

BOROUGH OF ORWIGSBURG

Schuylkill County, Pennsylvania

ORDINANCE NO. 182

AN ORDINANCE LAYING OUT, OPENING, ADOPTING,
ORDAINING AND ACCEPTING THE FOLLOWING STREETS
OR PARTS THEREOF, NAMELY: CLARK DRIVE,
EISENHOWER DRIVE, MACARTHUR DRIVE, MACARTHUR
CREST AND PERSHING DRIVE, ALL IN THE BOROUGH OF
ORWIGSBURG, AS OFFICIAL STREETS; FIXING THE RIGHTS-
OF-WAY THEREOF; FIXING THE CROWN GRADIENTS THEREOF
AND PROVIDING FOR THE INSTALLATION OF CURBS.

BE IT ENACTED and ORDAINED by the Borough Council of the Borough of Orwigsburg, Schuylkill County, Pennsylvania, and it is hereby enacted and ordained by the authority of the same, as follows:

Section 1. The following street, which is hereby designated and called CLARK DRIVE, is hereby laid out, opened, adopted and ordained as a public street in the Borough of Orwigsburg.

Section 2. The right-of-way lines and centerline crown gradient of CLARK DRIVE are as follows:

(a) Right-of-way lines:

Beginning at a point, said point being North one degree and forty-seven minutes (N. $1^{\circ} 47' W.$) a distance of sixteen and fifty-two hundredths feet (16.52') from the intersection of Ridge Road and Clark Drive; thence, along the North right-of-way line of Ridge Road, North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29' E.$) for a distance of sixteen and fifty-two hundredths feet (16.52') to a point on the East right-of-way line of Clark Drive; thence, along said East right-of-way line of Clark Drive, North one degree and forty-seven minutes West (N. $1^{\circ} 47' W.$) for a distance of six hundred thirteen and four hundredths feet (613.04') to a point; thence, along a curve

to the right, said curve having a radius of one hundred forty-one and fifty hundredths feet (141.50') an arc distance of one hundred twenty-two and forty-five hundredths feet (122.45') to a point; thence, along said East right-of-way line of Clark Drive, North forty-seven degrees and forty-eight minutes East (N. $47^{\circ} 48'$ E.) for a distance of one hundred fifty-five feet (155.00') to a point on the Northeasterly limit of Clark Drive; thence, along said Northeasterly limit of Clark Drive North forty-two degrees and twelve minutes West (N. $42^{\circ} 12'$ W.) for a distance of thirty-three and four hundredths feet (33.04') to a point on the West right-of-way line of Clark Drive; thence, along said West right-of-way line of Clark Drive, South forty-seven degrees and forty-eight minutes West (S. $47^{\circ} 48'$ W.) for a distance of three hundred feet (300') to a point; thence, along said West right-of-way line of Clark Drive, South one degree and forty-seven minutes East (S. $1^{\circ} 47'$ E.) for a distance of six hundred ninety-five feet (695.00') to a point on the North right-of-way line of Ridge Road; thence, along said North right-of-way line of Ridge Road, North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29'$ E.) for a distance of sixteen and fifty-two hundredths feet (16.52') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point said point being the intersection of Ridge Road and Clark Drive at elevation of six hundred thirty-two and twenty-six hundredths feet (632.26'); thence, along the extended centerline of Clark Drive at a gradient of + 1.20% for a distance of twenty feet (20.00') to a point at elevation six hundred thirty-two and fifty hundredths feet (632.50') said point being the beginning of a sixty feet vertical curve with an initial tangent grade of + 1.20% and a final tangent grade of + 6.22%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred thirty-three and twenty-three hundredths feet (633.23') and six hundred thirty-four and seventy-two hundredths feet (634.72'); thence, along the proposed centerline of Clark Drive at a gradient of + 6.22% for a distance of four hundred twenty feet (420.00') to a point at elevation six hundred sixty and eighty-nine hundredths feet (660.89') said point being the beginning of a one hundred feet (100.00') vertical curve with an initial tangent grade of + 6.22% and a final tangent grade of + 9.00%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred sixty-four and thirty-four hundredths feet (664.34') and six hundred sixty-eight and fifty hundredths feet (668.50'); thence, further along the same at a gradient of + 9.00% for a distance of twenty-five feet (25.00') to a point at elevation six hundred seventy and seventy-five hundredths feet (670.75') said point being the beginning of a fifty feet (50.00') vertical curve with an initial tangent grade of + 9.00%

and a final tangent grade of + 2.00%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred seventy-two and fifty-six hundredths feet (672.56') and six hundred seventy-three and fifty hundredths feet (673.50'); thence, further along the same at a gradient of + 2.00% for a distance of one hundred feet (100.00') to a point at elevation six hundred seventy-five and fifty hundredths feet (675.50') said point being the beginning of a fifty feet (50.00') vertical curve with an initial tangent grade of +2.00% and a final tangent grade of + 3.28%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred seventy-six and eight hundredths feet (676.08') and six hundred seventy-six and eighty-two hundredths feet (676.82'); thence, further along the same at a gradient of + 3.28% for a distance of ninety-six feet (96.00') to a point at elevation six hundred eighty feet (680.00').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said CLARK DRIVE shall be thirty-three feet (33.00') with a central roadway of twenty-two (22') feet in width.

Section 3. The following street, which is hereby designated and called EISENHOWER DRIVE, is hereby laid out, opened, adopted and ordained as a public street of the Borough of Orwigsburg.

Section 4. The right-of-way lines and centerline crown gradient of EISENHOWER DRIVE are as follows:

EISENHOWER DRIVE WEST OF PATTON DRIVE:

(a) Right-of-way lines:

Beginning at a point, said point being South eighty-five degrees and twenty-nine minutes West (S. 85° 29' W.) a distance of sixteen and fifty-two hundredths feet (16.52') from the intersection of Patton Drive and Eisenhower Drive; thence, along the West right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. 1° 47' W.) for a distance of sixteen and

fifty-two hundredths feet (16.52') to a point on the North right-of-way line of Eisenhower Drive; thence, along said North right-of-way line of Eisenhower Drive, South eighty-five degrees and twenty-nine minutes West (S. 85° 29' W.) for a distance of three hundred ninety-three and forty-nine hundredths feet (393.49') to a point on the Westerly limit of Eisenhower Drive; thence, along said Westerly limit of Eisenhower Drive, South one degree and forty-seven minutes East (S. 1° 47' E.) for a distance of thirty-three and four hundredths feet (33.04') to a point on the South right-of-way line of Eisenhower Drive; thence, along said South right-of-way line of Eisenhower Drive, North eighty-five degrees and twenty-nine minutes East (N. 85° 29' E.) for a distance of three hundred ninety-three and forty-nine hundredths feet (393.49') to a point on the West right-of-way line of Patton Drive; thence along said West right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. 1° 47' W.) for a distance of sixteen and fifty-two hundredths feet (16.52') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of Eisenhower Drive and Patton Drive at elevation six hundred twenty and forty hundredths feet (620.40'); thence, along extended centerline of Eisenhower Drive at a gradient of -2.00% for a distance of eleven feet (11.00') to a point at an elevation of six hundred twenty and eighteen hundredths feet (620.18') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of -2.00% and a final tangent grade of + 5.02%. The elevations at the Mid-Point and End Point of said vertical curve respectively are Six hundred twenty and fifteen hundredths feet (620.15') and six hundred twenty and forty-eight hundredths feet (620.48'); thence, further along proposed centerline of Eisenhower Drive at a gradient of + 5.02% for a distance of two hundred thirty-nine feet (239.00') to a point at an elevation of six hundred thirty-two and forty-nine hundredths feet (632.49') said point being the beginning of a one hundred feet (100.00') vertical curve with an initial tangent grade of + 5.02% and a final tangent grade of + 0.88%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred thirty-four and forty-nine hundredths feet (634.49') and six hundred thirty-five and forty-five hundredths feet (635.45'); thence, further along the same at a gradient of + 0.88% for a distance of forty feet (40.00') to a point at an elevation of six hundred thirty-five and eighty hundredths feet (635.80').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said EISENHOWER DRIVE west of Patton Drive shall be thirty-three feet (33') with a central roadway of twenty-two feet (22') in width.

EISENHOWER DRIVE BETWEEN PATTON DRIVE AND PERSHING DRIVE:

(a) Right-of-way lines:

Beginning at a point, said point being North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29' E.$) a distance of sixteen and fifty-two hundredths feet (16.52') from the intersection of Patton Drive and Eisenhower Drive; thence, along the East right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. $1^{\circ} 47' W.$) for a distance of sixteen and fifty-two hundredths feet (16.52') to a point on the North right-of-way line of Eisenhower Drive; thence, along said North right-of-way line of Eisenhower Drive, North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29' E.$) for a distance of seven hundred ninety-six and eighty-five hundredths feet (796.85') to a point on the West right-of-way line of Pershing Drive; thence, along the said West right-of-way line of Pershing Drive, South three degrees East (S. $3^{\circ} 00' E.$) for a distance of thirty-three and four hundredths feet (33.04') to a point on the South right-of-way line of Eisenhower Drive; thence, along said South right-of-way line of Eisenhower Drive, South eighty-five degrees and twenty-nine minutes West (S. $85^{\circ} 29' W.$) for a distance of seven hundred ninety-seven and ninety hundredths feet (797.90') to a point on the East right-of-way line of Patton Drive; thence, along said East right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. $1^{\circ} 47' W.$) for a distance of sixteen and fifty-two hundredths feet (16.52') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of EISENHOWER DRIVE and PATTON DRIVE at elevation six hundred twenty and forty hundredths feet (620.40'); thence, along extended centerline of EISENHOWER DRIVE at a gradient of -2.00% for a distance of twenty feet (20.00') to a point at an elevation of six hundred twenty feet (620.00') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of +2.00% and a final tangent grade of -5.37%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred nineteen and seventy-two hundredths feet (619.72') and six hundred nineteen and twenty-seven hundredths feet (619.27'); thence, further along the centerline of EISENHOWER DRIVE at a gradient of -5.37% for a distance of two hundred eighty feet (280.00') to a point, said point being the beginning of a one hundred feet (100.00') vertical curve with an initial tangent grade of -5.37% and a final tangent grade of

-5.88%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred and ninety-four hundredths (600.94') and five hundred ninety-eight and six hundredths feet (598.06'); thence, further along the same at a gradient of -5.88% for a distance of three hundred sixty-nine and sixteen hundredths feet (369.16') to a point at an elevation of five hundred seventy-six and thirty-two hundredths feet (576.32') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of + 1.00%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred seventy-five and seventy-four hundredths feet (575.74') and five hundred seventy-five and eighty-four hundredths feet (575.84'); thence, along extended centerline of EISENHOWER DRIVE at a gradient of 0.00% for a distance of eleven feet (11.00') to a point at elevation five hundred seventy-five and eighty-four hundredths feet (575.84').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said EISENHOWER DRIVE between Patton Drive and Pershing Drive shall be thirty-three feet (33') with a central roadway of twenty-two feet (22') in width.

Section 5. The following street, which is hereby designated and called MACARTHUR DRIVE, is hereby laid out, opened, adopted and ordained as a public street in the Borough of Orwigsburg.

Section 6. The right-of-way lines and centerline crown gradients of MACARTHUR DRIVE are as follows:

MACARTHUR DRIVE EAST OF PATTON DRIVE:

(a) Right-of-way lines:

Beginning at a point, said point being the intersection of the East right-of-way line of Patton Drive and the East right-of-way line of MACARTHUR DRIVE; thence, along the East right-of-way line of Patton Drive, North one degree and forty-seven minutes West

(N. $1^{\circ} 47'$ W.) for a distance of thirty-nine and twenty-three hundredths feet (39.23') to a point on the West right-of-way line of MacArthur Drive; thence, along said West right-of-way line of MacArthur Drive, North fifty-five degrees twenty-nine minutes East (N. $55^{\circ} 29'$ E.) for a distance of two hundred thirty-five and thirty hundredths feet (235.30') to a point on the West right-of-way line of MacArthur Drive; thence, along said West right-of-way line of MacArthur Drive, North thirty-five degrees twenty-nine minutes East (N. $35^{\circ} 29'$ E.) for a distance of two hundred twenty and fifty-six hundredths feet (220.56') to a point on the North right-of-way line of MacArthur Drive, North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29'$ E.) for a distance of four hundred fifty-two and fifty-seven hundredths feet (452.57') to a point on the West right-of-way line of Pershing Drive; thence, along said West right-of-way line of Pershing Drive, South three degrees East (S. $3^{\circ} 00'$ E.) for a distance of thirty-three and four hundredths feet (33.04') to a point on the South right-of-way line of MacArthur Drive; thence, along said South right-of-way line of MacArthur Drive, South eighty-five degrees and twenty-nine minutes West (S. $85^{\circ} 29'$ W.) for a distance of four hundred thirty-six and thirty-two hundredths feet (436.32') to a point on the East right-of-way line of MacArthur Drive; thence, along said East right-of-way line of MacArthur Drive, South thirty-five degrees and twenty-nine minutes West (S. $35^{\circ} 29'$ W.) for a distance of two hundred ten and ninety-eight hundredths feet (210.98') to a point; thence, along said East right-of-way line of MacArthur Drive, South fifty-five degrees and twenty-nine minutes West (S. $55^{\circ} 29'$ W.) for a distance of two hundred sixty-two and thirty-three hundredths feet (262.33') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of MACARTHUR DRIVE and PATTON DRIVE at elevation six hundred forty-three and seventy hundredths feet (643.70'); thence, along extended centerline of MacArthur Drive at a gradient of -2.00% for a distance of eleven feet (11.00') to a point at an elevation of six hundred forty-three and forty-eight hundredths feet (643.48') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of + 1.60% and a final tangent grade of + 2.00%. The elevations at the Mid-Point, and End Point of said vertical curve respectively are six hundred forty-three and sixty-five hundredths feet (643.65') and six hundred forty-three and eighty-four hundredths feet (643.84'); thence, further along proposed centerline of MacArthur Drive at a gradient of + 2.00% for a distance of one hundred sixty-nine feet (169.00') to a point at an elevation of Six hundred forty-seven and twenty-two hundredths feet (647.22') said point being the be-

ginning of a one hundred feet (100.00') vertical curve with an initial tangent grade of + 2.00% and a final tangent grade of + 0.50%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred forty-eight and three hundredths feet (648.03') and six hundred forty-eight and forty-seven hundredths feet (648.47'); thence, further along the same at a gradient of + 0.50% for a distance of eighty-three and ninety hundredths feet (83.90') to a point at an elevation of six hundred forty-eight and eighty-nine hundredths feet (648.89') said point being the beginning of a two hundred feet (200.00') vertical curve with an initial tangent grade of + 0.50% and a final tangent grade of - 11.29%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred forty-six and forty-four hundredths feet (646.44') and six hundred thirty-eight and ten hundredths feet (638.10'); and thence, further along the same at a gradient of -11.29% for a distance of three hundred twenty-nine and ninety-one hundredths feet (329.91') to a point at an elevation of six hundred and eighty-three hundredths feet (600.83') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of -11.29% and a final tangent grade of -2.00%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred ninety-five and seventy hundredths feet (599.70') and five hundred ninety-nine and fifty hundredths feet (599.50'); thence, further along the same at a gradient of 0.00% for a distance of eleven feet (11.00') to a point at an elevation of five hundred ninety-nine and fifty hundredths feet (599.50').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said MACARTHUR DRIVE east of Patton Drive shall be thirty-three feet (33') with a central roadway of twenty-two feet (22') in width.

MACARTHUR DRIVE WEST OF PATTON DRIVE:

(a) Right-of-way lines:

Beginning at a point, said point being South eighty-five degrees and twenty-nine minutes West (S. 85° 29' W.) a distance of sixteen and fifty-two hundredths feet (16.52') from the intersection of Patton Drive and MACARTHUR DRIVE; thence, along the West right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. 1° 47' W.) for a distance of sixteen and

fifty-two hundredths feet (16.52') to a point on the North right-of-way line of MacArthur Drive; thence along said north right-of-way line of MacArthur Drive, south eighty-five degrees and twenty-nine minutes West (S. $85^{\circ} 29' W.$) for a distance of three hundred ninety-three and forty-nine hundredths feet (393.49') to a point on the Westerly limit of MacArthur Drive; thence, along said Westerly limit of MacArthur Drive, South one degree and forty-seven minutes East (S. $1^{\circ} 47' E.$) for a distance of thirty-three and four hundredths feet (33.04') to a point on the South right-of-way line of MacArthur Drive; thence, along said South right-of-way line of MacArthur Drive, North eighty-five degrees and twenty-nine minutes East (N. $85^{\circ} 29' E.$) for a distance of three hundred ninety-three and forty-nine hundredths feet (393.49') to a point on the West right-of-way line of Patton Drive; thence, along said West right-of-way line of Patton Drive, North one degree and forty-seven minutes West (N. $1^{\circ} 47' W.$) for a distance of sixteen and fifty-two hundredths feet (16.52') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of MACARTHUR DRIVE and PATTON DRIVE at elevation six hundred forty-four and ninety-one hundredths feet (644.91'); thence, along extended centerline of MacArthur Drive at a gradient of -2.00% for a distance of eleven feet (11.00') to a point at an elevation of six hundred forty-four and sixty-nine hundredths feet (644.69') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of -2.00% and a final tangent grade of + 3.21%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred forty-four and forty-nine hundredths feet (644.49') and six hundred forty-four and eighty-one hundredths feet (644.81'); thence, further along proposed centerline of MacArthur Drive at a gradient of + 3.21% for a distance of three hundred seventy-nine feet (379.00') to a point at elevation six hundred fifty-seven feet (657.00').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said MACARTHUR DRIVE west of Patton Drive shall be thirty-three feet (33') with a central roadway of twenty-two feet (22') in width.

Section 7. The following street, which is hereby designated and called MACARTHUR CREST, is hereby laid out, opened, adopted and ordained as a public street in the Borough of Orwigsburg.

Section 8. The right-of-way lines and centerline crown gradient of MACARTHUR CREST are as follows:

(a) Right-of-way lines:

Beginning at a point, said point being the intersection of the west right-of-way line of MacArthur Drive and the north right-of-way line of MacArthur Drive; thence, along the West right-of-way line of MACARTHUR CREST, North thirty-five degrees and twenty-nine minutes East (N. $35^{\circ} 29'$ E.) for a distance of seventy-six and forty-four hundredths feet (76.44') to a point; thence, along said West right-of-way line of MACARTHUR CREST, North fifteen degrees and twenty-nine minutes East (N. $15^{\circ} 29'$ E.) for a distance of two hundred sixty feet (260.00') to a point on the Northerly limit of MacArthur Crest, South seventy-four degrees and thirty-one minutes East (S. $74^{\circ} 31'$ E.) for a distance of thirty-three feet (33.00') to a point on the East right-of-way line of MacArthur Crest; thence, along said East right-of-way line of MacArthur Crest, South fifteen degrees and twenty-nine minutes West (S. $15^{\circ} 29'$ W.) for a distance of two hundred fifty feet (250') to a point; thence, along said East right-of-way line of MacArthur Crest, South thirty-five degrees and twenty-nine minutes West (S. $35^{\circ} 29'$ W.) for a distance of fifty-four and fifty-seven hundredths feet (54.57') to a point on the North right-of-way line of MacArthur Drive; thence, along said North right-of-way line of MacArthur Drive, South eighty-five degrees and twenty-nine minutes West (S. $85^{\circ} 29'$ W.) for a distance of forty-three and seven hundredths feet (43.07') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of MACARTHUR DRIVE and MACARTHUR CREST at elevation six hundred forty-six and forty-four hundredths feet (646.44'); thence, along the proposed centerline of MACARTHUR CREST at a gradient of + 0.52% for a distance of two hundred ninety feet (290.00') to a point at elevation six hundred forty-eight and five hundredths feet (648.05') said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent of + 0.52% and a final tangent grade of -5.66%. The elevations at the Mid-Point and End Point of said vertical curve respectively are six hundred forty-seven and twenty-four hundredths feet (647.24') and six hundred forty-seven and forty-four hundredths feet (647.44'); thence further along the same at a gradient of -5.66% for a distance of thirty-eight and sixty-six hundredths feet (38.66') to a point at elevation six hundred forty-five and twenty hundredths feet (645.20').

(c) Curb Lines:

The right and left curb lines shall be parallel to and eleven feet (11') measured perpendicular, from the centerline of the street; and the top of curb shall be set at an elevation four inches (4") above the corresponding centerline crown gradient elevations described for said street.

(d) Right-of-way and Cartway Widths:

The right-of-way width of said MACARTHUR CREST shall be thirty-three feet (33') with a central roadway of twenty-two feet (22') in width.

Section 9. The following street, which is hereby designated and called PERSHING DRIVE, is hereby laid out, opened, adopted and ordained as a public street in the Borough of Orwigsburg.

Section 10. The right-of-way lines and centerline crown gradient of PERSHING DRIVE are as follows:

(a) Right-of-way lines:

Beginning at a point, said point being the intersection of the North right-of-way line of Ridge Road and West right-of-way line of PERSHING DRIVE; thence, along the west right-of-way line of Pershing Drive, North three degrees West (N. 3° 00' W.) for a distance of eight hundred seventy-nine and forty-two hundredths feet (879.42') to a point on the Northerly limit of Pershing Drive; thence, along said Northerly limit of Pershing Drive, North eighty-five degrees and twenty-nine minutes East (N. 85° 29' E.) for a distance of thirty-three and four hundredths feet (33.04') to a point on the East right-of-way line of Pershing Drive; thence, along said East right-of-way line of Pershing Drive, South three degrees East (S. 3° 00' E.) for a distance of eight hundred seventy-nine and forty-two hundredths feet (879.42') to a point on the North right-of-way line of Ridge Road; thence, along said North right-of-way line of Ridge Road, South eighty-five degrees and twenty-nine minutes West (S. 85° 29' W.) for a distance of thirty-three and four hundredths feet (33.04') to the place of beginning.

(b) Centerline Crown Gradient:

Beginning at a point, said point being the intersection of Ridge Road and PERSHING DRIVE at elevation five hundred eighty-four and eighty-four hundredths feet (584.84'); thence, along the ex-

tended centerline of PERSHING DRIVE at a gradient of + 2.00% for a distance of six and fifty hundredths feet (6.50') to a point at elevation five hundred eighty-four and seventy hundredths feet (584.70'), said point being the beginning of a twenty feet (20.00') vertical curve with an initial tangent grade of -2.00% and a final tangent grade of - 5.72%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred eighty-four and forty-one hundredths feet (584.41') and five hundred eighty-three and ninety-three hundredths feet (583.93'); thence, along the proposed centerline of PERSHING DRIVE at a gradient of -5.72% for a distance of ninety-six feet (96.00') to a point at elevation five hundred seventy-seven and eighty-six hundredths feet (577.86') said point being the beginning of a one hundred feet (100.00') vertical curve with an initial tangent grade of -5.72% and a final tangent grade of + 0.81%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred seventy-five and eighty-one hundredths feet (575.81') and five hundred seventy-five and forty-one hundredths feet (575.41'); thence, further along the same at a gradient of + 0.81% for a distance of seventy-three and eighty hundredths feet (73.80') to a point at elevation five hundred seventy-five and eighty-four hundredths feet (575.84'); thence, further along the same at a gradient of 0.00% for a distance of twenty-two feet (22.00') to a point at elevation five hundred seventy-five and eighty-four hundredths feet (575.84'); thence further along the same at a gradient of + 1.21% for a distance of one hundred twenty-eight and forty-six hundredths feet (129.46') to a point at elevation five hundred seventy-seven and forty hundredths feet (577.40') vertical curve with an initial tangent grade of + 1.21% and a final tangent grade of + 6.00%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred seventy-eight and sixty hundredths feet (578.60') and five hundred eighty-one feet (581.00'); thence, further along the same at a gradient of + 6.00% for a distance of two hundred seventy feet (270.00') to a point at elevation five hundred ninety-seven and twenty hundredths feet (597.20') said point being the beginning of a sixty feet (60.00') vertical curve with an initial tangent grade of + 6.00% and a final tangent grade of + 1.64%. The elevations at the Mid-Point and End Point of said vertical curve respectively are five hundred ninety-eight and sixty-seven hundredths feet (598.67') and five hundred ninety-nine and fifty hundredths feet (599.50'); thence, further along the same at a gradient of 0.00% for a distance of twenty-two feet (22.00') to a point at elevation five hundred ninety-nine and five hundredths feet (599.50').

Section 11. An official map of said streets, with the right-of-way lines, centerline gradients and alignments, is on file in the office of the Borough Secretary, Borough Hall, Orwigsburg, Pennsylvania, and is marked C-1, as prepared by Miller, Whitby and Nelson, and by reference thereto is made a part hereof.

Section 12. All property owners shall be required to install curbs in accordance with such specifications as may be adopted by ordinance by the Borough of Orwigsburg, which curbs shall be installed, after adoption of a resolution of the Borough of Orwigsburg, by all of the abutting property owners within thirty (30) days of the receipt of written notice to said property owners by the Borough Manager of the Borough of Orwigsburg or any other official of the Borough of Orwigsburg who shall be designated to forward the said written notice.

Section 13. All ordinances or resolutions, or parts of ordinances or resolutions, insofar as they are inconsistent herewith be and the same are hereby repealed.

Section 14. If any sentence, clause, section or part of this ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this ordinance. It is hereby declared as the intent of the Borough Council and the Mayor of the Borough of Orwigsburg that this ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included therein.

Section 15. This ordinance shall become effective thirty (30) days after its adoption and approval.

ENACTED and ORDAINED into an ordinance this 1st day of April, A. D., 1968, by the Council of the Borough of Orwigsburg, Schuylkill County, Pennsylvania, in lawful session duly assembled.

BOROUGH OF ORWIGSBURG,
Schuylkill County, Pennsylvania

ATTEST:

By:

Harold Stinson
President of Council

Jeanette M. Galt
Secretary

EXAMINED and APPROVED this 1st. day of April,

A. D., 1968.

Kenneth M. Jacob
MAYOR of the Borough of Orwigsburg,
Schuylkill County, Pennsylvania