

AN ORDINANCE OF THE BOROUGH OF MONROEVILLE ACCEPTING THE DEDICATION OF A PORTION OF A STREET KNOWN AS "COLEMAN DRIVE" AND ALL OF A STREET KNOWN "GREEN-VALE DRIVE" IN THE GREEN HILLS MANOR PLANS OF LOTS NOS. 2 REVISED AND 3, TOGETHER WITH THE ACCOMPANYING STORM WATER AND SANITARY SEWER SYSTEMS, ALL IN THE BOROUGH OF MONROEVILLE, ALLEGHENY COUNTY, PENNSYLVANIA

WHEREAS, certain plans of streets and lots have heretofore been laid out and approved by the Borough of Monroeville, known as Green Hills Manor Plan of Lots No. 2 Revised and Green Hills Manor Plan of Lots No. 3, and respectively recorded in the Recorder's Office of Allegheny County, Pennsylvania in Plan Book Vol. 69, Pages 128 and 130 and Plan Book Vol. 75, Pages 124 and 126; and

WHEREAS certain portions of the streets shown thereon have been paved and storm water and sanitary sewers have been installed within such portions of streets or easements provided therefor, pursuant to standards acceptable to the Borough of Monroeville; and

WHEREAS the Borough of Monroeville has been requested to accept certain portions of the streets as hereinafter described, together with their accompanying storm water and sanitary sewer systems, as shown on the "as built" plans as submitted to and approved by the Borough Engineer, to be part of the municipal street, storm water and sanitary sewer systems of the Borough of Monroeville;

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Borough of Monroeville, in Council assembled, as follows:

Section 1. The Borough of Monroeville hereby accepts the dedication of the portions of streets, as hereinafter described, contained in the Green Hills Manor Plan of Lots No. 2 Revised and Green Hills Manor Plan of Lots No. 3, recorded as aforesaid, and adopts the said portions of streets together with their pertinent storm water and sanitary sewers as shown and contained within said plans, within the street rights-of-way or separate easements therefor, to be part of the street, storm water and sanitary sewer systems of the Borough of Monroeville.

Section 2. The extent of Coleman Drive being accepted hereunder shall be that certain portion thereof having a width of fifty (50) feet plus cul-de-sac area as shown on said plans, limited by the horizontal description thereof, as follows:

BEGINNING at a point on the Westerly line of Coleman Drive, as laid out in the Green Hills Manor Plan of Lots No. 2 Revised, and recorded in the Allegheny County Recorder's Office, Pittsburgh, Pennsylvania in Plan Book Vol. 69, Pages 128-130, at the intersection of the dividing line of Lots 30 and 31 in said Plan; thence by the Westerly side of said Coleman Drive in a Southerly direction by a curve to the left, having a radius of four hundred feet (400') for an arc distance of two and 52/100 feet (2.52') to a point; thence by the same South 36° 20' East, for a distance of two hundred eight and

03/100 (208/03') to a point; thence by the same by a curve to the right, having a radius of one hundred fifty and 0/10 feet (150.0') for an arc distance of one hundred ninety-six and 35/100 feet (196.35') to a point; thence by the same South 38° 40' West, for a distance of two hundred eleven and 31/100 feet (211.31') to a point; thence by the same by a curve to the left, having a radius of two hundred and 0/10 feet (200.0') for an arc distance of two hundred sixty-five and 12/100 feet (265.12') to a point; thence continuing by the same South 37° 17' East, for a distance of six hundred thirty and 0/10 feet (630.0') to a point; thence by a curve to the right, having a radius of sixty and 0/10 (60.0') for an arc distance of forty-one and 26/100 feet (41.26') to a point; thence by a curve to the left, having a radius of fifty and 0/10 feet (50.0'), for an arc distance of two hundred twenty-five and 94/100 feet (225.94') to a point, said last described line being the boundary line of a cul-de-sac in said Plan; thence in a Northerly direction by a curve to right, having a radius of sixty and 0/10 feet (60.0') for an arc distance of forty-one and 26/100 feet (41.26') to a point; thence by the Easterly line of aforesaid Coleman Drive, in said Plan, North 37° 17' West, for a distance of six hundred thirty and 0/10 feet (630.0') to a point; thence by the same by a curve to right, having a radius of one hundred fifty and 0/10 feet (150.0') for an arc distance of one hundred ninety-eight and 84/100 feet (198.84') to a point; thence by the same, North 38° 40' East, for a distance of two hundred eleven and 31/100 feet (211.31') to a point; thence by the same by a curve to left, having a radius of two hundred and 0/10 (200.0) feet for an arc distance of two hundred sixty-one and 80/100 feet (261.80') to a point; thence still by the same North 36° 20' West, for a distance of two hundred eight and 03/100 feet (208.03') to a point; thence by the same by a curve to right, having a radius of three hundred fifty and 0/10 feet (350.0') for an arc distance of two and 20/100 feet (2.20') to a point; thence by a line crossing said Coleman Drive, South 54° 01' 40" West, a distance of fifty and 0/10 feet (50.0') to the place of beginning.

Section 3. The grade of the said portion of Coleman Drive at the center line thereof is established as the existing grade, described as follows:

BEGINNING at a point on the center line of a seventy foot (70') paved cul-de-sac at the Southerly end of Coleman Drive, as laid out in the Green Hills Manor Plan No. 2 Revised, and recorded in the Allegheny County Recorder's Office, Pittsburgh, Pennsylvania in Plan Book Vol.

69, Pages 128 to 130, at an elevation of eleven hundred thirty-eight and 96/100 feet (1138.96'); thence by the center line of said Coleman Drive by an ascending grade at the rate of six and 30/100 feet (6.30') per one hundred feet (100') for a distance of eighty-nine and 32/100 feet (89.32') to a point at an elevation of eleven hundred forty-four and 59/100 feet (1144.59'); thence by a convex vertical curve for a distance of two hundred four and 0/10 feet (204.0') to point at an elevation of eleven hundred forty-six and 36/100 feet (1146.36'); thence by a descending grade at the rate of four and 57/100 feet (4.57') per one hundred feet (100') for a distance of one hundred fifty-six and 5/10 feet (156.5') to a point at an elevation of Eleven hundred thirty-nine and 20/100 (1139.20'); thence by a descending grade at the rate of four and 0/10 feet (4.0') per one hundred feet (100') for a distance of forty and 0/10 feet (40.0') to a point at an elevation of eleven hundred and thirty-seven and 60/100 feet (1137.60'); thence by a concave vertical curve for a distance of one hundred ninety and 0/10 feet (190.0') to a point at an elevation of eleven hundred thirty-five and 29/100 feet (1135.29') thence by an ascending grade at the rate of one and 56/100 feet (1.56') per one hundred feet (100') for a distance of thirteen and 0/10 feet (13.0') to a point at an elevation of eleven hundred thirty-five and 49/100 feet (1135.49'); thence by a concave vertical curve for a distance of one hundred forty and 0/10 feet (140.0') to a point at an elevation of eleven hundred forty-three and 90/100 feet (1143.90'); thence by an ascending grade at the rate of ten and 46/100 feet (10.46') per one hundred feet (100') for a distance of seventy-seven and 0/10 feet (77.0') to a point at an elevation of eleven hundred fifty-one and 95/100 feet (1151.95'); thence by a concave vertical curve for a distance of eighty and 0/10 feet (80.0') to a point at an elevation of eleven hundred fifty-eight and 94/100 feet (1158.94'); thence by an ascending grade at the rate of seven and 08/100 feet (7.08') per one hundred feet (100') for a distance of one hundred ten and 0/10 feet (110.0') to a point at an elevation of eleven hundred sixty-six and 72/100 feet (1166.72'); thence by an ascending grade at the rate of eight and 2/10 feet (8.2') per one hundred feet (100') for a distance of fifty-four and 5/10 feet (54.5') to a point at an elevation of eleven hundred seventy-one and 19/100 feet (1171.19'); thence by a convex vertical curve for a distance of two hundred twenty and 0/10 feet (220.0') to a point at an elevation of eleven hundred sixty-seven and 78/100 feet (1167.78'); thence by a descending grade at the rate of eleven and 3/10 feet (11.3') per one hundred feet (100') for a distance of one hundred fifty-five and 5/10 feet (155.5') to a point at an elevation of eleven hundred fifty and 18/100 feet (1150.18'); thence by a concave vertical curve for a distance of forty and 0/10 feet (40.0') to a point at an elevation of eleven hundred forty-six and 47/100 feet (1146.47'); thence by a descending

grade at the rate of seven and $4/10$ feet (7.4') per one hundred feet (100') for a distance of twelve and $75/100$ feet (12.75') to the end of the existing pavement, at an elevation of eleven hundred forty-five and $53/100$ feet (1145.53')

Section 4. The extent of Greenvale Drive being accepted hereunder shall be its entire length commencing from the Easterly side of Coleman Drive Northwardly to the Southerly side of Leslie Road, having a width of fifty (50) feet as shown on said plans, and the horizontal description thereof shall be as follows:

BEGINNING at a point on the Easterly side line of Coleman Drive, as laid out in the Green Hills Manor Plan of Lots No. 2, Revised, and recorded in the Allegheny County Recorder's Office, Pittsburgh, Pennsylvania in Plan Book Vol. 69, Pages 128 to 130, at a point distant North $37^{\circ} 17'$ West, one hundred fifteen and $0/10$ feet (115.0') from the dividing line of Lots No. 64 and 66 in said Plan; thence from said point of beginning by the Easterly line of said Greenvale Drive, as laid out in the Green Hills Manor Plan of Lots No. 3, and recorded in the Allegheny County Recorder's Office, Pittsburgh, Pennsylvania, in Plan Book Vol. 75, Pages 124 to 126, by a curve to the right, having a radius of twenty-five and $0/10$ feet (25.0') for an arc distance of thirty-nine and $27/100$ feet (39.27') to a point; thence by the same, North $52^{\circ} 43'$ East, for a distance of one hundred fifty-five and $0/10$ feet (155.0') to a point; thence by the same, by a curve to the left, having a radius of one hundred fifty and $0/10$ feet (150.0'), for an arc distance of two hundred thirty-five and $62/100$ feet (235.62') to a point; thence continuing by the same, North $37^{\circ} 17'$ West, for a distance of one hundred and $43/100$ feet (100.43') to a point; thence by the same by a curve to the right, having a radius of one hundred and $0/10$ feet (100.0'), for an arc distance of twenty-six and $78/100$ feet (26.78') to a point; thence by the same by a curve to the right having a radius of fifty and $0/10$ feet (50.0') for an arc distance of seventy-four and $71/100$ feet (74.71') to a point on the Southerly side line of Leslie Road, as laid out and recorded in the aforesaid Green Hills Manor Plan No. 2, Revised; thence by the Southerly line of said Leslie Road, South $63^{\circ} 40'$ West, for a distance of twenty-seven and $27/100$ feet (27.27') to a point; thence by the same by a curve to the right having a radius of one hundred and $0/10$ feet (100.0') for an arc distance of one hundred one and $17/100$ feet (101.17') to a point; thence by the Westerly line of said Greenvale Drive, in a Southerly direction, by a curve to the right, having a radius of fifty and $0/10$ feet (50.0') for an arc distance of twenty-five and $28/100$ (25.28') to a point; thence by the same, South

29° 24' 25" East, for a distance of eighty-five and 09/100 feet (85.09') to a point; thence by the same by a curve to the left, having a radius of one hundred fifty and 0/10 feet (150.0') for a distance of twenty and 62/100 feet (20.62') to a point; thence by the same, South 37° 17' East, for a distance of one hundred and 43/100 (100.43) feet to a point; thence by the same by a curve to the right, having a radius of one hundred and 0/10 feet (100.0'), for an arc distance of one hundred fifty-seven and 08/100 feet (157.08') to a point; thence continuing by the same, South 52° 43' West, for a distance of one hundred fifty-five and 0/10 feet (155.0') to a point; thence by the same by a curve to the right, having a radius of twenty-five and 0/10 feet (25.0') to a point on the Easterly side of aforesaid Coleman Drive; thence by the Easterly side of said Coleman Drive, South 37° 17' East, for a distance of one hundred and 0/10 feet (100.0') to the place of beginning.

Section 5. The grade of the said Greenvale Drive at the center line thereof is established as the existing grade, described as follows:

BEGINNING at a point at the intersection of the center line of Greenvale Drive, with the center line of Coleman Drive, as laid out in the Green Hills Manor Plan of Lots No. 3, and recorded in the Allegheny County Recorder's Office, Pittsburgh, Pennsylvania in Plan Book Vol. 75, Pages 124 to 126, at an elevation of eleven hundred forty-five and 75/100 feet (1145.75'); thence by the center line of said Greenvale Drive by a descending grade at the rate of two and 62/100 feet (2.62') per one hundred feet (100') to a point at an elevation of eleven hundred forty-five and 49/100 feet (1145.49'); thence by the same by a concave vertical curve for a distance of eighty and 0/10 feet (80.0') to a point at an elevation of eleven hundred forty-six and 56/100 feet (1146.56'); thence by the same by an ascending grade at the rate of five and 29/100 feet (5.29') per one hundred and 0/10 feet (100.0') for a distance of sixty and 0/10 feet (60.0') to a point at an elevation of eleven hundred forty-nine and 74/100 feet (1149.74'); thence by the same by a concave vertical curve for a distance of one hundred twenty and 0/10 feet (120.0') to a point at an elevation of eleven hundred fifty-eight and 79/100 feet (1158.79'); thence continuing by said center line of Greenvale Drive by an ascending grade at the rate of nine and 8/10 feet (9.8') per one hundred and 0/10 feet (100.0') for a distance of two hundred and twenty-six and 0/10 feet (226.0') to a point at an elevation of eleven hundred eighty and 97/100 feet (1180.97') thence by the same by a convex vertical curve for a distance of one hundred and 0/10 feet (100.0') to a point at an elevation of eleven hundred eighty-six and 62/100 feet (1186.62'); thence by the same by an ascending grade at the rate of one and 5/10 feet (1.5') per one hundred and 0/10 feet (100.0') for a distance of sixteen and 47/100

feet (16.47') to the center line of Leslie Road at an elevation of eleven hundred eighty-six and 87/100 feet (1186.87')

Section 6. All of the above horizontal and grade descriptions were made according to plans prepared by Thompson Survey Service, John M. Thompson, Registered Professional Engineer, dated August, 1965, No. E-1256, sheets 1 and 2.

Section 7. Any ordinance or part of ordinance in conflict with any provision of this Ordinance is hereby repealed to the extent of such conflict.

ORDAINED AND ENACTED this 11th day of November, 1965.

ATTEST:

BOROUGH OF MONROEVILLE

S/ Carrol F. Pickens,
Secretary

By S/ Frank A. Witt
President of Council

EXAMINED AND APPROVED this 12th day of November, 1965

S/ John J. Duncan