

O R D I N A N C E

WHEREAS, a certain road was opened on May 6, 1969 (being No. 2 August 1969) commencing at Route No. 29 and terminating at T386 being approximately 5795.11 feet in length and wholly within the Township of Dimock, and

WHEREAS, said road has not been used by the public in its entirety, and

WHEREAS, Manzek Land Company, Inc. is the only entity whose real estate will be affected by the vacating of said road, and

WHEREAS, the said Manzek Land Company, Inc., is dedicating land to Dimock Township for the purpose of opening another road, and

WHEREAS, the Supervisors of Dimock Township have entered into a hearing and discussion of vacating said road and are of the opinion that it would be for the public convenience and for the best interest of the Township of Dimock that said road be vacated.

NOW UNDER AND BY VIRTUE, of the powers conferred upon the Supervisors of Dimock Township by "The Second Class Township Code" enacted July 10, 1947, with its amendments and supplements, the Supervisors of the Township of Dimock do hereby enact and ordain as follows:

SECTION 1: That a public road commencing at Route 29 and terminating at T386 should be vacated for the public convenience and it is hereby vacated as a public road said public road is described as follows:

BEGINNING at a spike, said spike being set in the center line of existing paving of proposed Township road and the west side of existing paving of State Highway Route 29, said point being within the boundary and right-of-way of State Highway Route 29; thence along the center line of existing cartway, North eighty-two (82) degrees forty-

five (45) minutes West six hundred fifty and fifty-six hundredths (650.56) feet to an angle point; thence along same North eighty-three (83) degrees forty-eight (48) minutes West four hundred four and six hundredths (404.06) feet to an angle point; thence along same North eighty-three (83) degrees fourteen (14) minutes West sixty-eight and twenty-one hundredths (68.21) feet to a point of curvature; thence along line of realignment and along circular curve bearing to the right, having a radius of three hundred (300) feet and a length of two hundred forty-two and thirty hundredths (242.30) feet to a point of tangency in the existing center line of said road; thence along line of realignment North thirty-six (36) degrees fifty-seven (57) minutes thirty (30) seconds West seventy-three and ten hundredths (73.10) feet to point of curvature; thence along same and along circular curve curving to the left, having a radius of four hundred twenty (420) feet and a length of ninety-six and ninety-four hundredths (96.94) feet to a point of tangency; thence along same North twenty-three (23) degrees forty-four (44) minutes West five hundred ninety-eight and ninety-two hundredths (598.92) feet to a point of curvature, thence along circular curve bearing to the left, having a radius of six hundred (600) feet, a length of one hundred thirty-three and sixty-nine hundredths (133.69) feet to a point of tangency in the center line of said road; thence along center line of existing road North thirty-six (36) degrees thirty (30) minutes West fifty-eight and ninety-three hundredths (58.93) feet to a point of curvature; thence along line of realignment and along a circular curve bearing to the left, having a radius of three hundred thirty-five and eighty-seven hundredths (335.87) feet and a length of two hundred nine and ninety-six hundredths (209.96) feet to a point of tangency in the East side of the right-of-way of the Lehigh Valley Railroad, Montrose Branch; thence along line of realignment, crossing over the bed, center line of tracks and the West right-of-way line of Lehigh Valley Railroad, North seventy-two (72) degrees nineteen (19) minutes West one thousand one hundred thirty and forty-one hundredths (1130.41) feet to an angle point in existing center line of said road; thence along existing center line of said road North seventy-two (72) degrees fifty-six (56) minutes West six hundred two (602) feet to an angle point in center line of said road; thence along same North seventy-

three (73) degrees fifty-six (56) minutes twenty (20) seconds West seven hundred fifty-eight and twenty-seven hundredths (758.27) feet to an angle point in said road; thence along line of realignment North sixty-eight (68) degrees thirty-five (35) minutes West three hundred ninety-nine and seven hundredths (399.07) feet to a point of curvature in bed of existing road; thence along circular curve bearing to the left, having a radius of three hundred (300) feet and a length of fifty-one and eighty-four hundredths (51.84) feet to a point of tangency in the center line of existing road; thence along center line of said existing road North seventy-eight (78) degrees twenty-nine (29) minutes West three hundred sixteen and eighty-five hundredths (316.85) feet to a spike set in the center line intersection of said road and Township Road 386, said point being westerly of the East right of way of Township Road 386 by twenty-six and fifty hundredths (26.50) feet, said point also being the end of this delineation.

Distance from beginning to end, being along center line of proposed alignment, is five thousand seven hundred ninety-five and eleven hundredths (5795.11) feet. Reference Meridian Magnetic 1968.

The foregoing description is from survey made by James Walton, Licensed Land Surveyor, on March 22, 1958.

SECTION 2: The Secretary of the Township of Dimock is hereby directed to cause a copy of this Ordinance together with a draft of the road showing the location and width thereof to be filed in the Office of the Clerk of the Court of Common Pleas at Montrose, Pennsylvania.

SECTION 3: This Ordinance shall become effective immediately.

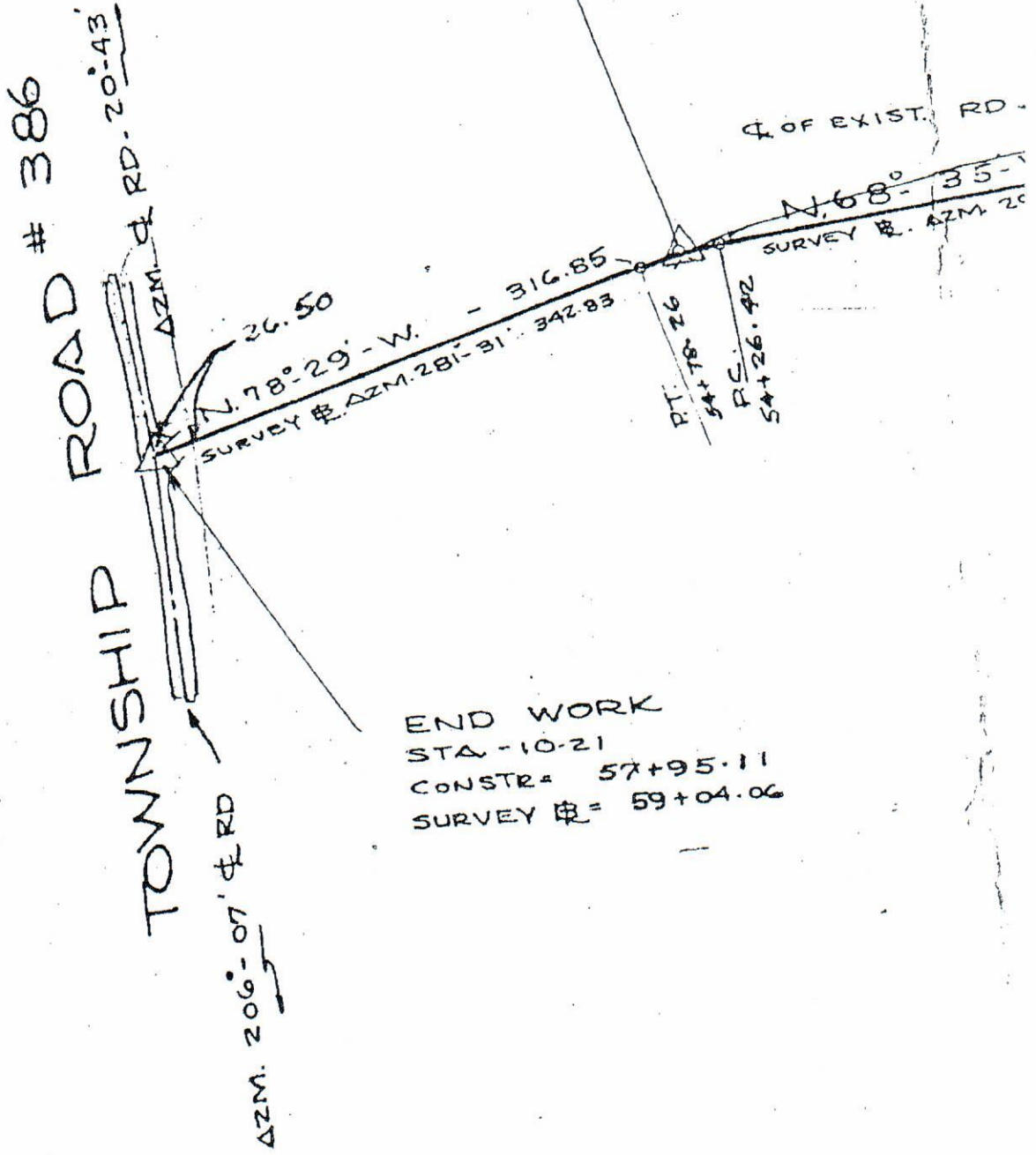
ATTEST:

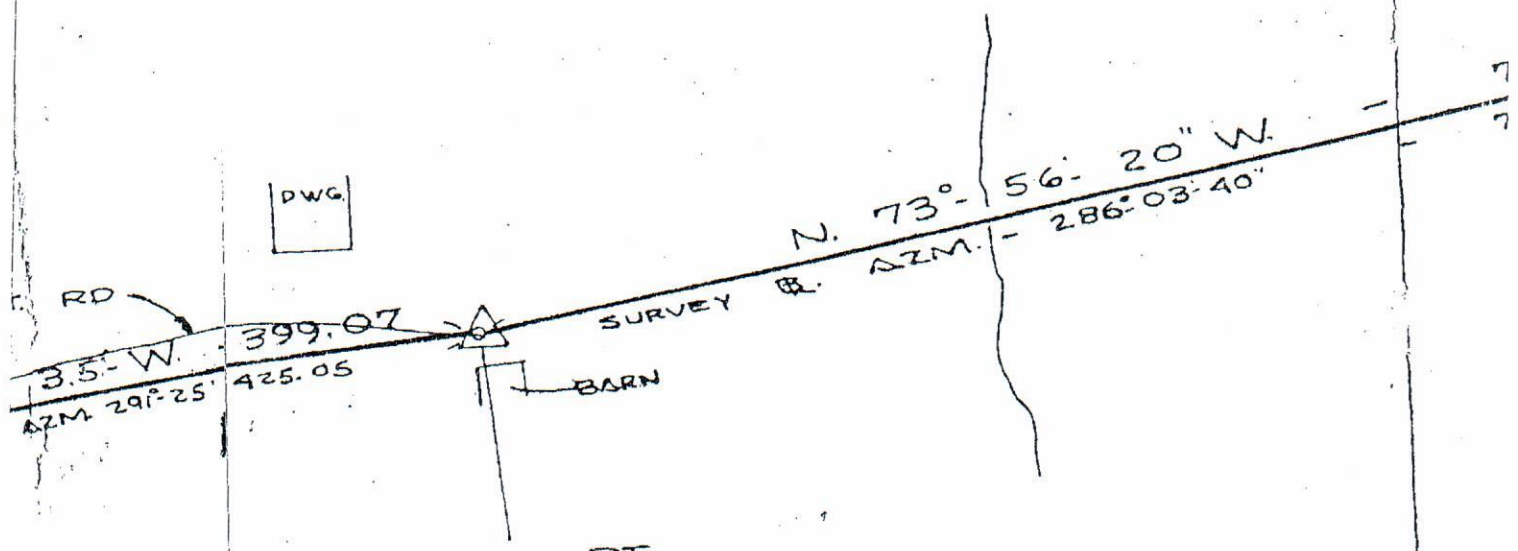
DIMOCK TOWNSHIP SUPERVISORS

Secretary

President

P.I.
 STA- 10-11
 CONSTR = 54+52.40
 SURVEY \mathcal{E} = 55+61.23
 CURVE DATA
 R= 300.00'
 L= 51.84'
 T= 25.98'
 Δ = 09°-54'





PI.
STA. 10+4
CONSTR = 50+27.35
SURVEY B = 51+36.18

158.27
158.27

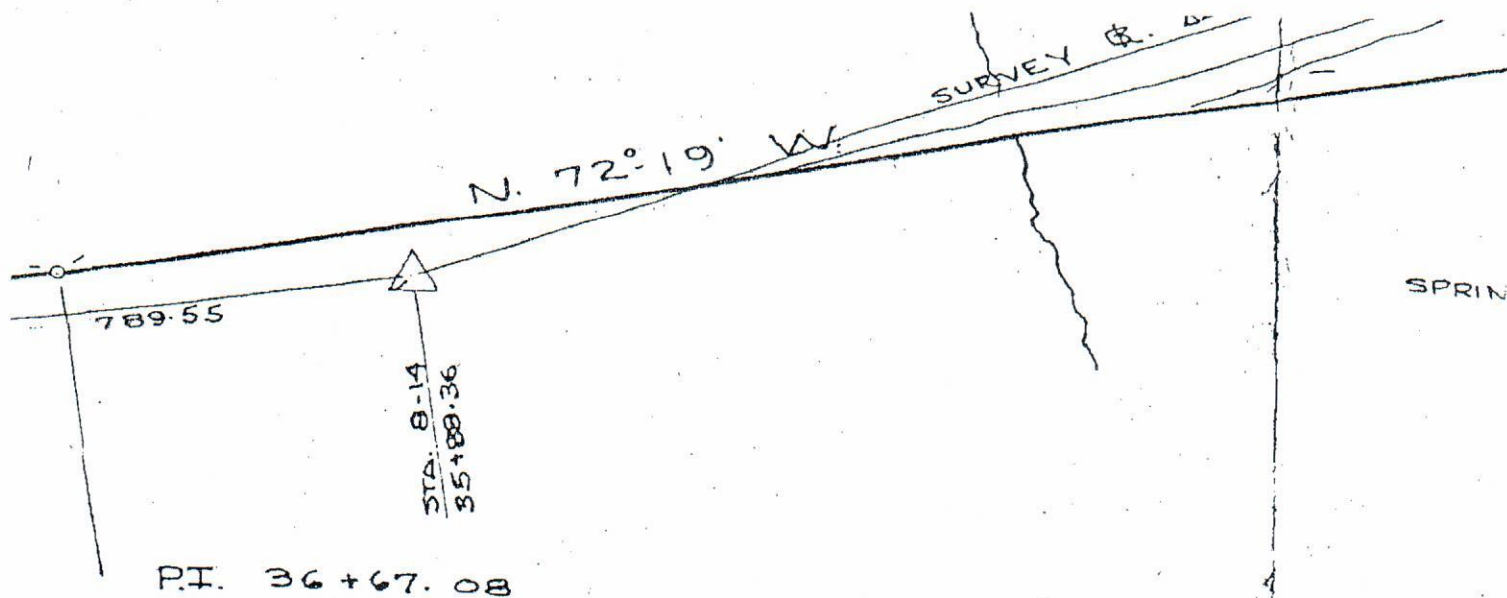
N. 72° 56' W.

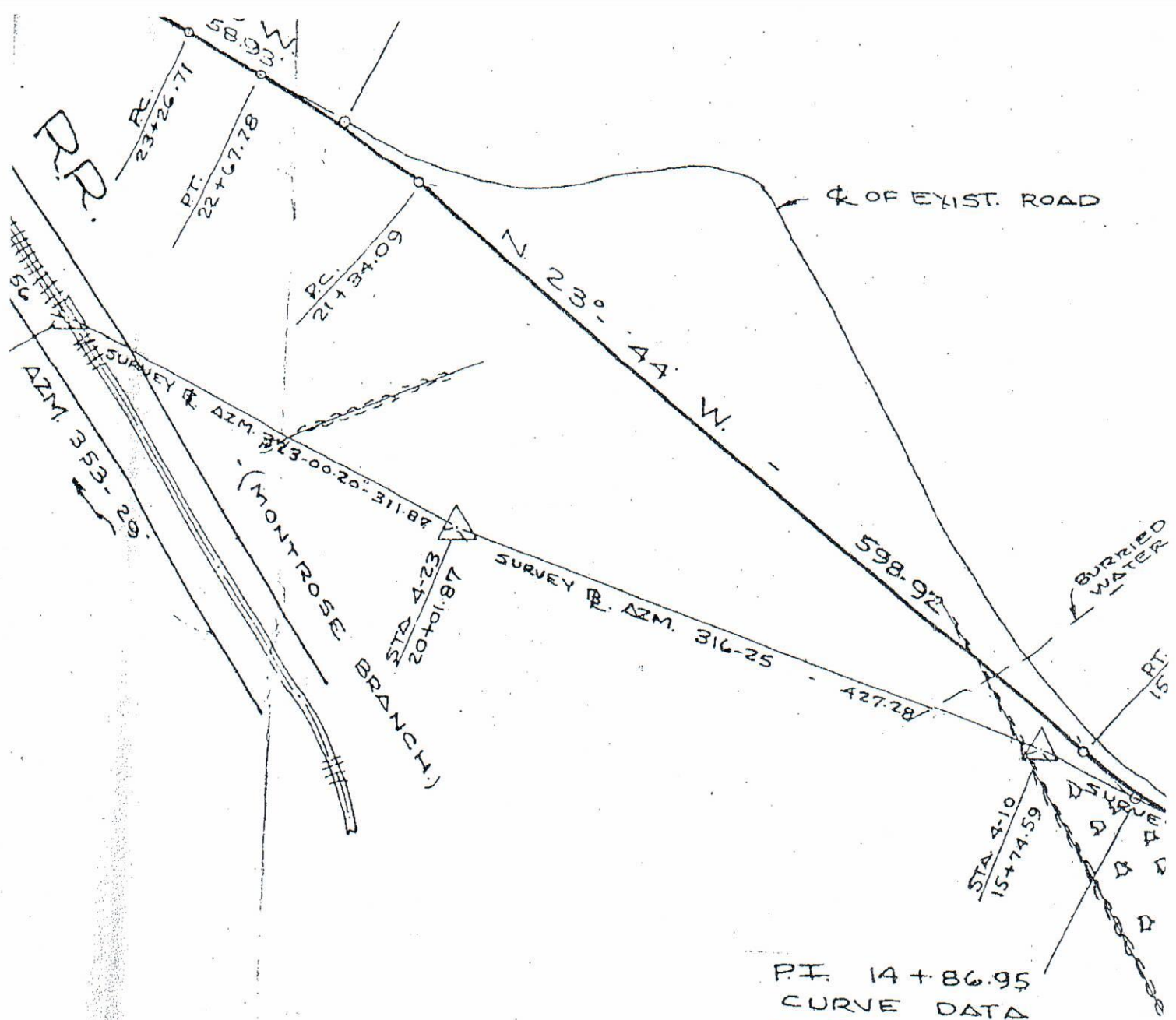
602.00

SURVEY Δ 289.02

PI.

STA. 8+22
CONSTR. = 42+69.08
SURVEY Δ = 43+77.91





P.I. 14+86.95
 CURVE DATA
 R=420.00'
 L=96.94'
 T=48.72'
 Δ=13°-13'-30"

Q OF EXIST. ROAD

BURIED 6" CI
WATER PIPE

RT.
15+35.17

PC.
14+38.23

PT.
13+65.13

STA. 4-10
15+74.59

73° 10' 57.30" W.

223.02-30' 3.36

SURVEY B
AZM. 276-46
196.39

PC.
11+22.83

DWG.

PI.
STA. 2-7
CONSTR. STA.
SURVEY B, ST

E 14+86.95
URVE DATA
420.00'
96.94'
48.72"
13°-13'-30"

GARAGE

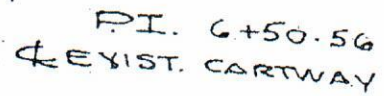
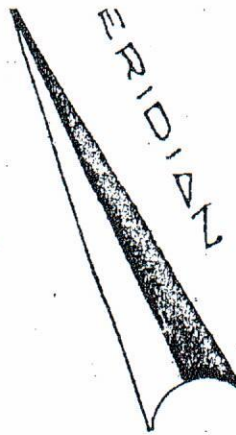
PINES

PI
STA. 2-16
CONSTR. STA = 12+51.01
SURVEY B. STA = 12+50.98
CURVE DATA
R = 300.00'
L = 242.30'
T = 128.18'
Δ = 46° 16'-30"

Width of proposed road shall 1
mile from point of beginning;
be fifty feet wide.

20'

ERIDIAN



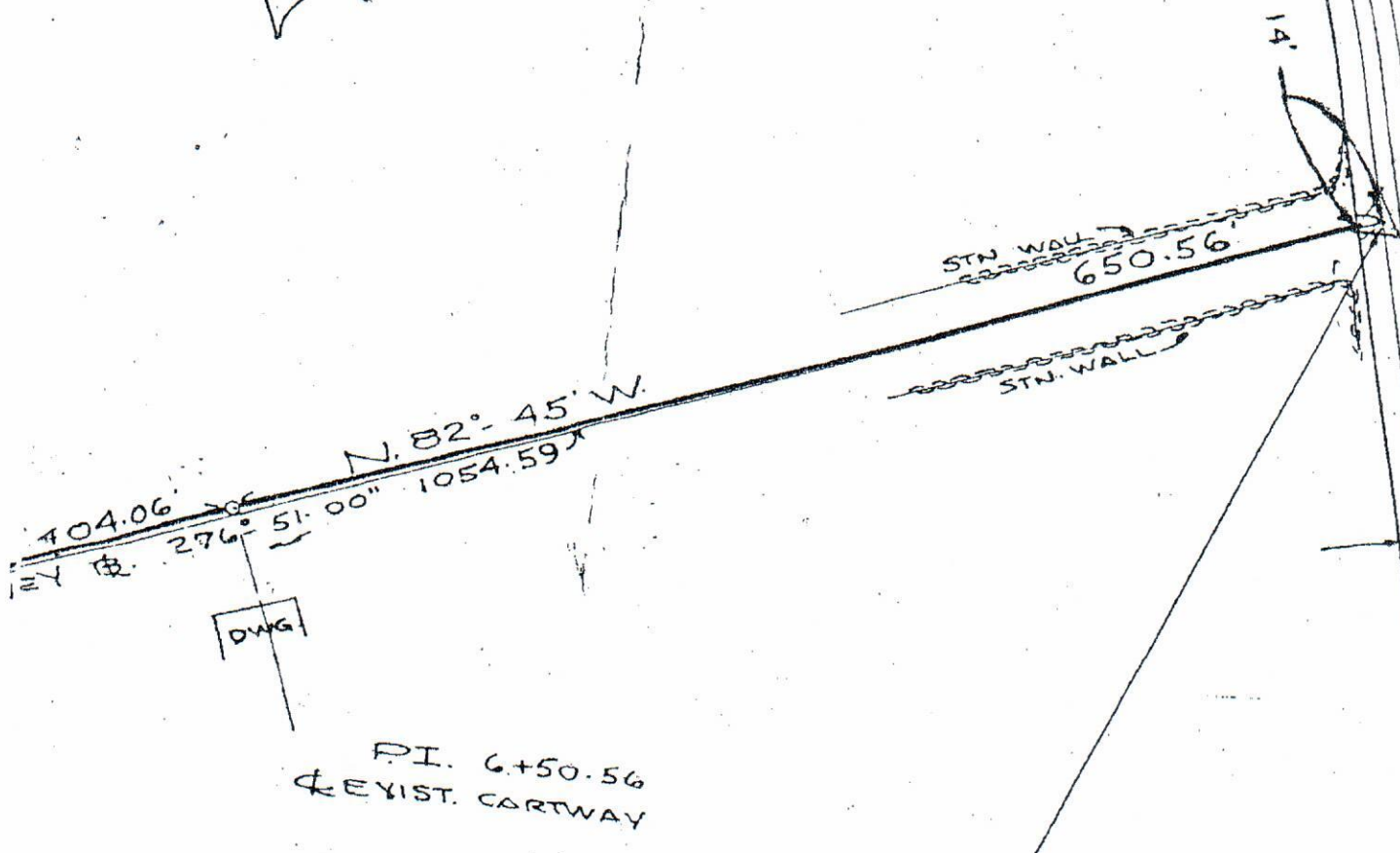
th of proposed road shall be 33 feet for one-third
e from point of beginning; remainder of road shall
fifty feet wide.

LESS 1

AVIATION

DIAZ

IN



0+00 BEGIN WORK
STA. 2-0 SPK & PROP. RD.
WEST EDGE OF EXIST. PAVING
ON RT#29

62
4.59

for one-third
of road shall

