

TOWNSHIP OF WEST HEMPFIELD

Lancaster County, Pennsylvania

RESOLUTION NO. 12-21

A RESOLUTION OF THE TOWNSHIP OF WEST HEMPFIELD, LANCASTER COUNTY, PENNSYLVANIA, ACCEPTING GREYSTONE DRIVE AND LANCER DRIVE AS PART OF THE PUBLIC ROAD SYSTEM OF WEST HEMPFIELD TOWNSHIP.

WHEREAS, plans of Greystone Drive and Lancer Drive have previously been submitted to and approved by the Board of Supervisors of West Hempfield Township; and

WHEREAS, Greystone Drive and Lancer Drive have been constructed in accordance with such approved plans which were recorded at Documents Nos. 2015-0038-J and 2017-0180-J in the Recorder's Office in and for Lancaster County, Pennsylvania.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of West Hempfield Township, Lancaster County, Pennsylvania, as follows:

Section 1. Greystone Drive, as described in Exhibits A and B which are attached hereto and incorporated herein by reference, shall be and hereby becomes a part of the public road system of West Hempfield Township.

Section 2. Drafts of Greystone Drive are attached as Exhibits C and D, and made a part hereof, in accordance with Section 2316 of the Second Class Township Code showing the following:

- A. The street to be dedicated is Greystone Drive.
- B. The centerline length of Greystone Drive is 1142 feet, beginning at its intersection with Sylvan Retreat Road and ending at its intersection with Lancer Drive.
- C. Greystone Drive has a right-of-way width of 50 feet and a cartway width of 28 feet.

Section 3. Lancer Drive, as described in Exhibit E which is attached hereto and incorporated herein by reference, shall be and hereby becomes a part of the public road system of West Hempfield Township.

Section 4. A draft of Lancer Drive is attached as Exhibit D, and made a part hereof, in accordance with Section 2316 of the Second Class Township Code showing the following:

A. The street to be dedicated is Lancer Drive.

B. The centerline length of Lancer Drive is 760 feet, beginning at its intersection with Greystone Drive and ending at the Phase 3 termination at the northern property line of Lot 1 which connects with existing Lancer Drive (T-446) which terminates at its intersection with Sterling Way.

C. Lancer Drive has a right-of-way width of 50 feet and a cartway width of 28 feet.

Section 5. The proper officials of the Township are hereby authorized to do and perform all acts necessary and required under the Second Class Township Code and the Act of Assembly allocating fuel taxes to municipalities (72 P.S. §2615.1 et seq.) to accept such street as part of the public road system of West Hempfield Township.

Section 6. All recording and filing costs relating to the acceptance of Greystone Drive and Lancer Drive as part of the public road system of West Hempfield Township shall be paid by the owner-subdivider.

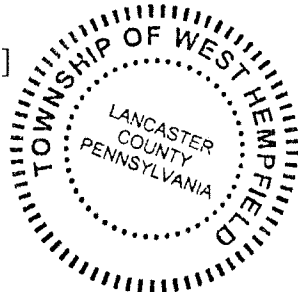
DULY ADOPTED this 5 day of October, 2021, by the Board of Supervisors of the Township of West Hempfield, Lancaster County, Pennsylvania, in lawful session duly assembled.

TOWNSHIP OF WEST HEMPFIELD
Lancaster County, Pennsylvania

Attest: Adw St
(Assistant) Secretary

By: David H. Dumeys
(Vice) Chairman,
Board of Supervisors

[TOWNSHIP SEAL]



ALL THAT CERTAIN street right-of-way located in West Hempfield Township, Lancaster County, Pennsylvania, being known as Greystone Drive, having a centerline length of seven hundred ninety-six and zero hundredths (796.00) feet, a right-of-way width of fifty (50.00) feet, and a cartway width of twenty-eight (28.00) feet, as shown on a Roadway Dedication Exhibit for Sylvan View - Phase Three, prepared by David Miller Associates, Incorporated, Drawing No. 11-157.40, dated August 6, 2020, said right-of-way being more fully bounded and described as follows:

BEGINNING at a point on the East right-of-way line of Lancer Drive, said point being a corner of Lot 14; thence extending along Lancer Drive, North six (06°) degrees fifteen (15') minutes sixteen (16") seconds West, a distance of seventy-eight and zero hundredths (78.00) feet to a point, a corner of Lot 1; thence extending along Lots 1 - 12 respectively the seven following courses and distances: [1] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of twenty-one and ninety-nine hundredths (21.99) feet, a chord bearing of South fifty-one (51°) degrees fifteen (15') minutes sixteen (16") seconds East, and a chord distance of nineteen and eighty hundredths (19.80) feet to a point; [2] North eighty-three (83°) degrees forty-four (44') minutes forty-four (44") seconds East, a distance of two hundred seventy-seven and twenty hundredths (277.20) feet to a point; [3] on a line curving to the right, having a radius of one hundred forty-five and zero hundredths (145.00) feet, an arc length of two hundred twenty-seven and seventy-seven hundredths (227.77) feet, a chord bearing of South fifty-one (51°) degrees fifteen (15') minutes sixteen (16") seconds East, and a chord distance of two hundred five and six hundredths (205.06) feet to a point; [4] South six (06°) degrees fifteen (15') minutes sixteen (16") seconds East, a distance of one hundred thirty-six and ninety-eight hundredths (136.98) feet to a point; [5] on a line curving to the left, having a radius of one hundred twenty-five and zero hundredths (125.00) feet, an arc length of fifty and eighty-six hundredths (50.86) feet, a chord bearing of South seventeen (17°) degrees fifty-four (54') minutes thirty-six (36") seconds East, and a chord distance of fifty and fifty-one hundredths (50.51) feet to a point; [6] South twenty-nine (29°) degrees thirty-three (33') minutes fifty-six (56") seconds East, a distance of fifty-one and thirteen hundredths (51.13) feet to a point; and [7] on a line curving to the left, having a radius of one hundred twenty-five and zero hundredths (125.00) feet, an arc length of thirty-five and forty-one hundredths (35.41) feet, a chord bearing of South thirty-seven (37°) degrees forty (40') minutes fifty-three (53") seconds East, and a chord distance of thirty-five and twenty-nine hundredths (35.29) feet to a point; thence crossing Greystone Drive, South forty-four (44°) degrees twelve (12') minutes eleven (11") seconds West, a distance of fifty and zero hundredths (50.00) feet to a point, a corner of Lot 80; thence extending along Lot 80, Lot 31, Lancer Drive and Lots 19 - 14 respectively the seven following courses and distances: [1] on a line curving to the right, having a radius of one hundred seventy-five and zero hundredths (175.00) feet, an arc length of forty-nine and fifty-eight hundredths (49.58) feet, a chord bearing of North thirty-seven (37°) degrees forty (40') minutes fifty-three (53") seconds West, and a chord distance of forty-nine and forty-one hundredths (49.41) feet to a point; [2] North twenty-nine (29°) degrees thirty-three (33') minutes fifty-six (56") seconds West, a distance of fifty-one and thirteen hundredths (51.13) feet to a point; [3] on a line curving to the right, having a radius of one hundred seventy-five and zero hundredths (175.00) feet, an arc length of seventy-one

EXHIBIT A

and twenty hundredths (71.20) feet, a chord bearing of North seventeen (17°) degrees fifty-four (54') minutes thirty-six (36") seconds West, and a chord distance of seventy and seventy-one hundredths (70.71) feet to a point; [4] North six (06°) degrees fifteen (15') minutes sixteen (16") seconds West, a distance of one hundred thirty-six and ninety-eight hundredths (136.98) feet to a point; [5] on a line curving to the left, having a radius of ninety-five and zero hundredths (95.00) feet, an arc length of one hundred forty-nine and twenty-three hundredths (149.23) feet, a chord bearing of North fifty-one (51°) degrees fifteen (15') minutes sixteen (16") seconds West, and a chord distance of one hundred thirty-four and thirty-five hundredths (134.35) feet to a point; [6] South eighty-three (83°) degrees forty-four (44') minutes forty-four (44") seconds West, a distance of two hundred seventy-seven and twenty hundredths (277.20) feet to a point; and [7] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of twenty-one and ninety-nine hundredths (21.99) feet, a chord bearing of South thirty-eight (38°) degrees forty-four (44') minutes forty-four (44") seconds West, and a chord distance of nineteen and eighty hundredths (19.80) feet to the place of BEGINNING.

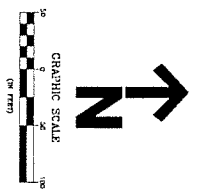
CONTAINING 38,651 Square Feet

ALL THAT CERTAIN street right-of-way located in West Hempfield Township, Lancaster County, Pennsylvania, being known as Greystone Drive, having a centerline length of three hundred forty-six and zero hundredths (346.00) feet, a right-of-way width of fifty (50.00) feet, and a cartway width of twenty-eight (28.00) feet, as shown on a Roadway Dedication Exhibit, prepared by David Miller Associates, Incorporated, Drawing No. 11-157.33, dated April 26, 2017, said right-of-way being more fully bounded and described as follows:

BEGINNING at a point on the West right-of-way line of Sylvan Retreat Road, said point being a corner of Lot 81; thence extending along Sylvan Retreat Road, South eight (08°) degrees three (03') minutes nineteen (19") seconds East, a distance of seventy-eight and zero hundredths (78.00) feet to a point, a corner of Lot 45; thence extending along Lots 45 - 47, Lot 62, Archer Lane, and Lot 44, respectively the three following courses and distances: [1] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of twenty-one and ninety-nine hundredths (21.99) feet, a chord bearing of North fifty-three (53°) degrees three (03') minutes nineteen (19") seconds West, and a chord distance of nineteen and eighty hundredths (19.80) feet to a point; [2] South eighty-one (81°) degrees fifty-six (56') minutes forty-one (41") seconds West, a distance of one hundred ninety-four and seventy-two hundredths (194.72) feet to a point; and [3] on a line curving to the right, having a radius of one hundred seventy-five and zero hundredths (175.00) feet, an arc length of one hundred fifty-nine and sixty-one hundredths (159.61) feet, a chord bearing of North seventy-one (71°) degrees fifty-five (55') minutes thirty-four (34') seconds West, and a chord distance of one hundred fifty-four and fourteen hundredths (154.14) feet to a point in line of Lot 81; thence extending along the same, North forty-four (44°) degrees twelve (12') minutes eleven (11") seconds East, a distance of fifty and zero hundredths (50.00) feet to a point; thence continuing along Lot 81 and extending along Lot 13, and Lot 81 respectively the three following courses and distances: [1] on a line curving to the left, having a radius of one hundred twenty-five and zero hundredths (125.00) feet, an arc length of one hundred fourteen and one hundredth (114.01) feet, a chord bearing of South seventy-one (71°) degrees fifty-five (55') minutes thirty-four (34") seconds East, and a chord distance of one hundred ten and ten hundredths (110.10) feet to a point; [2] North eighty-one (81°) degrees fifty-six (56') minutes forty-one (41") seconds East, a distance of one hundred ninety-four and seventy-two hundredths (194.72) feet to a point; and [3] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of twenty-one and ninety-nine hundredths (21.99) feet, a chord bearing of North thirty-six (36°) degrees fifty-six (56') minutes forty-one (41") seconds East, and a chord distance of nineteen and eighty hundredths (19.80) feet to the place of BEGINNING.

CONTAINING 17,360 Square Feet

EXHIBIT B

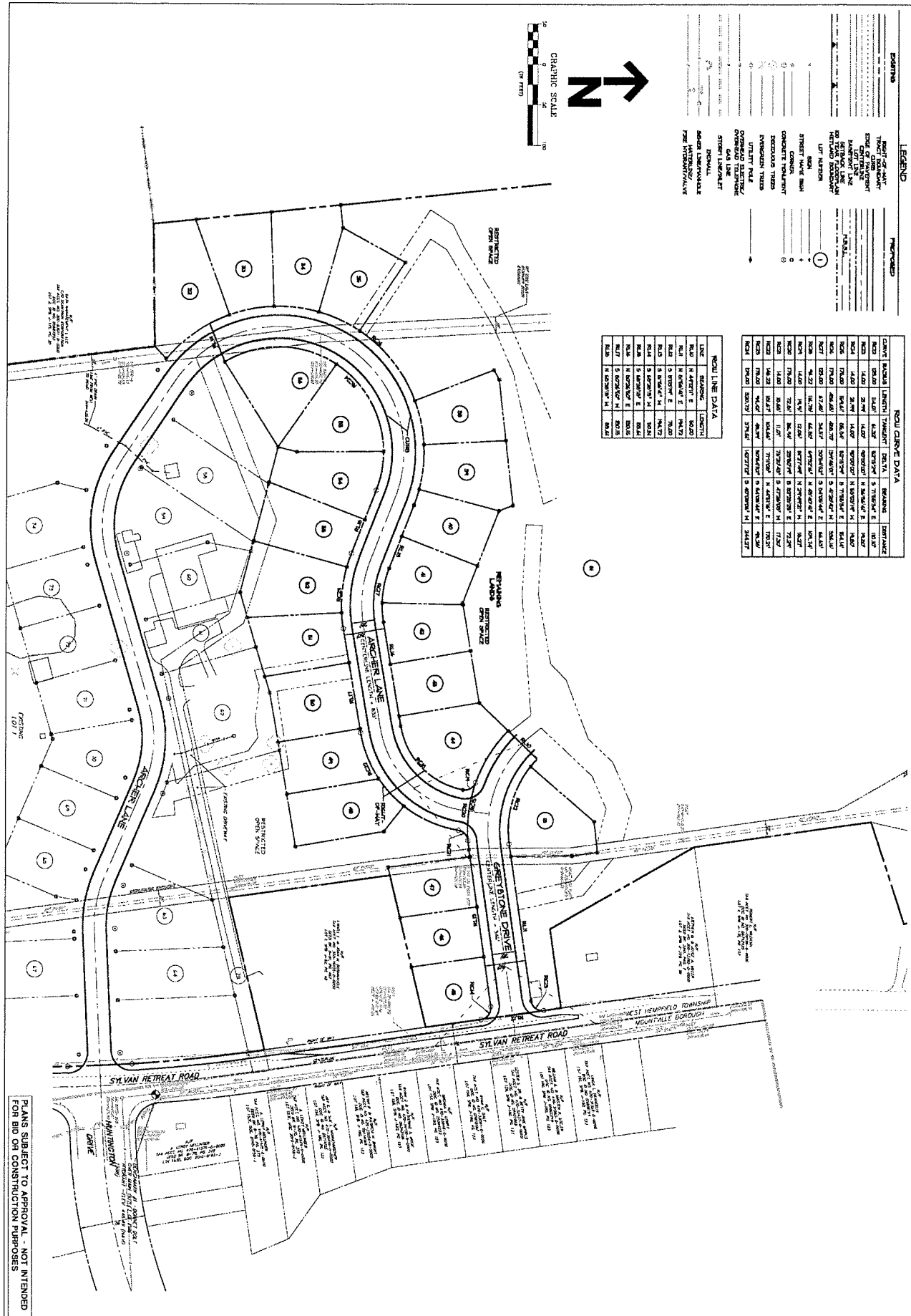


LEGEND

EXISTING	PROPOSED
1" = 100'	1" = 100'
2" = 100'	2" = 100'
3" = 100'	3" = 100'
4" = 100'	4" = 100'
5" = 100'	5" = 100'
6" = 100'	6" = 100'
7" = 100'	7" = 100'
8" = 100'	8" = 100'
9" = 100'	9" = 100'
10" = 100'	10" = 100'
11" = 100'	11" = 100'
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37" = 100'	37" = 100'
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39" = 100'	39" = 100'
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41" = 100'	41" = 100'
42" = 100'	42" = 100'
43" = 100'	43" = 100'
44" = 100'	44" = 100'
45" = 100'	45" = 100'
46" = 100'	46" = 100'
47" = 100'	47" = 100'
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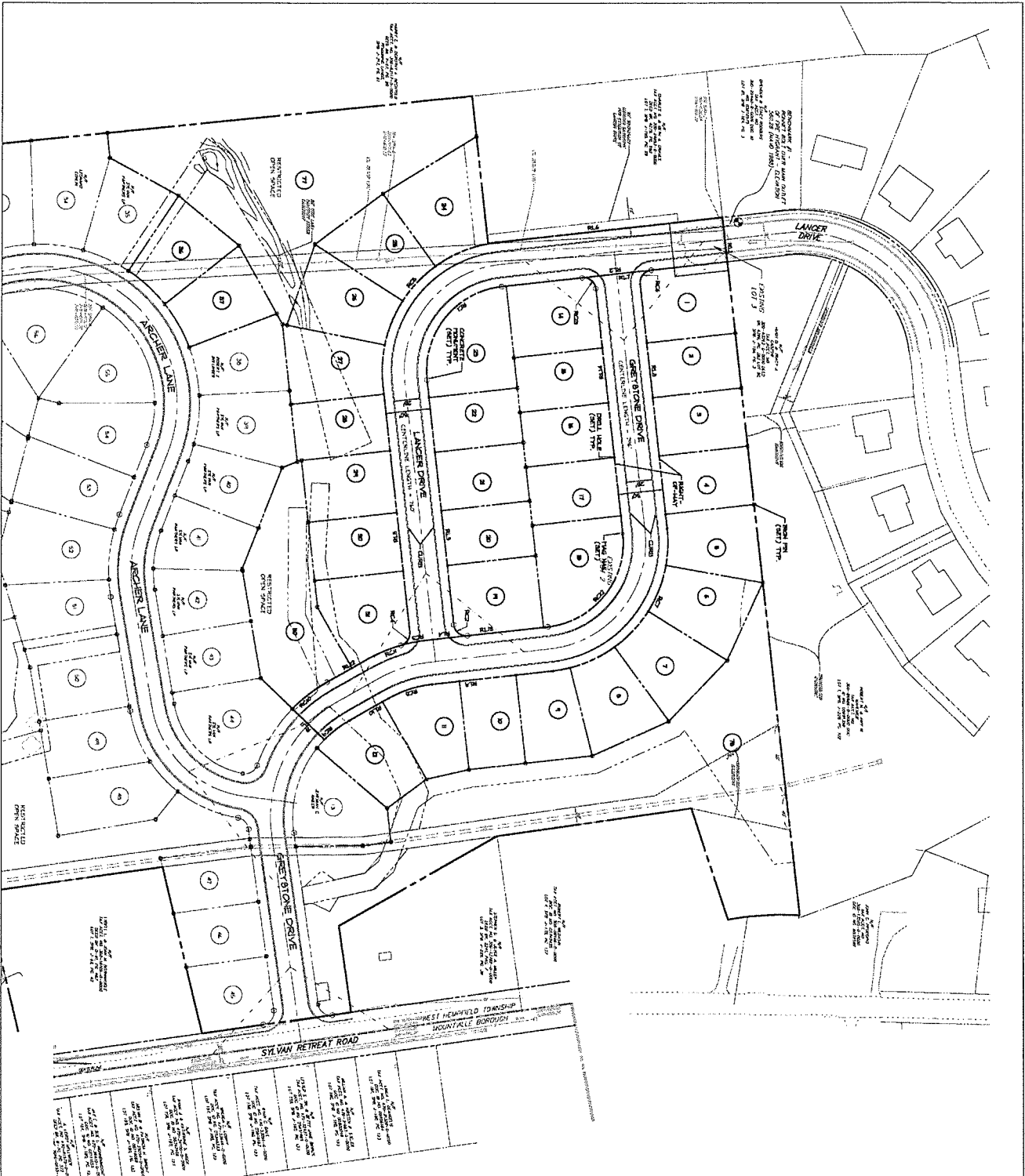
ROAD LINE DATA

LINE	STATION	LENGTH	BEARING	START POINT	END POINT
1	0+00	100.00	N 89° 59' 59" E	Station 0+00	Station 1+00
2	1+00	100.00	N 89° 59' 59" E	Station 1+00	Station 2+00
3	2+00	100.00	N 89° 59' 59" E	Station 2+00	Station 3+00
4	3+00	100.00	N 89° 59' 59" E	Station 3+00	Station 4+00
5	4+00	100.00	N 89° 59' 59" E	Station 4+00	Station 5+00
6	5+00	100.00	N 89° 59' 59" E	Station 5+00	Station 6+00
7	6+00	100.00	N 89° 59' 59" E	Station 6+00	Station 7+00
8	7+00	100.00	N 89° 59' 59" E	Station 7+00	Station 8+00
9	8+00	100.00	N 89° 59' 59" E	Station 8+00	Station 9+00
10	9+00	100.00	N 89° 59' 59" E	Station 9+00	Station 10+00
11	10+00	100.00	N 89° 59' 59" E	Station 10+00	Station 11+00
12	11+00	100.00	N 89° 59' 59" E	Station 11+00	Station 12+00
13	12+00	100.00	N 89° 59' 59" E	Station 12+00	Station 13+00
14	13+00	100.00	N 89° 59' 59" E	Station 13+00	Station 14+00
15	14+00	100.00	N 89° 59' 59" E	Station 14+00	Station 15+00
16	15+00	100.00	N 89° 59' 59" E	Station 15+00	Station 16+00
17	16+00	100.00	N 89° 59' 59" E	Station 16+00	Station 17+00
18	17+00	100.00	N 89° 59' 59" E	Station 17+00	Station 18+00
19	18+00	100.00	N 89° 59' 59" E	Station 18+00	Station 19+00
20	19+00	100.00	N 89° 59' 59" E	Station 19+00	Station 20+00
21	20+00	100.00	N 89° 59' 59" E	Station 20+00	Station 21+00
22	21+00	100.00	N 89° 59' 59" E	Station 21+00	Station 22+00
23	22+00	100.00	N 89° 59' 59" E	Station 22+00	Station 23+00
24	23+00	100.00	N 89° 59' 59" E	Station 23+00	Station 24+00
25	24+00	100.00	N 89° 59' 59" E	Station 24+00	Station 25+00
26	25+00	100.00	N 89° 59' 59" E	Station 25+00	Station 26+00
27	26+00	100.00	N 89° 59' 59" E	Station 26+00	Station 27+00
28	27+00	100.00	N 89° 59' 59" E	Station 27+00	Station 28+00
29	28+00	100.00	N 89° 59' 59" E	Station 28+00	Station 29+00
30	29+00	100.00	N 89° 59' 59" E	Station 29+00	Station 30+00
31	30+00	100.00	N 89° 59' 59" E	Station 30+00	Station 31+00
32	31+00	100.00	N 89° 59' 59" E	Station 31+00	Station 32+00
33	32+00	100.00	N 89° 59' 59" E	Station 32+00	Station 33+00
34	33+00	100.00	N 89° 59' 59" E	Station 33+00	Station 34+00
35	34+00	100.00	N 89° 59' 59" E	Station 34+00	Station 35+00
36	35+00	100.00	N 89° 59' 59" E	Station 35+00	Station 36+00
37	36+00	100.00	N 89° 59' 59" E	Station 36+00	Station 37+00
38	37+00	100.00	N 89° 59' 59" E	Station 37+00	Station 38+00
39	38+00	100.00	N 89° 59' 59" E	Station 38+00	Station 39+00
40	39+00	100.00	N 89° 59' 59" E	Station 39+00	Station 40+00
41	40+00	100.00	N 89° 59' 59" E	Station 40+00	Station 41+00
42	41+00	100.00	N 89° 59' 59" E	Station 41+00	Station 42+00
43	42+00	100.00	N 89° 59' 59" E	Station 42+00	Station 43+00
44	43+00	100.00	N 89° 59' 59" E	Station 43+00	Station 44+00
45	44+00	100.00	N 89° 59' 59" E	Station 44+00	Station 45+00
46	45+00	100.00	N 89° 59' 59" E	Station 45+00	Station 46+00
47	46+00	100.00	N 89° 59' 59" E	Station 46+00	Station 47+00
48	47+00	100.00	N 89° 59' 59" E	Station 47+00	Station 48+00
49	48+00	100.00	N 89° 59' 59" E	Station 48+00	Station 49+00
50	49+00	100.00	N 89° 59' 59" E	Station 49+00	Station 50+00
51	50+00	100.00	N 89° 59' 59" E	Station 50+00	Station 51+00
52	51+00	100.00	N 89° 59' 59" E	Station 51+00	Station 52+00
53	52+00	100.00	N 89° 59' 59" E	Station 52+00	Station 53+00
54	53+00	100.00	N 89° 59' 59" E	Station 53+00	Station 54+00
55	54+00	100.00	N 89° 59' 59" E	Station 54+00	Station 55+00
56	55+00	100.00	N 89° 59' 59" E	Station 55+00	Station 56+00
57	56+00	100.00	N 89° 59' 59" E	Station 56+00	Station 57+00
58	57+00	100.00	N 89° 59' 59" E	Station 57+00	Station 58+00
59	58+00	100.00	N 89° 59' 59" E	Station 58+00	Station 59+00
60	59+00	100.00	N 89° 59' 59" E	Station 59+00	Station 60+00
61	60+00	100.00	N 89° 59' 59" E	Station 60+00	Station 61+00
62	61+00	100.00	N 89° 59' 59" E	Station 61+00	Station 62+00
63	62+00	100.00	N 89° 59' 59" E	Station 62+00	Station 63+00
64	63+00	100.00	N 89° 59' 59" E	Station 63+00	Station 64+00
65	64+00	100.00	N 89° 59' 59" E	Station 64+00	Station 65+00
66	65+00	100.00	N 89° 59' 59" E	Station 65+00	Station 66+00
67	66+00	100.00	N 89° 59' 59" E	Station 66+00	Station 67+00
68	67+00	100.00	N 89° 59' 59" E	Station 67+00	Station 68+00
69	68+00	100.00	N 89° 59' 59" E	Station 68+00	Station 69+00
70	69+00	100.00	N 89° 59' 59" E	Station 69+00	Station 70+00
71	70+00	100.00	N 89° 59' 59" E	Station 70+00	Station 71+00
72	71+00	100.00	N 89° 59' 59" E	Station 71+00	Station 72+00
73	72+00	100.00	N 89° 59' 59" E	Station 72+00	Station 73+00
74	73+00	100.00	N 89° 59' 59" E	Station 73+00	Station 74+00
75	74+00	100.00	N 89° 59' 59" E	Station 74+00	Station 75+00
76	75+00	100.00	N 89° 59' 59" E	Station 75+00	Station 76+00
77	76+00	100.00	N 89° 59' 59" E	Station 76+00	Station 77+00
78	77+00	100.00	N 89° 59' 59" E	Station 77+00	Station 78+00
79	78+00	100.00	N 89° 59' 59" E	Station 78+00	Station 79+00
80	79+00	100.00	N 89° 59' 59" E	Station 79+00	Station 80+00
81	80+00	100.00	N 89° 59' 59" E	Station 80+00	Station 81+00
82	81+00	100.00	N 89° 59' 59" E	Station 81+00	Station 82+00
83	82+00	100.00	N 89° 59' 59" E	Station 82+00	Station 83+00
84	83+00	100.00	N 89° 59' 59" E	Station 83+00	Station 84+00
85	84+00	100.00	N 89° 59' 59" E	Station 84+00	Station 85+00
86	85+00	100.00	N 89° 59' 59" E	Station 85+00	Station 86+00
87	86+00	100.00	N 89° 59' 59" E	Station 86+00	Station 87+00
88	87+00	100.00	N 89° 59' 59" E	Station 87+00	Station 88+00
89	88+00	100.00	N 89° 59' 59" E	Station 88+00	Station 89+00
90	89+00	100.00	N 89° 59' 59" E	Station 89+00	Station 90+00
91	90+00	100.00	N 89° 59' 59" E	Station 90+00	Station 91+00
92	91+00	100.00	N 89° 59' 59" E	Station 91+00	Station 92+00
93	92+00	100.00	N 89° 59' 59" E	Station 92+00	Station 93+00
94	93+00	100.00	N 89° 59' 59" E	Station 93+00	Station 94+00
95	94+00	100.00	N 89° 59' 59" E	Station 94+00	Station 95+00
96	95+00	100.00	N 89° 59' 59" E	Station 95+00	Station 96+00
97	96+00	100.00	N 89° 59' 59" E	Station 96+00	Station 97+00
98	97+00	100.00	N 89° 59' 59" E	Station 97+00	Station 98+00
99	98+00	100.00	N 89° 59' 59" E	Station 98+00	Station 99+00
100	99+00	100.00	N 89° 59' 59" E	Station 99+00	Station 100+00



PLANS SUBJECT TO APPROVAL - NOT INTENDED FOR BID OR CONSTRUCTION PURPOSES

<p>ROADWAY DEDICATION EXHIBIT</p>



LEGEND

ROAD OR HIGHWAY

CLUB

LEFT TURN

RIGHT TURN (LEFT)

CONCRETE PAVEMENT (LEFT)

CONCRETE PAVEMENT (RIGHT)

PAVED (LEFT)

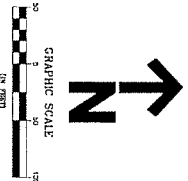
PAVED (RIGHT)

ROAD CLEARANCE DATA

LINE	LENGTH	POSTION	SETBACK	STANDARD	REQUIRE
101	14.00	5.00'	5.00'	5.00'	5.00'
102	14.00	5.00'	5.00'	5.00'	5.00'
103	14.00	5.00'	5.00'	5.00'	5.00'
104	14.00	5.00'	5.00'	5.00'	5.00'
105	14.00	5.00'	5.00'	5.00'	5.00'
106	14.00	5.00'	5.00'	5.00'	5.00'
107	14.00	5.00'	5.00'	5.00'	5.00'
108	14.00	5.00'	5.00'	5.00'	5.00'
109	14.00	5.00'	5.00'	5.00'	5.00'
110	14.00	5.00'	5.00'	5.00'	5.00'
111	14.00	5.00'	5.00'	5.00'	5.00'
112	14.00	5.00'	5.00'	5.00'	5.00'
113	14.00	5.00'	5.00'	5.00'	5.00'
114	14.00	5.00'	5.00'	5.00'	5.00'
115	14.00	5.00'	5.00'	5.00'	5.00'
116	14.00	5.00'	5.00'	5.00'	5.00'
117	14.00	5.00'	5.00'	5.00'	5.00'
118	14.00	5.00'	5.00'	5.00'	5.00'
119	14.00	5.00'	5.00'	5.00'	5.00'
120	14.00	5.00'	5.00'	5.00'	5.00'

ROAD LINE DATA

LINE	LENGTH	POSTION	STANDARD	REQUIRE
121	14.00	5.00'	5.00'	5.00'
122	14.00	5.00'	5.00'	5.00'
123	14.00	5.00'	5.00'	5.00'
124	14.00	5.00'	5.00'	5.00'
125	14.00	5.00'	5.00'	5.00'
126	14.00	5.00'	5.00'	5.00'
127	14.00	5.00'	5.00'	5.00'
128	14.00	5.00'	5.00'	5.00'
129	14.00	5.00'	5.00'	5.00'
130	14.00	5.00'	5.00'	5.00'
131	14.00	5.00'	5.00'	5.00'
132	14.00	5.00'	5.00'	5.00'
133	14.00	5.00'	5.00'	5.00'
134	14.00	5.00'	5.00'	5.00'
135	14.00	5.00'	5.00'	5.00'
136	14.00	5.00'	5.00'	5.00'
137	14.00	5.00'	5.00'	5.00'
138	14.00	5.00'	5.00'	5.00'
139	14.00	5.00'	5.00'	5.00'
140	14.00	5.00'	5.00'	5.00'



PLANS SUBJECT TO APPROVAL - NOT INTENDED FOR BID OR CONSTRUCTION PURPOSES

<p>ROADWAY DEDICATION EXHIBIT</p> <p>SYLVAN VIEW - PHASE THREE</p> <p>WEST HEMPFIELD TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA</p>	<p>CLIENT / OWNER / APPLICANT</p> <p>SYLVAN PARTNERS, LP 316 HOLT ROAD SUITE 700 LANCASTER, PA 17601 PHONE: 717-808-7073</p>	<p>DATE</p> <p>REVISED</p>	<p>DM/A</p> <p>DAVID MILLER ASSOCIATES, INC.</p> <p>LANCASTER, PA</p>
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ALL THAT CERTAIN street right-of-way located in West Hempfield Township, Lancaster County, Pennsylvania, being known as Lancer Drive, having a centerline length of seven hundred sixty and zero hundredths (760.00) feet, a right-of-way width of fifty (50.00) feet, and a cartway width of twenty-eight (28.00) feet, as shown on a Roadway Dedication Exhibit for Sylvan View - Phase Three, prepared by David Miller Associates, Incorporated, Drawing No. 11-157.40, dated August 6, 2020, said right-of-way being more fully bounded and described as follows:

BEGINNING at a point on the West right-of-way line of Greystone Drive, said point being a corner of Lot 19; thence extending along Greystone Drive the two following courses and distances: [1] South six (06°) degrees fifteen (15') minutes sixteen (16") seconds East, a distance of forty-five and ninety-eight hundredths (45.98) feet to a point; and [2] on a line curving to the left, having a radius of one hundred seventy-five and zero hundredths (175.00) feet, an arc length of twenty-nine and seventy-nine hundredths (29.79) feet, a chord bearing of South eleven (11°) degrees seven (07') minutes fifty-four (54") seconds East, and a chord distance of twenty-nine and seventy-six hundredths (29.76) feet to a point, a corner of Lot 31; thence extending along Lots 31 - 24 and lands now or formerly of Charles D. & Beth A. Graves respectively the four following courses and distances: [1] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of nineteen and sixty-one hundredths (19.61) feet, a chord bearing of North fifty-six (56°) degrees seven (07') minutes fifty-four (54") seconds West, and a chord distance of eighteen and four hundredths (18.04) feet to a point; [2] South eighty-three (83°) degrees forty-four (44') minutes forty-four (44") seconds West, a distance of two hundred seventy-nine and ninety-three hundredths (279.93) feet to a point; [3] on a line curving to the right, having a radius of one hundred forty-five and zero hundredths (145.00) feet, an arc length of two hundred twenty-seven and seventy-seven hundredths (227.77) feet, a chord bearing of North fifty-one (51°) degrees fifteen (15') minutes sixteen (16") seconds West, and a chord distance of two hundred five and six hundredths (205.06) feet to a point; and [4] North six (06°) degrees fifteen (15') minutes sixteen (16") seconds West, a distance of two hundred fifty-five and zero hundredths (255.00) feet to a point; thence crossing Lancer Drive, North eighty-three (83°) degrees forty-four (44') minutes forty-four (44") seconds East, a distance of fifty and zero hundredths (50.00) feet to a point, a corner of Lot 1; thence extending along Lot 1, Greystone Drive, Lot 14 and Lots 23 - 19 respectively the four following courses and distances: [1] South six (06°) degrees fifteen (15') minutes sixteen (16") seconds East, a distance of two hundred fifty-five and zero hundredths (255.00) feet to a point; [2] on a line curving to the left, having a radius of ninety-five and zero hundredths (95.00) feet, an arc length of one hundred forty-nine and twenty-three hundredths (149.23) feet, a chord bearing of South fifty-one (51°) degrees fifteen (15') minutes sixteen (16") seconds East, and a chord distance of one hundred thirty-four and thirty-five hundredths (134.35) feet to a point; [3] North eighty-three (83°) degrees forty-four (44') minutes forty-four (44") seconds East, a distance of two hundred seventy-seven and twenty hundredths (277.20) feet to a point; and [4] on a line curving to the left, having a radius of fourteen and zero hundredths (14.00) feet, an arc length of twenty-one and ninety-nine hundredths (21.99) feet, a chord bearing of North thirty-eight

EXHIBIT E

(38°) degrees forty-four (44') minutes forty-four (44") seconds East, and a chord distance of nineteen and eighty hundredths (19.80) feet to the place of BEGINNING.

CONTAINING 36,812 Square Feet