussex Turnpike 1665' $\pm$ feet to the said easterly boundary line between the said Borough of Netcong and the Township of Roxbury.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5, SECTION 1-A—Route 12 to D. L. & W. R. R.

May 10, 1919.

To the Board of Chosen Freeholders,
County of Morris,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the the County of Morris, is respectfully advised that, effective May 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #5, lying within the boundaries of Morris County, and more specifically defined and located in "Description of Center Line of Section 1-A, Route No. 5, from Denville to Morris Plains; New Jersey State Highway Department." attached hereto and made part hereof.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman, State Highway Commission.

DESCRIPTION OF CENTER LINE OF SECTION 1-A,
ROUTE #5, FROM DENVILLE TO MORRIS PLAINS:
NEW JERSEY STATE HIGHWAY DEPARTMENT.

Beginning at a point in the center line of the road leading from Denville to Morris Plains at the south-easterly edge of the brick paving at the crossing of the Morris County Traction Company line from Denville to Boonton, in the Township of Denville, Morris County, New Jersey, said point being shown as Station 729+75.00 on a map of the "New Jersey State Highway Department," known as "Map of Section 1-A, Route #5," dated April 12, 1919.

Thence, on a tangent, south twenty-three degrees, twenty-five minutes and thirty seconds east ($S23^{\circ}-25'-30''E$), a distance of seventy-eight and thirty-one one hundredths feet (78.31') to a P. C.

Thence with a curve to the right of a radius of five-hundred and sixty-six and sixty-four one hundredths feet (566.64'), a distance of five-hundred and nineteen and eighty-one one-hundredths feet (519.81') to a P. T.

Thence, on a tangent, south twenty-nine degrees and ten minutes west ($S29^{\circ}-10'W$), a distance of three-hundred and twenty-four and forty-three one-hundredths feet (324.43') to a P. C.

Thence with a curve to the left of a radius of thirteen-hundred and forty-one and two one-hundredths feet (1341.02'), a distance of four-hundred and twelve and eighty-six one-hundredths feet (412.86') to a P. T.

Thence, on a tangent, south eleven degrees and thirty-two minutes west ($S11^{\circ}-32'W$), a distance of four-hundred and thirty-nine and sixteen one-hundredths feet (439.16') to a P. C.

Thence with a curve to the left of a radius of fourteen-hundred and thirty-two and sixty-nine one-hundredths feet (1432.69'), a distance of two-hundred and forty-nine and sixty-three one-hundredths feet (249.63') to a P. T.

Thence, on a tangent, south one degree and thirty-three minutes west ($S1^{\circ}-33'W$), a distance of one-thousand and fifteen and eighty one-hundredths feet (1015.80') to a point.

Thence, on a tangent, south one degree and twenty-seven minutes west ($S1^{\circ}-27'W$), a distance of twelve-hun-

dred and thirty-four and eighteen one-hundredths feet (1234.18') to a P. C.

Thence with a curve to the right of a radius of eleven-hundred and forty-six and thirty one-hundredths feet (1146.30'), a distance of one-hundred and eighty-six and seventy-three one-hundredths feet (186.73') to a P. T.

Thence, on a tangent, south ten degrees and forty-seven minutes west ($S10^{\circ}-47'W$), a distance of eighteen-hundred and thirteen and sixty-nine one-hundredths feet (1813.69') to a P. C.

Thence with a curve to the right of a radius of thirty-four hundred and twenty-eight and twenty-seven one-hundredths feet (3428.27'), a distance of two-hundred feet (200.00') to a P. T.

Thence, on a tangent, south fourteen degrees, seven minutes and thirty seconds west ($S14^{\circ}-07'-30''W$), a distance of fifty and forty one-hundredths feet (50.40') to a point.

Thence, on a tangent, south fifteen degrees, fifteen minutes and thirty seconds west ($S15^{\circ}-15'-30''W$), a distance of one hundred feet (100.00') to a P. C.

Thence with a curve to the left of a radius of nine-hundred and six and fifteen one-hundredths feet (906.15'), a distance of ninety-nine and ninety one-hundredths feet (99.90') to a P. T.

Thence, on a tangent, south eight degrees, fifty-six minutes and thirty seconds west ($S8^{\circ}-56'-30''W$), a distance of one-hundred and one and twenty one-hundredths feet (101.20') to a P. C.

Thence with a curve to the left of a radius of three-hundred and sixty-two and ninety-six one-hundredths feet (362.96'), a distance of one-hundred and forty-seven and eighty-one one-hundredths feet (147.81') to a P. C. C.

Thence still with a curve to the left of a radius of four-hundred and forty-one and forty-five one-hundredths feet (441.45'), a distance of one-hundred and twenty-two and seventy-six one-hundredths feet (122.76') to a P. T., crossing the Township line between Denville and Hanover Townships, at Sta. 800+32.52.

Thence, wholly in Hanover Township, on a tangent, south thirty degrees, nineteen minutes and thirty seconds

east ($S33^{\circ}19'30''E$), a distance of eight-hundred and forty-nine and nine one-hundredths feet (849.09') to a point.

Thence, on a tangent, south thirty-two degrees and thirty-six minutes east ($S32^{\circ}36'E$), a distance of eight-hundred and sixty-six and fifty-one one-hundredths feet (866.51') to a P. C.

Thence with a curve to the left of a radius of nine-hundred and thirty and thirty-four one-hundredths feet (930.34'), a distance of seven-hundred and forty-three and twenty-seven one-hundredths (743.27') to a P. T.

Thence on a tangent south seventy-eight degrees, twenty-two minutes and thirty seconds east ($S78^{\circ}22'30''E$), a distance of one-hundred and thirty and thirty-seven one-hundredths feet (130.37') to a P.C.

Thence with a curve to the right of a radius of seven-hundred and sixteen and seventy-eight one-hundredths feet (716.78'), a distance of two-hundred and sixty-nine and seventy one-hundredths feet (269.70') to a P. T.

Thence, on a tangent, south fifty-six degrees and forty-nine minutes east ($S56^{\circ}49'E$), a distance of fifty-nine and eighteen one-hundredths feet (59.18') to a P. C.

Thence with a curve to the left of a radius of eight-hundred and nineteen and two one-hundredths feet (819.02') a distance of one-hundred and eighty-one and six one-hundredths feet (181.06') to a P. T.

Thence, on a tangent, south sixty-nine degrees and twenty-nine minutes east ($S69^{\circ}29'E$), a distance of one-hundred and twenty-seven and two one-hundredths feet (127.02') to a P. C.

Thence with a curve to the right of a radius of eight-hundred and nineteen and two one-hundredths feet (819.02'), a distance of three-hundred and fourteen and twenty-four one-hundredths feet (314.24') to a P. T.

Thence, on a tangent, south forty-seven degrees and thirty minutes east ($S47^{\circ}30'E$), a distance of three-hundred and twenty and forty-five one-hundredths feet (320.45') to a P. C.

Thence with a curve to the right of a radius of two-thousand and seventy-one and thirteen one-hundredths feet (2071.13'), a distance of five-hundred and thirty-eight and

sixty-one one-hundredths feet (538.61') to a P. T.

Thence, on a tangent, south thirty-two degrees and thirty-six minutes east (S32°-36'E), a distance of one-hundred and forty-four and seventy-four one-hundredths feet (144.74') to a P. C.

Thence with a curve to the right of a radius of six-hundred and seventy-four and sixty-nine one-hundredths feet (674.69'), a distance of five-hundred and thirty-nine and seventy-one one-hundredths feet (539.71') to a P. T.

Thence, on a tangent, south thirteen degrees and fourteen minutes west (S13°-14'W), a distance of two-hundred and eighty-five and sixty-nine one-hundredths feet (285.69') to a P. C.

Thence with a curve to the left of a radius of twenty-eight hundred and sixty-four and ninety three one-hundredths feet (2864.93'), a distance of one-hundred and forty and eighty-four one-hundredths feet (140.84') to a P. T.

Thence, on a tangent south ten degrees and twenty-five minutes west (S10°-25'W), a distance of seventy-two and six one-hundredths feet (72.06') to a P. C.

Thence with a curve to the right of a radius of fifty-seven hundred and twenty-nine and fifteen one-hundredths feet (5729.15'), a distance of two-hundred and fifty-five feet (255.00') to a P. T.

Thence, on a tangent, south twelve degrees and fifty-eight minutes west (S12°-58'), a distance of forty-eight and eighteen one-hundredths feet (48.18') to a P. C.

Thence with a curve to the left of a radius of eighty-five hundred and ninety-four and forty-two one-hundredths feet (8594.42'), a distance of three-hundred and forty feet (340.00') to a P. T.

Thence, on a tangent, south ten degrees and forty-two minutes west (S10°-42'W), a distance of five-hundred and thirty-six and eighty-two one-hundredths feet (536.82') to a P. C.

Thence with a curve to the right of a radius of twelve-hundred and twenty-eight and eleven one-hundredths feet (1228.11'), a distance of five-hundred and eight feet (508.00') to a P. T.

Thence, on a tangent, south thirty-four degrees and

twenty-four minutes west ($S34^{\circ}24'W$), a distance of two-hundred and eighty and seventy one-hundredths feet (280.70') to a P. C.

Thence with a curve to the left of a radius of twenty-one hundred and one and three one-hundredths feet (2101.03') a distance of one-hundred and ninety-nine and eighty-five one-hundredths feet (199.85') to a P. T.

Thence, on a tangent, south twenty-eight degrees and fifty-seven minutes west ($S28^{\circ}57'$), a distance of one-hundred and twenty-eight and eighty-seven one-hundredths feet (128.87') to a P. C.

Thence with a curve to the left of a radius of eleven hundred and forty-six and twenty-eight one -hundredths feet (1146.28'), a distance of six hundred and thirty-seven and twenty one-hundredths feet (637.20') to a P. T.

Thence, on a tangent, south two degrees and fifty-four minutes east ($S2^{\circ}54'E$), a distance of five hundred and sixty-four and forty-three one-hundredths feet (564.43') to a P. C.

Thence with a curve to the right of a radius of thirty-six hundred and thirty-seven and one one-hundredths feet (3637.01'), a distance of two-hundred feet (200.00') to a P. T.

Thence, on a tangent, south fifteen minutes west ($S0^{\circ}15'W$), a distance of five hundred and eight and seventy one-hundredths feet (508.70) to a P. C.

Thence with a curve to the right of a radius of one thousand and thirty-three and thirty-seven one-hundredths feet (1033.37'), a distance of six hundred and eighty-seven and forty-six one-hundredths feet (687.46') to a P. T.

Thence, on a tangent, south thirty-eight degrees and twenty-two minutes west ($S38^{\circ}22'W$), a distance of two hundred and eighty-three and eighty-seven one-hundredths feet (283.87') to a P. C.

Thence with a curve to the left of a radius of twelve hundred and nineteen and eighty-nine one-hundredths feet (1219.89'), a distance of seven hundred and eighty-three and eighty-seven hundredths feet (783.87') to a P. T.

Thence, on a tangent, south one degree and thirty-three minutes west ($S01^{\circ}33'$), a distance of one hundred and

ninety-two and seventy-five one-hundredths feet (192.75') to a P. C.

Thence with a curve to the right of a radius of forty-six hundred and forty-five and sixty-nine one-hundredths feet (4645.69'), a distance of seven-hundred and forty-five and ninety-six one-hundredths feet (745.96') to a P. T.

Thence, on a tangent, south ten degrees and forty-five minutes west (S10°-45'W), a distance of eleven hundred and nine and thirty-eight one-hundredths feet (1109.38') to a P. C.

Thence with a curve to the right of a radius of twenty-two hundred and ninety-two and one one-hundredths feet (2292.01'), a distance of three hundred and sixteen and thirty-six one-hundredths feet (316.36') to a P. T.

Thence, on a tangent, south eighteen degrees thirty-nine minutes and thirty seconds west (S18°-39'-30"W), a distance of thirteen hundred and eighty-five and twenty one-hundredths feet (1385.20') to a P. C.

Thence with a curve to the left of a radius of nine hundred and fifty-five and thirty-seven one-hundredths feet (955.37'), a distance of three hundred and ninety-nine and ninety-one one-hundredths feet (399.91') to a P. T.

Thence, on a tangent, south five degrees nineteen minutes and thirty seconds east (S05°-19'-30"E), a distance of four hundred and forty-two and nineteen one-hundredths feet (442.19') to a point.

Thence, on a tangent, south four degrees forty-four minutes and thirty seconds east (S 04°-44'-30"E), a distance of six hundred and twenty and thirty-five one-hundredths feet (620.35') to a P. C.

Thence with a curve to the right of a radius of eleven thousand and four hundred and fifty-nine and twenty-one one-hundredths feet (11,459.21'), a distance of three hundred and thirteen and twenty-nine one-hundredths feet (313.29') to a P. T.

Thence, on a tangent, south three degrees ten minutes and thirty seconds east (S03°-10'-30"E), a distance of two hundred and seventy-four and seventy-two one-hundredths feet (274.72') to a point, said point being opposite the north

end of the "Delaware, Lackawanna and Western Railroad" Concrete Retaining wall on the west side of the road from Denville to Morris Plains, in the Township of Hanover, Morris County, N. J., said point being also end of Section 1-A, Route #5, of the proposed New Jersey State Highway System, said point being shown as Station 974+18.36 on a map of the New Jersey State Highway Department, known as "Map of Section 1-A, Route #5," dated April 12, 1919.

The total length of line, measured along the center line, being 24,442.27 linear feet or 4.6292 miles.

The above road having a minimum width of thirty-three feet (33') and a maximum width of sixty-six feet (66').

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5, SECTION 1-B—D. L. & W. R. R. to Morristown.

May 10, 1919

To the Board of Chosen Freeholders,
County of Morris,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Morris is respectfully advised that, effective June 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #5, lying within the boundaries of Morris County, and more specifically defined and located as follows:

Beginning at a point in the center line of the road leading from Denville to Morris Plains in the Township of Hanover, said point being opposite the north end of the concrete retaining wall on the westerly side of the said road north of the Delaware, Lackawanna, and Western Railroad overhead concrete bridge, over the road to Littletown at Morris Plains, said point being also the southerly end of the center line of Section 1-A of Route #5 of the New Jersey State Highway, and designated as Station 974+18.36 on the plans of Section 1-B, of Route #5, adopted by the New Jersey State Highway Commission, dated March 5, 1919.

(1) Thence, on a tangent, South four degrees, thirty-nine minutes and thirty seconds east ($S4^{\circ}-39'-30''E$), a distance of fifty-six and sixty-four one-hundredths feet (56.64') to a point of curve.

(2) Thence, with a curve to the left, of a radius of ten hundred and sixty and sixty-five one-hundredths feet (1060.65'), a distance of ninety-nine and ninety one-hundredths of a foot (99.90') to a point of tangent.

(3) Thence, on a tangent, south ten degrees, three

minutes east ($S10^{\circ}-03'E$) a distance of thirty-one and sixty-nine one-hundredths feet (31.69') to a point of curve.

(4) Thence, with a curve to the right, of a radius of one-hundred feet (100'), a distance of ninety-one and ninety-nine one-hundredths feet (91.99') to a point of tangent.

(5) Thence, on a tangent, south forty-two degrees, thirty-nine minutes and thirty seconds west ($S42^{\circ}-39'-30"W$) a distance of two-hundred and ninety-seven and three one hundredths feet (297.03') to a point of curve.

(6) Thence, with a curve to the left, of a radius of two-hundred and eighty-seven and ninety one-hundredths feet (287.90'), a distance of one-hundred and forty-three and twenty-nine one-hundredths feet (143.29') to a point of tangency, said point being in the center line of Speedwell Avenue.

(7) Thence, on a tangent, south fourteen degrees, eight minutes and thirty seconds west ($S14^{\circ}-08'-30"W$), a distance of one-thousand and twenty-two and sixty-six one-hundredths feet (1022.66'), to a point.

(8) Thence, on a tangent, south fourteen degrees, thirteen minutes and thirty seconds west ($S14^{\circ}-13'-30"W$), a distance of one-thousand four-hundred and twenty three and sixty-eight one-hundredths feet (1423.68') to a P. C.

(9) Thence, with a curve to the left, of a radius of one-thousand nine-hundred and ten and one-tenth feet (1910.1'), a distance of one-hundred and thirty-one and sixty-seven one-hundredths feet (131.67') to a P. T., crossing the line between Hanover and Morris Townships at Sta. 1006+04.25.

(10) Thence, on a tangent, south ten degrees, sixteen minutes and thirty seconds west ($S10^{\circ}-16'-30"W$), a distance of twelve-hundred and eighty-three and nine one-hundredths feet (1283.09') to a point

(11) Thence, on a tangent, south nine degrees, fifty-nine minutes and thirty seconds west ($S9^{\circ}-59'-30"W$), a distance of ninty-six and ninety one-hundredths feet (96.90'), to a point in the line between Morris Township and the Town of Morristown, said point being in the center line of Speedwell Avenue and shown as Station 1020+96.90 on the above mentioned maps of Section 1-B, Route #5;

the above road having a minimum width of sixty feet (60') and a maximum width of sixty-six feet (66').

The total length of line measured along the center line being 4678.54 linear feet or 0.886 miles.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman, State Highway Commission.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5—Morristown.

November 16, 1920.

To the Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Morris is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Morris and the Town of Morristown, known as Speedwell Avenue, northwesterly Park Place, southwesterly Park Place, South Street from Park Place to Madison Avenue and Madison Avenue, and more specifically described as follows:

Beginning at the intersection of Speedwell Avenue with the boundary line between the Town of Morristown and the Township of Morris, near the northerly corner of the boundary line of said Town of Morristown,

Thence southerly along said Speedwell Avenue, seventy-five hundred (7500' $\pm$) feet more or less to the intersection with Park Place and Water Street.

Thence southwesterly and southeasterly along Park Place, eight hundred (800' $\pm$) feet more or less around the northwesterly and southwesterly sides of the Park called the Green, to the intersection with Morris Street and South Street.

Thence southeasterly along South Street, thirty-seven hundred (3700' $\pm$) feet more or less to the intersection of Madison Avenue.

Thence easterly along Madison Avenue, forty-five hun-

dred (4500' $\pm$) feet more or less to the easterly boundary line of the Town of Morristown, between said Town of Morristown and said Township of Morris.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the **discontinuance of** which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,

Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 5—Passaic River to County Line.

February 17, 1920.

To the Board of Chosen Freeholders,
County of Union,
Elizabeth, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Union is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Union, beginning at the County line between the County of Morris and the Counties of Union and Essex, and extending along the Morris Turnpike, and The Seven Bridges Road or Springfield Avenue to the County Line between Union and Essex Counties, and more specifically described as follows:

Beginning at the County line bridge over the Passaic River on the boundary between Morris County and Counties of Union and Essex; thence southeasterly along that portion of the Morris Turnpike, the boundary line between the Counties of Union and Essex a distance of 8187 feet adjacent to the City of Summit, that is now maintained by Union County.

Thence the route continues southeasterly along said Morris Turnpike adjacent to the City of Summit and the Township of Springfield, a distance of 7,100 feet that is now maintained by the County of Essex but any jurisdiction that may now be held by the County of Union is hereby taken over as though the road was jointly maintained by the said Counties of Union and Essex.

Thence, continuing southeasterly along said Morris

Turnpike in the Township of Springfield, a distance of 5609± feet to the Seven Bridges Road or Springfield Avenue.

Thence northeasterly 9358± feet along the Seven Bridges Road or Springfield Avenue in the Township of Springfield, and the Township of Union to the boundary line between the Counties of Union and Essex.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 5—Passaic River to Irvington.

February 17, 1920.

To the Board of Chosen Freeholders,
County of Essex,
Newark, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Essex is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Essex, beginning at the Morris County line and continuing to the westerly boundary line of the Town of Irvington.

Beginning at the County line bridge over the Passaic River between the County of Morris and the Counties of Essex and Union.

Thence southeasterly along the Morris Turnpike the boundary line between the Counties of Essex and Union, and adjacent to the Township of Millburn that is now maintained by Union County, a distance of 8187 feet. Any jurisdiction now held by Essex County is hereby taken over.

Thence still southeasterly along said Morris Turnpike that continues to be the boundary line between the Counties of Essex and Union, a distance of 7100 feet adjacent to the Township of Millburn.

Also any jurisdiction of that portion of the road known as the Seven Bridges Road or Springfield Avenue which, for a distance of 1355 feet, is on the boundary line between said Counties of Essex and Union, but is maintained by Union County, is hereby taken over.

Beginning again at the boundary line between Counties

of Essex and Union at Springfield Avenue, in the Township of South Orange, and thence northeasterly 7732± feet along said Springfield Avenue to the westerly boundary line of the Town of Irvington.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 6—Salem to Woodstown.

April 24, 1920.

To the Board of Chosen Freeholders,
Of the County of Salem, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Salem is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Salem known as the Salem and Woodstown Turnpike, being more specifically described as follows:

Beginning at the Highway bridge over Fenwick Creek at Market St. in the City of Salem and extending thence in a north-eastwardly direction, following the line of the said Salem and Woodstown Turnpike, passing through the settlement of Welchtown to the boundary line of the Borough of Woodstown at Salem Creek; thence still along said turnpike, now known as West Avenue in the Borough of Woodstown to Main Street in said Borough; thence in a north-westerly direction along said Main Street to an angle in said street; thence still along said Main Street in a north-easterly direction to the beginning of the Woodstown Mullica Hill Section of said Route #6 at the bridge over the Salem branch of the W. J. & S. R. R.

The length of said road is 9.74 miles, and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the

municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 6--Woodstown-Mullica Hill. Woodstown.

March 24, 1920.

To the Mayor and Members of Council,
of the Borough of Woodstown,
County of Salem, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Woodstown is respectfully advised that effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Woodstown, known as the straight road to Mullica Hill, beginning at the north-easterly end of the bridge over the P. R. R., and extending to the boundary line between the Borough of Woodstown and Pilesgrove Township, being more specifically described as follows:

Beginning at the north-easterly end of the bridge over the Salem branch of the P. R. R., and extending thence N. 42° 59' 20" E. 1583.0 feet to the boundary line between the Borough of Woodstown and the Township of Pilesgrove.

The width of the above described road is four rods, and the length thereof is 0.30 miles.

Being a portion of a road laid out by the Surveyors of the Highway, November 7, 1815, and recorded in the Clerk's Office at Salem, in Road Book C. Page 137.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department with-

in thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

**ROUTE 6—Woodstown-Mullica Hill. Woodstown to
Oldmans Creek.**

March 24, 1920.

To the Members of the Township Committee,
Township of Pilesgrove,
County of Salem, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Pilesgrove is respectfully advised that, effective May 1, 1920 the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Pilesgrove, known as the straight road Woodstown to Mullica Hill, beginning at the boundary line between the Borough of Woodstown and extending thence in a north-easterly direction to Oldmans Creek, being more specifically described as follows:

Beginning in the boundary line between the Borough of Woodstown and the Township of Pilesgrove and extending thence N. 42° 59' 20" E. 10769.5 feet to the middle of Oldmans Creek, said creek being the boundary line between the Counties of Salem and Gloucester.

The width of the above road is 4 rods and the length thereof is 2.039 miles.

Being a portion of a road laid out by the Surveyors of the Highway, Nov. 7, 1815, and recorded in the Clerk's Office at Salem in Road Book C. Page 137.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the

municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

**ROUTE 6—Woodstown- Mullica Hill-Oldmans Creek to
Harrisonville Road.**

March 24, 1920

To the Members of the Township Committee,
Township of South Harrison,
County of Gloucester, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of South Harrison is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of South Harrison known as the straight road to Woodstown, beginning at Oldmans Creek and extending in a north-easterly direction to the intersection of said road with the Mullica Hill and Harrisonville County Road, being more specifically described as follows:

Beginning in the middle of Oldmans Creek in the line between the Counties of Gloucester and Salem and extending thence (1) N. $45^{\circ} 38' 20''$ E. 2769.0 feet to an angle; thence N. $49^{\circ} 30' 50''$ E. 13001.2 feet to the intersection of said road with the road known as the Mullica Hill and Harrisonville County Road.

The width of said road being three rods and the length thereof 2.986 miles.

Being a portion of a road laid out by the Surveyors of the Highways, Nov. 15, 1819, and recorded in the Clerk's Office at Woodbury, in Road Book B, Page 291.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the

existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

**ROUTE 6—Woodstown-Mullica Hill. Harrisonville Road to
Mullica Hill.**

March 24, 1920.

To the Board of Chosen Freeholders,
of the County of Gloucester,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Gloucester is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Gloucester, known as the Mullica Hill and Harrisonville County Road. Beginning at the intersection of the road known as the straight road to Woodstown with the said County road, and extending in a north-easterly direction to the south-westerly side of Main Street in the Town of Mullica Hill; being more specifically described as follows:

Beginning at the intersection of the road known as the straight road to Woodstown with the County road leading from Mullica Hill to Harrisonville and extending thence (1) N. 49° 12' 20" E. 4909.6 feet to an angle at the south branch of Raccoon Creek thence (2) N. 49° 03' 20" E. 4818.9 feet to a marble monument at an angle in said road; thence (3) N. 31° 00' 50" E. 365.2 feet to the south-westerly side of Main Street, in the town of Mullica Hill, said Main Street now being a portion of the Mullica Hill- Mantua Section of Route #6 of the State Highway system.

The width of said road being 3 rods wide, with the exception of the last described course which is 35 feet wide, and the length thereof being 1.911 miles

Being a portion of a road laid out by the Surveyors of the Highways, November 15, 1819, and recorded in the Clerk's Office at Woodbury in Road Book B, Page 291.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Bridgeton to County Line.

April 24, 1920.

To the Board of Chosen Freeholders,
of the County of Cumberland, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of road lying within the boundaries of the County of Cumberland, known as the Bridgeton-Deerfield Road, beginning at the Bridgeton City line and running thence in a northerly direction to the boundary line between the Counties of Cumberland and Salem, being more specifically described as follows:

Beginning at a point in the middle of Pearl Street, as laid out in the City of Bridgeton, where the boundary line between said City and the Township of Deerfield crosses the same, and extending thence north-eastwardly; thence northwardly passing about one-fourth of a mile west of Finley Station; thence north-westwardly and northwardly passing through the village of Deerfield to the boundary line between the Counties of Cumberland and Salem. The length of said road being 7.54 miles and the width thereof being 3 rods, excepting where additional right-of-way has been acquired by the County.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—County Line to Shirley.

April 24, 1920

To the Board of Chosen Freeholders,
of the County of Salem, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Salem is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Salem known as the Shirley-Deerfield road, and being more specifically described as follows:

Beginning at a point in said road where the County line between the Counties of Cumberland and Salem crosses the same and extending thence in a northerly direction to the intersection of the middle of the above road with the road leading from Aldine to Elmer at Shirley. The total length of said road is 0.81 miles and the width is 3 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Shirley to Oldmans Creek.

April 24, 1920.

The Township Committee,
of the Township of Upper Pittsgrove,
County of Salem, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Upper Pittsgrove is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Upper Pittsgrove known as the Mullica Hill and Pittsgrove Turnpike and being more specifically described as follows:

Beginning at a point in said road where the middle of the road leading from Aldine to Elmer intersects the same at Shirley and extending thence in a northerly direction passing through the village of Pole Tavern, thence still northwardly and north-eastwardly to the middle of Oldmans Creek which is the dividing line between the Counties of Salem and Gloucester.

The length of said road is 6.83 miles and the width is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Oldmans Creek to Elk-Harrison Township Line.

April 24, 1920.

To the Township Committee,
of the Township of Elk,
County of Gloucester, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Elk is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Elk known as the Mullica Hill and Pittsgrove Turnpike being more specifically described as follows:

Beginning at the bridge over Oldmans Creek said Creek being the boundary line between the Counties of Salem and Gloucester and extending thence in a northerly direction to the boundary line between the Townships of Elk and Harrison.

The length of said road is 3.27 miles and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Elk-Harrison Township Line to Mullica Hill.

April 24, 1920.

To the Township Committee,
of the Township of Harrison,
Gloucester County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Harrison is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Harrison known as the Mullica Hill and Pittsgrove Turnpike and more specifically described as follows:

Beginning at a point in said road where the boundary line between the Townships of Elk and Harrison crosses said road and extending thence in a north-westwardly direction to a point 101.6 feet south of the intersection of the middle of said road with the middle of the Salem branch of State Highway Route #6. The length of said road is 1.76 miles and the width 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Mullica Hill-Mantua.

June 16, 1919.

To the Board of Chosen Freeholders,
of the County of Gloucester,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Gloucester is respectfully advised that, effective May 15, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #6 lying within the boundaries of the County of Gloucester, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #6, Mullica Hill-Mantua Section, Gloucester County, March, 1919" as follows:

Beginning at a point in the middle of Main Street, Mullica Hill distant 101.6 feet southward from the intersection of the middle of the Woodstown Road with the middle of Main Street and extending thence (1) No. 3° 41' 10" W. 101.6 feet to a point; thence (2) No. 3° 33' 30" W. 939.3 feet to a point; thence (3) N. 7° 02' 00" W. 187.6 feet to a point; thence (4) N. 2° 15' 00" W. 1105.6 feet to a point; thence (5) N. 3° 28' 30" W. 1,375.7 feet to a point; thence (6) N. 2° 44' 30" W. 369.2 feet to a point; thence (7) N. 45° 47' 30" E. 3,447.3 feet to a point; thence (8) N. 37° 04' 30" E. 3,429.2 feet to a point; thence (9) N. 37° 45' 30" E. 1,921.3 feet to a point; thence (10) N. 37° 57' 30" E. 4,341.0 feet to a point; thence (11) N. 44° 51' 30" E. 388.2 feet to a point; thence (12) N. 49° 24' 30" E. 632.7 feet to a point; thence (13) N. 39° 45' 00" E. 3,517.3 feet to a point; thence (14) N. 33° 17' 00" E. 5469.0 feet to a point near Union Street, Mantua, being Station 1340+00 on said plan. The

above road being 60' wide and 5.15 miles in length.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

**ROUTE 6—Mantua-Woodbury, Mantua to Point South of
Woodbury.**

**STATE OF NEW JERSEY
STATE HIGHWAY COMMISSION
TRENTON**

To the Board of Chosen Freeholders,
County of Gloucester,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Gloucester is respectfully advised that, effective September 1, 1918, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #6 lying within the boundaries of Gloucester County; and more specifically defined and located as follows:—

Beginning at a point on the center line of the Mullica Hill and Woodbury Turnpike at Station 1340+00 said point being 80 feet more or less south-west of the intersection of the center line of Berkley Street in Mantua and the said turnpike, thence along the following courses and distances:

(1) N. 33° 17' 00" E. 733.5 feet to a marble monument at Station 1347+33.5 thence

(2) N. 14° 44' 00" E. 443.7 feet to a point in the bridge over Mantua Creek, Station 1351+77.2 thence

(3) N. 17° 21' 00" E. 8,992.8 feet to a point at Station 1441+70 thence

(4) N. 16° 55' 00" E. 930.00 feet to a point at Station 1451+00 said point being the end of the section and being 1160 feet more or less south-west from the line between the City of Woodbury and the Townships of Deptford and West Deptford.

The above describes a portion of the Mullica Hill and

Woodbury Turnpike in the Townships of Mantua, Deptford and West Deptford, in the County of Gloucester, which Turnpike was purchased from the Turnpike Company by Gloucester County with the aid of the State in 1914. The road was laid out sixty feet wide and was taken over from the owners as having that width.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Point South of Woodbury to Woodbury

April 24, 1920.

To the Board of Chosen Freeholders,
of the County of Gloucester, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you, and through you, the County of Gloucester is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Gloucester known as the Woodbury-Mullica Hill Turnpike beginning at the end of the Mantua-Woodbury Section of said Route being Station 1451+00 and extending in a north-easterly direction a distance of 1160 feet to the City Line of the City of Woodbury. The width of said road being 60 feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Woodbury City Line to Turnpike.

To the Mayor and Members of Council,
of the City of Woodbury, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the City of Woodbury is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the City of Woodbury, known as the Mantua Ave. and Broad St., beginning at a point in said road or street (known as Mantua Ave.) where the boundary line between the City of Woodbury and the Borough of Woodbury Heights and the Township of Deptford crosses said road and extending thence in a north-easterly direction along Mantua Avenue to Broad Street, thence along Broad Street in a north-easterly direction and crossing Woodbury Creek to where Red Bank Ave. intersects said Broad Street. The length of said road being 1.45 miles. The width thereof is as follows:

From the beginning point to the angle south of Carpenter Street, a distance of 3089 feet, the width is 43 feet, 20 feet on the west side of the center line and 23 feet on the east side. From said angle to Salem Ave. on the west side and Carpenter Street on the east side, a distance of 347 feet the width is 40 feet. From said streets to Cooper Street, a distance of 2116 feet, the width is 56 feet. Thence narrowing from a width of 56 feet at Cooper St. to a width of 50 feet at the angle south of Hunter St. the distance between said points being 516 feet. Thence narrowing from a width of 50 feet at said last named angle to a width of 46 feet at the angle between Hunter Street and Woodbury Creek, a distance of 623 feet. From the last mentioned

angle to the end of the section at Red Bank, a distance of 978 feet the width is 46 feet.

The above widths being the distances between curb lines as established by the Council of the City of Woodbury.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 6—Turnpike to Camden.

April 24, 1920.

To the Mayor and Members of Council,
of the City of Gloucester, N. J.
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the City of Gloucester is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the City of Gloucester known as Broadway beginning at the intersection of Broadway and Jersey Avenue and extending thence along Broadway in a northerly direction to Newton Creek said Creek being the boundary line between the City of Gloucester and the City of Camden the length of said road being 1.53 miles and the width thereof is 33 feet being the width between curbs as established by the City of Gloucester.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 7—Route 1 to Monmouth Street.

May 1, 1920.

To the Mayor and Borough Council,
Borough of Hightstown,
Mercer County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Hightstown is respectfully advised that, effective May 1st, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Hightstown, known as Franklin and Broad Streets, beginning on Franklin Street at the easterly line of North Main Street and running thence easterly on Franklin Street and northerly on Broad Street 1130 feet more or less to the southerly side of Monmouth Street, the length to be taken over being 0.21 miles more or less and the width extending between curb lines.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,
Chairman, pro tempore.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 7—Monmouth Street, Hightstown to County Line.

May 1, 1920.

To the Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Mercer is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Hightstown and the Township of East Windsor, known as Monmouth Street and the Hightstown-Manalapan Road, being a part of the road designated as road No. 23 in the Mercer County records for 1919, beginning on Monmouth Street at the westerly line of Broad Street in the Borough of Hightstown and running thence via the Hightstown-Manalapan Road 1.96 miles more or less to the boundary line between the Counties of Mercer and Middlesex, which is the common boundary line at this point between the Townships of East Windsor and Monroe.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company.

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

W. J. KIRBY,
Chairman, pro tempore.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 7—County Line to County Line.

May 1, 1920.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Middlesex is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Monroe, designated as the Hightstown-Manalapan Road or Road No. 68 on a list of the roads owned and controlled by Middlesex County, under date of January, 1916, and as revised January, 1917, beginning at the boundary line between the Counties of Mercer and Middlesex, which is the common boundary between the Townships of East Windsor and Monroe, and running thence easterly 2.56 miles more or less to the boundary line between the Counties of Middlesex and Monmouth, being the common boundary between the Townships of Monroe and Millstone at or near the cross road running between Jamesburg and Perrineville.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 7—County Line to Freehold, Freehold to Route 4.

May 1, 1920.

To the Board of Chosen Freeholders,
County of Monmouth,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Monmouth is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Townships of Millstone, Manalapan, Freehold, Howell, Wall, Shrewsbury, Neptune and the Borough of Neptune City, known as Route No. 7, State Highway, beginning on the Hightstown-Manalapan Road at the boundary line between the Counties of Middlesex and Monmouth near the Jamesburg-Perrineville cross road and running thence easterly to Corlies Avenue and Main Street, Township of Neptune, being more specifically described in two parts as follows:

PART No. 1: Beginning on the Hightstown-Manalapan Road at the boundary line between the Counties of Middlesex and Monmouth, which is the common boundary between the Townships of Monroe and Millstone, at or near the cross road leading from Jamesburg to Perrineville and running thence easterly by way of Bergen Mills, Manalapan and Millhurst, through the Townships of Millstone, Manalapan and Freehold to Manalapan Avenue at the north-west-erly boundary line of the Borough of Freehold, which is the common boundary of Freehold Township near Bowne Avenue; the length of this portion of road to be taken over being 8.1 miles more or less.

PART No. 2: Beginning on the Freehold-Jerseyville

Turnpike at the easterly boundary line of the Borough of Freehold, which is the common boundary of Freehold Township, near Parker Avenue, and running thence easterly and south-easterly by way of Jerseyville, Hamilton and Corlies Avenue through the Townships of Freehold, Howell, Wall, Shrewsbury, Neptune and the Borough of Neptune City to the westerly side of Main Street in the Township of Neptune; the length of this portion of road to be taken over being 14.6 miles more or less, and the width extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 7—Borough of Freehold.

May 1, 1920.

To the Mayor and Borough Council,
Borough of Freehold,
Monmouth County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Freehold is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portions of the road lying within the boundaries of the Borough of Freehold, being more specifically described as follows:

Beginning on Manalapan Avenue at the north-westerly boundary line of the Borough of Freehold north-westerly of Bowne Avenue, running thence easterly on Manalapan Avenue, north-easterly on Main Street, easterly on Lincoln and Institute Streets, southerly on Parker Avenue and easterly on the Freehold and Jerseyville Turnpike, 1.1 miles more or less to the easterly boundary line of the Borough of Freehold near Parker Avenue; the width to be taken over extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920,
Minute Book, Pages 733 and 734.

ROUTE 8—N. Y. State Line to Sussex.

October 31, 1919.

To the Township Committee of the Township of Wantage,
County of Sussex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Wantage, County of Sussex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8 lying within the boundaries of the Township of Wantage, Sussex County, the center line of which is more specifically described as follows:

Beginning at a point in the center line of the Sussex-Unionville Road, said point being in the New York-New Jersey State line, about a quarter of a mile south-easterly from the Town of Unionville, New York, and about one hundred and eighty feet more or less ($180' \pm$) north-west of State Line Monument #40; thence running in a general southerly direction, bearing westerly along the various courses and distances along the above mentioned Sussex-Unionville Road, a distance of about six and six-tenths miles more or less ($6.6 \text{ mi.} \pm$) to a point in the north-easterly line of the Borough of Sussex, said road passing by the residence of J. A. McBride and Dunnvale Schoolhouse, and through the farms known as 'The Pine Tree Farm,' the 'Brick House Farm,' and other farms, said road also lying east of the New York, Susquehanna & Western Railroad line, to a point in the Wilson Farm where it crosses said Railroad line, and lies west thereof to the above mentioned point in the north-easterly line of the Borough of Sussex, said point being the beginning of that portion of Route #8 to be taken over by the New

Jersey State Highway Commission from the Borough of Sussex, the above road being sixty-six feet (66') in width.

The New Jersey State Highway Commission reserves the right to abandon any or all parts of the following sections of the above mentioned road:

(1) Beginning at a point in the center line of the above-mentioned Sussex-Unionville Road, said point being opposite a double hickory tree on the Babcock property and about two thousand feet more or less ($2,000' \pm$) south-easterly along said road from the point in the New York-New Jersey State line above described, thence in a south-easterly direction along said Sussex-Unionville Road a distance of about thirteen hundred feet more or less ($1,300' \pm$) to a point opposite the residence of H. Christie, said point being about thirty-three hundred feet more or less ($3,300' \pm$) from the point in the New York-New Jersey State line above described.

(2) Beginning at a point where the Sussex-Unionville Road is intersected by a road running easterly therefrom, said point being near the Randolph and Christie properties, forty-three hundred feet more or less ($4,300' \pm$) south-easterly from above described point in the New York-New Jersey State Line, thence along said Sussex-Unionville Road in a southerly direction bearing westerly over the hill known as "McBride's Hill," a distance of forty-two hundred feet more or less ($4,200' \pm$) to a point five hundred feet more or less ($500' \pm$) north of the residence of John A. McBride.

(3) Beginning at a point in the center line of said Sussex-Unionville Road two hundred feet more or less ($200' \pm$) southerly from a small bridge south of the residence of J. A. McBride, said point being ninety-two hundred feet more or less ($9,200' \pm$) southerly from the point in the New York-New Jersey State Line hereinbefore described; thence southerly bearing westerly over the hill south of the above residence and passing by the Dunnvale Schoolhouse a distance of twenty-nine hundred feet more or less ($2,900' \pm$) to a point opposite a lane leading from the residence of F. Smith, said point being seven hundred feet more or less ($700' \pm$) southerly from Dunnvale Schoolhouse, and twelve thousand one hundred feet more or less ($12,100' \pm$)

from the point in the New York-New Jersey State line hereinbefore described.

(4) Beginning at a point in the center of said Sussex-Unionville Road opposite the house on the farm known as the "Pine Tree Farm," sixteen thousand feet more or less ($16,000' \pm$) from the point in the New York-New Jersey State Line hereinbefore described; thence running southerly along said Sussex-Unionville Road a distance of eight hundred feet more or less ($800' \pm$) to a point opposite the concrete garage on the farm known as "Riverview Farm."

(5) Beginning at a point in the center of said Sussex-Unionville Road, said point being three hundred feet more or less ($300' \pm$) northerly from a small bridge near the Brice Roy property, said point being also twenty-one thousand feet more or less ($21,000' \pm$) southerly bearing westerly, along said road from the point in the New York-New Jersey State line hereinbefore described; thence in a southerly direction bearing westerly along said Sussex-Unionville road a distance of twenty-three hundred feet more or less ($2,300' \pm$) to a point, said point being twenty-three thousand three hundred feet more or less ($23,300' \pm$) from the point in the New York-New Jersey State line hereinbefore described.

(6) Beginning at a point in the center of said Sussex-Unionville road near a small bridge, said bridge being four hundred feet more or less ($400' \pm$) northeasterly from the New York, Susquehanna & Western Railroad crossing, near the Borough of Sussex, thence southerly along said Sussex-Unionville road and crossing the New York, Susquehanna & Western Railroad tracks to the northeasterly line of the Borough of Sussex.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—Sussex.

October 31, 1919.

To the Borough Council of the Borough of Sussex,
County of Sussex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Sussex, County of Sussex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8 lying within the boundaries of the Borough of Sussex, County of Sussex, the center line of which is more specifically described as follows:

Beginning at a point in the center line of the Sussex-Unionville road in the line between the Borough of Sussex on the south-west, and the Township of Wantage on the north-east, said point being the ending of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the Township of Wantage;

(1) thence in a general south-westerly direction along said Sussex-Unionville road, known as Unionville Avenue a distance of three hundred and thirty feet more or less ($330' \pm$) to a point in the intersection of said Unionville Avenue with "A" Street, said point being north of the barn of H. Harden;

(2) thence with an angle of ninety degrees more or less ($90^\circ \pm$) to the left along the center of "A" Street and running in a south-easterly direction a distance of about two hundred feet more or less ($200' \pm$) to its intersection with East Main Street;

(3) thence with an angle of ninety degrees more or less ($90^\circ \pm$) and along East Main Street and running in a

south-westerly direction a distance of about twenty-three hundred feet more or less (2,300' $\pm$) to a point in the intersection of said East Main Street with Hamburg Avenue, said point being near the First Baptist Church;

(4) thence along Hamburg Avenue in a south-easterly direction a distance of seventeen hundred feet more or less (1,700' +) to a point in the line between the Borough of Sussex on the north-west, and the Township of Wantage on the south-east, said point being the beginning of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex, it being intended to take over that portion of the road through the Borough of Sussex that lies between the curb lines.

The State Highway Commission reserves the right to abandon any or all of the portion of the above mentioned road beginning at a point in the center line of the Sussex-Unionville road and in the north-easterly line of the Borough of Sussex, and ending at the angle point in East Main Street, said point being the end of course #2 above described.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 8—Sussex to Franklin, Franklin to Stockholm,
Stockholm to County Line.**

October 31, 1919.

To the Board of Chosen Freeholders,
County of Sussex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Sussex is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8 lying within the boundaries of Wantage and Hardyston Townships, Sussex County, the center line of which is more specifically described as follows: PARCEL #1.

Beginning at a point in the center line of the Sussex-Hamburg Road in the line between the Borough of Sussex on the north-west and the Township of Wantage on the south-east, said point being the end of the portion of Route #8 to be taken over by the New Jersey State Highway Commission from the Borough of Sussex;

(1) thence, through the Township of Wantage along said Sussex-Hamburg Road in a general southerly direction bearing easterly along the various courses, a distance of fifteen thousand one hundred and fifty feet more or less ($15,150' \pm$) to a point in the center of a concrete bridge over the Walkill River, said point being in the line between the Township of Wantage and the Township of Hardyston;

(2) thence, through the Township of Hardyston along the Hamburg-Hardystonville Road in a general southerly direction bearing easterly a distance of thirteen thousand one hundred and fifty feet more or less ($13,150' \pm$) to a point in the center of the beginning of Rutherford Avenue, said

point being in the center of a stone bridge near Hardystonville, said point being also in the line between the Township of Hardyston on the north and the Borough of Franklin on the south, said point being also the beginning of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the Borough of Franklin.

The State Highway Commission reserves the right to abandon any or all of the following portion: Beginning at a point in the center of the Hamburg-Hardystonville road, where the same intersects with the center of the Hamburg-McAfee road, said intersection being near the Hamburg Hotel and Hamburg Post Office, thence southerly along the Hamburg-Hardystonville road to a point where the same meets a road which runs northerly over the hill in front of the Baptist Church in Hamburg.

PARCEL #2.

Beginning at a point in the center line of the Franklin-Stockholm road in the line between the Borough of Franklin on the west and the Township of Hardyston on the east, said point being east of Munson's Corner, said point being also the ending of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the Borough of Franklin thence in a north-easterly and then south-easterly direction along the Franklin-Stockholm road along various courses and distances, passing through the settlement of Beaver Lake, a distance of four and four-tenths miles more or less (4.4 mi. $\pm$) to a point opposite the McCue residence in the Township of Hardyston near Stockholm, said point being the beginning of a proposed portion of Route 8 to be taken over from the City of Newark.

The road above described being sixty-six feet (66') in width.

PARCEL #3.

Beginning at a point in the Franklin-Stockholm road opposite the New York, Susquehanna & Western Railroad station at Stockholm, said point being the ending of the proposed portion of Route #8 to be taken over from the City of Newark, running thence along said Franklin-Stockholm road in an easterly direction five-tenths of a mile more or less (0.5 mi. $\pm$) to the Sussex-Passaic County Line.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—Franklin

October 31, 1919.

To the Borough Council of the
Borough of Franklin,
County of Sussex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Franklin, County of Sussex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8, lying within the boundaries of the Borough of Franklin, County of Sussex, the center line of which is more specifically described as follows:

Beginning at a point in the center line of Rutherford Avenue in the line between the Township of Hardyston on the north and the Borough of Franklin on the south, said point being in the center of the stone bridge near Hardystonville, said point being also the ending of parcel #1 of a portion of Route #8 to be taken over by the New Jersey State Highway Commission, from the County of Sussex;

(1) thence running along Rutherford Avenue in a southerly direction a distance of fourteen thousand five hundred feet more or less ($14,500' \pm$) to a point in the intersection of the center line of said Rutherford Avenue with the center line of the Franklin-Stockholm road, said point being known as Munson's Corner;

(2) thence easterly along the Franklin-Stockholm road a distance of seventeen hundred feet more or less

(1,700' $\pm$) to a point in the line between the Borough of Franklin on the west and the Township of Hardyston on the east, said point being the beginning point of parcel #2 of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex.

The total length of this road being three and one-tenth miles more or less (3.1 mi. $\pm$).

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—Stockholm.

October 31, 1919.

To the Township Committee of the
Township of Hardyston,
County of Sussex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Hardyston is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8 lying within the boundaries of Hardyston Township, Sussex County, the center line of which is more specifically described as follows:

Beginning at a point in the Franklin-Stockholm road opposite the McCue residence near Stockholm in Hardyston Township, said point being the end of Parcel #2 of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex, thence running along the said Franklin-Stockholm road in a general north-easterly direction a distance of about thirty-five hundredths of a mile (0.35 mi. $\pm$) to a point where the said Franklin-Stockholm road is intersected by a road running northerly therefrom, bearing west, thence, still along the Franklin-Stockholm road in a general south-easterly direction a distance of about forty-nine hundredths of a mile (0.49 mi. $\pm$) to a point opposite the New York, Susquehanna & Western Railroad station at Stockholm where the said Franklin-Stockholm road is intersected by the Holland road, said point being the beginning of Parcel #3 of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex.

The State Highway Commission reserves the right to

vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—Stockholm.

October 31, 1919.

To the Board of Commissioners,
City of Newark,
Newark, New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the City of Newark is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #8 lying within the boundaries of Hardyston Township, Sussex County, the center line of which is more specifically described as follows:

Beginning at a point in the Franklin-Stockholm Road opposite the McCue residence near Stockholm in Hardyston Township, said point being the end of Parcel #2 of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex, thence running along the said Franklin-Stockholm Road in a general north-easterly direction a distance of about thirty-five hundredths of a mile ($0.35 \pm$ mile) to a point where the said Franklin-Stockholm Road is intersected by a road running northerly therefrom, bearing west, thence, still along the Franklin-Stockholm Road in a general south-easterly direction a distance of about forty-nine hundredths of a mile ($0.49 \pm$ mile) to a point opposite the New York, Susquehanna & Western Railroad station at Stockholm where the said Franklin-Stockholm Road is intersected by the Holland Road, said point being the beginning of Parcel #3 of a portion of Route #8 to be taken over by the New Jersey State Highway Commission from the County of Sussex.

The State Highway Commission reserves the right to

vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 8—County Line to Pequannock River, Pompton
River to County Line.**

September 22, 1919.

To the Board of Chosen Freeholders,
County of Passaic,
Paterson, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Passaic is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Passaic beginning at the Passaic-Sussex County line continuing to the Passaic-Morris County line, known as the Paterson-Hamburg Turnpike, and more specifically described as follows:

All that portion of the road known as the Paterson-Hamburg Turnpike, lying in the County of Passaic beginning at the Passaic-Sussex County line in the Township of West Milford to the Passaic-Morris County line at the bridge over the Pequannock River, known as the Reeves Bridge just east of Bloomingdale, in the Township of Pompton, including that portion of the Turnpike that is being relocated around the northerly end of the Oak Ridge Reservoir by the City of Newark, and those portions of the Turnpike that it is proposed to reconstruct in the 1920 program, as laid down on said plans now being prepared known as Route 8, Section 4, from a point easterly from Charlotteburg to the Passaic-Morris County line at Smith Mills Bridge, but not including the Smith Mills Bridge over the Pequannock River to Morris County, and Route 8, Section 3, from the White Paper Mill Bridge where the road returns to Passaic County to Bloom-

ingdale, at the angle in the road near the Lower Butler Bridge, and including the White Paper Mill Bridge at the beginning or westerly end of the line.

Also that portion of the road known as the Newark and Pompton Turnpike lying in the County of Passaic beginning at the Pompton River north of Wayne and thence southerly through the Township of Wayne and Little Falls to the Essex-Passaic County line south of Singac.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 8—Pequannock River to Pompton River.
(Except Section 1)**

September 22, 1919.

To the Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those highways designated by the Act to be taken over as State Highways, you, and through you, the County of Morris is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Morris known as the Paterson-Hamburg Turnpike, beginning at the Passaic-Morris County line thence through the Township of Jefferson, the Borough of Butler, the Township of Pequannock and more specifically described as follows:

All that portion of the road known as the Paterson-Hamburg Turnpike lying in the County of Morris beginning at the Passaic-Morris County line where the said Turnpike first enters the County of Morris, on the west, being approximately 5375 feet easterly from the Sussex-Passaic County line measured along said Turnpike, and thence southeasterly through the Township of Jefferson, the Borough of Butler, between the Smith Mills Bridge and the Upper Butler Bridge and the Township of Pequannock to the intersection of the road, known as the Newark and Pompton Turnpike through the Township of Pequannock to the Pompton River, whence said Newark and Pompton Turnpike passes over the bridge into Passaic County, along the line already taken over for reconstruction known as Route 8, Section 1.

The State reserves the right under Chapter 220 of the

Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—Section 1.

November 15, 1920.

To the Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Morris is respectfully advised that, effective July 24, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Morris, known as the Newark and Pompton Turnpike, beginning at Riverdale in the Township of Pequannock and extending through said Township to the County line bridge between the Counties of Morris and Passaic over the Pompton River, and more specifically described as follows:

Beginning at the intersection of the road known as the Newark and Pompton Turnpike and the road known as the Paterson-Hamburg Turnpike in the Township of Pequannock, thence southerly $18,600' \pm$ along said Newark and Pompton Turnpike to a line where the new construction curves to the left across private properties near the intersection of the junction of the road leading to Lincoln Park with the old line of the Newark and Pompton Turnpike. Thence south-easterly $1,050' \pm$ on a curve to the left across private property to a line where the new construction again coincides with the line of the Turnpike, about 600' easterly from junction just above described. Thence easterly $3100' \pm$ along said Newark and Pompton Turnpike to westerly end of the County line bridge over the Pompton River, leading to the Township of Wayne, Passaic County.

The State reserves the right under Chapter 220 of the

Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8—County Line to Verona.

September 22, 1919.

To the Board of Chosen Freeholders,
County of Essex,
Newark, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the County of Essex is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Essex over the road known as the Newark and Pompton Turnpike, beginning at the Passaic-Essex County Line and thence through the Township of Cedar Grove and the Borough of Verona to Claremont Avenue in the Borough of Verona and more specifically described as follows:

All that portion of the road known as the Newark and Pompton Turnpike lying in the County of Essex beginning at the Passaic-Essex County line, and thence southerly through the Township of Cedar Grove and the Borough of Verona to Claremont Avenue, in the Borough of Verona, the latter being known as Route 8, Section 2.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 8, SECTION 2—Verona to Montclair.

September 22, 1919.

To the Governing Body,
Borough of Verona,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Borough of Verona is respectfully advised ~~that~~, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the Borough of Verona and being the road known as Claremont Avenue and more specifically described as follows:

All that portion of the road known as Claremont Avenue in the Borough of Verona beginning at the intersection of the Newark and Pompton Turnpike and thence easterly to Bloomfield Avenue at the Montclair Town Line as now laid out on plans of the State Highway Department, known as Route 8, Section 2.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 9—Phillipsburg to Musconetcong River.

October 31, 1919.

To the Board of Chosen Freeholders,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a Highways designated by the Act to be taken over as State Highway, any routes, route, or part thereof of those State Highways, you, and through you the County of Warren is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of Pohatcong and Greenwich Townships, Warren County, the center line of which is more specifically described as follows:

Beginning at a point in the center line of South Main Street which is a part of the old New Jersey and Easton Turnpike, said point being in the line between the City of Phillipsburg, on the north-west, and the Township of Pohatcong on the south-east, thence running in a general south-easterly direction through the Townships of Pohatcong and Greenwich, along the Phillipsburg-Still Valley Road, and along the Still Valley-Bloomsbury Road, said roads being adjoining parts of the old New Jersey and Easton Turnpike, a distance of four and five hundred seventy-four thousandths (4.574) miles, more or less, to a point in the center of the Church Street bridge over the Musconetcong River, said point being in the line between the County of Warren and the County of Hunterdon, said point being also the beginning point of the portion of Route #9 to be taken over by the State Highway Commission from the Borough of Bloomsbury, the width of the road being from sixty-six feet (66') to one hundred feet (100').

The State Highway Commission reserves the right to

abandon any or all of the portion of the above road, described as follows:

Beginning at a point in Pohatcong Township in the center of the Phillipsburg-Still Valley Road at a point about five hundred feet ($500' \pm$) more or less easterly from the line between the City of Phillipsburg and the Township of Pohatcong, thence running easterly along said road a distance of about three thousand seven hundred feet ($3,700' \pm$) to a point about two hundred and fifty feet ($250' \pm$) east of a schoolhouse.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 9—Musconetcong River through Bloomsbury.

October 31, 1919.

To the Borough Council of the Borough of Bloomsbury,
County of Hunterdon,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the Borough of Bloomsbury, County of Hunterdon, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Bloomsbury, County of Warren, the center line of which is more specifically described as follows:

Beginning at a point in the center of the Church Street bridge over the Musconetcong River, said point being in the boundary line between the County of Warren and the County of Hunterdon, said point being also the ending point of the portion of Route #9 to be taken over by the State Highway Commission from the County of Warren, thence running through the Borough of Bloomsbury (1) along the center line of Church Street south forty degrees fifteen minutes east (S 40° 15' E) a distance of one hundred and fifteen and sixty-one hundredths feet (115.61') to a point.

Thence (2), still along the center line of said Church Street on a curve to the left with a radius of one thousand nine hundred and ten and eight hundredths feet (1,910.08') a distance of one hundred and sixty-six and sixty-seven hundredths feet (166.67') to a point.

Thence (3), still along the center line of said Church St. south forty-five degrees fifteen minutes east (S 45° 15' E) a distance of four hundred and seventeen and six-tenths feet (417.6') to a point in the center line of Church Street;

Thence (4), on a curve to the left with a radius of one

hundred and eight and one-tenth feet (108.1') a distance of one hundred and sixteen and forty-two hundredths feet (116.42') to a point in the center line of Main Street;

Thence (5), along the center line of Main Street north seventy-three degrees three minutes east (N 73° 03' E) a distance of two thousand and sixty-three and seven tenths feet (2,063.7') to a point in the Borough of Bloomsbury in the center of the first culvert east of a garage on the northerly side of Main Street, said culvert being located two thousand eight hundred and eighty feet (2,880') easterly from the point of beginning at the center of the Church Street bridge over the Musconetcong River along the route described;

Said point being the beginning point of the portion of Route #9 to be taken over by the State Highway Commission from the County of Hunterdon;

The total length of this section being five hundred and forty-one thousandths of a mile (0.541), sixty-six feet (66') total width, it being intended to take over only the portion of the road that lies between curb-lines.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 9—Bloomsbury to West Portal, Perryville to Clinton
Clinton to County Line.**

October 31, 1919.

To the Board of Chosen Freeholders,
County of Hunterdon,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Hunterdon is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Bloomsbury, Townships of Bethlehem and Union, Town of Clinton, and Townships of Clinton and Readington, Hunterdon County, the center line of which is more specifically described as follows:

PARCEL #1.

Beginning at a point in the center line of Main Street in the Borough of Bloomsbury, at the center of the first culvert east of a garage on the north side of Main Street, said point being the ending point of a portion of Route #9 to be taken over by the State Highway Commission from the Borough of Bloomsbury, thence running (1) along the center line of Main Street easterly a distance of four-tenths of a mile ($0.4\pm$) more or less to a point in the line between the Borough of Bloomsbury on the west and the Township of Bethlehem on the east;

Thence (2), through the Township of Bethlehem in a general easterly direction along the line of the Bloomsbury-West Portal Road, which is part of the old New Jersey and Easton Turnpike, a distance of two and one-tenth miles more or less ($2.1\pm$) to a point in the center line of the road leading from West Portal to Asbury, said point being in front of the

West Portal Hotel six hundred and fifty feet more or less ($650' \pm$) easterly from the beginning point of Section 1, Route 9, over Jugtown Mountain;

Said point being also the beginning point of the portion of Route #9 to be taken over by the State Highway Commission from the Township of Bethlehem;

The total length of this section being two and five-tenths miles more or less ($2.5 \pm$), sixty-six feet ($66'$) in width, excepting that portion lying within the Borough of Bloomsbury where it is intended to take over only that portion of the road that lies between the curb-lines.

The State Highway Commission reserves the right to abandon any or all of that portion within the Borough of Bloomsbury, and also the right to abandon all or any portion of the section from a point in the center of the Asbury Road in front of the West Portal Hotel to a point five hundred feet more or less ($500' \pm$) westerly along the center line of the road described.

PARCEL #2.

Beginning at a point in the center line of the New Jersey and Easton Turnpike in the Township of Union, said point being south eighty-four degrees seven minutes west ($S 84^{\circ} 7' W$), a distance of twenty-seven and fifty-two hundredths feet ($27.52'$) from the intersection of the center line of said Turnpike and the center line of the cross-roads between Norton and Jutland, said point being also the ending point of a portion of Route #9 to be taken over by the State Highway Commission from the Township of Union, said point being also the ending point of Section 2 of Route #9; thence running along the center line of the Perryville-Clinton Road, (1) north eighty-four degrees seven minutes east ($N 84^{\circ} 07' E$), four hundred and thirty-one and twelve hundredths feet ($431.12'$) to a point; thence (2) north eighty-three degrees fifty-two minutes east ($N 83^{\circ} 52' E$) one thousand three hundred and ninety-one and thirty-eight hundredths feet ($1,391.38'$); thence (3) north eighty-four degrees thirty-eight minutes east ($N 84^{\circ} 38' E$) one thousand two hundred and seventy-six and ninety-eight hundredths feet ($1,276.98'$) to a point; thence (4) on a curve to the right with a radius of one thousand four hundred and thirty

two and five-tenths feet (1,432.5') a distance of two hundred and fifty-four and seventeen hundredths feet (254.17') to a point; thence (5) south eighty-five degrees twelve minutes east (S 85° 12' E) two hundred and fourteen and eighty hundredths feet (214.80') to a point; thence (6) on a curve to the right with a radius of seven hundred and sixteen and three-tenths feet (716.3') a distance of two hundred and sixteen and twenty-five hundredths feet (216.25') to a point; thence (7) south sixty-seven degrees fifty-four minutes east (S 67° 54' E) two hundred and thirty-five and forty-eight hundredths feet (235.48') to a point; thence (8) on a curve to the left with a radius of one thousand four hundred and thirty-two and five-tenths feet (1,432.5') a distance of two hundred and twenty-four and seventeen hundredths feet (224.17') to a point; thence (9) south seventy-six degrees fifty-two minutes east (S 76° 52' E) a distance of one thousand two hundred and fifty-five and sixty-five hundredths feet (1,255.65') to a point; thence (10) south seventy-seven degrees twenty-four minutes east (S 77° 24' E) a distance of four hundred and seventy-nine and fifty-five hundredths feet (479.55') to a point; thence (11) on a curve to the right with a radius of five hundred and seventy-three feet (573') a distance of two hundred and thirty-eight (238') feet to a point; thence (12) south fifty-three degrees thirty-six minutes east (S 53° 36' E) a distance of one hundred and thirty-five and ninety-five hundredths feet (135.95') to a point; thence (13) on a curve to the left with a radius of five hundred and seventy-three feet (573') a distance of three hundred and five feet (305') to a point; thence (14) south eighty-four degrees six minutes east (S 84° 06' E) a distance of eleven and twelve hundredths feet (11.12') to a point; thence (15) on a curve to the left with a radius of five hundred and seventy-three feet (573') a distance of two hundred and seven and seventeen hundredths feet (207.17') to a point; thence (16) north seventy-five degrees eleven minutes east (N 75° 11' E) a distance of two hundred and thirty and thirteen hundredths feet (230.13') to a point; thence (17) on a curve to the right with a radius of five hundred and seventy-three feet (573') a distance of three hundred and forty-one and thirty-three hundredths feet

(341.33') to a point; thence (18) south seventy degrees forty-one minutes east (S 70° 41' E) a distance of one hundred and sixty-seven and fifty-one hundredths feet (167.51') to a point; thence (19) on a curve to the left with a radius of two thousand five hundred and forty-six and six-tenths feet (2,546.6') a distance of four hundred and forty-two and twenty-two hundredths feet (442.22') to a point; thence (20) south eighty degrees thirty-eight minutes east (S 80° 38' E) a distance of six hundred and forty-two and two hundredths feet (642.02') to a point; thence (21) south eighty degrees fifty minutes east (S 80° 50' E) a distance of four hundred feet (400') to a point; thence (22) south seventy-nine degrees forty minutes east (S 79° 40' E) a distance of four hundred feet to a point; thence (23) south eighty degrees fifty-six minutes east (S 80° 56' E) a distance of eight hundred feet (800') to a point; thence (24) south eighty-one degrees fifty-one minutes east (S 81° 51' E) a distance of six hundred and thirty-four and thirty-eight hundredths feet (634.38') to a point; thence (25) south eighty-two degrees twenty-three minutes east (S 82° 23' E) a distance of five hundred and ninety-six and forty-five hundredths feet (596.45') to a point; thence (26) on a curve to the left with a radius of seven hundred and sixteen and three-tenths feet (716.3') a distance of four hundred and forty-two and fifty hundredths feet (442.50') to a point; thence (27) north sixty-two degrees thirteen minutes east (N 62° 13' E) a distance of three hundred and seventy-nine and sixty hundredths feet (379.60') to a point; thence (28) on a curve to the right with a radius of nine hundred and fifty-five feet (955') a distance of two hundred and fifty-one and sixty-seven hundredths feet (251.67') to a point; thence (29) north seventy-seven degrees nineteen minutes east (N 77° 19' E) a distance of one and sixty-eight hundredths feet (1.68') to a point; thence (30) on a curve to the right with a radius of eight hundred and eighteen and six tenths feet (818.6') a distance of two hundred and fifty-one and nineteen hundredths feet (251.19') to a point; thence (31) south eighty-five degrees six minutes east (S 85° 06' E) a distance of one hundred and thirty-two and seventy-two hundredths feet (132.72') to a point; thence (32) on a curve to the right

with a radius of nine hundred and fifty-five feet (955') a distance of two hundred and forty-five feet (245') to a point; thence (33) south seventy degrees twenty-four minutes east (S 70° 24' E) a distance of one hundred and ninety-seven and sixty-eight hundredths feet (197.68') to a point; thence (34) on a curve to the left with a radius of one thousand nine hundred and ten feet (1910') a distance of one hundred and three and thirty-three hundredths feet (103.33') to a point; thence (35) south seventy-five degrees fifty-four minutes east (S 75° 54' E) a distance of five hundred and seventy-nine and eight tenths feet (579.8') to the line between the Township of Union on the west and the Town of Clinton on the east; thence (36) by the same course a distance of four feet (4') to a point; thence (37) south seventy-five degrees twenty-eight minutes east (S 75° 28' E) a distance of three hundred and thirty-six and one tenth feet (336.1') to a point; thence (38) on a curve to the left with a radius of two hundred and sixty and five tenths feet (260.5') a distance of two hundred and four and sixty-two hundredths feet (204.62') to a point; thence (39) north fifty-nine degrees thirty-one minutes east (N 59° 31' E) a distance of one and eighty-five hundredths feet (1.85') to a point; said point being five hundred and forty-six and six tenths feet (546.6') easterly along the center line of said road from the westerly town line of Clinton, said point being also the beginning point of the portion of Route #9 to be taken over by the State Highway Commission, from the Town of Clinton. The total length of this section being two and seventy-nine hundredths miles (2.79) more or less; the westerly portion of the above described Perryville-Clinton Road for a distance of two and twenty-one hundredths miles (2.21) running along the New Jersey and Easton Turnpike, it being the intention to take over the whole width of the right-of-way through the Township of Union and only the distance between the curb-lines in the Town of Clinton.

PARCEL #3.

Beginning at a point in the center line of Center Street in the Town of Clinton, nine hundred feet more or less (900' ±) westerly along the center line of Center Street from the line between the Town of Clinton on the west and the

Township of Clinton on the east, said point being the ending point of the portion of Route #9 to be taken over by the State Highway Commission from the Town of Clinton, thence running (1) easterly along Center Street, which is part of the old New Jersey and Easton Turnpike, a distance of nine hundred feet more or less ($900' \pm$) to a point in the said line between the Town of Clinton and the Township of Clinton; thence (2) easterly along the center line of the Clinton-Somerville Road which is part of the said New Jersey and Easton Turnpike, through the Township of Clinton by the various courses and distances to a point where the center line of said Clinton-Somerville Road intersects the line between Clinton Township on the west and Readington Township on the east, at Potterstown; thence (3) still easterly bearing southerly along said Clinton-Somerville Road through the Township of Readington, passing through Whitehouse by the various courses and distances, a distance of five and eight hundredths miles more or less ($5.08 \text{ mi.} \pm$) to a point where the center line of said Clinton-Somerville Road intersects the line between the County of Hunterdon on the west and the County of Somerset on the east, said point being the beginning point of Parcel #1 of the portion of Route #9 to be taken over by the State Highway Commission from the County of Somerset; that portion of the above described courses west of a point in East Whitehouse running along the old New Jersey and Easton Turnpike and east of said East Whitehouse running on an old road south of said Turnpike; the total length of this parcel being ten and sixty-seven hundredths miles ($10.67 \text{ mi.} \pm$) more or less, sixty-six ($66'$) in width, excepting through villages where it is forty-nine and five tenths feet ($49.5'$).

The State Highway Commission reserves the right to abandon any or all of this portion which lies in the Town of Clinton, and that portion in the Township of Clinton which lies between the easterly line of the Town of Clinton and a point fifteen hundred feet ($1,500'$) easterly thereof.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file **with** this Department with-

in thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 9, SECTION 1—West Portal to Bethlehem-Union
Township Line.**

October 31, 1919.

To the Township Committee of the
Township of Bethlehem,
County of Hunterdon,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Bethlehem is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Township of Bethlehem, Hunterdon County, the center line of which is more specifically described as follows:

Beginning at a point in the Township of Bethlehem in the center-line of the West Portal-Jugtown Mountain Road at its intersection with the center line of the road leading from West Portal to Asbury in front of the West Portal Hotel, said point being the ending point of Parcel # 1 of the portion of Route #9 to be taken over by the State Highway Commission from the County of Hunterdon, thence running (1) along the center line of the said West Portal-Jugtown Mountain Road, which is part of the old New Jersey and Easton Turnpike, in a general south-easterly direction a distance of two and thirteen hundredths miles more or less ($2.13\pm$) to a point in the line between the Township of Bethlehem on the north-west and the Township of Union on the south-east, said point being the beginning of the portion of Route #9 to be taken over by the State Highway Commission from the Township of Union, the road being sixty-six feet (66') in width.

The State Highway Commission reserves the right to

abandon the portions of the above mentioned road described as follows:

(A) Beginning at a point at the intersection of the New Jersey and Easton Turnpike and the road leading from West Portal to Asbury, thence running (1) south-easterly along the said Turnpike a distance of about seven hundred feet ($700' \pm$) more or less to a point where the new northerly side line of Route #9 of the New Jersey State Highway system meets the said Turnpike at about Station 13+0. (B) Together with a portion beginning at a point where the southerly line of Route #9 leaves the New Jersey and Easton Turnpike at about Station 14+0, and about one hundred and twenty-five feet ($125' \pm$) south-easterly of ending of exception "A," thence running south-easterly along said Turnpike a distance of twelve hundred and fifty feet ($1,250' \pm$) more or less to a point where the said new west-erly side line of Route #9 meets the said new Turnpike at about Station 26+50; (C) Together with a portion beginning at a point where new north-easterly line of Route #9 leaves said Turnpike at about Station 34+50, thence running easterly along said Turnpike a distance of fifteen hundred and fifty feet ($1,550' \pm$) more or less to a point where the said new northerly side line of Route #9 meets the southerly side line of said Turnpike at about Station 50+0.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

**ROUTE 9, SECTION 2—Bethlehem-Union Township Line
to Perryville.**

June 25, 1919.

To the Township Committee,
Township of Union,
County of Hunterdon,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you, the Township of Union, County of Hunterdon, is respectfully advised that, effective September 1, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of Union Township, Hunterdon County, the center line of which is more specifically defined and located on a map entitled "New Jersey State Highway Department, Plan and Profile of Section #2, Route #9, from a point east of West Portal to Perryville," as follows:

Beginning at a point in the center line of the New Jersey and Easton Turnpike where the boundary line between Bethlehem and Union Townships intersects the same, and running thence (1) south $50^{\circ} 43'$ east, 575.8 feet to a point of curvature at Sta. 118+55.8; thence (2) 464.4 feet on the arc of a circle to the left with a radius of 1,910.1 feet and a central angle of $13^{\circ} 56'$ to a point of tangency at Station 123+20.2; thence (3) south $64^{\circ} 39'$ east, 3279.85 feet to Sta. 156+00.05; thence (4) south $61^{\circ} 54'$ east, 2,000 feet to Sta. 176+00.05; thence (5) south $62^{\circ} 2'$ east, 1267.0 feet to Sta. 188+67.05; thence (6) south $61^{\circ} 49'$ east, 1730.05 feet to a point of curvature at Sta. 205+97.10; thence (7) 567.77 feet on the arc of a circle to the left with a radius of 955.4 feet and a central angle of $34^{\circ} 4'$ to a point of tangency at Sta. 211+64.9; thence (8) north $84^{\circ} 7'$ east, 935.10 feet to

the end of Section #2, Route # 9, at Perryville, which point is south 84° 7' west, 27.52 feet from the intersection of the center line of the New Jersey and Easton Turnpike with the center line of the cross roads between Norton and Jutland, the total length to be taken over being 2.05 miles, the width of the road being 4 rods.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 9—Clinton.

To the Town Council,
Town of Clinton,
County of Hunterdon,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the Town of Clinton is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Town of Clinton, Hunterdon County, the center line of which is more specifically described as follows:

Beginning at a point in the center line of West Main Street in the Town of Clinton five hundred and forty-six and six-tenths feet (546.6') easterly along the center line of the Perryville-Clinton Road from the line between the Township of Union and the Town of Clinton, said point being the ending point of Parcel #2 of the portion of Route #9 to be taken over by the State Highway Commission from the County of Hunterdon, thence running: (1) easterly along the center line of West Main Street by the various courses and distances to the bridge over the South Branch of the Raritan River; thence (2) crossing said bridge and running easterly along the center line of Main Street to a point at the intersection of the center line of Main and Leigh Streets; thence (3) northerly along the center line of Leigh Street to a point at the intersection of the center line of Leigh and Center Streets; thence (4) easterly along the center line of Center Street by the various courses and distances to a point nine hundred feet more or less (900'±) westerly from the line between the Town of Clinton on the west and the Township of Clinton on the east, said point being the beginning point

of Parcel #3 of a portion of Route #9 to be taken over by the State Highway Commission from the County of Hunterdon; the total length of this parcel being one mile more or less (1.0 mi.±).

The State Highway Commission reserves the right to abandon any or all of the sections from a point in the center line of West Main Street in front of the hotel known as the Clinton House to the end of this portion.

The State Highway Department reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 9—County Line to Somerville, Somerville to Bound Brook.

October 31, 1919.

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Somerset is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Townships of Branchburg and Bridgewater and Borough of Somerville, Somerset County, the center line of which is more specifically described as follows:

PARCEL #1.

Beginning at a point in the center line of the Whitehouse-Somerville Road, said point being in the line between the County of Hunterdon on the west and the County of Somerset on the east, said point being also the ending point of Parcel #3 of the portion of Route #9 to be taken over by the State Highway Commission from the County of Hunterdon, thence running (1) easterly bearing southerly along the center line of said Whitehouse-Somerville Road through the Township of Branchburg by the various courses and distances to a point in the center of a bridge over the North Branch of the Raritan River, said point being in the line between the Township of Branchburg on the west and the Township of Bridgewater on the east; thence (2) easterly still along the center line of the Whitehouse-Somerville Road, which is commonly known as the North Branch Road, through the Township of Bridgewater by the various courses and distances to a point in **West End** Avenue, said point be-

ing in the line between the Township of Bridgewater on the west and the Borough of Somerville on the east; that portion of the various courses west of Fiddler's Elbow, which is about one mile west of North Branch, running along an old road south of the old New Jersey and Easton Turnpike and the portion east of said Fiddler's Elbow running along said Turnpike to the westerly line of the Borough of Somerville: The total length of this portion being five and forty-seven hundredths miles (5.47 miles), sixty-six feet (66') in width excepting in villages where it is forty-nine and five-tenths feet (49.5') in width.

The State Highway Commission reserves the right to abandon any or all of that section from a point in the North Branch Road about one thousand feet (1,000' $\pm$) more or less westerly along the center line of said North Branch Road from the line between the Township of Bridgewater and the Borough of Somerville to the end of this portion at the westerly line of the Borough of Somerville.

PARCEL #2.

Beginning at a point in the center line of Union Avenue in the Borough of Somerville two hundred and twelve feet (212') westerly along the center line of said Union Avenue from a point in the line between the Borough of Somerville on the west and the Township of Bridgewater on the east, said point being in the easterly line of North Gaston Avenue, said point being also in the easterly line of the road, near its ending, to be taken over by the State Highway Commission from the Borough of Somerville; thence along the center line of Union Ave., the following courses and distances: (1) south seventy-five degrees and thirty-six minutes east (S 75° 36' E) a distance of one thousand eight hundred and thirty-two feet (1,832.0') to a point; thence (2) south seventy-five degrees and forty minutes east (S 75° 40' E) a distance of two thousand four hundred and forty and three-tenths feet (2,440.3') to a point; thence (3) south seventy-two degrees and thirty-six minutes east (S 72° 36' E) a distance of six thousand four hundred and ninety-one feet (6,491.0') to a point; thence (4) south seventy-nine degrees and sixteen minutes east (S 79° 16' E) a distance of two thousand five hundred and fifty-seven and four-tenths feet

(2,557.4') to a point; thence (5) south eighty-two degrees and forty minutes east (S 82° 40' E) a distance of forty-four feet (44') to a point in the center line of Union Avenue in the line between the Township of Bridgewater on the west and the Borough of Bound Brook on the east, said point being in the center line of Middle Brook, said point being also the beginning point of the portion of Route #9 to be taken over by the State Highway Commission from the Borough of Bound Brook; the total length of this portion being two and fifty-three hundredths miles more or less (2.53 miles $\pm$).

The State Highway Commission reserves the right to abandon any or all of that part of this portion that lies between the beginning point of the above description, in the Borough of Somerville and a point two thousand five hundred and forty-five feet (2,545.0' $\pm$) more or less easterly therefrom.

The State Highway Department reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919,
Minute Book, Page 662.

ROUTE 9—Somerville.

October 31, 1919.

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Somerset is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Somerville, known as West End Avenue, West Main St. and East Main St., beginning at the westerly Borough line of the Borough of Somerville and running thence southeasterly along the above streets to the intersection of East Main Street and Gaston Avenue, being more specifically described as follows:

Beginning at a point in the center line of West End Avenue in the line between the Borough of Somerville on the east and the Township of Bridgewater on the west, said point being the ending of the first parcel to be taken over from the County of Somerset; thence along West End Avenue, south forty-four degrees and forty-five minutes east (S 44° 45' E) a distance of about twenty-four hundred and twelve feet more or less (2,412' ±) to a point in the center line of West Main Street; thence along said West Main St., and then along East Main Street, south fifty-seven degrees and fifty-three minutes east (S 57° 53' E), a distance of about twenty-four hundred and fifty-nine feet more or less (2,459 ±) to a point; thence still along East Main Street, south forty-eight degrees and fifty minutes east (S 48° 50' E) a distance of about six hundred and sixty-four feet more or less (664' ±); thence still along East Main Street south

seventy-one degrees east (S 71° E), a distance of about eleven hundred and ninety-seven feet more or less (1,197' ±) to the center line of North Gaston Avenue; thence along the center line of North Gaston Avenue north twenty-five degrees and twenty-six minutes east (N 25° 26' E), a distance of thirty-three feet (33') to a point in the northerly side line of East Main Street, the total length being one and three-tenths miles (1 3-10 mi.).

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Somerville.

October 31, 1919.

To the Borough Council of the
Borough of Somerville,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the Borough of Somerville, County of Somerset is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Somerville, known as West End Avenue, West Main Street, East Main Street and Gaston Avenue, beginning at the westerly Borough line of the Borough of Somerville and running thence southeasterly and north-easterly to the intersection of Gaston Avenue with the westerly end of Union Avenue, being more specifically described as follows:

Beginning at a point in the center line of West End Avenue in the line between the Borough of Somerville on the east and the Township of Bridgewater on the west, said point being the ending of the first parcel to be taken over from the County of Somerset, thence along West End Avenue, south forty-four degrees and forty-five minutes east ($S\ 44^{\circ}\ 45'\ E$), a distance of about twenty-four hundred and twelve feet more or less ($2,412' \pm$) to a point in the center line of West Main Street; thence along said West Main St., and then along East Main Street, south fifty-seven degrees and fifty-three minutes east ($S\ 57^{\circ}\ 53'\ E$), a distance of about twenty-four hundred and fifty-nine feet more or less ($2,459' \pm$) to a point; thence still along East Main Street, south forty-eight degrees and fifty minutes east ($S\ 48^{\circ}\ 50'\ E$),

a distance of about six hundred and sixty-four feet more or less ($664' \pm$); thence still along East Main Street south seventy-one degrees east ($S 71^{\circ} E$), a distance of about eleven hundred and ninety-seven feet more or less ($1,197' \pm$) to the center line of North Gaston Avenue; thence along the center line of North Gaston Avenue north twenty-five degrees and twenty-six minutes east ($N 25^{\circ} 26' E$), a distance of about two thousand and forty-four feet more or less ($2,044' \pm$) to the center line of Union Avenue; thence along the center line of Union Avenue south seventy-nine degrees and thirty-six minutes east ($S 79^{\circ} 36' E$), a distance of thirty-three feet ($33'$) to a point, said point being the beginning of the second parcel to be taken over from the County of Somerset, the total length being one and seven-tenths miles more or less ($1 \frac{7}{10} \text{ mi.} \pm$).

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Bound Brook to Green Brook.

October 31, 1919.

To the Borough Council of the
Borough of Bound Brook,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the Borough of Bound Brook is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the state, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Bound Brook, County of Somerset, the center line of which is more specifically described as follows:

Beginning at a point in the center line of Union Avenue in the line between the Township of Bridgewater on the west and the Borough of Bound Brook on the east, said point being in the center line of Middle Brook, said point being also the ending point of parcel #2 of the portion of Route #9 to be taken over by the State Highway Commission from the County of Somerset; thence, running along the center line of Union Avenue the following courses and distances; (1) south eighty-two degrees and forty minutes east (S82°40'E) a distance of seven hundred and forty-eight and nine-tenths feet (748.9') to a point; thence (2) south seventy-six degrees and forty minutes east (S76°40'E) a distance of two thousand and ninety-eight and five-tenths feet (2,098.5') to a point; thence (3) south seventy-three degrees and thirty-five minutes east (S73°35'E) a distance of three thousand six hundred and thirty-nine and seven-tenths feet (3,639.7') to a point; thence (4) south seventy-six degrees and thirty-seven minutes east (S76°37'E) a distance of nine hundred and three and nine-tenths feet (903.9') to a point; thence

(5) north eighty-eight degrees and fifty nine minutes east (N88°59'E) a distance of five hundred and thirty-six feet (536') to a point in the center line of said Union Avenue in the line between the Borough of Bound Brook, County of Somerset on the west and the Borough of Middlesex, County of Middlesex, on the east, said point being in the center line of Green Brook, said point being also the beginning point of the portion of Route #9 to be taken over by the State Highway Commission from the County of Middlesex; the length of this portion being one and five-tenths miles more or less (1.5 miles±).

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Green Brook to Road to Lincoln.

October 31, 1919.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Middlesex is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Middlesex, County of Middlesex, the center line of which is more specifically described as follows:—

Beginning at a point in Union Avenue at a bridge in the line between the Borough of Bound Brook, County of Somerset on the west, and the Borough of Middlesex, County of Middlesex on the east, said point being in the center line of Green Brook, said point being also the ending point of the portion of Route #9 to be taken over by the New Jersey State Highway Commission from the Borough of Bound Brook; thence running in a general northeasterly direction through the Borough of Middlesex (1) along the center line of Union Avenue by the various courses a distance of seven thousand two hundred and ninety-nine feet more or less ($7,299' \pm$) to a point in the center line of the Bound Brook Road, said point being in front of a hotel known as Manion's Hotel; thence (2) still northeasterly along the center line of Bound Brook Road by the various courses a distance of five thousand two hundred and eighteen feet more or less ($5,218' \pm$) to a point where the center line of said Bound Brook road is intersected by a road running southerly therefrom to Lincoln, said point being the beginning of the portion of

Route #9 to be taken over by the New Jersey State Highway Commission from the Borough of Middlesex. The total length of this portion being two and thirty-seven hundredths miles more or less (2.37 mi.±) sixty-six feet (66') in width more or less.

The New Jersey State Highway Commission reserves the right to abandon the portion from a point five hundred and sixty five feet (565') west of the intersection of the center line of Union Avenue and Bound Brook Road to a point six hundred and ten feet (610) east of same where the road makes a right-angle turn around said Manion's Hotel, the total length of this portion being one thousand one hundred and seventy-five feet (1,175').

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Road to Lincoln to Bonagut Brook.

To the Borough Council of the
Borough of Middlesex,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Borough of Middlesex, County of Middlesex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will in the name of the State take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Middlesex, County of Middlesex, the center line of which is more specifically described as follows:

Beginning at a point in the center line of the Bound Brook Road where the same is intersected by a road running southerly therefrom to Lincoln, said point being the ending of the portion of Route #9 to be taken over by the New Jersey State Highway Commission from the County of Middlesex, thence running northeasterly along the Bound Brook road by the various courses a distance of four thousand two hundred and sixty feet more or less (4,260'±) sixty-six feet (66') in width, to a point in the line between the Borough of Middlesex on the south-west and the Borough of Dunnellen on the north-east, said point being in the center line of Bonagut Brook, said point being also the beginning of the portion of Route #9 to be taken over by the New Jersey State Highway Commission from the Borough of Dunnellen.

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you may have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Bonagut Brook to Plainfield.

October 31, 1919.

To the Borough Council of the
Borough of Dunnellen,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Borough of Dunnellen, County of Middlesex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Borough of Dunnellen, County of Middlesex, the center line of which is more specifically described as follows:—

Beginning at a point in the center line of Bound Brook Road in the line between the Borough of Middlesex and the Borough of Dunnellen, said point being in the center of Bonagut Brook, said point being also the ending point of the portion of Route #9 to be taken over by the New Jersey State Highway Commission from the Borough of Middlesex, thence running (1) north-easterly along the center line of the said Bound Brook Road to where the same meets the center line of North Avenue; thence (2) north-easterly along the center line of said North Avenue to a point at the intersection of the center line of North Avenue with the center line of Jefferson Avenue, said point being the line between the Borough of Dunnellen, Middlesex County, on the south-west, the City of Plainfield, Union County, on the north-east, and the Township of Piscataway, Middlesex County, on the south-east, said point being also in the beginning of West Front Street, said point being also the point at the beginning of the portion of Route #9

to be taken over by the New Jersey State Highway Commission from the Township of Piscataway; the total distance of this portion being about one mile (1.0 mile).

The State Highway Commission reserves the right to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Dunnellen to Plainfield.

October 31, 1919

To the Township Committee of the
Township of Piscataway,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the Township of Piscataway, County of Middlesex, is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #9 lying within the boundaries of the Township of Piscataway, County of Middlesex, which is more specifically described as follows:

That portion of Route #9 of the New Jersey State Highway System located on West Front Street, Piscataway Township, and bounded on the south-west by the north-easterly line of the Borough of Dunnellen, on the north-east by the line between the City of Plainfield, County of Union, and the Township of Piscataway, County of Middlesex, on the north-west by the center line of West Front Street, which is the line between the City of Plainfield and the Township of Piscataway, and on the south-east by the south-easterly curb line of West Front Street, said curb line being twenty (20) feet south-easterly from the center of West Front Street being a strip about five hundred feet (500'+) in length and twenty feet (20') in width; the westerly end of this portion joining the easterly end of the portion to be taken over from the Borough of Dunnellen, the easterly end of this portion being in the line between Piscataway Township and the City of Plainfield.

The State Highway Commission reserves the right

to vacate any State Highway or part thereof as heretofore described.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

121927

ROUTE 9—Plainfield to Westfield, Westfield to Elizabeth.

September 22, 1919.

To the Board of Chosen Freeholders,
County of Union,
Elizabeth, N. J.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Union is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Union over the road known as South Avenue through the Township and Borough of Fanwood to a point in the Town of Westfield and more specifically described as follows:

All that part of the road known as South Avenue; a continuation of East Fifth Street, Plainfield, beginning at the north-easterly city line of the City of Plainfield and thence easterly through the Borough of Fanwood and the Township of Fanwood to the new underpass in the Town of Westfield.

Also all that part of the road known as North Avenue beginning at Elmer Street in the Town of Westfield, thence easterly through the Town of Westfield, the Borough of Garwood, the Township of Cranford and the Borough of Roselle Park to the City Line of Elizabeth at Galloping Hill Road. It is the intention to take over the southerly side of North Avenue, where the same is a two-track road through the Borough of Roselle Park.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the

existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 9—Westfield.

September 22, 1919.

To the Governing Body,
Town of Westfield,
New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Town of Westfield is respectfully advised that, effective September 1, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Town of Westfield and being the road known as westerly branch of the "Y" and more specifically described as follows:

Beginning at the intersection of South Avenue, with the westerly branch of the "Y" of Westfield Plaza, the new underpass under the Central Railroad of New Jersey, thence along the westerly branch of the "Y" of the said Westfield Plaza northerly, the full width of the pavement under the Railroad and along the easterly branch of the "Y" to north of said Railroad to its intersection with North Avenue, thence easterly along said North Avenue to the westerly end of Route 9, Section 3, at Lenox Avenue.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other

Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed June 5, 1919.
Minute Book, Page 662.

ROUTE 10—Passaic River to Ridgefield.

February 20, 1920.

To the Board of Chosen Freeholders,
County of Bergen,
New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route, or part thereof, of those Highways, designated by the Act to be taken over as State Highways, you, and through you, the County of Bergen is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Bergen, beginning at the County line bridge over the Passaic River between Passaic and Bergen Counties, and continuing to the end of the proposed construction of Section #2, of Route #10, at the intersection of Grand Avenue with Broad Avenue and more particularly described as follows:

Beginning at the easterly end of the Market Street Bridge over the Passaic River in the Borough of East Paterson

Thence easterly along Market Street and Essex Street through the Borough of East Paterson and the Township of Saddle River and along the boundary line between the Township of Midland, the Borough of Maywood and the Borough of Lodi, a distance of 20,200' $\pm$ to the westerly boundary line of the Township of New Barbadoes.

Beginning again on the Bergen Turnpike at the southerly boundary line of the Township of New Barbadoes and thence south-easterly along the said Bergen Turnpike through the Borough of Little Ferry, the Borough of Ridgefield Park and the Borough of Ridgefield, a distance of 12,300' $\pm$ to the intersection with Grand Avenue or Broad Avenue

Thence northerly along Grand Avenue in the Borough of Ridgefield to a distance of 400' $\pm$ to the intersection with Broad Avenue.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 10, SECTION 2—Borough of Ridgefield.

February 20, 1920.

To the Governing Body,
Borough of Ridgefield,
New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Ridgefield is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Ridgefield, being a portion of Broad Avenue, more particularly described as follows:

Beginning at the intersection of Broad and Grand Avenues in the Borough of Ridgefield, thence northeasterly along Broad Avenue, a distance of 2,500' $\pm$ to the intersection of Ray Avenue where Section #2, of Route #10, leaves Broad Avenue in an easterly direction over new right of way.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 10, SECTION 2—Borough of Ridgefield.

March 24, 1920.

To the Board of Chosen Freeholders,
County of Bergen,
New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Bergen is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Bergen.

Beginning at the intersection of the Bergen Turnpike, Edgewater Avenue and Grand Avenue in the Borough of Ridgefield, Bergen County. Thence northerly along said Grand Avenue 400' $\pm$ to the intersection of Broad Avenue.

All as shown on plans entitled "New Jersey State Highway Department, Plan and Profile of Section #2, of Route #10, Approved, March 9, 1920."

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance, or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 10, SECTION 2—Borough of Ridgefield.

March 24, 1920.

To the Governing Body,
Borough of Ridgefield,
New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Ridgefield is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Ridgefield, being a portion of Broad Avenue, and crossings of certain streets more particularly described as follows:

Beginning at the intersection of Broad and Grand Avenues in the Borough of Ridgefield, thence northeasterly along Broad Avenue, a distance of 2,500' $\pm$ to the intersection of Ray Avenue where Section #2, of Route #10, leaves Broad Avenue in an easterly direction over new right of way. Also the portions of the following streets, where the proposed new line crosses them, that may now be under the jurisdiction of the Borough, Elm Avenue, Linden Avenue, Roff Avenue and Maple Avenue.

All as shown on plans entitled "New Jersey State Highway Department, Plan and Profile of Section #2, of Route #10, Approved, March 9, 1920."

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 10, SECTION 2—Palisade Park.

March 25, 1920.

To the Governing Body,
Borough of Palisade Park,
New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Palisade Park is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of roads lying within the boundaries of the Borough of Palisade Park, being on the line of Section 2 of Route #10, which enters the Borough on the southerly side from the Borough of Ridgefield at a point on the Borough line $281' \pm$ south-easterly from Roff Avenue, and continuing along new right of way to the intersection of the Bergen Boulevard and Columbia Avenue, and along that portion of Columbia Avenue that is north of the Hudson River line of the Public Service Trolley Right of Way, more particularly described as follows:

The portion of Harriet Avenue, Columbia Avenue, Abbott Avenue, Ruby Avenue, and Delia Avenue, that are to be occupied by the crossing of said proposed Section #2 of Route #10, and also that portion of Columbia Avenue on the northerly side of the right of way of the Hudson River line of the Public Service Trolley, beginning at Bergen Boulevard and extending to the line of Fort Lee Borough a distance of $350' \pm$.

All as shown on plans entitled "New Jersey State Highway Department, Plan and Profile of Section #2, of Route #10, Approved, March 9, 1920."

The State reserves the right under Chapter 220 of the

Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 10, SECTION 2—Borough of Fort Lee.

March 24, 1920.

To the Governing Body,
Borough of Fort Lee,
New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Fort Lee is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the Borough of Fort Lee.

Beginning at the line between the Borough of Palisade Park and Fort Lee on that portion of Columbia Avenue that is north of the trolley right of way of the Hudson River Line of the Public Service.

Thence easterly along said Columbia Avenue 310' $\pm$ to where the proposed new construction bears northerly over new right of way. Also the portion of Inwood Terrace, Harvard Place, and Glen Road that are occupied by the crossing of Section #2 of Route #10, as noted below.

Thence easterly along Bluff Road from Glen Road to Anderson Avenue 500' $\pm$.

All as shown on plans entitled "New Jersey State Highway Department, Plan and Profile of Section #2, of Route #10, Approved, March 9, 1920."

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE No. 10.

July 30, 1918.

Mr. James M. Harkness,
Clerk Board of Freeholders,
Hackensack, New Jersey.

Dear Sir:

I am directed by the State Highway Commission to forward to you the enclosed copy of resolution, unanimously adopted by the State Highway Commission at its meeting held July 11th, 1918.

Very truly yours,
A. LEE GROVER,

Secretary.

ROUTE No. 10.

July 30, 1918.

Mr. Peter O'Brien,
Borough Clerk,
Edgewater New Jersey.

Dear Sir:

I am directed by the State Highway Commission to forward to you the enclosed copy of resolution, unanimously adopted by the State Highway Commission at its meeting held July 11th, 1918.

Very truly yours,

A. LEE GROVER,
Secretary.

ROUTE No. 10.

July 30, 1918.

Mr. Charles S. LeBright,
Borough Clerk,
Fort Lee, New Jersey.

Dear Sir:

I am directed by the State Highway Commission to forward to you the enclosed copy of resolution, unanimously adopted by the State Highway Commission at its meeting held July 11th, 1918.

Very truly yours,

A. LEE GROVER,
Secretary.

On motion by Mr. Parsons, seconded by Mr. Buzby, the State Highway Commission unanimously adopted the following resolution:

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways,

NOW, THEREFORE, BE IT RESOLVED, that the following described road, roads or parts thereof be and the same are hereby taken over as part of State Highway Route #10, according to the statute in such case made and provided; viz:

All that certain portion of Bluff Road, located in the Boroughs of Fort Lee and Edgewater, Bergen County, more particularly described as follows:

(a) Bluff Road, as accepted by the Borough of Fort Lee, Sept. 8, 1909.

Beginning at the intersection of the center line of Anderson Avenue and Bluff Road, as shown on map of Section 1 of the Hudson River Realty Co. by Paul McLoud, filed with the County Clerk of Bergen County, March 29, 1906 Map No. 936. (1) Thence running south-easterly along the center line of Bluff Road by various lines, 602 feet, more or less, to Abbott Boulevard. (2) Thence running south-easterly by various lines 990 feet, more or less, to Palisade Avenue, the total width of Bluff Road to this point being 32 feet. (3) Thence south-easterly crossing Palisade Avenue 75 feet, more or less, to the east line thereof. (4) Thence south-easterly 115 feet more or less to a curve. (5) Thence curving to the right, radius 750 feet, 402 feet more or less. (6) Thence south-easterly 216 feet more to the east line of Arcadian Way. The total width of Bluff Road on the last three lines is 40 feet. The total length from Anderson Avenue to the east side of Arcadian Way is 2,400 feet more or less. Also including the rounded corners of intersecting streets. All as shown on aforesaid plan by McLoud and in addition thereto, such portion of intersecting streets, as is included

within the heavy lines shown on plan of Section 1, Route 10, by the State Highway Department, dated June 15, 1918, and adopted by the State Highway Commission, July 11, 1918. (7) Thence the line adopted by said Highway Commission runs southerly from the east line of Arcadian Way at Station 24 more or less across private land to Station 28 plus 04 more or less at the north side of Brook Lane as laid out on said plan by McLoud. (8) Southerly across Brook Lane (a private way 40 feet wide) and private land to Station 29 plus 51.93 thence (9) across private land curving to the left with a radius of 134 feet, 383.91 feet. (10) N 27-30' E 59.56 feet, thence (11) curving to the right radius 955.37 feet, on the easterly portion of Manatuck Avenue and private land 153.45 feet. Thence N36-42'E on private land and Mountain Avenue (Bluff Road) as laid out on said map of Hudson River Realty Co. 366.15 feet. (12) Thence curving to the left, radius 955.37 feet and still on said Mountain Avenue and private land 252.5 feet. (13) Thence curving still to the left, radius 4,407.46 feet over Mountain Avenue and private land 595.74 feet. (14) Thence curving still to the left, radius 573.69 ft., 277.59 ft. (15) Thence N13-55'W, 44.77 feet. (16) Thence curving to the right, radius 150 feet, 42.63 feet. (17) Thence still curving to the right, radius 72 feet, 226.20 feet. (18) Thence still curving to the right, radius 150 feet, 42.94 feet. (19) Thence S18-46'W, 31.14 feet. (20) Thence curving to the left, radius 716.78 feet, 159.70 feet. (21) Thence S6-00'W, 355.48 feet, the last eight (8) lines being over private land. (22) Thence by a curve to the left, radius 1,432.69 feet over private land and Mountain Avenue (Bluff Road) as laid out on said plan of the Hudson River Realty Co. 372.95 to Undercliff Avenue. The portion of Manatuck Avenue and Bluff Road referred to in items 11 to 22 are mapped streets only, not being constructed or accepted by the Boroughs.

(b) Bluff Road. Beginning at Undercliff Avenue thence running south-easterly with a width of 50 feet about 680 feet, thence curving to the left and running southerly and easterly with the width increasing from 50

feet to about 60 feet, 115 feet more or less to the easterly line of Bluff Road, as shown on plan by the State Highway Department, dated June 15th, 1918 and adopted by the State Highway Commission July 11, 1918, being a portion of Bluff Road as shown on said plans of the Hudson River Realty Co., which portion was accepted by the Borough of Edgewater October 6th, 1914, and also including the junction of Undercliff Avenue and Hudson Terrace, as shown on said plans by the State Highway Department, thence the center line of pavement runs from the south side of Mountain Avenue (Bluff Road) southeasterly 290 feet more or less over private land to the westerly line of River Road.

(c) River Road. Beginning at a point on center line of River Road about 10 feet south of the center line of Mountain Avenue (Bluff Road) as accepted by the Borough of Edgewater October 6th, 1914, thence running south-westerly 33 feet wide by five (5) courses along said center line 1003 feet more or less to the southerly end of Route 10 (Sta. 81 plus 60.2) as shown on plan by State Highway Department dated June 15th, 1918, and adopted by the State Highway Commission July 11, 1918, being a portion of River Road as laid out by the Borough of Edgewater March 4, 1908, according to plan filed with the Borough Clerk Feb. 4, 1908, and also including the portion of junction of Hudson and Dempsey Avenues, as shown on said plan by the State Highway Department.

RESOLVED FURTHER, that the proper authorities of the Boroughs of Fort Lee and Edgewater, and the County of Bergen, be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road, roads, or parts of roads will constitute part of said Route #10 and that this Commission will, after the date hereof, be responsible for the improvement and maintenance of that portion of said Route #10, lying respectively within the boundaries of the said Boroughs of Fort Lee and Edgewater, in the County of Bergen and,

BE IT FURTHER RESOLVED, that the Borough of Fort Lee, the Borough of Edgewater and the County

of Bergen be requested to file with the State Highway Department within thirty days of the date hereof any agreement or copies of franchises they may have with any public utilities or any other company, firm, individual or corporation, affecting the construction, maintenance of the above described road."

Resolution of State Highway Commission,
Passed July 11, 1918,
Minute Book, Pages 461-465 (inclusive).

**ROUTE 12—Phillipsburg to Washington, Washington to
Port Colden.**

December 29, 1919.

To the Board of Chosen Freeholders,
County of Warren,
State of New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Warren is respectfully advised that, effective December 15, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Warren, Townships of Lopatcong, Greenwich, Franklin, and Washington, known as the Morris and Essex Turnpike beginning at the easterly Township line of the Town of Phillipsburg and running thence north-easterly to the westerly Borough line of the Borough of Washington, also from the easterly Borough line of said Borough of Washington to the bridge over the Delaware, Lackawanna & Western Rail Road at Port Colden, being more specifically described as follows:

PARCEL #1.

Beginning at a point in the center line of the road leading from Phillipsburg to Washington, known as the Morris and Essex Turnpike, where the same is intersected by the center line of Center Street; said point being in the easterly line of the Town of Phillipsburg; and running thence along the center line of said Morris and Essex Turnpike in a north-easterly direction through the Townships of Lopatcong, Greenwich, Franklin and Washington, running through the villages of New Village and Broadway, a distance of fifty-four thousand seven hundred and fifty-nine feet more or less (54,759' $\pm$) to a point in the west-

erly Borough line of the Borough of Washington, the length of this section being about ten and four-tenths miles (10.4 mi.) and the original width of the Turnpike from sixty-six (66) feet to ninety-nine (99) feet.

PARCEL #2.

Beginning at a point in the center of the road leading from Washington to Hackettstown, known as the Morris and Essex Turnpike, said point being in the easterly Borough line of the Borough of Washington, running thence along the center line of the said Morris and Essex Turnpike in a general north-easterly direction a distance of two thousand six hundred and thirty ($2,630' \pm$) feet more or less to an angle point in said Turnpike at its intersection with the road leading from Port Colden to Change-water; thence still along the road leading from Washington to Hackettstown in a south-easterly direction a distance of fifty-five ($55 \pm$) feet more or less to the north-westerly abutment of the bridge over the Delaware, Lackawanna & Western Rail Road; the length of this section being about five-tenths (0.5) miles and the original width of the Turnpike from sixty-six (66) feet to ninety-nine (99) feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed December 4, 1919.

Minute Book, Page 722.

ROUTE 12—Washington.

To the Borough Council of the
Borough of Washington,
County of Warren,
State of New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Washington is respectfully advised that, effective December 15, 1919, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Washington, known as Washington Avenue, and being part of the Morris and Essex Turnpike, beginning at the westerly Borough line of the Borough of Washington and running thence to the easterly Borough line of the Borough of Washington, being more specifically described as follows:

Beginning at a point in the center line of Washington Avenue known also as the Morris and Essex Turnpike, where the same is intersected by the westerly line of the Borough of Washington; running thence along the center line of said Washington Avenue in a general north-easterly direction through the Borough of Washington a distance of nine thousand seven hundred and forty (9,740±) lineal feet more or less to a point in the easterly line of the Borough of Washington, the total length being one and eighty-four (1.84) hundredths miles.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the

municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed December 4, 1919.
Minute Book, Page 722.

ROUTE 12—Port Colden to Hackettstown.

April 26, 1920.

To the Board of Chosen Freeholders,
of the County of Warren,
Warren County,
State of New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Warren is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Townships of Washington and Mansfield, Warren County, known as the Beattystown Road, beginning at the northerly line of the bridge over the D. L. & W. R. R. at Port Colden and running thence in a general south-easterly and north-easterly direction to the south-westerly line of the Town of Hackettstown at La Bar's bridge over Trout Brook, being more specifically described as follows:

Beginning at a point in the center line of the road leading from Washington to Hackettstown known as the "Beattystown Road," where the same is intersected by the northerly line of the bridge over the D. L. & W. R. R. at Port Colden thence running along the center line of the said Beattystown Road, in a general south-easterly and north-easterly direction, through the Townships of Washington and Mansfield, running through Anderson and Beattystown, a distance of eight and fifty-eight hundredths ($8.58\pm$) miles more or less to the south-westerly line of the Town of Hackettstown at La Bar's bridge over Trout Brook; the portion of this road from a point about six hundred ($600\pm$) feet east of the beginning point herein

described to a point about two and nine-tenths miles ($2.9\pm$), easterly therefrom at an intersecting road on the right leading to Pennville, being part of the Morris and Essex Turnpike, the width of that portion being from sixty-six to ninety-nine (66-99') feet; the remainder of the road being thirty-three feet (33') in minimum width. The maximum width to be maintained by the State being 30 feet.

The State reserves the right under Chapter 220 of the Laws of 1917, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

three (33) feet. The maximum width to be maintained by the State being 30 feet.

The State reserves the right under Chapter 220 of the Laws of 1917, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 12—Route 5 to Pine Brook.

February 16, 1920.

To the Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Morris is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Morris, beginning at Denville and continuing to the Essex County Line, known as the Denville-Pine Brook Road, in the Townships of Denville, Hanover and Montville, and more specifically described as follows:

Beginning at the intersection of the Denville Road, a part of State Highway Route #12, with the Rockaway-Denville Road and the Denville-Morris Plains Road, a part of State Highway Route #5, the latter being known as Section 1-A of Route #5, and thence easterly 47,065'± along said Denville-Pine Brook Road to the Bridge over the Passaic River at the Essex County Line, known as the Pine Brook Bridge.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other

Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 12—Pine Brook to County Line.

February 16, 1920.

To the Board of Chosen Freeholders,
County of Essex,
Newark, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of these highways designated by the Act to be taken over as State Highways, you, and through you the County of Essex is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Essex beginning at the Morris County Line continuing to the Passaic County Line, known as Bloomfield Avenue and Fairfield Road in the Township of Caldwell and the Borough of North Caldwell, and more specifically described as follows:

Beginning at the Pine Brook Bridge over the Passaic River, the County Line between Morris and Essex Counties in the Township of Caldwell, thence easterly 1,003' $\pm$ along Bloomfield Avenue to the intersection of Fairfield Road,

Thence, northeasterly 24,960' $\pm$ along said Fairfield Road to the Passaic County Line in the Borough of North Caldwell at the intersection with Grand View Avenue.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

**ROUTE 12—Essex-Passaic County Line to Union Avenue
and Little Falls Turnpike.**

January 7, 1921.

To the Board of Chosen Freeholders,
County of Passaic,
Paterson N. J.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Passaic is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Passaic beginning at the Essex-Passaic County line to Union Avenue along Fairfield Road and the Little Falls Turnpike. The center line being more specifically described as follows:

Beginning at a point on the center line of Fairfield Road on the boundary line between Essex and Passaic Counties, where said Fairfield Road ceases to be entirely within the boundaries of Essex County and becomes the boundary line between the said Counties.

Then south-easterly three hundred and sixty-one ($361' \pm$) feet, more or less, along the center line of said Fairfield Road which is also the boundary line between Essex and Passaic Counties to the intersection with the Little Falls Turnpike, the north-easterly side being the portion to be taken over from Passaic County.

Thence north-easterly and south-easterly six thousand two hundred and sixty-eight ($6,268' \pm$) feet more or less along the Little Falls Turnpike entirely within the County of Passaic to the intersection with Union Avenue at what is known as Beatty's Mills.

It is also the intention to relieve the County of Passaic of the maintenance of that portion of Fairfield Road which was within the boundary line of Essex County, but has been maintained by Passaic County by a mutual agreement, which divided the road transversely instead of longitudinally.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

GEORGE L. BURTON,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 12—Little Falls Township to Paterson.

February 16, 1920

To the Board of Chosen Freeholders,
County of Passaic,
Paterson, N. J.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Passaic is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Passaic, known as Union Avenue, Totowa Road, Hillery Street and McBride Avenue or Little Falls Turnpike, in the Township of Little Falls, the Township of Wayne, the Borough of Totowa, and the Borough of West Paterson, more specifically described as follows:

Beginning at the intersection of Union Avenue and the Little Falls Turnpike in the Township of Little Falls, and thence northeasterly 10,558' $\pm$ along said Union Avenue to the intersection of Totowa Road, thence easterly along said Totowa Road, 2,595' $\pm$ to the Hillery Street Bridge over the Passaic River.

Thence across said Hillery Street Bridge 370' $\pm$ to the westerly end of Hillery Street, thence easterly along said Hillery Street 311' $\pm$ to McBride Avenue or Little Falls Turnpike.

Thence northeasterly 1,790' $\pm$ along said McBride Avenue or Little Falls Turnpike to the Paterson City Line. The above described line being a part of Route #12.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of

which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

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**ROUTE 13—Trenton to Princeton. Princeton to County
Line.**

January 15, 1920.

To the Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways, you, and through you the County of Mercer is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of those three portions of Route No. 13 lying within the boundaries of Lawrence and Princeton Townships, Mercer County; the portions of roads to be taken over being more specifically described in three parts as follows:

PART NO. 1: Beginning on Brunswick Avenue in the Township of Lawrence at the northerly boundary line of the city of Trenton at Spruce Street, thence on Brunswick Avenue on the north west side of the trolley tracks to Harney's Corner and beyond, known as the Trenton-Lawrenceville road and designated in the Mercer County records for 1919 as Road No. 71, to the Lawrenceville Presbyterian Church in Lawrenceville, a distance of 4.47 miles.

PART NO. 2: Beginning at the Lawrenceville Presbyterian Church on the Lawrenceville-Princeton road, thence by the same, designated as Road No. 33 in the Mercer County records for 1919, to the westerly boundary line of the Borough of Princeton at Lovers Lane, a distance of 4.27 miles.

PART NO. 3: Beginning at the easterly boundary line of the Borough of Princeton on the Princeton-Kingston road at Snowden Lane, thence by the Princeton-Kingston road,

being Road No. 53 as shown by the Mercer County records for 1919, to the Millstone river, the Middlesex County line at Kingston, a distance of 1.61 miles.

The State will assume responsibility for maintenance of only that portion of the width of the above described roads which lie between the curb lines, or in the cases where there are no existing curbs, maintenance will be assumed for three-fifths of the total width of the Highway, wherever the remaining two-fifths is devoted to sidewalks.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any or all of of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

Re: Description of Route 13, Borough of Princeton.

January 15, 1920.

To the Mayor and Council,
Borough of Princeton,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Princeton is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of Route No. 13 lying within the boundaries of the Borough of Princeton, which portion is more specifically defined and located on the Borough atlas of the Borough of Princeton, and is described as follows:

Beginning on Stockton Street where the westerly borough line at Lovers Lane intersects the same, thence on Stockton and Nassau Streets, which streets are between and connect roads Nos. 33 and 53 as shown on the Mercer County road map for 1919, to a point where the easterly borough line intersects Nassau Street at Snowden Lane, a distance of 2.06 miles more or less, and extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any or all of of the present highway above described, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13—County Line to Kingston.

January 15, 1920.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey,

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of the road lying within the boundaries of the Township of South Brunswick between Princeton and Kingston, now known as Route No. 13, State Highway; being more specifically described as follows:

Beginning at the boundary line between the County of Mercer and the Counties of Middlesex and Somerset at the Millstone River and running thence northeasterly 1,480 feet more or less to the intersection with the roads leading respectively northerly and southerly to Rocky Hill and Monmouth Junction, the latter point being the same as that described as Sta. 0+0 in the formal notification, dated May 1, 1918, to the Board of Freeholders from the State Highway Commission taking over as a State Highway that part of the Kingston-Franklin Park-New Brunswick Road, known as Route No. 13, Section No. 1; the length of road to be taken over under this notification being 0.28 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, any portion of the present highway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the

municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13—County Line to Kingston.

January 15, 1920

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any route, routes or part thereof, of those highways, designated by the Act to be taken over as State Highways, you and through you, the County of Somerset is respectfully advised that, effective January 15, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion of the road lying within the boundaries of the Township of Franklin between Princeton and Kingston, now known as Route No. 13, State Highway; being more specifically described as follows:

Beginning at the boundary line between the County of Mercer and the Counties of Middlesex and Somerset at the Millstone River and running thence northeasterly 1,480 feet more or less to the intersection with the roads leading respectively northerly and southerly to Rocky Hill and Monmouth Junction, the latter point being the same as that described as Sta. 0+0 in the formal notification, dated May 1, 1918, to the Board of Freeholders from the State Highway Commission taking over as a State Highway that part of the Kingston-Franklin Park-New Brunswick Road, known as Route No. 13, Section No. 1; the length of road to be taken over under this notification being 0.28 miles more or less.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date any portion of the present highway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

ROUTE 13, SECTION 1—Kingston to Ten Mile Run.

May 1, 1918.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you the County of Middlesex is respectfully advised that, effective May 1, 1917, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 13 lying within the boundaries of Middlesex County; and more specifically defined and located as follows:

Beginning at a point Sta. 0+0 at the intersection of the Kingston-Franklin Park-New Brunswick Road, and the road leading to Monmouth Junction on the right and Rocky Hill road on the left in the village of Kingston, in the Counties of Somerset and Middlesex, and running thence in a northeasterly direction to Sta. 92+00, where proposed improvement enters the property of one Paul Williams. Thence through private property still in a northeasterly direction to Sta. 148+50, where proposed improvement again enters the Kingston-Franklin Park-New Brunswick Road, at the property of one D. S. Hattko, following said road to Sta. 200+0, said point being 300 feet east of intersection of said road with road leading to Rocky Hill on the west, and being the end of Section 1, Route No. 13.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13, SECTION 1—Kingston to Ten Mile Run.

May 1, 1918.

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Somerset is respectfully advised that, effective May 1, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 13, lying within the boundaries of Somerset County; and more specifically defined and located as follows:

Beginning at a point Sta. 0+0 at the intersection of the Kingston-Franklin Park-New Brunswick Road, and the road leading to Monmouth Junction on the right and Rocky Hill on the left in the village of Kingston, in the Counties of Somerset and Middlesex, and running thence in a northeasterly direction to Sta. 92+00, where proposed improvement enters the property of one Paul Williams. Thence through private property still in a northeasterly direction to Sta. 148+50, where proposed improvement again enters the Kingston-Franklin Park-New Brunswick Road, at the property of one D. S. Haytko, following said road to Sta. 200+0, said point being 300 feet east of intersection of said road with road leading to Rocky Hill on the west, and being the end of Section 1, Route No. 13.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the con-

struction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13, SECTION 2—Ten Mile Run to Three Mile Run.

June 16, 1919.

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex is respectfully advised that, effective November 1, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 13, lying within the boundaries of North and South Brunswick Townships, Middlesex County, the center line of which is more specifically defined and located on plans entitled "New Jersey State Highway Department, Plan and Profile, Section 2 of Route No. 13, from Ten Mile Run to Three Mile Run, dated May, 1918" as follows:

Beginning at a point designated as Sta. 200+0 on said plans of Section #2, said point being the ending point of the part of Route #13, State Highway, known as Section #1, which was taken over as a State Highway by notification under date of May 1, 1918, running thence (1) north $68^{\circ}02'30''$ east, 728.90 feet to Sta. 207+28.90; thence (2) north $68^{\circ}44'$ east, 1844.26 feet to a spike, Sta. 225+73.16, being the point of curvature of a $2^{\circ}30'$ curve to the right; thence (3) on said curve 257.33 feet to a spike, Sta. 228+30.49 being the point of tangency of the said curve; thence (4) north $75^{\circ}10'$ east, 769.51 feet to a spike, Sta. 236+00; thence (5) north $74^{\circ}35'$ east, 761.00 feet to a spike, Sta. 243+61; thence (6) north $73^{\circ}32'$ east, 2139.00 feet to a spike, Sta. 265+0; thence (7) north $73^{\circ}10'$ east, 970.70 feet to a spike, Sta. 274+70.70; thence (8) north $73^{\circ}26'$ east, 1430.12 feet to a spike, Sta. 289+00.82, being the point of

curvature of a 1° curve to the left; thence (9) 326.67 feet on said curve to a spike, Sta. 292+27.49, being the point of tangency of said curve; thence (10) north 70°10' east, 1691.61 feet to a spike, Sta. 309+19.10; thence (11) north 68°41' east, 2689.41 feet to a spike, Sta. 336+08.51; thence (12) north 68°20'30" east, 1468.74 feet to a spike, Sta. 350+77.25, being the point of curvature of a 10° curve to the left; thence (13) 110.17 feet on said curve to a spike, Sta. 351+87.42, being the point of tangency of said curve; thence (14) north 57°19'30" east, 357.38 feet to a spike, Sta. 355+44.80, being the point of curvature of a 1° curve to the right; thence (15) 208.33 feet on said curve to a spike, Sta. 357+53.13, being the point of tangency of said curve; thence (16) north 59°24'30" east, 1166.87 feet to Sta. 369+20, being the center intersection of a road leading to the Brunswick Turnpike, the center line of which is the dividing line between North and South Brunswick Townships; thence (17) continuing north 59°24'30" east, 124.54 feet to a spike, Sta. 370+44.54, being the point of curvature of a 0°30' curve to the left; thence (18) 886.66 feet on said curve to a spike, Sta. 379+31.20, being the point of tangency of said curve; thence (19) north 54°58'30" east, 689.90 feet to a spike, Sta. 386+21.10, being the point of curvature of a 4° curve to the left; thence (20) 256.25 feet on said curve to a spike, Sta. 388+77.35, being the point of tangency of said curve; thence (21) north 44°43'30" east, 2482.40 feet to a spike, Sta. 413+59.75, being the point of curvature of a 4° curve to the right; thence (22) 313.96 feet on said curve to a spike, Sta. 416+73.71, being the point of tangency of said curve; thence (23) north 57°17' east, 1521.19 feet to a spike, Sta. 431+94.90; thence (24) north 58°08' east, 705.10 feet to Three Mile Run Bridge, Sta. 439+00, being the end of Section #2, Route #13, State Highway.

The above road being four rods in width, and 4.53 miles in length.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13, SECTION 2—Ten Mile Run to Three Mile Run.

June 16, 1919.

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Somerset is respectfully advised that, effective November 1, 1918, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 13, lying within the boundaries of the Township of Franklin, Somerset County, the center line of which is more specifically defined and located on plans entitled "New Jersey State Highway Department, Plan and Profile, Section 2 of Route No. 13, from Ten Mile Run to Three Mile Run, dated May, 1918" as follows:

Beginning at a point designated as Sta. 200+0 on said plans of Section #2, said point being the ending point of the part of Route No. 13, State Highway, known as Section #1, which was taken over as a State Highway by notification under date of May 1, 1918, running thence (1) north $68^{\circ}02'30''$ east, 728.90 feet to Sta. 207+28.90; thence (2) north $68^{\circ}44'$ east, 1844.26 feet to a spike, Sta. 225+73.16, being the point of curvature of a $2^{\circ}30'$ curve to the right; thence (3) on said curve 257.33 feet to a spike, Sta. 228+30.49 being the point of tangency of the said curve; thence (4) north $75^{\circ}10'$ east, 769.51 feet to a spike, Sta. 236+00; thence (5) north $74^{\circ}35'$ east, 761.00 feet to a spike, Sta. 243+61; thence (6) north $73^{\circ}32'$ east, 2139.00 feet to a spike, Sta. 265+0; thence (7) north $73^{\circ}10'$ east, 970.70 feet to a spike, Sta. 274+70.70; thence (8) north $73^{\circ}26'$ east, 1430.12 feet to a spike, Sta. 289+00.82, being the point of

curvature of a 1° curve to the left; thence (9) 326.67 feet on said curve to a spike, Sta. 292+27.49, being the point of tangency of said curve; thence (10) north 70°10' east, 1691.61 feet to a spike, Sta. 309+19.10; thence (11) north 68°41' east, 2689.41 feet to a spike, Sta. 336+08.51; thence (12) north 68°20'30" east, 1468.74 feet to a spike, Sta. 350+77.25, being the point of curvature of a 10° curve to the left; thence (13) 110.17 feet on said curve to a spike, Sta. 351+87.42, being the point of tangency of said curve; thence (14) north 57°19'30" east, 357.38 feet to a spike, Sta. 355+44.80, being the point of curvature of a 1° curve to the right; thence (15) 208.33 feet on said curve to a spike, Sta. 357+53.13, being the point of tangency of said curve; thence (16) north 59°24'30" east, 1166.87 feet to Sta. 369+20, being the center intersection of a road leading to the Brunswick Turnpike, the center line of which is the dividing line between North and South Brunswick Townships; thence (17) continuing north 59°24'30" east, 124.54 feet to a spike, Sta. 370+44.54, being the point of curvature of a 0°30' curve to the left; thence (18) 886.66 feet on said curve to a spike, Sta. 379+31.20, being the point of tangency of said curve; thence (19) north 54°58'30" east, 689.90 feet to a spike, Sta. 386+21.10, being the point of curvature of a 4° curve to the left; thence (20) 256.25 feet on said curve to a spike, Sta. 388+77.35, being the point of tangency of said curve; thence (21) north 44°43'30" east 2482.40 feet to a spike, Sta. 413+59.75, being the point of curvature of a 4° curve to the right; thence (22) 313.96 feet on said curve to a spike, Sta. 416+73.71, being the point of tangency of said curve; thence (23) north 57°17' east, 1521.19 feet to a spike, Sta. 431+94.90; thence (24) north 58°08' east, 705.10 feet to Three Mile Run Bridge, Sta. 439+00, being the end of Section #2, Route No. 13, State Highway.

The above road being four rods in width, and 4.53 miles in length.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13, SECTION 3—Three Mile Run to New Brunswick

To the Board of Chosen Freeholders,
County of Middlesex,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Middlesex is respectfully advised that, effective August 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #13 lying within the boundaries of North Brunswick Township, Middlesex County, the center line of which is more specifically defined and located on a map entitled "New Jersey State Highway Department, plan and profile of Section 3, Route 13, from Three Mile Run to New Brunswick," dated January, 1919, as follows:

Beginning at a point designated as Station 439 at Three Mile Run Bridge as shown on said plans of Section #3, said point being the ending point of the part of Route #13, State Highway, known as Section #2, which was taken over as a State Highway by notification under date of June 16, 1919, running thence (1) north $58^{\circ}08'$ east, 664.85 feet to Sta. 445+64.85, being the point of curvature of a $3^{\circ}30'$ curve to the left; thence (2) 314.05 feet on said curve to a spike, Sta. 448+78.90, being the point of tangency of said curve; thence (3) north $47^{\circ}08'30''$ east, 1738.94 feet to a spike, Sta. 466+17.84 being the point of curvature of a $5^{\circ}30'$ curve to the right; thence (4) 241.06 feet on said curve to a spike, Sta. 468+58.90, being the point of tangency of said curve; thence (5) north $60^{\circ}24'$ east, 1478.25 feet to a spike, Sta. 483+37.15; thence (6) north $59^{\circ}18'$ east, 1628.88 feet to a spike, Sta. 499+66.03; thence (7) north $58^{\circ}25'30''$ east, 1030.16 feet to a spike, Sta. 509+96.19,

being the point of curvature of a 2° curve to the left; thence (8) 500.00 feet on said curve to a spike, Sta. 514+96.19, being the point of tangency of said curve; thence (9) north 48°25'30" east, 1020.04 feet to a spike, Sta. 525+16.23; thence (10) north 49°41'30" east, 219.88 feet to a spike, Sta. 527+36.11 being the point of curvature of a 0°40' curve to the left; thence (11) 1022.45 feet on said curve to a spike, Sta. 537+58.56, being the point of tangency of said curve; thence (12) north 42°52'30" east, 1119.38 feet to a spike, Sta. 548+77.94; thence (13) north 43°18' east, 1202.57 feet to a spike, Sta. 560+80.51, being the point of curvature of a 4° curve to the right; thence (14) 216.67 feet on said curve to a spike, Sta. 562+97.18, being the point of tangency of said curve; thence (15) north 51°58' east, 724.09 feet, Sta. 570+21.27, being the point of curvature of a 6° curve to the right; thence (16) 162.36 feet on said curve to a spike, Sta. 571+83.63, being the point of tangency of said curve; thence (17) north 61°42'30" east, 1083.24 feet to a spike, Sta. 582+66.87, being the point of curvature of a 6° curve to the right; thence (18) 298.75 feet on said curve to a spike, Sta. 585+65.62, being the point of tangency of said curve; thence (19) north 79°38' east, 390.58 feet to a spike, Sta. 589+56.40; thence (20) north 78°46' east, 2420.18 feet to a spike, Sta. 613+76.58, being the point of curvature of a 6° curve to the left; thence (21) 131.39 feet on said curve to a spike, Sta. 615+07.97, being the point of tangency of said curve; thence (22) north 70°53' east, 226.92 feet to Sta. 617+34.89, being the point of curvature of a 6° curve to the left; thence (23) 106.07 feet on the said curve to a spike, Sta. 618+40.96, being the point of tangency of said curve; thence (24) north 64°29' east, 551.14 feet to a spike, Sta. 623+92.10; thence (25) north 66°45' east, 537.00 feet to a spike, Sta. 629+29.10, being the approximate center line intersection of French and Somerset Streets, City of New Brunswick.

The above road being 4 rods wide and 3.604 miles long.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 13, SECTION 3—Three Mile Run to New Brunswick

To the Board of Chosen Freeholders,
County of Somerset,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you the County of Somerset is respectfully advised that, effective August 1, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #13 lying within the boundaries of Franklin Township, Somerset County, the center line of which is more specifically defined and located on a map entitled "New Jersey State Highway Department, plan and profile of Section 3, Route 13, from Three Mile Run to New Brunswick," dated January, 1919, as follows:

Beginning at a point designated as Station 439 at Three Mile Run Bridge as shown on said plans of Section #3, said point being the ending point of the part of Route #13, State Highway, known as Section #2, which was taken over as a State Highway by notification under date of June 16, 1919, running thence (1) north $58^{\circ}08'$ east, 664.85 feet to Sta. 445+64.85, being the point of curvature of a $3^{\circ}30'$ curve to the left; thence (2) 314.05 feet on said curve to a spike, Sta. 448+78.90, being the point of tangency of said curve; thence (3) north $47^{\circ}08'30''$ east, 1738.94 feet to a spike, Sta. 466+17.84 being the point of curvature of a $5^{\circ}30'$ curve to the right; thence (4) 241.06 feet on said curve to a spike, Sta. 468+58.90, being the point of tangency of said curve; thence (5) north $60^{\circ}24'$ east, 1478.25 feet to a spike, Sta. 483+37.15; thence (6) north $59^{\circ}18'$ east, 1628.88 feet to a spike, Sta. 499+66.03; thence (7) north $58^{\circ}25'30''$ east, 1030.16 feet to a spike, Sta. 509+96.19,

being the point of curvature of a 2° curve to the left; thence (8) 500.00 feet on said curve to a spike, Sta. 514+96.19, being the point of tangency of said curve; thence (9) north 48°25'30" east, 1020.04 feet to a spike, Sta. 525+16.23; thence (10) north 49°41'30" east, 219.88 feet to a spike, Sta. 527+36.11 being the point of curvature of a 0°40' curve to the left; thence (11) 1022.45 feet on said curve to a spike, Sta. 537+58.56, being the point of tangency of said curve; thence (12) north 42°52'30" east, 1119.38 feet to a spike, Sta. 548+77.94; thence (13) north 43°18' east, 1202.57 feet to a spike, Sta. 560+80.51, being the point of curvature of a 4° curve to the right; thence (14) 216.67 feet on said curve to a spike, Sta. 562+97.18, being the point of tangency of said curve; thence (15) north 51°58' east, 724.09 feet, Sta. 570+21.27, being the point of curvature of a 6° curve to the right; thence (16) 162.36 feet on said curve to a spike, Sta. 571+83.63, being the point of tangency of said curve; thence (17) north 61°42'30" east, 1083.24 feet to a spike, Sta. 582+66.87, being the point of curvature of a 6° curve to the right; thence (18) 298.75 feet on said curve to a spike, Sta. 585+65.62, being the point of tangency of said curve; thence (19) north 79°38' east, 390.58 feet to a spike, Sta. 589+56.40; thence (20) north 78°46' east, 2420.18 feet to a spike, Sta. 613+76.58, being the point of curvature of a 6° curve to the left; thence (21) 131.39 feet on said curve to a spike, Sta. 615+07.97, being the point of tangency of said curve; thence (22) north 70°53' east, 226.92 feet to Sta. 617+34.89, being the point of curvature of a 6° curve to the left; thence (23) 106.07 feet on the said curve to a spike, Sta. 618+40.96, being the point of tangency of said curve; thence (24) north 64°29' east, 551.14 feet to a spike, Sta. 623+92.10; thence (25) north 66°45' east, 537.00 feet to a spike, Sta. 629+29.10; thence (26) along the center line of Somerset Street 235 feet to the end of the proposed concrete intersection.

The above road being 4 rods wide and 3.648 miles long.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 14—Cape May-Rio Grande.

To the Board of Chosen Freeholders of the
County of Cape May,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective March 20, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route No. 14 lying within the boundaries of the County of Cape May, the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #14 Cape May-Rio Grande Section, Cape May County, July, 1918" as follows:

NO. 1. Beginning at the northerly end of the bridge over Cape Island Creek being Station A. 0+50± on said plan and extending thence (1) north 21°37' east, 137.0± feet to a point, thence (2) north 25° 58' east, 2282.2 feet to a point; thence (3) north 19°58' east, 2171.3 feet to a point, said point being Station 13+69.3 on said plan. (Note Station A 32+72±Sta. 0+00 on said plans). The total length of this section being 0.868 miles.

NO. 2. Beginning at Station 23+25.0 on said plan and extending thence (1) north 60°25' west, 2402.0 feet to a point; thence (2) north 64°39' west, 761.0 feet to a point which is Station 54+88 on said plan. The total length of this section being 0.593 miles.

NO. 3. Beginning at a point at Sally Marshall's Crossing said point being Sta. 216+00 on said plan and extending thence (1) north 57°20' east, 411.1 feet to Station 220+12.11 on said plan, the above road being 3 rods wide. The

total length of the 3 sections above described being 1.538 miles.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 14—Cape May-Rio Grande.

January 4, 1921.

To the Board of Chosen Freeholders
of the County of Cape May, N. J.

Dear Sir:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cape May known as the Sea Shore Road beginning at the easterly Right of Way Line of the Atlantic City Railroad at Bennett Crossing and extending thence in a north-easterly direction to the easterly Right of Way Line of said Railroad at Bennett Station.

The length of said road is 0.47 miles and the width thereof is 3 rods.

The State reserves the right, under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,

Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 14—Rio Grande-Wildwood Junction.

June 16, 1919.

To the Board of Chosen Freeholders,
County of Cape May,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective May 15, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvements and maintenance of that portion or portions of Route #14 lying within the boundaries of the County of Cape May, N. J., the center line of which is more specifically defined and located on a plan entitled "New Jersey State Highway Commission, Southern Division, Route #14 Rio Grande-Wildwood Junction, Section 1918-1919" as follows:

Beginning at a point at Sally Marshall's Crossing near Rio Grande Station said point being Station 220+12.11 on said plan, and extending thence (1) north 48°35'00" east, 1687.9 feet to a point; thence (2) north 48°14'30" east, 2041.0 feet to a point; thence (3) north 29°37'30" east, 1728.0 feet to a point; thence (4) north 38°51'30" east, 1648.0 feet to a point; thence (5) north 29°55'30" east, 1883.0 feet to a point; thence (6) north 29°16'30" east, 1749.0 feet to a point; thence (7) north 40°12'30" east, 1551.0 feet to a point; thence (8) north 27°29'30" east, 512.6 feet to a point; thence (9) north 24°42'30" east, 3293.8 feet to a point; thence (10) north 17°33'30" east, 1243.7 feet to a point; thence (11) north 31°39'30" east, 911.9 feet to a point; thence (12) north 47°00'30" east, 638.0 feet to a point 1100 feet south of the P. R. R. Crossing at Burleigh which point is Station 409+00 on said plan.

The above road being 3 rods wide and 3.575 miles in length.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 14—Wildwood Junction-Cape May Court House.

To the Board of Chosen Freeholders of the
County of Cape May,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective May 15, 1919, the State Highway Commission will, in the name of the State, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of Route #14 lying within the boundaries of the County of Cape May, N. J., the center line of which is more specifically defined and located on a plan entitled, "New Jersey State Highway Commission, Southern Division, Route #14, Wildwood Jct., Cape May Court House Section, 1918-1919" as follows:

Beginning at a point in the Main Shore Road 1100 south of the P. R. R. crossing at Burleigh, said point being Station 409+00 on said plan, and extending thence (1) north $47^{\circ}00'30''$ east, 2256.8 feet to a point; thence (2) north $40^{\circ}45'30''$ east, 1463.2 feet to a point; thence (3) north $23^{\circ}25'30''$ east, 1116.7 feet to a point; thence (4) north $35^{\circ}27'00''$ east, 2111.0 feet to a point; thence (5) north $21^{\circ}40''$ east, 1252.5 feet to a point; thence (6) north $29^{\circ}49'30''$ east, 1846.4 feet to a point; thence (7) north $16^{\circ}54'30''$ east, 653.4 feet to a point 800 feet north of Shell Bay Avenue which is Station 516+00 on said plan.

The above road being 3 rods wide and 2.025 miles in length.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 14—Cape May Court House to Swainton.

March 24, 1920.

To the Board of Chosen Freeholders,
County of Cape May,
State of New Jersey.

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or part thereof, of those Highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cape May known as the Shore Road beginning at Mayville and extending in a north-easterly direction to Swainton, being more specifically described as follows:

Beginning at a point 800 feet north of Shell Bay Avenue and extending north-easterly passing through the Town of Cape May Court House to a point 100 feet north of the road to Avalon. The width of the above described road is three rods and the length thereof is 5.178 miles.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

**ROUTE 14—Swainton to Greenfield Station. Middletown
to Tuckahoe River.**

April 27, 1920.

To the Board of Chosen Freeholders
of the County of Cape May, N. J.
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway any route, routes or part thereof, of those highways, designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cape May known as the Seashore Road and the Seaville-Tuckahoe Road beginning at a point near Swainton and extending north-eastwardly and northwardly to the Tuckahoe River being more specifically described as follows:

NO. 1. Beginning at a point in Seashore Road at the end of the Cape May Court House-Swainton Section of State Highway, Route #14, said point being 100 feet north of the road to Avalon and extending thence north-eastwardly passing through Clermont, Ocean View, and Seaville to the Sea Isle City Branch of the Atlantic City R. R. at Greenfield Station. The length of this road is $8.5\pm$ miles and the width thereof is 3 rods from Swainton to Seaville and 40 feet from Seaville to Greenfield.

NO. 2. Beginning at a point in the Seaville and Tuckahoe Road about $\frac{1}{2}$ mile south of Middletown where the road to Ocean City intersects the same, said point being ten hundred and ninety feet from the middle of the right of way of the Sea Isle City Branch of the Atlantic City R. R. as measured along the Seaville and Tuckahoe Road,

and extending thence in a north-westwardly direction passing through Middletown and Tuckahoe to the center of the bridge over the Tuckahoe River said river being the boundary line between Cape May and Atlantic Counties.

The length of said road being 2.18 miles and the width thereof 40 feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

**ROUTE 14—Tuckahoe River to Mays Landing. Mays
Landing to Egg Harbor.**

September 7, 1920.

To the Board of Chosen Freeholders
of Atlantic County, N. J.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Atlantic is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Atlantic beginning at the bridge over the Tuckahoe River at Tuckahoe and extending thence in a northwardly direction to Route #3 at Egg Harbor City, being more specifically described as follows:

NO. 1. Beginning at the center line of the bridge over the Tuckahoe River at Tuckahoe and extending thence in a northerly direction passing through the villages of Oakville and Estellville, and crossing the Great Egg Harbor River at Mays Landing, to the main street in the town of Mays Landing known as the Mays Landing and Absecon County Road. The length of said road being 12.33 miles and the width thereof 3 rods.

NO. 2. Beginning at a point in the Road leading from Mays Landing to Egg Harbor where the street known as Mill Street or Mill Road intersects the same, and extending thence in a north-eastwardly direction to Broad Street in Egg Harbor City, thence south-eastwardly along Broad Street to Philadelphia Avenue, thence north-eastwardly along Philadelphia Avenue crossing the Atlantic City Railroad and the West Jersey and Seashore Railroad, to the White Horse Pike (otherwise known as Agazziz Street)

said road or street being Route #3 State Highway System.

The length of said road being 7.14 miles and the width thereof is 3 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

See amended description on page.....

ROUTE 14—Mays Landing.

April 27, 1920

To the Township Committee
of the Township of Hamilton,
Atlantic County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Hamilton is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Hamilton known as Mill Road or Mill Street in the Town of Mays Landing more specifically described as follows:

Beginning at the intersection of said Mill Road with the Mays Landing and Pleasantville Road and extending thence in an easterly direction to the Mays Landing and Egg Harbor Road.

The length of said road is 0.45 miles and the width thereof is thirty feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 15—Bridgeton to Millville.

To the Board of Chosen Freeholders
of the County of Cumberland, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and Chapter 11, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cumberland, known as the Bridgeton and Millville Turnpike beginning at the City Line of the City of Bridgeton and extending in an easterly direction to the City Line of the City of Millville being more specifically described as follows:

Beginning at a point in the middle of the Bridgeton-Millville Turnpike where the boundary line between the City of Bridgeton and the Township of Fairfield crosses the same and extending thence in an easterly direction through the said Township of Fairfield to the boundary line between said Township and the City of Millville. The length of said road is 3.6 miles and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 15—Millville City.

November 26, 1920.

To the Board of Chosen Freeholders,
County of Cumberland,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cumberland known as the Bridgeton and Millville Turnpike in the City of Millville being more specifically described as follows:

Beginning at a point in the middle of the said Bridgeton and Millville Turnpike where the boundary line between the Township of Fairfield and the City of Millville crosses the same and extending in an easterly direction along said turnpike to the bridge over Maurice River at Main Street, in the City of Millville. The length of said road is 5.5 miles and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company, firm, individual or corporation, affecting the construction,

maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,
Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 15—Millville.

June 29, 1920

To the Mayor and Members of Council
of the City of Millville, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the City of Millville is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the City of Millville, N. J. known as Main Street and Second Street beginning at the bridge over Maurice River at the end of the Bridgeton and Millville County Road (formerly the Bridgeton and Millville Turnpike) and extending thence in an easterly direction along the center line of Main Street to the intersection of the same with the center line of Second Street, thence southwardly along the center line of Second Street to the southerly line of Plum Street.

The length of said road being 0.9 miles and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will **revert to the** municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 15—Millville City.

November 26, 1920.

To the Board of Chosen Freeholders,
County of Cumberland,
State of New Jersey.

Gentlemen:

In accordance with provision contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may by resolution take over as a State Highway, any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cumberland, known as Second Street, and also known as the Millville and Maurice River Road, in the City of Millville, being more specifically described as follows:

Beginning at a point in the said Second Street, or Millville and Maurice River Road where the southerly line of Plum Street in the City of Millville intersects the same and extending thence in a south-easterly direction to the boundary line between the City of Millville and the Township of Maurice River at Manantico Creek. The length of said road is 3.18 miles and the width thereof is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company,

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,

Chairman.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 15—Millville to Mauricetown Station Road.

To the Board of Chosen Freeholders
of the County of Cumberland, N. J.

Dear Sir:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cumberland known as the Millville-Maurice River Road beginning at the City Line of the City of Millville and extending in a south-easterly direction to the road to Mauricetown being more specifically described as follows:

Beginning at the boundary line between the City of Millville and the Township of Maurice River at Manantico Creek; thence in a south-easterly direction, crossing Manamuskin Creek, to the road to Tuckahoe in the Town of Port Elizabeth; thence in a south-westerly direction to a point south of South Street in the Town of Port Elizabeth, thence in a south-easterly direction passing through the Town of Bricksboro to the middle of the road leading to Mauricetown Station, a distance of 4.27 miles from the said Manantico Creek. The length of said road is 4.27 miles and the width is 3 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises

you have with any public utility, or other company,
firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

ROUTE 15—Mauricetown Station Road to West Creek.

April 26, 1920

To the Board of Chosen Freeholders
of the County of Cumberland, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cumberland is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cumberland known as the State Prison Farm Road beginning at the intersection of the road leading to Mauricetown Station with said State Prison Road and extending in a southerly direction to the village of Delmont, thence in an easterly direction to the County line at West Creek being more specifically described as follows:

Beginning at the end of the section of road known as the Millville-Maurice River Road said beginning point being the middle of the road leading to Mauricetown Station and extending thence in a south-easterly direction to a point near the road to Dorchester thence over right-of-way purchased by the County of Cumberland to a point near the road leading from Dorchester to Hunters Mill, thence in a south-westerly direction to the road leading to Pole Bridge, thence over right-of-way purchased by the County of Cumberland, crossing the road leading from Leesburg to Belle Plain, for a distance of about 0.6 miles; thence in a south-easterly direction to the village of Delmont, thence in a north-easterly direction to a road leading into the road from Delmont to Hands Mill; thence in a south-easterly direction to the lift bridge over West Creek, said Creek being the boundary line between the Counties of Cumberland and Cape May.

The length of said road being 7.37 miles and the width thereof is 3 rods, excepting where the County of Cumberland purchased right-of-way at which places the width is 4 rods.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department with in thirty (30) days any agreements or copies of franchises you have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

JOHN W. HERBERT,
Chairman.

Resolution of State Highway Commission,
Passed January 8, 1920.
Minute Book, Pages 733 and 734.

**Description of Route 15 Section West Creek to Rio Grande
From Town to Town Length 20.86 Miles**

March 21, 1921

To the Board of Chosen Freeholders,
County of Cape May,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Cape May is respectfully advised that, effective February 16, 1921 and May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Cape May known as the Bay Shore Road, beginning at the line between the Counties of Cumberland and Cape May at West Creek and extending in a general southerly direction to Rio Grande being more specifically described as follows:

Beginning at the Cumberland County Line at West Creek Drawbridge and extending thence:

(1) With a width of 40 feet through Eldora and East Creek to the angle in Dennisville, a distance of 6.223 miles.

(2) With a width of 66 feet through Dennisville and South Dennis to forks of road in South Dennis, a distance of 1.567 miles.

(Note: While this section was officially laid 66 feet wide, it measures only about 60 feet in Dennisville).

(3) With a width of 50 feet through South Dennis to Sluice Creek, a distance of 0.867 miles.

(4) With a width of 40 feet through Goshen, Dias Creek, Green Creek and Rio Grande to Route #14 of the State Highway System, a distance of 12.203 miles.

The total length of said road being 20.86 miles.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Very truly yours,

GEORGE L. BURTON,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed January 8, 1920.

Minute Book, Pages 733 and 734.

ROUTE 16—Route 13 to Boro Line.

May 1, 1920.

To the Mayor and Borough Council,
Borough of Princeton,
Mercer County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Princeton is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Borough of Princeton, known as a part of Bayard Lane, beginning at the northerly line of Stockton Street and running thence 0.51 of a mile more or less to the northerly line of the Borough of Princeton, the common boundary of Princeton Township, at or near the northerly line of Leigh Avenue; the width to be taken over extending from curb line to curb line.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed April 13, 1920.

Minute Book, Page 781.

ROUTE 16—Princeton Boro Line to Bolmers Corner Road.

May 1, 1920.

To the Township Committee,
Township of Princeton,
Mercer County, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Princeton is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion of the road lying within the boundaries of the Township of Princeton, known as a part of Bayard Lane, beginning at the northerly line of the Borough of Princeton, near the northerly line of Leigh Avenue, and running thence 0.09 of a mile more or less to the westerly line of the Princeton-Bolmer's Corner Road.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,
Passed April 13, 1920.
Minute Book, Page 781.

ROUTE 16—Bolmer's County Road to County Line.

May 1, 1920.

To the Board of Chosen Freeholders,
County of Mercer,
State of New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Mercer is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Princeton, known as Princeton-Bolmer's Corner Road, or County Road No. 82, beginning at the easterly line of Bayard Lane and running thence north-easterly 2.68 miles more or less to the boundary line between the Counties of Mercer and Somerset at the cross road leading from Rocky Hill to Mount Rose.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date all or any portion of the road described above, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days, any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed April 13, 1920.

Minute Book, Page 781.

**ROUTE 16—County Line to Harlingen. Harlingen to
Somerville. Somerville to County Line.**

August 3, 1920.

To the Board of Chosen Freeholders,
County of Somerset,
Somerville, New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 8, Chapter 14, Laws of 1917, as amended in Chapter 104, Laws of 1920, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Somerset is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the County of Somerset known as the North and South Road, beginning at the Morris County Line at Van Doren's Mills and running thence in a general south-westerly and southerly direction to the Mercer County Line, excepting a portion of the road through the Borough of Somerville, taken from the Borough of Somerville, and a portion of the road known as Harlingen Cutoff, taken from the Township of Montgomery, the portion taken from the County of Somerset being more specifically described as follows:

FIRST PARCEL. Beginning at a point in the road leading from Bernardsville to Morristown by Van Doren's Mills, said road now being known as the North and South Road, said point being at the center of the bridge over the Passaic River near Van Doren's Mills, said point being also in the line between the County of Morris on the north-east and the County of Somerset on the south-west, running thence along the center line of the said North and South Road in a general south-westerly direction, passing through Bernardsville, Mine Brook and Far Hills in the Townships of Bernards and Bedminster, a distance of seven (7.0±)

miles more or less, to the center line of a cross road at Bedminster; thence (2) turning to the left with an angle of about seventy degrees and running in a general southerly direction along the center line of the Pluckamin Road, now known as the North and South Road, through the Townships of Bedminster and Bridgewater, a distance of seven ($7.0\pm$) miles more or less, to an angle point in said road; thence (3) still along the center line of the said North and South Road in a general south-easterly direction, through the Township of Bridgewater, a distance of twenty-three hundredths ($0.23\pm$) of a mile more or less to a point in the line between the Township of Bridgewater on the North and the Borough of Somerville on the south, said point being also in the center line of Mountain Avenue and at the center line of the bridge over "Town Line Brook;" thence (4) along the center line of Mountain Avenue, in the Borough of Somerville, in a south-westerly direction, a distance of twenty-nine hundredths ($0.29\pm$) of a mile more or less, to the southerly line of the bridge over Peter's Brook, said point being the beginning of the parcel to be acquired from the Borough of Somerville; excepting Section 1 from Bernardsville to Mine Brook (2.392 mi.).

Together with

SECOND PARCEL. Beginning at the center line of South Bridge Street, in the Borough of Somerville, at the southerly track of the Central Railroad of New Jersey at the ending of Parcel #2, taken over from the Borough of Somerville, thence (1) along the center line of Bridge Street through the Borough of Somerville and along the center line of the South Somerville Road, now known as part of the North and South Road, Route #16, through Hillsborough Township in a general southerly and south-westerly direction, a distance of two and ninety-one one hundredths ($2.91\pm$) miles more or less to the bridge over a branch of Royce's Brook near Liberty Schoolhouse; thence (2) along the center line of the road leading from Liberty Schoolhouse to Conover's Corner, which is a part of the road now known as the North and South Road, in a general southerly, westerly and then southerly direction through Hillsborough Township, passing by Woods Tavern, a distance of three

and thirty-eight hundredths ($3.38\pm$) miles more or less to the center line of a road on the right at Conover's Corner leading to Flagtown; thence (3) along the center line of the road leading from Conover's Corner to Harlingen, said road being part of what is now known as the North and South Road, in a general south-westerly direction, running through Hillsborough and Montgomery Townships and passing through Belle Meade over the tracks of the Delaware and Bound Brook Railroad Company a distance of two and ninety-three hundredths ($2.93\pm$) miles more or less to a point in the intersection of the cross-roads at Harlingen where the County Road turns on the cross-road to the left, said point being the beginning of a parcel of this road to be taken over from the Township of Montgomery;

Together with

THIRD PARCEL, all through Montgomery Township.

Beginning at a point in the cross-roads at LaBaw's Corners, in the center line of the road leading from Harlingen to Rocky Hill, now known as part of the North and South Road, said point being the ending of the portion of the road to be taken over from the Township of Montgomery, thence (1) along the said road leading from Harlingen to Rocky Hill, in a general southerly direction, a distance of three hundred and fifty-five thousandths ($0.355\pm$) of a mile more or less to an angle point in said road; thence (2) turning to the left, and still along said road leading from Harlingen to Rocky Hill, in a south-easterly direction, a distance of seven hundred and sixty-six thousandths ($0.766\pm$) of a mile more or less to an angle point in said road, west of "Bridge Point;" thence (3) still along the center line of said road leading from Harlingen to Rocky Hill, in a general southerly and south-westerly direction, passing through Bedensville, a distance of two and twelve hundredths ($2.12\pm$) miles more or less to a cross-road at Bolmer's Corners about three-quarters ($0.75\pm$) of a mile westerly from Rocky Hill; thence (4) along the road leading from Bolmer's Corners to Princeton, in a general southerly direction, a distance of nine-tenths ($0.9\pm$) of a mile more or less to the line between Somerset County on the north and Mercer County on the south, at

the cross-road leading from Rocky Hill to Pennington.

It being intended to take over the width between right-of-way lines (the minimum width being thirty-three (33) feet, the maximum width being sixty-six (66) feet) excepting through the Borough of Somerville, where it is intended to take over only between curb lines.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present traveled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,

Chairman, pro tempore.

Resolution of State Highway Commission,

Passed April 13, 1920.

Minute Book, Page 781.

ROUTE 16—Harlingen.

September 10, 1920.

To the Township Committee of the
Township of Montgomery,
County of Somerset, New Jersey.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, as amended in Chapter 104, Laws of 1920, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Township of Montgomery is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Township of Montgomery, known as the Harlingen Cutoff, beginning at the cross-roads at Harlingen near the Post Office and ending at the cross-roads at Labaw's Corner, being more specifically described as follows:

Beginning at a point in the center line of the Harlingen Cutoff at the cross-roads at Harlingen near the Post Office, said point being the ending of Parcel 2 to be taken over from the County of Somerset, thence along the center line of the Harlingen Cutoff, a distance of thirty-five hundredths ($0.35\pm$) of a mile more or less to a point in the cross-roads at Labaw's Corner, said point being the beginning of Parcel 3 to be taken over from Somerset County.

The road being 33 feet in width.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway the discontinuance of which it may deem necessary for the improvement of the existing line and grade and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department

within thirty (30) days any agreements or copies of franchises you may have with any Public Utility or other Company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,
Chairman.

Resolution of State Highway Commission,

Passed April 13, 1920.

Minute Book, Page 781.

ROUTE 16—Somerville.

September 10, 1920

To the Borough Council,
Borough of Somerville,
County of Somerset,
Somerville, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, as amended in Chapter 104, Laws of 1920, whereby the State Highway Commission may by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the Borough of Somerville is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of the portion or portions of the road lying within the boundaries of the Borough of Somerville, known as Mountain Avenue, beginning at Peter's Brook and ending at West End Avenue, and also South Bridge Street, beginning at East Main Street and ending at the Central Railroad tracks, being more specifically described as follows:

PARCEL 1. Beginning at a point in the center line of Mountain Avenue at the southerly line of bridge over Peter's Brook, said point being the ending of Parcel #1 acquired from the County of Somerset, thence along the center line of said Mountain Avenue in a southerly direction, a distance of forty-five hundredths ($0.45\pm$) of a mile more or less to the northerly curb line of West End Avenue;

Together with

PARCEL 2. Beginning at a point in the center line of South Bridge Street, where the same is intersected by the southerly curb line of East Main Street, thence along the center line of said South Bridge Street in a southerly direction, a distance of seventeen hundredths ($0.17\pm$) of a mile more or less to the southerly track of the Central

Railroad of New Jersey, said point being the beginning point of Parcel 2, taken over from the County of Somerset;

It being intended to take over only that portion of the road that lies between curb lines, where the same is thirty (30) feet or more, and a width of thirty (30) feet where the distance between curbs is less than thirty (30) feet.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date, that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Yours very truly,

W. J. KIRBY,

Chairman.

Resolution of State Highway Commission,

Passed April 13, 1920.

Minute Book, Page 781.

ROUTE 16—County Line to Morristown.

May 20, 1920.

The Board of Chosen Freeholders,
County of Morris,
Morristown, N. J.

Gentlemen:

In accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes, or part thereof, of those highways designated by the Act to be taken over as State Highways, you and through you, the County of Morris is respectfully advised that, effective May 1, 1920, the State Highway Commission will, in the name of the State of New Jersey, take over as a State Highway and thereafter be responsible for the improvement and maintenance of that portion or portions of the road lying within the boundaries of the County of Morris known as Mount Kemble Avenue, beginning at the Somerset-Morris County Line, thence through the Townships of Passaic and Morris to the Town line of Morristown, and more specifically described as follows:

All that portion of the road known as Mount Kemble Avenue lying in the County of Morris, beginning at the County line in the Passaic River where same is spanned by the inter-County bridge and thence north-easterly along said Mount Kemble Avenue, through the Townships of Passaic and Morris, a distance of $24980' \pm$ to the line between the Township of Morris and the Town of Morristown.

The State reserves the right under Chapter 220 of the Laws of 1919, to abandon at some future date that portion of the present travelled roadway, the discontinuance of which it may deem necessary for the improvement of the existing line and grade, and the same will revert to the municipal body now having jurisdiction over the same.

It is requested that you file with this Department within thirty (30) days any agreements or copies of franchises you may have with any public utility, or other company.

firm, individual or corporation, affecting the construction,
maintenance or use of the above described road.

Yours very truly,

JOHN W. HERBERT,

Chairman.

Resolution of State Highway Commission,
Passed April 13, 1920.
Minute Book, Page 781.

Report on the Dedicated Width and
Location of Route 27 (formerly
Route 13) Trenton - New Brunswick
Via Princeton and Kingston

A search was made of all known records affecting the dedicated width of State Highway Route 27 (formerly Route 13) from Trenton, by way of Princeton and Kingston, to New Brunswick.

The Colonial History of New Jersey, a History of Princeton and its Institutions, a History of Trenton, Colonial statutes, and later laws of the State, County Road Books, Records in the State Library, Records and Maps in the Secretary of State's Office, and in the Library of the New Jersey Historical Society in Newark, together with other minor sources of information were consulted.

There seems to be no question but that on the approximate site of the present highway there was originally an Indian path through the wilderness from the landing place on the Raritan, now known as New Brunswick, to the Falls of the Delaware River on which site Trenton is now located, reference having been made to that path as far back as 1675, the date when the legislature first adopted general regulations for the opening of roads. At this time, roads were apparently laid out (100) feet in width. The same Indian path developed into one of the two leading Great Roads across New Jersey.

In the laws of 1704, a part of the road from Elizabethtown to Trenton (as far as west of the Raritan River at New Brunswick, then Inlans Ferry) was confirmed a 6 rod road. The location of the Great Road from Perth Amboy to Trenton according to a survey made by John Dalley, inscribed to the Honorable Robert Hunter Morris, Chief Justice of the Province of New Jersey in or about the year 1746, practically agrees with that of Old Route 13 (now Route 27) as shown on the geological map of New Jersey. There is a map published in 1777 drawn from surveys made in 1769 by order of the New York and New Jersey Partition Line Commissioners showing most of the Great Roads in the Province of New Jersey. Only one road, the present State Highway, is shown between Princeton and Trenton.

A mention of the width of this road is found in the public laws of 1760, 1761, 1774 and finally in 1790--in connection with altering and resetting a part of the boundary line between the Counties of Somerset and Middlesex, where it refers to the one between New Brunswick and Province Line, as "The Main six rod road as established by law from the ferry in the City of New Brunswick to the boundary line of the County of Hunterdon on the road to Trenton". The County Line then fixed is still the practical center line of Old Route 13 (now Route 27) excepting in a few minor relocations by the State Highway Department.

Furthermore, the laws of 1799 direct that the road from Elizabethtown to Trenton, of two roads listed, be established and not be liable to be altered, vacated or in any way changed by order of any court or by any surveyors of the highways. In 1818, 6 rod roads by an act of the legislature were made subject to the same laws and regulations as others. The State Highway Department has found no changes by the Legislature.

Where records show that Turnpikes were laid out over parts of this road early in the 19th century, that width previously dedicated to the use of the public was not changed because the legislature had the right to take land for highway purposes without compensation before the adoption of the constitution of 1844.

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