

ORDINANCE NO. 64

AN ORDINANCE OF THE TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA, PENNSYLVANIA, ACCEPTING CERTAIN DEDICATED
STREETS AS TOWNSHIP STREETS

BE IT ENACTED AND ORDAINED by the Board of Supervisors
of Richland Township, and it is here v enacted and ordained as
follows:

SECTION 1. The hereinafter described and named streets,
previously dedicated to public purposes, are hereby accepted as
Township streets:

(a) DOLPHIN DRIVE

Beginning at the intersection of the centerline
of Terlyn Drive, thence by the centerline of
Dolphin Drive S, $30^{\circ} 14' E.$ a distance of 299.04'
to the intersection of the centerline of Sanrue
Drive. Dolphin Drive being 40' in width and
shown on the Richland Terrace Plan of Lots as
laid out by Arthur Boyer, July 15, 1960.

(b) BANYAN DRIVE

Beginning at the intersection of the centerline
of Sunapee Drive, thence by the centerline of
Banyan Drive S. $14^{\circ} 02' E.$ a distance of 407.93'
to the intersection of the centerline of Terlyn
Drive. Banyan Drive being 40' in width and
shown on the Richland Terrace Plan of Lots as
laid out by Arthur Boyer, July 15, 1960.

(c) SUNAPEE DRIVE

Beginning at the intersection of the centerline
of Regal Drive and Sunapee Drive at station 0+0,
thence by the centerline of Sunapee Drive S.
 $66^{\circ} 16' W.$ a distance of 6+47.69' to the inter-
section of the centerline of Banyan Drive at
station 6+47.69, the place of ending. Sunapee
Drive being 40' in width and shown on the
Richland Terrace Plan of Lots as laid out by
Arthur Boyer, July 15, 1960.

(d) REGAL DRIVE

Beginning at the intersection of the centerline of Sunapee Drive and Regal Drive at station 0+0, thence by the centerline of Regal Drive S. $30^{\circ} 14'$ E. a distance of 662.42' to station 6+62.42 at the line dividing Lot Nos. 7 and 8, the place of ending. Regal Drive being 40' in width and shown on the Richland Terrace Plan of Lots as laid out by Arthur Boyer, July 15, 1960.

(e) SANRUE DRIVE

Beginning at the intersection of the centerline of Regal Drive and Sanrue Drive at station 0+0, thence by the centerline of Sanrue Drive S. $59^{\circ} 46'$ W. a distance of 796.13' to the intersection of the centerline of Banyan Drive at station 7+96.13 the place of ending. Sanrue Drive being 40' in width and shown on the Richland Terrace Plan of Lots as laid out by Arthur Boyer, July 15, 1960.

(f) TERLYN DRIVE

Beginning at the intersection of the centerline of Scalp Avenue, Route 56, and Terlyn Drive, thence by the centerline of Terlyn Drive a distance of 928.83' to station 9+28.83 at line dividing Civilla Hostetler, Harold Wissinger and the Richland Terrace Plan of Lots, thence continuing by the centerline of Terlyn Drive S. $59^{\circ} 46'$ W. a distance of 919.17' to the intersection of the centerline of Banyan Drive at station 18+48.0, the place of ending. Terlyn Drive being 40' in width and from station 9+28.83 to station 18.48.0 shown on the Richland Terrace Plan of Lots as laid out by Arthur Boyer, July 15, 1960.

(g) MAPLEWOOD DRIVE

Beginning at the intersection of the centerline of Kring Street and Maplewood Drive at station 0+0, thence by the centerline of Maplewood Drive N. $85^{\circ} 19'$ W. a distance of 50.0+ to station 0+50.0+, thence by same S. $15^{\circ} 23'$ W. a distance of 325+ to station 3+75+, thence by same S. $40^{\circ} 57'$ W. a distance of 200+ to station 5+75+, thence by same S. $45^{\circ} 03'$ W. a distance of 235'+ to station 8+10+ at the intersection of the centerline of Karlinn Street, thence by same S. $66^{\circ} 24'$ W. a distance of 310'+ to station 11+20+, thence by same S. $70^{\circ} 24'$ W. a distance of 456'+ to station 15+85+, thence by same N. $75^{\circ} 25' 35''$ W. a distance of 365'+ to station 19+50+, the place of ending.

Maplewood Drive being 50' in width from Kring Street to station 5+75+ and 40' in width from station 5+75+ to station 19+50+ and shown on the Belmont Heights Plan of Lots as laid out by John F. Kukenberger, Sr., January 30, 1961.

(h) BRECK LANE

Beginning at the intersection of the centerline of Elton Road, Route 11009, and Breck Lane at station 0+0, thence by the centerline of Breck Lane N. $15^{\circ} 38'$ W. a distance of 711.92' to the intersection of the centerline of Cunard Lane at station 7+11.92, the place of ending. Breck Lane being 40' in width and shown on the Penmar Village Plan of Lots laid out by I. E. Penrod, July 17, 1951.

(i) CUNARD LANE

Beginning at the intersection of the centerline of Breck Lane and Cunard Lane at station 0+0, thence by the centerline of Cunard Lane N. $80^{\circ} 19'$ E. a distance of 629.78' to the intersection of the centerline of Crawford Lane, formerly Grove Lane, at station 6+29.78, the place of ending. Cunard Lane being 40' in width and shown on the Penmar Village Plan of Lots as laid out by I. E. Penrod, July 17, 1951.

(j) JULIANNE LANE

Beginning at the intersection of the centerline of Robert Lane and Julianne Lane, formerly Margaret Lane, at station 0+0, thence by the centerline of Julianne Lane N. $15^{\circ} 38'$ W. a distance of 639.55' to the intersection of the centerline of Cunard Lane at station 6+39.55, the place of ending. Julianne Lane being 40' in width and shown on the Penmar Village Plan of Lots as laid out by I. E. Penrod, July 17, 1951.

(k) ROBERT LANE

Beginning at the intersection of the centerline of Elton Road, Route 11009, and Robert Lane at station 0+0, thence by the centerline of Robert Lane N. $4^{\circ} 08'$ E. a distance of 195'+ to station 1+95+, thence by same S. $82^{\circ} 32'$ E. a distance of 235'+ to station 4+30+, at the intersection of the centerline of Julianne Lane, thence by same S. $78^{\circ} 50'$ E. a distance of 90'+ to station 5+20+, thence by same N. $79^{\circ} 30'$ E. a distance of 200'+ to station 7+20+ at the intersection of the centerline of Crawford Lane, formerly Grove Lane, thence by same N. $79^{\circ} 40'$ E. a distance of 215'+ to station 9+35+, the place of ending.

Robert Lane being 40' in width and shown on the Penmar Village Plan of Lots as laid out by I. E. Penrod July 17, 1951.

(1) WILDWOOD AVENUE

Beginning at the intersection of the centerline of Rainbow Drive and Wildwood Avenue at station 0+0, thence by the centerline of Wildwood Avenue N. $4^{\circ} 22'$ E. a distance of 140'+ to the line dividing Richland Township and Stonycreek at station 1+40, the place of ending. Wildwood Avenue being 40' in width and shown on the Arbutus Gardens Plan of Lots as laid out by Zitella Wertz July 6, 1940.

(m) PENMAR LANE

Beginning at the intersection of the centerline of Donald Lane and Penmar Lane at station 0+0, thence by the centerline of Penmar Lane N. $63^{\circ} 18'$ W. a distance of 435'+ to station 4+35, thence by same N. $33-13$ W. a distance of 290'+ to station 7+25 at line of land of Wilmore Coal Co., the place of ending.

Penmar Lane being 40' in width and shown on the Block A Penmar Village Plan of Lots as laid out September, 1958.

(n) MACRIDGE AVENUE

Beginning at the intersection of the centerline of Elton Road, Route 11009, and Macridge Avenue at station 0+0, thence by the centerline of Macridge Avenue S. $11^{\circ} 43'$ E. a distance of 1160' to the intersection of the centerline of Eisenhower Blvd., formerly Elm Street, at station 11+60, the place of ending.

Macridge Avenue being 40' in width and shown on the Richland Manor Plan of Lots as laid out by Greater Johnstown Development Co., Inc. December 3, 1923.

(o) DONALD LANE

Beginning at the intersection of the centerline of Elton Road, Route 11009, and Donald Lane at station 0+0, thence by the centerline of Donald Lane N. $18^{\circ} 30'$ E. a distance of 168.56' to station 1+68.56, thence by same N. $10^{\circ} 56' 29''$ W. a distance of 100.32' to station 2+68.88, thence by same N. $15^{\circ} 38'$ W. a distance of 445.06' to station 7+13.94 at the property line of Industrial Park, the place of ending.

Donald Lane being 50' in width from station 0+0 to station 2+68.88 and 40' in width from station 2+68.88 to station 7+13.94 and shown on the Plan and Profile of Donald Lane prepared by T. L. Locher April, 1968 and on the Penmar Village Plan of Lots as laid out September, 1958.

(p) DONALD LANE EXTENSION

Beginning at the end of Donald Lane at station 7+13.88 and station 0+0 on Donald Lane Extension, thence by the centerline of Donald Lane Extension and by a curve to the right having a radius of 180.53' an arc distance of 192.29' to station 1+92.29, thence by same N. 39° 06' 40" E. a distance of 645.40' to station 8+37.69, thence by same and by a curve to the right having a radius of 1566.42' an arc distance 199.73' to station 10+37.42, thence by same N. 46° 24' 59" E. a distance of 871.23' to station 19+08.65, thence by same and by a curve to the right having a radius of 201.04' an arc distance of 49.01' to station 19+57.66, thence by same N. 60° 22' 59" E. a distance of 588.17' to the intersection of the centerline of Industrial Park Road at station 25+45.83 at Industrial Park Road station 23+94.49, the place of ending.

Donald Lane Extension being 50' in width and shown on the Construction Plan of Donald Lane Extension.

(q) INDUSTRIAL PARK ROAD

Beginning at the South side of the paving on Oakridge Drive at station 0+0, thence by the centerline of Industrial Park Road S. 15° 51' W. a distance of 1557.53' to station 15+57.53, thence by same and by a curve to the left having a radius of 358.10' an arc distance of 109.79' to station 16+67.32 back and station 16+68.08 ahead, thence by same S. 1° 43' E. a distance of 492.26' to station 21+60.34, thence by same and by a curve to the left having a radius of 380.92' an arc distance of 96.30' to station 22+56.64, thence by same and by a curve to the left having a radius of 590.0' an arc distance of 446.39' to station 27+03.03, thence by same S. 59° 35' E. a distance of 531.34' to station 32+34.37, thence by same and by a curve to the left having a radius of 572.96' an arc distance of 109.33' to station 33+43.70, thence by same S. 70° 31' E. a distance of 587.51' to station 39+31.21, thence by same and by a curve to the right having a radius of 572.96' an arc distance of 418.79' to station 43+50.00, thence by same S. 28° 38' 16" E. a distance of 724.75' to station 50+74.75, thence by same and by a curve to the right having a radius of 954.93' an arc distance of 351.85' to station 54+26.60, thence by same S. 7° 31' 36" E. a distance of 20.60' to station 54+47.20 at the intersection of the centerline of Elton Road, Route 11009, the place of ending.

Industrial Park Road being 60' in width and shown on the Construction Plan of Industrial Park Road.

(r) KENNETH AVENUE

Beginning at the intersection of the centerline of Wineland Street and Kenneth Avenue at station 0+0, thence by the centerline of Kenneth Avenue S. $60^{\circ} 43' W.$ a distance of 1434.60' to station 14+34.60 at the intersection of the centerline of Lillie Drive, the place of ending.

Kenneth Avenue being 50' in width and shown on the Wineland and Gaston Plan of Lots laid out March 21, 1958.

(s) BUDFIELD STREET

Beginning at the intersection of the centerline of Eisenhower Boulevard and Budfield Street at station 0+0, thence by the centerline of Budfield Street S. $25^{\circ} 12' E.$ a distance of 1629.36' to station 16+29.36 at the intersection of the centerline of Schoolhouse Road, the place of ending.

Budfield Street being 50' in width and shown on the University Heights Plan of Lots as laid out by A. H. Sweeney Construction Co., Inc., April 11, 1968.

(t) BLOOMFIELD STREET

Beginning at the intersection of the centerline of Eisenhower Boulevard and Bloomfield Street at station 0+0, thence by the centerline of Bloomfield Street S. $25^{\circ} 12' E.$ a distance of 1708.06' to station 17+08.06 at the intersection of the centerline of Schoolhouse Road, the place of ending.

Bloomfield Street being 50' in width and shown on the University Heights Plan of Lots as laid out by A. H. Sweeney Construction Co., Inc. April 11, 1968.

(u) BLOOMFIELD AVENUE

Beginning at the intersection of the centerline of Canfield Street and Bloomfield Avenue at station 0+0, thence by the centerline of Bloomfield Avenue S. $25^{\circ} 12' E.$ a distance of 899.36' to station 8+99.36 at the intersection of the centerline of Eisenhower Boulevard, the place of ending.

Bloomfield Avenue being 50' in width and shown on the University Park Plan of Lots, Block A, as laid out by the Wilmore Coal Company, June 16, 1960.

(v) CANFIELD STREET

Beginning at the intersection of the centerline of Theater Drive and Canfield Street at station 0+0, thence by the centerline of Canfield Street S. $64^{\circ} 48' W.$ a distance of 182.19' to station 1+82.19, thence by same S. $74^{\circ} 49' W.$ a distance of 226.29' to station 4+08.48 at the intersection of the centerline of Bloomfield Avenue, the place of ending.

Canfield Street being 50' in width and shown on the University Park Plan of Lots, Block A, as laid out by the Wilmore Coal Company, June 16, 1960.

(w) CLAYTHORNE DRIVE (Formerly Oldham Drive)

Beginning at the intersection of the centerline of Kenneth Avenue and Claythorne Drive, formerly Oldham Drive at station 0+0, thence by the centerline of Claythorne Drive S. $33^{\circ} 57'$ E. a distance of 1806.47' to station 18+06.47 at the intersection of the centerline of Devon Drive, the place of ending.

Claythorne Drive being 50' in width and shown on the Addition 2-C to the Jacob M. Hoffman Bell-Vue Plan of Lots as laid out by Hinks & Locher Engineers Inc., April 4, 1967.

(x) EISENHOWER BOULEVARD

Beginning at the intersection of the centerline of Theater Drive and Eisenhower Boulevard at station 0+0, thence by the centerline of Eisenhower Boulevard N. $62^{\circ} 35'$ E. a distance of 1166.29' to station 11+66.29 at the intersection of the centerline of Oldfield Street, the place of ending.

Eisenhower Boulevard being 50' in width and shown on the Plan of Eisenhower Boulevard Extension prepared by T. L. Locher, January 7, 1966.

(y) EISENHOWER BOULEVARD (Formerly Elm Street)

Beginning at the intersection of the centerline of Oldfield Street and Eisenhower Boulevard, formerly Elm Street, at station 0+0, thence by the centerline of Eisenhower Boulevard N. $78^{\circ} 17'$ E. a distance of 757.0' to station 7+75.0 at the intersection of the centerline of Macridge Avenue, formerly Lexington Avenue, the place of ending.

Eisenhower Boulevard being 40' in width and shown as Elm Street on the Richland Manor Plan of Lots as laid out by the Greater Johnstown Development Co., Inc. December 3, 1923.

(z) EISENHOWER BOULEVARD

Beginning at the centerline of Eisenhower Boulevard at the end of street No. 514, said point being 0.26 mile from Route 56, thence by the centerline of Eisenhower Boulevard N. $69^{\circ} 54' 30''$ E. a distance of 1460.83' to an angle point, thence by same N. $64^{\circ} 48'$ E. a distance of 681.56' to the intersection of the centerline of Theater Drive.

Eisenhower Boulevard being 70' in width and shown on the Plan for Right-of-Way of Eisenhower Boulevard prepared by the Berwind-White Coal Mining Co. June 1965 and indexed as plan D-6A-39.

(aa) ALPHA DRIVE

Beginning at the intersection of the centerline of Leventry Road and Alpha Drive at station 0+0, thence by the centerline of Alpha Drive S. $82^{\circ} 02' 10''$ E. a distance of 851.10' to station 8+51.10 at property line of W. H. Paul, the place of ending.

Alpha Drive being 40' in width and shown on the Thomas A. Gerber Plan of Lots as laid out March 30, 1966 and revised June 15, 1966.

(bb) OAK-EDEN DRIVE

Beginning at the intersection of the centerline of Veta Drive and Oak-Eden Drive at station 0+0 thence by the centerline of Oak-Eden Drive S. $23^{\circ} 49' 10''$ W. a distance of 922.81' to station 9+22.81 at the intersection of the centerline of Alpha Drive, the place of ending.

Oak-Eden Drive being 40' in width and shown on the Thomas a Gerber Plan of Lots as laid out March 30, 1966, and revised June 15, 1966.

(cc) BETA DRIVE

Beginning at the intersection of the centerline of Leventry Road and Beta Drive at station 0+0, thence by the centerline of Beta Drive S. $66^{\circ} 10' 50''$ E. a distance of 847.36' to station 8+47.36 at property line of Wilmore Coal Co., now Richland Township Supervisors, the place of ending.

Beta Drive being 40' in width and shown on the Thomas A. Gerber Plan of Lots as laid out March 30, 1966 and revised June 15, 1966.

(dd) ANNETTE STREET

Beginning at the intersection of the centerline of Hostetler Road and Annette Street at station 0+0, thence by the centerline of Annette Street S. $29^{\circ} 17'$ E. a distance of 706.34' to station 7+06.34 at line of land of Jacob M. Hoffman Bell-Vue Plan of Lots, thence by same S. $29^{\circ} 13'$ E. a distance of 175.09' to station 8+81.43 at the intersection of the centerline of Freeman Drive, the place of ending.

Annette Street being 50' in width and shown on the Wineland and Gaston Plan of Lots as laid out March 21, 1958 up to station 7+06.34 and on the Jacob M. Hoffman Bell-Vue Plan of Lots from 7+06.34 to 8+81.43.

(ee) ANNETTE STREET

Beginning at the intersection of the Centerline of Kerr Drive and Annette Street at station 0+0, thence by the centerline of Annette Street S. $29^{\circ} 13'$ E. a distance of 350.18' to the intersection of the centerline of Devon Drive, the place of ending.

Annette Street being 50' in width and shown on the Jacob M. Hoffman Bell-Vue Plan of Lots.

(ff) THORA DRIVE

Beginning at the intersection of the centerline of Leventry Road and Thora Drive at station 0+0, thence by the centerline of Thora Drive S. $76^{\circ} 22'$ E. a distance of 321.11' to station 3+21.11, thence by same N. $89^{\circ} 57'$ E. a distance of 487.10' to station 8+08.21 at the intersection of the centerline of Weimer Street, the place of ending.

Thora Drive being 40' in width and shown on the David C. Lees Plan of Lots as laid out August 1, 1950.

(gg) MT. AIRY DRIVE (Formerly Solomon Road)

Beginning at the intersection of the centerline of Route 219 and Mt. Airy Drive, formerly Solomon Road, thence by various courses and distances a total distance of 2400' more or less.

Mt. Airy Drive being shown on the Pennsylvania Department of Highways plan as a vacated State highway.

(hh) NAUGLE DRIVE (Formerly Solomon Road)

Beginning at the intersection of the centerline of street No. 302, Mt. Airy Drive and Naugle Drive, thence by various courses and distances a total distance of 4900' more or less to the Richland Township and Adams Township line.

Naugle Drive being shown on the Pennsylvania Department of Highways plan as a vacated State highway.

(ii) DARLINGTON DRIVE (Formerly Cunard Drive)

Beginning at the intersection of the centerline of Claythorne Drive, formerly Oldham Drive, and Darlington Drive, formerly Cunard Drive at station 0+0, thence by the centerline of Darlington Drive N. $56^{\circ} 03'$ E. a distance of 350.0' to station 3+50 at the intersection of the centerline of Christy Drive, the place of ending.

Darlington Drive being 50' in width and shown on the Addition No. 2-C to the Jacob M. Hoffman Bell-Vue Plan of Lots as laid out April 4, 1967.

(jj) DEVON DRIVE

Beginning at the intersection of the centerline of Claythorne Drive, formerly Oldham Drive, and Devon Drive, thence by the centerline of Devon Drive N. $49^{\circ} 57'$ E. a distance of 351.99' to the intersection of the centerline of Christy Drive, the place of ending.

Devon Drive being 50' in width and shown on the Addition No. 2-C to the Jacob M. Hoffman Bell-Vue Plan of Lots as laid out April 4, 1967.

(kk) DEVON DRIVE

Beginning at the intersection of the centerline of Christy Drive and Devon Drive at station 0+0, thence by the centerline of Devon Drive N. $58^{\circ} 57'$ E. a distance of 859.94' to station 8+59.94 at the intersection of the centerline of Annette Street, the place of ending.

Devon Drive being 50' in width and shown on the Jacob M. Hoffman Plan of Lots as laid out October, 1956.

(ll) KENNETH AVENUE

Beginning at the intersection of the southerly side of Christy Drive and the centerline of Kenneth Avenue, thence by the centerline of Kenneth Avenue S. $80^{\circ} 21'$ a distance of 548.61' to the intersection of the centerline of Erickson Drive, the place of ending.

Kenneth Avenue being 50' in width and shown on the Jacob M. Hoffman Plan of Lots as laid out October, 1956.

(mm) COLLEGIATE ROAD

Beginning at the intersection of the centerline of Electra Drive and Collegiate Road at station 0+0, thence by the centerline of Collegiate Road S. $74^{\circ} 31'$ E. a distance of 184.11' to station 1+84.11, thence by same and by a curve to the left having a radius 1025.00' an arc distance of 195.59' to station 3+79.70, thence by same No. $63^{\circ} 35'$ E. a distance of 1072.24' to station 14+51.94, thence by same and by a curve to the right having a radius of 522.08' an arc distance of 111.47' to station 15+63.41 at the westerly side of Rosefield Street, thence N. $75^{\circ} 49'$ E. a distance of 30.00' to station 15+93.41 at the intersection of the centerline of Rosefield Street, the place of ending.

Collegiate Road being 50' in width and shown on the College Manor Plan of Lots as laid out by A. H. Sweeney Construction Co., Inc., November, 1968.

(nn) ELECTRIC DRIVE

Beginning at the intersection of the centerline of Theater Drive and Electra Drive at station 0+0, thence by the centerline of Electric Drive S. $15^{\circ} 29'$ E. a distance of 724.60 to station 7+24.60, the place of ending.

Electra Drive being 100' in width and shown on the College Manor Plan of Lots as laid out by A. H. Sweeney Construction Co., Inc. November, 1968.

(oo) HIGHFIELD AVENUE

Beginning at the intersection of the centerline of Schoolhouse Road and Highfield Avenue at station 0+0, thence by the centerline of Highfield Avenue S. $14^{\circ} 11'$ E. a distance of 2951.41' to station 29+51.41 at the property line of the Wilmore Coal Co., the place of ending.

Highfield Avenue being 60' in width and shown on the Plan of Johnstown Campus, University of Pittsburgh.

(pp) LITCHFIELD AVENUE

Beginning at the intersection of the centerline of Highfield Avenue and Litchfield Avenue at station 0+0, thence by the centerline of Litchfield Avenue N. $74^{\circ} 57'$ E. a distance of 850.0' to station 8+50.0, the place of ending.

Litchfield Avenue being 60' in width and shown on the Plan of Johnstown Campus, University of Pittsburgh.

(qq) THIRD STREET

Beginning at the intersection of the centerline of fifth Street and Third Street at station 0+0, thence by the centerline of Third Street S. $25^{\circ} 37'$ E. a distance of 630.0' to station 6+30 at the intersection of the centerline of Sixth Street, the place of ending.

Third Street being 33' in width and shown on the Plan of Lots at No. 37 as laid out by the Berwind-White Coal Mining Co. July, 1957.

(rr) FIFTH STREET

Beginning at the intersection of the centerline of Second Street and Fifth Street at station 0+0, thence by the centerline of Fifth Street N. $54^{\circ} 27'$ W. a distance of 1090.36' to station 10+90.36, the place of ending.

Fifth Street being 33' in width and shown on the Plan of Lots at No. 37 as laid out by the Berwind-White Coal Mining Co., July, 1957.

(ss) FOURTH STREET

Beginning at the intersection of the centerline of Fifth Street and Fourth Street at station 0+0, thence by the centerline of Fourth Street S. 21° 00' W. a distance of 50' to station 0+50, thence by same S. 11° 20' 30" E. a distance of 310' to station 3+60, thence by same S. 25° 37' E. a distance of 685' to station 10+45 at the intersection of the centerline of Sixth Street, the place of ending.

Fourth Street being 40' in width and shown on the Plan of Lots at No. 37 as laid out by the Berwind-White Coal Mining Co., July, 1957.

(tt) SIXTH STREET

Beginning at the intersection of the centerline of Fourth Street and Sixth Street at station 0+0, thence by the centerline of Sixth Street N. 64° 23' E. a distance of 270' to station 2+70, thence by same N. 36° 50' E. a distance of 40' to station 3+10, the place of ending.

Sixth Street being 40' in width and shown on the Plan of Lots at No. 37 as laid out by the Berwind-White Coal Mining Co., July, 1957.

(uu) SECOND STREET

Beginning at the intersection of the centerline of Route 11001 and Second Street at station 0+0, thence by the centerline of Second Street S. 43° 40' W. a distance of 404' to station 4+04, thence by same S. 46° 20' E. a distance of 1230' to station 16+34, thence by same South a distance of 235' to station 18+69, thence by same S. 42° 12' E. a distance of 355' to station 22+24, thence by same S. 46° 00' E. a distance of 625' to station 28+49, thence by same N. 87° 06' E. a distance of 160' to station 30+09, the place of ending

Second Street being 50' in width from station 0+0 to station 16+34, 70' in width from station 16+34 to station 18+69, 80' in width from station 18+69 to station 22+24 and 60' in width from station 22+24 to station 30+09 and shown on the Plan of Lots at No. 37 as laid out by the Berwind-White Coal Mining Co., July, 1957.

ORDAINED AND ENACTED on this 15 day of December, 1970.

Attest:

Edwood M. Hoffman
Secretary

Meloye D. Thigard
Chairman

Handel Roberts

James A. Kertz
Robert B. Belch

R. D. 1, March 1971

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STEPHEN U. GULAKOVICH
CLERK OF COURTS

12.

Gives Gibson v. Alford

R.D. 1, March Sessions, 1971

IN RE: ACCEPTING CERTAIN DEDICATED
STREETS AS TOWNSHIP STREETS.

Richland Township